

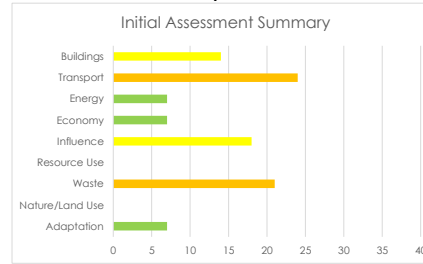
Climate Change Impact Assessment Summary

Project/Proposal Name	Kelham and Neepsend parking scheme	Portfolio	City Futures
Committee	Transport, Regeneration and Climate	Lead Member	Ben Miskill
Strategic Priority	Climate Change, Economy and Development	Lead Officer	David Whitley
Date CIA Completed	07/06/23	CIA Author	David Whitley
		Sign Off/Date	

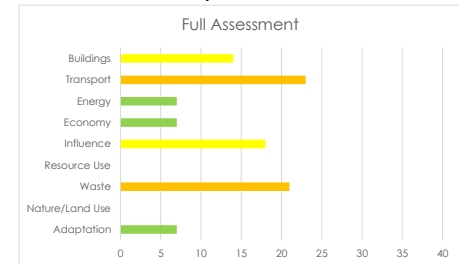
Project Description and CIA Assessment Summary	<p>This is a proposed parking scheme in the Kelham and Neepsend area of Sheffield. Each road within the scheme will be marked with a mix of 'shared use' residents permits and pay and display bays. The schen</p> <p>The parking scheme is aimed at improving access in the area and will look to address the types of parking that occurs near junctions and on footways. This will help reduce parking in unsuitable places.</p> <p>Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits</p> <p>Improve conditions for sustainable travel modes – the Kelham Island /Neepsend parking scheme includes restrictions that enable improved facilities for walking, cycling and public transport through the Housing Zone North' (HZN) scheme</p>
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Rapid Assessment	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
Buildings and Infrastructure	Yes	Influence	Yes
Transport	Yes	Resource Use	No
Energy	Yes	Waste	Yes
Economy	Yes	Nature/Land Use	No
		Adaptation	Yes

Initial Assessment Summary



Full Assessment Summary



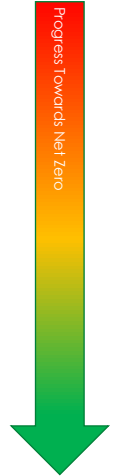
>=27	The project will increase the amount of CO2e released compared to before.
21-26	The project will maintain similar levels of CO2e emissions compared to before.
12-20	The project will achieve a moderate decrease in CO2e emissions compared to before.
3-11	The project will achieve a significant decrease in CO2e emissions compared to before.
0-2	The project can be considered to achieve net zero CO2e emissions.

[Chesterfield Borough Council Climate Impact Assessment Tool](#) provided inspiration for this tool.

Initial Assessment

Category	Impact	Description of Project Impact	Score
Buildings and Infrastructure	Construction	There will be impacts from the embodied carbon in the building materials used. There are also potential impacts of works on site during construction phase (e.g. power supply to site works, and use of fuel in machinery etc.). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	7
	Use	The project is designed to reduce traffic and pollution by discouraging people from circulating in the area looking for free parking and also encouraging travel by more sustainable modes. The impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	7
	Land use in development	NA	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is anticipated to encourage travel by more sustainable modes (for those that can) thereby reducing the need to travel by private car.	6
	Decarbonisation of Transport	The Proposed Scheme is expected encourage travel by more sustainable modes thereby reducing the need to travel by private car.	6
	Public Transport	Scheme could slightly increase public transport and active travel use usage by reducing free commuter parking	6
	Increasing Active Travel	Installing a controlled parking zone aims to encourage commuters to use other forms of transport. This could be cycling/walking and even using the bus encourages people to be more active than they would be using their car.	6
Energy	Decarbonisation of Fuel	NA	NA
	Demand Reduction/Efficiency Improvements	The scheme does incorporate energy efficiency through design. The scheme will promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	7
	Increasing infrastructure for renewables generation	NA	NA
Economy	Development of low carbon businesses	NA	NA
	Increase in low carbon skills/training	NA	NA
	Improved business sustainability	There could be positive impacts for businesses within the parking scheme area being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors/delivery vehicles are travelling by car. However, this impact is expected to be negligible.	7
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to discouraging travel by private car.	6
	Climate Leadership	Scheme can be a clear example to other local authorities of the level of intervention required to address the climate crisis and encourage sustainable travel.	6
	Working with Stakeholders	Lessons are being learned from the development and implementation of similar schemes across the City. Communications (and messaging) is a key one, especially with members.	6
Resource Use	Water Use	NA	NA
	Food and Drink	NA	NA
	Products	NA	NA
	Services	NA	NA
Waste	Waste Reduction	There is the potential for impacts related to the production of waste during construction works. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets.	7
	Waste Hierarchy	A suitable waste management plan for minimisation of waste will be produced in advance of any construction works taking place.	7
	Circular Economy	SCC service delivery partners, Amey, are tasked with recycling what they can.	7
Nature/Land Use	Biodiversity	NA	NA
	Carbon Storage	NA	NA
	Flood Management	NA	NA
Adaptation	Exposure to climate change impacts	NA	NA
	Vulnerable Groups	The scheme should help improve pedestrian accessibility and road safety for all. The parking restrictions will prevent obstructive parking and will improve safety for other vulnerable groups such as older people and those with small children and pushchairs, although this is not directly related to climate impacts.	7
	Just Transition	NA	NA

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared to before.
7	
6	The project will achieve a moderate decrease in CO2e emissions compared to before.
5	
4	
3	The project will achieve a significant decrease in CO2e emissions compared to before.
2	
1	The project will achieve a significant decrease in CO2e emissions compared to before.
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



Full Assessment

Category	Impact	Description of Project Impact	Mitigation Measures	Mitigated Score	Procurement Action Required?	Proposed KPI/Measure
Buildings and Infrastructure	Construction	There will be impacts from the embodied carbon in the building materials used. There are also potential impacts of works on site during construction phase (e.g. power supply to site works, and use of fuel in machinery etc.). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
	Use	The project is designed to reduce traffic and pollution by discouraging people from circulating in the area looking for free parking and also encouraging travel by more sustainable modes. The impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	No mitigation measures proposed	7	No	NA
	Land use in development	NA	NA	NA	NA	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is expected to encourage travel by more sustainable modes thereby reducing the need to travel by private car. However, the change in being more flexible in permit availability for business during peak parking usage (Monday to Friday, daytime) will reduce the positive effect of the original scheme, although a number of businesses star at 0600 - where public transport options are much more limited.	No mitigation measures proposed	5	No	NA
	Decarbonisation of Transport	The Proposed Scheme is expected to encourage some extra travel by more sustainable modes thereby reducing the need to travel by private car.	No mitigation measures proposed	6	No	NA
	Public Transport	Scheme could slightly increase public transport usage by reducing the amount of free, all day, commuter parking	No mitigation measures proposed	6	NA	NA
	Increasing Active Travel	Installing a controlled parking zone aims to encourage some commuters to use other forms of transport. This could be cycling/walking and even using the bus encourages people to be more active than they would be using their car.	No mitigation measures proposed	6	No	NA
Energy	Decarbonisation of Fuel	NA	NA	NA	NA	NA
	Demand Reduction/Efficiency Improvements	The scheme does incorporate energy efficiency through design. The scheme will promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	No mitigation measures proposed	7	No	NA
	Increasing infrastructure for renewables generation	NA	NA	NA	NA	NA
Economy	Development of low carbon businesses	NA	NA	NA	NA	NA
	Increase in low carbon skills/training	NA	NA	NA	NA	NA
	Improved business sustainability	There could be positive impacts for businesses within the parking scheme being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors are travelling by car. However, this impact is expected to be negligible - especially as the mitigation of the effects of the initial scheme led to requests for more flexibility in the permit allocation criteria for businesses in the area - a recommendation of the report.	No mitigation measures proposed	7	No	NA
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to discouraging travel by the private car, reducing the number of free, all day, places where people park by over 500 spaces. This is also around 270 spaces - or around 35% - of those places (not always spaces) where people park.	No mitigation measures proposed	6	No	NA
	Climate Leadership	Scheme can be a clear example to other local authorities of the level of intervention required to help address the climate crisis and encourage sustainable travel.	No mitigation measures proposed	6	NA	NA
	Working with Stakeholders	Lessons are being learned from the development and implementation of similar schemes across the City. Communications (and messaging) is a key one, especially with members.	No mitigation measures proposed	6	No	NA
Resource Use	Water Use	NA	NA	NA	NA	NA
	Food and Drink	NA	NA	NA	NA	NA
	Products	NA	NA	NA	NA	NA
	Services	NA	NA	NA	NA	NA
Waste	Waste Reduction	There is the potential for impacts related to the production of waste during construction works. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets.	No mitigation measures proposed	7	No	NA
	Waste Hierarchy	A suitable waste management plan for minimisation of waste will be produced in advance of any construction works taking place.	No mitigation measures proposed	7	No	NA
	Circular Economy	SCC service delivery partners. Amey are tasked with recycling what they can.	No mitigation measures proposed	7	No	NA
Nature/Land Use	Biodiversity	NA	NA	NA	NA	NA
	Carbon Storage	NA	NA	NA	NA	NA
	Flood Management	NA	NA	NA	NA	NA
Adaptation	Exposure to climate change impacts	NA	NA	NA	NA	NA
	Vulnerable Groups	The scheme will improve pedestrian accessibility and road safety for all. The parking restrictions will prevent obstructive parking and will improve safety for other vulnerable groups such as older people and those with small children and pushchairs, although this is not directly related to climate impacts.	No mitigation measures proposed	7	No	NA
	Just Transition	NA	NA	NA	NA	NA

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared
7	
6	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	
2	The project will achieve a significant decrease in CO2e emissions compared to before.
1	
0	The project can be considered to achieve net zero CO2e emissions. The project is actively removing CO2e from the atmosphere.
Carbon Negative	



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