





ACCESSIBILITY

Doughnut State

The delivery of highway maintenance service enables road networks to be accessible and usable by all intended users, considering their diverse capabilities and needs.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the Doughnut State for accessibility?	Are there mechanisms in place to measure the effectiveness of the accessibility measures?	Is there a plan or process in place to integrate accessibility measures into road maintenance activities?	Is there a plan to address risks and overcome barriers to ensuring a road network that is accessible for all its intended users?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				





All community members are provided with equal opportunities to be engaged in and well-informed about highway maintenance activities.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for community engagement and communication?	Are there mechanisms in place to monitor community engagement and communication in all maintenance projects?	Is there a plan or process in place to integrate community engagement into the planning and decision-making processes of all road maintenance activities? Are NHS (National Health Service) Survey results on customer satisfaction continuously evaluated and integrated into action plans for improvement?	Is there a plan to address risks and overcome barriers to implementing strategies for community engagement and communication?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				





The delivery of highway maintenance service is conducted in a manner that protects and safeguards cultural and natural heritage from negative impacts.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for heritage?	Are there mechanisms in place to monitor the effectiveness of cultural and natural heritage protection efforts?	Is there a plan to integrate the protection and safeguarding of cultural and natural heritage into road maintenance activities?	Is there a plan to address risks and overcome barriers to protect and safeguard cultural and natural heritage?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				



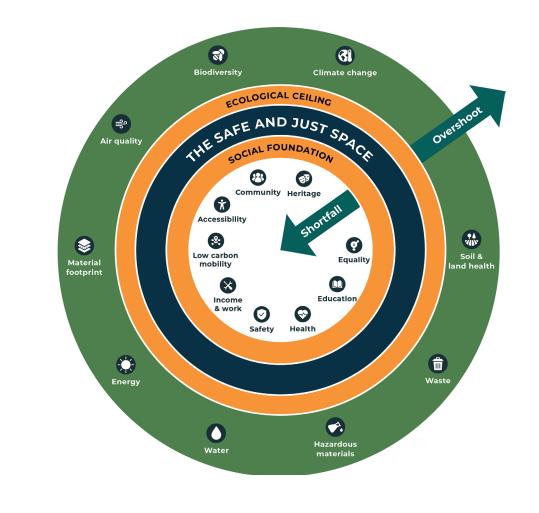


All staff involved in the delivery of highways maintenance service acquire the knowledge and skills needed to promote and deliver regenerative and redistributive practices.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for education?	Are there mechanisms in place to monitor the training and awareness raising of staff within the authorities and supply chain?	Is there a plan, system or contractual agreement in place that ensures educational efforts are aligned with both staff and contractors?	Is there a plan to address risks and overcome barriers to implementing education, training and awareness raising?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				





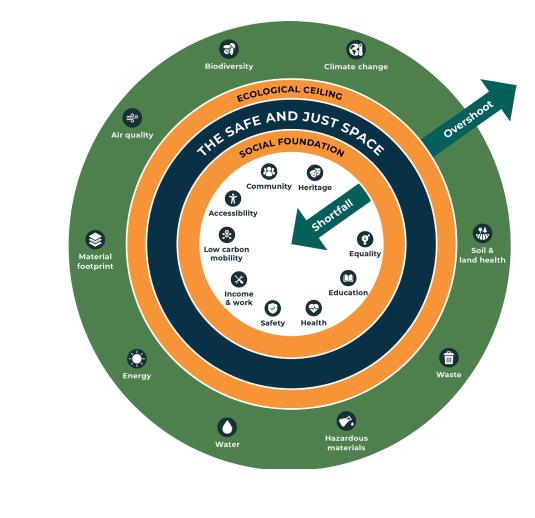


Road networks are maintained with equal quality and fair distribution of resources across the county, ensuring that all areas receive the same level of care and attention.

	AMBITION		IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for equality as described above?	Are there mechanisms in place to monitor equal quality of roads and a fair distribution of maintenance resources across the county?	Is there a plan or system in place to ensure equal outcome and fair distribution of maintenance resources across the county?	Is there a plan to address risks and overcome barriers to achieving equal outcome and fair distribution of resources for highways maintenance activities?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					





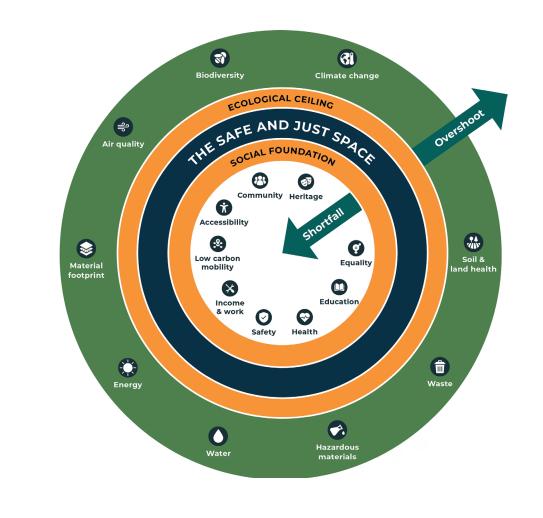


The delivery of highway maintenance service and their supply chains contribute to mental or physical health and wellbeing by improving ecological conditions, specifically targeting ambient air quality, noise levels, light pollution, odour sources.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for health?	Are there mechanisms in place to monitor health implications of highway maintenance activities and ensure safe health conditions in the supply chain?	Is there a plan or process in place to systematically ensure health and wellbeing through control of air quality, noise levels, light pollution and odour sources during all highway maintenance activities?	Is there a plan to address risks and overcome barriers for highway maintenance activities to ensure health and wellbeing through control of air quality, noise levels, light pollution and odour sources?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				







The highway maintenance staff, volunteers and associated supply chain workers are provided with employment security and fair compensation, while upholding workers' rights, and promoting local employment opportunities.

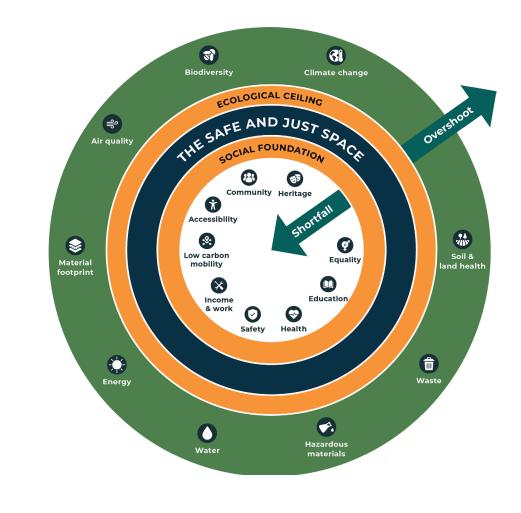
	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the Doughnut State for income & work?	Are there mechanisms in place to monitor that highway maintenance staff and associated supply chain workers are provided with employment security, fair compensation, upheld and promoted workers' rights, and local employment opportunities?	Is there a plan, system or contractual agreement to integrate employment security, fair compensation, worker's rights and local employment opportunities into highway maintenance and throughout the supply chain?	Is there a plan to address risks and overcome barriers to implementing employment security, fair compensation, workers' rights practices and promote local employment opportunities?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				







B LOW CARBON MOBILITY



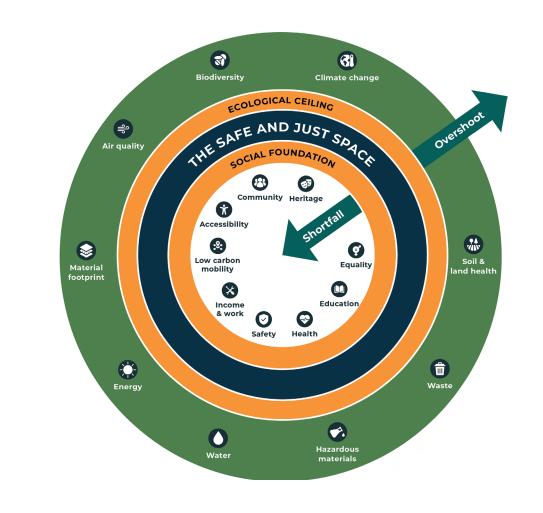
Doughnut state

The delivery of highway maintenance service ensures that low carbon modes of transport (active mobility, shared mobility, public transport etc) are available for all and the infrastructure that supports them is enhanced.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for low carbon mobility?	Are there mechanisms in place to monitor the availability and quality of low carbon mobility infrastructure, such as public transport and active mobility?	Is there a plan in place to improve the availability and quality of low carbon mobility modes across all maintenance activities?	Have challenges and risks in improving the availability and quality of low carbon transportation modes been identified, including mitigation measures?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				







The delivery of highway maintenance service ensures that roads are maintained in a condition fit for their purpose and meet all road users' needs for safety.

	AMBITION		IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for safety and subjective safety in traffic*?	Are there mechanisms in place to monitor both safety and perception of safety on highways?	Is there a plan or system to integrate safety and perception of safety into maintenance activities?	Is there a plan to address risks and overcome barriers to implementing safety and perception of safety?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					

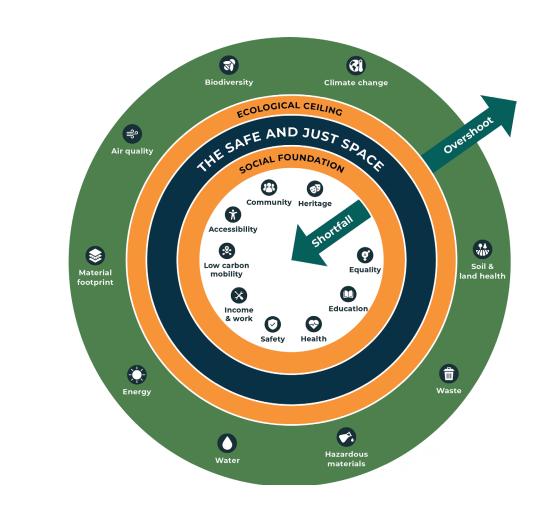
^{*} The term 'subjective safety in traffic' refers to the personal feelings of being unsafe in traffic experienced by people, or, more generally, to the anxiety regarding hazardous traffic situations for themselves and/or others.







SOIL & LAND HEALTH



Doughnut state

The delivery of highway maintenance service ensure that land and soil health is preserved by minimising soil disturbance, mitigate manmade or natural geohazards* in local operations and avoiding land degradation (e.g. loss of productive lands, deforestation and desertification) in the supply chain.

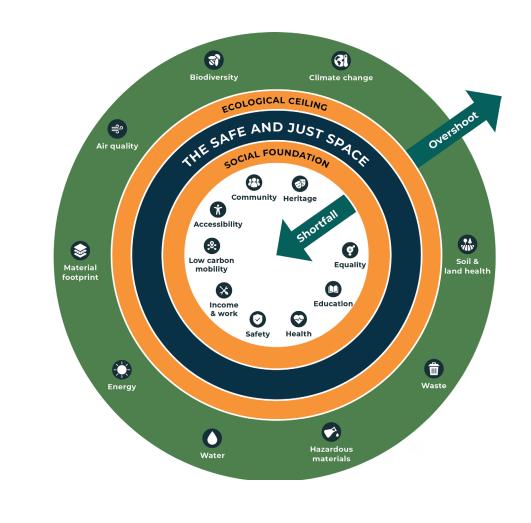
* An object, feature or activity related to the natural or engineered ground (including geotechnical assets) that has the potential to have adverse effects or undesirable consequences.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the defined doughnut state for soil & land health?	Are there monitoring frameworks in place for the service provider to track and report progress on land & soil health targets both on the project sites and throughout the supply chain?	Are there systematic processes in place by the service provider to minimise soil disturbance and mitigate geohazards on project sites and prevent land degradation throughout the supply chain?	Are there proactive measures in place by the service provider to address risks and barriers in mitigating soil disturbances and geohazards on site?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				





HAZARDOUS MATERIALS



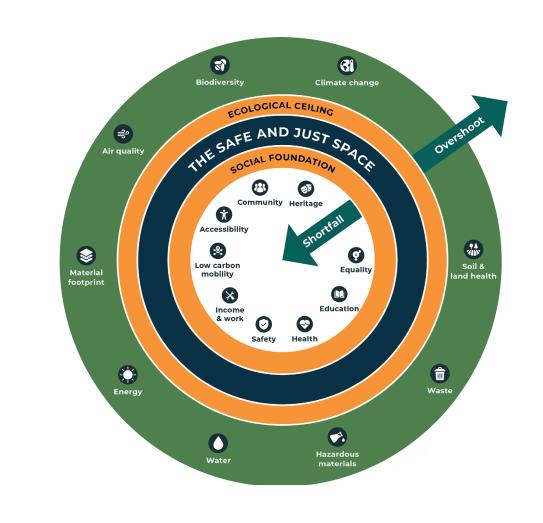
Doughnut state

The delivery of highway maintenance service ensures that hazardous materials, substances, and mixtures in local operations are carefully managed thereby eliminating impacts on human health, natural ecosystems, and biodiversity.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for hazardous materials, substances, and mixtures?	Are there monitoring frameworks in place for the service provider to track and report progress on meeting doughnut targets for hazardous materials, substances, and mixtures - both on the project sites and throughout the supply chain?	Are there systematic processes in place by the service provider to minimise the use and ensure the proper handling of hazardous substances, materials, and mixtures both on project sites and throughout the supply chain?	Are there proactive measures in place by the service provider to address risks, barriers, and ensure regulatory compliance for the use and handling of hazardous substances, materials, and mixtures?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				







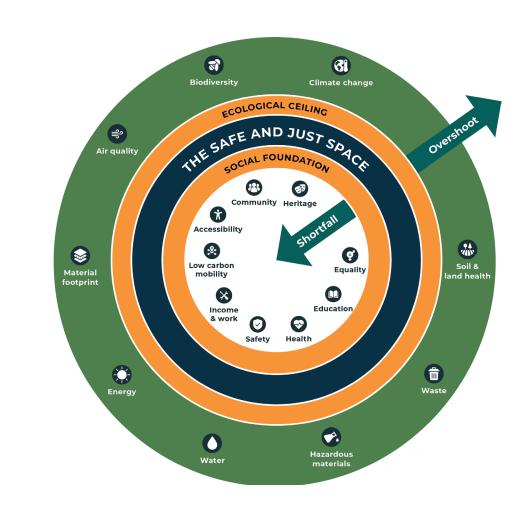
The delivery of highway maintenance service follows the Waste Hierarchy principles which gives top priority to waste prevention followed by reuse, recycling recovery and final disposal.

	AMBITION		IMPLEMENTATION	
	Targets	Monitoring framework	Systematic implementation	Risk mitigation
	Do the targets in place align with the doughnut state for waste?	Are there monitoring frameworks in place for the service provider to track and report progress on waste management both on the project sites and throughout the supply chain?	Are there systematic processes in place by the service provider to apply the waste hierarchy principles on project sites and ensure it is being followed throughout the supply chain?	Are there proactive measures in place by the service provider to address risks and barriers in applying waste hierarchy principles on the project site?
Score				
Justification				
Mitigation				
Re-evaluated score				
Justification				





MATERIAL FOOTPRINT



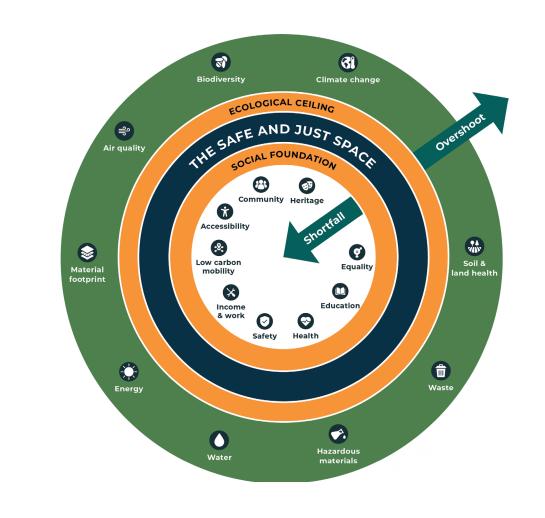
Doughnut state

The delivery of highway maintenance service use materials that meet the three fundamental principles of a circular economy: 1) Use regenerative resources 2) Implement reuse and recycle practices 3) Maximise resource efficiency

	AMBITIO	N	IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for materials?	Are there monitoring frameworks in place for the service provider to track and report progress on material footprint targets both on project sites and throughout the supply chain?	Are there systematic processes in place by the service provider to purchase materials that meet the three fundamental principles of the circular economy?	Are there proactive measures in place to address risks and barriers in using materials that meet the three fundamental principles of the circular economy?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					





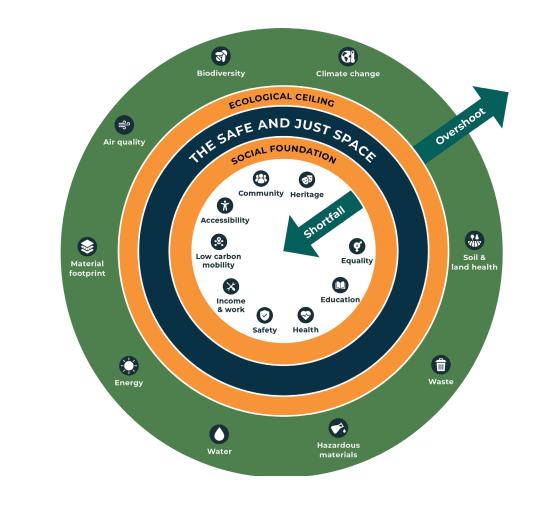


The delivery of highway maintenance service minimises water consumption through increased water use efficiency, recycling, and reuse.

	AMBITIO	N	IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the defined doughnut state for water?	Are there monitoring frameworks in place for the service provider to track and report progress on water consumption, efficiency, recycling and reuse both on the project site and throughout the supply chain?	Are there systematic processes in place by the service provider to minimise water consumption through increased water use efficiency, recycling, and reuse both on project sites and across the supply chain?	Are there proactive measures in place to address risks and barriers in minimising water consumption through increased water use efficiency, recycling and reuse?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					







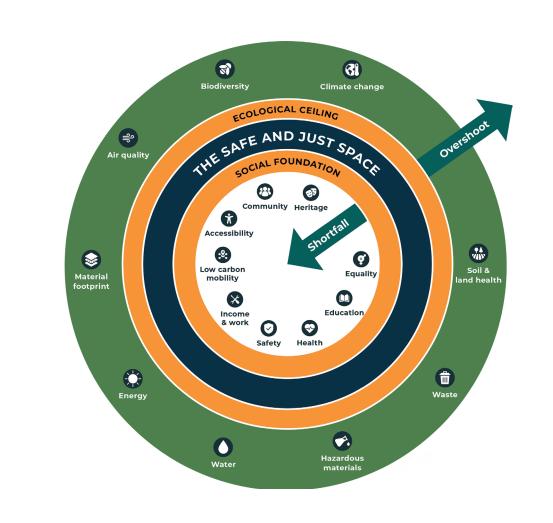
The delivery of highway maintenance service uses energy that comes predominantly from renewable energy sources while energy consumption is minimised and energy efficiency is maximised.

	AMBITION		IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for energy?	Are there monitoring frameworks in place for the service provider to track and report progress on minimising energy consumption, maximising energy efficiency and sourcing energy from renewable sources both on the project site and throughout the supply chain?	Are there systematic processes in place by the service provider to minimise energy consumption, maximising energy efficiency and sourcing energy from renewable sources both on project sites and throughout the supply chain?	Are there proactive measures in place to address risks and barriers in minimising energy consumption, maximising energy efficiency and sourcing energy from renewable sources?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					





CLIMATE CHANGE



Doughnut state

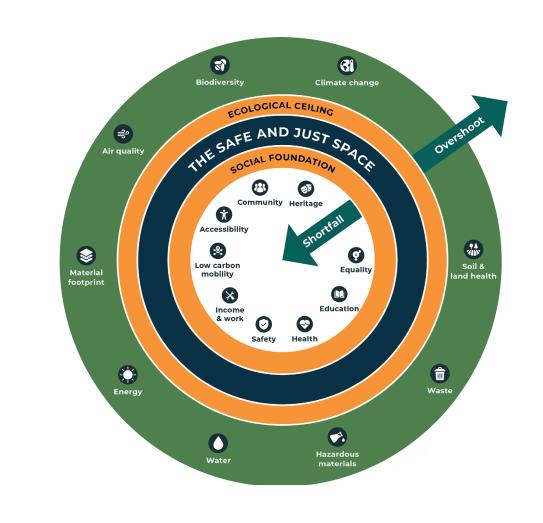
Climate change is mitigated in the delivery of highway maintenance service by limiting the global temperature increase to well below 1.5 degrees Celsius above pre-industrial levels, by drastically reducing greenhouse gas emissions (Co2, CH4, N2O, HFCs), achieving carbon neutrality, and actively striving towards carbon positivity through carbon sequestration methods.

	AMBITION		IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for climate change?	Are there monitoring frameworks in place for the service provider to track and report progress on reducing greenhouse gas emissions and achieve carbon neutrality both on the project site and throughout the supply chain?	Are there systematic processes in place by the service provider to reduce carbon emissions, achieve carbon neutrality, implement climate adaptation measures, and work towards carbon positivity through carbon sequestration both on project sites and across the supply chain?	Are there proactive measures in place to address risks and barriers to reduce carbon emissions, achieve carbon neutrality, implement climate adaptation measures, and work towards carbon positivity through carbon sequestration?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					









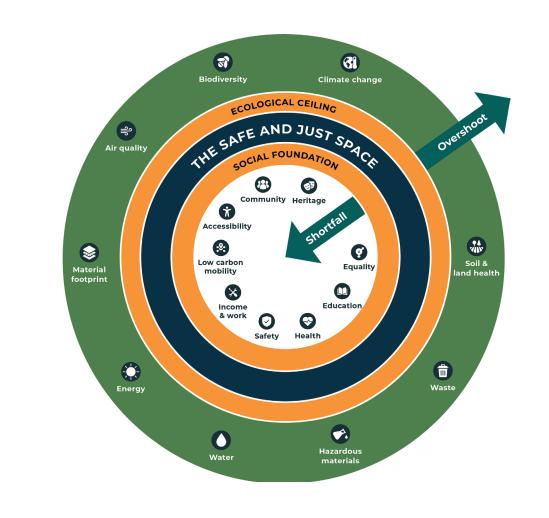
The delivery of highway maintenance service ensures that biodiversity is maintained and enhanced, ensuring healthy ecosystems and resilient habitats.

	AMBITION		IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for biodiversity?	Are there monitoring frameworks in place for the service provider to track and report progress on maintaining and enhancing biodiversity both on project sites and across the supply chain?	IAre there systematic processes in place by the service provider to maintain and enhance biodiversity both on project sites and throughout the supply chain?	Are there proactive measures in place to address risks and barriers in maintaining and enhancing biodiversity on project sites?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					









The delivery of highway maintenance service ensures that the quality of air is always maintained, preserved and restored, when necessary, by eliminating the generation of pollutants at the source. Regenerative measures are actively promoted to restore and maintain clean air.

	AMBITION		IMPLEMENTATION		
	Targets	Monitoring framework	Systematic implementation	Risk mitigation	
	Do the targets in place align with the doughnut state for air quality?	Are there monitoring frameworks in place for the service provider to track and report progress on maintaining, preserving and restoring air quality both on project sites and across the supply chain?	Are there systematic processes in place by the service provider to maintain, preserve and restore air quality both on project sites and across the supply chain?	Are there proactive measures in place to address risks and barriers in maintaining, preserving and restoring air quality?	
Score					
Justification					
Mitigation					
Re-evaluated score					
Justification					



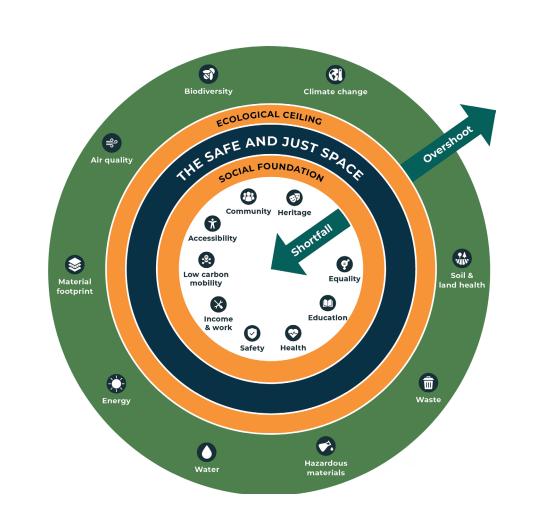




**ACCESSIBILITY

Doughnut state

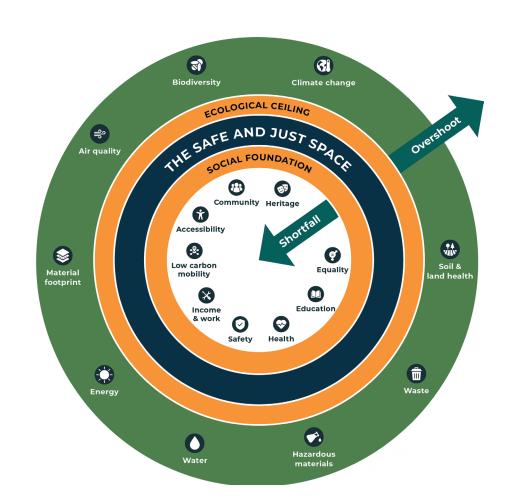
The delivery of highway maintenance service enables road networks to be accessible and usable by all intended users, considering their diverse capabilities and needs.



	Does the maintenance activity integrate accessibility and usability measures for all users, including people with disabilities, by providing physical accessibility, visual and auditory accessibility, ease of navigation, and comfort*? *Physical Accessibility: ensures that paths, crossings, and facilities are designed to accommodate wheelchair users and those with other mobility impairments, allowing them to navigate public spaces safely and independently. Visual and Auditory Accessibility: involves providing tactile paving, audible signals, and clear signage to assist users with visual and hearing impairments in navigating public spaces effectively. Ease of Navigation: ensures that the layout of public spaces is intuitive and straightforward, with clear routes and wayfinding aids that help all users, including those with cognitive impairments, to move around easily. Comfort: includes providing amenities such as rest areas, seating, and shelter, enhancing the overall user experience by	Positive impact: The project maintains or enhances all aspects of accessibility, with comprehensive mitigation measures in place. Mid positive impact: Between netural and positive impact Neutral Impact: The project neither significantly enhances nor severely disrupts accessibility. Mid negative impact: Between neutral and negative impact.	Q2: Accessibility during works Will the scheduled work impact road accessibility during the construction phase?	Q3: Accessibility to services during works Will the construction phase impact accessibility to services or businesses?	Positive impact: The construction phase is expected to maintain accessibility for road users and access to services, with comprehensive mitigation measures in place. Mid positive impact: Between neutral and positive impact. Neutral Impact: The construction phase neither significantly improves nor worsens accessibility or service access. Mid negative impact: Between neutral and
Score	catering to the needs of individuals who may require frequent breaks or protection from the elements.	Negative Impact: The project severely affects accessibility for any of the aspects, implementing no effective mitigation measures.			Negative Impact: The construction phase is expected to severely disrupt accessibility and access to services, implementing no effective mitigation measures.
Justification					
Mitigation					
Re-evaluated score					
Justification					



All community members are provided with equal opportunities to be engaged in and well-informed about highway maintenance activities.

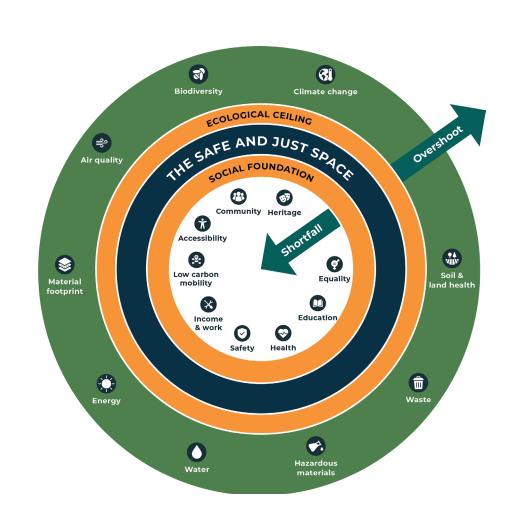


	Q1. Community engagement	Q3. Community information	Scoring scale
	Does this project invite the community to actively engage and influence the planning and decision-making process?	Will the scheduled work be communicated to the public well in advance and through multiple outlets (online and offline alike)?	Positive impact: The project fully integrates community participation through local platforms, offering extensive influence in planning and decision-making. It excellently communicates scheduled work well in advance through comprehensive online and offline outlets.
Score			Mid positive impact: Between neutral and positive impact
Justification			Neutral Impact: The project provides a balanced level of community involvement—neither minimal nor extensive. It offers some opportunities for participation and influence and communicates planned works with reasonable notice through a few channels.
Mitigation			Mid negative impact: Between neutral and negative impact.
			Negative Impact: The project does not involve the community, offering no participation or influence in planning and decision-making. It fails
Re-evaluated score			N/A to communicate scheduled work in advance.
Justification			





Highway maintenance activities are conducted in a manner that protects and safeguards cultural and natural heritage from negative impacts.

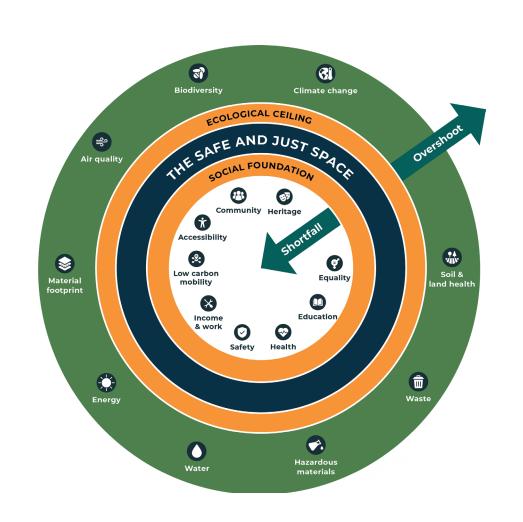


	Q1: Cultural heritage safeguarded	Q1: Cultural heritage safeguarded Is this project expected to contribute to the safeguarding or the understanding of the cultural		g scale
	Is this project expected to contribute to the safeguarding or to or natural heritage?	he understanding of the cultural	5	Positive impact: The project fully integrates the safeguarding and enhancement of cultural
	*Cultural heritage: • Monuments: architectural works, works of monumental sculpture and painting plaments or structures of an	Natural heritage: • Natural features		or natural heritage, with comprehensive and proactive measures to protect, preserve, and promote understanding of all relevant aspects.
	sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features;	 Geological and physiographical formations Delineated areas that constitute the habitat of threatened species of animals and plants 	4	Mid positive impact: Between neutral and positive impact.
	 Groups of buildings: groups of separate or connected buildings (recognised for their architecture, homogeneity or their place in the landscape); 	 Natural sites of value from the point of view of science, conservation of natural beauty. 		
	 Sites: material remains resulting from the works of humans or the combined works of nature and humans, and areas including archaeological sites. UNESCO 1972 		3	Neutral Impact: The project has a neutral impact on cultural or natural heritage.
Score			2	Mid negative impact: Between neutral and negative impact.
			1	Negative Impact: The project does not consider cultural or natural heritage, and there are no measures in place to safeguard or understand it.
Justification			N/A	
Mitigation				
Re-evaluated score				
Justification				





All staff involved in the delivery of highways maintenance service acquire the knowledge and skills needed to promote and deliver regenerative practices.

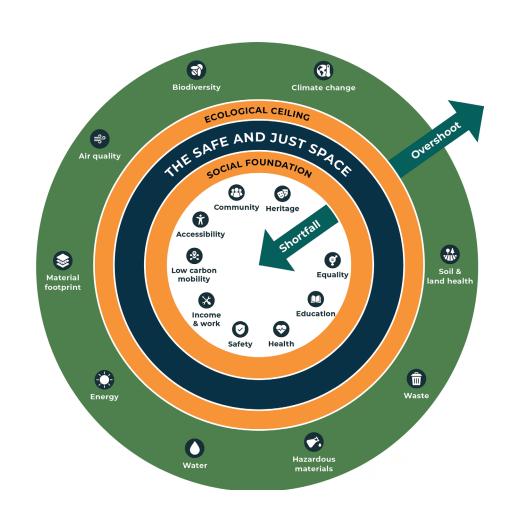


	Q1: Education of workers What percentage of staff involved in the highway maintenance project have participated in education, training or awareness raising activities	Scorin	g scale
Score	within the last 12 months?	5	Positive impact: 80-100 % of all workers in preparation or execution of the project have completed educations, training or awareness raising activities within the last 12 months.
		4	Mid positive impact: Between neutral and positive impact.
Justification		3	Neutral Impact: 40-60 % of all workers in preparation or execution of the project have completed education, training or awareness raising activities within the last 12 months.
Mitigation		2	Mid negative impact: Between neutral and negative impact.
Re-evaluated score		1	Negative Impact: 0-20 % of all workers in preparation or execution of the project have completed educations, training or awareness raising activities within the last 12 months.
Justification		N/A	





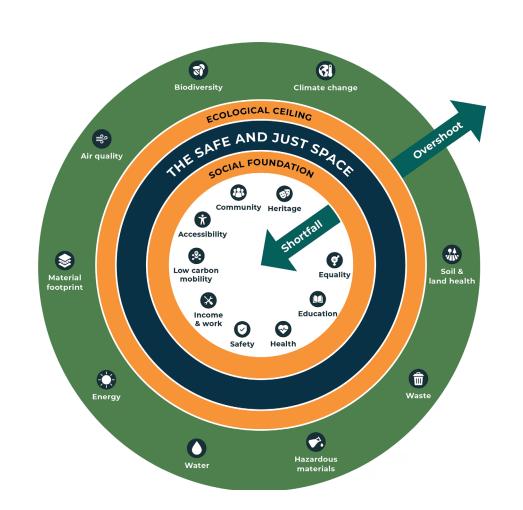
The delivery of highway maintenance service ensures that roads are maintained in a condition fit for their purpose and meet all road users' needs for safety.



	Q1. Safety inclusion Does this project contribute to enhanced safety and perception of	Q2. Safety during works Does this project include safety measures to ensure the safety of all	Scoring	scale
	safety for all road users once completed?	road users during road maintenance activities?	5	Positive impact: The project significantly enhances safety and perception of safety for all road users after completion. Comprehensive
Score				safety measures are in place during the maintenance activities, ensuring minimal risks for all road users.
			4	Mid positive impact: Between neutral and positive impact.
Justification			3	Neutral Impact: The project maintains existing safety conditions for road users, with standard measures in place that neither significantly improve nor worsen safety during maintenance activities.
Mitigation			2	Mid negative impact: Between neutral and negative impact.
Iviitigation			1	Negative Impact: The project does not enhance safety or perception of safety for road users, and the maintenance activities lack safety measures,
Re-evaluated score			N/A	posing significant risks.
Justification				



The delivery of highway maintenance service and their supply chains contribute to mental or physical health and wellbeing by improving ecological conditions, specifically targeting ambient air quality, noise levels, light pollution, and odour sources.

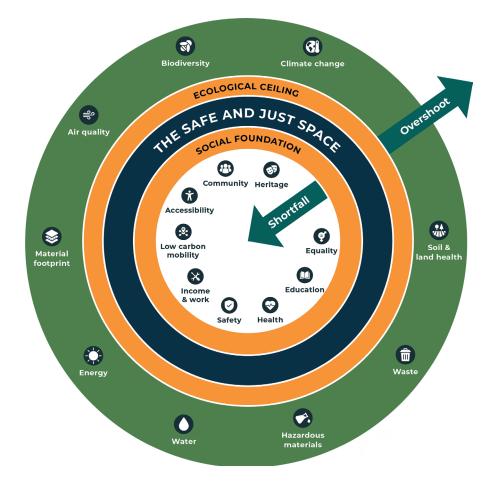


	Q1: Health mitigation	Scoring	g scale
	Does this project mitigate negative mental or physical health impacts from any of the following aspects?		
	a. ambient air pollution	5	Positive impact: The project has a significant positive impact on health, with the majority of
	b. ambient noise pollution		activities contributing greatly to eradicate all health impacts locally and in the supply chain,
	c. light pollution		with any negative impacts being negligible.
	d. odour		
	e. other contamination		
		4	Mid positive impact: Between neutral and positive impact.
Score			
		3	Neutral Impact: The project results in no significant positive or negative change,
			maintaining current health conditions both locally and across the supply chain.
Justification		2	Mid negative impact: Between neutral and
			negative impact.
Mitigation			Negative Impact: The project has a severe negative impact on health locally or in the
			supply chain, with the majority of activities resulting in substantial mental or physical health
			implications, and any positive impacts are negligible.
Re-evaluated			
score		N/A	
Justification			





All workers have decent, safe and equal working conditions locally and across the supply chain.



Score	Question 1: Are there processes in place to monitor and ensure that employment security, fair compensation, and worker's rights are secured for all site personnel related to the project, in line with statutory requirements*?	*Statutory requirements: Employment Rights Act 1996: This Act establishes the fundamental rights of employees, including the right to fair compensation, protection against unfair dismissal, and entitlement to redundancy payments. It sets the standards for employment contracts, notice periods, and compensation for unfair dismissal, ensuring employees are treated fairly in terms of job security and compensation Employment Act 2002: This Act enhances workers' rights by providing statutory rights to parental leave, adoption leave, and flexible working. It also outlines procedures for dispute resolution and protects employees against unfair dismissal, thereby promoting a safe and respectful working environment	Positive impact: The project has comprehensive and well-documented processes in place to monitor and ensure employment security, fair compensation, and workers' rights for all site personnel. These processes are regularly audited, fully align with statutory requirements, and go beyond compliance by actively promoting worker welfare. Mid positive impact: Between neutral and positive impact
Justification Mitigation		 Equality Act 2010: This legislation ensures that workers are protected from discrimination based on age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. This promotes a workplace where workers' rights are upheld and respected. Working Time Regulations 1998: Night workers must not work more than an average of eight hours in any 24-hour period. Employers must also offer free 	Moderate Impact: The project meets statutory requirements for employment security, fair compensation, and workers' rights. Processes are in place but do not extend beyond minimum standards, resulting in neither notable improvements nor setbacks.
Re-evaluated score		health assessments before assigning night work and periodically thereafter.	Mid negative impact: Between neutral and negative impact. Negative Impact: The project lacks effective processes to monitor and ensure employment security, fair compensation, and workers' rights,
Justification			leading to significant risks of non-compliance with statutory requirements and substantial negative impacts on workers' welfare. N/A



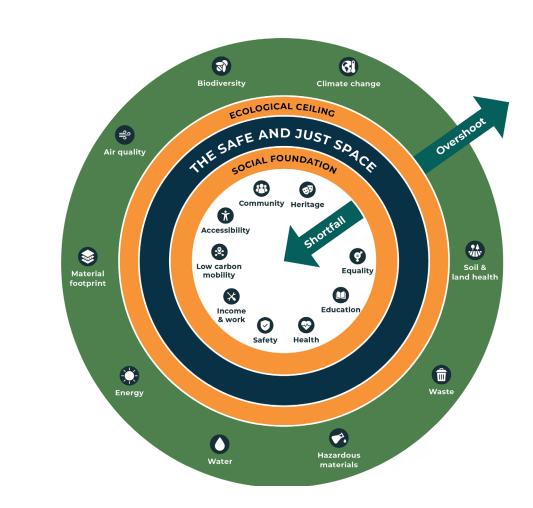




B LOW CARBON MOBILITY

Doughnut state

The delivery of highway maintenance service ensures that low carbon modes of transport (active mobility, shared mobility, public transport etc) are available for all and the infrastructure that supports them is enhanced.



Q1: Public transportation works Does the project contribute to the enhancement of the public transport network?	Q2: Active mobility works Does the project contribute to the enhancement of active mobility modes?	Scoring scale	Q3. Active transportation materials Do the selected materials enhance low carbon mobility, in line with the Transport Hierarchy*?	Scoring scale
	Cilitaticement of detive mobility modes.	Positive impact: The project implements comprehensive measures to significantly enhance the public or active transport network.	 walking cycling public transport 	Positive impact: The project strongly prioritises and implements the use of materials that significantly enhance active modes of transport in line with the transport hierarchy.
		Mid positive impact: Between neutral and positive impact.	 delivery other motorised vehicles 	Mid positive impact: Between neutral and positive impact.
Score		Neutral Impact: The project neither significantly enhances nor detracts from the public and active transport network.		Neutral Impact: The project neither significantly enhances nor detracts from active modes of transport through the choice of materials.
		Mid negative impact: Between neutral and negative impact.		Mid negative impact: Between neutral and negative impact.
Justification		Negative Impact: The project does not consider the enhancement of the public and active transport network, potentially negatively impacting existing services.		Negative Impact: The project does not consider the use of materials that enhance active modes of transport, potentially using materials that are detrimental to active transport infrastructure.
Mitigation		N/A		N/A
Re-evaluated score				
Justification				



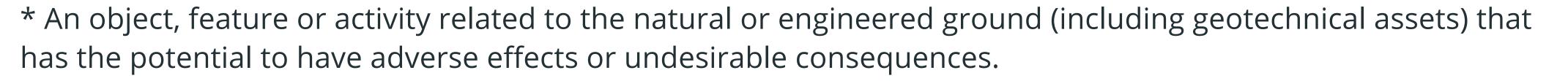


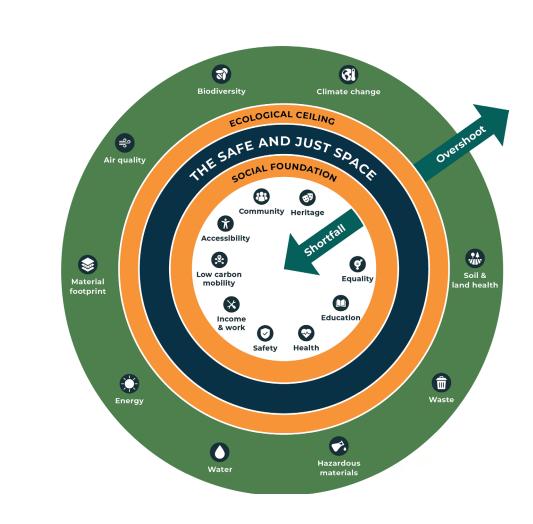


SOIL & LAND HEALTH

Doughnut state

The delivery of highway maintenance service ensure that land and soil health is preserved by minimising soil disturbance, mitigate manmade or natural geohazards* in local operations and avoiding land degradation (e.g. loss of productive lands, deforestation and desertification) in the supply chain.





	Q1. Soil disturbance:	Q2. Geohazards Will this project minimise and mitigate the occurrence of man-	Scoring scale
	Will this project result in soil disturbance through e.g. soil compaction and soil erosion due to the use of heavy machinery?	 made and natural geohazards*? * Man made geohazards: • Engineered slopes of marginal stability • Defective or inappropriate drainage • Animal burrows • Loss of vegetation 	Positive impact: The project includes comprehensive measures to prevent soil disturbance, such as low-impact machinery and erosion control barriers, and has a robust strategy to mitigate both man-made and natural geohazards through extensive assessments and mitigation measures.
		 * Natural geohazards: • Solution features (incl cavities and voids) • Soft or compressible grounds • Natural landslides (rock or soil) • Shrink / swell 	Mid Positive Impact: Between neutral and positive impact.
		Groundwater rise Soil or groundwater chemistry	Neutral Impact: The project includes standard measures to manage soil disturbance and geohazards. These measures are sufficient to meet basic expectations but do not significantly exceed or fall short of typical practice.
Score			Mid Negative Impact: Between neutral and negative impact.
Justification			Negative Impact: The project lacks measures to prevent soil disturbance, resulting in significant soil compaction, erosion, or other issues. There are no effective strategies to mitigate
Mitigation			geohazards, making the project highly vulnerable to both man-made and natural hazards, which could result in severe environmental degradation and safety concerns.
Re-evaluated score			N/A
Justification			

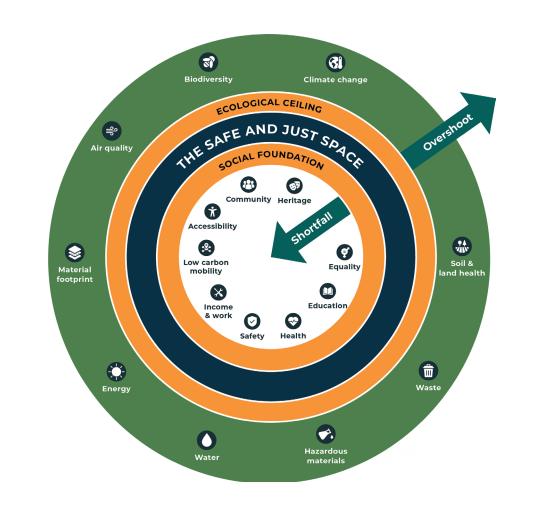




HAZARDOUS MATERIALS

Doughnut state

The delivery of highway maintenance service ensures that hazardous materials, substances, and mixtures in local operations are carefully managed thereby eliminating impacts on human health, natural ecosystems, and biodiversity.

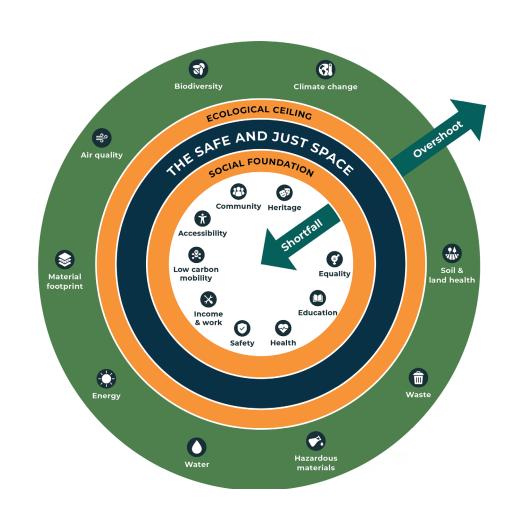


	Q1. Minimising Hazardous Materials	Scoring	g scale	Q2. Proper handling of hazardous materials, substances, and mixtures	Scoring scale		
	Does the project minimise the use of hazardous materials and substances on the project site?	5	Positive impact: The project employs advanced technologies and environmentally friendly practices to minimise chemical usage, preventing soil and water pollution, habitat degradation, eutrophication, ecosystem degradation.	Are there robust measures and training in place to ensure the proper handling and use of hazardous materials, substances, and mixtures on site - including emergency protocols and clean up procedures to minimise negative ecological impacts*?	5	Positive impact: The project employs comprehensive safety, training, and emergence protocols to ensure the safe handling of hazardous materials, substances, and mixture on-site, significantly minimising spillage and contamination risks. This includes detailed training programs, rigorous safety measures, and well-practiced emergency response plans	
		4	Mid positive impact: Between neutral and positive impact.	 *Negative ecological impacts include but are not limited to: Soil pollution Water pollution Habitat & ecosystem degradation 	4	that are regularly updated and tested to ensur maximum preparedness. Mid positive impact: Between neutral and positive impact.	
Score		3	Neutral Impact: The project applies standard practices to manage chemical pollution. These measures generally prevent significant ecological harm but do not provide notable improvements or innovative approaches beyond typical expectations.	Eutrophication due to nitrogen and phosphorous loading	3	Neutral Impact: The project includes standard protocols for handling hazardous materials, substances, and mixtures on-site. These measures generally manage risks at an acceptable level without causing significant ecological harm or delivering notable improvements.	
Justification		2	Mid negative impact: Between neutral and negative impact.		2	Mid negative impact: Between neutral and negative impact.	
		1	Negative Impact: The project leads to catastrophic chemical pollution and ecological devastation, causing massive contamination, irreversible habitat destruction, extreme eutrophication, and complete ecosystem degradation.		1	Negative Impact: The project lacks effective safety, training, and emergency protocols for handling hazardous materials, substances, and mixtures, leading to severe vulnerability and	
Mitigation		N/A	acgradation.		N/A	substantial risk of spillage, contamination, and negative impacts on human and environmenta health.	
Re-evaluated score							
Justification							





The delivery of highway maintenance service follows the Waste Hierarchy principles which gives top priority to waste prevention followed by reuse, recycling recovery and final disposal.



	Q1. Waste minimisation Does this project effectively minimise waste generation through proactive measures such as process optimisation and resource management?	Positive impact: The project estimates a waste reduction of over 50% compared to baseline projections, demonstrating a robust commitment to minimising waste generation through efficient resource management and process optimisation. Mid positive impact: Between neutral and positive impact	Q2. Waste diversion through reuse, recycle and recovery Does this project prioritise waste diversion through a combination of reuse and recycling, with a limited reliance on energy recovery, to minimise landfill disposal?	Scoring scale Positive impact: The project reuses and recycles an estimate of over 80% of total waste generated, prioritising reuse and recycling as primary waste management methods. Mid positive impact: Between neutral and positive impact	Q3. Waste sorting and proper disposal Does the project have in place robust measures to implement the proper dismantling, separation and disposal of waste?	Positive impact: The project includes comprehensive and proactive guidelines and training to ensure proper dismantling, separation, and disposal of waste materials. All procedures are well-documented and consistently followed, leading to effective waste management and minimal environmental impact.
Score		Neutral Impact: The project implements standard waste management practices, achieving a moderate reduction in waste generation of 10-30%. While there is some improvement compared to baseline projections, the efforts do not significantly exceed typical expectations or deliver substantial reductions.		Neutral Impact: The project reuses and recycles an estimate of over 40% of total waste generated, reflecting a moderate commitment to incorporating reuse and recycling practices. Energy recovery accounts for less than 50% of remaining waste, with a balanced approach to waste management that minimises reliance on energy recovery while promoting reuse and recycling.		Mid positive impact: Between neutral and positive impact. Neutral Impact: The project includes standard guidelines and training on the handling, dismantling, and disposal of waste materials. These measures generally align with common practice, without representing either strong
Justification		Mid negative impact: Between neutral and negative impact.		Mid negative impact: Between neutral and negative impact.		leadership or significant shortcomings in material handling protocols. Mid negative impact: Between neutral and
Mitigation		Negative Impact: The project estimates negligible to no reduction in waste generation compared to baseline projections, highlighting a minimal effort to address waste reduction, resulting in continued high levels of waste generation.		Negative Impact: The project achieves no reuse or recycling of total waste generated, highlighting a minimal effort to incorporate reuse and recycling practices. All the generated waste is disposed through recovery, incineration or		negative impact: The project lacks effective measures and training to ensure the proper dismantling, separation, and disposal of waste materials, resulting in severe vulnerability and heightened risk of improper handling and disposal of waste materials and the negative
Re-evaluated score				disposal.		impacts associated with this. N/A
Justification						



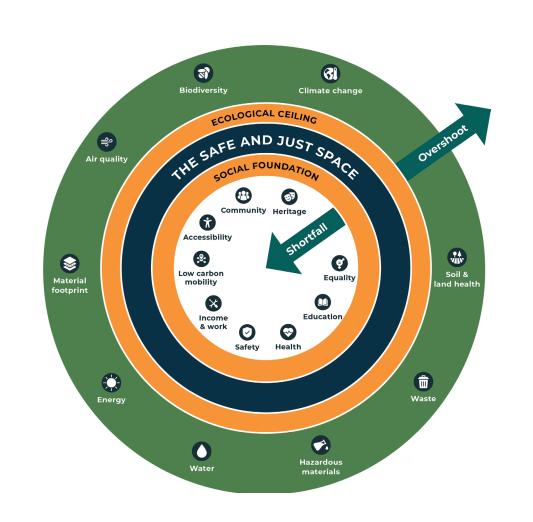




MATERIAL FOOTPRINT

Doughnut state

The delivery of highway maintenance service use materials that meet the three fundamental principles of a circular economy: 1) Use regenerative resources 2) Implement reuse and recycle practices 3) Maximise resource efficiency

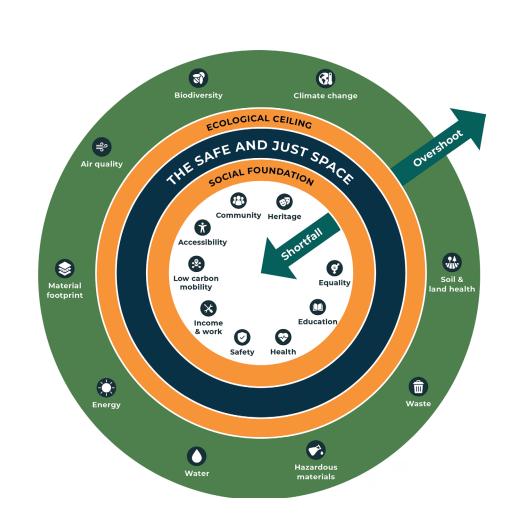


	Q1. Virgin materials extraction Does this project implement circular	Scoring scale	Q2. Regional, low carbon alternatives Does this project prioritise the sourcing	Scoring scale
	strategies to minimise the extraction of virgin materials and promote reuse, recycling, and repurposing of materials?	Positive impact: Over 80% of the project's materials are estimated to be sourced from recycled, repurposed, or reused sources, demonstrating a robust implementation of circular strategies. Extensive efforts are made to minimise virgin material extraction through efficient resource management and as well as improving on circularity levels.	of regional, low-carbon, biogenic, rapidly renewable, and regenerative materials from suppliers who comply with the prescribed environmental reporting standards?	Positive impact: Over 80% of project materials are estimated to be sourced from low carbon or renewable alternatives, demonstrating a robust commitment to prioritising sustainable materials. Renewable alternatives such as biobased materials and low carbon alternatives are extensively used, significantly reducing carbon emissions associated with material production.
		Mid positive impact: Between neutral and positive impact.		Mid positive impact: Between neutral and positive impact
Score		Neutral Impact: Approximately 20% to 50% of project materials are estimated to be sourced from recycled, repurposed, or reused sources. Efforts are primarily focused on recycling materials, with little attention given to exploring opportunities for material reuse or repurposing.		Neutral Impact: Approximately 20% to 50% of project materials are estimated to be sourced from low carbon or renewable alternatives. This reflects a moderate level of material sustainability without strong emphasis or neglect.
Justification		Mid negative impact: Between neutral and negative impact		Mid negative impact: Between neutral and negative impact.
Mitigation		Negative Impact: Negligible to no project materials are estimated to be sourced from recycled, repurposed, or reused sources, with little consideration given to circular principles. Virgin material extraction remains the primary source of project materials, with minimal efforts		Negative Impact: Negligible to no project materials are estimated to be sourced from low carbon or renewable alternatives, highlighting a
Re-evaluated score		made to prioritise reuse or recycling, indicating a low level of circularity. N/A		minimal effort to prioritise sustainability. Virgin materials with high carbon intensity remain the primary choice, with little consideration given to reducing carbon emissions through the adoption of renewable alternatives.
Justification				N/A





The delivery of highway maintenance service minimises water consumption through increased water use efficiency, recycling, and reuse.

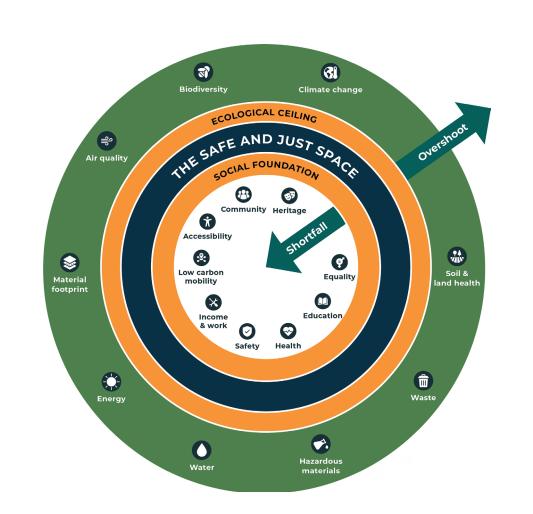


	Q1. Water consumption on site	Scoring scale	Q2. Water Cycle support	Scoring scale
	Will this project use regenerative strategies and efficient practices to minimise water consumption on site?	Positive impact: Over 80% of the project's water consumption is estimated to be sourced through regenerative strategies, such as rainwater harvesting systems and greywater recycling facilities. Water-efficient practices are extensively implemented, minimising overall water consumption.	Will the project implement measures on the hydrological regime, specifically in terms of draining, recharging, polluting, or remediating local river catchments, and ground and surface water aquifers?	Positive impact: Over 80% of the project area incorporates green infrastructure features such as permeable pavements, bioswales, and retention ponds, facilitating natural infiltration and groundwater recharge. Stormwater runoff is effectively managed across most of the project area, supporting the local water cycle.
Score		Mid positive impact: Between neutral and positive impact		Mid positive impact: Between neutral and positive impact.
Justification		Neutral Impact: Between 40% and 60% of the project's water consumption is estimated to be sourced through regenerative strategies. This reflects a balanced approach to water use, without indicating either exceptional conservation efforts or excessive consumption.		Neutral Impact: AApproximately 20–50% of the project area includes green infrastructure elements that offer a standard level of stormwater management and groundwater recharge. These measures reflect a typical approach, without indicating either strong
		Mid negative impact: Between neutral and negative impact.		Mid negative impact: Between neutral and
Mitigation		Negative Impact: Negligible to no water is estimated to be sourced from through regenerative strategies, indicating a severe impact on water resources due to extensive		Negative impact: Impermeable surfaces
Re-evaluated score		water consumption without adequate conservation measures. Urgent action is needed to mitigate the project's adverse effects on water resources.		dominate the entire project area, exacerbating water cycle disruption with minimal to no green infrastructure in place. Lack of stormwater management measures leads to extensive runoff, erosion, and pollution, severely impacting local water resources and the water cycle.
Justification				N/A





The delivery of highway maintenance service uses energy that comes predominantly from renewable energy sources while energy consumption is minimised and energy efficiency is maximised.

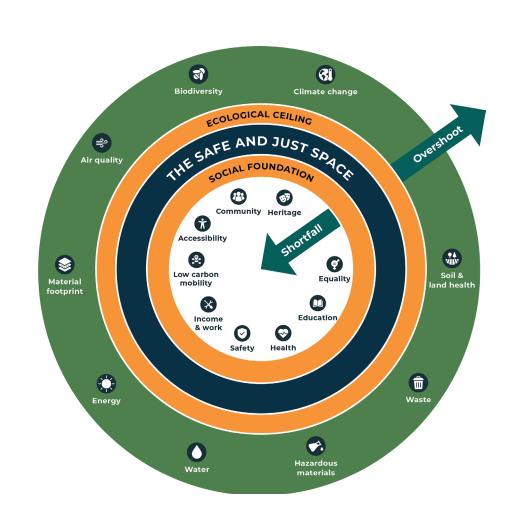


	Q1. Energy efficiency on site	Q2. Renewable energy on site	Scoring scale
Score	Will this project employ energy efficiency practices on site?	Will this project employ renewable energy sources on site?	Positive impact: Renewable energy sources are estimated to contribute to over 80% of the project's energy usage. Energy-efficient machinery and sustainable practices are extensively employed, resulting in minimal energy consumption and resource depletion.
			Mid positive impact: Between neutral and positive impact.
Justification			Neutral Impact: Renewable energy sources are estimated to contribute to less than 50% of the project's energy usage. The energy mix reflects a balanced but not ambitious approach, with some integration of renewable sources alongside conventional energy.
Mitigation			Mid negative impact: Between neutral and negative impact.
Re-evaluated score			Negative Impact: Renewable energy sources are estimated to make up less than 10% of the project's energy usage. Conventional energy resources are extensively relied upon, resulting in significant depletion of energy resources and urgent need for mitigation measures.
Justification			N/A





The delivery of highway maintenance service ensures that the quality of air is always maintained, preserved and restored, when necessary, by eliminating the generation of pollutants at the source. Regenerative measures are actively promoted to restore and maintain clean air.

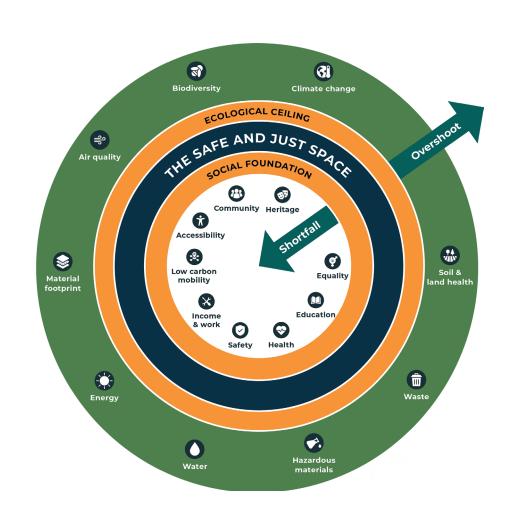


	Q1. Air quality onsite	Q2. Road inspection	Scoring	scale
	Will the on-site maintenance work impact air quality levels due to dust and emissions from the activities, machines, or equipment?	Will the types of journeys and vehicles used for road inspections, including their fuel types and emission standards, have a significant impact on air pollution levels?	5	Positive impact: Air quality is fully ensured on site through ambitious mitigation measures for machinery, equipment, and activities. Road inspections are carried out in a streamlined, efficient and low emissions manner substantially minimising air pollution from inspections.
Score			4	Mid positive impact: Between neutral and positive impact.
Justification			3	Neutral Impact: The project has a limited impact on air quality, with partial mitigation measures in place during onsite activities and inspection journeys. While some steps are taken to reduce emissions, they result in neither significant improvement nor substantial deterioration in air quality.
			2	Mid negative impact: Between neutral and negative impact.
Mitigation			1	Negative Impact: The project has a severe negative impact on air quality on site, with no effective mitigation measures in place. Road inspections are carried out with high emissions,
Re-evaluated score			N/A	leading to a substantial increase in air pollution.
Justification				





The delivery of highway maintenance service ensures that biodiversity is maintained and enhanced, ensuring healthy ecosystems and resilient habitats.



	Q1 Local safeguarding of flora	Q2. Local safeguarding of fauna	Q3. Habitat preservation	Scoring scale
	Are measures in place to protect existing vegetation, particularly rare or endangered species, by avoiding damage and promoting replanting and restoration efforts?	Are measures in place to protect local fauna during the operational phase, by minimising disruptions specifically during breeding and migration and implementing mitigation measures such as wildlife crossings and buffer zones?	Will this project preserve or restore natural habitats using regenerative nature management practices, including effective management of invasive species and by planting a variety of species, including different tree species, to improve	Positive impact: Biodiversity loss (due to any of the identified reasons) is avoided or mitigated locally and throughout the supply chain. Habitat preservation measures are employed locally resulting in regenerative results. Mid positive impact: Between neutral and
			biodiversity and reduce the likelihood of pathogen outbreaks?	Mid positive impact: Between neutral and positive impact.
				Practices that result in neutral impact to local biodiversity, and operations occur outside of sensitive periods.
Score				Mid negative impact: Between neutral and negative impact.
Justification				Negative Impact: The project leads to severe impact on biodiversity for a majority of the identified reasons resulting in permanent loss of biodiversity locally and throughout the supply chain.
Mitigation				N/A
Re-evaluated score				
Justification				

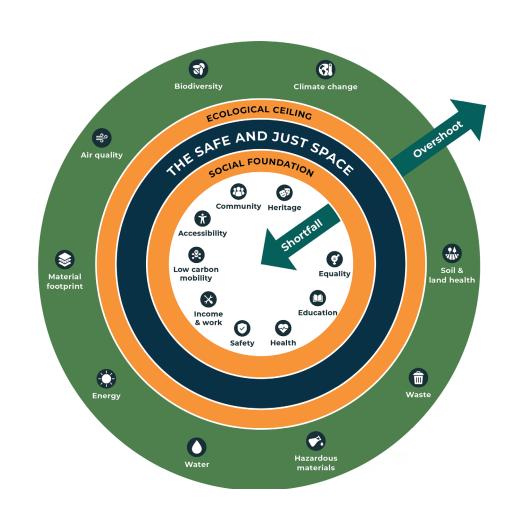




CLIMATE CHANGE

Doughnut state

Climate change is mitigated in the delivery of highway maintenance service by limiting the global temperature increase to well below 1.5 degrees Celsius above pre-industrial levels, by drastically reducing greenhouse gas emissions (Co2, CH4, N2O, HFCs), achieving carbon neutrality, and actively striving towards carbon positivity through carbon sequestration methods.



	Q1. Operational carbon emissions on site	Q2. Embodied carbon emissions in	Q3. Inspection transportation emissions	Scoring so	ale	Q4. Climate Adaptation and Resilience	Scoring s	scale
	Will this project greatly reduce operational carbon emissions on-site through low-emission machinery and efficient work practices?	materials Will this project lead to high embodied carbon emissions from the materials used, considering their extraction, production, and lifecycle?	Will this project implement measures to minimise carbon emissions associated with road inspections by optimising routes, using low-emission vehicles, and employing innovative technologies such as	5	Positive impact: The project includes comprehensive, proactive measures to significantly reduce carbon emissions by an estimated 80-100 % from Carbon Baselining, achieving minimal emissions by implementing	Are robust climate adaptation measures integrated into the road maintenance project to mitigate the impact of extreme weather events such as flooding, wildfires, hurricanes, storms, droughts, changes in	5	Positive impact: The project includes comprehensive, proactive, and innovative measures that fully mitigate the impacts and ensure preparedness of extreme weather events.
		and mecycle:	remote sensing technologies and drones?		innovative and highly effective practices across on-site operations, in the use and extraction of materials, and road inspections.	precipitation patterns, rising sea levels, coastal erosion, and temperature changes?	4	Mid positive impact: Between neutral and positive impact.
				4	Mid positive impact: Between neutral and positive impact.		3	Neutral Impact: The project includes standard measures to address extreme weather events, offering partial coverage. While some impacts
Score					Neutral Impact: The project incorporates			are mitigated, the overall approach remains balanced, with neither comprehensive integration nor significant gaps.
				3	standard measures estimated to reduce carbon emissions by 20–50% compared to the baseline. While some practices contribute to emission reductions, the overall approach is balanced		2	Mid negative impact: Between neutral and negative impact.
Justification					without significant positive or negative deviation.		1	Negative Impact: The project lacks effective measures, resulting in severe vulnerability to extreme weather events, with no significant
				2	Mid negative impact: Between neutral and negative impact.		N/A	strategies in place, leading to substantial risk and damage.
Mitigation				1	Negative Impact: The project includes no measures to reduce carbon emissions from Carbon Baselining, resulting in severe emissions from on-site operations, in the use and extraction			
Re-evaluated score					of materials and road inspections, resulting in severe damages to the climate.			
				N/A				
Justification								