

Eco Impact Checklist

Title of report: Home to School Travel DPS Framework Re-commission				
Report author: Helen Häggi				
Anticipated date of key decision 3 rd March 2022				
Summary of proposals: Decommission the current Home to School Travel framework agreement and run a competitive tender to establish a new Dynamic Purchasing System framework to deliver cost avoidance and respond to demand growth for the Service.				
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	Transport and vehicles as part of the home to school travel arrangement has an impact on carbon footprint. We need to ensure that vehicles are future proofed to be compliant with the Bristol Clean Air Zone and Bristol's 2030 carbon neutral target.	This is a directly applicable requirement in relation to the coming Bristol Clean Air Zone (CAZ). As part of the procurement process to establish a new framework we can make this part of the specification for certain lots. These can be scored against with priority given to Ultra Low Emission and Electric Vehicles where appropriate, moving towards mandating CAZ compliance within the next two years as part of the framework. Optimisation of the Service will also be looked at in terms of more efficient route mapping for the Service.
Bristol's resilience to the effects of climate change?	YES	+ive	Climate hazards from carbon footprint of vehicles whilst prioritising provision of services to the most vulnerable in society	Bristol has a 2030 target in the Climate Strategy for the Council and supporting all businesses and organisations in Bristol including public sector and VCSE to be carbon neutral (direct and supply chain emissions) and to annually record and

				<p>measure scope 1, 2 and 3 GHG emissions in accordance with the Greenhouse Gas Protocol.</p> <p>Climate Strategy targets will be featured within the ITT scoring to make sure that the council complies with plans and supports the city in its aim to do the same.</p>
Consumption of non-renewable resources?	YES	+ive	Transport and vehicles as part of the home to school travel arrangement has an impact on carbon footprint.	As part of the procurement process to establish a new framework we can make this part of the specification for certain lots. These can be scored against with priority given to Ultra Low Emission and Electric Vehicles where appropriate, moving towards mandating CAZ compliance within the next two years as part of the framework.
Production, recycling or disposal of waste	YES	-ive	Single use plastics during contract delivery	This will be included in ITT scoring to determine resilience to future climate change and minimise single use plastics in the Service.
The appearance of the city?	NO	N/A	N/A	N/A
Pollution to land, water, or air?	YES	-ive	Transport and vehicles as part of the home to school travel arrangement has an impact on pollution to air.	Featuring and scoring environmental requirements and route optimisation that is also aligned with CAZ as part of the tender process for a new framework should lead to an improved impact on the carbon footprint of the Service.
Wildlife and habitats?	NO	N/A	N/A	N/A

Consulted with: Kathryn Archer, Sustainable Procurement Project Manager

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

The significant impacts of this proposal are...

Transport and vehicles as part of the home to school travel framework have an impact on our carbon footprint. We need to ensure that vehicles are future proofed to be compliant with Bristol Climate Strategies and the potential requirements of the Bristol Clean Air Zone.

The proposals include the following measures to mitigate the impacts...

As part of the procurement process to establish a new framework we can make climate strategy and CAZ requirements part of the specification for certain lots. These can be scored against with priority given to Ultra Low Emission Vehicles where appropriate, moving towards mandating compliance within the next two years as part of the framework.

Optimisation of the Service will also be looked at in terms of more efficient route mapping for the Service.

The net effects of the proposals are positive as they will lead to an overall reduction in the carbon footprint of this service provision. Increasing demand will very likely be offset by the replacement of existing ICE vehicles with ULEV and Electric Vehicles through the tender process.

Checklist completed by: Helen Häggi

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Verified by Environmental Performance Team	Daniel Shelton 09/12/2022