

**Guidance on the use of the Environmental Implications Tool (EIT)**

**Introduction**

The Environmental Implications Tool is designed to help managers to identify a project's impact on the environment and to consider ways of reducing that impact or providing environmental benefit.

The aim is to ensure that, whilst a proposed project may be focussed on delivering against a specific objective, it does not compromise, and where possible supports, the delivery of the Council's environmental objectives.

**When to use the tool**

The use of the EIT is a mandatory component of the Business Case Guidance for all projects classified as Major Projects (A Major Project, as agreed by CMT on 7th May 2009 is defined as::

- Having an investment or contract value (if procurement project) of £250k +; and/or
- Is 'high' risk; and/or
- Is highly complex
- Is of strategic importance; an/or
- Is leading delivery of significant improvement.

As the design of a project progresses the EIT evaluation should be reviewed and up-dated at appropriate intervals, i.e. at project Highlight Report stages, so that the final version of the EIT evaluation reflects the environmental impact of the final design specification for the project.

The EIT is also recommended to be used whenever a new project is being developed. New projects may include:

- New services or reviews of existing services
- Corporate and Departmental projects or programmes
- Corporate and Departmental Policies , Strategies and procedures
- Procurements with a value of £50K or more (See separate version in [Purchasing Guidance](#))
- Grant schemes and Service Level Agreements

**How to use the tool**

Column A lists the objectives of the Council's Environmental Strategy and relevant Sustainable Community Strategy objectives

Column B provides guidance on the impacts that should be considered when assessing the environmental implications of the proposal under consideration.

In Column C the user is asked to provide a brief explanation of how the project impacts, positively or negatively, on the objective and what measures have already been planned to reduce/mitigate or improve the impact.

In Column D, the user is asked to make a judgement about the positive or negative impacts of the project and to allocate a score of between - 3 (significant negative impacts) and +3 (significant positive impacts).

Column E is for writing down further ideas for reducing/improving the environmental impacts. Ideas may include performance criteria in contracts, specification of environmentally efficient technologies and measures to mitigate unavoidable impacts such as noise barriers or habitat creation.. These should be investigated and, if feasible, included in the project or options appraisals. Where appropriate, options appraisals should include analysis of whole-life-costing.

**Consultation**

It is also a requirement that the Climate Action Team is given an opportunity to review the EIT of any Major Project.

**Reporting the results**

The Environmental Implications Tool results should be referenced in any report seeking approval of the project. This should highlight the implications to the council of positive and negative aspects identified, particularly those scoring plus or minus two and three.

**Environmental Implications Tool (EIT)**

**Project/Proposal title:** Draft Passenger Transport Policy and Strategy (PTPS)

**Project Officer:** Charles Sampson/Lisa Godfrey **Date:** March 2018

**Version number:** 1

Environmental Objectives (A)	Guidance (B)	Description of how the project impacts on this objective and any measures that have been built in to mitigate/improve the impact. (C)	Score (D)*	Other Options to be considered to improve the score (E)
Environmental Strategy Objectives – The Council is committed to reducing the environmental impacts from its own operations. Will the project/proposal have positive or negative impacts in relation to the following objectives?				

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<p>A. The Council's carbon dioxide emissions are reduced</p>	<p><i>Will the project increase or reduce Carbon Dioxide emissions from our buildings? E.g. Occupation of additional buildings / additional ICT infrastructure, use of fuel in fleet vehicles.</i></p>	<p>The draft PTPS is not about withdrawing passenger transport services but about changing how services are provided. The environmental impact of the draft PTPS is extremely difficult to estimate due to the number of assumptions we need to make about how people will collectively act if the policy is adopted and services change.</p> <p>Examples include:</p> <ul style="list-style-type: none"> <li>• Peoples decision to travel or not</li> <li>• How far they will travel</li> <li>• What mode they would use (Are 6 people travelling together on a Eur0 4 bus better/worse than 6 people travelling separately in 6 Euro 4 taxis?)</li> <li>• Whether they would share the mode with others</li> <li>• Whether bus services will be taken on commercially if a subsidy is withdrawn</li> </ul> <p>The PTPS <b>could</b> contribute towards the Councils greenhouse gas emission reduction (30% reduction by 2025 - 38% reduction by 2030)</p> <p>Examples of recent developments with the industry at a local level</p> <ul style="list-style-type: none"> <li>• Operators have invested over £20m in Leicester since 2015</li> <li>• 40% (of 368 vehicles) of the city bus fleet now have cleaner Euro VI or retrofitted engines, a four- fold increase form 10% in 2015.</li> <li>• 90% of all passengers in Leicester now ride on buses with EURO IV or better engines</li> <li>• Since 2015, the average EURO standard in the city has increased from 3.8 to 4.8</li> <li>• The bus operators are committed to achieve EURO VI or better standard across the Leicester Fleet by end 2020</li> </ul> <p>Operators are committed to working with the City and County Council to:</p> <ul style="list-style-type: none"> <li>• Identify grant and other funding opportunities to help meet our targets.</li> <li>• Introduce electric or other zero emission vehicles by 2030</li> </ul>	<p>0</p>	<p><b><u>LCC Options Include:</u></b></p> <ul style="list-style-type: none"> <li>• The Council's procurement of goods, works and services is environmentally sustainable</li> <li>• Reduce the mileage travelled in delivering Council operations and services</li> <li>• Consider opportunities for environmental good practice in the delivery of council services</li> </ul> <p><b><u>External Options Include:</u></b></p> <ul style="list-style-type: none"> <li>• Work with partners to support the wider use of low/zero carbon energy in the County</li> <li>• The Council will contribute to reducing greenhouse gas and other pollutant emissions from the local transport network</li> <li>• Make others aware of our environmental performance and share good practice</li> </ul> <p>A Draft operational handbook is currently being developed that sets out the processes that will be followed in delivering the PTPS. This will include the procurement of services to enable the Council to work with operators and neighbouring authorities to seek to encourage the use of low emission technologies on services.</p>

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b) Renewable Energy	<i>Could the project make use of renewable energy?</i>	Yes it could, technology is available. However, current service providers are not sufficiently mature enough to provide such services.	-1	Through procurement these options may be available however this needs to be balanced against the cost of providing such services.
c) Business travel	<i>Will the project involve business travel by staff?</i>	N/A	N/A	N/A
B. The authority increases its resilience to the predicted changes in climate <i>Current predictions of climate change suggest increased winter precipitation, increased flooding (particularly in winter), more frequent and severe summer heat waves and droughts, and less frequent and severe winter cold spells.</i>	<i>Will the project be vulnerable to climate change or will it reduce our vulnerability to climate change?</i> <ul style="list-style-type: none"> <li>- <i>Is the project directly concerned with construction, maintenance or soft estate?</i></li> <li>- <i>Are road networks/ buildings/ soft estate to be used by the project?</i></li> <li>- <i>Does the project deal with vulnerable people or is it a critical service?</i></li> <li>- <i>Will the project be located or operate in flood risk areas?</i></li> </ul> <i>If the answer to any of these questions is yes, then refer to the Climate Change Adaptation risk registers for your service type(or the generic one) on the CIS Internal Services/Environment pages.</i>	PT operators do provide services on routes which are susceptible to flooding. Local procedures are put into place to manage impacts.	0	On well known “flooding routes” local contingency plans are put in to place where appropriate to re-route services in line with the County Council’s Network Management Plan.  Also see Local Flood Management Strategies for communities.
C. The amount of waste produced from Leicestershire County Council establishments, services and households is minimised and the percentage of waste recycled is increased	<i>Will the project result in the generation of waste or reduce waste and increase reuse, recycling and composting?</i>	NA	NA	NA

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D Residual Waste per Household is reduced	<i>Will the project influence the amount of household waste produced and sent to landfill?</i>	N/A	N/A	N/A
E Percentage of household waste sent for reuse, recycling and composting is increased	<i>Will the project help to increase the amount of waste that households re-use, recycle or compost?</i>	N/A	N/A	N/A
F The percentage of recycled aggregates used is increased	<i>Is the project involved in construction? If so is it possible to use recycled aggregates?</i>	N/A	N/A	N/A

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<p>G. The Council's procurement of goods, works and services is environmentally sustainable</p>	<p><i>Will the project require the procurement of goods that have high environmental costs during manufacture, use or disposal?</i>  <i>Does the project involve the procurement of services that will have environmental impacts (e.g. use of energy in buildings, for transport, plant and machinery or ICT, generation of waste, potential to pollute).</i>  <i>N.B. If the project involves a major procurement exercise then the Procurement version of this EIT should be used for that element of the project.</i></p>	<p>The draft PTPS is not about withdrawing passenger transport services but about changing how services are provided. The environmental impact of the draft PTPS is extremely difficult to estimate due to the number of assumptions we need to make about how people will collectively act if the policy is adopted and services change.</p> <p>Examples include:</p> <ul style="list-style-type: none"> <li>• Peoples decision to travel or not</li> <li>• How far they will travel</li> <li>• What mode they would use (Are 6 people travelling together on a Eur0 4 bus better/worse than 6 people travelling separately in 6 Euro 4 taxis?)</li> <li>• Whether they would share the mode with others</li> <li>• Whether bus services will be taken on commercially if a subsidy is withdrawn</li> </ul> <p>The PTPS <b>could</b> contribute towards the Councils greenhouse gas emission reduction (30% reduction by 2025 - 38% reduction by 2030)</p>	<p>0</p>	<p><b><u>LCC Options include:</u></b></p> <ul style="list-style-type: none"> <li>• The Council's procurement of goods, works and services is environmentally sustainable</li> <li>• Reduce the mileage travelled in delivering Council operations and services</li> <li>• Consider opportunities for environmental good practice in the delivery of council services</li> </ul> <p><b><u>External Options include:</u></b></p> <ul style="list-style-type: none"> <li>• Work with partners to support the wider use of low/zero carbon energy in the County</li> <li>• The Council will contribute to reducing greenhouse gas and other pollutant emissions from the local transport network</li> <li>• Make others aware of our environmental performance and share good practice</li> </ul> <p>A draft operational handbook is currently being developed that sets out the processes that will be followed in delivering the PTPS. This will include the procurement of services to enable the Council to work with operators and neighbouring authorities to seek to encourage the use of low emission technologies on services.</p>

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H The Council demonstrates efficient use of water	<i>Does the project involve the use of water, (e.g. for watering or vehicle washing)? Have water efficiency measures or rain water/grey water harvesting been considered?</i>	N/A	N/A	N/A
I All County Council sites maximise their value for geodiversity/biodiversity	<i>Will the project have an impact on wildlife or habitats on Council land? Are there opportunities to enhance habitats? (e.g. Landscaping projects)</i>	N/A	N/A	N/A

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<p>J The Council has reduced the polluting emissions from its operations and from the Local Transport Network</p>	<p><i>Is the project likely to pollute the environment? (e.g. NOx and PM10 from vehicles/ VOCs from paints/ Potential spillages of oils or chemicals or wastes/ Noise/ Dust.). Will the project require applications for Environmental Permits or Permit Exemptions?</i></p>	<p>The draft PTPS is not about withdrawing passenger transport services but about changing how services are provided. The environmental impact of the draft PTPS is extremely difficult to estimate due to the number of assumptions we need to make about how people will collectively act if the policy is adopted and services change.</p> <p>Examples include:</p> <ul style="list-style-type: none"> <li>• Peoples decision to travel or not</li> <li>• How far they will travel</li> <li>• What mode they would use (Are 6 people travelling together on a Eur0 4 bus better/worse than 6 people travelling separately in 6 Euro 4 taxis?)</li> <li>• Whether they would share the mode with others</li> <li>• Whether bus services will be taken on commercially if a subsidy is withdrawn</li> </ul> <p>The PTPS <b>could</b> contribute towards the Councils greenhouse gas emission reduction (30% reduction by 2025 - 38% reduction by 2030)</p>	<p>0</p>	<p><b><u>LCC Options include:</u></b></p> <ul style="list-style-type: none"> <li>• The Council’s procurement of goods, works and services is environmentally sustainable</li> <li>• Reduce the mileage travelled in delivering Council operations and services</li> <li>• Consider opportunities for environmental good practice in the delivery of council services</li> </ul> <p><b><u>External Options include:</u></b></p> <ul style="list-style-type: none"> <li>• Work with partners to support the wider use of low/zero carbon energy in the County</li> <li>• The Council will contribute to reducing greenhouse gas and other pollutant emissions from the local transport network</li> <li>• Make others aware of our environmental performance and share good practice</li> </ul> <p>A draft operational handbook is currently being developed that sets out the processes that will be followed in delivering the PTPS. This will include the procurement of services to enable the Council to work with operators and neighbouring authorities to seek to encourage the use of low emission technologies on services.</p>



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K The diversity, local distinctiveness and accessibility of the Leicestershire landscape and towns is conserved and enhanced by County Council operations and development	<i>Will changes to Council buildings or land detract from or enhance local diversity, distinctiveness or accessibility?</i>	N/A	N/A	N/A
L Staff, Councillors, partners and members of the community understand the Council's improved environmental performance and know how they can contribute to the achievement of the targets	<i>Does the project help/encourage staff to adopt 7 ways to Go Green?</i>	Yes, procurement and commissioning of services will enable staff to implement Council environmental objectives.	+2	Ensure staff are suitable trained to enable the development and implementation of environmentally robust commissioning/procurement systems
<b>* scoring system</b> -3 = significant negative impacts -2 = moderate negative impacts -1 = some negative impacts 0 = neutral +1 = some positive impacts +2 = moderate positive impacts +3 = significant positive impacts			<b>Total</b>	<b>+1</b>

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