

MEASUREMENT REPORT

YEAR 3

Neighbourly

Reporting period:

01 January 2025 to 31 December 2025

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About

Boundary and key figures

Reporting period
01 January 2025 to 31 December 2025

Organisational boundary
Neighbourly Brands UK Head Office
(Burnside, Buckingham Road,
Brackley, NN13 7EL)

Operational boundary

Scope 1:

Stationary Fuels, Mobile Fuels

Scope 2:

Electricity

Scope 3:

Category 3: Fuel- and Energy-related Activities

Category 4: Upstream Transportation and Distribution

Category 5: Waste

Category 6: Business Travel

Neighbourly has been measuring its carbon footprint with Planet Mark for 3 years.

The Planet Mark measurement methodology is fully aligned to Greenhouse Gas (GHG) Protocol and all data is checked against evidence provided by Neighbourly.

Neighbourly's highest emitting category was Scope 3 Category 7: Employee Commuting at 50.1% of their total market-based footprint followed by Scope 1 Mobile Fuels at 15.8% of their total market-based footprint. Category 6: Business Travel has seen the largest decrease in emissions, reducing by 64.9 tCO₂e since 2024.

All Scope 2 emissions are reported using the market-based methodology unless stated otherwise.

This report compares this year's (YE2025) emissions to baseline year's (YE2024) emissions.

Neighbourly has expanded its boundary this year in the following categories: Fuel- and Energy-Related Activities, Business Travel, Employee Commuting and accordingly comparisons throughout this report are presented using data that has been normalised to exclude any emissions that were reported for the first time this year. For transparency, non-normalised data comparisons are also shown in the data tables.

Key Figures

 **-1.0 %**
Comparison of Scope 1 & 2 emissions vs previous year

 **-17.3 %**
Comparison of absolute measured emissions vs 2024 baseline (normalised)

 **510.4 tCO₂e**
Measured carbon footprint (market-based)

 **5.7 tCO₂e**
Measured carbon footprint per FTE (market-based)

 **83.6 %**
Data Quality Score

 **100.0 %**
Organisational Boundary Score

 **58.8 %**
Operational Boundary Score

Greenhouse Gas Protocol

Scopes 1, 2 and 3

KEY

-  Measured emissions
-  Not yet measured
-  Not applicable or de minimis

SCOPE 1



Stationary Fuels



Mobile Fuels



Fugitive emissions

SCOPE 2



Electricity



Heat and steam



Cooling

SCOPE 3 UPSTREAM



1
Purchased Goods and Services



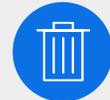
2
Capital Goods



3
Fuel and Energy Related Activities



4
Transportation and Distribution



5
Waste Generated in Operations



6
Business Travel



7
Employee Commuting



8
Leased Assets

SCOPE 3 DOWNSTREAM



9
Transportation and Distribution



10
Processing of Sold Products



11
Use of Sold Products



12
End of life Treatment of Sold Products



13
Leased Assets



14
Franchises

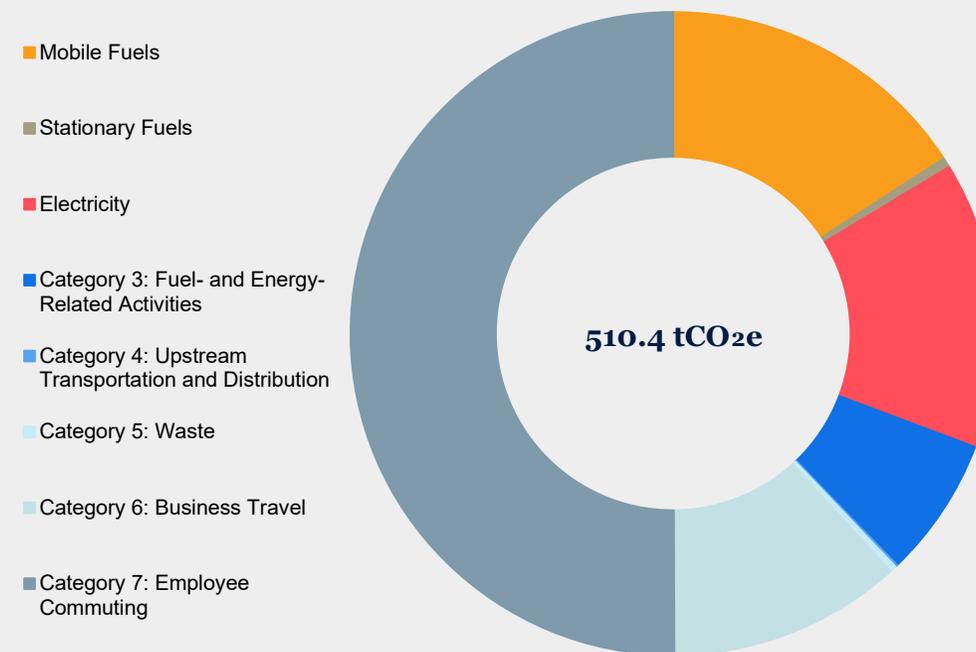


15
Investments

Measured carbon footprint

Scope	Emission Category	YE 2025 tCO ₂ e	YE 2025 Proportion
Scope 1	Mobile Fuels	80.8	15.8%
	Stationary Fuels	2.5	0.5%
Scope 2	Electricity (location-based)	33.4	-
	Electricity (market-based)	73.6	14.4%
Scope 3	Category 3: Fuel- and Energy-Related Activities	36.0	7.1%
	Category 4: Upstream Transportation and Distribution	0.6	0.1%
	Category 5: Waste	1.7	0.3%
	Category 6: Business Travel	59.7	11.7%
	Category 7: Employee Commuting	255.5	50.1%
Total (market-based)		510.4	
No. employees		89.6	
Per Employee		5.7	
Turnover £m		45.0	
Per £m turnover		11.3	
Total (location-based)		470.3	
No. employees		89.6	
Per Employee		5.2	
Turnover £m		45.0	
Per £m turnover		10.4	

Total carbon footprint by emission category (market-based) for YE 2025

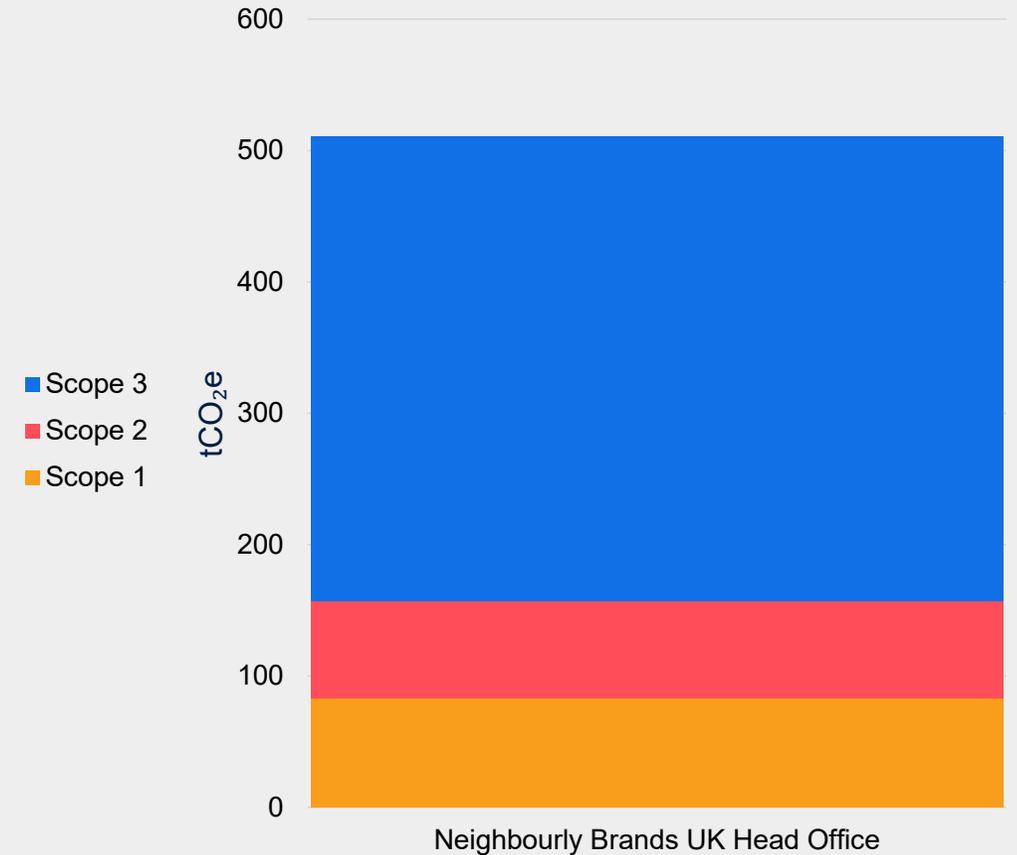


Comparison by location

The graph represents a comparison per location for the current year.

Site name	YE 2025 tCO ₂ e	YE 2025 Proportion
Neighbourly Brands UK Head Office	510.4	100.0%
Total	510.4	100.0%

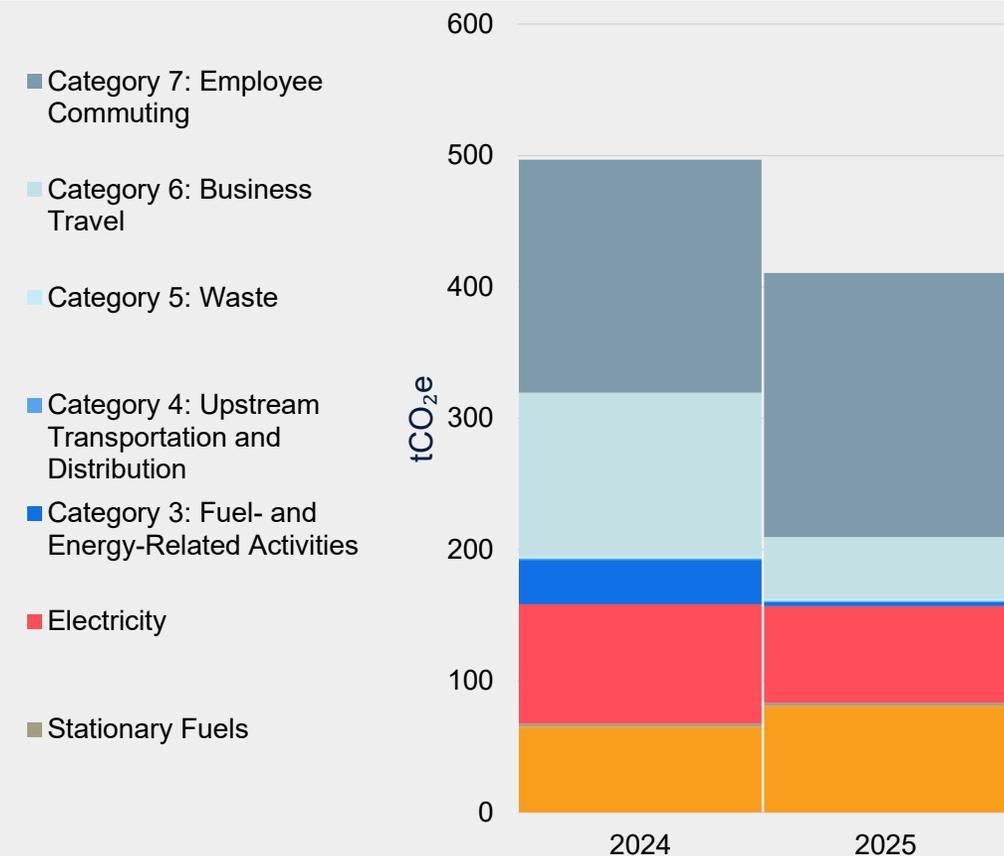
Carbon footprint by Scope 1, 2 & 3 (market-based) per location for YE 2025



Measured carbon footprint comparison

Scope	Emission Category	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Scope 1	Mobile Fuels	65.1	80.8	15.8%	24.2%	80.8	24.2%
	Stationary Fuels	2.5	2.5	0.5%	0.0%	2.5	0.0%
Scope 2	Electricity (location-based)	45.9	33.4	-	-27.1%	33.4	-27.1%
	Electricity (market-based)	90.8	73.6	14.4%	-19.0%	73.6	-19.0%
Scope 3	Category 3: Fuel- and Energy-Related Activities	33.8	36.0	7.1%	6.7%	3.5	-89.6%
	Category 4: Upstream Transportation and Distribution	1.1	0.6	0.1%	-50.5%	0.6	-50.5%
	Category 5: Waste	1.6	1.7	0.3%	4.8%	1.7	4.8%
	Category 6: Business Travel	124.6	59.7	11.7%	-52.1%	47.0	-62.3%
	Category 7: Employee Commuting	177.3	255.5	50.1%	44.1%	200.9	13.3%
Total (market-based)		496.8	510.4		2.7%	410.6	-17.3%
No. employees		80	89.6			89.6	
Per employee		6.2	5.7		-8.3%	4.6	-26.2%
Turnover £m		149.0	45.0			45.0	
Per £m turnover		3.3	11.3		240.0%	9.1	173.5%
Total (location-based)		451.9	470.3		4.1%	370.5	-18.0%
No. employees		80	89.6			89.6	
Per employee		5.6	5.2		-7.1%	4.1	-26.8%
Turnover £m		149.0	45.0			45.0	
Per £m turnover		3.0	10.4		244.4%	8.2	171.3%

Total carbon footprint by emission category (market-based) for YE 2024 & YE 2025

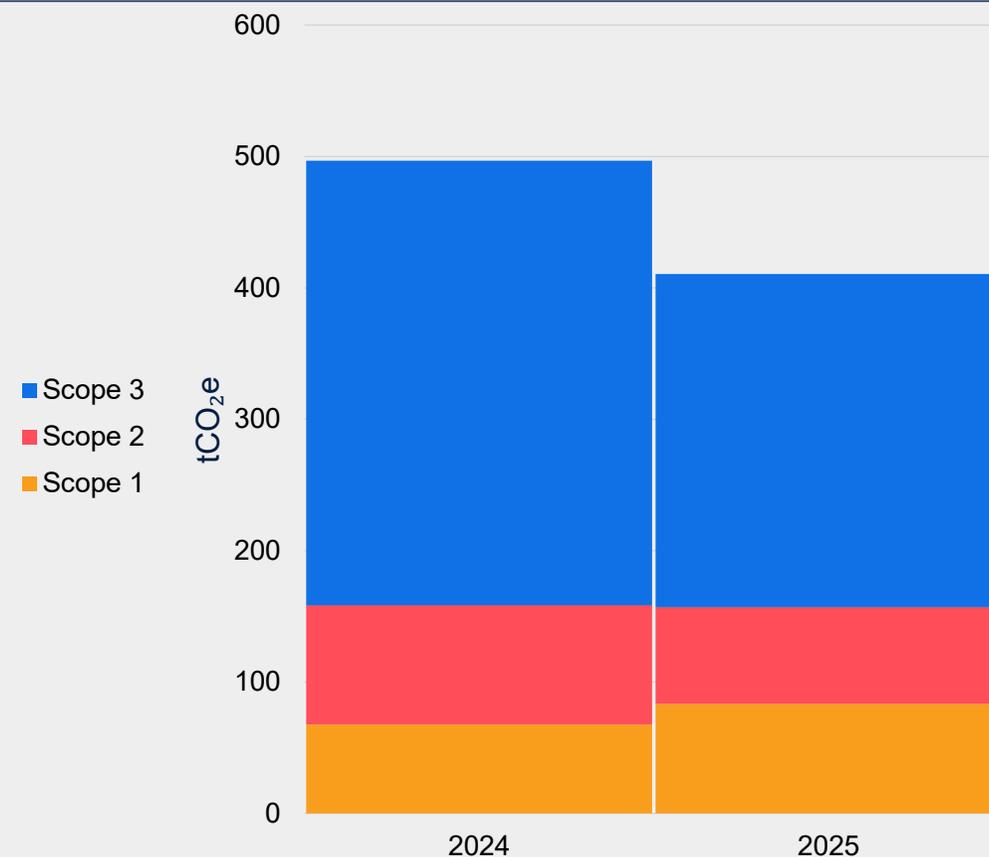


This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Comparison by Scope

Emission Scope	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Scope 1	67.6	83.3	16.3%	23.3%	83.3	23.3%
Scope 2 (market-based)	90.8	73.6	14.4%	-19.0%	73.6	-19.0%
Scope 2 (location-based)	45.9	33.4	-	-27.1%	33.4	-27.1%
Scope 3	338.4	353.5	69.3%	4.5%	253.7	-25.0%
Total	496.8	510.4	100.0%	2.7%	410.6	-17.3%
Total Scope 1 & 2	158.4	156.9	30.7%	-1.0%	156.9	-1.0%
Total Scope 1 & 2 per FTE	2.0	1.8	-	-11.6%	1.8	-11.6%
Total Scope 1 & 2 per Turnover	1.1	3.5	-	227.7%	3.5	227.7%
Total Scope 1 & 2 (location-based)	113.5	116.8	24.8%	2.9%	116.8	2.9%
Total Scope 1 & 2 per FTE (location-based)	1.4	1.3	-	-8.1%	1.3	-8.1%
Total Scope 1 & 2 per Turnover (location-based)	0.8	2.6	-	240.6%	2.6	240.6%

Carbon footprint by Scope (market-based) for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.



Scope 1 emissions

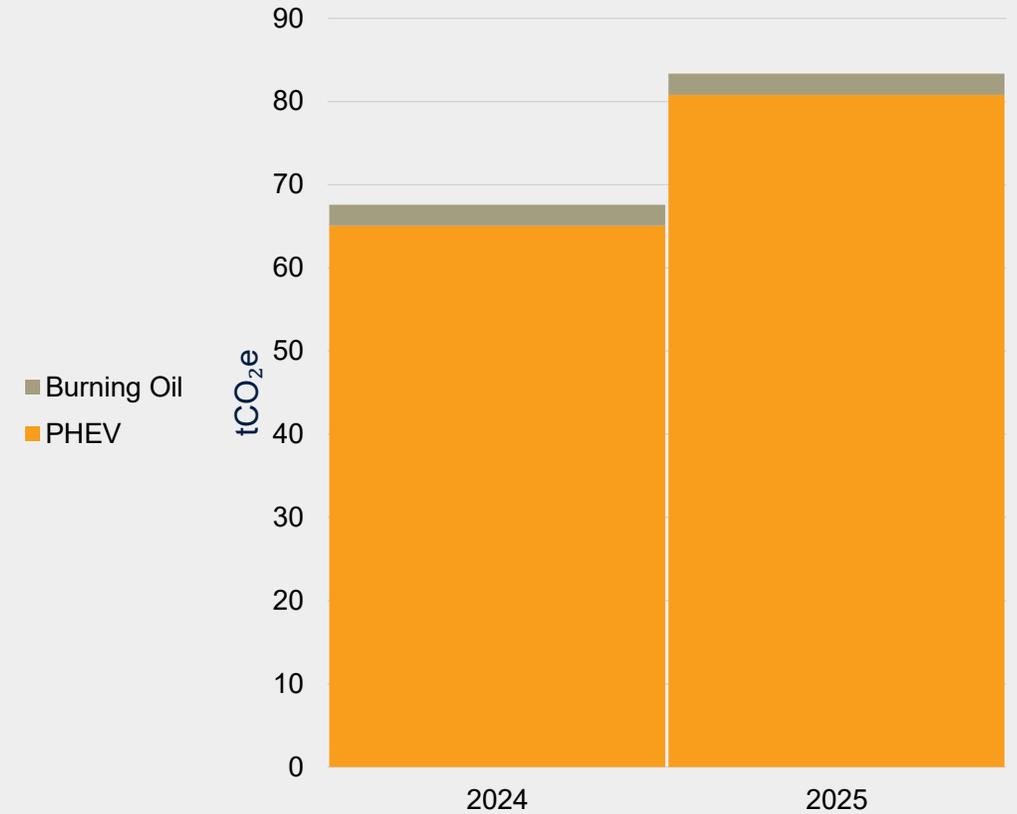
The emissions from sources that a company creates directly (e.g., from burning fuel in gas boilers and in company owned vehicles).

Scope 1 emissions

16.33% of this year's total carbon footprint. Scope 1 emissions increased by 23.3% during YE2025.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
PHEV	65.1	80.8	97.0%	24.2%
Burning Oil	2.5	2.5	3.0%	0.0%
Total	67.6	83.3	100.0%	23.3%

Scope 1 emissions for YE 2024 & YE 2025



Scope 2 emissions

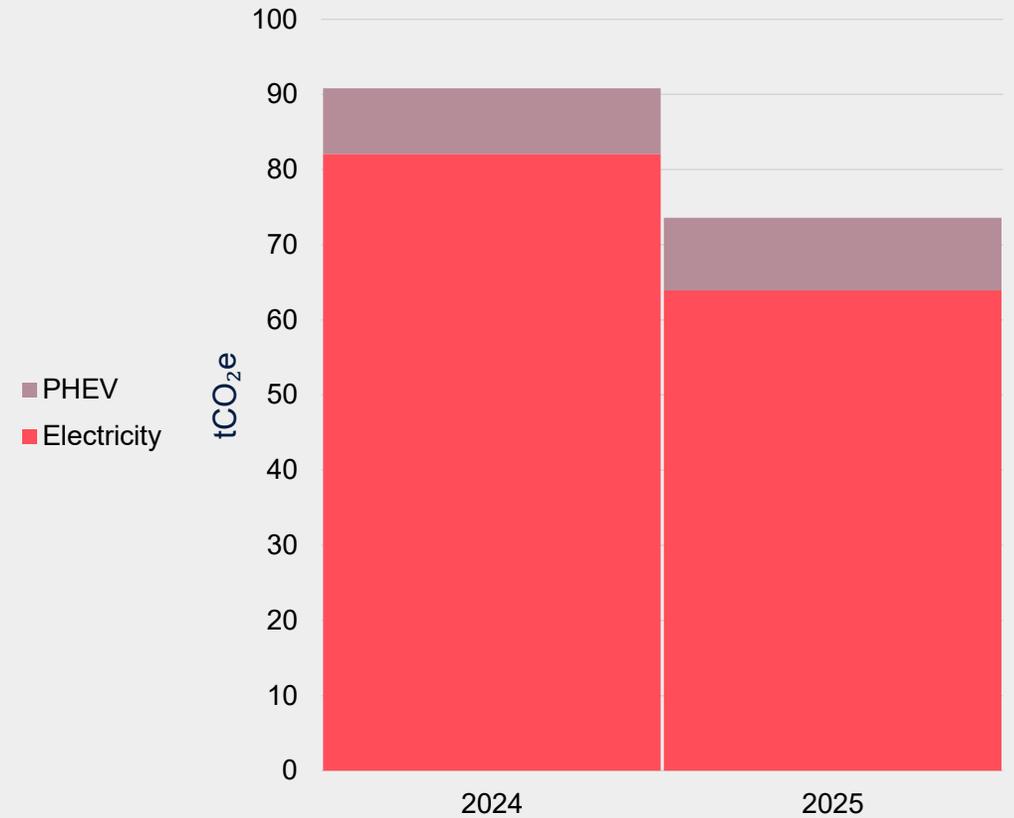
The emissions a company creates indirectly, associated with the energy it purchases (e.g., electricity).

Scope 2 emissions

14.42% of this year's total carbon footprint. Scope 2 emissions decreased by 19% during this reporting period.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
Electricity	82.1	63.9	86.9%	-22.1%
PHEV	8.8	9.7	13.1%	10.1%
Total	90.8	73.6	100.0%	-19.0%

Scope 2 emissions (market-based) for YE 2024 & YE 2025



Scope 3 emissions

The emissions that are not produced by the company itself, but by those within the company's value chain.

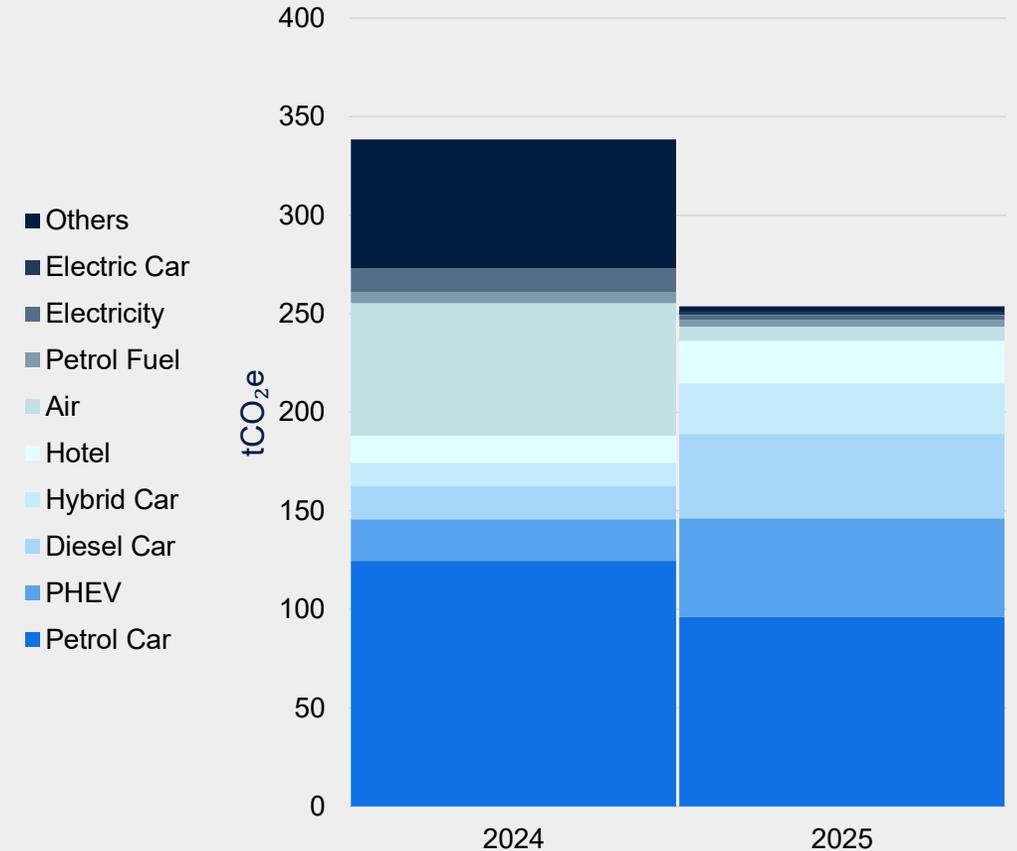
Scope 3 is split into 15 categories.

Scope 3 emissions

69.26% of this year's total carbon footprint. These are the top 10 sources from all scope 3 categories combined. Scope 3 emissions decreased by 25%, this is mainly due to the 93.8% decrease in the others category

Emission Source	Emission Category	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Petrol Car	Employee Commuting	87.4	104.7	29.6%	19.7%	81.6	-6.6%
PHEV	Employee Commuting	0	63.2	17.9%	-	49.2	-
Diesel Car	Employee Commuting	16.9	52.9	15.0%	212.5%	42.7	152.0%
Hybrid Car	Employee Commuting	11.8	32.3	9.1%	174.7%	25.6	117.5%
Hotel	Business Travel	13.7	21.6	6.1%	57.4%	21.6	57.4%
Petrol Car	Business Travel	37.2	18.5	5.2%	-50.3%	14.4	-61.3%
Air	Business Travel	67.2	14.9	4.2%	-77.8%	7.3	-89.2%
Petrol Fuel	Business Travel	5.5	4.3	1.2%	-21.3%	3.4	-38.6%
Electricity	Fuel- and Energy-Related Activities	12.2	9.2	2.6%	-24.7%	2.5	-79.6%
Others	Others	86.4	31.7	9.0%	-63.3%	5.4	-93.8%
Total	Total	338.4	353.5	100.0%	4.5%	253.7	-25.0%

Scope 3 emissions for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Fuel and Energy Related Activities

This category includes emissions from the extraction, production and transportation of fuels, electricity and other energy purchased and consumed but occurring off-site. Includes emissions from Well to Tank and Transmission and Distribution Losses.

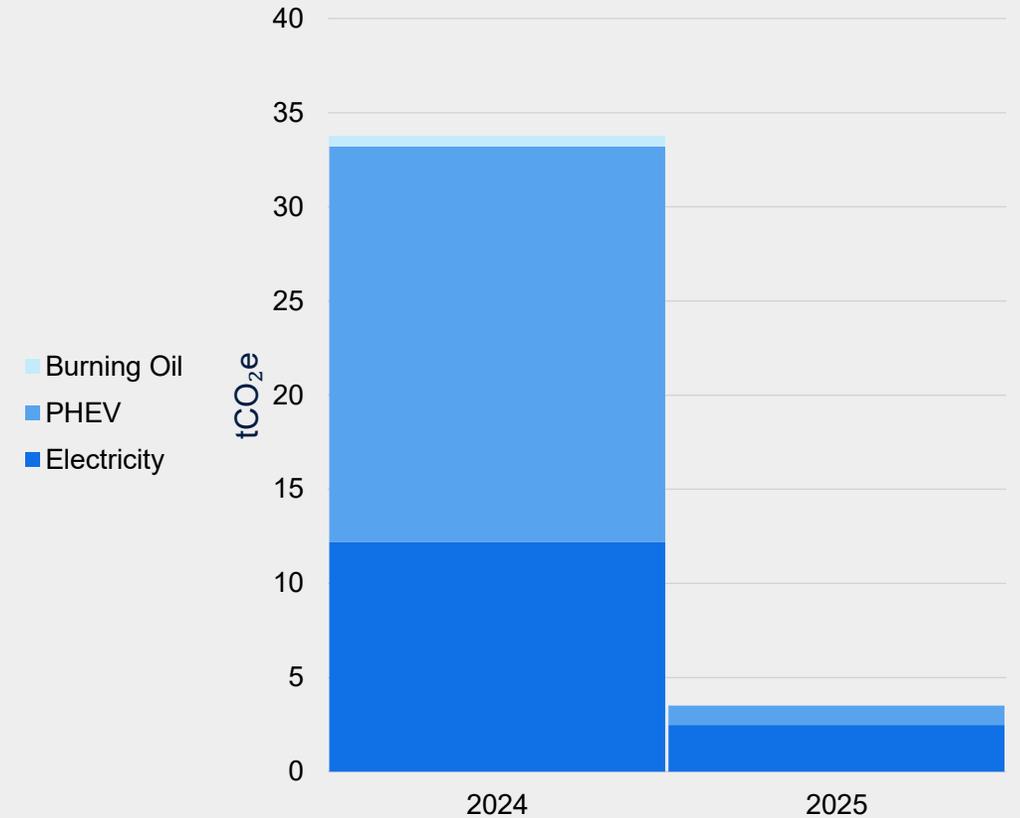
Scope 3 emissions

Category 3: Fuel and Energy Related Activities

7.06% of this year's total carbon footprint.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Electricity	12.2	9.2	25.5%	-24.7%	2.5	-79.6%
PHEV	21.0	26.3	73.0%	25.1%	1.0	-95.2%
Burning Oil	0.5	0.5	1.5%	0.0%	0	-100.0%
Total	33.8	36.0	100.0%	6.7%	3.5	-89.6%

Scope 3 Category 3: Fuel and Energy Related Activities emissions for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Upstream Transport and Distribution

This category includes emissions from the transportation and distribution of products purchased between a company's tier 1 suppliers and its own operations in vehicles not owned or operated by the reporting company.

Includes third-party transportation and distribution between a company's own facilities.
Excludes fuel and energy products.

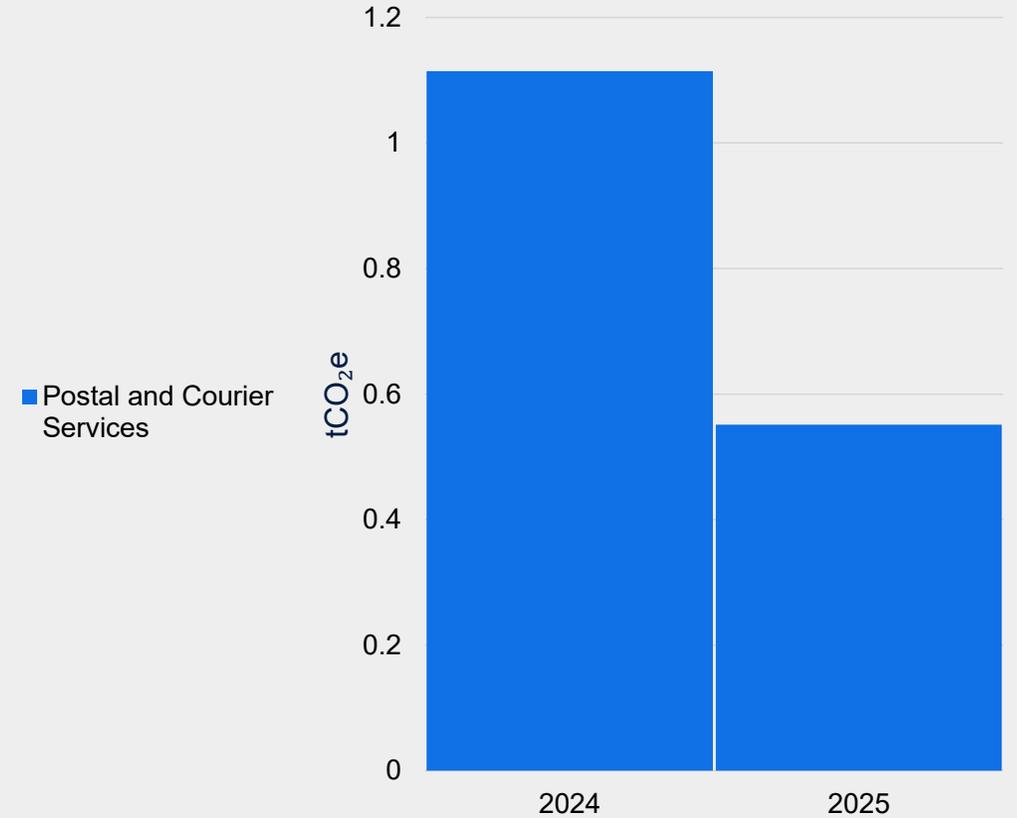
Scope 3 emissions

Category 4: Upstream Transportation & Distribution

0.11% of this year's total carbon footprint.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
Postal and Courier Services	1.1	0.6	100.0%	-50.5%
Total	1.1	0.6	100.0%	-50.5%

Scope 3 Category 4: Upstream Transportation & Distribution emissions for YE 2024 & YE 2025



SCOPE 3 CATEGORY 5

Waste

This category includes emissions from third-party disposal and treatment of waste generated. Includes both solid waste and wastewater.

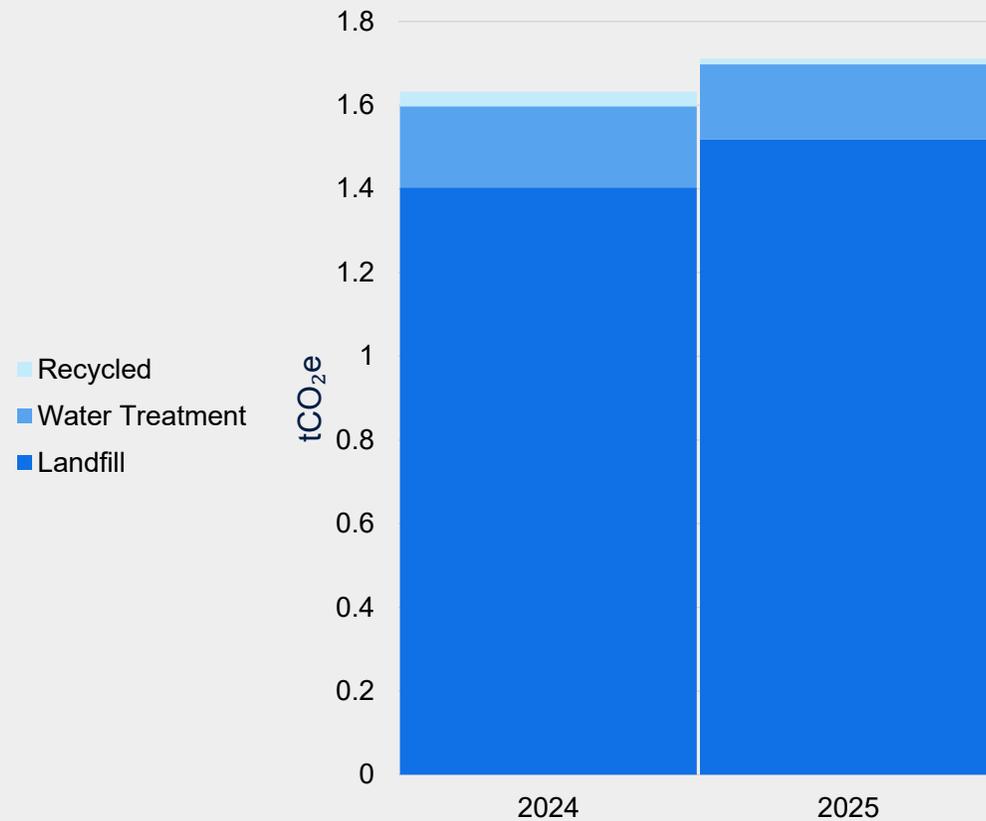
Scope 3 emissions

Category 5: Waste

0.34% of this year's total carbon footprint.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
Landfill	1.4	1.5	88.7%	8.2%
Water Treatment	0.2	0.2	10.4%	-8.0%
Recycled	0.03	0.01	0.8%	-59.9%
Total	1.6	1.7	100.0%	4.8%

Scope 3 Category 5: Waste emissions for YE 2024 & YE 2025



Business Travel

This category includes emissions from the transportation of employees for business-related activities in vehicles owned or operated by third parties, such as aircrafts, trains, buses, and passenger cars.

It does not include commuting or travel in company-owned vehicles.

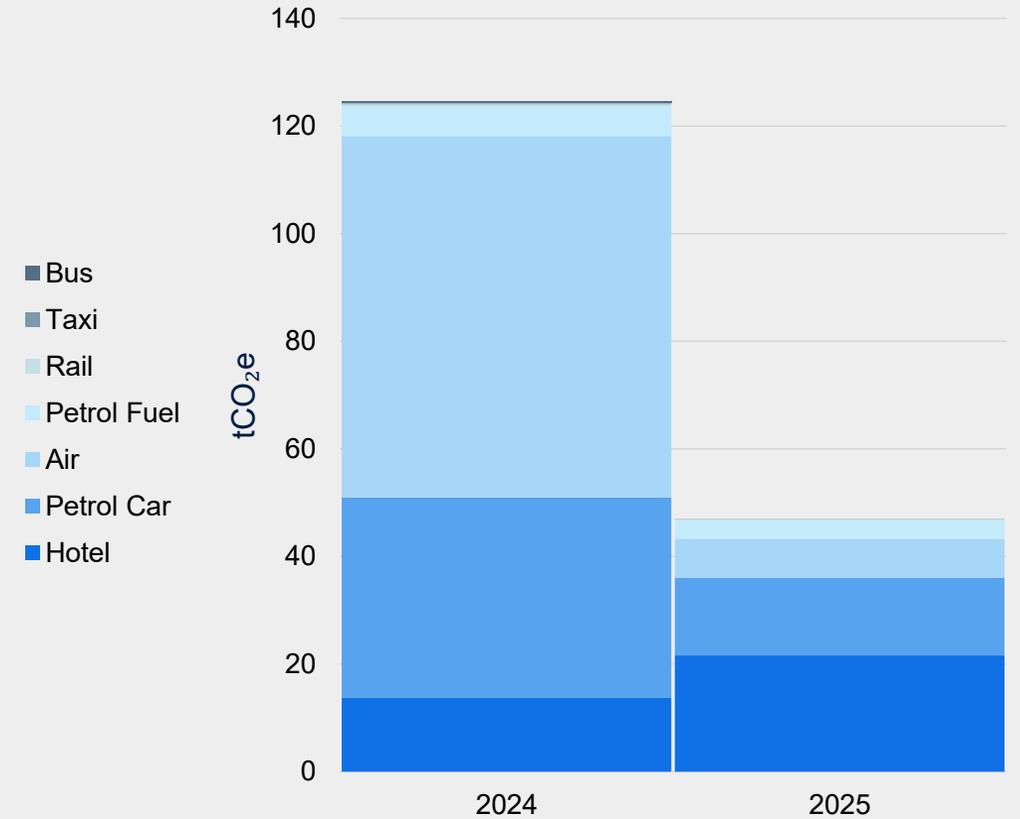
Scope 3 emissions

Category 6: Business Travel

11.7% of this year's total carbon footprint.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Hotel	13.7	21.6	36.2%	57.4%	21.6	57.4%
Petrol Car	37.2	18.5	31.0%	-50.3%	14.4	-61.3%
Air	67.2	14.9	25.0%	-77.8%	7.3	-89.2%
Petrol Fuel	5.5	4.3	7.3%	-21.3%	3.4	-38.6%
Rail	0.4	0.3	0.6%	-12.1%	0.3	-29.8%
Taxi	0.2	0.02	0.0%	-89.7%	0.02	-91.8%
Bus	0.3	0	0.0%	-100.0%	0	-100.0%
Total	124.6	59.7	100.0%	-52.1%	47.0	-62.3%

Scope 3 Category 6: Business Travel emissions by transport mode for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Employee Commuting

This category includes emissions from the transportation of employees between their homes and their place of work. Emissions from employee commuting may arise from car travel, bus travel, rail travel, air travel, and other modes of transportation.

Companies may include emissions from teleworking (i.e., employees working remotely) in this category

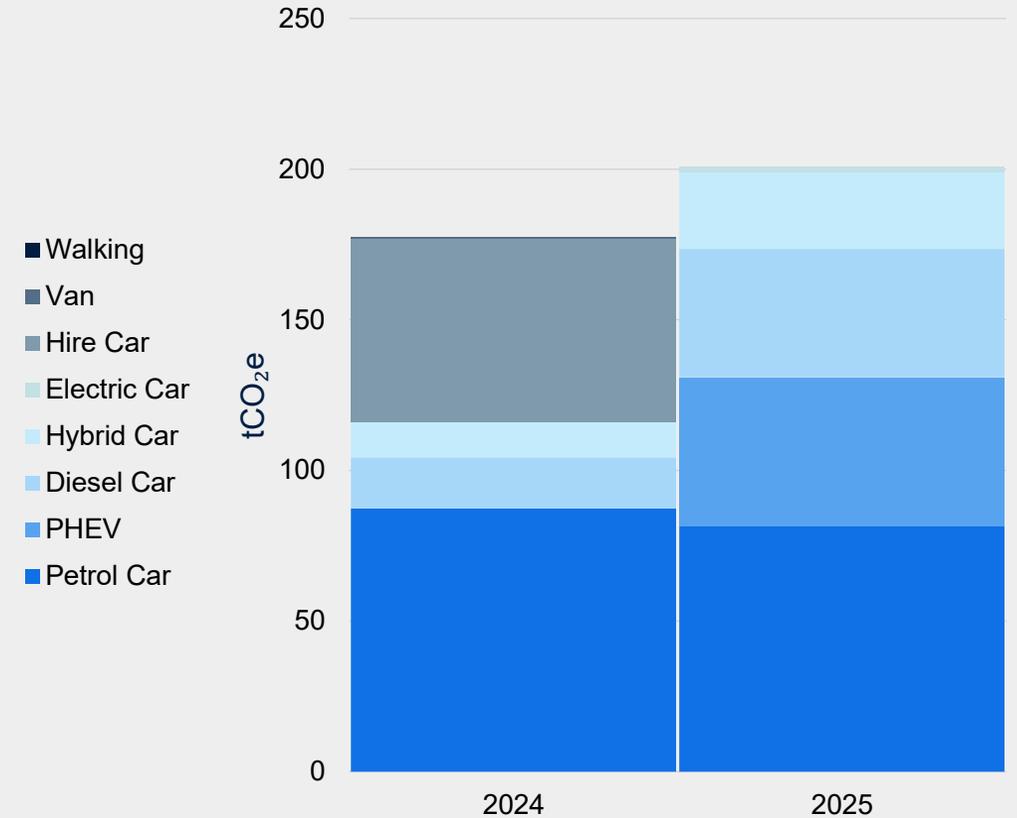
Scope 3 emissions

Category 7: Employee Commuting

50.05% of this year's total carbon footprint

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Petrol Car	87.4	104.7	41.0%	19.7%	81.6	-6.6%
PHEV	0	63.2	24.8%	-	49.2	-
Diesel Car	16.9	52.9	20.7%	212.5%	42.7	152.0%
Hybrid Car	11.8	32.3	12.7%	174.7%	25.6	117.5%
Electric Car	0	2.3	0.9%	-	1.8	-
Hire Car	60.7	0	0.0%	-100.0%	0	-100.0%
Van	0.5	0	0.0%	-100.0%	0	-100.0%
Walking	0	0	0.0%	-	0	-
Total	177.3	255.5	100.0%	44.1%	200.9	13.3%

Scope 3 Category 7: Employee Commuting emissions by transport mode for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

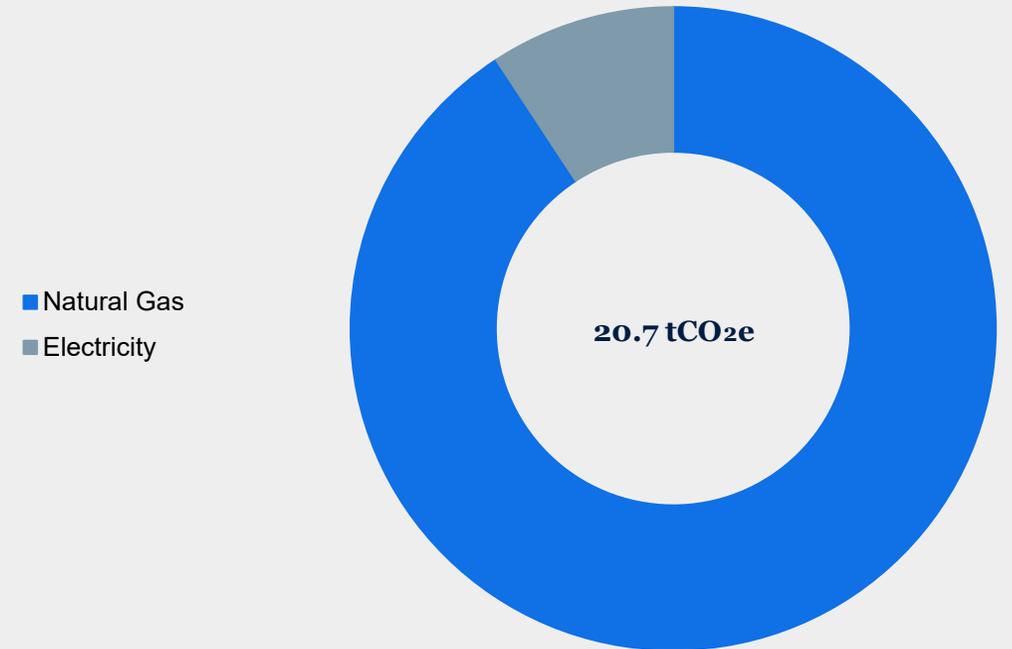
Scope 3 emissions

Category 7: Employee Commuting (Homeworking)

Emissions from this category are not included in the overall carbon footprint due to the uncertainties surrounding homeworking estimations.

Emission Source	YE 2025 tCO ₂ e	YE 2025 Proportion
Natural Gas	18.8	90.8%
Electricity	1.9	9.2%
Total	20.7	100.0%

Scope 3 Category 7: Employee Commuting (Homeworking) emissions for YE 2025



Annual review

Comparison of key figures

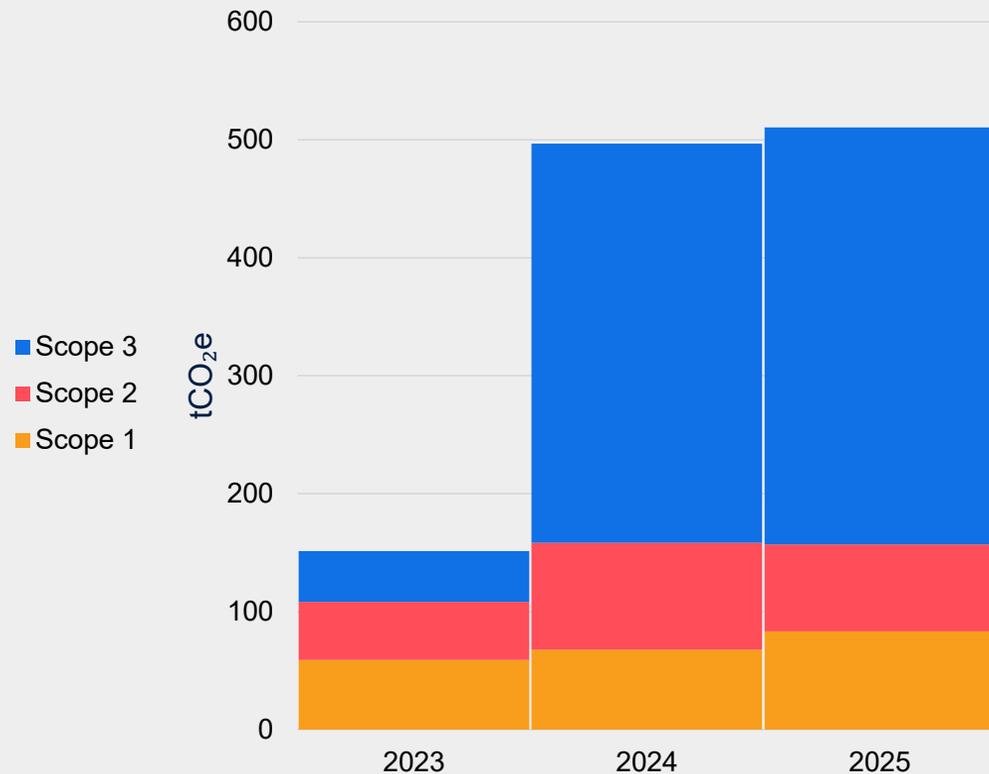
	YE 2024	YE 2025	Difference from previous year
Organisational Boundary score (%)	100.0%	100.0%	0.0%
Operational Boundary score (%)	47.1%	58.8%	11.8%
Data Quality Score (%)	73.3%	83.6%	10.2%
Total carbon emissions (tCO₂e)	496.8	510.4	2.7%
Scope 1 & 2 emissions (tCO₂e)	158.4	156.9	-1.0%
Scope 3 emissions (tCO₂e)	338.4	353.5	4.5%

This comparison is using data that has NOT been normalised to exclude any emissions that were reported for the first time. This data highlights the measurement and the organisations reporting journey, not its carbon reduction journey.

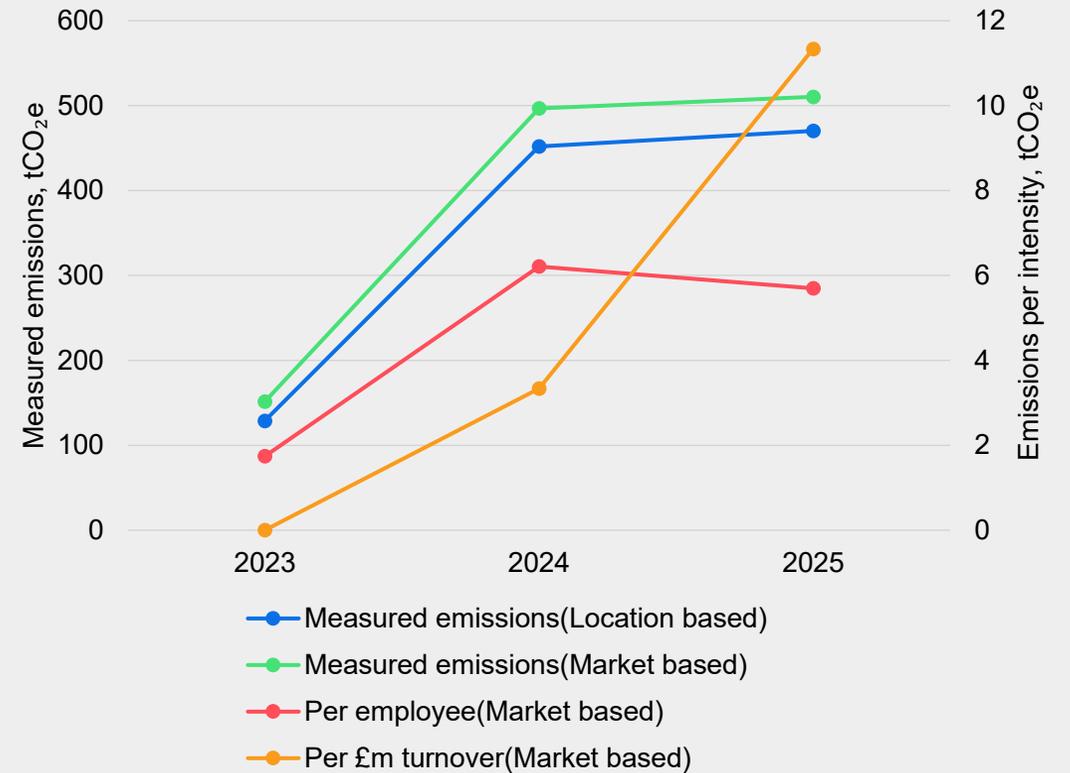
Historic comparison

Measured carbon footprint throughout the years

Measured carbon footprint by year by Scope (market-based)



Measured carbon footprint and intensity by year



This comparison is using data that has NOT been normalised to exclude any emissions that were reported for the first time. This data highlights the measurement and the organisations reporting journey, not its carbon reduction journey.

Appendix – supplementary information

Boundary and quality assessment

Recommendations:

Attempt to collect water treatment evidence

Within your original submission include the % of the time are your fleet hybrid vehicles charged on site

if possible attempt to get a higher response rate on your commuting survey then you had this year (58%)

100.0 %

Organisational Boundary Score

Neighbourly's carbon footprint for this year represents its full organisational boundary.

To be eligible to move up to Level 2: Planet Mark Certified Net Zero Committed an organisational boundary score of 100% needs to be achieved.

58.8 %

Operational Boundary Score

Neighbourly's carbon footprint for this year does not represents its full operational boundary.

To recertify next year as a Planet Mark Certified Business this score needs to improve by a minimum of 6%. To be eligible to move up to Level 2: Planet Mark Certified Net Zero Committed an operational boundary score of 100% needs to be achieved.

83.6 %

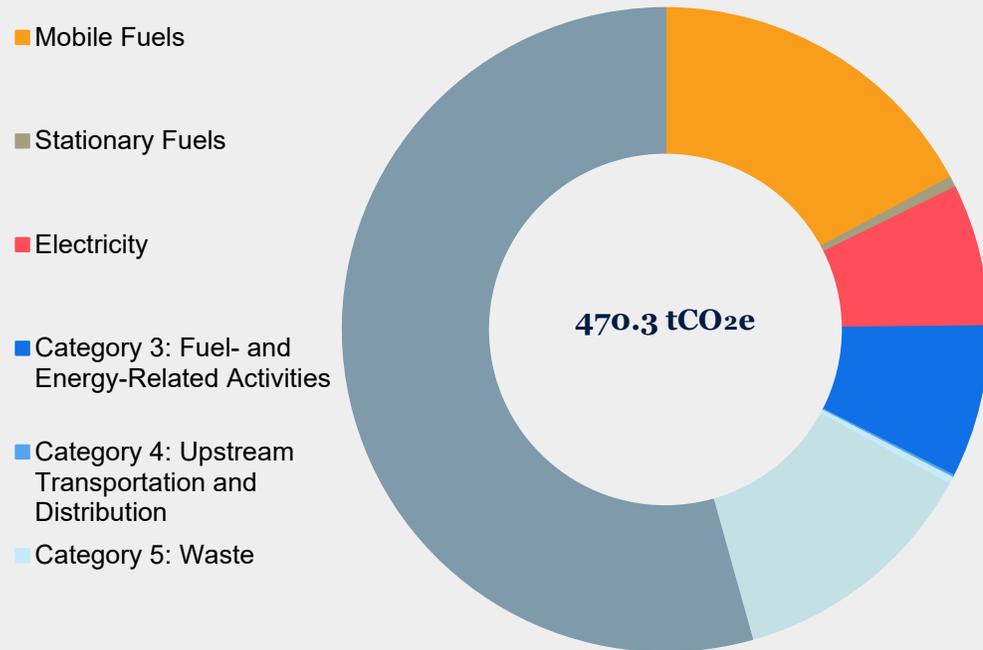
Data Quality Score

A data quality score in this range is High, meaning the organisation has excellent data quality which is reliable for decision-making and an accurate carbon footprint.

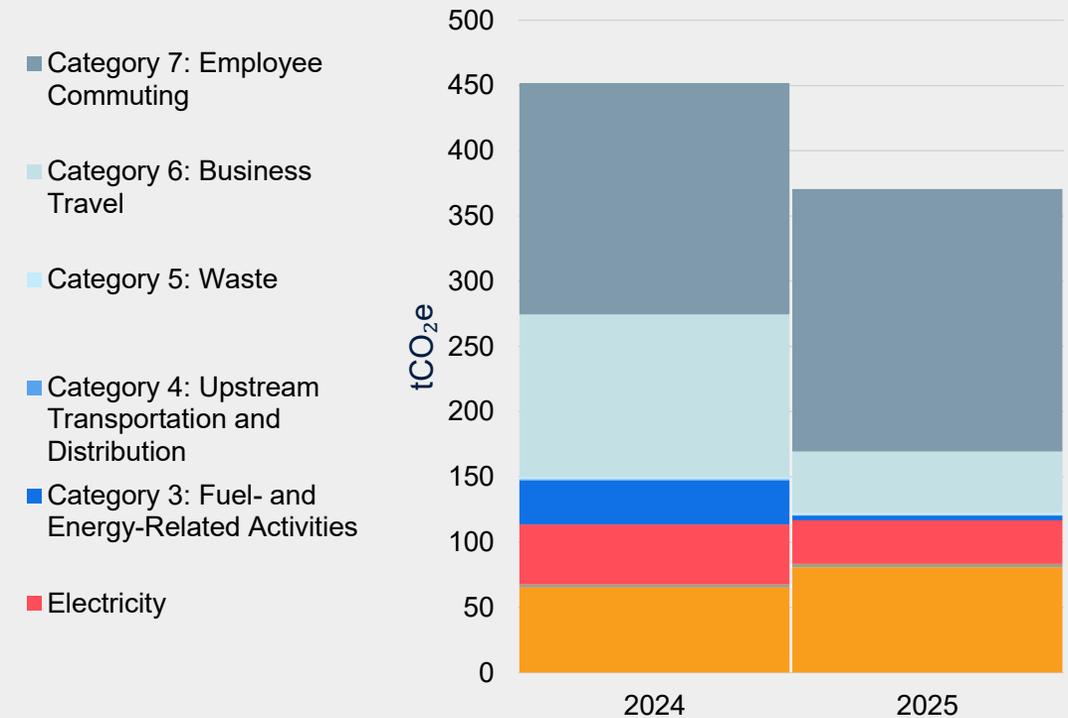
To be eligible for any level of Planet Mark certification a data quality score of at least 30% must be achieved.

Measured carbon footprint and comparison by emission category (Location-based)

Carbon footprint by emission category (location-based) for YE 2025



Carbon footprint by emission category (location-based) for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

SDG alignment

The Sustainable Development Goals (SDGs), also known as the Global Goals, are a collection of 17 interrelated goals set by the United Nations. They cover a broad range of social and economic development issues. These include poverty, hunger, health, education, climate change, gender, equality, water, sanitation, energy. By measuring and reducing your carbon footprint with the Planet Mark, you can directly and measurably contribute to up to 8 SDGs addressing 15 SDG targets



6.3 - Reduction in total waste produced



9.4 - Reduction in energy use
9.4 - Reduction in electricity use
9.4 - 100% of fleet that is electric or hybrid



13.3 - Donation to the Eden Project



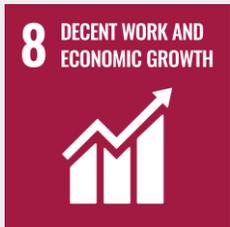
7.3 - Reduction in energy use
7.3 - Reduction in electricity use



11.6 - Measured carbon emissions
11.6 - Reduction in travel emissions
11.6 - Reduction in total waste produced
11.4 - Donation to the Eden Project



14.1 - Reduction in total waste produced



8.4 - Reduction in carbon emissions per intensity



12.6 - Measured carbon emissions
12.5 - Reduction in total waste produced

Caveats (i)

Scope 1

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Mobile Fuels	km	Mileage Report	Calculated from distance	0.0%	No comments	DESNZ 2025
Stationary Fuels	litres	Invoice	Calculated from company's own consumption from invoices, supplier/energy management reports	0.0%	No comments	DESNZ 2025

Caveats (i)

Scope 2

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Electricity	kWh, km	Invoice, Mileage Report	Calculated from company's own consumption from invoices, supplier/energy management reports, meter readings, Calculated from distance	0.0%	<p>Your scope 2 electricity emissions are reported in two ways: location-based and market-based methods. Location-based electricity emissions have been calculated using carbon emission factors for average national or sub-national grid electricity. Market-based electricity emissions have been calculated using emission factors for your specific electricity supply fuel mix as published on your supplier's website for electricity supplied in the period Jan to Dec 2025.</p> <p>Electric fleet vehicles are charged on-site 0%. Emissions have not been calculated for this percentage of distance reported to avoid double counting the emissions calculated from the site's electricity consumption.</p>	DESNZ 2025, N Power

Caveats (i)

Scope 3

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Fuel- and Energy-Related Activities	kWh, litres, km	Invoice, Mileage Report	Calculated from company's own consumption from invoices, supplier/energy management reports, meter readings, Calculated from company's own consumption from invoices, supplier/energy management reports , Calculated from distance	0.0%	Scope 3 category 3 is calculated using the location-based method.	DESNZ 2025
Waste	cubic metres, tonnes	Previous year, Invoice	Estimated from previous year, Calculated from bin size, amount of collections and assumed mode of disposal	10.4%	Waste emissions have been estimated from size and quantity of containers collected. Source: https://www.wrap.ngo/resources/tool/commercial-and-household-waste-and-recycling-apportionment-tool Water was estimated using the pervious years data as a benchmark as no evidence was available.	DESNZ 2025

Caveats (ii)

Scope 3

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Business Travel	passenger.km, Room per night, km, litres	Fuel Card/Report, Cost (£), Mileage Report	Calculated from cost and mode of transport, Calculated from actual distance (to/from or fuel usage) and actual mode of transport (broken down to class/type if applicable)	0.0%	Emission factors used include well-to-tank emissions.	DESNZ 2025
					For air travel, radiative forcing has been included. Class data was provided for 0% of flights.	
					For rail travel, where only spend data are available, distance has been estimated using £0.55 per mile for national rail and £0.86 per mile for London underground. Calculations based on 2021 analysis of Planet Mark members' rail journeys.	
					For taxi travel, where only spend data are available, distance has been estimated using £2.53 per mile. Calculations are based on a fixed start price of £2.8 per journey, an average cost of £2.02 per mile and an average taxi journey of 5.36 miles. Sources: UK national average taxi costs, Numbeo and 2019 Passenger journeys per person per year - Taxi and Private Hire Vehicle Statistics: England 2021.	
Employee Commuting	km, kWh	Planet Mark survey	Calculated from Planet Mark survey	91.2%	<p>Employee survey received 58% response rate. Data was extrapolated by site and month to account for non respondents. 10 responses were altered to reflect the originally stated number of times they travel to the office a month as some sections were filled out incorrectly. 4 responses were excluded as distance seemed unlikely to travel for 4 days a week as the distance was over 150km.</p> <p>Emissions for homeworking were measured but reported separately from the rest of the footprint. UK homeworking energy includes additional electricity and gas consumption as a result of each full-time equivalent employee working from home. We base our estimate of energy consumption due to homeworking on the DESNZ 2023 homeworking emission factors. The annualised DESNZ emission factors have been converted into monthly estimates of energy consumption in order to better account for seasonal variations. Our estimates are based on a 40h working week and a 6-month heating season (October to March) and take into account annual leave.</p>	DESNZ 2025

Caveats (i) Information

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Headcount	FTE	Data Submission	Assumed Actual		We have used the annual average full-time equivalent employees. Part-time employees are assumed to be half of a full-time employee. We assume headcount only includes active employees.	
Turnover	£m	Data Submission	Assumed Actual		No comments	
Floor Area	square meters	Data Submission	Assumed Actual		No comments	
Normalisation					Well-to-tank and radiative forcing have been normalised for relevant emission sources as these were not previously measured.	

Carbon footprint breakdown

Category	Unit	01 January 2024 to 31 December 2024		01 January 2025 to 31 December 2025		tCO ₂ e normalised	% Change in tCO ₂ e from base year	% total carbon footprint	% Change in amounts from base year
		Amount	tCO ₂ e	Amount	tCO ₂ e				
Scope 1									
Mobile Fuels	km	801,251.4	65.1	1,037,293.0	80.8	80.8	24.2%	15.8%	29.5%
Stationary Fuels	litres	1,000.0	2.5	1,000.0	2.5	2.5	0.0%	0.5%	0.0%
Scope 2									
Electricity (location-based)	km	801,251.4	8.8	1,037,293.0	9.7	9.7	10.1%	-	29.5%
Electricity (location-based)	kwh	179,172.4	37.1	134,407.1	23.8	23.8	-35.9%	-	-25.0%
Electricity (market-based)	km	801,251.4	8.8	1,037,293.0	9.7	9.7	10.1%	1.9%	29.5%
Electricity (market-based)	kwh	179,172.4	82.1	134,407.1	63.9	63.9	-22.1%	12.5%	-25.0%
Scope 3									
Category 3: Fuel- and Energy-Related Activities	km	3,205,005.5	21.0	4,149,172.1	26.3	1.0	-95.2%	5.2%	29.5%
Category 3: Fuel- and Energy-Related Activities	kwh	537,517.2	12.2	403,221.3	9.2	2.5	-79.6%	1.8%	-25.0%
Category 3: Fuel- and Energy-Related Activities	litres	1,000.0	0.5	1,000.0	0.5	0	-100.0%	0.1%	0.0%
Category 4: Upstream Transportation and Distribution	gbp	5,127.0	1.1	2,415.0	0.6	0.6	-50.5%	0.1%	-52.9%
Category 5: Waste	cubic metres	1,045.9	0.2	1,045.9	0.2	0.2	-8.0%	0.0%	-0.0%
Category 5: Waste	tonnes	8.1	1.4	5.9	1.5	1.5	6.6%	0.3%	-27.4%
Category 6: Business Travel	km	355,282.1	37.4	177,423.8	18.5	14.4	-61.4%	3.6%	-50.1%
Category 6: Business Travel	litres	4,141.4	5.5	3,277.4	4.3	3.4	-38.6%	0.9%	-20.9%
Category 6: Business Travel	passenger.km	664,412.4	67.9	256,721.2	15.2	7.6	-88.9%	3.0%	-61.4%
Category 6: Business Travel	room per night	1,321.0	13.7	2,060.0	21.6	21.6	57.4%	4.2%	55.9%
Category 7: Employee Commuting	km	2,045,084.5	177.3	3,005,896.2	255.5	200.9	13.3%	50.1%	47.0%
Market Based									
Total	tCO₂e		496.8		510.4	410.6	-17.3%		
No. employees	Number		80		89.6	89.6	-		
Total per employee	tCO₂e		6.2		5.7	4.6	-26.2%		
Turnover £m	Number		149.0		45.0	45.0	-		
Total per £m	tCO₂e		3.3		11.3	9.1	173.5%		
Location Based									
Total	tCO₂e		451.9		470.3	370.5	-18.0%		
No. employees	Number		80		89.6	89.6	-		
Total per employee	tCO₂e		5.6		5.2	4.1	-26.8%		
Turnover £m	Number		149.0		45.0	45.0	-		
Total per £m	tCO₂e		3.0		10.4	8.2	171.3%		

About

Company name	Neighbourly
Sector	Design
Reporting period	01 January 2025 to 31 December 2025
Year of measurement	3rd
Base year	2024
Planet Mark Membership Package	Business Certification (membership package 1a)
Total turnover (£)	45,026,799.0
Total FTE employees (annual average no.)	89.6
Data collection lead	Jason Andrew Lee, jason.a.lee@nbly.com , Compliance Manager
Significant reporting changes	
Methodology	We follow the GHG Protocol for Corporate Emission Reporting and The National TOMs Framework for Social Value Reporting. Refer to Planet Mark Net Zero Certification Scheme Rules, Procedures and Management for detailed information on the methodology and standards used in the preparation of this report.
Community project	Contributions to the Eden Project have been made as part of Planet Mark Certification.
Prepared by	Willow Blackburn, Data Analyst, Planet Mark
Checked by	Joanne Rowley, Carbon Data and Audit Specialist, Planet Mark
Date	10 March 2026



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