

APPENDIX A - Fourth Year Emissions Report

CARBON NEUTRAL PLAN

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Section 1: Purpose and Background: Carbon Neutral Plan Fourth Year Emissions Report

Purpose

The Royal Borough Greenwich (RBG) Carbon Neutral Plan (CNP) outlines the Council's and Borough's path to become carbon neutral by 2030, in line with the scientific target necessary to limit global temperature rise to 1.50C with current predictions predicting that the world will breach 1.5°C in the next 5 year. Actions outlined in the CNP are how residents and stakeholders can hold the Council's progress in achieving carbon neutrality to account, whilst also providing an update to climate action in key sectors. Climate action requires concerted effort at all levels: individuals, communities, organisations, national government and international organisations and the CNP therefore serves as a basis to bring all types of stakeholders together.

Background – CNP Development

In November 2019 Element Energy, on behalf of the Council, produced an Evidence Base to support the development of a pathway to carbon neutrality by 2030, which in turn led to the development of the CNP. The Evidence Base set out three pathways of varying ambition, of which the Maximum Ambition pathway is currently being followed by the Council.

A consultation on the draft CNP was held in 2021 by hosting online events with residents, selected businesses and other organisations, to gather feedback, comments and suggestions to shape the climate agenda. In the interests of strategy alignment and the opportunities for knowledge sharing and lessons learnt, RBG has set out its climate priorities through seven climate themes which mirror the strategic work being undertaken at a pan London level, whilst also considering the views of the borough's residents.

Background – Climate Themes

The seven climate themes are listed in table 1 below. The climate action plan and subsequent progress in reducing our operational emissions and the borough's emissions is assessed through these key themes. Many themes overlap as they are complementary in their objectives – this makes the CNP more efficient in its delivery but also ensures a holistic approach is taken when implementing climate specific initiatives.

RBG Climate Theme	Theme Descriptor
1. Buildings	Retrofitting existing buildings to consume less energy, save carbon and money
2. New Development	Ensure newly constructed buildings are low carbon and are of quality environmental and social design
3. Transport	Reduce transport emissions
4. Energy Supply	Renewable energy generation and consumption
5. The Circular Economy	Reduce waste sent to landfill and reduce consumption of natural resources

6. The Natural Environment	Natural and regenerative solutions to climatic stresses, preserving our beautiful green spaces
7. Empowering Wider Change	Develop partnerships and empowering our communities to develop new projects, initiatives and actions that reduce carbon emissions

Table 1

Section 5 will assess the progress of each climate theme, covering both Operational and Borough emissions, and will be structured as follows:

- Theme Headline: key summary information on the theme's aims.
- Progress: Operational and Borough achievements through theme delivery
- Our Key Asks of Others: areas for further action, requirements from public and government

Background – Programme Delivery

The second climate action plan was adopted by Full Council in February 2024 and outlines overarching strategic objectives up to 2030. This establishes a long-term strategic direction, recognising that sustained, year-on-year action is required across these emissions sectors. The strategic objectives are further translated into interim actions to be delivered up to 2025, creating a clear focus on specific project mobilisation that supports progress toward the longer-term goals. Wherever possible, we will report on emissions savings—both actual and estimated. This document is the fourth annual emissions monitoring report since the CNP was adopted in 2021. Each iteration seeks feedback from the previous year's reports so that accessibility and understanding is improved. Changes from the previous third year report are minor and are mainly concerned with improving data visualisation. Changes are explicitly stated. This report serves to update stakeholders on the climate themes' progress (and the associated emissions) and therefore does not take a systematic review of the CNP by assessing each action. Progress against each action is outlined in the updated climate action plan.

The next full review of the CNP is therefore expected to be published in winter 2026, once these interim actions have been completed and analysis undertaken, the Council will continue to publish its emissions reports in the interim years prior to this review. The CNP programme overview is summarised in Figure 1. below.

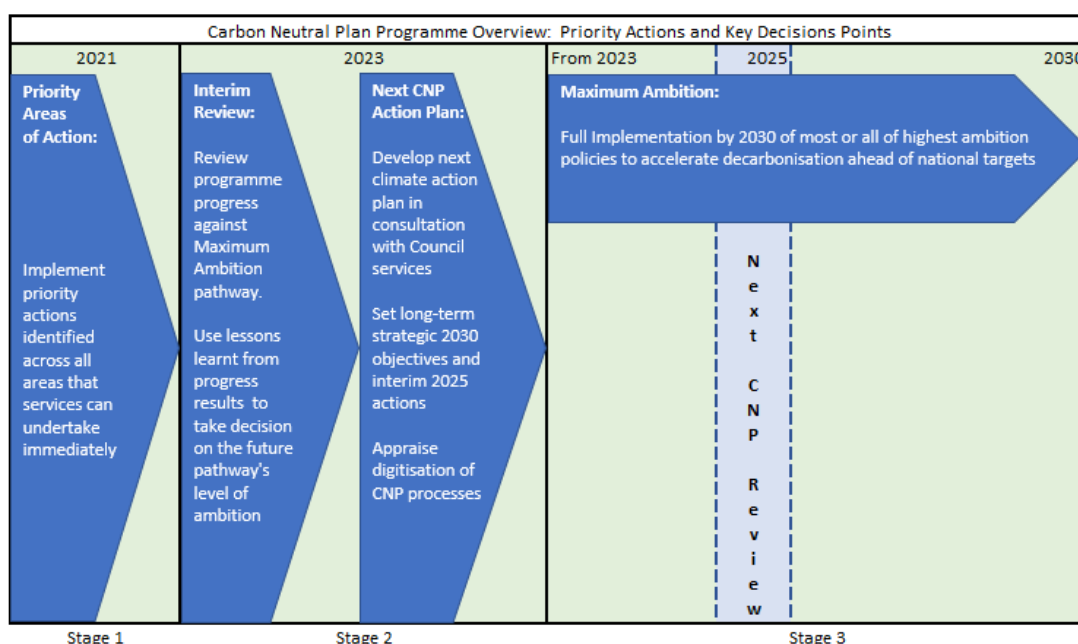


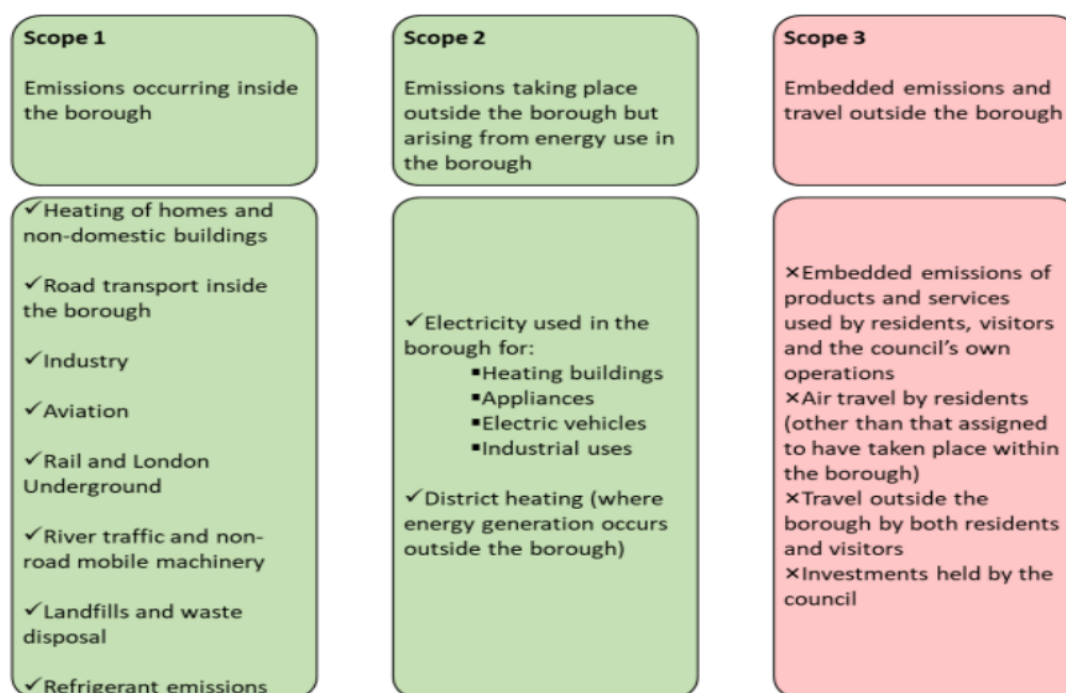
Figure 1

Section 2: Methodology and Reporting Periods

The Greenhouse Gas Protocol (GHG Protocol) provides a standard methodology for businesses and cities to report their emissions. This approach categorises emissions into “Scope 1” (emissions released on-site from energy use, usually gas or transport fuel) “Scope 2” (emissions released off-site from energy use, typically from generating electricity) and “Scope 3” (indirect emissions from everything else an organisation uses, purchases or sells).

This methodological approach to borough emissions is summarised in Figure 2.

Figure 2



Datasets for borough emissions have only been released for the calendar year 2023. This is an industry standard as the London Emissions Greenhouse Gas Inventory (LEGGI) typically release the data up to 24 months after the reporting year-end (as it takes time to verify the changes in emissions levels). Furthermore, the basis on which the data is compiled has changed as information capture techniques have improved. This means previous years' data must be recast and, therefore, previous years' reports cannot be directly compared with this report, figures are instead updated to reflect the most recent datasets which supersede all previous versions.

For the Council's operational emissions, we review the actions agreed and undertaken for the period of 2024/25 and provide an assessment of the progress made. This uses the most up to date data we have recorded. Although not technically considered a part of the Council's operational emissions; we have included Council-owned homes and its maintained schools as sectors in which we can lever influence over. This goes beyond our reporting requirements but demonstrates our commitment to reducing emissions in all areas that we possibly can. These areas are covered in further detail in table 3 below.

Consequently, there is a discrepancy in the reporting periods between operational emissions and the borough emissions of this report: our operational emissions activities are recorded for the financial year 2024-2025; and the borough emissions for 2023 calendar year. We contextualise the progress of these emissions by providing data from previous reporting periods.

Considering the feedback provided from the previous reporting exercise, we have now set the baseline year at 2019 (2019/20 for operational emissions) due to a more complete data inventory compared to the original 2015 period. This reporting approach is summarised in the table 2 below.

Reporting Periods	Operational Emissions	Borough Emissions	Comments
Historic Reporting periods	FY 2019/20	Calendar Yr. 2019	Previous emissions reports used a 2015 baseline. This has been supplanted with the 2019 reporting periods due to better and more complete data inventory.
1 st Year Report	FY 2021/22	Calendar Yr. 2020	Previous Emissions Reports
2 nd Year Report	FY 2022/23	Calendar Yr. 2021	

3 rd Year Report	FY 2023/24	Calendar Yr. 2022	
4 th Year Report	FY 2024/25	Calendar Yr. 2023	The 18–24month lag in borough data cannot be avoided. Where relevant, we have made it explicit that reporting activity in the borough is not comparable to similar activities reported within the operational emissions section.

Table 2

Section 3: Summary of Achievements to Date

Summary of achievements

- Operational emissions reduced by 6.5% a 33% decrease compared to the 2019/20 baseline
- Borough emissions reduced by 3% compared to the 2022 data
- Per capita borough emissions are 2.62tCO₂e (see fig 8)
- Greenwich has the 16th lowest per capita emissions of all London boroughs
- Investment in Council maintained buildings: 165 sites have been retrofitted, saving estimated 552 tonnes of Carbon Dioxide per equivalent per year(tCO₂e/yr). Properties will all reach EPC C by 2030 target, 90kWh/m²/a space heating demand, and will all receive loft insulation, wall (either external or cavity) insulation, new windows, doors, and ventilation. Investment into Council owned homes: £21m retrofitting programme with a target of 460 properties
- £5.7m of grant funding was secured to retrofit RBG Corporate sites through Successful the Public Sector Decarbonisation Scheme (PSDS), with projects continuing into 2025/26
- £970k of funding was awarded for RBG maintained Schools through the PSDS Phase 3c, supporting 3 school projects in the borough
- These PSDS projects are estimated to result in a reduction of 965 tonnes of Carbon Dioxide equivalent per year (tCO₂e/yr)
- Planted 5,695 trees, overachieving the Overachieved our target to plant 5000 trees by 2026.

- Phase 2 (2022-2026) of the Greenwich Builds programme is underway, with potential delivery of up to 1000 new zero carbon Council homes.
- Greenwich Green Investment Loan has raised £562,000 year one and £1.2million year two to date with a 4% interest on investment
- Successfully completed Phase I of the Local Area Energy Plan – Subregional Report and have moved into Phase 2. The Council has secured a £50k grant from the GLA for phase 2 delivery.
- Tonnes of waste per household has dropped by 3% from 2022 to 2023
- 0% waste to landfill achieved in 24/25
- 51% of Council owned homes have an EPC C or lower
- The Woolwich Library of Things has supported Carbon Neutral ambitions, with 8.7t of waste diverted, 23.9 tonnes of Carbon Dioxide equivalent (tCO₂e) saved, and £159,428 saved for residents

Summary of Operational Emissions

The first-year review (undertaken in 2022) provided a solid foundation of RBG's operational emissions and improved on the original emissions baseline through the inclusion of better data. Recorded data has been collected from the services and subsequently calculated into carbon emissions. Where scope 3 data was available, it was included to reflect our ability to influence these emissions – such as Transmission and Distribution (T&D) losses ¹ “The unit of electric energy generated by Power Station does not match with the units distributed to the consumers. Some percentage of the units is lost in the distribution network. This difference in the generated and distributed units is known as Transmission and Distribution loss”. Better data scrutiny and the onboarding of additional, outside of scope, emissions demonstrate we are committed to improving our monitoring, reporting, and mitigation of the emissions sectors within our ability to lever influence.

RBG's operational emissions are summarised in table 3 and figures 3 and 4 below. As stated above, we provide the emissions from the previous reporting periods to contextualise the progress made. Stakeholder feedback regarding the second-year annual emissions report was that table 3, depicting RBG's operational emissions progress, could be simplified for ease of reading.

Several changes have therefore been implemented to accommodate for this including:

- Fleet and Plant Machinery have been combined.
- 2019/20 has been set as the earliest reporting year due to 2016/17 baseline year having incomplete data.
- Year 1 (2021/22) has been removed to present the data more concisely – readers can still visit these figures in previous emissions reports.
- We have included staff commuting carbon estimates for the first time in 23/24, we have used the same figure as last year as no increase/decrease was foreseen.

¹ [Total Losses in Power Distribution and Transmission Lines | EEP](#)

Over 2024/25, our operational emissions decreased by 6.5% (1.5 ktco2e) compared to the previous reporting period (2023/24). Our current 21.1 kilo tonnes of carbon dioxide equivalent (ktCO2e) operational emissions are 10.9 ktco2e (33%) lower than 2019/20. 2019/20 was the first reporting year with a full data set and therefore is considered the baseline year. 24/25 data includes staff commuting which is estimated to contribute 1% of overall emissions (Based on the 23/24 staff survey), as well as water supply (ie consumption), which contributes 37.55 tCO2e. We have not included some scope 3 emissions such as 'Heating Well to tank' as they were not included in the original baseline, future baseline may take these emissions into consideration. Figures 3 and 4 show our operational emissions trajectories: it provides a forecast based on our previous reduction rate (Current Trajectory) and forecasts the emissions reduction required to reach to zero emissions (Required Trajectory). These trajectories are provided for both operational emissions that include and exclude our Council owned housing stock. In all cases, the trajectories are for illustrative purposes to contextualise the scale of mitigation by 2030. Emissions may go up before they go down. For example, construction emissions associated with the installation of renewable systems may result in an overall increase short term, only to drop significantly in subsequent years as emissions are offset due to onsite generation.

Table 3

	CNP Operational Emissions Progress							
	Previous Reporting Periods (ktco2e)			Current Reporting Period (ktco2e)				
	2019/20 (Year 0*)	2022/23 (Year 2)	2023/24 (Year 3)	2024/25 (Year 4)	Annual Change	Annual Percentage Change	% Of Total Emissions	% Against Baseline
Corporate	8.40	5.77	5.80	5.7	-0.06	-1.0%	27%	-32%
Temporary Accommodation	8.50	7.35	7.20	6.9	-0.27	-3.8%	33%	-18%
Schools	6.70	5.67	5.20	4.2	-0.98	-18.8%	20%	-37%
Unmetered Supply (Street lighting etc.)	4.00	1.13	1.10	0.8	-0.32	-29.5%	4%	-81%
Fleet & Plant Machinery	3.50	2.42	2.40	2.6	0.25	10.2%	13%	-24%
Commuting			0.30	0.3			1%	
Transmission and Distribution Losses	0.60	0.57	0.60	0.5	-0.07	-11%	3%	-11%
Total (tCO₂e/yr) excl. Council Owned Homes	32	23	22.60	21.1	-1.5	-6.5%	100%	-33%
Council Owned Homes	64	61	61.00	60	-0.6	-1.0%	74%	-6%
Total (tCO₂e/yr) incl. Council Owned Homes	96	84.4	83.60	81.5	-2.1	-2%	100.0%	-15%

* First full year of baseline reporting data

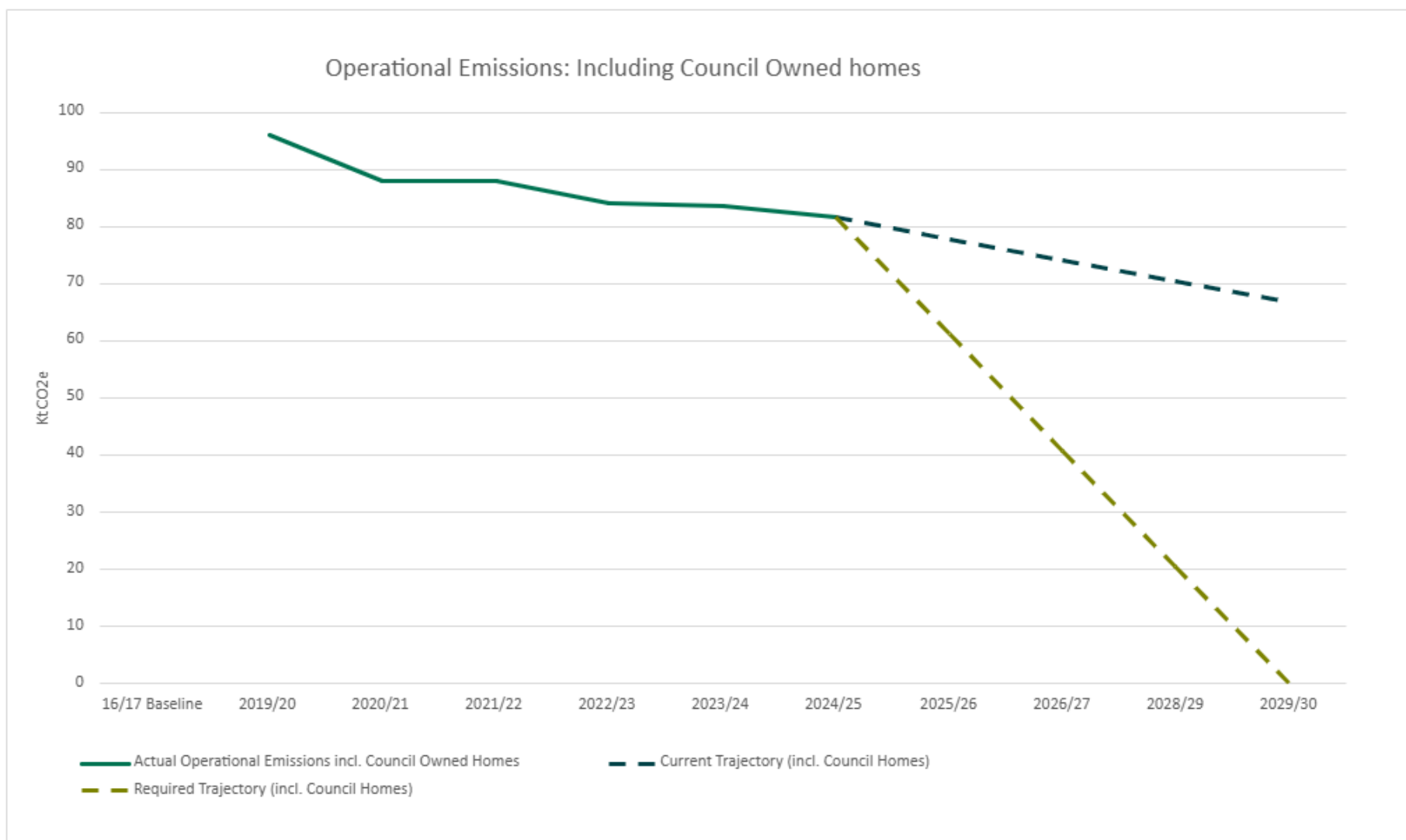


Figure 3

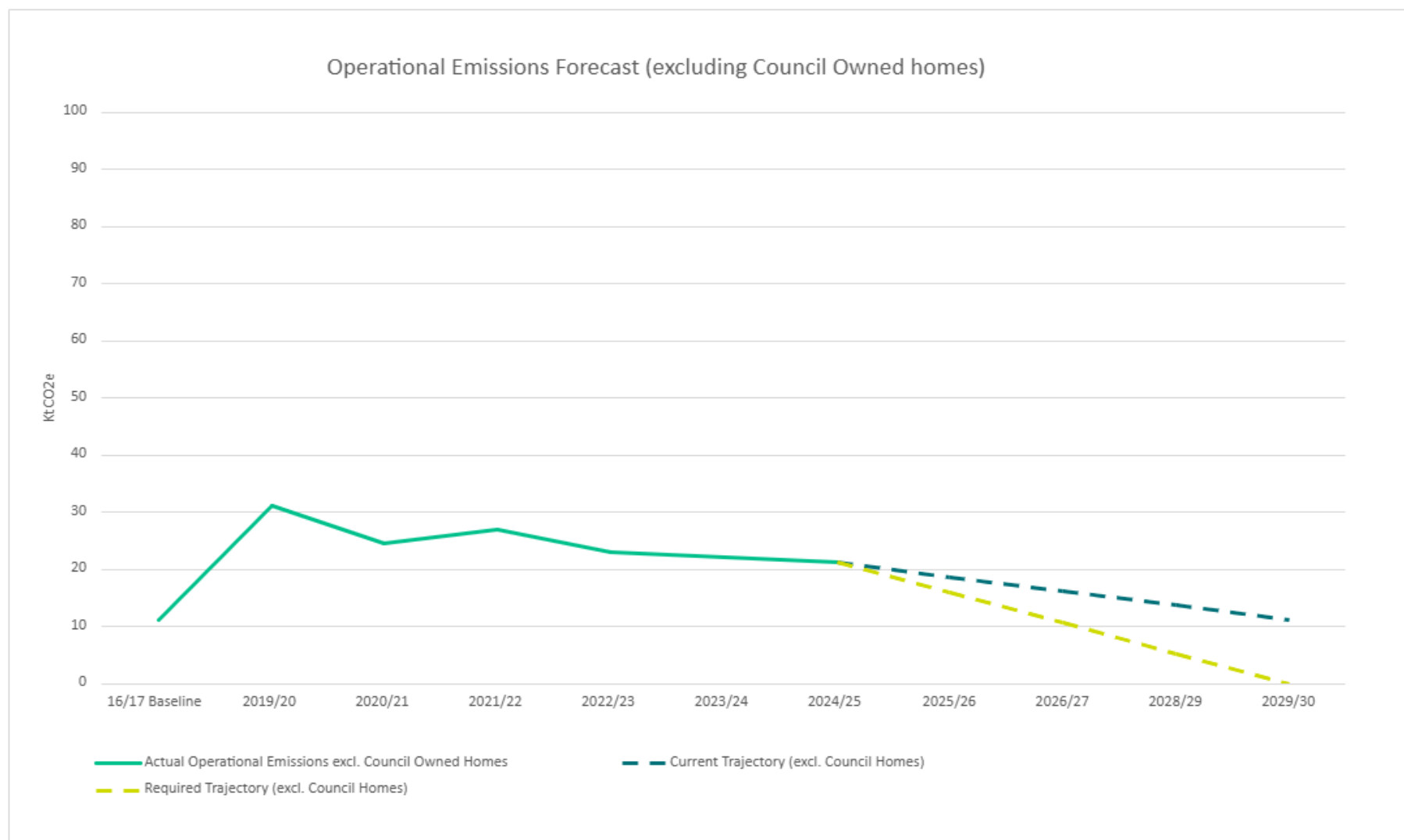


Figure 4

Summary of Borough Emissions

Table 4 and Figure 5 show the borough emissions by sector. Overall, there was a 3% decrease in total borough emissions in 2023. Homes emissions are joint second 32.5% across the borough, and it is encouraging to see domestic sector emissions fall by 5% on the previous year, making Greenwich one of the better performers out of the London Boroughs. Transport emissions make up 35% of Greenwich's emissions, the highest sector. For all London Boroughs, transport emissions decreased by 0.4, meaning Greenwich's 0% change was satisfactory. Workplaces closely followed transport with 32.5% of total borough emissions, a 3% drop, this is primarily attributed to warmer temperatures in 2023 resulting in less energy being used to heat buildings. 2023 was the second warmest year on record in the UK². It may have also been affected by higher energy prices, particularly towards the end of the year as companies sought to mitigate increased operational costs by reducing consumption.

	Baseline - 2015	2019	1st Year - 2020	2nd Year - 2021	3rd Year - 2022	4th Year - 2023		
	ktCO ₂ e	ktCO ₂ e	ktCO ₂ e	ktCO ₂ e	ktCO ₂ e	ktCO ₂ e	% of total	% change
Homes	366	308	316	287	266	252	32.5%	-5%
Workplaces	334	283	267	279	260	252	32.5%	-3%
Transport	304	283	230	243	272	272	35.0%	0%
Total	1003	873	813	808	798	776	100%	-3%

Table 4 – Figures have been rounded.

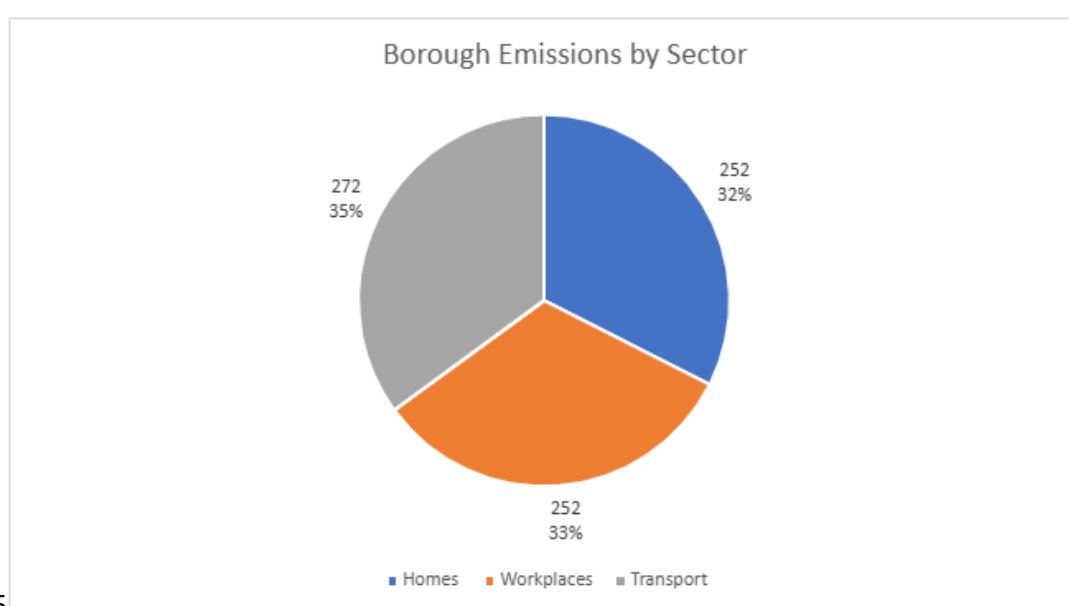


Fig 5

² [Met Office: A review of the UK's climate in 2023 - Carbon Brief](#)

Figure 6 shows the estimated borough emissions trajectories based on the borough's current and historic progress. This trajectory is compared to the emissions pathways outlined in the Evidence Base (2030 Baseline and the Maximum Ambition Scenarios). The borough is therefore on track to outperform the Baseline Scenario. We are mindful that whilst we continue to make progress, we are dependent upon the national policy such as the acceleration of grid decarbonisation and further government funding for retrofit schemes if we are to fully meet or exceed our targets.

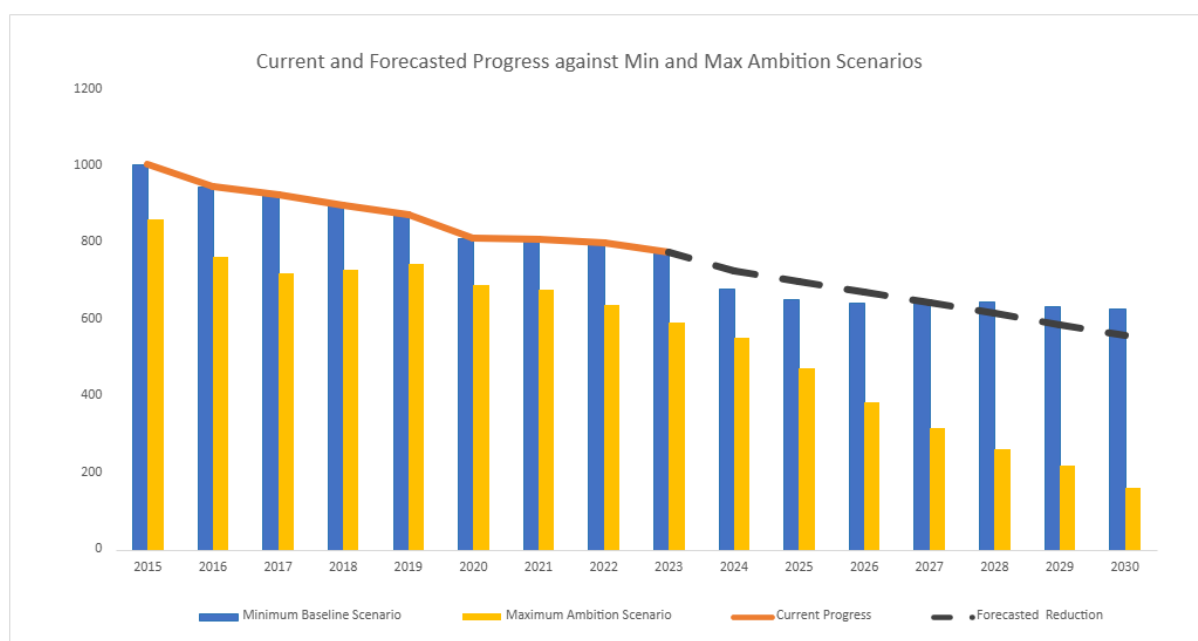


Figure 6

The population increases meaning total borough emissions figures are not fully illustrative of the borough's performance. It is therefore better to show progress on an emission's per capita basis, which is summarised in Figure 7. Comparatively, Figure 8 shows Greenwich ranks 16th of all London boroughs on a per capita basis. To date, emissions reductions in London have largely been driven by decarbonisation of the national grid, increased efficiency of gas boilers and a shift away from heavy industry towards service sectors. Per person, London's emissions were 3.2 tCO₂e/person in 2023, which is the lowest on record for London. London's per capita emissions remain significantly lower than the UK average (5.2 tCO₂e/person). This is largely thanks to high building occupancy rates and extensive use of public transport instead of private vehicles. At 2.6 tCO₂e/person, RBG has lower per capita emissions than the London average and is significantly below the national average.

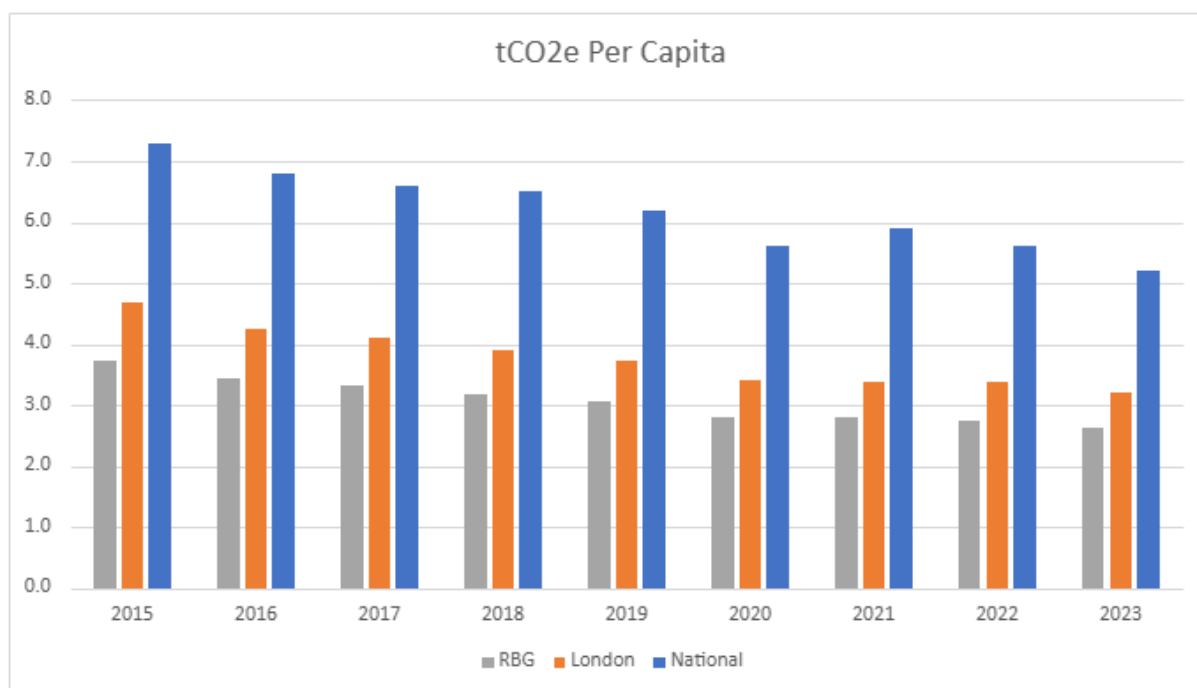


Figure 7

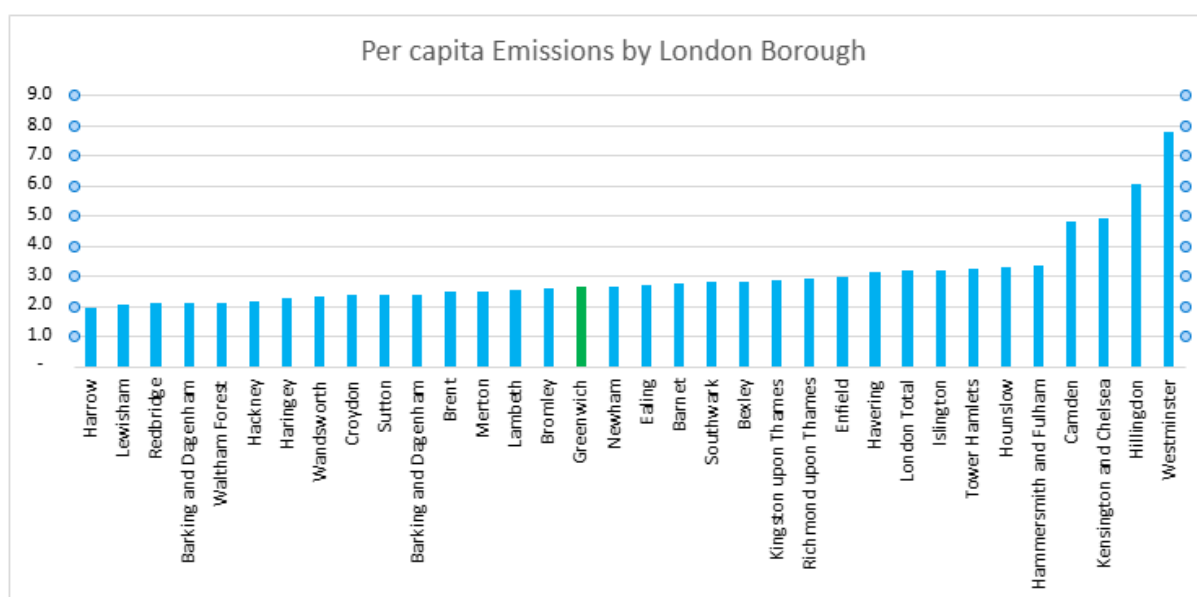


Figure 8

Section 4: Summary of Challenges

There are a number of external historic, current, and anticipated challenges which have and will continue to impact the delivery of the CNP's objectives.

4.1 Policy

Global

Nearly half the world's energy is set to be powered by renewable energy by 2030. 2024 forecasts suggested a global increase of 5,500 GW by 2030, the most recent 2025 IEA update revised that to 4,600 GW, a 5 % downward adjustment due to policy, supply-chain, and market developments. Under those revised projections, global renewable capacity by 2030 is expected to be 2.7 times 2022 levels significant growth, but still below the “tripling” target set by many countries under the 2023 global pledge. Solar PV remains the dominant growth driver: almost 80% of capacity expansion. Wind (both on and offshore) and hydropower still contribute, but their share in total expansion is considerably smaller than solar. The rapid expansion still faces headwinds: grid-integration challenges, permitting delays, supply-chain constraints (especially for wind), and market/regulatory uncertainty which have prompted the downward revision in the 2025 forecast³.

National

The UK aims to cut greenhouse-gas emissions by 68% by 2030 (vs 1990) and to reach net zero by 2050. To achieve this, it uses legally binding “carbon budgets” multi-year caps on emissions: the current carbon budget covers 2023–2027. In 2024 the courts ruled that the then government’s emissions-reduction plan was unlawful, finding it overly dependent on unproven technologies and insufficiently evidence-based; the government was ordered to publish a new, legally compliant plan by October 2025. In response, the 2025 Carbon Budget & Growth Delivery Plan was published, and the new government has pledged to deliver a zero-carbon electricity grid by 2030, supported by accelerated investment in renewables, home insulation, heat pumps, and other clean-energy infrastructure. But independent climate advisors warn that delivering the deep emissions cuts required, will require rapid roll-out, substantial investment, and credible action across power generation, heating, transport, and industry.

In 2025 Government relaunched the⁴ Net zero Council with the aims of:

- establishing a new Net Zero Council that is tasked with ensuring the clean energy transition drives economic growth and creates jobs as part of government’s Plan for Change
- bringing together a broader range of representatives from organisations including World Wildlife Fund, Design Council and Local Government Association, alongside others including Siemens, HSBC and Nestle

³ [Renewables 2025 – Analysis IEA](#)

⁴ [Net Zero Council relaunched to supercharge Clean Energy Superpower Mission - GOV.UK](#)

deepening public-private partnership, through the Net Zero Council, to maximise economic opportunities for the UK.

The Clean Power 2030 Action Plan (Launched 2025) is the UK governments strategic roadmap for transforming the electricity system so that by 2030 the country generates enough clean energy (Low-Carbon) power to meet its total annual electricity demand and at least 95% of electricity comes from clean sources⁶. In summary, the plan is designed to revolutionise the UKs electricity system, tackling energy security, addressing affordability, climate change and supporting economic growth.

Regional

The Mayor of London committed to bring forward London's net zero target from 2050 to 2030. Like most London's local authorities, RBG have followed suit. The Council were explicit in the CNP's consultation that a 2030 target represents a substantial increase in ambition relative to a 2050 target and will require action at a London-level in a timeframe that goes beyond that which is currently supported or funded at the national-level.

4.2 Energy Crisis

The current energy crisis continues to affect the UK and Europe due to persistently high and volatile global gas prices, driven by ongoing geopolitical tensions, disrupted Russian supply, and tight international markets. As a result, UK households still face elevated energy bills with the typical annual bill around £1,700–£1,800 and record levels of energy debt. Many businesses, especially energy-intensive industries, are struggling with significantly higher operating costs. Despite increased renewable deployment, both the UK and EU remain highly exposed to fluctuations in global gas markets because of slow grid upgrades, insufficient storage, and limited progress on energy efficiency. Governments have responded by strengthening gas-security rules, expanding support for vulnerable households, and accelerating domestic clean-energy investment, including the UK's new publicly owned Great British Energy company. However, analysts warn that without faster progress on renewables, storage, insulation and grid reinforcement, the UK will remain vulnerable to future price spikes and winter supply pressures. ⁵Global Energy Crisis – Topics - IEA

4.3 Resource Implications and Access to Funding

With a £30 million budgetary shortfall (projected budget gap of £26.8 million for 2025/26), RBG has had to make substantial financial savings this past year. The energy crisis has inevitably affected our ability to invest in carbon saving initiatives and the delivery of the CNP. The funding environment is no longer as it assumed to be at the CNP's conception, with changes in national grant opportunities and regional GLA funding.

⁵ [Global Energy Crisis – Topics - IEA](#)

Section 5: Progress by Climate Theme

Section 5 will assess the progress of each climate theme, covering both Operational and Borough emissions, and will be structured as follows:

- **Theme Headline:** key summary information on the theme's aims.
- **Progress:** Operational and Borough achievements through theme delivery
- **Our Key Asks of Others:** areas for further action, requirements from public and government.

5.1 Buildings

There are over 120,000 homes and over two million metres squared of non-domestic floor space in the borough. Heat and electricity used in buildings in the borough accounted for 63% of emissions in 2023. Emissions from homes alone were 32.5% of the borough's total. Reducing these emissions will involve a combination of:

- making buildings more energy efficient
- replacing fossil fuel heating systems with low carbon alternatives
- deployment of renewable energy and district heat networks
- behavioural change – operating our buildings more efficiently

Operational

Council owned homes constitute 8% of the borough's emissions and are assessed as part of RBG's emissions given our maintenance responsibilities, accounting for 74% of operational emissions when included.

Through the Social Housing Decarbonisation Scheme Wave 2.1 (SHDF) we are investing over £20m to improve many homes within the borough. Unfortunately, due to contractual difficulties we envisage delivering around 395 of 460 homes by November 2025 within this wave of funding, rather than the intended 665 homes. The total anticipated operational carbon saving is 522 tCO₂e for the programme on completion of 395 homes, with a reduction within 2024/2025 of 160 tCO₂e for a further 120 homes.

In 2024/25 the Repairs and Investment team delivered a Housing Capital Programme totalling £81.3m carrying out much needed and overdue works benefitting 12,135 homes. (Most up to date data provided 23/24 report). Within the programme 25 properties benefitted from more efficient communal heating, 10 homes benefitted from more efficient A-rated boiler replacements, 267 had their windows replaced and 110 benefitted from improved communal heating services. The estimated annual carbon savings achieved is 406 tCO₂e.

Due to the increased demand for temporary accommodation in the borough, the driver over the last financial year has been to ensure we have enough supply of homes. Unfortunately, this has meant that the reduction in operational carbon has been minimal. We are aware

that this sector is one of our largest sources of our operational emissions when excluding council owned homes. The domestic sector is therefore a clear area of priority given the co-benefits (health, financial) of reduced energy bills for vulnerable residents in temporary accommodation.

RBG successfully applied to the Public Sector Decarbonisation Scheme (PSDS) Phase 3c to provide the capital to improve its maintained schools. Schools account for 4.2 ktCO₂e (20%) of RBG's emissions, a 1000tCO₂e (18.8%) decrease on the previous year, the second largest area of reduction in operational emissions. The PSDS grant covers a range of decarbonisation measures, such as air source heat pumps (ASHPs), photovoltaic panels (PV), LED lighting upgrades, and valve/pipe insulation.

Corporate property stock accounts for 5.7 ktCO₂e (27%) of RBG's operational emissions, a 1% decrease from the previous year. It should be noted that despite this modest decrease, a 11% decrease was achieved in 22/23 year, and some efficiency projects have yet to finalise and come online. For example, RBG was successful in securing £5.7m PSDS Phase 3c grant funding, retrofitting 4 sites, and the work that is ongoing will result in 818 tCO₂e/yr savings. It is therefore expected that next year's report will evidence a larger decrease.

Borough

Homes account for 32.5% and we estimate that some 14,285 (12%) households in the borough experience fuel poverty. It is broadly accepted that retrofitting existing housing stock is set to be the costliest of the climate measures and is also high risk in deliverability. RBG facilitated the Local Authority Delivery Scheme – which supported over 150 properties with substantial energy efficiency upgrades such as cavity & external wall insulation, solar PV, air source heat pumps, averaging about £10,000 (Data 23/24 report) of investment per low-income household.

Our fuel poverty outreach service supported 603 residents engaged: This included 39.7 tCO₂e of savings from light energy efficiency measures, 258.4 tCO₂e from behavioural change advice.

Our Key Asks of Others

Changes in national policy has impacted some areas of anticipated emission reduction. For example, the scrapping of the planned ban on new gas boilers by 2035 will impact some key areas of domestic emissions reductions. We encourage the Government to improve support for energy efficiency and decarbonisation by restoring and expanding funding schemes such as the Public Sector Decarbonisation Scheme (PSDS), whose current funding runs to 2028 and whose future remains unclear. Above all, what is needed is stable, long-term policy aligned with climate science to give households, landlords, businesses and public bodies the confidence to invest in clean heating, insulation, and efficiency.

5.2 New Development

Low-carbon development is a holistic approach to design and construction that comprises evolving, energy-efficient, and environmentally friendly practices used to build a better

future. An additional 30,000 homes are expected in the borough by 2030, with the potential to add significant new carbon emissions if the strictest emissions standards are not applied. Reducing emissions from new buildings through better design is generally a cost-effective opportunity since any new builds not built to a zero-carbon standard will ultimately require more costly retrofitted measures in the future.

Operational

Since 2018 the Council has been able to build council homes, which has been done through “Greenwich Builds”. The initial programme (2018-2022) is on course to deliver around 750 new homes, most of which are zero carbon and all with achievements of upwards of 90% above the Part L baseline. Phase 2 (2022-2026) is underway with the first 16 sites having been designed and submitted for planning approval with a further 12 sites in feasibility stage. This second phase will deliver around 1000 new homes. It should be noted that due to build cost inflation and the complexity of some of these sites there are ongoing viability challenges. The Council is continuing to develop the Supplementary Planning Document (SPD) (Consultation October 2025) which will provide additional guidance to the local plan, and will seek to align with the Council’s waste, transport and carbon policies to ensure a holistic, sustainable approach is taken by developers.

Borough

RGB had improved the emissions data capture through our planning processes. The total recorded operational carbon prevented due to local planning policy criteria is approximately 31 ktco2e over the developments’ 30-year lifespan (2023/24). These emissions are likely to be higher, and we are working to record and monitor the planning data all in one place. These emissions are based upon the secured offset payments received.

Our Key Asks of Others

The Council is currently consulting on its new Local Plan, which sets out its vision for development over Royal Greenwich up to 2036. It provides a succinct and up-to-date framework for addressing the borough’s housing needs and other economic, social and environmental priorities. It also gives local people a platform to shape their surroundings. The preparation of the new Local Plan includes several stages of drafting and consultation, with previous consultations held in 2023 and Summer 2024 to inform the first draft. Consultation on the first draft of the local plan took place in 2025 - asking residents, businesses, community groups and developers for feedback. A full council meeting took place December 2025 with a proposed a consultation (regulation 18) beginning soon after. Draft local plan (Reg 18) in first quarter of 2026, pre submission local plan (Reg 19) Q3/4 2026 with planned adoption in 2027.

5.3 Transport

We are committed to delivering a world-class transport network, one which enables our residents, businesses, and visitors to make the most of all the opportunities offered throughout Royal Greenwich, London and the wider region. Our transport system will be one that our residents and communities can be proud of, providing the safe, reliable and

future-ready connections needed for living, learning, working and playing. It will be easy for everyone to walk, cycle or to use public transport, helping us all to be healthier, tackle our carbon emissions and manage congestion on our roads.

Operational

Our fleet emissions increased by 2% (41 tCO₂e), the increase is being reviewed as although only a small increase the expectation was to remain at similar emission levels as 23/24, also taking into consideration our fleet (Main depots) use of hydrotreated vegetable oil (HVO) which is a low emission fuel. This also includes the emissions arising from the 33 EVs in the Council's fleet and our wholly owned contractor's fleet. The operational emissions summary table combines fleet emissions with fuel used by the park's operators (plant machinery) as emissions were negligible in that area. This currently makes up 13% of our operational emissions. We still report progress around parks machinery in the Natural Environment theme. When combining total fuel used across all services, a 10.2 increase overall. There was a reduction in 23/24 which in part attributed to a less carbon intensive diesel fuel blend and an overall decrease since baseline of 24%. The council is committed to achieving 100% zero tailpipe emission fleet by 2030 and is still on target to achieving this goal, with colleagues from across the Council involved in a project to drive this key work forward.

Although the Council operates 33 (6% of its fleet) zero emission vehicles (33) out of its fleet of c.550, the council has been making significant in-roads in reducing emissions from its vehicle fleet and that from its owned company, Greenwich Services Plus Ltd. We no longer use diesel as our primary liquid fuel and have fully transitioned to the use of hydrotreated vegetable oil (HVO) at our main operating depot. This, along with the adoption of electric vehicles, has reduced our fleet emissions from 70ktpa (2021/22) to 2.2ktpa (2023/24) tco₂e. This equates to a c.97% reduction.

Unfortunately, our two main operating depots have reached their electrical capacity and require significant investment and redesign to support a fully electric fleet. Discussion remains ongoing as to the best strategy to reach carbon neutrality.

Although technically outside of the scope of our operational emissions, through the 2024 staff survey, we have estimated staff commuting emissions at 0.3 ktco₂e and included this as part of our operational emissions. The logic behind this is that the entire workforce has a role in delivering the CNP and travel choices can be influenced by positive staff behavioural change. This represented a first for RBG in calculating these emissions. A staff travel plan is being developed to go alongside the current advice provided on the intranet. The plan is expected to be published later in 2026.

Borough

Transport emissions are the largest category of emissions (35%) moving ahead of homes in 2023. Our borough wide Transport Strategy covers issues such as street safety and accessibility; encouraging low/zero carbon and healthier travel alternatives; improved borough connectivity and cleaner air. The Transport Strategy provides a medium to long-term approach to meeting the Borough's transport vision. We will require further emissions

data to measure the success of these strategies. The council has invested heavily to improve our transport network in 2024/25. The funding, included the Council's own budget and contributions from Transport for London (TfL) as well as developer contributions, which will continue to support the delivery of a number of key transport priorities over the next year, identified in the Council's new Transport Strategy, including:

- Emissions based parking charges were rolled out, to ensure parking emissions were taken into consideration when pricing parking charges. The data collected since the introduction of the first emission-based charges in July 2023 shows an increase of 2.6% in the proportion of vehicles to which permits are sold, which fall into the lowest 3 of the 13 DVLA emissions bands, with proportionally lower numbers of middle-band vehicles being used. High-emitting vehicles remain unchanged as a proportion of permit sales; however, it is worth noting that:
 - the 3 highest DVLA emissions bands represent less than 7% of total permit sales
 - the policy of charging based on emissions is not expected to yield fast results. Vehicle turnover in the UK is slow (the average age of the cars on the street is now approximately 10 years), whilst our policy was introduced less than 3 years ago.
- Collaborating with TfL to analyse traffic data and promote mode shift from car to active travel and public transport for work commuting. Engagement with local businesses in Greenwich to identify opportunities for sustainable delivery interventions.
- Progressing additional electric vehicle charge points as well as introducing our collaborated Low Emission Vehicle Infrastructure Funding bid and joint procurement, consisting of an electric vehicle infrastructure bid with Lewisham Council
- Progressing improvements to pedestrian and cycle infrastructure to encourage people to walk, cycle and wheel more; concentrating on six key Strategic Cycle Routes
- Tackling traffic and improving air quality by introducing and monitoring West and East Greenwich traffic management schemes in neighbourhoods where residents have reported serious congestion and safety problems. This has led to a 6% reduction in motorised trips
- Introducing 20mph speed limits and Parking Controls in priority areas
- Delivery of cycle hangars across the borough
- Progressing e-bike hire parking bays, including entering into a Memorandum of Understanding with operators
- Delivering free cycle training and a 'try before you bike' scheme, run with Peddle My Wheels
- Progressing a number of bus priority schemes, to encourage a modal shift to public transport
- Providing cycle training
- Working with Transport for London on key schemes within the borough, including the construction of Cycleway 4 Section 2, the design of Cycleway 4 Sections 1 and 3, the Thamesmead Bus Rapid Transit, and DLR Extension

- Introducing other pieces of work through the Sustainable Streets programme, such as the planting of additional street trees, construction of SUDS, and attempting to introduce more car clubs, despite challenging market conditions, to promote vehicle sharing rather than private ownership (which would result in more journeys and busier streets)
- Removal of Pay & Display meters, and with them, a reduction in the miles travelled by cash collector and maintenance vehicles
- Progressing the delivery of a number of School Streets borough wide

Our Key Asks of Others

Support from the District Network Operator (DNO) will remain essential in upgrading the Birchmere Depot for further fleet electrification. Much of our work around delivering safe and sustainable transport is TfL funded. Several projects were placed on hold throughout the Covid-19 pandemic due to the loss of revenue experienced by TfL, but additional funding to RBG has returned. Our efforts around decarbonising transport emissions are therefore dependent on a mixture of national and regional policies: petrol and diesel ban of new car sales and TfL funding, respectively.

5.4 Energy Supply

The Government's 2024 General Election manifesto pledged to decarbonise the national electricity grid by 2030. The Clean Power 2030 Action plan sets out a vision of how the government will reach this goal, this aligns with our own 2030 policy target, and it would be encouraging if such a national ambition can be achieved. While changes to the national electricity grid ultimately rely on national policy, action can be taken locally to roll out decentralised, sustainable energy, and to develop smart approaches.

Operational

All progress in the energy supply theme is assessed through the Borough analysis as we continue to drive work through the focus of local energy generation and supply to the borough, of which our corporate estate will benefit from. On-site generation to existing buildings is covered in retrofit schemes highlighted in the buildings theme.

Borough

Energy demand reductions are generally the most cost-effective way to reduce carbon emissions with less systemic or behavioural change required. However, supply is essential to ensure that what is consumed is sourced from low/zero carbon sources. The Council is committed to exploring the development of decentralised heat network(s) related to areas of high potential.

Previous heat network studies were carried out, with tech-feasibility in 21/22 and 5 heat

network clusters identified. The Heat network detailed project design (DPD) was Heat Network Delivery Unit (HNDU) part funded study started in 2025, progressing to Outline business case (OBC) with the first cluster under consideration Woolwich Town Centre.

RGB is currently working with key stakeholders to reach a solution for energy from waste, likely to be a transition with barge and storage as an interim solution, allowing time for key stakeholders to build out the heat main for a permanent solution. Cabinet reports will be considered through 2026 regarding next steps and approval to progress with the first cluster in Woolwich.

Subject to Cabinet approval, a Green Heat Network Fund (GHNF) application could be made in 2026, which would result in a build programme of 2-3 years following the award of any grant funding.

We have also collaborated with the GLA to develop a Subregional Local Area Energy Plan (LAEP). The programme aims to take a whole system, place-based approach to energy planning, to define optimised pathways and delivery plans for decarbonisation across London. The report covered the 'South' subregion which includes 8 boroughs: Kingston, Merton, Sutton, Croydon, Lambeth, Southwark, Lewisham, and Greenwich. The report focused on a data driven approach, using the Mayor's Accelerated Green' decarbonisation pathway to identify the impacts on London's energy systems at various scales of a transition to net-zero carbon emissions. A particular focus was placed on integrating heat network zoning into local area energy plans and to identify opportunities for cross-boundary and cross-sectoral working to accelerate progress and make best use of resources.

The project moved into Phase II in October 2025 this phase will produce local area energy plans at the individual local authority level, for RGB this will lead to an action plan, which priorities key actions and deliverables. This next phase requires collaboration across service areas, the evidence and data collected will help to shape the boroughs net zero pathways and roadmap. The consortia of local authorities include Lambeth, Lewisham, Southwark and RGB, working at scale and across London authorities will be beneficial in improving efficiencies. Final progress will be reported in the carbon neutral report later this year.

Our Key Asks of Others

The Council is already undertaking stakeholder engagement with potential heat off-takers, partners and those expected to have an input into the studies and/or final design. It is an incredibly exciting opportunity and RGB will require enthusiasm and committed engagement from all stakeholders. We will continue to monitor for additional funding opportunities from the government to both enhance the feasibility studies and inform the procurement routes, but also to identify capital funding in the long term.

5.5 Circular Economy

The circular economy is a "cradle-to-cradle" system where materials never become waste and nature is regenerated. In a circular economy, products and materials are kept in

circulation through processes like maintenance, reuse, refurbishment, remanufacture, recycling, and composting. The circular economy tackles climate change and other global challenges, like biodiversity loss, waste, and pollution, by decoupling economic activity from the consumption of finite resources.

Operational

Our Parks team circular green waste practises have saved approximately 44 tco2e of emissions (Data 23/24).

Conservation areas on the estates 100 hectares of conservation grassland including:

- 26 park/cemetery conservation grass areas
- equates to approximately 35% -40% of the RBG parks green space

In sustainable food RBG supported:

- The Good Food in Greenwich charter has seen 64 charters achieved: 4 in retail; 26 in hospitality; 1 workplace; 19 community charters achieved and 14 business accreditations have been issued.
- GFiG catering guidelines have been added into the hospitality and retail charters
- 6 community-based organisations to develop food growing sites
- Family Action FOOD club supported 5,177 users (not unique) with 198,480 kg CO2 saved
- Surplus Food: 42,505 kgs went to community meals, holiday meals, and food aid distribution that would otherwise have become waste

Borough

Between winter 2024 –2025, the Woolwich Library of Things kiosk have resulted in approximately 23.9 tco2e in avoided consumption emissions. This has also saved residents a total of £159,428 in new item purchases.

As part of the Towards Zero Waste service changes, we introduced a range of measures to reduce our carbon footprint in managing the borough's household waste. This includes the introduction of fortnightly collection of general waste and the no side waste policy. There has been a drastic decrease in recorded contamination since the new three stage contamination policy was introduced in November 2022. Tonnes of total waste per household decreased by 3% and landfill emissions are down with 0% sent to landfill. The Council offer collection services to over 120,000 households, and municipal waste collected has increased per household to 542.56kg/hh. Our sustainable food activities seek to reduce waste, produce locally and sustainably and promote healthier diets. The Family Action Food Club has over 5177 users and has saved over 200 tco2e in emissions. We have also maintained six community gardens to grow local produce and supported over twenty-five settings to implement the Good Food in Greenwich Charter.

Our Key Asks of Others

We are keen to encourage all our residents and businesses to consume more sustainably. The best way to do this is to prevent unnecessary purchases occurring in the first place, but we also encourage people and businesses to buy/manufacture locally (which grows the local economy); increase the reuse and recycling of the products that are bought; and to consider leasing instead of purchasing items through services such as the Library of Things.

5.6 Natural Environment

The Council owns and manages approximately 554 hectares of parks and green spaces that makes up most of green spaces within the borough. We plan to make changes which will increase the climate change resilience within our local green infrastructure and reduce emissions of our maintenance operations. The storage of carbon by trees and carbon-rich ecosystems can play an important role in tackling climate change. It can also help us to adapt to the changing climate, providing co-benefits of flood protection and temperature regulation within cities.

Operational

We have electrified almost 39% of our parks hand operated tools and are using a bio-blend fuel for those tools which still rely on conventional fuels. In the case of larger pedestrian operated mowers (outside of the scope of these figures) there are no viable alternative models in the market at present, with limited options going forward. We continue to replace smaller petrol items with battery equipment subject to budget constraints and availability of suitable models. This equates to 0.4% of our operational emissions. We have planted 5695 trees, exceeding our target of 5000 additional trees to be planted by 2026. The next tree planting regime will take place in Winter 2025/26. Our street trees capture an estimated 7.4 ktco₂ per annum. We recycle 100% of our parks generated green waste. We increasingly leave large logs, trunks, deadwood on site as habitat and more material is chipped directly on site rather than being brought back to Holbrook Yard.

The Environment Act 2024 requires the development of Local Nature Recovery Strategies (LNRS) and the GLA is currently working on the development of the LNRS for London. The LNRS must include a local habitat map and a written statement of biodiversity priorities. An RBG working group is contributing to the evolving London LNRS as a precursor to the Greenwich LNRS.

Borough

The natural environment delivers many benefits beyond carbon capture including healthier living, increased biodiversity, air quality improvements, climate adaptation measures such as flood prevention and overheating. It also adds value to property prices as living closely to green spaces is highly desirable in London. Greenwich's tree canopy covers a total borough carbon capture of 88.7ktco₂e per annum. Our analysis estimates £31m in calculated annual benefits.

Our Key Asks of Others

The Biodiversity Net Gain (BNG) criteria is a way for developers in the borough to contribute to the recovery of nature while developing land. Importantly, it is making sure the habitat for wildlife is in a better state than it was before development and we are therefore working with ecologists and developers in ensuring the Royal Borough Greenwich is a full beneficiary of the scheme. To be completed by 25th March 2026, RBG will publish the Biodiversity first duty paper, which will be the foundation for ecology and biodiversity moving forward. RBG is also progressing with the recruitment of an ecologist providing in house ecology support.

5.7 Empowering Wider Change

The Empowering Wider Change theme underpins the preceding themes and can be regarded as a set of capacity building measures and activities that *enable* the future reduction of carbon. The activities in this section empower business, council staff, and young people to take on an active emissions reduction role. They are united by their “second order” influence – council actions here are facilitating others to make emissions reductions. This also includes educational and behavioural change initiatives and feasibility studies. Although less tangible carbon reductions can be measured through this theme, it is an incredibly powerful tool to help communities and individuals feel empowered through climate action. Where possible, we make estimations on carbon reduction figures and take a conservative approach so as not to over-estimate our success.

Operational

Most of our Empowering Wider Change actions are related to reducing borough emissions through community capacity building. However, we continue to acknowledge the areas where our decisions can reduce carbon emissions, including our procurement processes and pension investments.

As a London Borough we have relatively strong buying power which can lever influence over our procurement and investment decisions. We have therefore established governance processes which require Officers to submit a climate impact assessment when submitting decision reports.

Although not within scope of our operational emissions, during 2025 the Royal Borough of Greenwich Pension Fund delivered on his commitment to re-review its Net Zero Roadmap.

In January 2025, the Fund committed £42.55m to the London Collective Investment Vehicle (LCIV) Nature Based Solutions Fund which focuses on sustainable forestry and agriculture.

The Fund has now received its 4th consecutive year of carbon footprint data. The Fund has transitioned from reporting under the Direct & First-Tier Indirect emissions framework to the more widely recognised Scopes 1 and 2 classifications. This change aligns the Fund’s reporting with industry standards and improves comparability across investment portfolios. Overall, there has been a 22% decrease in scope 1, 2 and 3 emissions since 31 March 2022.

On average, the Fund is consistent with a scenario where global temperatures are kept to well below 2 degrees Celsius, in line with the Paris agreement. As at 31 March 2024 the Funds revenue weighted fossil fuel exposure (the proportion of company revenues which

came from fossil fuel extraction) was approximately 2. %, this has decreased to 1.92% as at 31 March 2025.

Launched in 23/24, the Greenwich Green Investment scheme aimed to raise £1m in community funds for low carbon development across the borough. Green and climate investment schemes are a way for councils, like ours, to raise funds that are invested back into projects that tackle climate change, improving local people's quality of life. Our Greenwich Green Investment is a low-risk way to invest in climate action. Investments can be as small as a one-off £5 and guarantees money is spent on our borough. The fund raised £562,00 year one and £1.2million year 2 to date, with a 4% return on investment.

The Council used £117,000 from the fund to contribute towards our £4.3million Eltham Centre Air Source Heat Pump project, one of the largest energy efficiency schemes in our borough.

This project is crucial in our commitment to decarbonising our estates and reducing emissions across our public buildings. All design stages have now been finalised, and the system installation should be completed by Spring 2026. We have established a Greenwich Climate Networking Group – giving all types of stakeholders across the borough to discuss the delivery of the CNP, decarbonisation ideas and share best practise. We have structured our sessions around the 7 climate themes to generate a wide ranging, encouraging discussion around climate action. The group met in February and developed 3 subgroups: Transport (meeting held June 25), Natural environment (meeting held in November 2025) and the Low Carbon meeting is to be scheduled.

Borough

The Council is developing partnerships and empowering our communities to develop new projects, initiatives and actions that reduce carbon emissions. Our communities include businesses, council staff and education providers, and voluntary organisations as well as residents. Partnering with the University of Greenwich and SELCE, we successfully delivered the 2024 Greener Greenwich Summit with over 160 representatives of Greenwich businesses in attendance.

The Council continues to support the UCL *Climate Ambassadors* programme, which is a DfE-funded scheme that aims to support education settings as they develop and implement their Climate Action Plans. This is in line with the DfE strategy that stated the need for all education settings have a sustainability lead and climate action plan by the end of 2025. The UCL Climate Action Unit are hosting the London regional hub and intends to invite 5-10 Greenwich Schools took part in a funded pilot project. They recruit and train appointed ambassadors who with school staff to co-produce climate action plans through a 6–8-week programme. The aim of the Climate Action Unit is to accelerate the uptake of climate action and the transition to net-zero across society.

Our Key Asks of Others

We cannot achieve our climate ambitions alone and require every stakeholder in the borough to do their bit. This means supporting residents, businesses and other stakeholders to reduce their energy consumption and explore active travel options if they are able to do so. Stronger data and metrics can support Local Authorities and other stakeholders to track progress and identify the most effective interventions in the transition towards a more sustainable economy, as well as identifying the skills and business support required. New models for financing and delivering climate infrastructure are needed to support to boroughs to navigate the right funding sources for their projects.

Section 6: Conclusion of Fourth Year Emissions Report

The Carbon Neutral Plan (CNP) outlines the borough's ambition to becoming carbon neutral by 2030. It requires concerted action at all levels: individuals, communities, organisations, national government, and international organisations.

It is important to note that this report is not a review of the CNP policy or the climate action plan, it is a performance report to update the borough and operational emissions progress against our 2030 aspirational target. The report therefore takes a lighter touch when providing analysis compared to the First-Year Review. A final review will take place in 2026 and will make specific recommendations for a final phase delivery to 2030.

We covered both operational emissions and the borough's emissions under our seven climate themes; providing a summary of the emissions by specific sources and the carbon reduction initiatives we committed to implementing in these areas. We provide actual or estimated carbon figures where possible and use qualitative evidence when we are unable to do so.

For operational emissions we review the climate themes for the financial year 2024/25 and provide an assessment of the progress made. This uses the most up to date data we have recorded internally. For the borough we provide 2023 calendar year emissions data. 2023 is the most recent available data nationally as there is a reporting time lag of about 18-24 months as emissions are verified.

We follow the GHG Protocol approach to our carbon accounting, and we are continuously improving our data collection processes to better reflect the influence we have over some additional carbon emissions. Better data scrutiny and the onboarding of additional scope 3 emissions (such as the recent addition of staff commuting emissions) demonstrates that we are committed to improving our monitoring, reporting, and mitigation of the emissions categories within our ability to lever influence.

Our operational emissions have decreased by a 6.5% compared to the previous financial year, excluding Council owned homes. The largest total reduction in emissions in the built environment was the maintained school's stock. Temporary accommodation is now the largest source of operational emissions 33% (when excluding council owned homes) accounting for approximately one third of operational emissions.

There was a decrease of 3% in overall borough emissions in 2023. The Transport sector is the largest source of borough emissions with 35% of the total taking over from domestic at 32.5% and approximately 90% of homes are supplied with gas heating, forming an area of priority. The borough has a lower per capita emission than the London average and significantly below the national average.

Current trajectories indicate there is an ongoing challenge to meet our 2030 carbon neutral ambition, and while strong progress has been made, we are mindful that to meet these ambitions we are dependent upon national and global policy, particular with respect to grid decarbonisation and funding for retrofitting.