

Appendix 2

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?	None				
Emissions from transport?	Unknown	Littering and fly tipping have an impact on greenhouse gas emissions through the Council's corporate fleet vehicles. Between April 2021 and March 2022, road sweepers and vehicles used for fly tip removals accounted for ca 120 tCO ₂ e (tonnes carbon dioxide equivalent) or 5% of all emissions from 'red' and 'white' diesel- fuelled corporate fleet vehicles, over the same period. Increasing the level of fines for littering and fly tipping might help to avoid an increase in emissions from transport, if fines were to become a less effective deterrent.			Emissions from corporate fleet vehicles are within scope of the Council's Net Zero 2030 (NZ30) greenhouse gas emissions monitoring.

Emissions from waste, or the quantity of waste itself?	Unknown		Littering and fly tipping divert waste material from recycling, while any recycling material recovered from litter and fly tipped waste is more likely to be contaminated. Recycling, reusing and other actions in the 'waste hierarchy' are intended to reduce demand for goods and raw materials and thereby avoid greenhouse gas emissions from their manufacture and extraction. In its December 2021 consultation on a <i>National Litter and Flytipping Strategy</i> , the Scottish Government estimates that each tonne of littered and fly tipped waste causes 600 kgCO ₂ e emissions, which could have been avoided if the waste had been fully recycled.		Emissions from waste are not within scope of NZ30 greenhouse gas emissions monitoring, except for waste from the Council's own operations. Emissions from waste and consumption-based emissions are estimated by the Department for Net Zero and Energy Security, Defra and others.
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or	None				

development?					
Carbon capture (e.g. through trees)?	None				
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:

Increasing the level of fines for littering and fly tipping may have a positive carbon impact, by avoiding greenhouse gas emissions from transport and waste if fines were to lose their deterrent effect.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Lewis Coates, Service Manager Regulation and Enforcement, Regeneration and Environment
Please outline any research, data, or information used to complete this [form].	<ul style="list-style-type: none"> Internal data on fuel use in corporate fleet vehicles National litter and flytipping consultation: strategic environmental assessment (Scottish Government, December 2021) <p>Available from: <https://www.gov.scot/publications/national-litter-flytipping-consultation-strategic-environmental-assessment/pages/8/></p>
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.	<p>Conversion factors for greenhouse gas reporting by UK organisations (data series).</p> <p>Available from: <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting></p>
Tracking [to be completed by Policy Support / Climate Champions]	<p>Tracking Reference: CIA 174</p> <p>Arthur King, Principal Climate Change Officer, Finance and Customer Services</p>