**Local authority greenhouse gas emissions across London (2005-2022)**

Local authorities don’t collate borough-wide data with which to estimate their annual Scope 1 and Scope 2 greenhouse gas emissions. They are provided estimates by the GLA roughly six months after DEFRA publishes those estimates. DEFRA publishes estimates for a given year roughly 18 months after the end of that year. Therefore, in early June 2025, the most recent data formally available to London boroughs would be for January – December 2022.

Such a time lag is inconsistent with there being both an (accelerating) emergency - and rates of progress in mitigating those emissions being slower than was needed when Climate Emergencies were declared (and very much slower than now essential). The date by which UK consumption (and territorial) emissions should reach net zero - to meet the least ambitious UNFCCC Paris target of a global average “well below 2°C” - is now well before 2050, Carbon Budgets (and the interval between audits) should be revised accordingly.

Large-scale, permanent negative emissions are implausible. Steep reductions in the use of energy and materials deriving from fossil fuel (and wood) are imperative

The following charts present DEFRA’s most recent estimates for London local authorities – in aggregate and by local authority.



The bars displayed as Electricity comprise Scope 2 emissions. The progress which they indicate was achieved last decade is very largely attributable to (i) a single policy of national government (the closure of coal-fired power stations) and (ii) companies (energy efficiency measures) – not local authorities or regional government. Since 2019, there has been little further progress, despite increasing generation of solar and wind power. Proposals for capturing and – permanently – storing post-combustion emissions of CO2 are increasingly being exposed as a delaying tactic, viable neither technically nor commercially – without full consideration of (i) upstream emissions of methane, (ii) emissions from the energy needed to compensate for the capture process and subsequent compression of the CO2 and its onwards transport and injection into geological storage, and (iii) the consequences of any subsequent leakage, ever. Emissions from the power stations which burn wood pellets are excluded, despite these being substantial.

The bars displayed as Gas (predominantly methane, bio- or fossil) reveal little recent progress. Greenhouse gas emissions attributable to the production and supply of methane are probably neither negligible nor included in the estimates. National government policies have a major influence on consumption of gas. Subsidies help explain the huge difference between the prices of gas and electricity. Policy failures (including skills training, financial support for home improvement, and building regulations) have further impeded progress.

Emissions from road transport comprise a large majority of what is displayed as Other.

Given that context, the reader might reasonably conclude that DEFRA’s estimates demonstrate that local authorities have very little power to address the existential threats posed by their areas’ Scope 1 and 2 emissions – other than advocacy.

Domestic housing accounts for a small proportion of the emissions of a small number of local authority areas. In those boroughs, the focus of (public) advocacy should be national government and the commercial property sector. For this, it would be helpful to explicitly identify the sectors which contribute most emissions, what progress each is making, where within the borough the emissions are concentrated, and who are the leaders and laggards.

Those high emitting sectors are likely to be well positioned to lead by example, not only with Scope 1 and 2 but also (and crucially, given their global reach) Scope 3.

The following charts illustrate trends DEFRA’s estimates for London local authority areas highlighting the areas which contributed most to the estimates for 2022.

*Electricity – commercial*



**Remarks:** commercial property contributes for the great majority of emissions from electricity consumption across London - City of London, Tower Hamlets (including Canary Wharf), and Westminster contribute most to the 2022 total.

*Electricity – public sector*



**Remarks:** Camden and Westminster contribute most to the 2022 total.

*Electricity – domestic*



*Industrial*



**Remarks**: Bexley and Newham contribute most of the 2022 total.

*Road transport*



**Remarks:** the emissions of local authority areas in outer London tend to exceed those nearer the centre of London.

*Gas – domestic*



**Remarks:** Emissions from gas in domestic properties greatly exceeds that in commercial and public sector buildings - most arises in outer London.

*Gas - commercial*



**Remarks:** Use and therefore emissions have long been greater in Westminster than in any other London local authority area.

*Gas – public sector*



**Remarks**: In 2022, emissions in Camden and Lambeth exceeded those in other London local authority areas.

The following charts illustrate DEFRA’s estimates for each London local authority, by sector:

*City of London*



**Remarks:** Predominantly commercial (sector showing little progress during recent years).

London Borough of Barking and Dagenham



**Remarks:** Trends similar to other boroughs. Predominantly domestic (mainly from gas) and road transport.

*London Borough of Barnet*



**Remarks:** Trends similar to other boroughs. Predominantly domestic (mainly from gas) and road transport.

*London Borough of Bexley*



**Remarks:** Trends similar to other boroughs. Primarily domestic (mainly from gas) and road transport. Emissions from industry prominent (mainly from gas).

*London Borough of Brent*



**Remarks:** Trends similar to other boroughs (but with a surge in emissions attributable to electricity during 2012 and 2013. Primarily domestic (from gas) and road transport. Significant industrial sector.

*London Borough of Bromley*



**Remarks:** Trends to other boroughs. Predominantly domestic (mainly from gas) and road transport.

*London Borough of Camden*



**Remarks:** Trends similar to other boroughs. Primarily commercial and domestic (mainly from gas). Prominent public sector.

*London Borough of Croydon*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially as gas) and road transport.

*London Borough of Ealing*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially from gas) and road transport. Substantial proportion from industrial sector.

*London Borough of Enfield*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially from gas) and road transport.

*Royal Borough of Greenwich*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially from gas) and road transport.

*London Borough of Hackney*

**Remarks:** Trends similar to other boroughs. Primarily domestic (especially as gas).

*London Borough of Hammersmith*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially as gas).

*London Borough of Harringey*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially as gas).

*London Borough of Harrow*

 **Remarks:** Trends similar to other boroughs (except road transport - not declining). Primarily road transport and domestic (the latter mainly from gas).

*London Borough of Havering*



**Remarks:** Trends similar to other boroughs. Primarily domestic (especially as gas) and road transport.

*London Borough of Hillingdon*



**Remarks:** Trends similar to other boroughs. Primarily domestic. Might exclude emissions associated with Heathrow airport – especially Scope 3.

*London Borough of Hounslow*



**Remarks:** Trends similar to other boroughs. Primarily road transport (and domestic, especially from gas).

*London Borough of Islington*



**Remarks:** Trends similar to other boroughs. Primarily as gas. Domestic larger than commercial and road transport.

*Royal Borough of Kensington and Chelsea*



**Remarks**: Trends similar to other boroughs. Overall share from commercial similar domestic. Primarily from gas. Most of the remainder attributable to road transport.

*London Borough of Kingston upon Thames*



**Remarks**: Trends similar to other boroughs. Primarily domestic (mainly from gas) and road transport.

*London Borough of Lambeth*



**Remarks**: Trends similar to other boroughs. Primarily domestic (mainly from gas) and road transport.

*London Borough of Lewisham*



**Remarks**: Trends similar to other boroughs. Primarily gas for domestic sector and road transport.

*London Borough of Merton*



**Remarks**: Trends similar to other boroughs. Primarily gas for domestic sector and road transport.

*London Borough of Newham*



**Remarks:** Trends similar to other boroughs. Emissions from industry prominent (mainly from gas).

*London Borough of Redbridge*



**Remarks:** Trends similar to other boroughs. Predominantly domestic (mainly from gas) and road transport.

*London Borough of Richmond*



**Remarks**: Trends similar to other boroughs. Primarily domestic (especially from gas) and road transport.

*London Borough of Southwark*



**Remarks**: Trends similar to other boroughs. Primarily commercial, domestic and road transport. Public sector prominent (mainly from gas).

*London Borough of Sutton*



**Remarks:** Trends similar to other boroughs. Primarily domestic (mainly from gas) and road transport.

*London Borough of Tower Hamlets*



**Remarks:** Trends similar to other boroughs. Primarily from electricity (largely beyond the purview of regional and local government other than through advocacy). Includes Canary Wharf.

*London Borough of Waltham Forest*



**Remarks:** Trends similar to other boroughs. Primarily domestic (mainly from gas) and road transport.

*London Borough of Wandsworth*



**Remarks:** Trends similar to other boroughs. Primarily domestic (mainly from gas). Public sector (from gas) prominent.

*City of Westminster*



**Remarks:** Trend similar to other boroughs. Electricity and gas primarily attributable to commercial properties.