

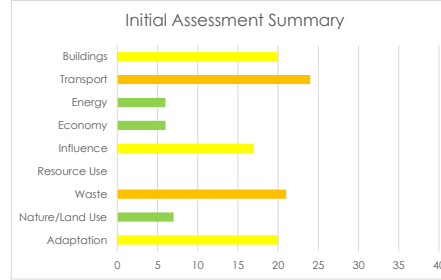
Climate Change Impact Assessment Summary

Project/Proposal Name	Crookes/Walkley Active Neighbourhood	Portfolio	City Futures
Committee	Transport, Regeneration and Climate	Lead Member	Cllr Ben Miskell
Strategic Priority	Healthy Lives and Wellbeing for All	Lead Officer	Paul Sullivan
Date CIA Completed	06/06/23	CIA Author	Paul Sullivan
		Sign Off/Date	

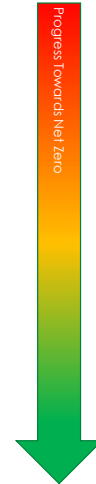
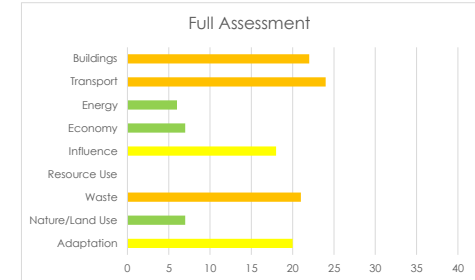
Project Description and CIA Assessment Summary	<p>SCC has been awarded funding through the UK Government's Active Travel Fund Tranche 2, within which there is an allocation for the delivery of a series of Low Traffic/Active Neighbourhood style improvements with Crookes and Walkley identified as a focus area.</p> <p>The primary local challenges are inactivity, poor air quality, need for safer roads for active travel, and suppressed public transport usage since COVID restrictions were in place. The area also suffers from strategic traffic movements using the surrounding residential streets to bypass queuing on radial corridors, high levels of car ownership.</p> <p>SCC's strategy for addressing these challenges is to empower people to change the way in which they undertake shorter journeys by enabling increased walking and cycling.</p> <p>The Project was implemented in May 2022 using an Experimental Traffic Regulation Order (ETRO), which allowed quick implementation. SCC officers listened to concerns raised about perceived access issues for larger vehicles and responded by making changes to the ETRO, which removed some of the restrictions to traffic:</p> <p>The Crookes and Walkley Active Neighbourhood aims to create a safer, cleaner and more pleasant environment for residents and local businesses to enjoy and a more attractive area for walking, cycling and spending time outdoors.</p> <p>It is envisaged that successful outcomes from the Active Neighbourhood project will be gauged in terms of:</p> <ul style="list-style-type: none"> • Additional cycle trips; • Additional walking trips; • Improved air quality; and • Improved road safety.
---	---

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	Yes
		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.

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 encourage people to use the infrastructure differently (i.e. walk and cycle more and discourage the use of private cars). It will also encourage mobility use. The expected impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall.	6
	Land use in development	The scheme will be designed with climate change in mind, in line with Grey to Green principles.	7
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is expected to improve people's travel choices with the aim of reducing the need to travel by private car.	6
	Decarbonisation of Transport	The Proposed Scheme is designed to promote travel by sustainable modes such as walking, cycling while reducing the need to travel by private car.	6
	Public Transport	The project itself is not aimed specifically at improving bus services or increasing patronage. However, bus use is linked to active travel, since people typically walk to access it. The active neighbourhood philosophy seeks to promote the use of sustainable travel modes through creating a safer, cleaner and more pleasant environment.	6
	Increasing Active Travel	The project proposals are aimed at a safer, cleaner and more pleasant environment within which to encourage more walking and cycling while reducing travel by private car. Thus a reduction in emissions in the immediate area carbon dioxide, nitrogen dioxide and particulate matter through cycling usage for short journeys	6
Energy	Decarbonisation of Fuel	NA	NA
	Demand Reduction/Efficiency Improvements	The Active Neighbourhood is partially aimed at removing through traffic from residential areas so walking, cycling, living and playing become easier, safer and more attractive, thereby encouraging low-carbon forms of travel.	6
	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 active neighbourhood are being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors are traveling by car. However, the scale of the scheme is small and therefore this impact is expected to be negligible.	6
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to increasing active travel and is being supported by extensive consultation/promotion activity. The scheme progress, aims and completion will be highlighted through various channels including cycle forum, social media etc.	5
	Climate Leadership	The introduction of active travel neighbourhoods (or low traffic neighbourhoods) is part of the Sheffield City Region Active Travel Implementation Plan, and the City's transformational Connecting Sheffield Programme. SCC and the wider MCA are committed to tackling the climate and environmental emergency.	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.	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. For example, surface chippings are reused as a sub base	7
Nature/Land Use	Biodiversity	The scheme will be designed with climate change in mind, in line with Grey to Green principles. Any proposed planting will support a sustainable environment where a diversity of insects can feed, roam and shelter. However, the scale of the scheme is small and therefore this impact is expected to be negligible.	7
	Carbon Storage	NA	NA
	Flood Management	NA	NA
Adaptation	Exposure to climate change impacts	The scheme will be designed with climate change in mind, in line with Grey to Green principles.	7
	Vulnerable Groups	There is potential for the scheme to provide active travel opportunities for protected and under-served groups (i.e. health, young, old, disabled, ethnic, pregnant, female, carers, and low incomes). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	7
	Just Transition	The scheme is aimed at providing active travel opportunities for people who currently travel by car.	6

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	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	The project will achieve a significant decrease in CO2e emissions compared to before.
2	
1	The project can be considered to achieve net zero CO2e emissions.
0	
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	8	No	NA
	Use	The project is designed to encourage people to use the infrastructure differently (i.e. walk and cycle more and discourage the use of private cars). The expected impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall.	No mitigation measures proposed	7	No	NA
	Land use in development	The scheme will be designed with climate change in mind, in line with Grey to Green principles.	No mitigation measures proposed	7	No	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is expected to improve people's travel choices with the aim of reducing the need to travel by private car.	No mitigation measures proposed	6	No	NA
	Decarbonisation of Transport	The Proposed Scheme is designed to promote travel by sustainable modes such as walking, cycling while reducing the need to travel by private car.	No mitigation measures proposed	6	No	NA
	Public Transport	The project itself is not aimed specifically at improving bus services or increasing patronage. However, bus use is linked to active travel, since people typically walk to access it. The active neighbourhood philosophy seeks to promote the use of sustainable travel modes through creating a safer, cleaner and more pleasant environment.	No mitigation measures proposed	6	No	NA
	Increasing Active Travel	The project proposals are aimed a safer, cleaner and more pleasant environment within which to encourage more walking and cycling while reducing travel by private car..	No mitigation measures proposed	6	No	NA
Energy	Decarbonisation of Fuel	NA	NA	NA	NA	NA
	Demand Reduction/Efficiency Improvements	The Active Neighbourhood is partially aimed at removing through traffic from residential areas so walking, cycling, living and playing become easier, safer and more attractive, thereby encouraging low-carbon forms of travel.	No mitigation measures proposed	6	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 active neighbourhood are being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors are travelling by car. However, the scale of the scheme is small and therefore this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to increasing active travel and is being supported by extensive consultation/promotion activity.	No mitigation measures proposed	6	No	NA
	Climate Leadership	The introduction of active travel neighbourhoods (or low traffic neighbourhoods) is part of the Sheffield City Region Active Travel Implementation Plan, and the City's transformational Connecting Sheffield Programme, SCC, and the wider MCAare committed to tackling the climate and environmental emergency.	No mitigation measures proposed	6	No	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.	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. For example, surface chippings are reused as a sub base	No mitigation measures proposed	7	No	NA
Nature/Land Use	Biodiversity	The scheme will be designed with climate change in mind, in line with Grey to Green principles. Any proposed planting will support a sustainable environment where a diversity of insects can feed, roost and shelter. However, the scale of the scheme is small and therefore this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
	Carbon Storage	NA	NA	NA	NA	NA
	Flood Management	NA	NA	NA	NA	NA
Adaptation	Exposure to climate change impacts	The scheme will be designed with climate change in mind, in line with Grey to Green principles.	No mitigation measures proposed	7	No	NA
	Vulnerable Groups	There is potential for the scheme to provide active travel opportunities for protected and under-served groups (i.e. health, young, old, disabled, ethnic, pregnant, female, carers, and low incomes). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
	Just Transition	The scheme is aimed at providing active travel opportunities for people who currently travel by car.	No mitigation measures proposed	6	No	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	
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.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



This page is intentionally left blank