

## APPENDIX 5 - Eco Impact Checklist

<b>Title of report:</b> Highways Maintenance and Associated Works Contract and Framework.				
<b>Report author:</b> John Roy, Group Manager, Transport Assets				
<b>Anticipated date of key decision;</b> Cabinet 5 <sup>th</sup> July 2016				
Summary of proposals:				
<p>The Transport Service currently has 32 contracts in place delivering Highway Maintenance and Associated Works functions. To consolidate our existing portfolio of contracts in order to achieve economies of scale and avoid duplication of functions, the Highway Maintenance and Associated Works will be a single framework with thirteen lots covering the range of maintenance works that we require ranging from machine laid surfacing through maintenance, cleansing and surveying of drainage systems and watercourses to structural steel repair. There will be separate contracts for emergency response, traffic signals and street lighting maintenance functions.</p>				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	-ive	<p>Works are likely to be delivered by vehicles with diesel emissions</p> <p>Works are likely to contribute to traffic congestion.</p>	<p>Tender questions should include consideration of the emissions from the use of road going vehicles, non-road mobile equipment, and travel planning for works within the AQMA (Air Quality Management Area).</p> <p>The contractors will comply with requirements to reduce the impact of works on traffic congestion. Tenders should also be marked on innovative responses to improve traffic congestion.</p> <p>Disruption to bus and cycle lanes, and pedestrian walkways will be minimised during works, to encourage people to continue using these modes of travel.</p>
Bristol's resilience to the effects of climate change?	Yes	Likely to be -ive	<p>Works are likely to be delivered by vehicles with diesel emissions</p> <p>Works are likely to contribute to traffic congestion.</p>	<p>Stipulate in contract documentation the level of recycled materials that are to be used, the incorporation of adequate flood resilience and SUDS, measures to</p>

			<p>Works may contribute positively or negatively to flood resilience, the impact of air pollution, maintenance requirements, and the urban heat island effect. This will mainly depend on the design of schemes.</p> <p>Recycling materials will reduce the impact.</p>	<p>encourage walking, cycling, or public transport use, low maintenance planting schemes that control runoff, the use of shade or reflective surfacing to reduce heat island effect.</p> <p>The use of the latest sustainable road building standards, where appropriate, (currently BRE CEEQUAL and Greenroads).</p>
Consumption of non-renewable resources?	Yes	-ive	Use of non-renewable resources such as stone from quarries and other similar materials.	<p>Detail in the contract appropriate levels regarding use of recycled materials. Tender responses should ask about on-site reuse of aggregates and be given credit for appropriate proposals.</p> <p>The use of the latest sustainable road building standards, where appropriate, (currently BRE CEEQUAL and Greenroads).</p>
Production, recycling or disposal of waste	No	-ive and +ve	Works will create wastes, which may include contaminated asphalt.	Can detail in the contract appropriate levels regarding use of recycle material and disposal of waste. Contractors will be registered as waste carriers, and the their understanding of the handling and disposal or hazardous and non-hazardous wastes (including contaminated asphalt) will be evaluated in the tender.
The appearance of the city?	No	-ve and +ive	Roadworks and associated traffic congestion will make	The contractors will comply with requirements to reduce the impact of works on traffic congestion.

			<p>the appearance the city worse in the short term, but new infrastructure has the potential for long term improvement. This will mainly depend on the design of schemes.</p>	<p>Potential improvements by carrying out maintenance and facilitating new infrastructure</p>
<p>Pollution to land, water, or air?</p>	<p>No</p>	<p>-ve and +ive</p>	<p>Works and any associated traffic congestion may have a short term impact on air, water, noise, and dust pollution, but have the potential for longer term improvement.</p> <p>Storage and use of fuel and chemicals may lead to pollution.</p>	<p>Stipulate in contracts requirements for planting schemes that control runoff reduce the impact of air pollution within the AQMA. Dust should be controlled as far as possible and noise should be controlled by limiting the hours of working and by protecting any sensitive receptors through the use of barriers, etc.</p> <p>Fuels and chemicals should be stored, dispensed and used in accordance with legislation and best practice.</p> <p>Compliance and monitoring of performance in line with current legislation</p>
<p>Wildlife and habitats?</p>	<p>No</p>	<p>-ve and +ive</p>	<p>Any new road building is likely reduce the space available for habitats, and the storage of equipment on any project may damage verges and possibly affecting protected species.</p> <p>Reinstatement of damaged areas, adding swales and planting on verges may improve</p>	<p>Stipulate in contracts requirements for planting schemes that control runoff reduce the impact of air pollution within the AQMA.</p> <p>Bidders should be asked about their plans reinstatement of verges and other land affected by equipment storage in the tender.</p> <p>Compliance and</p>

		habitats.	monitoring of performance in line with current legislation
--	--	-----------	--

**Consulted with:**

**Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report**

The significant impacts of this proposal are...

Works can increase short term air, water, noise and dust pollution, and traffic congestion through the use of vehicles and plant, as well as impacting habitats, producing waste, and requiring quarried materials. Longer term impacts on air quality, traffic congestion, habitats, and Bristol's resilience to climate change may be positive or negative, depending on the design of schemes. Most of the impacts are dependent on the design of projects and the management of contractors.

The proposals include the following measures to mitigate the impacts:

- Contractors will be given credit for the use of low emission vehicles, plant, and travel planning to reduce their use
- Measures to reduce the risk of (or control) dust, noise, or water pollution will be put in place, in accordance with legislation and contract requirements. This includes during storage, use and disposal.
- The need for, and plans for habitat and species management, relocation, or establishment will be established at an early stage of project designs.
- Measures to reduce the urban heat island effect, control run-off, and improve air quality will be included, where relevant.
- The use of sustainable road building and civil engineering standards, such as BRE CEEQUAL, or Greenroads will be considered and used where appropriate.
- The recycling of materials will be specified and monitored for individual schemes. Any proposals by contractors for on-site recycling should be considered and given credit in tenders where relevant.
- Measures to encourage walking, cycling, and the use of public transport will be carefully designed, and linked with neighbouring schemes. Disruption of these activities during works will be limited, wherever possible.

The net effects of the proposals are negative, but the careful design of schemes, within the context of other schemes within the city have the potential to create many positive impacts.

**Checklist completed by:**

Name:	Giles Liddell
Dept.:	Environmental Performance Team, Energy Service, Place
Extension:	24569
Date:	26/05/2016
Verified by Environmental Performance Team	Steve Ransom

