

Balanced

Sustainability Impact Report

FY 2025 – 2026

Bridge Civil Engineering Limited



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Foreword.



At Bridge, we judge decisions by whether they will still look right in ten years. Sustainability is one of those decisions.

This report is deliberately honest. Our measured footprint went up this year, and we explain plainly why: we are counting more of our impact, not creating more of it. On a like-for-like basis it held level. We run on renewable electricity, and the hard part of our journey, the diesel that powers our plant and fleet, is the part we are working on hardest.

We are not claiming to be finished. We are claiming to be measuring properly, reducing where it counts, and treating sustainability as part of running a resilient business.

That is The Bridge Way.

Dave Ellis • Managing Director, Bridge Civil Engineering





About this report: a note from Balanced

For Balanced, sustainability is not a story a business tells; it is a condition it maintains. Net zero is not a badge to be won and displayed, but an operating state: reached by reducing emissions as far as a business genuinely can, then holding them there through the ordinary discipline of how it runs. Judged that way, what matters is less any single headline figure than whether a company measures honestly, acts where it counts, and keeps doing so year after year.

Bridge demonstrates exactly that. It has measured and independently verified its footprint for four consecutive years; it states its hardest truth plainly, that its emissions are diesel-led and not yet easy to cut; and it is acting directly on that truth, through fleet electrification, on-site generation, and the removal of petrol tools and back-up generators from its sites. Its like-for-like footprint held level with last year even as it widened the boundary to measure more of itself, a sign of maturity rather than of a worse year.

This is Bridge's impact report, a plain-English summary of that work. The full boundary, methodology, Scope 3 screening and reconciled data sit in the accompanying Carbon Reduction Plan (PPN 06/21), the audit-grade technical report behind every figure here. Balanced prepared Bridge's inventory in Carbon Alt Delete to the GHG Protocol, reconciling every figure and screening all fifteen Scope 3 categories.



The year in numbers.

307 tCO2e
TOTAL
(Market-Based)

4.73
tCO2e per
employee

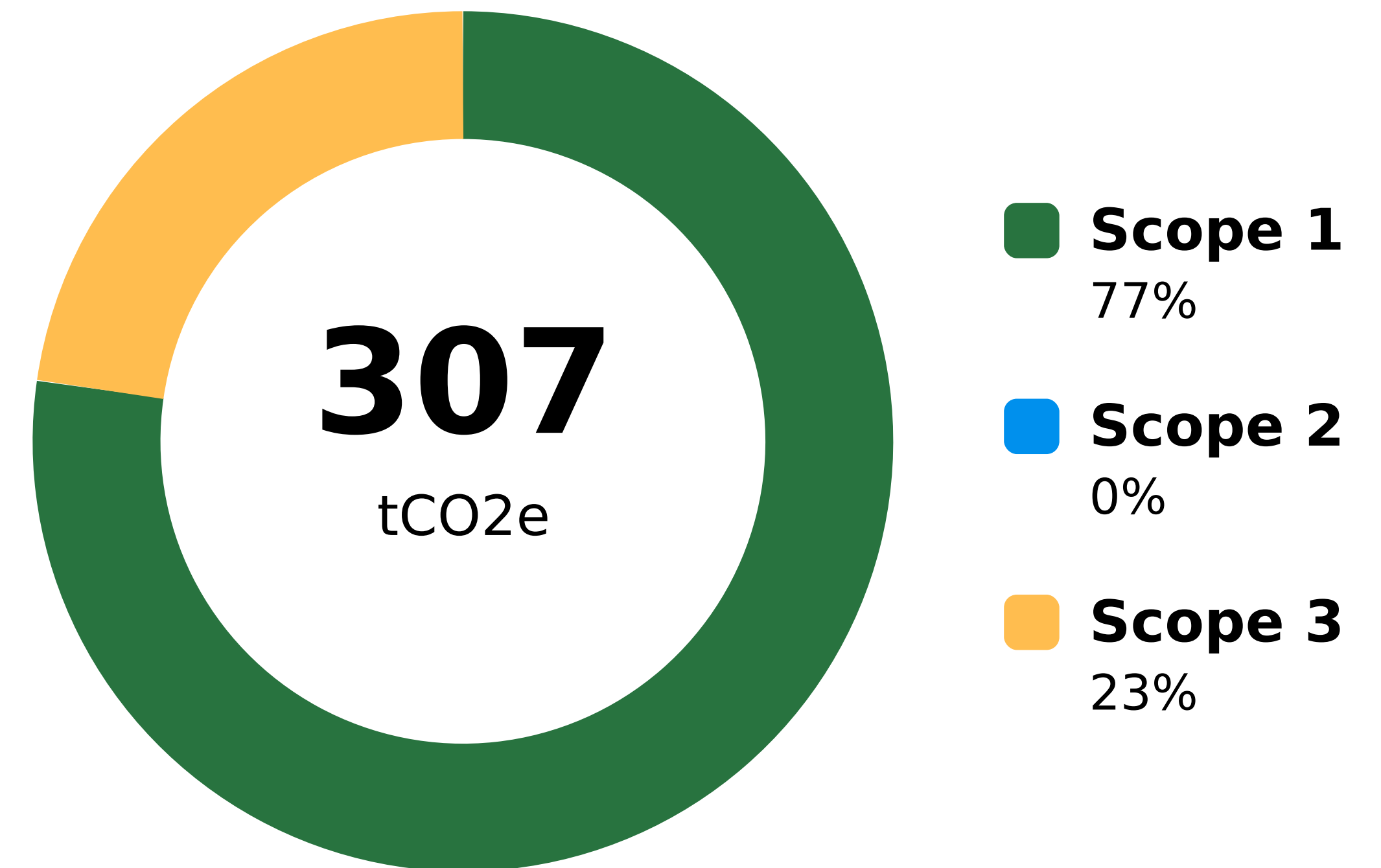
Bridge Civil Engineering's
25/26 carbon footprint.

100%
Renewable
Electricity

Bottom Quartile
carbon intensity vs 580 UK
construction-sector peers

28.3
tCO2e per
£m

4 years
independently verified – future Net
Zero Gold



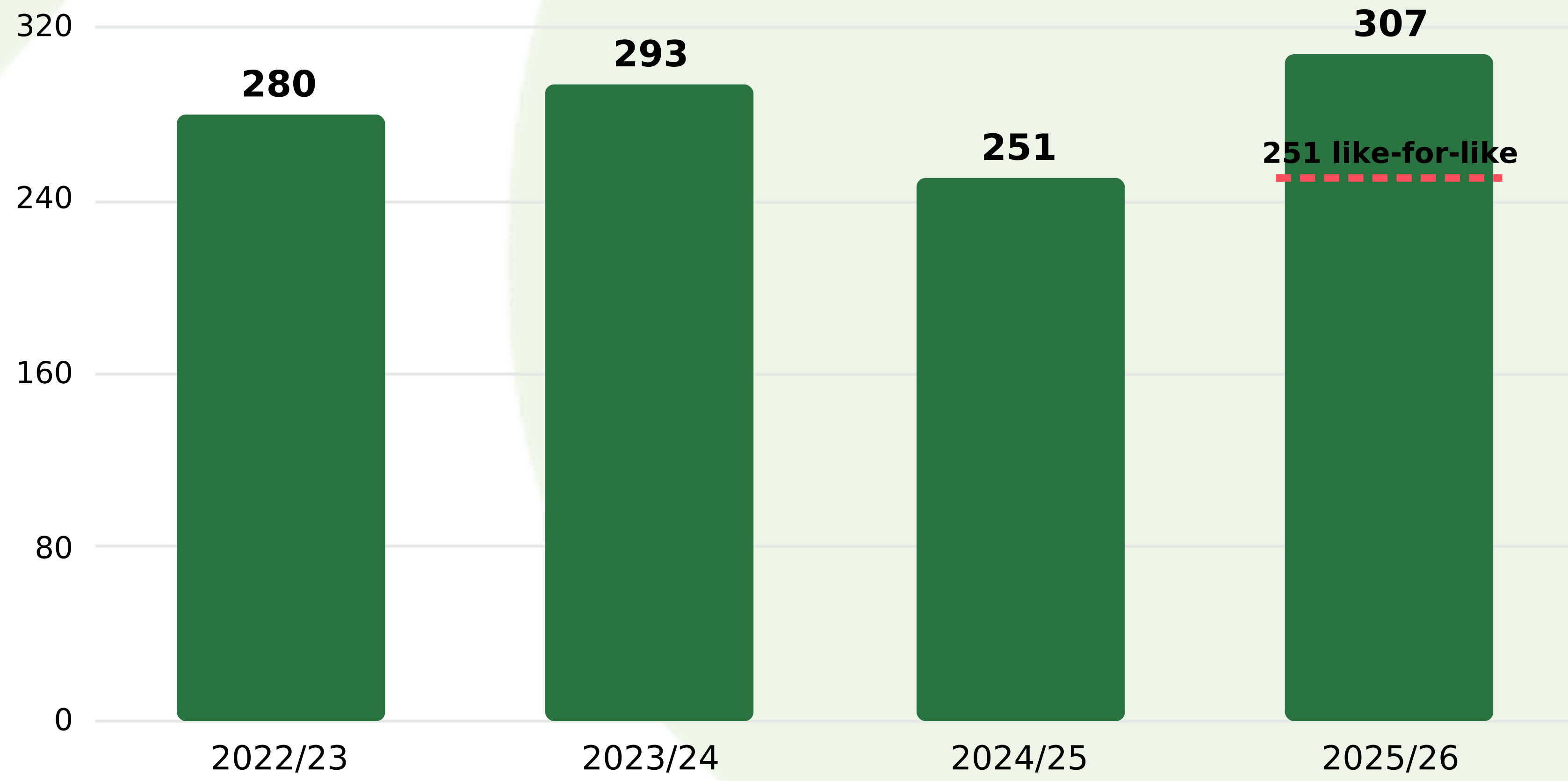
The number rises before it falls.

Our 2025/26 footprint is 307 tonnes of CO2e. It looks like a rise. It isn't, in the way that matters.

Almost all of the increase is a wider lens, not more carbon.

This year we began counting the full lifecycle of the fuel we use. Strip that out and our like-for-like footprint is 251 tonnes, level with last year.

Measuring more of ourselves is not the same as emitting more, and a complete picture is the foundation of a credible reduction.

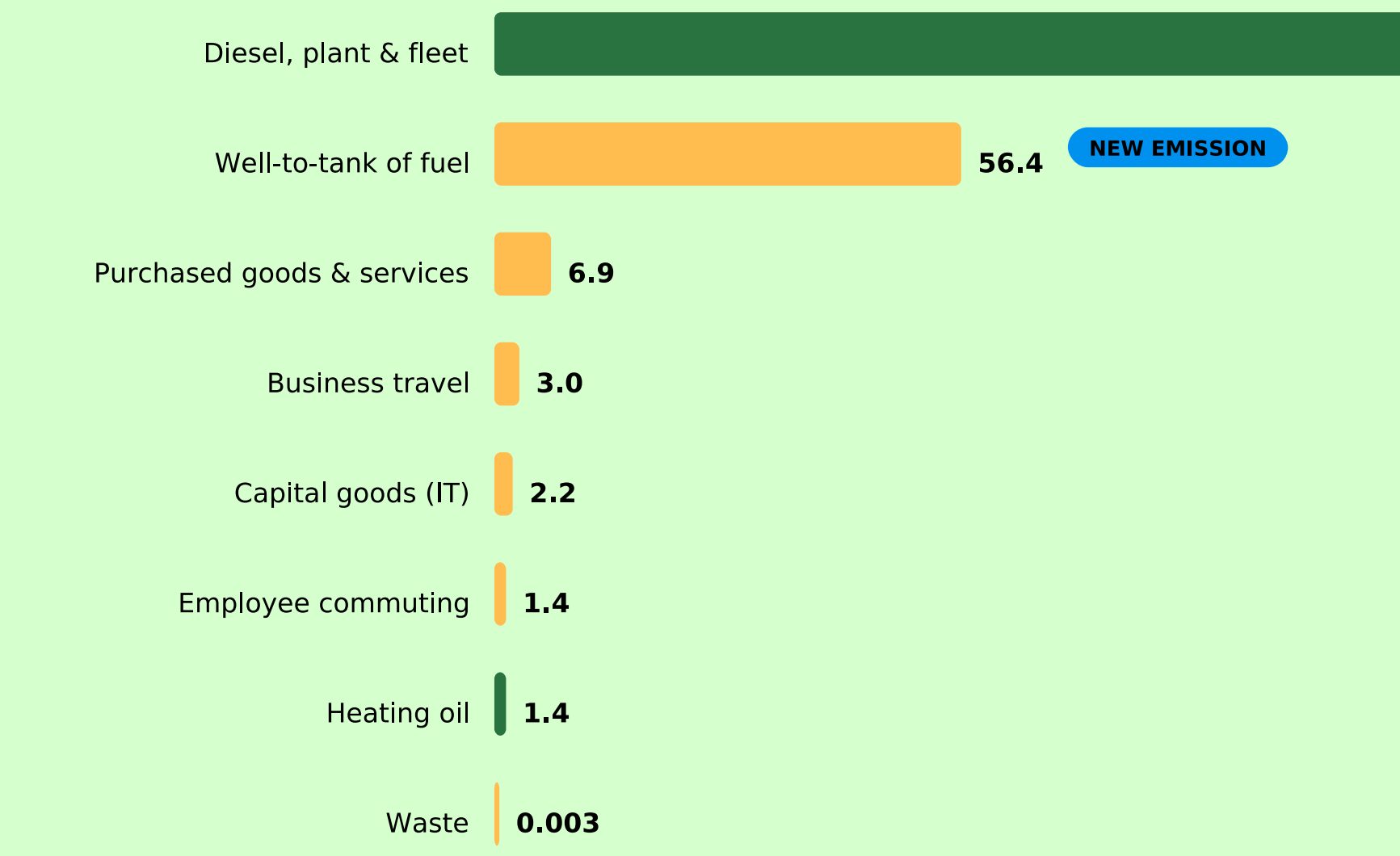


An honest picture.

Where our footprint comes from

FY2025/26 · 307 tCO2e · market basis, including well-to-tank

The full breakdown



More than three-quarters of our footprint comes from one place: the diesel that powers our plant, generators and fleet. We state that plainly, because it is the truth of our industry and the key to our plan.

No change of energy contract can move it. Only changing the fuel we burn, and the vehicles and plant that burn it, will. That is exactly where our effort goes.

More than three-quarters of our footprint is the diesel that powers our plant and fleet; the newly counted well-to-tank emissions of that fuel come next, and every other source is small by comparison.

Doing the work.

15

electric and hybrid vehicles; every non-truck vehicle is moving to electric

A cleaner HQ:

our 2025 move ended oil heating for renewable power

2

off-grid solar tool stores, plus on-site charging

Better data: materials scanning scaled from 3 to 10 licences



Progress is made on site, in the yard, and in what we buy and how we run it. Some of it does not show in this year's number yet. That does not make it any less real.

Innovation spotlight: removing petrol from site. With our local supplier Motorquip, we engineered in-vehicle lithium battery systems (from 100 to 300 ampere-hours) that charge a full electric tool set on site. It retired the petrol-powered tools we used to run, and the fuel-spill risk that came with them, and is believed to be among the first uses of a battery this size in this way. Our tool stores now carry 400-watt solar too, so welfare units run without back-up generators.



Rooted in our community.

Sustainability, for us, is also about the people and places around us.

This year we delivered around £52,000 of social value, almost all of it within thirty miles of home, and we were proud to be named Chudleigh Business of the Year 2026 by the town council.

Our biggest single contribution was three weeks on the DIY SOS build in Feniton, where we donated staff, plant and materials.

It is the clearest example of what The Bridge Way means beyond our own sites, and it sits within a Board-level Corporate Social Responsibility policy that guides how we work with our people, suppliers and community.



£52k
social value
delivered
locally

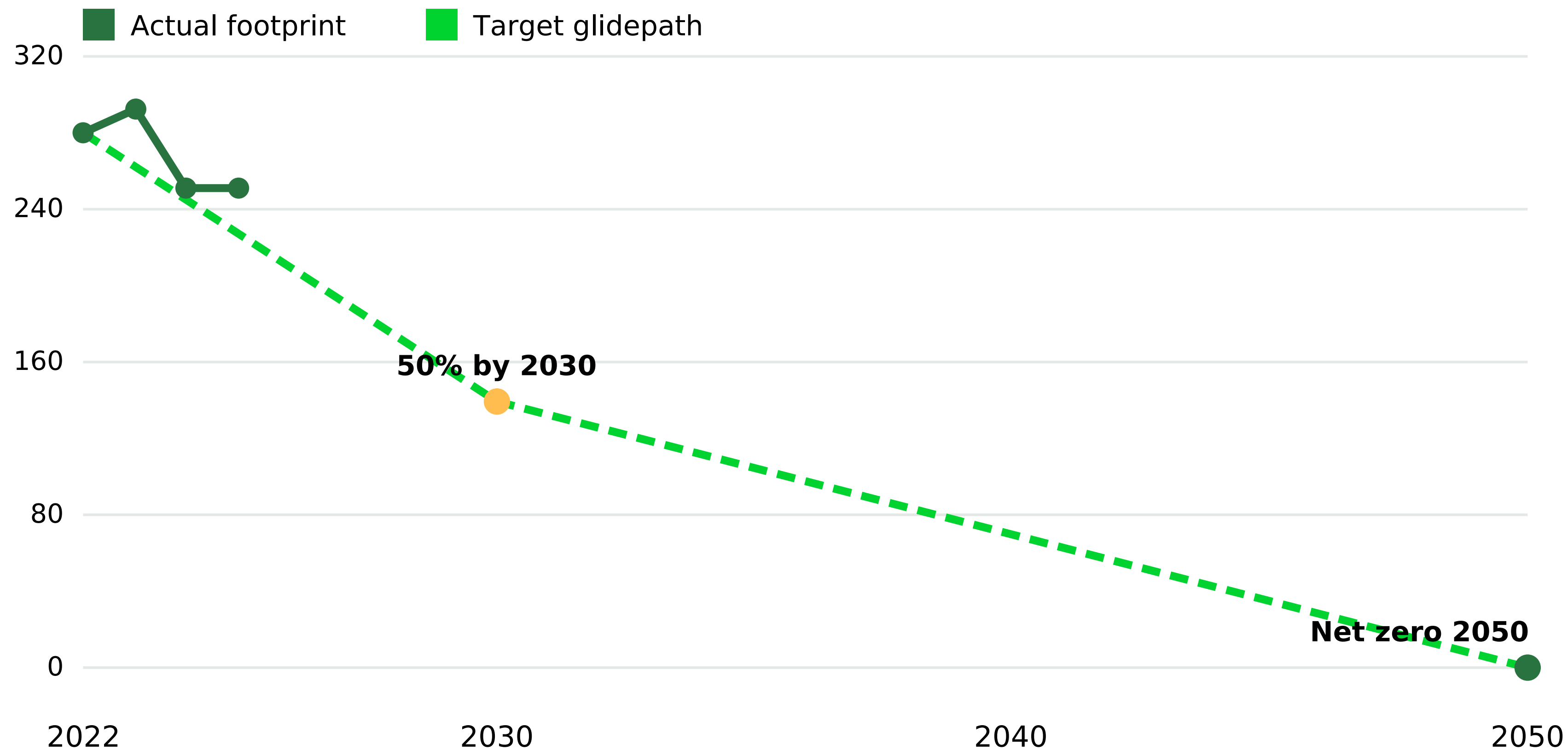
6
work-experience
placements for
young people

14
local
organisations,
schools and
charities supported

**Business of
the Year
2026 •**
Chudleigh Town
Council



A choice, not a forecast.



The line to net zero is not a prediction. It is a decision we make today and hold through steady discipline: cut emissions, keep them low, and deal honestly with what genuinely remains.

We are committed to halving our emissions by 2030 and reaching net zero by 2050. Net zero is not a destination; it is an operating condition, held through ordinary decisions rather than announcements.

The plan from here.

5

Priorities

Net Zero

2050

The plan from here.

Net zero is not a destination but an operating condition, held steady through ordinary decisions rather than announcements. Five of those decisions shape the year ahead.

- 1. Act on diesel.** Keep electrifying the fleet, bring lower-carbon fuels such as HVO back to plant and heavy vehicles as price and supply allow, and target generators and plant next.
- 2. Generate our own power.** Install the 75 kW solar array and add battery storage, turning our headquarters into a net exporter of clean energy.
- 3. Measure what we build.** Bring the embodied carbon of materials, our largest remaining gap, into our reporting from 2026/27 through the data we are now capturing.
- 4. Keep it local.** Grow our social value and keep spend and benefit within our community.
- 5. Report openly.** Maintain independent annual verification and report progress against 2030 and 2050, whatever the numbers say.



Closing: The work continues.

We are proud of the progress in these pages, and clear-eyed about the distance still to travel. The hardest reductions are still ahead of us, in the diesel that builds what our clients need. We will keep measuring, keep investing, and keep telling the truth about where we are. That is The Bridge Way.

Independently verified through the Future Net Zero Standard • Calculated in Carbon Alt Delete • Prepared in partnership with Balanced.



Certification.

This is to certify that Bridge Civil Engineering Ltd has completed a carbon footprint assessment for the reporting period to 01/04/2025 – 31/03/26. This assessment was conducted in accordance with the GHG Protocol and verified by an ISEP-qualified expert in carbon

2050 Net Zero

Is the goal

5 Strategies

Ready to go

307.30 tCO2e

Our Total Footprint

The verification process includes:

- Data Integrity: activity data checked against source evidence provided by the client.
- Emission Factors: recognised, source-appropriate factors applied, selected for locality and relevance.
- Methodology Alignment: calculations prepared in line with the GHG Protocol Corporate and Value Chain standards.
- Quality Assurance: figures reviewed by an ISEP-certified expert publication.

Bella Duncan

Reviewed

Client Operational Lead

Mark Ellis

Ashley Webber

Written





www.balanced-energy.co.uk