

Carbon Impact Assessment Dashboard To

Report Name	Highways Planned Maintenance CIA 24- 25
Report date	12th June 2024
Report author	Lyndsey Morrison
Project Notes	This CIA is to support the Highways Planned Maintenance Programme Delivery 2024-25.
Export filename	<i>Highways Planned Maintenance CIA 24-25 CIAD 12th June 2024</i>

Category	Impact
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

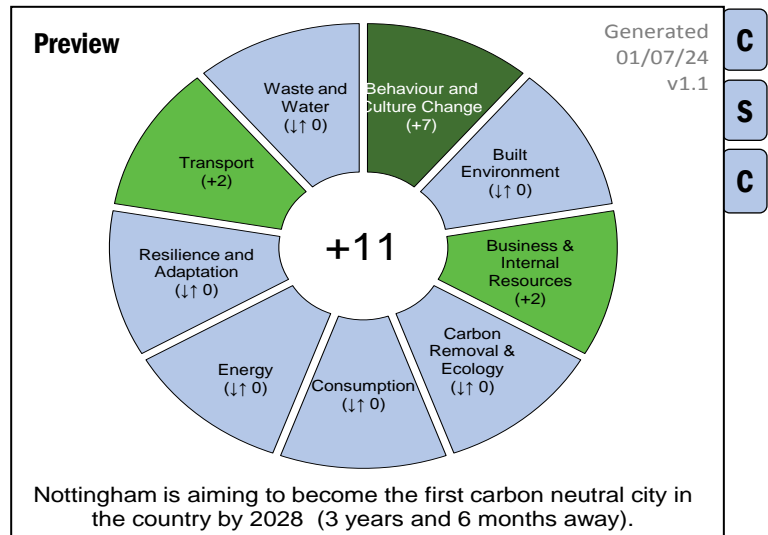
Other

Other 3

Other

Other 4

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Notes / justification for score / existing work

(see guidance sheet or attached notes for more information)

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 Highways Planned Maintenance Programme.

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Not applicable to Highways Planned Maintenance

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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 Highways team are actively encouraging its use where possible as it is much more sustainable than our

Not applicable to Highways Planned Maintenance

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.

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

Footway improvement schemes: encouraging more people to walk and use their mobility scooters to travel rather than the car and reduce emissions

Bus lane improvement schemes: encouraging more people to use the bus to travel rather than the car and reduce emissions

Not applicable to Highways Planned Maintenance

The Highways Planned Maintenance scheme would look to preserve any green spaces and budget permitting improve on this.

Planning for diverse wildflower plantings around Highways schemes is always a consideration prior to using traditional hard surfacing in an area that requires change.

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 Highways Planned Maintenance

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

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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 of high carbon products e.g. retread resurfacing

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Not applicable to Highways Planned Maintenance

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 mitigation plans are all adopted ways of working within the

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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 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 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.

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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.

The Highways 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.

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Single use plastic cups are no longer available within the Highways team office.

Use of single use plastic on site is discouraged but some site compounds have no access to potable water for drinking and this is provided in plastic bottles. This therefore requires some thought on

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Highways team office recycle paper

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Highways team office recycle paper

Potable water has to be provided to site compounds where access to drinking water is not available.

This is in single use plastic bottles but is mitigated by asking staff to bring in their own water using

Score
(-5 to +5)

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+3

+3

+1

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Cheat Sheet

1. We are looking at the effects of **this** decision (not our past performance, or 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, economic wellbeing measures are recorded elsewhere.

4. We need to stay **accessible**. Click on the "copy alt-text" button above and then paste the result into the alt text box for your infographic in word. Click here for a guide

5. Your report must include some explanation as well as the infographic. **If the activity 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 of the things 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?

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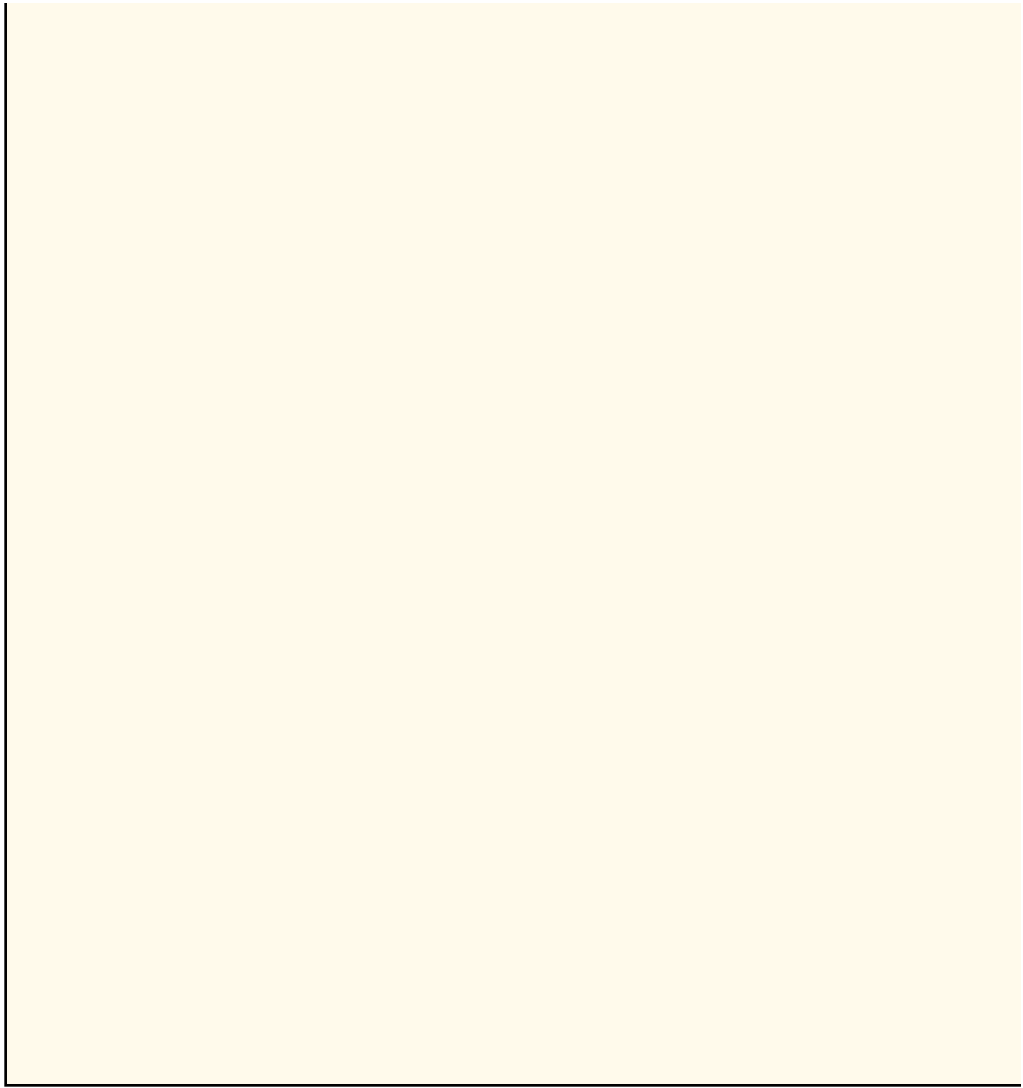
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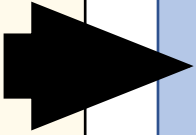
- Are there things that we will have to include in future iterations of this action you have a recommendation?
- Are there measures already included in your plan to minimise the costs and maximise benefits with respect to climate change?
- Are there other costs and benefits which are outside the scope of the CIAI 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 which has not been done 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, would that look like?
- What method(s) if any are available to monitor our climate performance or activity? This might include internal data (electricity bills, mileage claims etc) or an external verification process. Is this feasible? If not, why not?
- What are the constraints which stop you doing more? Time, money, expertise, political support, partner buy in, something else?

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

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