

Carbon Impact Assessment Dashboard To

Report Name	Streets for People 2
Report date	10th June 2024
Export filename	<i>Streets for People 2 CIAD 10th June 2024</i>

Category	Impact
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Behaviour and Culture Change Communication & engagement

Behaviour and Culture Change Wider influence

Behaviour and Culture Change Working with communities

Behaviour and Culture Change Working with partners

Built Environment	Building construction
Built Environment	Building use
Built Environment	Switching away from fossil fuels

Business & internal resources Developing green businesses

Business & internal resources Marketable skills & training

Business & internal resources Sustainability in business

Business & internal resources Material / infrastructure requirement

Carbon Removal & Ecology Carbon storage

Carbon Removal & Ecology Biodiversity & Ecology

Carbon Removal & Ecology Bee friendly city

Carbon Removal & Ecology Carbon offsets

Consumption Food & Drink

Consumption Products

Consumption Services

Consumption Local and low-carbon production

Energy Local renewable generation capacity

Energy Reducing energy demand

Energy Improved energy storage

Resilience and Adaptation Green / blue infrastructure

Resilience and Adaptation Natural flood management

Resilience and Adaptation Drought vulnerability

Resilience and Adaptation Flooding vulnerability

Resilience and Adaptation Heatwave vulnerability

Transport Staff travel requirement

Transport Decarbonising vehicles

Transport Improving infrastructure

Transport Supporting people to use active travel

Transport Reduced need to travel

Waste and Water Single-use plastic

Waste and Water End of life disposal / recycling

Waste and Water Waste volume

Waste and Water Water use

Other Other 1

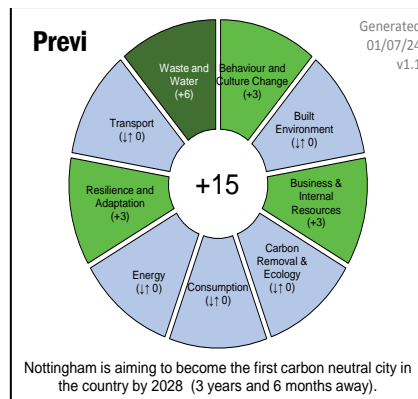
Other Other 2

Other Other 3

Other Other 4

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**Notes / justification for score / existing work
(see guidance sheet or attached notes for more information)**

Nottingham City Council's Streets for People (SfP) Programme aims to establish the right priorities for local people, making a safer place for residents and road users. During communications and engagement about the programme we have asked stakeholders to consider using more low carbon construction methods, installing green initiatives such as tree planting and urban greening and look to replace old bins that use single use plastic to wheelie bin enclosed types.

Highway Services aligns its core values with those of NCC's Carbon Neutral Charter and the Carbon Neutral Action Plan. Therefore strategic communication and engagement around carbon management is embedded within the consultation, design, procurement and construction of all projects including those agreed within the SfP Programme.

The SfP programme is specifically aimed at improving local communities. Our consultation with local Councillors ensures that we have feedback on what the local community wants and needs. For example, Meadows ward are particularly keen on green initiatives such as tree planting and urban greening and recently rejected a proposal that required a mature tree to be felled. Bestwood ward are looking to fund bin changes where we will see a reduction in single use plastic bin bags being used.

For project delivery, as part of the procurement tender process and the contract management perspective, we identify our partner values and check their past actions and public statements in regards to climate change and sustainability. As part of the procurement process NCC ensures that those values align with our own and we do this by setting out clear criteria, in the form of quality questions, as part of the tender selection process.

Not applicable to SfP
 Not applicable to SfP
 Not applicable to SfP

We ensure that our framework contractors and their own supply chain partners align their core values to those of NCC and this means that the focus is on providing, supporting and growing green technologies and services. We actively encourage contractors to engage with us on new innovative solutions and initiatives. This includes areas like renewable energy, energy efficiency, waste reduction, sustainable agriculture, and green transportation. An example of this would be the use of a road resurfacing technique that is offered by one of our framework contractors, the SfP team are actively encouraging its use where possible as it is much more sustainable than our existing methods. See row 32 for further information on this.

Not applicable to SfP

All Highways framework contractors share their successful accreditations relevant to the industry they operate in and are monitored and held accountable for their sustainable business activities through Key Performance Indicators. They will use industry standard carbon monitoring tools that capture and quantify their carbon impact and report on it periodically. This allows NCC to procure more strategically in the future based on how sustainable a business is we wish to partner with.

Retread surfacing: time required on site is significantly reduced in comparison to conventional road resurfacing, reducing overall disruption to both residents and the network. With increasing focus on sustainability, the retread process offers a low CO₂ alternative by reducing the output of energy, emissions and waste.

Cycle Infrastructure Improvement schemes: supporting non motorised transport to actively encourage cycle use and reduce emissions.

New style of bins: utilising the wheelie bin insert and not use single use plastic bags for waste collection.

Greening: planting of trees or installation of urban greening areas where hard paving/tarmac is

Not applicable to SfP

Wards have the opportunity to improve/add to green infrastructure with this funding. If projects on the highway are prioritised the Highways team work with the Parks team to preserve any green spaces and budget permitting improve on this.

Planning for diverse wildflower plantings around Highways schemes is always a consideration and possible

Highway Services and the procurement activities and programme delivery aligns itself with NCC's carbon Neutral Charter and action plan. Any strategic carbon offsets will be monitored at a corporate, organisational level.

Not applicable to SfP

The highways procurement activities support programme delivery of statutory highway maintenance functions (under Section 41 of the Highways Act 1980) and the delivery of external capital grant funded works. Therefore these activities are necessary and are conducted within a compliantly procured and sustainably managed framework programme with an embedded carbon management system. The highways procurement activities support programme delivery of statutory highway maintenance functions (under Section 41 of the Highways Act 1980) and the delivery of external capital grant funded works. Therefore these activities are necessary and are conducted within a compliantly procured and sustainably managed framework programme with an embedded carbon management system. A quality management system is embedded within the procurement tender process that ensures we are working to ensure we increase local and low-carbon production and or reduce the consumption

Not applicable to SfP

Cycle infrastructure improvements aim to increase the use of cycles and reduce the need for car travel. Improved footpaths may lead to more journeys on foot rather than in cars.

Not applicable to SfP

An aspiration of the SfP Programme is to make a real difference in the local community and uplift whole streets. For example in last years SfP programme the Dales ward funded a project on Highcliffe Road that included tree planting, an urban greening area that saw tarmac removed and replaced with planting and the road resurfaced. Huge tree pits were exposed where the existing trees were sited and these have been planted up. Designing highways with biodiversity in mind involves integrating ecological considerations into the planning, construction, and maintenance phases. The goal is to minimise negative impacts on local ecosystems and enhance habitat connectivity and wildlife conservation. Strategies such as comprehensive impact assessments and Within highway schemes natural flood management is the first option considered followed by maintenance programmes around gully clearing and finally new gully's or drainage systems.

Planting schemes within last years programme included designs for drought tolerant plants so that they would survive any hot weather with minimal watering. This is now the new norm and will be considered for any future SfP green schemes.
Highways Services partner with Major Projects & Transport teams to assess and continuously monitor flooding vulnerability. It is likely that any hotspots are put forward for SfP funding if problems exist.

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Highways deliver a hybrid model of in-house and external delivery of programmes. Right through design, construction and maintenance works the need for staff to travel either to work (hybrid working) or for projects on site is continuously assessed alongside our fleet management plan. This includes a fleet of vehicles that is almost 100% electric. Work travel by bike is also encourage through the tax free cycle scheme.

Whether delivering in house or using external framework contractors it is an identified shared core value for NCC to operate decarbonised vehicles, plant, tools and equipment where reasonably
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The SfP team are hybrid workers and the requirement to travel to work is reduced. Use of online mapping systems has decreased the need it travel to site tremendously.

SfP engagement with Councillors included the option to replace smaller bins that use single use plastic bags to larger 240 litre bins that have a wheelie bin inside. £140, 000 has been allocated city

Retread surfacing: With increasing focus on sustainability, the retread process offers a low CO2 alternative by reducing the output of energy, emissions and waste e.g. waste is reduced because the existing carriageway is recycle on site and re-laid as part of the new road surface.

See above.

Not applicable to SfP

Score
(-5 to +5)

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+3

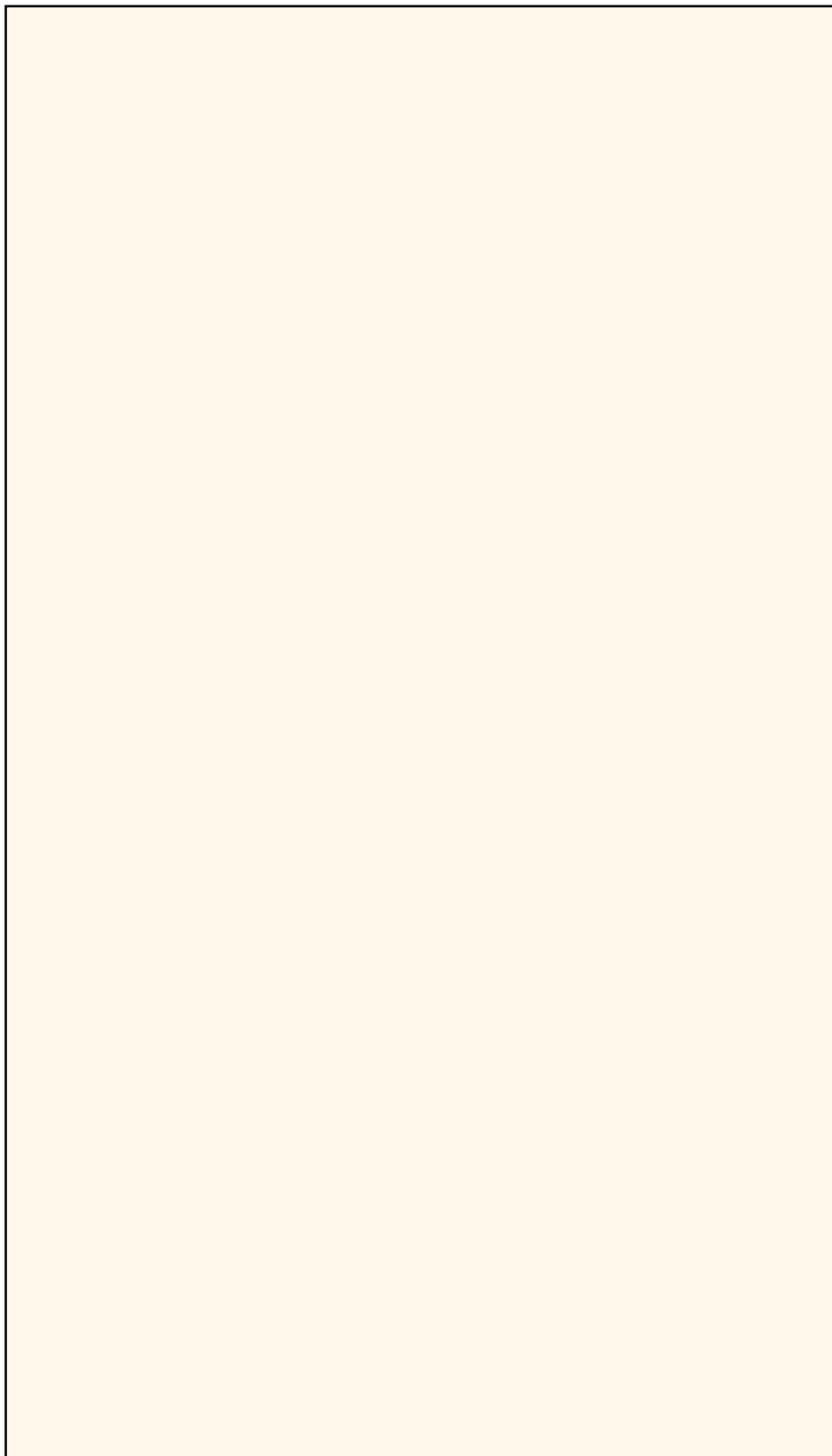
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Cheat Sheet

1. We are looking at the effects of **this** decision (not our past performance that represent future decisions)

2. We are looking at the **whole impact** of the decision (regardless of geographic location or organisational boundary)

3. We are only looking at the **climate impact** - other impacts, and social, and wellbeing measures are recorded elsewhere.

4. We need to stay **accessible**. Click on the "copy alt-text" button above the result into the alt text box for your infographic in word. Click here for more information

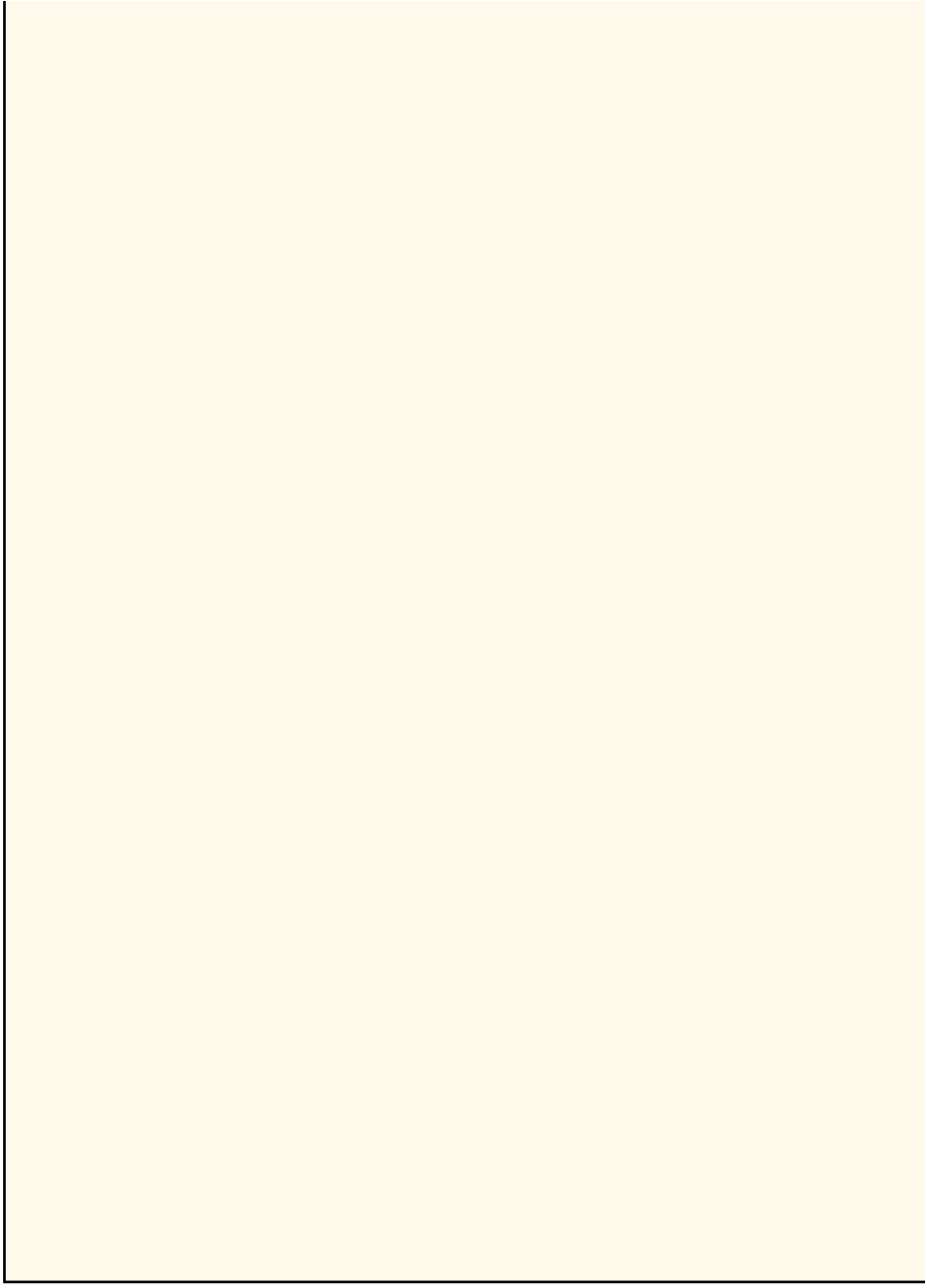
5. Your report must include some explanation as well as the infographic **will have consequences past 2028 you must say so in your report.**

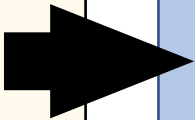
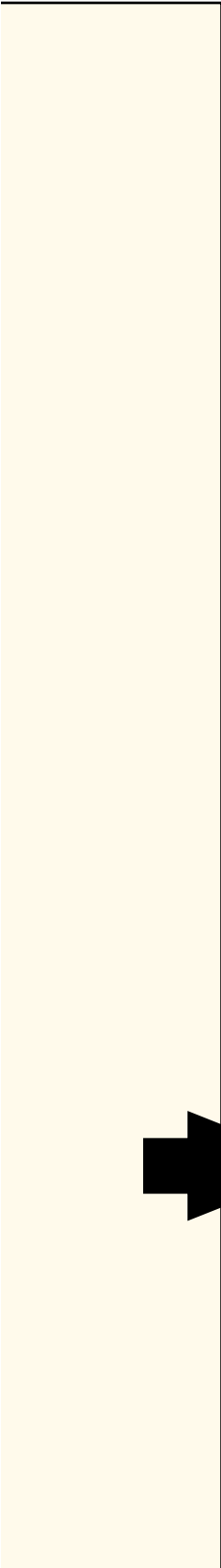
6. While there are no other specific rules for writing the summary, some you may want to discuss include:

- What are the biggest costs and benefits of this activity in terms of the climate impact?
- Are there things that we will have to include in future iterations of this activity if you have a recommendation?
- Are there measures already included in your plan to minimise the costs and maximise benefits with respect to climate change?
- Are there other costs and benefits which are outside the scope of this activity? For example, does the project have high value in terms of economic or social benefits which outweighs the climate cost? Is this a valuable climate action worth doing elsewhere?
- What are your ambitions for this activity – what is technically feasible and what do you think we should be aiming for?
- If we were to carry out the activity in the best possible way for the climate, what would that look like?
- What method(s) if any are available to monitor our climate performance of this activity? This might include internal data (electricity bills, mileage claims) or an external verification process. Is this feasible? If not, why not?
- What are the constraints which stop you doing more? Time, money, political support, partner buy in, something else?

If you get stuck, please contact climatechange@nottinghamcity.gov.uk

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