



Bromley CO₂ Emissions Report (2023)

CO₂ Emissions within the scope of the borough (Published 2026)

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Summary

Please note that this report is in relation to borough-wide emission and not Bromley Council's operational emissions. For this please see the [London Borough of Bromley's Net Zero Action plan](#).

The '[Where to get advice on reducing your individual emissions?](#)' and the '[Ways for businesses to reduce emissions](#)' sections offer resources for residents and businesses on reducing emissions.

Headline statistics are as follows:

- Borough-wide [territorial emissions](#) (overall) have reduced 5.5% from 2022 to 2023 (DESNZ data).¹
- Borough-wide [domestic emissions](#) reduced 8% from 2022 to 2023 (DESNZ data).
- Borough-wide [transport emissions](#) have increased 13% from 2022 to 2023 (LEGGI data).²
- The largest percentage change was seen in [borough-wide waste emissions](#), which increased by 44% from 2022 to 2023. It is worth noting that in 2023, waste accounted for only 4% of total emissions, compared with 45% from domestic sources (DESNZ data).



Figure 1: Whip tree planting at Elmers End Recreation Ground

¹ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

² [London Energy and Greenhouse Gas Inventory \(LEGGI\) - London Datastore](#)

Where to get advice on reducing your individual emissions?

There are many organisations and websites that can help individuals understand emissions, as well as put measures in place for reducing them. As highlighted by the University of Bath, along with many other institutions and foundations, systemic transformation is necessary to address a changing climate. Individual actions can work alongside and complement wider systemic solutions.³

- [The World Wildlife Fund](#) offers an environmental footprint calculator ([see glossary](#)) that helps you understand where the emissions from your daily life come from.
- [The United Nations](#) provide actions for reducing emissions which includes considering transportation methods with more environmentally friendly methods include walking, cycling or public transport. There also talk about other actions such as reduce, reuse, repair and recycle, as well as planting native species.

Energy advice services:

The [Council's website](#) is an up-to-date source of energy advice services.

- **Ofgem** is the energy regulator for Great Britain, and they [offer guides](#) about home gas and electricity use including meter readings, energy bills and saving energy.
- The **Southeast London Community Energy partnership (SELCE)** offers energy advice for residents in South London. Use the following link to check your eligibility to access energy advice. One-to-one sessions and drop-in sessions are available as of publication.
- The **South London Healthy Homes program** is a free service accessible to Bromley residents along with 12 other London boroughs to help vulnerable residents stay warm and healthy. Anyone eligible can access help to keep their home warm in the winter including energy efficiency advice, installation of energy saving devices and support for home improvement grants.

The [Money Saving Expert](#) and the [Energy Saving Trust](#) also produce advice online.

Grants and government schemes:

The Bromley webpage on [Home energy grants](#) showcases up-to-date grants available for residents. Schemes include:

- **Warm Homes: Local Grant.** A program designed to boost energy efficiency and help reduce fuel poverty among low-income households (as defined by the scheme) in England.
- **Boiler Upgrade Scheme:** The Boiler Upgrade Scheme provides up to £7500 towards the cost of replacing fossil fuel heating systems with heat pumps. Approved installers will apply for the scheme on your behalf.

³ [Systemic transformation and individual action: Keys to addressing the climate crisis | Sustainable Bath](#)

Ways to reduce emissions:

What is an Energy performance certificate (EPC)?

One of the first things people might think of when thinking about building energy efficiency are EPCs. A full [definition is in the glossary](#). They rate a home from A (very efficient) to G (inefficient) and provide cost effective ways to improve your EPC rating.⁴ As of this report's publishing date, the government has announced its intention for replacing the single cost metric with more information in [Appendix A](#).

Retrofitting your home

There is guidance from many trustworthy sources on how to retrofit your home.

- [Centre for Sustainable Energy](#) offer advice on future proofing, low-carbon retrofitting, heat pumps, cheaper bills with flexibility and more.
- [The Royal Institution of Chartered Surveyors \(RICS\)](#) offer guidance on practical steps to make your home more energy efficient.

Heating your home

Alongside energy efficiency measures, the method of heating your home can save money and reduce CO₂ emissions. One of the most energy efficient ways to heat your home are heat pumps, they are a lot more efficient than even an A-rated boiler.⁵

However, as electricity is more expensive than gas (as of February 2026), this is not guaranteed to reduce your energy bills on homes that are not energy efficient and have low EPCs, and high-rated gas boilers might provide better savings.⁶ The difference between the price of gas and electricity is known as the [spark gap](#).

This is in addition to installation costs where heat pumps which tends to significantly more expensive, with the Energy Saving Trust (as of 2026) stating the average cost of gas boilers being £3,700, and the average installation cost of an air source heat pump installation during April to June 2025 was £12,500.^{7,8} To bridge this gap (as of 2026) the government continue to offer grant funding towards the cost of a heat pump⁹.

⁴ [Energy performance certificates \(EPCs\) explained - Energy Saving Trust](#)

⁵ [Heat pumps: how they work, costs and savings - Energy Saving Trust](#)

⁶ [Heat pumps explained – MoneySavingExpert](#)

⁷ [Boiler types explained - Energy Saving Trust](#)

⁸ [Heat pumps vs boilers: the key things you need to know - Which?](#)

⁹ [Apply for the Boiler Upgrade Scheme: What you can get - GOV.UK](#)

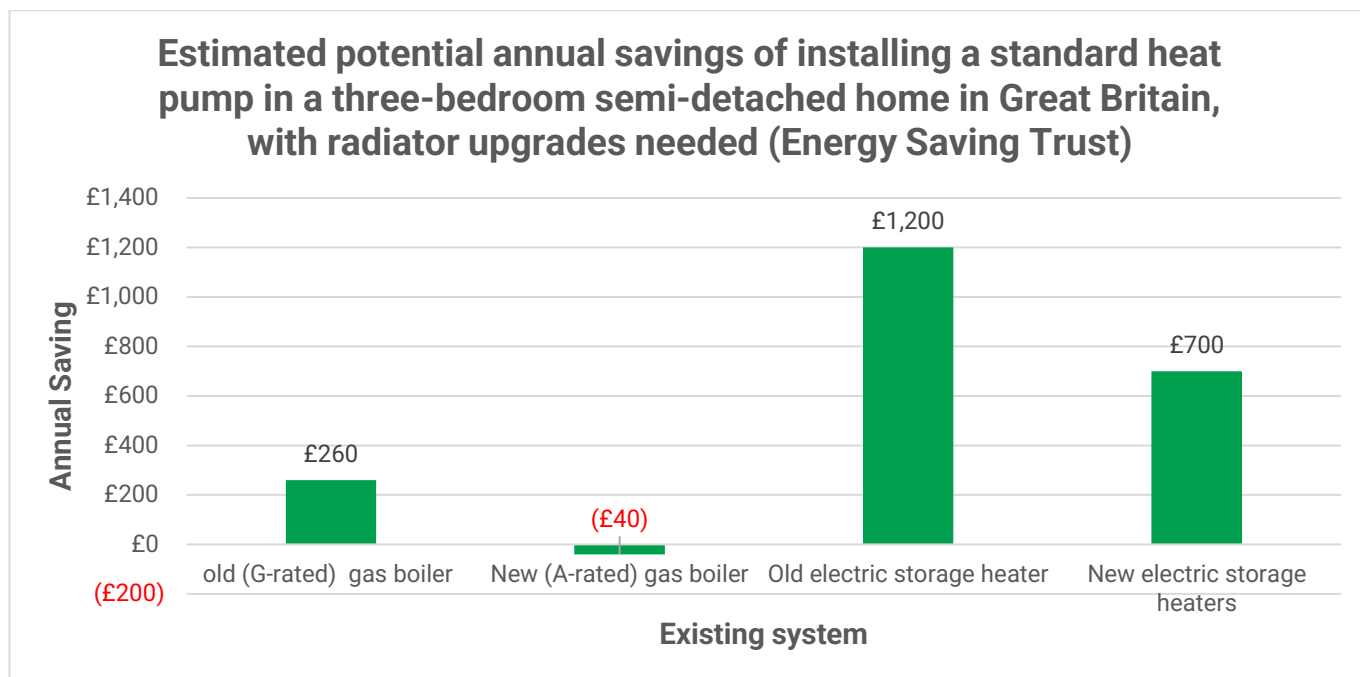


Figure 2: [Air source heat pumps: costs, savings and benefits - Energy Saving Trust](#) (Figures are based on fuel prices as of July 2025.)

Solar panels:

The Council has a webpage on [solar photovoltaic \(PV\) panels](#), highlighting what is required for installing solar panels in the borough.

- The [Energy Saving Trust](#) and [Money Saving Expert](#) offer further guidance.
- The Energy Saving Trust's [Solar Energy calculator](#) can also give you an indication of the cost of a potential system, with payback periods most likely coming to over 10 years.

Transport:

Electric Vehicles, public transport and active travel:

Multiple analysis and studies show that Electric Vehicles emit significantly less lifecycle greenhouse gas emissions ([definition in the glossary](#)) than petrol and diesel combustion engine cars, with a study from 2022 highlighting a 62% reduction in lifecycle emissions compared to the average emissions of both diesel and petrol (across the lifespan use of the car including manufacturing and usage).¹⁰ The Energy Saving Trust offer more information on [electric vehicles](#).

Taking the bus, tram, train or London underground also reduces the emissions produced compared to driving. Walking or taking the bike is nearly always the lowest carbon way to travel over medium and short distances.¹¹ With the added benefit of improving cardiovascular fitness, supporting mental wellbeing, and lowering the risk of chronic diseases¹² and improving local air quality.

Gully Scheme:

¹⁰ [How clean are electric cars? | T&E](#)

¹¹ [Which form of transport has the smallest carbon footprint? - Our World in Data](#)

¹² [Evidence assessment: The Health and Wellbeing Impacts of Active Travel](#)

As of 2026, the Council operates a [gully-charging](#) scheme for residents. Gully charging refers to the installation of a gully across the footway that allows electric vehicles to be safely and legally charged from a private EV charger while parked on the street. At the time of this report, the total cost is £1,099.00, and applications are subject to eligibility and suitability requirements.

Ways for businesses to reduce emissions

How can Small and Medium sized Enterprises (SMEs) reduce emissions?

SMEs can reduce emissions and potentially save money in similar ways to homeowners by looking at their building emissions and transport. It is important to note that businesses can look at their operational emissions (emissions created through running the business) and look at opportunities to reduce emissions from areas such as their supply chain.

Ways to reduce emissions:

Businesses can reduce building emissions in similar ways to residents, with retrofitting and renewable energy as well as waste and transport.

The [UK Business Climate Hub](#) offer advice for SMEs in reducing their energy costs and cutting carbon emissions. Specific advice is given for:

- [Heat pumps](#)
- [Renewable energy](#)
- [Electric Vehicles and transport](#)

The Carbon Trust also offer free [sector specific guides](#).

Other tools:

- The Greater London Authority's [Energy in buildings](#) includes quick wins to reduce energy consumption in commercial buildings and potentially save money.
- The [SME Climate Hub](#) offers a free tool to measure your emissions.
- The [GreenMark](#) certification is one way to get sustainability certification which reviews current sustainability performance and identify methods to become more sustainable. Bromley Business Hub previously ran a '[Greener Bromley Pilot Scheme](#)' to help businesses understand their emissions.
- [B Corp certification](#) is increasingly popular with businesses and provides a comprehensive assessment of a company's social, environmental, and governance performance

Climate Resilience and protection:

Climate resilience is also a very important topic for businesses to adapt to a changing climate and be prepared for increasingly extreme weather events. Islington Sustainability Network offers a useful toolkit for businesses to get started in considering risks such as flooding, overheating and supply chain disruptions. The link is provided [here](#).

Strategies and plans:

Borough-wide Plans and Strategies:

- **East London subregional Local Area Energy Plan (LAEP)**

This plan outlines the actions needed to transition an area's energy system to net zero, while also unlocking economic opportunities. This subregion includes the Boroughs of Bromley, Redbridge, Barking & Dagenham, Havering and Bexley.

- **The Local Electric Vehicle Infrastructure Fund (LEVI EV charger funding)**

The Council has received £900K in LEVI funding to support the installation of around 70 EV charging points across the borough.

This fund has come from £3.6 million divided equally between four boroughs, with Bexley leading on procuring a concession contract for the installation and management of the chargers.

- **The London Plan and Energy Assessment Guidance**

The Greater London Authority's London Plan is pan-London and should inform decisions on planning applications across the capital. It sets out requirements for developments, including for [Energy Assessment Guidance](#).

Data sources and methodology

The data for this report comes from two main sources and the dataset used is specified within each figure caption. The latest data, as of publication of this report, is 2023 for territorial emissions. Consumption-based emissions data are yet to be published since the previous report. The 2022's Consumption-based emission dataset can be found [here](#). Territorial emissions are from the Department for Energy Security and Net Zero (DESNZ)¹³, and the London Energy and Greenhouse Gas Inventory (LEGGI)¹⁴.

It is important to note that each year the methodology from the DESNZ data has been improved. Therefore, the emission levels (from DESNZ) for 2005–2022 will differ from previous reports. Furthermore, the data in these reports relates to the calendar (rather than municipal) year and is expressed either as 'total' (the borough as a whole) or 'per capita' (average emissions per person) to provide a more meaningful comparison. Definitions can be found in the [glossary](#).

The LEGGI dataset is specifically used for Transport emissions as the data has more specific detail relating to London wide data than DESNZ, such as the inclusion of electric railways (London Atmospheric Emissions Inventory). This is consistent with the methodology used in previous reports. The LEGGI and DESNZ dataset share most other sources of data such as domestic electricity. The DESNZ dataset is used in all the other sections to be able to compare with previous reports and to be consistent with other local authority reporting.

Greenhouse gas emissions (GHG) in line with the GHG protocol are reported in units of carbon dioxide equivalents (CO₂e) in both the LEGGI and DESNZ datasets. This allows the impact of each of the three main greenhouse gases to be expressed in terms of the amount of CO₂ that would create the same amount of warming, allowing easy comparison of the impact of different emission types. The GHG included are carbon dioxide, methane and nitrous oxide. Throughout this report, all greenhouse gas emissions are given in terms of kilotonnes of carbon dioxide equivalent (ktCO₂e).

Consumption vs Territorial emissions:

Territorial emissions

The DESNZ and LEGGI datasets used throughout both use territorial emissions data. For Bromley, this means emissions produced within the borders of the borough and **does not** include the emissions from the purchase or consumption of products and goods manufactured from overseas.

Consumption-based emissions

The previous reports also included consumption-based emissions, but as of the publication of this report, no new data has been produced.¹⁵ London Council's consumption-based emissions dataset has a methodology that is slightly different, nonetheless it does give an indication that the UK's GHG consumption-based emissions are considerably higher than its territorial emissions.

Consumption-based emissions include emissions from imported goods and services and consumed in the borough of Bromley but excludes emissions from exported goods and services (defined in London Council's technical report).¹⁶

¹³ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

¹⁴ [London Energy and Greenhouse Gas Inventory \(LEGGI\) - London Datastore](#)

¹⁵ [Consumption-Based Emissions \(CBEs\) dataset for London | London Councils](#)

¹⁶ [London CBA 2024 Technical report.pdf](#)

For Bromley, this means including imported goods such as food and excluding goods that are produced within the borough. The total for terrestrial emissions was 914 KtCO_{2e} compared to 3495 KtCO_{2e} for Consumption-based emissions in 2021.

Historic and Current Data

A brief definition of all the categories that make up the Department for Energy Security and Net Zero (DESNZ) emissions data is provided in Table 1 below. These are the categories of emissions that make up the [territorial emission](#) of the borough of Bromley as a whole.

Table 1: Definitions and examples for sectors within the DESNZ dataset¹⁷

Category of emissions	Definitions
Agriculture	Net Emissions (minus the CO ₂ sequestration from different sources) associated with agricultural practices which includes usage of electricity, gas, and off-road machinery. Also, methane from livestock and nitrous oxide releases from soils.
Commercial	Emissions that come from commercial businesses and their activities. E.g., gas and electricity usage.
Domestic	Emissions from domestic households. E.g., gas and electric usage.
Industry	Emissions from electric, gas and GHG for industrial activities. For example, pollutants such as nitrogen oxide.
LULUCF (land use, land use change and forestry)	Net Emissions from land use change and forestry. For example, land being converted from grassland to forestry.
Public Sector	This includes emissions produced through properties via gas and electric, not only from local authorities but also schools, NHS, Transport for London (TfL) etc.
Transport	Emissions resulting from road traffic, railways and aeroplanes. E.g., CO ₂ from combustion engines.
Waste Management	Emissions from landfill waste (e.g., Methane from waste) as well as rubbish sent to incinerators.

¹⁷ [UK local authority and regional greenhouse gas emissions statistics - GOV.UK](#)

2023 borough-wide emissions:

As shown in Figure 3 below, borough-wide emissions have reduced 5.5% from 2022 to 2023. A sustained 2-year decrease of emissions (2022 to 2023) following on from a high in 2021 was most likely due to the end of COVID-19 lockdowns. Overall, since 2005, Bromley has seen a trending decrease in CO₂e emissions, with an average annual 2.7% decrease in emissions since 2005.

Figure 3: LBB CO2 emissions (borough-wide) (DESNZ data)¹⁸

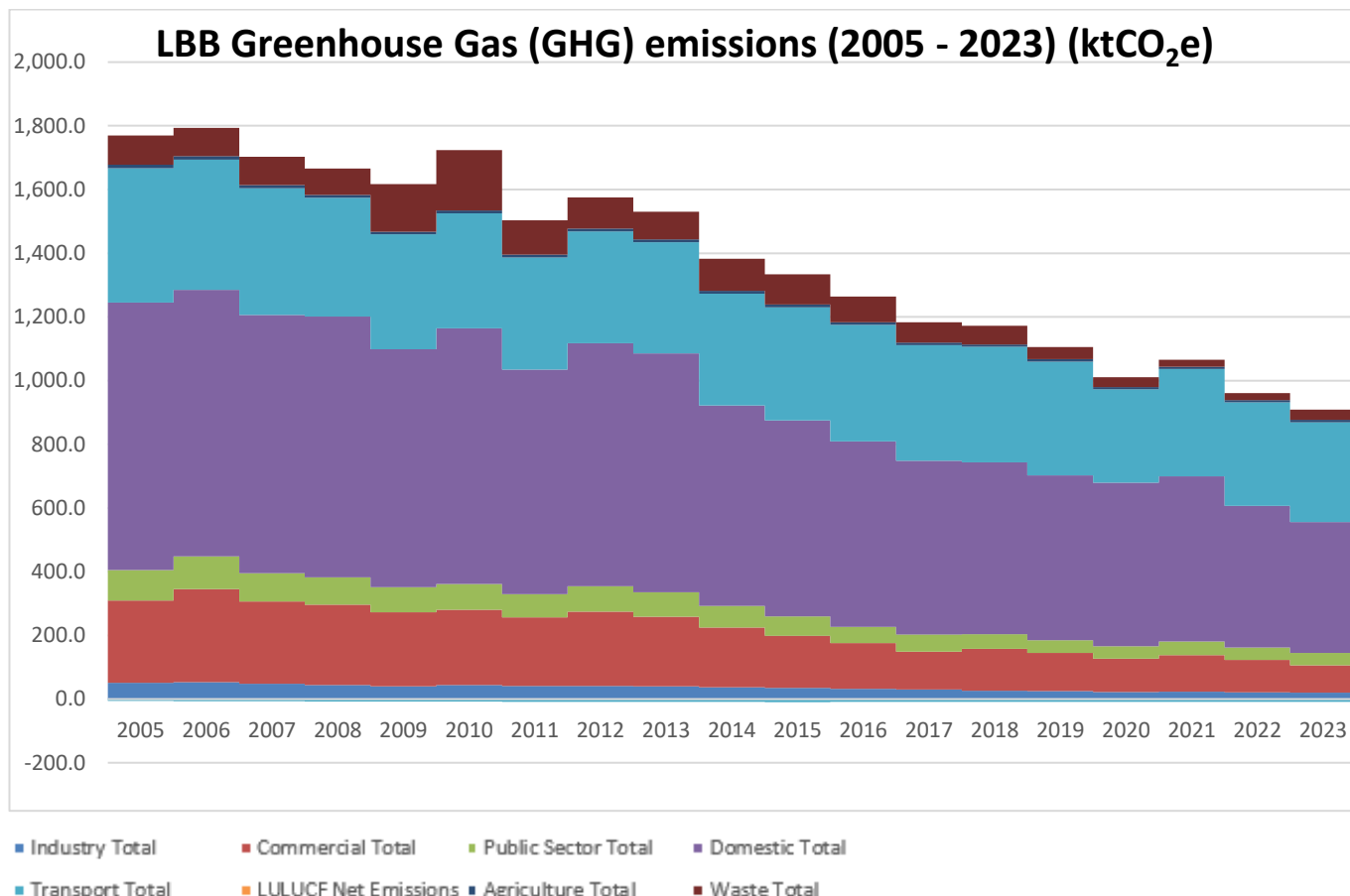


Figure 4 visualises the same borough-wide emissions data as Figure 3 but displayed as a radar chart. In this chart, points further from the centre represent higher emissions. It shows that, although emissions have fallen since 2005, much more action is still needed for the borough to reach net zero. Net zero does not mean producing no emissions at all; it means balancing any remaining emissions by absorbing an equivalent amount of carbon through natural or managed carbon sinks.

The green line on the radar chart represents emissions for each year from 2005 to 2023. The overall area it covers gives a sense of how much greenhouse gas has built up in the atmosphere over this period. Most of these emissions (around 93%) are carbon dioxide (CO₂), which can stay in the atmosphere for hundreds of years. This long-lasting impact highlights the importance of continuing to cut emissions and reducing the borough’s contribution to a changing climate.

¹⁸ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023)

Figure 4 Cumulative Borough-wide emissions for Bromley (DESNZ data)¹⁹

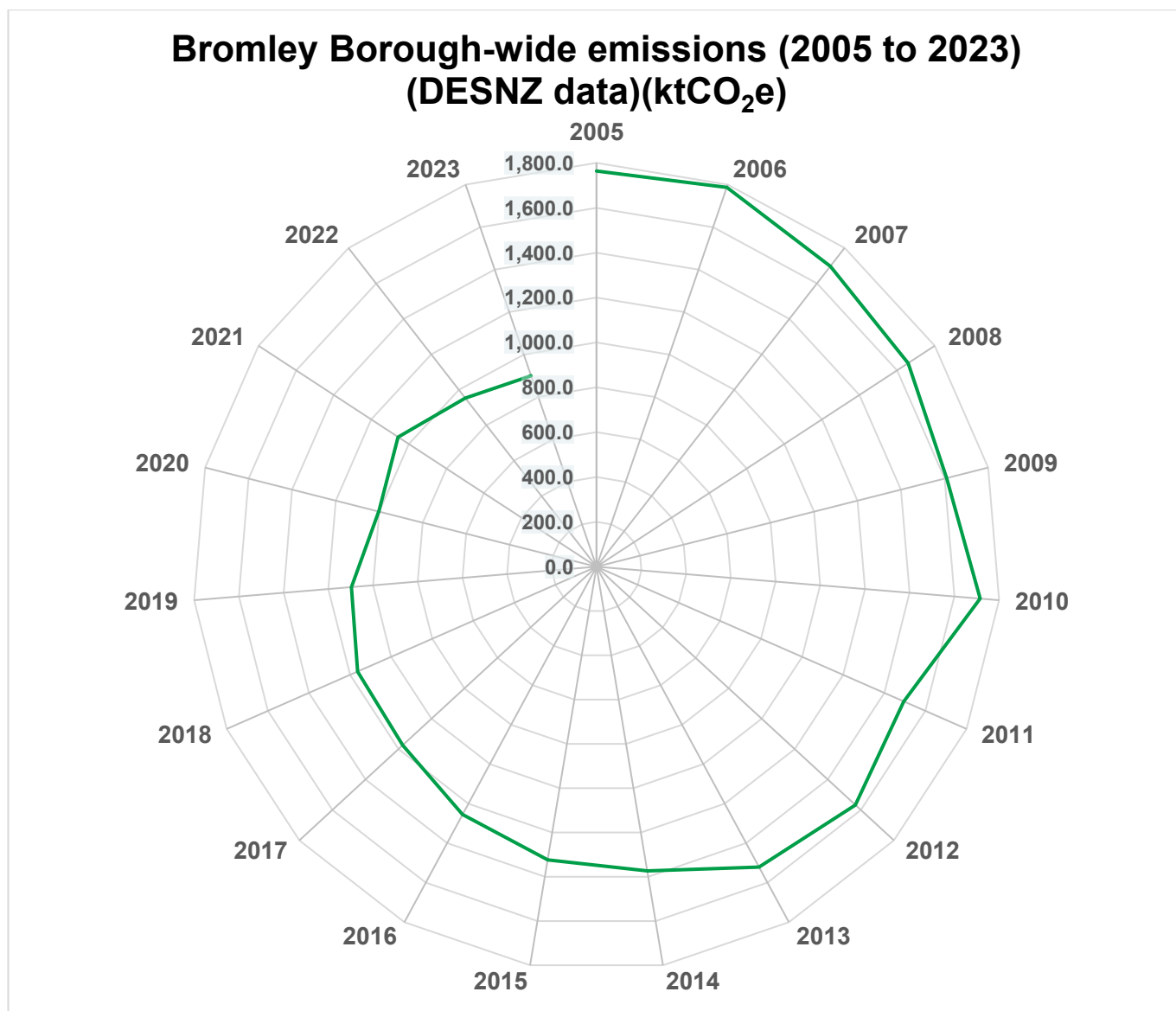
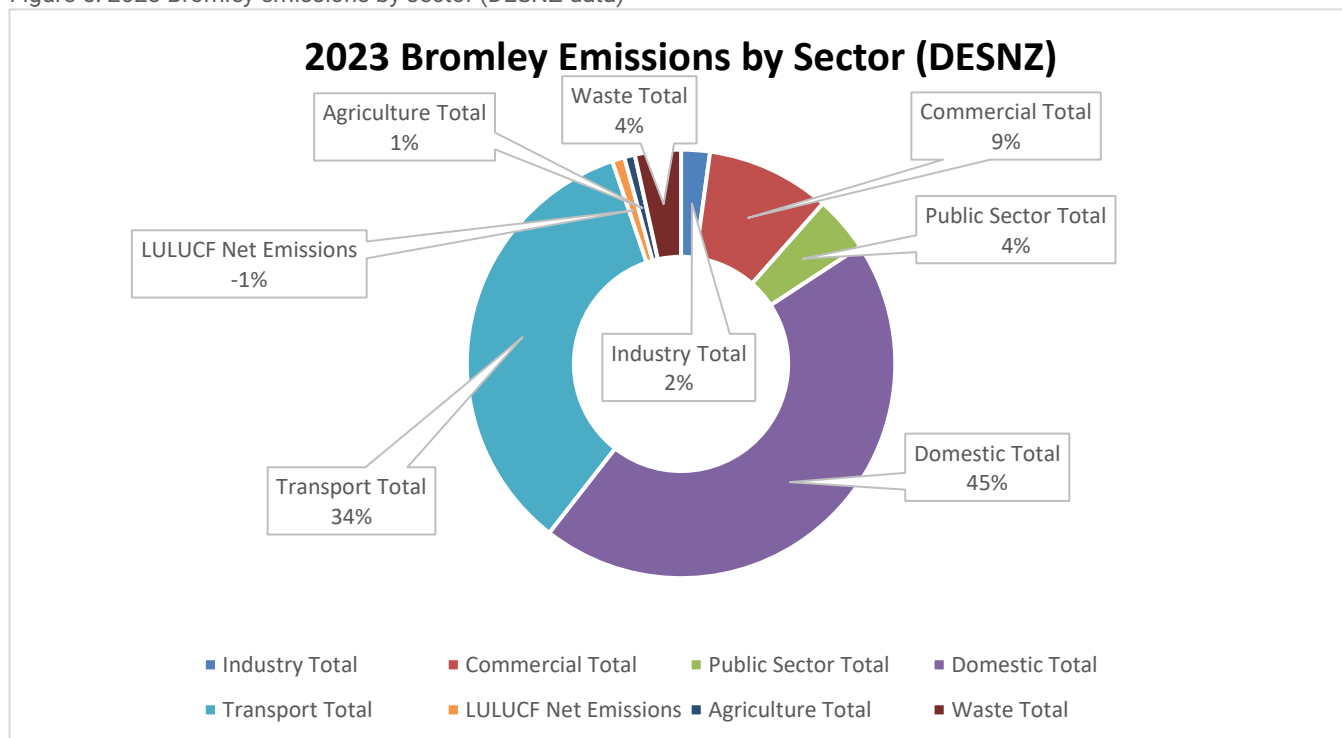


Figure 5 below breaks down the emissions by sector across the borough of Bromley for 2023. It shows that domestic emissions are the largest sectoral emissions at 45%, transport at 34%, and commercial emissions at 9%. All other emission come in below 5%, with 'land use, land use change and forestry' a notable outlier sequestering (removing from the atmosphere) a net 0.8% of total Bromley emissions.

Comparing this to the 2022 sector emissions ([shown in Appendix B](#)), transport emissions has increased their percentage share of total annual emissions from 33% to 34% and domestic emissions percentage have slightly fallen from 46% to 45% (2022 to 2023). The largest change was waste emission growing from 2% to 4% of a share of total emissions between 2022 to 2023. The full changes in emissions data from 2022 to 2023 is shown in [Appendix C](#).

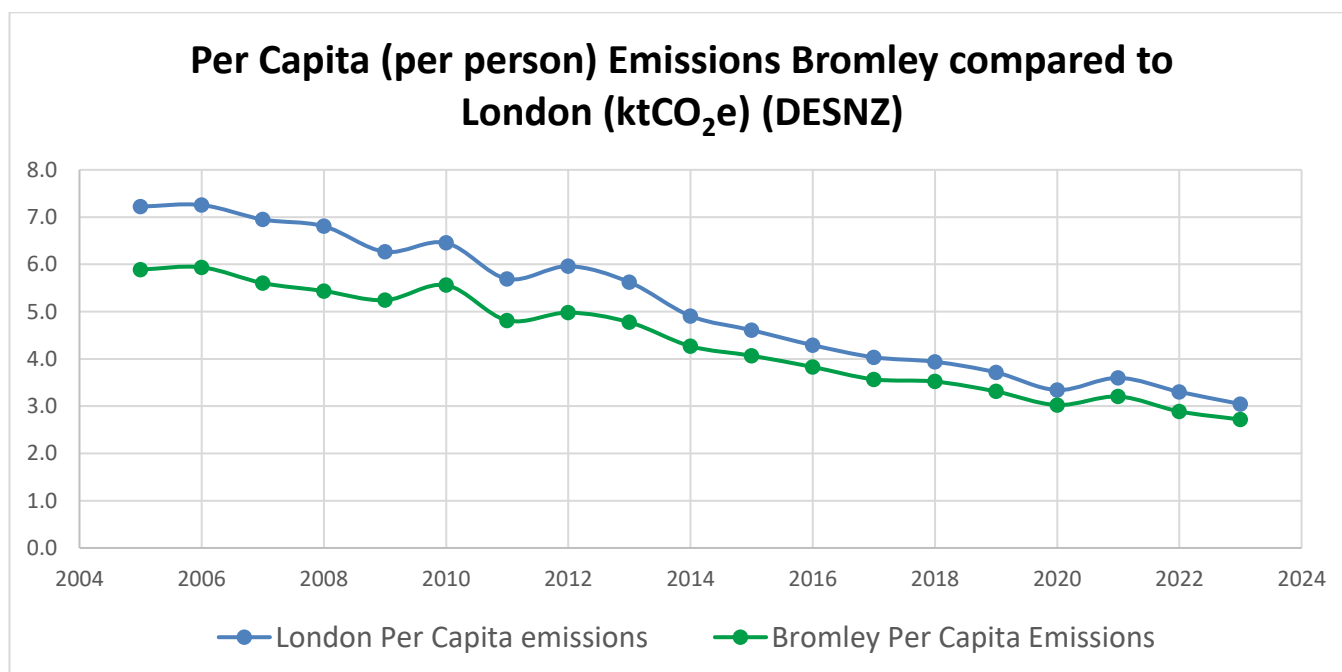
¹⁹ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023)

Figure 5: 2023 Bromley emissions by sector (DESNZ data)²⁰



Per capita emissions for Bromley and Greater London are shown below in Figure 6. This represents the per person emission produced within the London Borough of Bromley or Greater London (per capita territorial emissions). This was calculated by dividing the total emissions of each year (for Bromley and London) by the population of that year (as provided by DESNZ). The data show a consistent decrease in emissions for both Greater London and Bromley from 2005 to 2023. With Bromley having consistently less emissions per person, however this gap has shrunk significantly since 2005.

Figure 6: per capita emissions of Bromley compared to London (DESNZ data)¹⁹



²⁰ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023)

Domestic Emissions

As highlighted in the previous section, domestic emissions accounted for 45% of Bromley borough’s total greenhouse gas emissions in 2023. Figure 7 below shows the breakdown of domestic emissions by category. Between 2022 and 2023, the share of emissions from domestic gas increased from 76% to 77%, while the share from domestic electricity decreased from 23% to 21%. [Appendix D](#) provides the 2022 Bromley domestic GHG emissions. Table 2 further illustrates the relative share of domestic emissions, showing that all three domestic emission categories decreased between 2022 and 2023. Domestic electricity experienced the largest reduction at 14%, compared with a 6% reduction for gas and a 10% reduction for ‘other’. As a result, domestic electricity’s relative share of total domestic emissions declined.

Figure 7: 2024 Bromley Domestic Emissions (DESNZ)²¹

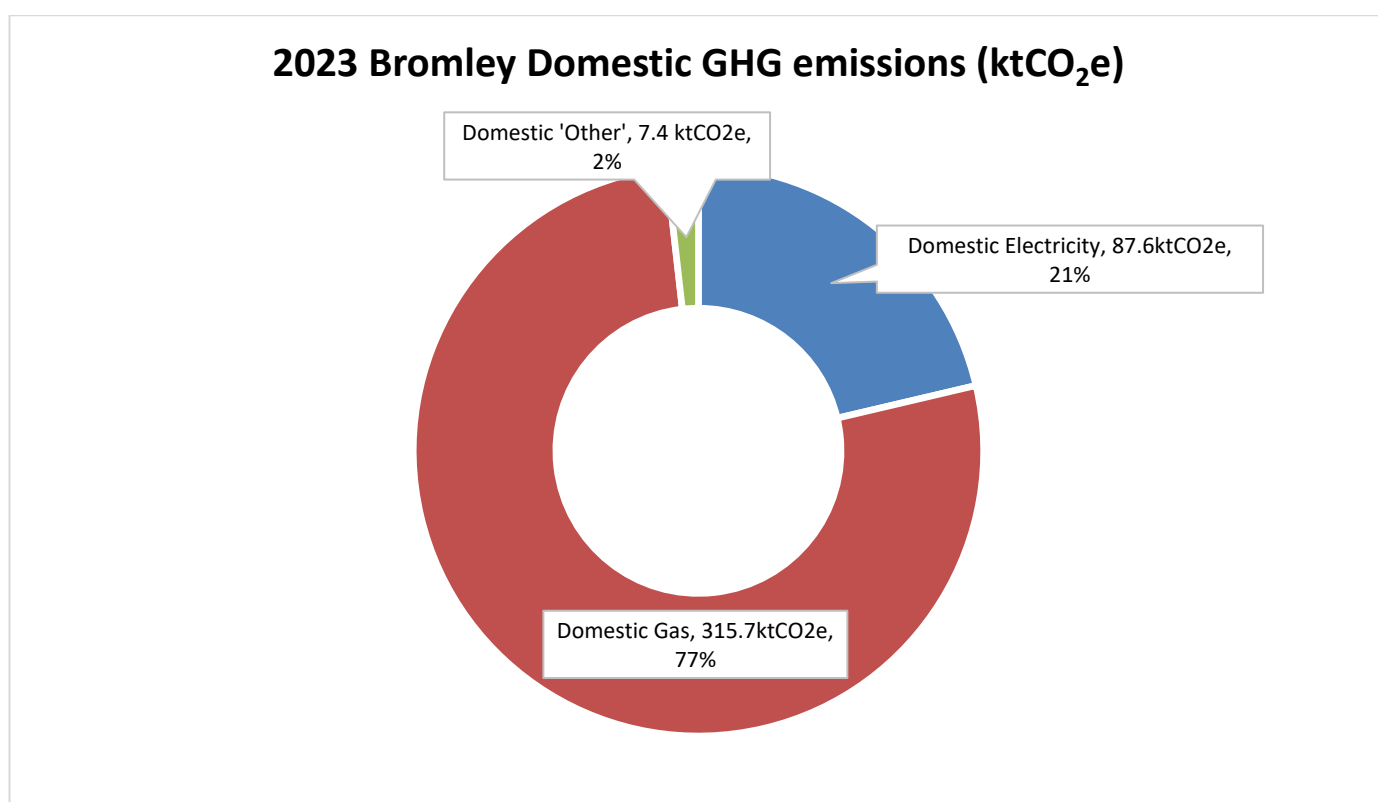


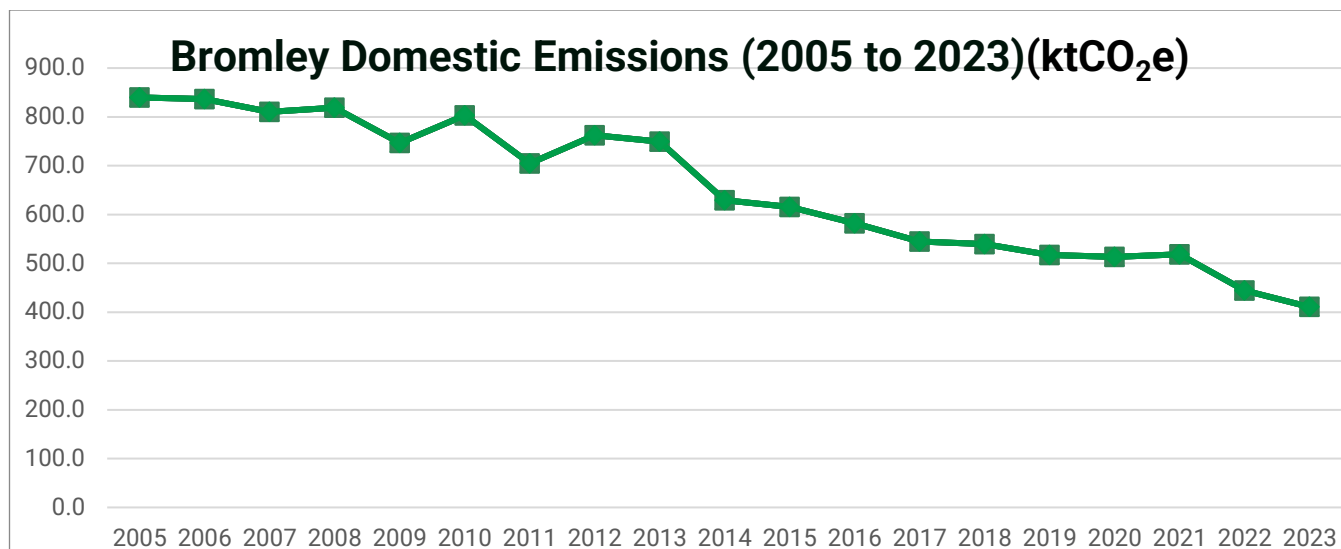
Table 2 change in Bromley’s domestic emissions 2022 to 2023 with % change between the two years (ktCO₂e) (DESNZ data)

Year	Domestic Electricity	Domestic Gas	Domestic 'Other'	Domestic Total
2022	101.9	334.2	8.2	444.3
2023	87.6	315.7	7.4	410.6
	-14%	-6%	-10%	-8%

²¹ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

Figure 8 below illustrates the changes in greenhouse gas emissions from Bromley’s domestic sector. It highlights an 8% reduction in domestic emissions, continuing the long-term decarbonisation trend observed since 2005, with total domestic emissions falling by 51% over that period. This means that a similar amount of 400 ktCO₂e in annual emissions will need to be removed to move towards net zero emissions in the sector.

Figure 8: Bromley Domestic Emissions 2005 – 2023 (DESNZ data)²²



Bromley is largely residential and is the largest London borough by area. The nature of its housing stock, the relative affluence of its population, and the age profile of residents are all important influences to consider. However, this does not mean that poverty is not a problem - 58% of Mottingham & Chislehurst North residents are considered to live in some of the most deprived areas of England²³.

Bromley also has a higher than average UK Gross disposable household income per head, meaning that individuals have more money for saving or spending after paying taxes. (£34,399 per head compared to £24,836 for the UK average for 2023).²⁴

In addition, Bromley has one of the largest proportions of residents aged over 65 among the London boroughs (17.9% of the population), although this remains lower than the UK average of 20.2%.²⁴ Older residents are typically at home more often than younger age groups and may live in under-occupied private housing. Some may also heat their homes for longer periods such as due to health concerns, which can contribute to higher energy use.

In 2020, Bromley had the second-largest average dwelling size of all London boroughs at 88 m². Only 42% of these properties had an Energy Performance Certificate (EPC) rating of A to C, compared with the London average of 51% and the UK average of 47%. This lower average EPC rating means that these homes are likely to require more gas or electricity for heating than a similar, more energy-efficient property.²⁵

²² [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

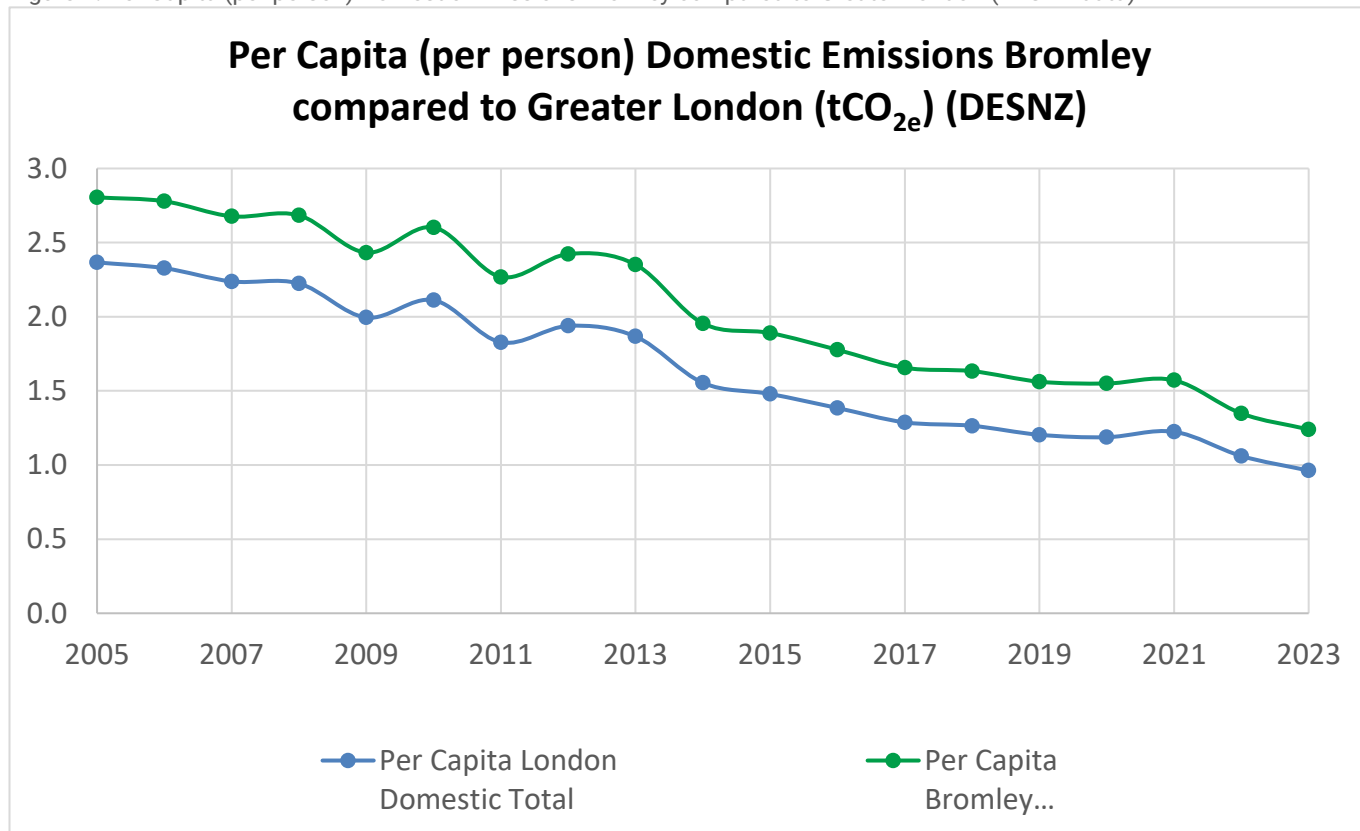
²³ [LBB Housing Strategy 2019 - 2029](#)

²⁴ [Local indicators for Bromley \(E09000006\) - ONS](#)

²⁵ [Domestic Energy Efficiency Ratings, Borough - London Datastore](#)

Figure 9 below shows the per capita emissions for Bromley compared to Greater London. It shows that emissions are consistently higher for Bromley from 2005 to 2023, however both have fallen in a consistent manner.

Figure 9: Per Capita (per person) Domestic Emissions Bromley compared to Greater London (DESNZ data)²⁶



Domestic initiatives for improving energy efficiency can be found in the [‘Where to get advice on reducing your individual emissions?’](#) section.

Domestic Emissions and fuel poverty and addressing fuel poverty nationally:

- Winter Fuel Payments

The Winter Fuel Payment is a tax-free annual payment to help older people meet the cost of their fuel bills. There was a total of 55,856 Winter Fuel Payment recipients in Bromley between 2023 and 2024 an increase of 712 residents from the previous year.²⁷

- Cold Weather Payments

Cold Weather Payments are made from the Social Fund to certain recipients of for example Income Support, income-based Jobseeker’s allowance, and Pension Credit. To ‘trigger’ the payments, the average temperature at a specified weather station must be recorded as, or forecast to be, 0 degrees Celsius for seven consecutive days. These payments will vary in frequency, depending on the severity of the winter.²⁸ These payments are managed directly by the Government’s Department of Work and Pensions.

²⁶ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

²⁷ [Winter Fuel Payment statistics for winter 2023 to 2024 - GOV.UK](#)

²⁸ [Cold Weather Payment: Overview - GOV.UK](#)

Transport Emissions

London Energy and Greenhouse Gas Inventory (LEGGI) data is used for transport emissions because it provides more detailed information compared to DESNZ and ensures consistency with previous reports that followed the same approach. The LEGGI figure likely represents a more accurate and lower figure for Bromley's transport emissions.

As shown in Figure 10 below, between 2015 and 2023 Bromley has had relatively stable emissions with 2023 being the highest level between 2015-23 at 293 ktCO_{2e}, which amounts to a 13% increase from 2022 to 2023 on annual emissions.

Figure 10: Bromley Borough total emissions (LEGGI data)²⁹

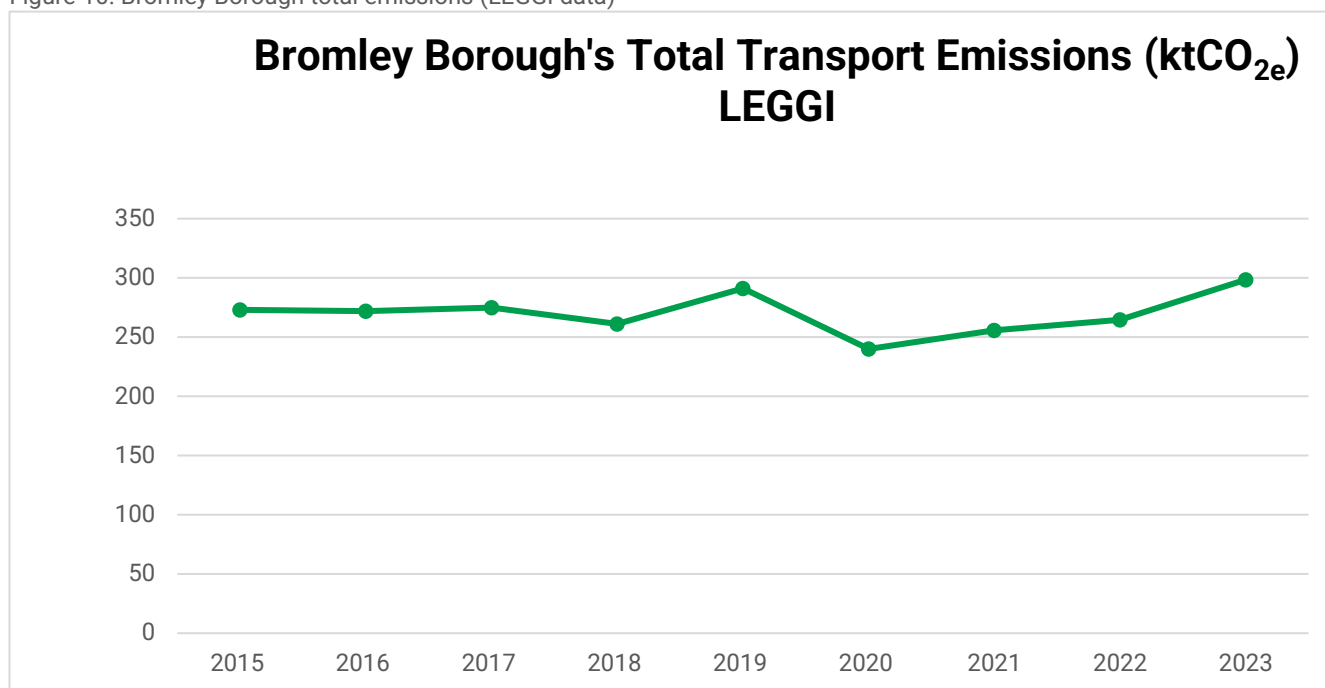
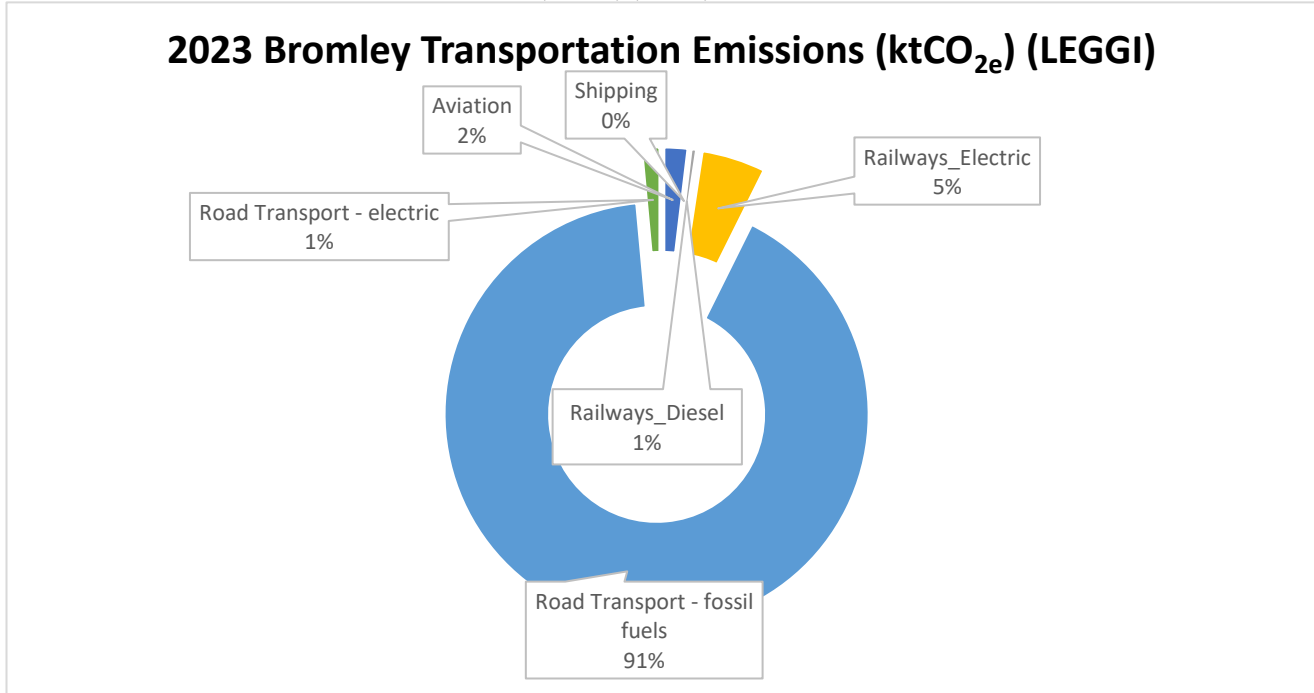


Figure 11 below shows the split of where these transport emissions came from. This shows that most emissions come from fossil fuel road transport at 91% of transport emissions. These road emissions increased 14% from 2022 to 2023, largely accounting for the overall transport emissions increase. Emissions for the second largest category electric railways has decreased 15% from 2022 to 2023, potentially due to electric grid decarbonisation efforts.

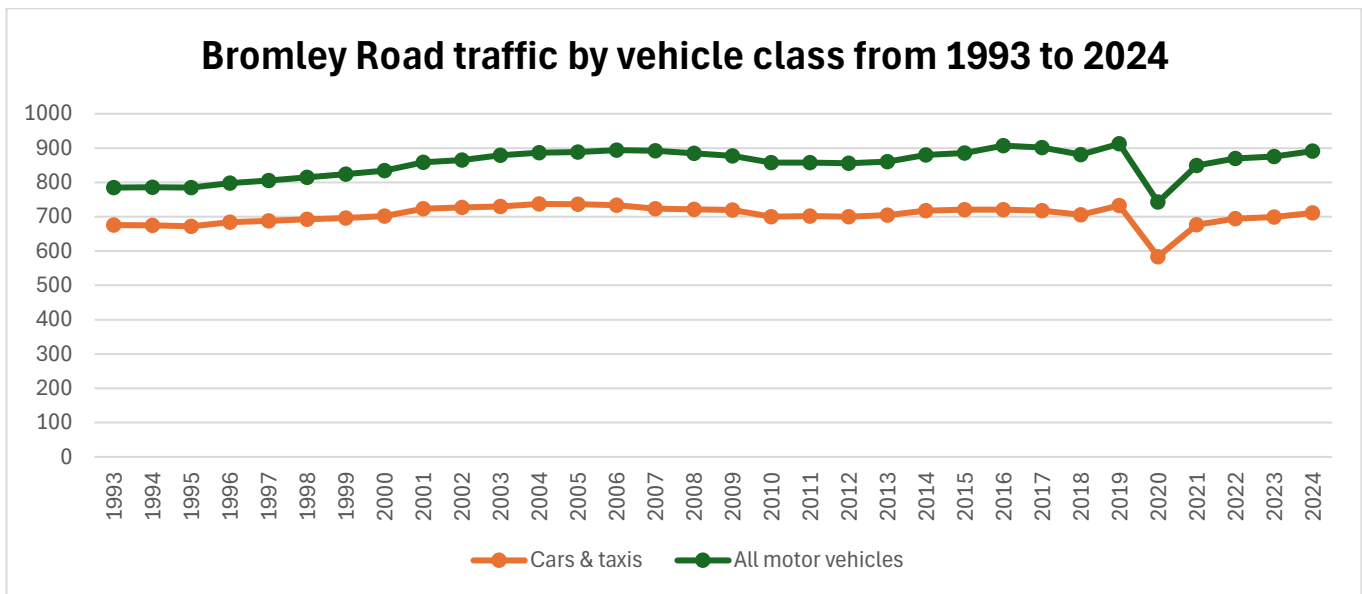
²⁹ [London Energy and Greenhouse Gas Inventory \(LEGGI\) - London Datastore](#)

Figure 11: 2023 Bromley Transportation Emission (ktCO_{2e}) (LEGGI)³⁰



Although emissions data is only available up to 2023, Figure 12 below presents traffic numbers up to 2024. This has been included to provide a more complete picture of traffic trends. From 2023 to 2024, Bromley experienced another year-on-year increase in road traffic of 1.8%, although this remains below the 2019 peak. The share of cars and taxis as a proportion of total road traffic has steadily declined from 86% in 1993 to 80% in 2024, indicating a growing contribution from other vehicle types such as vans, light goods vehicles (LGVs), and buses.

Figure 12: Bromley Road traffic by vehicle class from 1993 to 2024, Department for Transport³¹

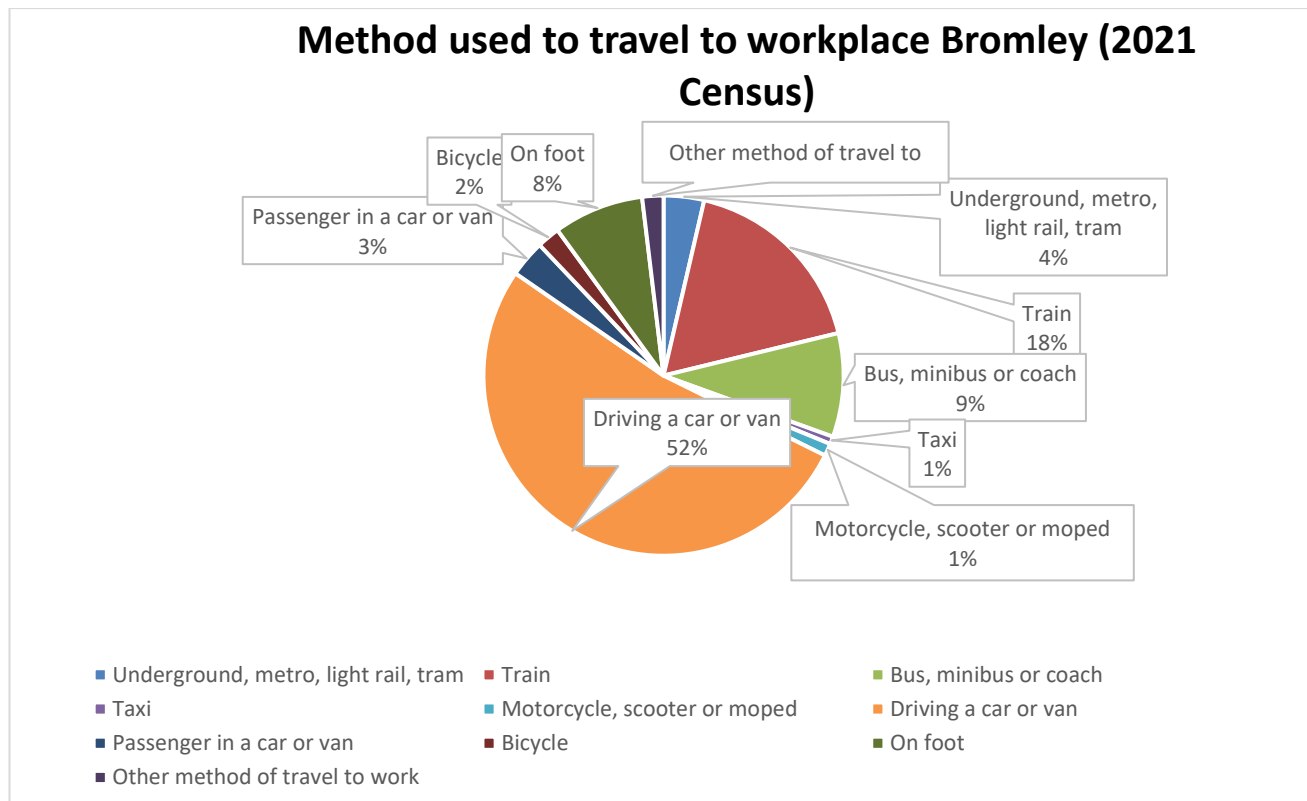


³⁰ [London Energy and Greenhouse Gas Inventory \(LEGGI\) - London Datastore](#)

³¹ [Road Traffic website - Bromley](#)

From the 2021 census, shown in Figure 13, the largest percentage of people work from home (at 47% of people). Of the people who travel for work, over half of them use a car or van, and just under 20% travelling by train, with the various other forms of transport such as buses and on foot make up the remaining 30%.

Figure 13 Method used to travel to workplace Bromley (2021 Census)³²



Transport Emission Reduction Initiatives

Council Initiatives

- [Gully charging](#)

As mentioned in the '[Where to get advice on reducing your individual emissions?](#)' section, the Council operates a [gully-charging](#) scheme for residents. Gully charging refers to the installation of a gully across the footway that allows electric vehicles to be safely and legally charged from a private EV charger while parked on the street. As of this report, 44 homes in Bromley have Gul-Es installed, 36 more than in early-2025.

- EV charging

Bromley Council, alongside Bexley, Croydon and Havering, has secured £900K per borough of Local Electric Vehicle Infrastructure Fund (LEVI). The funds will be used to secured for the provision of on-street electric vehicle charging infrastructure within Bromley.

The Council aims to enter a concession contract with EV installers/ operators who will install and maintain the EV chargers. Overall, improving the coverage of on-street electric charging across the borough. More information can be found from [page 115](#) of this committee pack (Environment and Community Services Policy Development and Scrutiny Committee, Tuesday 27th of January 2026).

³² <https://www.ons.gov.uk/datasets/TS061/editions/2021/versions/6>

- [Anti-idling campaign](#)

The Council has launched two new anti-idling photos, which highlight the impacts of pollution on lungs and the heart.

Figure 14: Bromley anti-idling campaign



The council encourages residents to make choices towards sustainable travel. Measures include:

- School and workplace travel plans

LBB's school travel team continues to work with most schools in Bromley to support them to develop a school travel plan. The main objectives of a school travel plan are to promote active travel, reduce congestion and improve safety outside schools.

- [Cycling](#)

There are over 100 miles of cycle routes in Bromley which have been installed to make it easier to cycle. Cycle routes vary from off road to residential and high street cycle routes. There are also several footways converted to accommodate pedestrians and cyclists, with clear signage. The [LBB website](#) signposts residents to resources encouraging safe active travel.

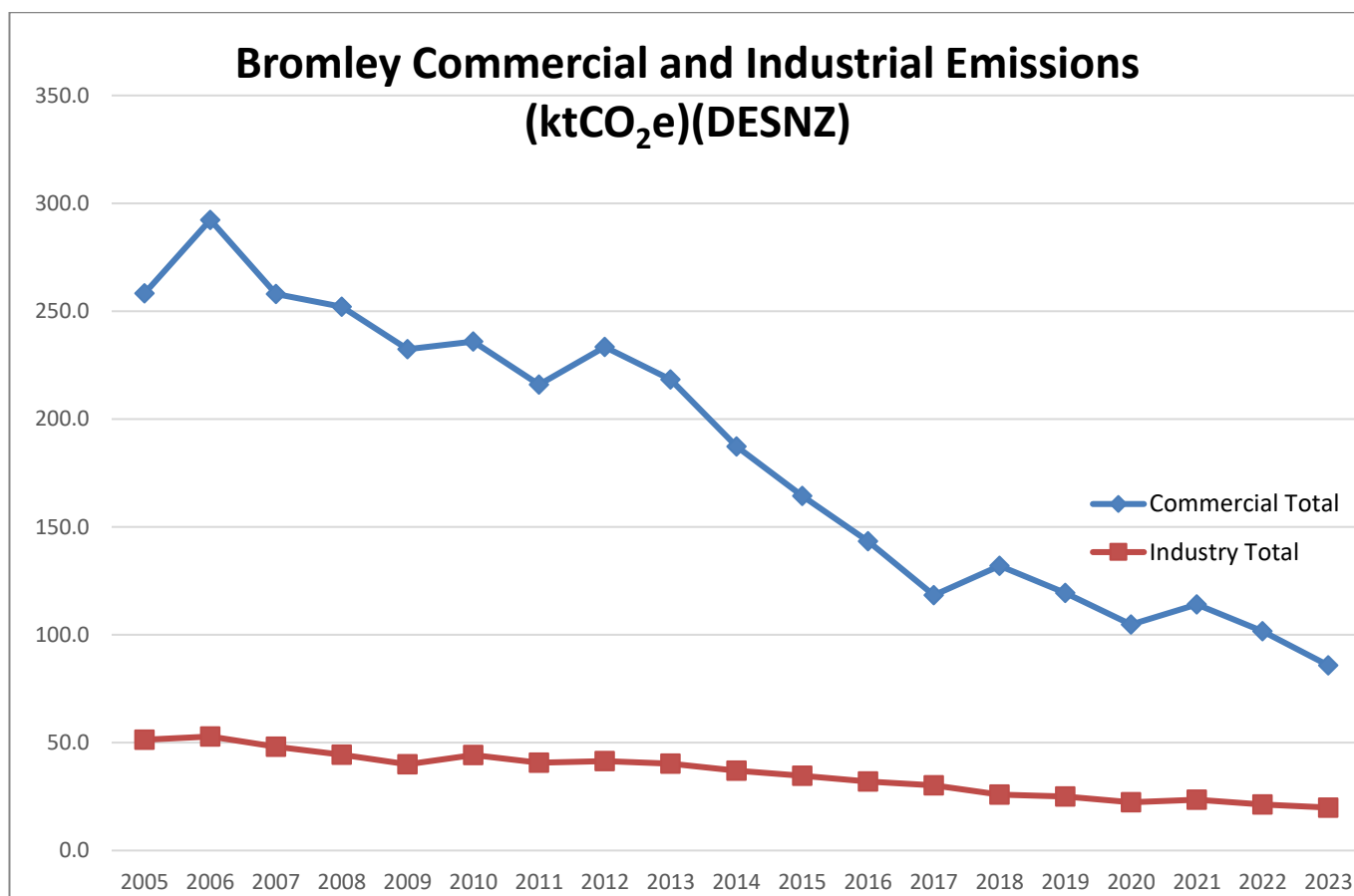
Active travel also brings additional benefits by improving physical fitness, boosting mental wellbeing and reducing everyday stress. Fewer short car trips help provide clean air while also easing congestion so essential journeys by car run more smoothly.

Commercial and Industrial Emissions

Figure 15 below shows Bromley’s commercial and industrial emissions from 2005 to 2023. Commercial and industrial emissions have continued their downwards trend, with commercial emission reducing 16% and industrial emissions 6% between 2022 and 2023 respectively. As visualised, annual commercial emissions have reduced by a more significant amount since 2005, with the current value of 85.8 ktCO₂e representing a 67% decrease since 2005 and 172.5 ktCO₂e yearly emissions in absolute terms. Whereas industrial emissions started at a much lower point with 51.3 ktCO₂e but has had a similar 61% decrease but a 31.4 ktCO₂e overall decrease. This shows that both sectors have decarbonised at a similar rate, however commercial decarbonisation will have a larger overall impact to decreasing Bromley’s boroughwide emissions due to it making up a larger proportion of total emissions.

LBB currently [signposts](#) local SMEs to grants, advice and networking platforms to encourage their growth. Skills training is also an important part of stimulating the local economy, with actions promoted by LBB’s economic development team.

Figure 15: Bromley Commercial and Industrial Emissions 2005 - 2023 (DESNZ data)³³



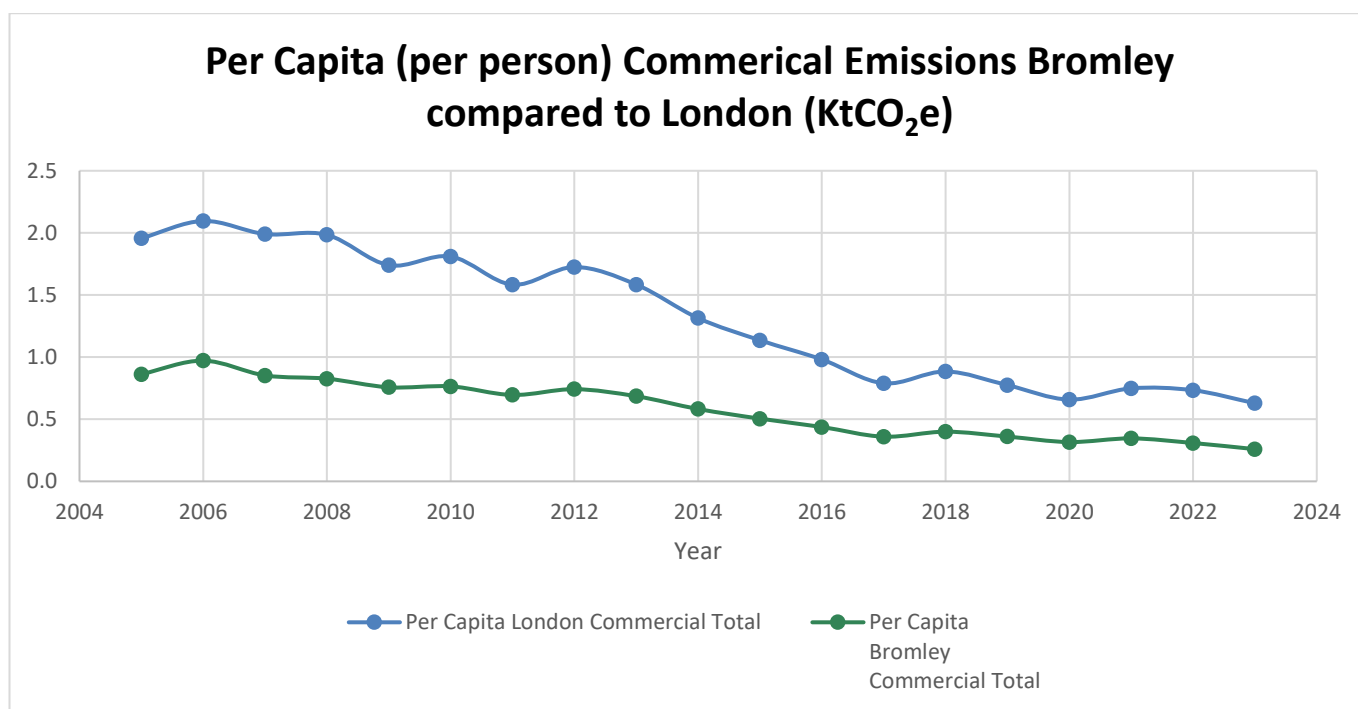
As visualised below in Figure 16, Commercial territorial emissions per capita (per person) have been consistently lower than Greater London, with a 0.26ktCO₂e for Bromley compared to 0.63ktCO₂e for

³³ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

Greater London. Bromley commercial emissions have reduced 70% compared to 68% for London from 2005 to 2023, meaning both have reduced similar percentage points.

This pattern may be partly explained by where Bromley residents work. The 2011 Census shows that around 80,000 residents commute out of the borough, mainly to central London, particularly Westminster and the City of London. Although this is partially offset by approximately 40,000 people commuting into Bromley for work, there remains a net outflow of about 40,000 commuters. As a result, Bromley residents contribute to emissions generated outside the borough, which raises the overall Greater London average. This includes, for example, emissions associated with working in offices and supporting commercial businesses such as restaurants through purchasing food from businesses based in the City of London.³⁴

Figure 16 Per Capita Commercial emissions for Bromley and Greater London (DESNZ Data)³⁵



Other sector emissions

Other sector emissions (Public Sector, Agriculture and Waste) trend from 2005 to 2024 is shown in Figure 17 below. Public Sector and land use change and forestry LULUCF have both decreased 1% each from 2022 to 2023, with LULUCF becoming a greater [carbon sink](#) for Bromley. Agriculture emissions have increased 9% and the largest change can be found in the 44% increase in waste emissions.

³⁴ [2011 Census - Office for National Statistics](#)

³⁵ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)

Figure 17 Bromley other sector emissions 2005 to 2023 (DESNZ)(ktCO₂e)

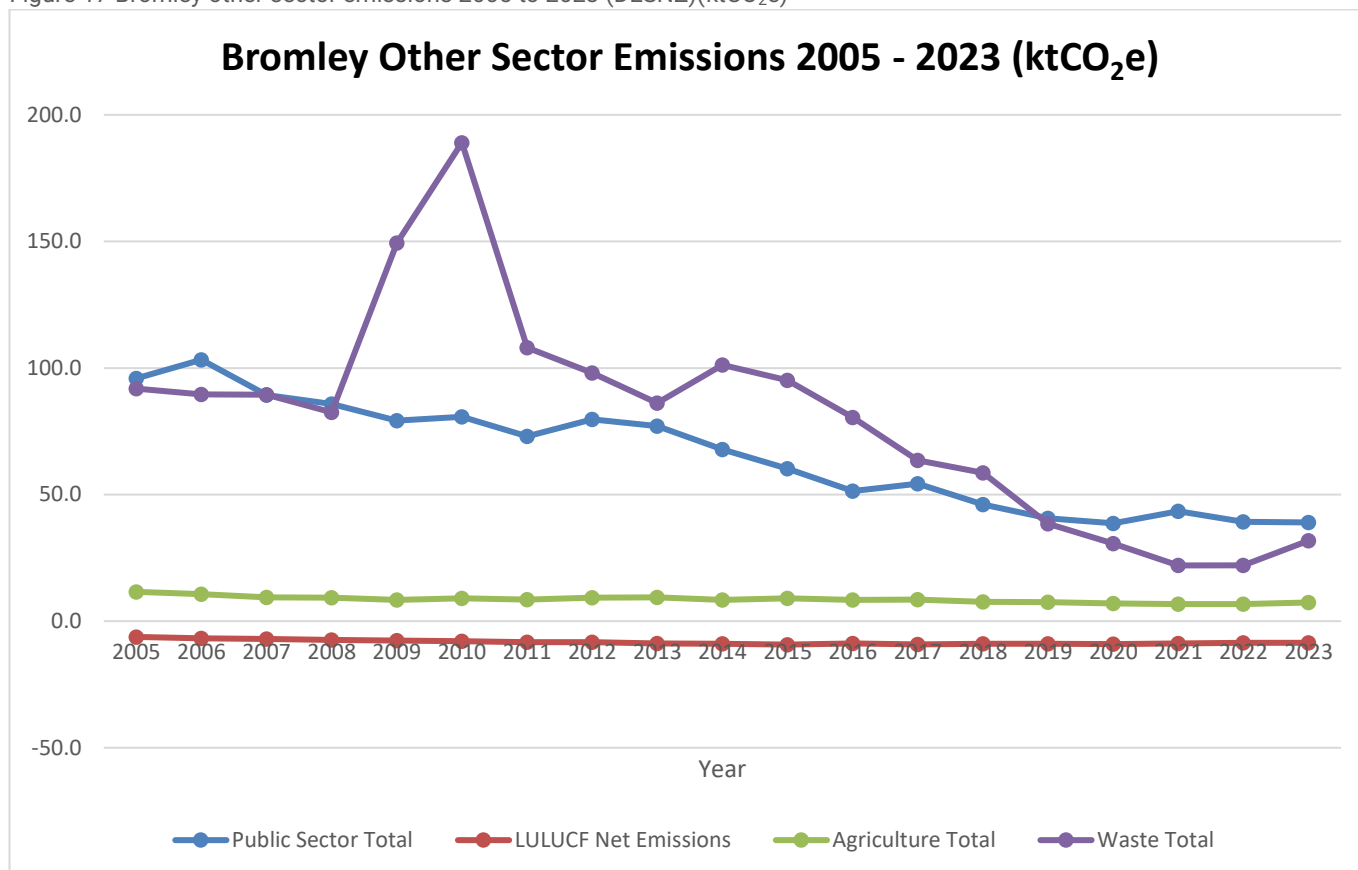


Table 3 below breaks down the sources of the 44% increase in borough-wide waste emissions. It shows that this rise is almost entirely driven by a 121% increase in landfill emissions. These landfill emissions come predominantly from methane released during the decomposition of biodegradable solid waste deposited in landfill. The emissions from landfill have been allocated back to the producer of waste and not where the landfill sites are located.³⁶

Table 3 – Bromley Waste emission by category 2022 to 2023 in KtCO₂e with percentage change (DESNZ)

	Landfill	Waste 'Other'	Waste Total
2022	7.7	14.4	22.1
2023	17.0	14.8	31.8
Percentage increase 2022 to 2023	121.1%	2.6%	43.9%

Waste collected by the Council (including household and some commercial waste) steadily declined between 2021 and 2024. Total waste fell from 150,943 tonnes in the 2021–2022 financial year to 142,672 tonnes in 2022–2023, and 142,612 tonnes in 2023–2024.³⁷ Bromley is consistently one of London’s leading recycling boroughs, with almost no Council-collected waste sent to landfill.³⁸

³⁶ UK local and regional greenhouse gas emissions statistics 2023: Technical report

³⁷ Local authority collected waste management - annual results - GOV.UK

³⁸ Half of all waste now recycled by London’s top recycling borough – London Borough of Bromley

Glossary of terms

Term	Definition (references correspond to numbered sources below)
<u>Carbon Sink</u>	A Carbon Sink refers to a process where carbon dioxide is removed from the atmosphere.
<u>Consumption-based emissions</u>	Consumption emissions include emissions generated in the production of imported goods, and subtract emissions generated in the production of goods that are exported. ³⁹
<u>Energy Performance Certificate (EPC)</u>	<p>As explained by the Energy Saving Trust, an EPC tell you “How energy efficient a building is. They are different from energy ratings, which are the multi-coloured labels you find on new home appliances.</p> <p>EPCs rate a home from A (very efficient) to G (inefficient). They’ll tell you how costly it will be to heat and light your property, and what its CO₂ emissions are likely to be.</p> <p>An EPC includes:</p> <ul style="list-style-type: none"> • cost effective ways to improve your EPC rating • information on what the energy efficiency rating could be if you made the recommended improvements”
<u>Environmental footprint</u>	The effect that a person, company, activity, etc. has on the environment, for example the amount of natural resources that they use, and the amount of harmful gases that they produce.
<u>Life cycle emissions</u>	Emissions produced during a vehicle’s production, operation and disposal are often collectively called “lifecycle emissions”.
<u>Heat Pumps</u>	Heat pumps are electrical appliances that transfer and intensify heat from the outside air or ground into a building. They are alternatives to boilers for heating buildings and are a tried and tested technology and work a bit like your fridge but in reverse. Countries like Germany, Sweden, and Norway have far more homes using heat pumps than the UK, showing how well established and dependable the systems are in everyday use.
<u>Retrofit</u>	Retrofit refers to any improvement work on an existing building to improve its energy efficiency, making them easier and in general cheaper to heat, able to retain that heat for longer, and replacing fossil fuels with renewable energy (Centre for Sustainable Energy).

<u>Spark gap</u>	The sparks gap refers to the price difference between the price of electricity per kilowatt hour and the price of gas. As of January 2026, this ratio of electricity to gas sits at 4.7x higher.
<u>KtCO₂e</u>	Greenhouse gas emissions (GHG) in line with the GHG protocol are reported in units of carbon dioxide equivalents (CO ₂ e) in all three datasets. This means that the impact of each of the three main greenhouse gases to be expressed in terms of the amount of CO ₂ that would create the same amount of warming, allowing easy comparison of the impact of different emission types. The GHG included are carbon dioxide, methane and nitrous oxide. Kilotonnes of carbon dioxide equivalent (ktCO ₂ e) means 1,000 tonnes of Carbon Dioxide equivalent (tCO ₂ e).
<u>Per Capita</u>	Per Capita refers to the amount for each person.
Per Capita territorial emissions	Per Capita territorial emissions refer to the emissions per person produced within the location you are measuring. For example, for the borough of Bromley this refers to the emissions produced within the borough per person living within the borough.
Territorial Emissions	For Bromley, this means emissions produced within the borders of the borough and does not include the emissions from the purchase or consumption of products and goods manufactured from overseas.
<u>Net Zero</u>	Net Zero means balancing the amount of planet-warming greenhouse gases produced by human activities with the amount that is actively removed from the atmosphere. Achieving Net Zero means that the emissions taken out of the atmosphere, which could be through natural processes such as absorption by forests and oceans, are equal to the emissions released.

Appendices

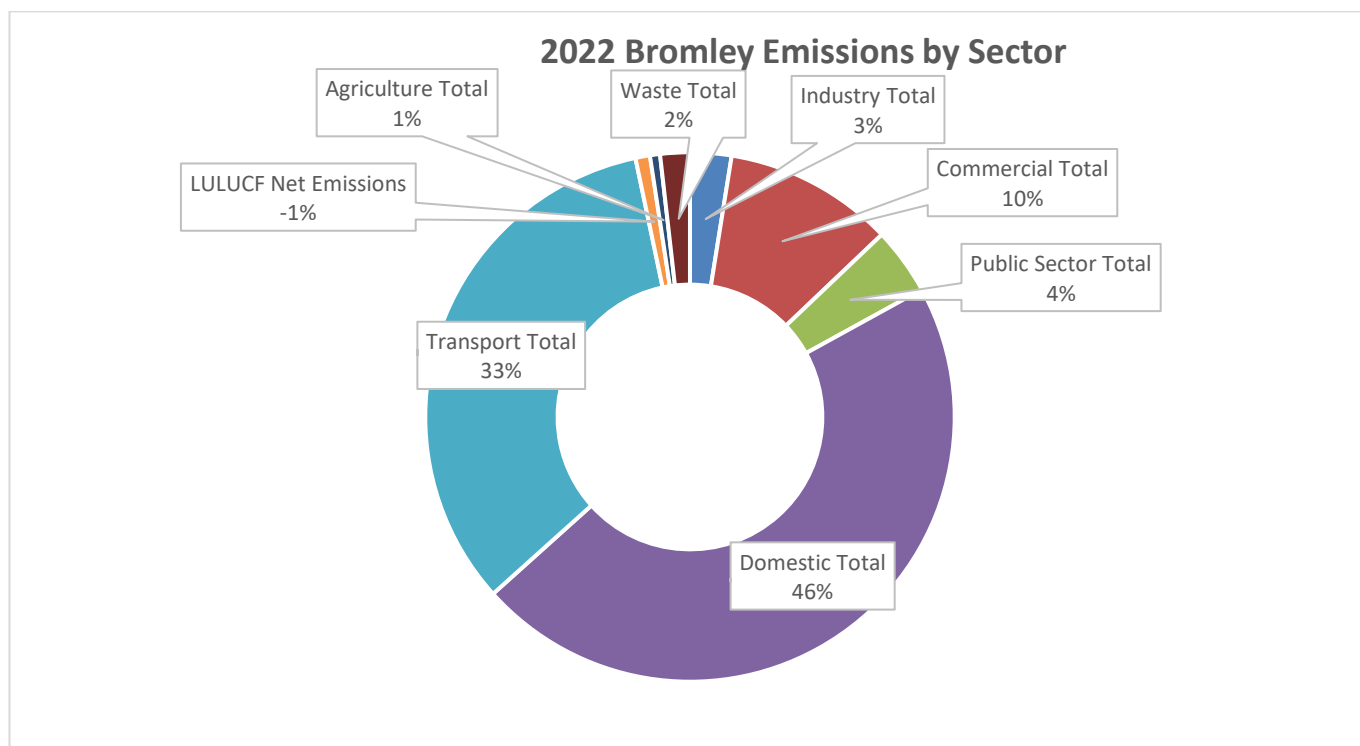
Appendix A – Additional information on EPC changes

As of this report’s publishing date, the UK government has announced the intention for replacing the single cost metric to four new headline metrics: energy cost, fabric performance, heating system and smart readiness. They state that the separate metrics will provide clearer and more useful information. As of publication of this document, the exact changes and change timeline is yet to be confirmed.⁴⁰

Source: [Reforms to the Energy Performance of Buildings regime – partial government response - GOV.UK](#)

Appendix B - 2022 Bromley Emission by sector

Figure 18: 2022 Bromley emission by sector



Appendix C - Bromley Emission 2022 to 2023 with percentage change (DESNZ data)

Data from <https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics>

Calendar Year	Industry Total	Commercial Total	Public Sector Total	Domestic Total	Transport Total	LULUCF Net Emissions	Agriculture Total	Waste Total	Grand Total
2022	21.3	101.7	39.2	444.3	325.5	-8.5	6.7	22.1	952.3
2023	19.9	85.8	38.9	410.6	314.1	-8.6	7.3	31.8	900.0
	-6%	-16%	-1%	-8%	-3%	0.79%	9%	44%	-5%

Appendix D - 2022 Bromley Domestic GHG emissions (DESNZ data)

Data from <https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics>

Figure 19: 2022 Bromley Domestic GHG emissions

