

Carbon Impact Assessment Dashboard To

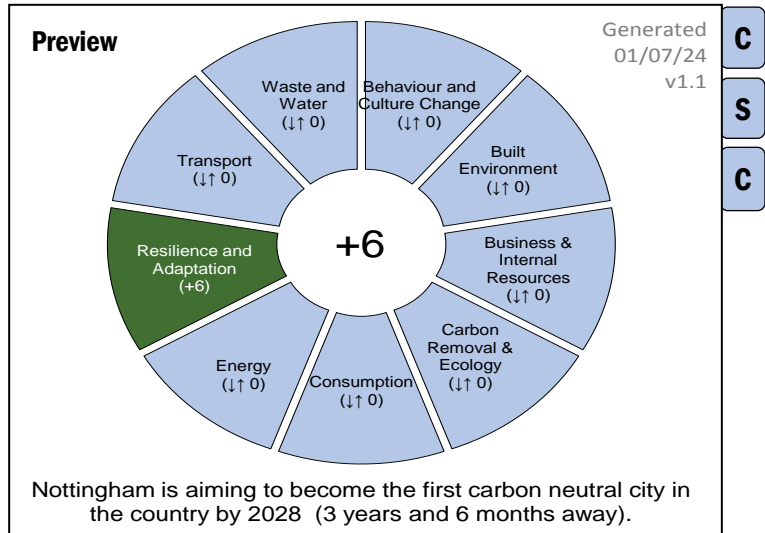
Report Name	Highway Services - Annual Procurement Activities Carbon Impact Assessment
Report date	10/06/24
Report author	Meagan Milic
Project Notes	Supporting the delivery of statutory highway maintenance functions (under section 41 of the Highways Act 1980) and external capital grant funded works.
Export filename	<i>Highway Services - Annual Procurement Activities Carbon Impact Assessment CIAD 10.06.2024</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)

Highways Compliance & Procurement function 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 procurement management

Highway Services are a clear example of 'Best Practise' from a procurement process perspective, across NCC and we deliver a model that is most definitiely ripe for scalability and replication not only within our own organistion but with other local authorities. We have comprehensive records and documentation that can be shared internall and externally.

As part of on-going contract management, we ask that our Framework contractors provide periodic reporting around how they build awareness, how they show willingness and the skills they continually devolope to engage with the local community, in terms of showcasing how they are striving to manage and mitigate their carbon impact. This usually takes the form of offering training sessions, work shops, social media campaigns and many more inititiives.

As part on 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 ensure 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

Not Applicable to Highway Services

Not Applicable to Highway Services

Not Applicable to Highway Services

As part of the procurement activity 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, suporting and growing green technologies and services. We actively encourage of contractors to engage with us on new innovative solutions, initiatives and R&D projects they may be working on. This includes areas like renewable energy, energy efficiency, waste reduction, sustainable

No measurable effect. Negligible change.

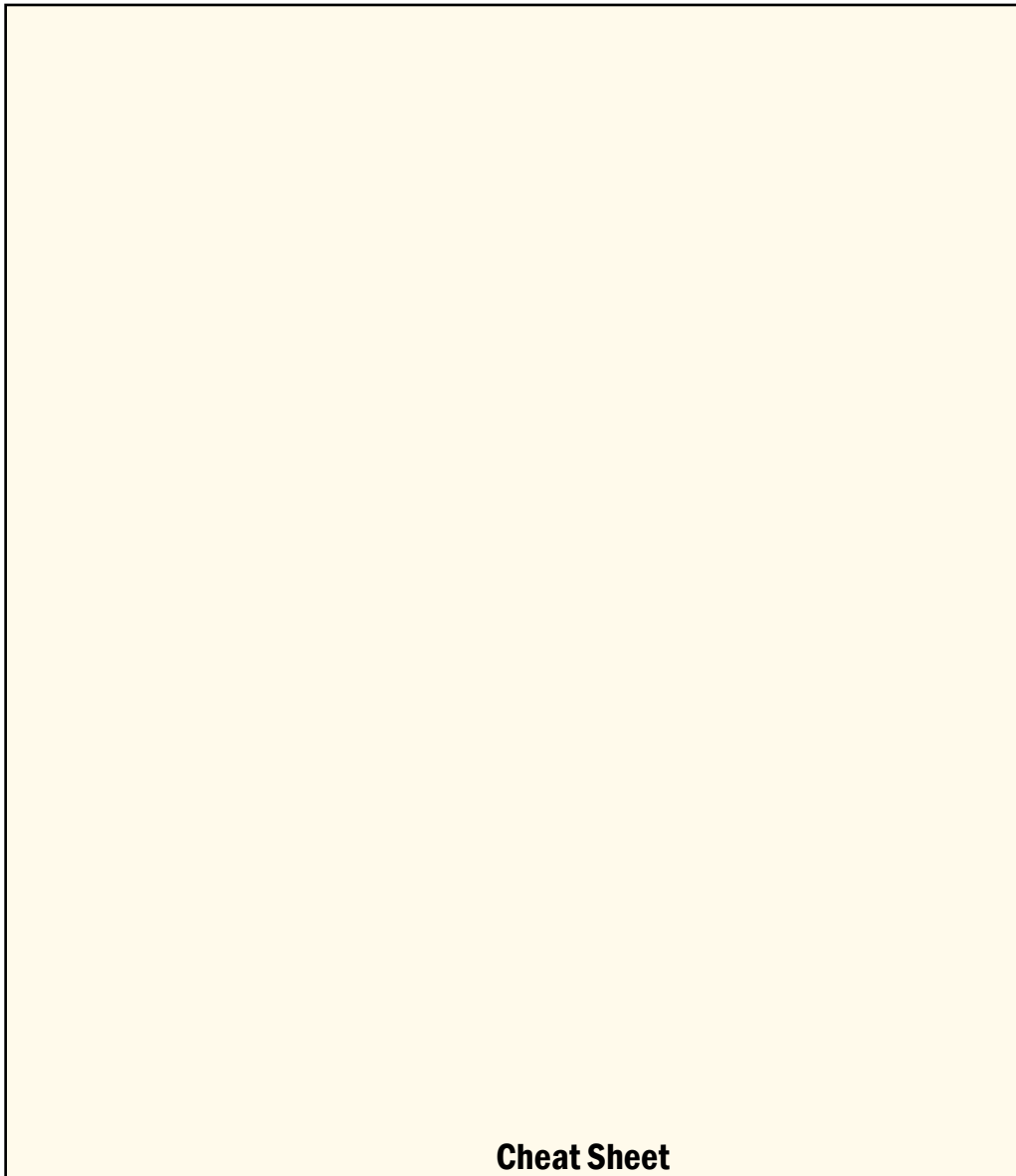
Becoming a succesful NCC framework tenderer means that they have already demonstrated their ability as a sustainable contractor. Furthermore, as part of expectations around on-going contract management and the KPI monitoring and reporting, our partners are continuously held accountable for their sustainable businesses and activities. Our contractors very often use industry standard carbon monitoring tools that captures and quantifies their carbon impact, enabling them to share this valuable data 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. They will also share their

Grant-funded highway schemes have a positive carbon impact when they are designed and implemented with specific measures aimed at reducing carbon emissions and promoting sustainability. Several ways such schemes can contribute to positive carbon impacts are making enhancements to transportation infrastructure, smart traffic management schemes, supporting non-motorised transport. All of which deliver reduced emissions.
No measurable effect. Negligible change.
Designing highways with biodiversity in mind involves integrating ecological considerations into the planning, construction, and maintenance phases. The goal is to minimize 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
Planning for diverse wildflower plantings around Highways schemes is always a consideration and
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 Highway Services
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.
Not Applicable to Highway Services
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Designing highways with biodiversity in mind involves integrating ecological considerations into the planning, construction, and maintenance phases. The goal is to minimize 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
In Highways, flood management involves implementing strategies to mitigate the impacts of flooding on road infrastructure and ensure the safety of travelers. This includes maintenance programmes around gully cleaning, flood plain planning and mapping and emergency response procedures all devised alongside asset management programmes. All Highways framework work to those delivery
Not Applicable to Highway Services
Highways Services partner with Major Projects & Transport teams to assess and continuously monitor flooding vulnerability.
No current policies or documentation included within the Procurement system. However, it is currently recognised as a threat.
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 is continuously assessed alongside our fleet management plan. This includes using electric vehicles where possible and efficient route planning for gully cleaning works etc.
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 possible and as such is embedded within the procurement process.
Annual procurement activity supports the delivery of strategic grant funded schemes which enhance, develop and improve Highways, Traffic Management and Road Safety. These include works to footways, cycleways, roads, traffic signalling and lighting.

Annual procurement activity supports the delivery of strategic grant funded schemes that take into consideration social value. This covers accessibility, equity & inclusions and health and wellbeing
These activities do not reduce the need to travel but do serve to mitigate the impact of travel by design efficient traffic management schemes and cycleways etc.
Highways Compliance & Procurement function aligns its core values with those of NCC's Carbon Neutral Charter and the Carbon Neutral Action Plan. Therefore the single use plastic policy is embedded within the procurement management system Highways adhere to.
Over the life of Highways Services Framework contracts we expect to increase the proportion of waste that is recycled by working with our framework partners.
Highways Services are continuously working with our framework partners to support them in developong innovative solutions to their volumes of waste, as part of a sustainable procurement
Not Applicable to Highway Services

Score
(-5 to +5)

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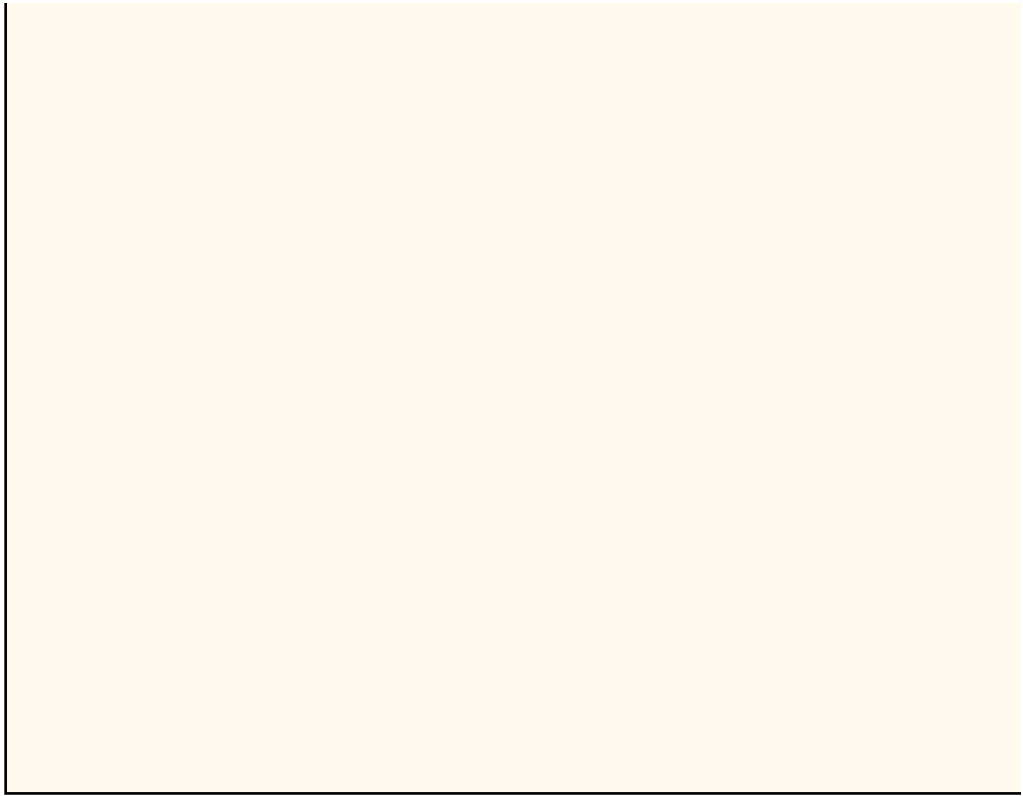


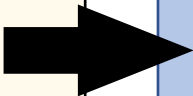
Cheat Sheet

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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 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?
 - Are there things that we will have to include in future iterations of this activity that 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 is recorded elsewhere?
 - What are your ambitions for this activity – what is technically feasible and what 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 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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