



# Environmental Impact Assessment [version 1.0]

<b>Proposal title: Commence tender of new Bristol Highways Asset Management &amp; Associated Works Framework Contract, Drainage Term Contract and Emergency Defect response Contract</b>		
<b>Project stage and type:</b> <input type="checkbox"/> Initial Idea Mandate	<input type="checkbox"/> Outline Business Case	<input type="checkbox"/> Full Business Case
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service	<input type="checkbox"/> New	<input type="checkbox"/> Changing
<input checked="" type="checkbox"/> Other [please state] Contract	<input checked="" type="checkbox"/> Already exists / review	
<b>Directorate: Management of Place</b>	<b>Lead Officer name: Nick Pates</b>	
<b>Service Area: Highways and Traffic</b>	<b>Lead Officer role: Highway Maintenance and Assets Team Manager</b>	

## Step 1: What do we want to do?

The purpose of this Environmental Impact Assessment is to help you develop your proposal in a way that is compliant with the council’s policies and supports the council’s strategic objectives under the [One City Climate Strategy](#), the [One City Ecological Emergency Strategy](#) and the latest [Corporate Strategy](#).

This assessment should be started at the beginning of the project proposal process by someone with a good knowledge of the project, the service area that will deliver it, and sufficient influence over the proposal to make changes as needed.

It is good practice to take a team approach to completing the Environmental Impact Assessment. See further [guidance](#) on completing this document. Please email [environmental.performance@bristol.gov.uk](mailto:environmental.performance@bristol.gov.uk) early for advice and feedback.

### 1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Please use plain English, avoiding jargon and acronyms.

o seek approval for the procurement of the Highway Contracts which are due to expire in September 2025

Highways Asset Management and Associated Works Framework (2021-2025)

Highways Defect Response and Emergency Works Term Contract (2017-2025)

Gully Cleansing and Subway Drainage Maintenance Term Contract (2021-2025)

### 1.2 Will the proposal have an environmental impact?

Could the proposal have either a positive or negative effects for the environment now or in the future? If ‘No’ explain why you are sure there will be no environmental impact, then skip steps 2-3 and request review by sending this form to [environmental.performance@bristol.gov.uk](mailto:environmental.performance@bristol.gov.uk)

If ‘Yes’ complete the rest of this assessment.

**Yes**       **No**      [please select]

The procurement of these contracts will enable the Authority to undertake essential statutory duties to ensure the maintenance and safety of the highway as well as delivery on the key transport objectives through the delivery of capital transport infrastructure. As such these works will have a negative impact on carbon and air quality, some of which can be mitigated through contract management e.g., low carbon technologies. The

contract will have a positive impact through the delivery of public transport schemes and active travel schemes which will reduce emissions, improve air quality and contribute to healthier lifestyles.

### 1.3 If the proposal is part of an options appraisal, has the environmental impact of each option been assessed and included in the recommendation-making process?

If 'Yes' please ensure that the details of the environmental impacts of each option are made clear in the pros and cons section of the [project management options appraisal document](#).

Yes       No       Not applicable      [please select]

If 'No' explain why environmental impacts have not been considered as part of the options appraisal process.

This is a re-procurement of contracts

## Step 2: What kinds of environmental impacts might the project have?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered. See detailed [guidance documents](#) for advice on identifying potential impacts.

### Does the proposal create any benefits for the environment, or have any adverse impacts?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our corporate environmental objectives and the wider [One City Climate and Ecological Emergency strategies](#).

Consider how the proposal creates environmental impacts in the following categories, both now and in the future. **Reasonable efforts should be made to quantify stated benefit or adverse impacts wherever possible.**

Where the proposal is likely to have a beneficial impact, consider what actions would enhance those impacts. Where the proposal is likely to have a harmful impact, consider whether actions would mitigate these impacts.

Enhancements or mitigation actions are only required when there is a likely impact identified. Remember that where enhancements or mitigation actions are listed, they should be assigned to staff and appropriately resourced.

#### GENERAL COMMENTS (highlight any potential issues that might impact all or many categories)

##### ENV1 Carbon neutral: Emissions of climate changing gases

BCC has committed to achieving net zero emissions for its direct activities by 2025, and to support the city

##### Benefits

The Framework contract will be essential in allowing the authority to deliver its transport objectives, which will help contribute to a carbon neutral environment.

<p>in achieving net zero by 2030.</p> <p>Will the proposal involve transport, or the use of energy in buildings? Will the proposal involve the purchase of goods or services? If the answer is yes to either of these questions, there will be a carbon impact.</p> <p>Consider the scale and timeframe of the impact, particularly if the proposal will lead to ongoing emissions beyond the 2025 and 2030 target dates.</p> <p><a href="#">Further guidance</a></p> <p><input type="checkbox"/> <b>No impact</b></p>	<p><b>Enhancing actions</b></p>	<p>The tender process will evaluate how bidders propose to maximise the delivery of active travel and sustainable transport improvements where these are relevant.</p> <p>Contractors will be expected to provide estimates and reports for greenhouse gas emissions from the delivery of highways contracts.</p>
	<p><b>Persistence of effects:</b>    <input type="checkbox"/> 1 year or less            <input type="checkbox"/> 1 – 5 years            <input checked="" type="checkbox"/> 5+ years</p>	
	<p><b>Adverse impacts</b></p>	<p>Works are likely to be delivered by vehicles with diesel emissions.</p> <p>Works are likely to contribute to traffic congestion.</p> <p>Works to maintain existing highways infrastructure will still in part continue to support conventional fossil fuelled transport options (business as usual).</p>
	<p><b>Mitigating actions</b></p>	<p>The tender process will evaluate how bidders propose to monitor, measure and minimise 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>The tender process will evaluate how bidders propose to minimise the disruption to bus and cycle lanes and pedestrian walkways, to encourage people to continue using these modes of travel. Contract management will verify this.</p> <p>Contracts will stipulate use of low emission vehicles wherever possible following soft market testing.</p>
<p><b>Persistence of effects:</b>    <input checked="" type="checkbox"/> 1 year or less            <input type="checkbox"/> 1 – 5 years            <input type="checkbox"/> 5+ years</p>		
<p><b>ENV2 Ecological recovery: Wildlife and habitats</b></p> <p>BCC has committed to 30% of its land being managed for nature and to halve its use of pesticides by 2030.</p> <p>Consider how your proposal can support increased space for nature, reduced use of pesticides, reduce pollution to waterways, and reduce consumption of products that undermine ecosystems around the world.</p> <p>If your proposal will directly lead to a reduction in habitat within Bristol, then consider</p>	<p><b>Benefits</b></p>	<p>Through the delivery of schemes, additional habitats can be created. The framework is a mechanism for departments to deliver works associated with improving ecological habitats.</p>
	<p><b>Enhancing actions</b></p>	<p>The tender process will evaluate how bidders propose to maximise the delivery of improved habitats, wherever possible.</p>
	<p><b>Persistence of effects:</b>    <input type="checkbox"/> 1 year or less            <input type="checkbox"/> 1 – 5 years            <input checked="" type="checkbox"/> 5+ years</p>	
<p><b>Adverse impacts</b></p>	<p>The building of infrastructure can have an adverse effect on habitats, and new infrastructure may reduce habitable spaces.</p>	

<p>how your proposed mitigation can lead to a biodiversity net gain. Be sure to refer to quantifiable changes wherever possible.</p> <p><a href="#">Further guidance</a></p> <p><input type="checkbox"/> No impact</p>	<p><b>Mitigating actions</b></p>	<p>Stipulate in contracts requirements for planting schemes that control runoff reduce the impact of air pollution within the AQMA.</p> <p>The tender process will evaluate how bidders propose to include reinstatement of verges and other land damaged or otherwise affected by equipment storage in their plans and implement this. This will include the potential to add swales and planting to improve habitats.</p> <p>Contract management will monitor the compliance and monitoring of performance in line with current legislation.</p>	
<p><b>Persistence of effects:</b>    <input checked="" type="checkbox"/> 1 year or less                      <input type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>			
<p><b>ENV3 A cleaner, low-waste city: Consumption of resources and generation of waste</b></p> <p>Consider what resources will be used as a result of the proposal, how they can be minimised or swapped for less impactful ones, where they will be sourced from, and what will happen to any waste generated.</p> <p><a href="#">Further guidance</a></p> <p><input type="checkbox"/> No impact</p>	<p><b>Benefits</b></p>		
	<p><b>Enhancing actions</b></p>		
	<p><b>Persistence of effects:</b>    <input checked="" type="checkbox"/> 1 year or less                      <input type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>		
	<p><b>Adverse impacts</b></p>	<p>Non-renewable resources may be used for the completion of works.</p> <p>Works will create wastes, which may include contaminated asphalt.</p>	
	<p><b>Mitigating actions</b></p>	<p>Contracts and contract management will encourage the use of recycled materials. The tender process will evaluate how bidders propose to reuse aggregates on-site and will be given credit for appropriate proposals.</p> <p>Contractors will be registered as waste carriers, and their understanding of the handling and disposal of hazardous and non-hazardous wastes (including contaminated asphalt) will be evaluated in the tender.</p> <p>The tender process will evaluate how bidders propose to use the latest sustainable road building standards, where appropriate.</p>	
<p><b>Persistence of effects:</b>    <input type="checkbox"/> 1 year or less                      <input checked="" type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>			
<p><b>ENV4 Climate resilience: Bristol’s resilience to the effects of climate change</b></p> <p>Bristol’s climate is already changing, and increasingly frequent instances of extreme weather will</p>	<p><b>Benefits</b></p>	<p>The delivery of transport improvements should lead to a greater uptake of sustainable and active modes of transport.</p> <p>The framework allows for the delivery of flood mitigation schemes and supports the use of SUDS.</p> <p>The drainage term maintenance contract ensure Bristol is resilient to flooding through the ongoing maintenance of the drainage network.</p>	

<p>become more likely over time.</p> <p>Consider how the proposal will perform during periods of extreme weather (particularly heat and flooding).</p> <p>Consider if the proposal will reduce or increase risk to people and assets during extreme weather events.</p> <p><a href="#">Further guidance</a></p> <p><input type="checkbox"/> No impact</p>	<p><b>Enhancing actions</b></p>	<p>The tender process will evaluate how bidders propose to maximise the delivery of sustainable transport and flood enhancements.</p> <p>The tender process will evaluate how bidders propose to use technology and best working practices to ensure the drainage network is working efficiently.</p>
	<p><b>Persistence of effects:</b>    <input type="checkbox"/> 1 year or less                      <input checked="" type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>	
	<p><b>Adverse impacts</b></p>	
	<p><b>Mitigating actions</b></p>	
<p><b>Persistence of effects:</b>    <input type="checkbox"/> 1 year or less                      <input checked="" type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>		
<p><b>Statutory duty: Prevention of Pollution to air, water, or land</b></p> <p>Consider how the proposal will change the likelihood of pollution occurring to air, water, or land and what steps will be taken to prevent pollution occurring.</p> <p><a href="#">Further guidance</a></p> <p><input type="checkbox"/> No impact</p>	<p><b>Benefits</b></p>	<p>The contract will support delivery of SUDS and facilitate the maintenance and cleansing of the drainage network, all of which will reduce the number of contaminants entering watercourses.</p>
	<p><b>Enhancing actions</b></p>	<p>The tender process will evaluate how bidders propose to maximise the delivery of improved SUDs and drainage maintenance and cleansing.</p>
	<p><b>Persistence of effects:</b>    <input checked="" type="checkbox"/> 1 year or less                      <input type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>	
	<p><b>Adverse impacts</b></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><b>Mitigating actions</b></p>	<p>Contracts will stipulate 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>Check the quality of methodologies and monitoring as part of the tender process. For example, how will water that was sucked up will be discharged in a way that ensures watercourses will not be polluted.</p>
<p><b>Persistence of effects:</b>    <input checked="" type="checkbox"/> 1 year or less                      <input type="checkbox"/> 1 – 5 years                      <input type="checkbox"/> 5+ years</p>		

### Step 3: Action Plan

Use this section summarise and assign responsibility for any actions you have identified to improve data, enhance beneficial, or mitigate negative impacts. Actions identified in section two can be grouped together if named responsibility is under the same person.

This action plan should be updated at each stage of the project. Please be aware that the Sustainable City and Climate Change Service may use this action plan as an audit checklist during the project's implementation or operation.

Enhancing / mitigating action required	Responsible Officer	Timescale
<p>The tender process will evaluate how bidders propose to:</p> <ol style="list-style-type: none"> <li>1. maximise the delivery of active travel and sustainable transport improvements where these are relevant.</li> <li>2. monitor, measure and minimise 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).</li> <li>3. minimise the disruption to bus and cycle lanes and pedestrian walkways, to encourage people to continue using these modes of travel.</li> <li>4. innovate responses to improving traffic congestion.</li> <li>5. maximise the delivery of improved habitats, wherever possible.</li> <li>6. include reinstatement of verges and other land damaged or otherwise affected by equipment storage in their plans and implement this. This will include the potential to add swales and planting to improve habitats.</li> <li>7. reuse aggregates on-site and will be given credit for appropriate proposals.</li> <li>8.</li> <li>9. use the latest sustainable road building standards, where appropriate.</li> <li>10. maximise the delivery of sustainable transport and flood enhancements.</li> <li>11. propose to use technology and best working practices to ensure the drainage network is working efficiently.</li> <li>12. maximise the delivery of improved SUDs and drainage maintenance and cleansing.</li> </ol>	Nick Pates	Ongoing over five years
<p>The tender process will check:</p> <ol style="list-style-type: none"> <li>1. the quality of methodologies and monitoring. For example, how will water that was sucked up will be discharged in a way that ensures watercourses will not be polluted.</li> <li>2. the bidder's understanding of the handling and disposal of hazardous and non-hazardous wastes (including contaminated asphalt)</li> </ol>	Nick Pates	Ongoing over five years
<p>Ensure that contracts stipulate:</p> <ol style="list-style-type: none"> <li>1. vehicle requirements in the contracts (including the use of low emission vehicles wherever possible following soft market testing).</li> <li>2. requirements for planting schemes that control runoff and reduce the impact of air pollution within the AQMA.</li> <li>3. the registration of contractors as waste carriers.</li> <li>4. requirements for planting schemes that control runoff reduce the impact of air pollution within the AQMA.</li> <li>5. the control of dust and noise should be controlled by limiting the hours of working and by protecting any sensitive receptors through the use of barriers, etc.</li> </ol>	Nick Pates	Ongoing over five years

Enhancing / mitigating action required	Responsible Officer	Timescale
<ul style="list-style-type: none"> <li>6. the storage, dispensing and use of fuels and chemicals in accordance with legislation and best practice.</li> <li>7. that contractors will be expected to provide estimates and reports for greenhouse gas emissions from the delivery of highways contracts.</li> </ul>		
The contracts will encourage the use of recycled materials.	Nick Pates	Ongoing over five years
<p>Contract management will monitor contracts to ensure they meet our environmental requirements, including:</p> <ul style="list-style-type: none"> <li>1. reducing the impact of works on traffic congestion and on existing public transport and active travel routes.</li> <li>2. monitoring the compliance and monitoring of performance in line with current legislation.</li> </ul>	Nick Pates	Ongoing over five years

## Step 4: Review

The Sustainable City and Climate Change Service need at least five working days to comment and feedback on your impact assessment. Assessments should only be marked as reviewed when they provide sufficient information for decision-makers on the environmental impact of the proposal.

Please seek feedback and review by emailing [environmental.performance@bristol.gov.uk](mailto:environmental.performance@bristol.gov.uk) before final submission of your decision pathway documentation<sup>1</sup>.

Where impacts identified in this assessment are deemed significant, they will be summarised here by the Sustainable City and Climate Change Service and must be included in the 'evidence base' section of the decision pathway cover sheet.

### Summary of significant beneficial impacts and opportunities to support the Climate, Ecological and Corporate Strategies (ENV1,2,3,4):

The change to a larger framework contract should not significantly enhance or impair the evaluation, stipulation and contract management of environmental enhancements and mitigation of highways contracts. The net benefits should be greater as client and contract understanding of the delivery of enhancements improve, but the use of a larger framework contract should not otherwise alter the scale of the impacts. The net impacts of all the highways contracts will be significant environmentally.

### Summary of significant adverse impacts and how they can be mitigated:

The change to a larger framework contract should not significantly enhance or impair the evaluation, stipulation and contract management of environmental enhancements and mitigation of highways contracts. The net adverse impacts may increase during works as more works include additional enhancements, but the use of a larger framework contract should not otherwise alter the scale of the impacts. The net impacts of all the highways contracts will be significant environmentally.

<b>Environmental Performance Team Reviewer:</b> Giles Liddell, Environmental Performance Co-ordinator	<b>Submitting author:</b> Nick Pates, Highway Maintenance and Assets Team Manager
<b>Date:</b> 12/01/2024	<b>Date:</b> 12.01.2024

<sup>1</sup> Review by the Sustainable City and Climate Change Service confirms there is sufficient analysis for decision makers to consider the likely environmental impacts at this stage. This is not an endorsement or approval of the proposal.