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The Metropolitan Police Authority's
Environment Report
2005/2006



**METROPOLITAN
POLICE**

Working together for a safer London

MPA

Metropolitan Police Authority

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Environmental Champion Statement

I am pleased to present the 2005/06 Metropolitan Police Authority (MPA) Environment Report.

In 2005 we conducted a best practice review of this report including a review of feedback from our stakeholders and received positive feedback from the launch of our new look report. The 2005/06 MPA Environment Report details our progress against environmental targets set for the 2005/06 financial year and includes information and data to demonstrate how we are performing against the Metropolitan Police Service (MPS) Environmental Strategy and overarching MPS environmental vision:

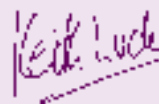
"To make London the safest major city in the world, through the operation of a sustainable police service where environmental issues are embedded in the decision making process".

Other highlights in 2005/06 include:

- The roll out of 93 hybrid cars for use by Safer Neighbourhoods Teams. Hybrid vehicles generate less emissions and noise and therefore represent a more sustainable alternative to petrol vehicles;
- The successful implementation of a recycling scheme at one of our flagship buildings including the roll out of a no personal bin policy. Average recycling levels for 2005/06 were 47%;
- The MPS corporate travel survey was carried out at 5 MPS Head Quarter sites to investigate staff journeys to work. This work has resulted in the MPS becoming affiliate members of the London Cycling Campaign, implementing a car sharing database and setting up a Cycle User Group at one of our largest sites;
- The MPS increased spend on recycled products by 170% on the previous year including horse bedding, furniture and stationery;

- Sign up to the highest level, B2 of the Mayors Green Procurement Code. The MPS is committed to exploring opportunities to purchase recycled content products to stimulate the demand for recycling in line with our Sustainable Procurement Policy; and
- The promotion of Fairtrade tea, coffee and chocolate products through our staff restaurants during Fairtrade Fortnight 2006. The Environment Team and Catering Services worked together to highlight the product range available to customers and ran a competition to raise awareness of Fairtrade issues.

I hope that you find this report interesting and informative. We value your comments and suggestions.



Keith Luck
Director of Resources
Metropolitan Police Service

July 2006



Statement from MPA

The Metropolitan Police Authority's (MPA) statutory role is to ensure that the Metropolitan Police Service (MPS) is efficient and effective. The MPA also proposes the police budget and, working with the MPS, sets the annual priorities and targets and monitors performance against them. The MPA monitors and supports the delivery of the MPS Environmental Strategy and produces the Environment Report annually. We scrutinise the objectives and targets set out in the MPS Environmental Strategy and monitor environmental performance on behalf of our stakeholders. The MPA are pleased to present this Environment Report and are satisfied that the report contains a true and accurate picture of the environmental impacts and performance of the MPS. We have recently revised our Environmental Policy, which states our commitment to the new MPS Environmental Strategy.

MPA Environmental Policy

The Metropolitan Police Authority is an independent statutory body established in July 2000 to provide democratic accountability for the Metropolitan Police Service in London. The establishment of the Metropolitan Police Authority marked a fundamental change in the policing of London, as the Authority gives Londoners

a regime of local democratic accountability for policing that previously did not exist. Members of the Authority scrutinise and support the work of the Metropolitan Police Service.

The Metropolitan Police Authority is also responsible for:

- Increasing community confidence and trust in London's police service;
- Securing continuous improvement in the way policing is provided in London;
- Publishing an Annual Policing Plan in consultation with London's communities;
- Setting policing targets and monitors performance regularly against those targets;
- Overseeing the appointment and discipline of senior police officers; and
- Overseeing formal inquiries and the implementation of their recommendations and being accountable for the management of the police budget.

Metropolitan Police Authority Commitment

To ensure that the Metropolitan Police Authority and the Metropolitan Police Service has a positive impact on the environment, the Metropolitan Police Authority will:

- Ensure that consideration of environmental issues is embedded within decision making in the Metropolitan Police Authority and Metropolitan Police Service. This will be achieved by integrating consideration of environmental impacts within existing decision-making processes as appropriate;
- Monitor progress of the Metropolitan Police Service Environmental Strategy;
- Review the annual budget on the environment prior to submission to the Greater London Authority and ensure appropriate resources are made available to the Environmental Management Programme;
- Attend and contribute to the Metropolitan Police Service Environmental Strategy Steering Group meetings; and
- Review and approval of MPS environmental policies, and strategies as required.

Metropolitan Police Authority/ Metropolitan Police Service Significant Environmental Issues (Aspects)

The Metropolitan Police Authority recognises that the activities of the Metropolitan Police Authority and the Metropolitan Police Service have a significant impact on the environment. The most significant environmental aspects of our operations include:

- The consumption of renewable resources (energy, water, and building materials etc) from the construction and operation of the estate;
- Operation of the vehicle fleet and employee travel;
- The consumption of a variety of raw materials (paper, cardboard, furniture, electronic equipment, uniforms etc) through office based and policing activities;
- The generation and disposal of a variety of hazardous, non-hazardous, clinical and general wastes; and
- Indirect impacts associated with financial investments and procurement of goods and services.

Metropolitan Police Service Positive Environmental Impacts

The Metropolitan Police Service can have a positive impact on the environment by ensuring that they:

- Comply with legal and other applicable environmental requirements as a minimum;
- Continually improve environmental performance through the implementation of the Metropolitan Police Service Environmental Strategy, which focuses on minimising the above environmental aspects and associated impacts;
- Develop and implement appropriate systems and processes to monitor, control and prevent pollution (Environmental Management Systems) wherever possible;
- Fulfil their statutory duty to enforce wildlife legislation through the activities of the Wildlife Crime Unit and Wildlife Crime Officers;
- Harness opportunities for the Metropolitan Police Service to positively contribute to the local environment and communities of London where appropriate to wider police objectives; and

- Ensure that all new work to Metropolitan Police Authority properties and new developments utilise best practice in technology.

Metropolitan Police Authority Positive Environmental Impacts

The Metropolitan Police Authority can have a positive impact on the environment by:

- Raising the awareness of environmental issues and promoting best practice throughout the Metropolitan Police Service;
- Ensuring that appropriate resources are made available for the delivery of the Environmental Strategy;
- Ensuring that initiatives, systems and processes to minimise the impact of the Metropolitan Police Service on the environment are implemented; and
- Acting as a link between the Metropolitan Police Service, Greater London Authority and other external stakeholders on environmental policy and practice.

Len Duvall

Chair of the Metropolitan Police Authority, July 2006

The Metropolitan Police Service Environmental Strategy

The Metropolitan Police Service (MPS) is the largest UK police service and works alongside the City of London and British Transport Police to police Greater London. Since the realignment of police boundaries in April 2000, the MPS covers an area of 620 square miles and a population of 7.2 million.

The MPS employs a total of 48,276 staff including 31,448 officers, 14,323 police staff, 430 traffic wardens and 2,075 Police Community Support Officers (PCSO's). This is a 2.5% increase on the previous year and a 24% increase on staffing levels 5 years ago.

The MPS is a large, complex organisation with a diverse range of activities and has many significant environmental impacts. The management of over 48,000 staff, 721 operational buildings and offices in 300 locations and over 4,800 vehicles mean that the MPS has a significant impact to the environment.

The MPS Environmental Strategy was published in February 2005 and sets out our objectives in the following areas:

- Environmental Crime;
- Transport;
- Procurement;
- Resource Management and Consumption;
- Training and Awareness;
- Sustainable Design; and
- Financial Aspects of Environmental Management.

The MPS Environmental Strategy and Appendix 2 containing environmental objectives and targets for 2006/07 can be found at:

www.met.police.uk/about/environment/

Environmental Governance, Stakeholders and Management

The MPS has a dedicated Environment Team whose role it is to co-ordinate the delivery of the Environmental Strategy, develop and implement the Environmental Management System (EMS), monitor MPS environmental impacts and communicate environmental messages to staff across the MPA and MPS.

The environmental impacts associated with MPS operational activities have been identified using a systematic and comprehensive review of all operations and activities, including normal, abnormal and potential emergency conditions.

A formal governance process for environmental issues has been established and these are now included within senior management level reporting processes. The Environment Team provides a secretariat to the Environmental Strategy Steering Group (ESSG), which the MPA attends. The Environmental Strategy objective owners attend the ESSG to report on progress quarterly. The Director of Resources who is also the MPS Environmental Champion chairs the ESSG and owns the Environmental Strategy at MPS Management Board level. The Environmental Strategy has been mainstreamed within the Resources Directorate performance reporting process through the inclusion of objectives, targets and Key Performance Indicator's in the Resources Board monthly management report.



Figure 1: MPS Environmental Governance Process

The MPS as part of the Greater London Authority (GLA) family are required to contribute to a number of the Mayor of London's strategies for the environment and sustainable development. The MPS is working with the GLA Environment Team to develop environmental initiatives and regularly attends the GLA Environment Committee to gain information on the implementation of the Mayoral strategies, which supports the Mayor's Sustainable Development Framework. In addition, the MPS Environment Manager sits on a number of GLA steering groups including the Sustainable Development Policy Group, Travel Plan Steering Group and is working with GLA family to develop group wide sustainable development indicators.

The MPA recognises the increasing pressure and guidance from external agencies to improve environmental performance and address the issues of sustainable development. In 2005 the Government published the UK Sustainable Development Strategy 'Securing our Future', which includes a new purpose and principles for sustainable development. The document sets out new commitments on sustainable procurement and resource efficiency including waste and energy.

In addition, during 2005 a scheme was launched to enable Government departments to offset the carbon impacts of air travel by April 2006. The Government's Sustainable Development Commission is an independent advisory body on sustainable development and the MPA is aware of the variety of guidance that is available to achieve targets set by Government.

Employees of the MPA and MPS are working with a number of organisations supported by the Mayor of London including London Remade and the London Climate Change Agency (LCCA). The Mayor of London set up London Remade in 2001 to stimulate the demand for recycled products and materials. The MPS is one of 500 signatories to the Mayor's Green Procurement Code. In line with our objectives on procurement, the MPS are keen to continue to work with London Remade to identify alternative goods and services. During 2005/06 the MPS continued to work with London Remade to investigate the feasibility of procuring a range of more sustainable products and services.

The Mayor of London established the London Climate Change Agency (LCCA) in 2005 with the aim of delivering an enhanced energy infrastructure and to improve energy efficiency in new and existing buildings in London. The role of the LCCA is to facilitate the uptake of renewable energy and energy efficiency schemes with the aim of reducing the consumption of fossil fuels and the impact of climate change.

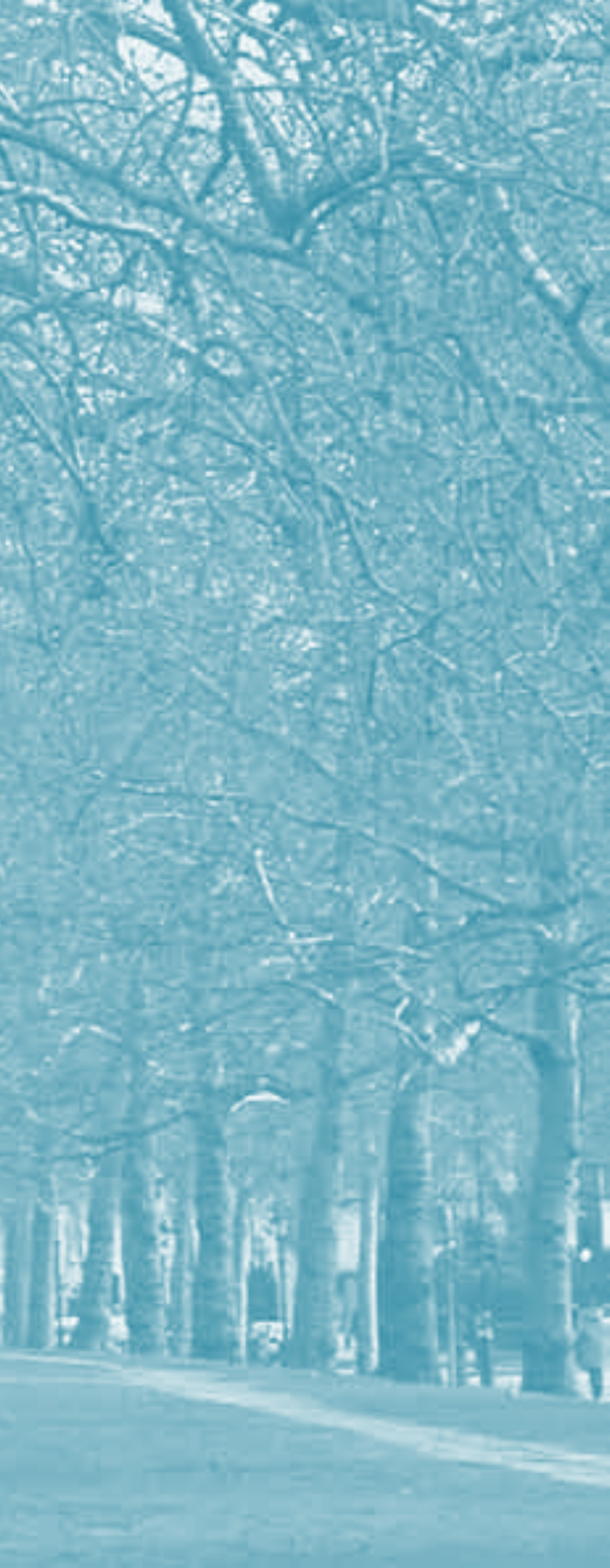
MPS Environmental Impacts & Performance

The next 8 sections of the report provide information on the significant environmental impacts of the Metropolitan Police Service. In addition, the report details progress against the Environmental Strategy objectives and targets and summarises environmental performance data. The MPS Environmental Strategy pulls together areas of work including environmental crime, resource efficiency and the financial aspects of environmental management. Detailed historical data on MPS environmental performance is provided as appendices.

Progress Against 2005/2006 Environmental Targets

In 2005/06 81% of the environmental targets set in the MPS Environmental Strategy were achieved, 16% of the targets were partially achieved and have been incorporated into the 2006/07 targets; and 3% of targets were not achieved. Appendix 1 summarises progress, reasons why the target could not be completed within the timescale and action for 2006/07.





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Environmental and Wildlife Crime

MPS Environmental Crime Strategic Objective

A1 Co-ordinate the activities of the Safer Neighbourhoods Teams to tackle environmental issues such as graffiti, litter, vandalism, noise and abandoned vehicles where they are identified as a priority by the local community.

The MPS is working with the local community to implement the Safer Neighbourhoods programme to identify key priorities to reduce crime and improve local quality of life. The Safer Neighbourhoods Teams are comprised of Police Officers and Police Community Support Officers (PCSO's) and operate in 32 Borough Operational Command Units (BOCU) in London. The role of the Safer Neighbourhoods Teams is to consult with the community to identify priorities for tackling crime and the fear of crime and then liaise with partners such as the Local Authority to find solutions. In many cases environmental crime such as, fly tipping, noise, abandoned vehicles, damage to community facilities and degradation of public open spaces, has been identified as factors that can contribute to the fear of crime. In 2005/06 the number of Safer Neighbourhood Teams increased from 96 to 256 teams across London. By the end of 2006 it is planned to have a total of 625 Safer Neighbourhoods Teams across London.

In recognition of the Mayor's Transport Strategy, Safer Neighbourhoods Teams are also working on the Safer Routes for Schools and Safer Routes for Business programmes. The Mayor has stated that by 2009 all schools and 600 businesses in London should have developed green travel plans. Each Borough has a School Travel Advisor (STA) within the local authority to oversee school and work place travel plans. At the end of the 2005/06 approximately 1,300 school travel plans had been submitted. School travel plans are developed in consultation with local stakeholders and provides individuals with opportunities to comment on where they fear to travel and reasons for not walking, cycling or using public transport. Where fear of crime has been identified as a factor, Safer Neighbourhoods Teams are working with the community to tackle these problems and ensure that areas are cleaned up to encourage more people to use more sustainable forms of transport. In addition, 2,604 Environmental Visual Audits were carried out in 2005/06 to address the issues needed to tackle safer travel to school as well as reduce fear of crime.

In 2005/06 a number of environmental crimes were tackled by Safer Neighbourhoods Teams including identifying graffiti hot spots, clearing up areas of wasteland and cleaning up the streets. In 2005/06 1,575 environmental crimes were prioritised by the local community including 643 for graffiti.

During 2005 the MPS intended to provide specific environmental training to PCSO's in partnership with the Capital Standards initiative. Capital Standards substantially revised the training in this period and we expect to provide training during 2006/07.

An example of an environmental crime tackled by Safer Neighbourhoods Teams is action against graffiti in Havering. Local residents reported graffiti as an environmental crime issue for the local Safer Neighbourhood Team to tackle, as it was prolific within the town centre. The local Safer Neighbourhoods Team selected 3 walls, which would be most attractive to graffiti artists to tag, and painted the walls white with the aim of keeping them clean for one month. In addition, a further aim was to bring offenders to justice for 50 offences. The team carried out a number of activities including directed patrols, speaking with locals and a poster campaign to ensure that the walls remained free of graffiti. The results were that wall one remained clean for 3 months; wall two for 5 months and wall 3 remains clean to date. In addition, 121 offences were brought to justice.

Community Payback is a joint operation between the MPS, London Probation and the local authorities. The scheme forms part of the Safer Neighbourhoods programme and is a new approach to rehabilitate offenders serving community orders.

It is focused to visibly address crime and the fear of crime as prioritised by local communities. The offenders are supervised by London Probation and accompanied by Metropolitan Police Officers who also promote community liaison.

Community Payback has been launched in 31 London Boroughs and 74 projects take place per week across London. Some examples of projects are detailed below:

In **Spencer Street, Southall Norwood Green Ward** a footpath that allows access to Southall Railway Station, and also forms part of a toddler's community centre and play area, was plagued by fly tipping and graffiti. In addition, the footpath was unusable in some parts and the local community identified the location as one, which caused their fear of crime to increase. Local residents with young children would not use the play area as they felt unsafe and at danger from the materials dumped at the location.



The toddlers play centre therefore had to be closed due to the decline in the area. Due to the Community Payback scheme the area has been cleared and the footpath is now accessible. The toddlers play centre has been moved although the play area is now used more frequently due to its cleanliness

Springfield Rise, Forest Hill Ward, Lewisham is located within an estate of flats, which has become plagued by youth disorder and drug misuse. A footpath linking the estate to the local railway station was identified by the local community as an area associated with a lack of social control and deprivation. The Community Payback scheme cleared the area to reduce the local communities fear of crime.



Before: Chislehurst Ward in Bromley



After: Chislehurst Ward in Bromley

In **Chislehurst Ward, Bromley** the children's play area was suffering from graffiti and was identified by the local community as being a priority to be tackled by Community Payback. Parents felt that the area was becoming unusable and a loss to the local children. The small community centre located on site within the play area was repainted and the area cleaned up. As part of the project the Ward PCSO's also liaised with the local community to inform residents of the Community Payback project. Following on from the work PCSO's also maintained patrol of the area and have been able to identify the culprit through intelligence sources. The children's play area remains clear of graffiti to date. In addition, the team have now empowered a local resident to help maintain and improve the area.

MPS Wildlife Crime Strategic Objectives

- A2** Ensure that legislation to protect wildlife is enforced in London
- A3** Implement initiatives to prevent wildlife crime through the operation of the Wildlife Crime Unit.

Another area of environmental crime which falls within the remit of the MPS is the enforcement of some aspects of wildlife law for example, the Wildlife & Countryside Act 1981, Wild Mammals (protection) Act 1996 and Conservation Regulations 1986. In addition, the Control of Trade in Endangered Species (enforcement) Regulations 1997 is the legal framework to allow Wildlife Crime Officers to enforce the outcomes from the Convention of International Trade and Endangered Species (CITES).

The illegal trade in endangered species threatens the survival of some of the rarest animals and plants on the planet. UK law strictly controls the trade in endangered species but endangered animals and plants from all over the world have been found on sale in London. They are found in many different forms from traditional medicines to food, fashion, decorative items and the animals themselves.

In 2005/06 the Wildlife Crime Unit held a training day for Police Wildlife Crime Officers and Trading Standards Officers on Traditional Chinese Medicines (TCM) at the GLA. The aim of the event was to strengthen local partnerships and encourage local initiatives against illegal wildlife trade especially in Traditional Chinese Medicines. In addition, a new booklet has been published advising Traditional Chinese Medicine practitioners on how to trade lawfully. The Unit made a large seizure of TCM products containing endangered species from a shop in Central London and the case is currently going through the courts.



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Attachment programmes for Borough Wildlife Crime officers took place in 2005 and three Wildlife Crime Borough officers have received training. During 2005/06 a man was successfully arrested for offences of illegal poisoning and after admitting the offences he was cautioned.

The Wildlife Crime Unit is supporting the Department of Environment Food and Rural Affairs in a new joint initiative with the Government of India, to help prevent wildlife crime in both countries. In addition, in September 2005 the MPS Environment Manager and Keith Luck, MPS Environmental Champion met with the Calcutta Police Commissioner to discuss the work the MPS is doing in the areas of environmental and wildlife crime.

The Wildlife Crime Unit is working closely with colleagues in the USA on a number of initiatives against the illegal wildlife trade. The Unit took part in a training film for law enforcement agencies worldwide working to prevent the tiger trade.

During 2005/06 the Unit attended 35 public events including:

- A ten-day exhibition at the Horniman Museum, South-East London, which attracted over 2,300 visitors;
- Two educational events at Port Lympne Wild Animal Park, Kent;
- A Wildlife Crime knowledge forum at New Scotland Yard, attended by approximately 100 guests; and
- A speaking engagement at the British High Commission in Delhi.



© David Flint

The Wildlife Crime Unit was also involved in numerous media broadcasts, including:

- A film made by NDTV, India's largest TV news network;
- Radio 5 Live's day at New Scotland Yard; and
- An episode of Yorkshire TV's "A Touch of Frost".



© David Flint

The Unit is also working with eBay to prevent wildlife crime on the Internet and took part in a joint operation, Operation Kongo, with the RSPCA, which resulted in the convictions of two men for the illegal possession of wild goldfinches.



© Andy Fisher

During 2005/06 a pair of Peregrine Falcons made Central London their home to raise their five chicks as they nested at the top of the University of Westminster's high-rise building in Marylebone. The Peregrine Falcon was once on the brink of extinction but helped by intensive conservation there are now 1,300 pairs in Britain. Live pictures of the family were broadcast on the BBC's Springwatch programme and on the BBC London website.

The MPS Wildlife Crime Unit kept an eye on the nest as it is expected that the birds will return to the nest each year. There is legislation under the Wildlife and Countryside Act 1981, which protects wild birds, their eggs and their nests, including some of those found in London as it is an offence to disturb birds that are building or occupying a nest.

In 2005/06 the MPS worked with London Borough of Wandsworth, the Wildlife Trust and Tooting Common Management Advisory Committee, amongst others, to create a management plan for Tooting Common that addressed safety concerns and the needs of the local wildlife. This plan was developed to design out crime and work in partnership with local agencies to ensure wildlife crimes were reduced in the area.

Transport

MPS Transport Operational Command Unit Strategic Objectives

- B1** To ensure the public and staff feel safe using the bus infrastructure on agreed routes and corridors and on other agreed priority locations.
- B2** To ensure efficient movement of buses on agreed routes and corridors and on other agreed priority locations on the London Bus Network.
- B3** To assist the control and where possible the reduction of congestion at agreed priority locations within the Metropolitan Police District (MPD).
- B4** To ensure the efficient movement of buses, other road traffic and other road users on the Transport for London Road Network (TLRN) by in particular the enforcement of decriminalised parking offences and moving vehicles contraventions.

The Transport Operational Command Unit (T OCU) is dedicated to fighting crime on bus routes, tackling illegal taxi-touts and assisting the control of traffic congestion. It is responsible for policing 27 key bus corridors across London and is staffed by 1,317 Police Officers, Traffic Police Community Support Officers, Traffic Wardens and Police Staff.

The Mayor of London's Transport Strategy outlines a vision for transport in London and the MPS contributes to the strategy in a number of ways. The MPS Transport Operational Command Unit, who work in partnership with and is fully funded by Transport for London (TFL), has a key role in supporting the MPS Environmental Strategy as the Unit strives to ensure that the fear of crime on bus routes is reduced and therefore aims to increase the public's usage of public transport.

In January 2006, MPS bus-related crime allegations increased by 35% on the previous January 2005. Overall, the number of allegations made in 2005/6 continues to remain higher than the number of allegations made over the previous two years. This is partly due to increased T OCU presence on the London Bus Network providing improved access to the reporting of incidents.

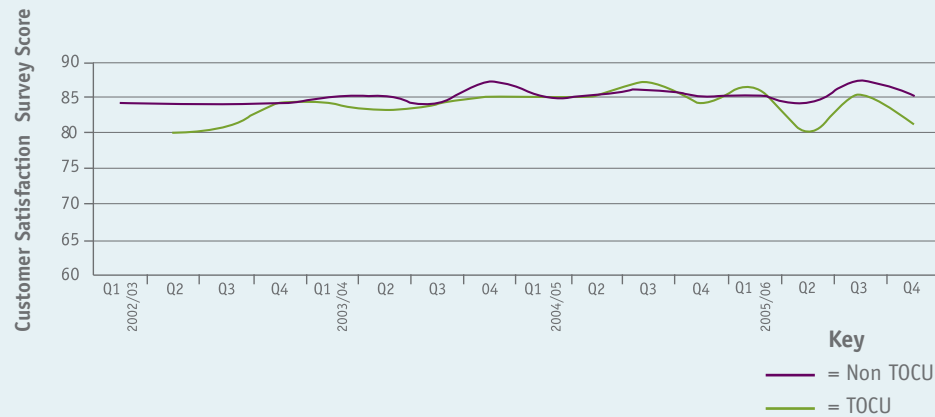
Operation BusTag was launched in November 2004 and uses bus CCTV to identify individuals who cause millions of pounds of criminal damage, such as graffiti to buses. This activity creates an unpleasant and often intimidating environment for the public to travel in.



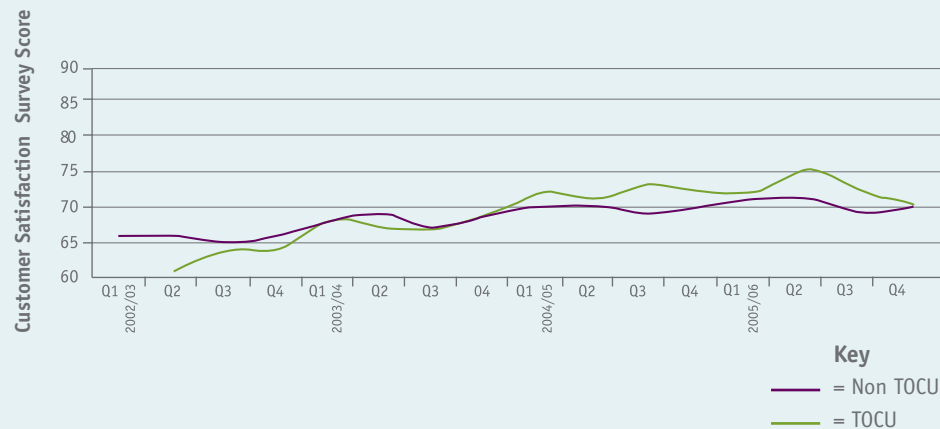
Since its introduction, Operation BusTag has led to over 597 arrests that are directly linked to identified criminal damage on London's buses. In addition, the T OCU has created a film in DVD format about Operation BusTag and is being presented to school children by Safer Schools Police Officers in an effort to reduce criminal damage to buses.

Transport for London carry out quarterly Customer Satisfaction Surveys to understand the perception of safety and security at bus stops and shelters. Performance is variable due to a number of factors such as detection rates. For example, since the introduction of the T OCU in 2002 an 8% improvement in perception has been recorded along T OCU routes. On board bus customer satisfaction for safety and security has increased 1% since the introduction of the T OCU in 2002. Preliminary analysis indicates that a small number of T OCU routes are adversely affecting the overall figure and work is being undertaken to address perceptions on the worst affected routes.

Passenger perception of safety and security on board buses 2002-2006



Passenger perception of safety and security at bus stops/shelters 2002-2006



Quality of Service Indicators for T OCU routes in the last quarter of 2005/06 were reported as a 1% improvement in reliability year on year whilst the network as a whole showed a 2% improvement. The T OCU Congestion Unit continues to identify priority areas throughout the London Bus Network by using data from the Computer Aided Dispatch system to tackle congestion in key areas.

During March 2006 a total of 19,090 Penalty Charge Notices (PCN's) were issued (weekly average of 4,224). This is a 12% increase on April 2005. Traffic Wardens issued 10,044 (53%) of the total PCN's, Transport PCSO's issued 5,372 and congestion teams issued 3,571.

Another area of the T OCU work is the removal of vehicles from agreed routes and priority corridors. This ensures that vehicle congestion is reduced and traffic movement is increased therefore avoid the number of stationary vehicles emitting CO₂.

The number of vehicles removed reduced from 218 in April 2005 to 163 in March 2006 as a result of an increased T OCU presence reducing the number of vehicles requiring removal.

Reducing crime together with impacting on congestion to increase the efficient movement of buses along agreed key bus routes will ensure that buses become a more favourable option than the private vehicle.

MPS Transport Services and Travel Planning Strategic Objectives

- B5** To increase the environmental efficiency and reduce emissions of MPS transport fleet, by trialling and adopting alternatively fuelled vehicles where operationally and cost effective.
- B6** To design and implement a sustainable travel plan for the MPS for travel to and from work.
- B7** To design and implement a sustainable travel plan for the MPS for operational travel.

The use of vehicles for transportation purposes results in a diverse range of environmental impacts. Emissions from vehicles contribute to climate change and a reduction in air quality. In recognition of the Mayor's Transport Strategy, the MPS commits to seeking opportunities for using more sustainable vehicles as part of the transport fleet. In addition, it is also recognised that the impact of travel to and from work by 48,276 employees has a significant impact on the environment and more sustainable modes of transport should be promoted.

Currently, the MPS has a fleet of 4,883 road vehicles (not including hire cars or miscellaneous vehicles), 28 boats and 3 helicopters to carry out operational policing activities in London. The road vehicle fleet has increased 0.7% on the previous year. As part of the Environmental Strategy the MPS is keen to promote the use of bicycles and in 2005/06 the MPS recorded 1,233 cycles used within the MPS. This is a 170% increase on the previous year due to the increased roll out of the Safer Neighbourhoods Programme and cycles being used as part of local patrol strategies.

The MPS has also increased its utilisation of the River Thames as in 2005/06 the MPS boats were working 11,288 hours.

In 2005/06, 32,006 tonnes of CO₂ were emitted from the MPS road vehicle fleet and a further 1,981 tonnes of CO₂ from the use

of helicopters and boats. The increase of CO₂ emissions in 2004/05 was due to an increase in the size of the fleet. This has now stabilised. In 2005/06 there was a 0.8% decrease in CO₂ emissions despite an increase of 0.7% in the road vehicle fleet. This is due largely to an 8.4% increase in the use of diesel fuel on the previous year. Transport Services are aiming to reduce CO₂ emissions with the migration of the fleet to modern diesel engine vehicles, whilst also enabling a significant saving in fuel usage. In 2005/06 51% of the MPS's vehicle fleet was diesel powered (excluding motorcycles and miscellaneous vehicles such as fork lift trucks).

Whilst diesel vehicles emit less CO₂ emissions than unleaded fuelled vehicles and provide much improved fuel economy they

do have their drawbacks, particularly as regards to particulate and NO_x emissions. The MPS also runs 15 electric vehicles including 1 road vehicle and 44 Liquid Petroleum Gas (LPG) powered vehicles.

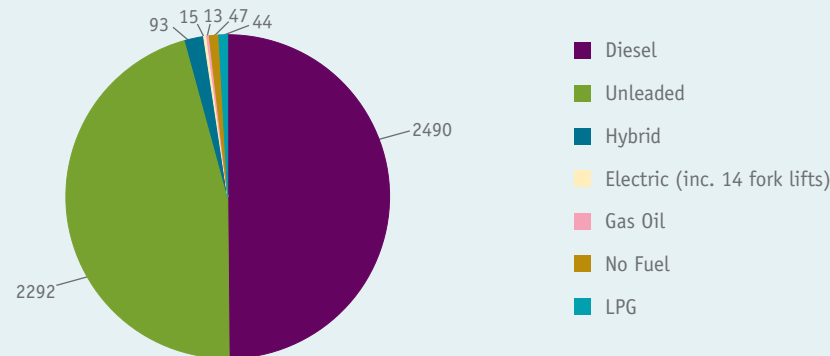
The majority of vehicles are replaced every 3 - 4 years, ensuring that the most modern vehicle technology is being used and are maintained to perform at optimal efficiency. Public consultation on the London Low Emission Zone was completed in April 2006 and the Mayor is expected to respond to consultation during Summer 2006 and confirm the Statutory Order after further consultation in Spring 2007.

The earliest implementation date for the Low Emission Zone is late January 2008 with buses and coaches to follow 6 months later. Consultation has revealed general public

support for the scheme but vehicle operators have reservations over 2010 Euro 4 standards. The MPS has developed a detailed plan to replace or modify all non-compliant vehicles in time for 2008 and we are awaiting the new standards to be defined.

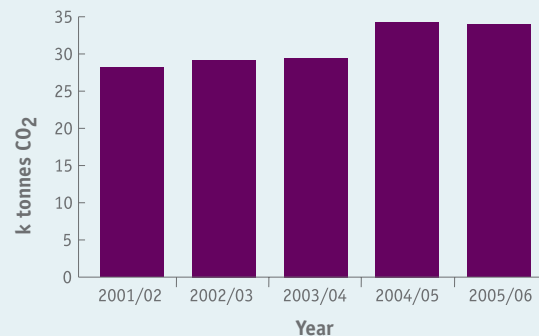
A benchmarking exercise of the MPS vehicle fleet and fleet management activities was undertaken as a key early step to establish baseline data on environmental performance. During 2005/06 the Green Fleet Advisory Service of the Energy Savings Trust was commissioned to conduct an audit of the MPS Transport Fleet with the survey carried out in November 2005. The report stated that "Overall the MPS fleet appears to be operated in a highly structured and efficient manner, with very good levels of data capture and fleet records".

MPS Vehicle Fleet Fuel Use 2005/06



Note: This chart includes 111 miscellaneous vehicles.

Total CO₂ emissions from the Vehicle Fleet



Data

- 2001/02 = 28.197 k tonnes CO₂
- 2002/03 = 29.171 k tonnes CO₂
- 2003/04 = 29.469 k tonnes CO₂
- 2004/05 = 34.289 k tonnes CO₂
- 2005/06 = 33.987 k tonnes CO₂

Note: CO₂ emissions include MPS road vehicles, helicopters and boats.

The key recommendations from the audit were:

- 1 To maintain the diesel fuel policy, however targeting new vehicles to be fitted with particulate filters/ traps (and Mercedes vans with "Stop Start" technology).
- 2 To continue trials with hybrid technology for non-response cars and evaluate their whole life cost and fuel economy.
- 3 To evaluate the opportunity for downsizing some vehicles, and re-evaluate the need for cars for the Safer Community Schemes.
- 4 To review motorcycles with very low mileage and large engine sizes, increasing utilisation of the smaller engined motorcycles where possible.
- 5 To increase the use of public transport.
- 6 To reassess the role for Police bicycles.
- 7 To utilise CO₂ emissions monitoring to manage MPS's environmental profile and utilise as an incentive to manage down CO₂ emissions and drive up efficiency.
- 8 To instigate a driver awareness campaign to encourage more fuel-efficient driving when not in response or pursuit roles.

In September 2005, the Safer Neighbourhoods Unit and Transport Services launched the new Toyota Prius Hybrid vehicles for use by Safer Neighbourhood Teams. Territorial Policing Headquarters were keen to explore opportunities for 'hire/lease' funding to support teams and, at the same time, present an environmentally friendly image for the non-operational transport assets being used. It was intended to allow Borough Occupational Command Units a degree of choice and some Boroughs were able to choose bicycles instead of vehicles. Transport Services arranged a lease facility, through the MPS hire contractor, to provide hybrid vehicles and as a result the MPS is operating 93 Toyota Prius hybrid vehicles in support of the Safer Neighbourhoods initiative.

The Prius provides significant environmental benefits when compared to petrol or diesel powered cars, as it is the lowest emitter of CO₂ and particulates of any conventional vehicles on the road in the UK. The Prius produces 34% less CO₂ emissions as the vehicle uses a combination of a conventional 1.5 litre petrol engine and a 50kW electric motor. Whilst in electric mode, the car exhaust emissions are reduced to zero, which ensures that the MPS are not polluting local communities whilst on patrol. The Prius delivers 65.7 mpg over the combined cycle whilst producing an exceptionally low 104g/km of carbon dioxide.



The MPS have been using B5 Bio diesel in all of their diesel vehicles including models by Ford, Vauxhall and BMW from our bulked fuel reserves since 1 July 2003. The MPS usage of B5 Bio diesel is 10% of total diesel fuel used and 5% of the total fuel used by the fleet.

Transport Services continues to be active members of the GLA's London Hydrogen Partnership (LHP). The group is responsible for harnessing hydrogen technology in the development of pan-London transport strategies. Whilst hydrogen powered cars may still be some way off, the technology is currently being successfully evaluated on a number of London bus routes. In addition, the MPS ensures that it remains up to date with the latest sustainable vehicle technology including development of electric and hydrogen powered motorbikes.

The MPS are keen to encourage cycle use for policing activities. The benefits to local patrol teams are that areas of parkland and other areas inaccessible to cars can be easily accessed by cycle. In addition, the cycles are quieter and enable police to approach a lot easier. Feedback from the public has been very positive and they are keen to see more cycle teams patrolling the local area. In 2006/07, the Safer Neighbourhoods Unit plans to purchase more cycles for use by Safer Neighbourhoods Teams especially for use by Police Community Support Officers.

The Air Support Unit (ASU) has an ongoing environmental initiative to reduce the impact of noise with the implementation of the Unit's 'fly neighbourly' policy. The policy dictates that the ASU do not fly over neighbours in the area during take off and landing. Also, when flying operationally, the Unit minimises the amount of hovering required as well as flying at an optimum height to be able to carry out the task with the minimum of environmental impact, remaining overhead only as long as necessary as required to complete it. The ASU keeps a log of all direct noise complaints and in 2005/06 the number of complaints decreased by 73% on the previous year to 16. This may be due to the new sensor equipment, which allows the aircraft to work at greater heights. The ASU are required to operate on a 24-hour basis as a result of increasing operational demand, a total of 3,168 hours. There is a direct proportional link to the number of crime successes and the number of flying hours. Pro-active crime reduction patrols are not carried out in the early hours to reduce the environmental impact of helicopter noise. During 2005/06 the MPS procured 3 new helicopters and noise pollution issues were considered within the procurement process.

Green Travel Plans are now more commonly known as Employee Travel Plans as it is best practice to implement a suite of measures to improve employee travel and thereby improve accessibility, staff retention, and minimise the environmental impact of travel to the workplace. In September the MPS carried out a staff travel survey of 10,000 staff at HQ sites to investigate trends in staff travel. The survey covered staff proximity to work, method of travel to work and opportunities and barriers to using more sustainable modes of transport. The results show that 5% of respondents cycle to work and 86% of respondents use public transport.

A range of measures has been implemented to ensure that the environmental impacts of both employee and operational travel are reduced as part of the MPS Green Travel Plan. In 2005/06 the MPS became affiliate members of the London Cycling Campaign (LCC).



The LCC is very high profile in London and works closely with Local Authorities, the GLA and TfL to provide advice on cycling. The MPS works with the London Cycling Campaign to promote cycling to employees as an alternative mode of transport and provide discounts on cycling equipment. In addition, the MPS has set up a car-sharing database, which will be launched in 2006/07. The Environment Team and Human Resources plan to carry out a feasibility study in 2006/07 to expand the interest free travel loan to include cycle and cycling equipment. We are currently given a 10% discount for cycling equipment by Evans Cycles and further opportunities are to be explored. The Environment Team has received many enquiries from MPS employees for the introduction of a cycle salary sacrifice scheme.



Procurement

MPS Strategic Objectives

- C1** Work with suppliers and contractors to improve environmental performance in the supply chain through a purchasing policy founded, on stewardship, and maximise the purchase of sustainable materials.
- C2** Continue to use green energy as the sole source of electricity supply.

The MPS procurement budget is £855 million and it is imperative we use our purchasing influences to reduce the environmental impacts of the supply chain. The MPS can therefore influence purchasing decisions to ensure we fulfil the requirements set for public bodies to implement sustainable procurement. Within the 'Securing our Future' Report the UK Government has committed to deliver a number of objectives including the UK to be leaders in sustainable procurement within the EU by 2009. The Sustainable Procurement Task Force was set up to develop an action plan to achieve this target. In addition, London Remade who runs the Mayor of London's Green Procurement Code fully supports the implementation of these objectives.

In 2005/06 the MPS achieved level B2, the highest level of the Mayor of London's Green Procurement Code. In addition, the MPS

submits data annually on the procurement of products containing materials made of from recycled wastes. In 2005/06 the MPS procured recycled products including animal bedding, paper, washroom products and furniture worth over £2.8 million. This is a 170% increase on the previous year due to improved reporting from suppliers and procurement initiatives. This data was included in London Remade's Annual Purchase Report.

During 2005/06 the MPS developed a Sustainable Procurement Policy and baseline supplier evaluation questionnaire, which requires suppliers to supply information on their environmental performance. In addition the MPS reviews all contract renewals and tenders for environmental best practice.

In 2005 the MPS became involved in the London Food Link project funded by the London Development Agency and managed by Sustain, an alliance for better food and farming. The MPS held a number of supplier workshops to discuss more sustainable food options including organic, Fairtrade and the reduction of food miles.

In 2006, the MPS contributed to London Borough of Hammersmith and Fulham achieving Fairtrade status. As a major employer in the Borough we provide Fairtrade tea, coffee and chocolate through our staff restaurants.

In addition, the MPS supported Fairtrade Fortnight 2006 to increase awareness of Fairtrade issues and how MPS staff can help tackle the problems of international trade. The MPS worked in conjunction with The Day Chocolate Company to run a competition via the Intranet as well as point of sale advertising at each of the catering units across the estate. The response was very positive from staff and we are now exploring opportunities to increase the Fairtrade product range.

As part of the tender process for one of the catering procurement contracts, contractors were asked to supply details of availability of biodegradable, recyclable and recycled content disposable packaging products. Biodegradable salad containers have been purchased and are being trialled at a number MPA catering units. In addition, two MPA Catering Units continue to trial PLA packaging made from cornstarch.

At the time of writing this report the MPS were in negotiation of a new contract with the aim of procuring energy directly from utility markets at the most economic rates from a secure sustainable source. It is intended that we will continue to buy 100% green energy. In addition, the pretender of the fuel oil supply to ensure long term use of ultra low sulphur fuel oil for heating and hot water supplies is also in negotiation.

As a result the target was carried over to the 2006/07 environmental management programme and will be reported on in the 2006/07 MPA Environment Report.

Environmental savings from the procurement of recycled paper

During 2005/06 the MPS procured 402,750 reams of printer and copier paper. Working with London Remade, the MPS calculated that the purchase of Ep4 copier paper resulted in an environmental saving of 13,812 trees, 3.8M.kWh of electricity and 131 million litres of water. Avoiding the manufacture of virgin paper saved these resources.

The following environmental savings have been achieved from the procurement of recycled copier paper:

	2005/2006
Reams (500 sheets)	402,750
Trees	13,812.85
Electricity (kWh)	3,804,983
Water (Litres)	131,223,528.8
Oil (Barrels)	2,302.14
Landfill (m³)	2,081.14
Air Pollutants (kg)	26,520.70

Resource Management and Consumption

The consumption of natural resources such as energy, water and raw materials is the most significant environmental impact for the MPS. Energy, water use and waste disposal across the 721 buildings in the MPA estate contributes to climate change, reduced landfill space, pressure on scarce water resources and a reduction of air quality in London. The MPS is committed to managing and minimising the consumption of natural resources and raw materials in order to provide an efficient and effective police service for London.

Energy Use and Climate Change

MPS Strategic Objectives

- D1 Increase the efficiency of the MPS's most inefficient buildings through the implementation of energy minimisation initiatives.
- D2 Investigate and trial the use of innovative energy efficient technologies promote their benefits and develop recommendations for wider implementation.

The MPS's use of energy derived from fossil fuels generates emissions including CO₂ (Carbon Dioxide), which contributes to climate change, otherwise known as the 'greenhouse effect'. Poor performing MPS buildings are identified and technologies such as monitoring systems, metering and more efficient air conditioning and heating systems are installed wherever possible. In addition the feasibility of newer technologies such as solar and wind energy is investigated for specific sites.

In 2005/06, 402.8 M.kWh of energy was consumed to light, heat and power MPS sites at a cost of £18,325,551. The MPS has increased energy consumption by 7.3 % on the previous year due a number of factors. The roll out of the Estates Renewal Programme

has increased the floor area of the estate to 647,393.67 square metres in 2005/06 excluding corridors, toilets and plant rooms. In addition, the number of MPS staff has increased by 2.5% on the previous year. Furthermore, due to 2004/05 data verification both Chigwell and the Warren Sports Clubs energy consumption were omitted from last year's figures.

The Directorate of Information (DoI) provides the MPS with technology, communications infrastructure and information systems and has supplied approximately 12,000 Thin Film Transistor (TFT) computer monitors for use across the MPA estate. The newer TFT screens are more energy efficient compared with the Cathode Ray Tube (CRT) monitors. This has resulted in a saving of 2.2 M. kWh of energy, equivalent to £188,496 and 953.6 tonnes of CO₂ emissions.

The MPS Directorate of Information (DoI) has been working with the Energy Management Team to pilot a number of energy initiatives to reduce emissions from energy related activities. This included an energy survey, which has resulted in the insulation of pipe work and heat emitters in the boiler room to reduce gas consumption.

In addition, motion sensed light fittings are installed in the on site gym and are to be fitted in meeting rooms, quiet rooms and tea points. In addition, the Energy Management Team is investigating the use of reflective film on the windows to reduce the need to cool the building in summer and reduce heat loss in winter.

Renewable technology options such as solar panels have also been discussed. A Building Management System (BMS) panel has been installed, which allows the team to make local changes to the building temperature. In addition, security guards have been instructed to manually switch off the plasma TVs outside normal office hours and also switch off lights in unused rooms.

During 2005/06 the Energy Management Team refined the basis for benchmarking building performance. By using targets for various types of building use, as set out in CIBSE Guide F 'Energy Performance in Buildings' and a breakdown of site specific floor areas the Performance Indicators become more representative of each individual property.



In 2005/06 34 half hourly Code 5 electricity meters were installed in properties consuming less than 100 kWhs, this is in addition to other similarly metered properties and improves the accuracy of invoicing and performance reporting. In addition, 5 graphic display panels were installed into major energy consuming buildings with more planned for 2006/07 these allow the building occupants to view the performance of the Building Management System (BMS).

To improve performance and monitoring the installation of BMS utility sub-metering continued in an additional 12 properties. The Energy Management Team developed an energy action plan during 2005/06 that will be communicated to the Building Mentors and occupants to provide processes for monitoring and tackling poor energy performance in buildings. The trial and upgrade of the TEAM Energy Management database was completed to improve the efficiency of the energy data collection and monitoring.

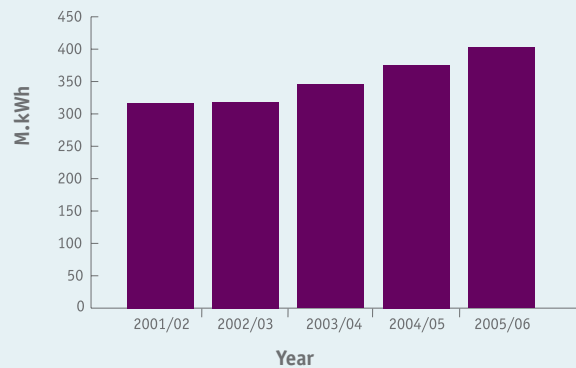
During 2005/06, a trial of a Savawatt refrigerator and split air conditioning power reduction controllers has been installed at two of the MPS HQ sites with a monitoring programme in place. Two 'Efficient Air Services' installations were completed that aim to improve the operation of air handling plant, by replacing motors, fan impellers and installation of variable speed drives, more projects are planned for 2006/07. To improve the efficiency and effectiveness of the BMS, various BMS control strategies were rewritten to simulate the use of boiler cycling control systems. The aim is to prevent the boiler firing unnecessarily.

The Energy Management Team continues to explore opportunities for installing renewable energy technologies across the estate. A report has been produced titled the 'Sustainable Technology Review' that describes the operation of a range of renewable generation schemes and includes various case studies. The report will be made available via the intranet for use by Building Mentors, Consultants and building occupants to generate awareness of the type of technology being considered and to identify potential locations for implementation.

A feasibility study has been carried out for installing wind turbines at some HQ sites. In addition, the use of photovoltaic cells is considered as part of the MPS Environmental Design Guidelines. A trial installation of the use of solar panel evacuated tubes for the provision of domestic hot supplies has been completed at one of our key Police Stations. The solar panels generate the equivalent of approximately 6,140 kWh of gas heating per year and allowance has been made for expansion of the scheme if the trial is successful.

The MPS continues to procure a lower emission brand of Ultra Low Sulphur Diesel, which is used to power standby electricity generators and provide heating in properties without a gas supply, which reduces the amount of SO_x emissions to atmosphere. The brand of ultra low sulphur fuel oil used by the MPS also produces 5% less CO₂ emissions.

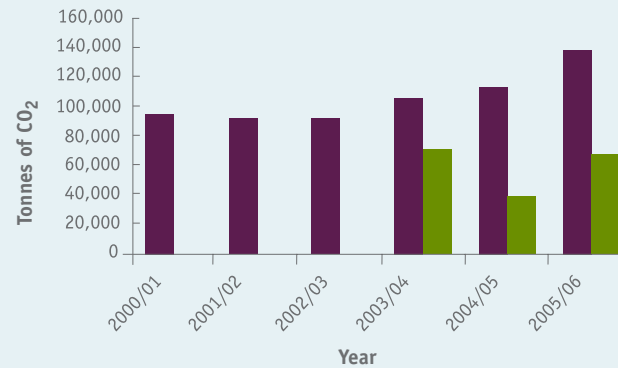
Actual Energy Consumption 2001 - 2006



Data

2001/02 = 316.9812
2002/03 = 318.3488
2003/04 = 345.0972
2004/05 = 375.3784
2005/06 = 402.8026

CO₂ Emissions from Energy Use



Data

2000/01 = 95,441	
2001/02 = 93,517	
2002/03 = 93,273	
2003/04 = 106,685	71,195
2004/05 = 114,811	39,165
2005/06 = 139,199	67,459

- Tonnes of CO₂
- Tonnes of CO₂ when taking into account the purchase of 100% electricity from a renewable source

Actual Energy Consumption 2001 - 2006



Data

	2001/02	2002/03	2003/04	2004/05	2005/06
Fuel Oil	25.06433	21.2654	21.4262	21.1329	24.5496
Gas	159.4702	158.7962	158.5988	178.3233	194.305
Electricity	132.4466	138.2962	165.0722	175.9222	183.948

Water

MPS Strategic Objectives

D3 Implement a detailed water monitoring and reduction programme for the MPS.

Over the past 10 years the demand for water in the UK has increased considerably. This combined with a trend towards lower average rainfall can often lead to summer time water shortages. The onset of climate change has introduced higher global temperatures and water authorities expect a quarter less water to be available by 2020 - compared to 1990 levels. Since the start of November 2004, the Thames Water region has experienced only 68% of expected rainfall.

Water is consumed in all MPS activities such as staff hygiene and welfare, engineering operations, vehicle washing and driver training skidpans at Hendon. In addition, for generator cooling systems and use in catering units. Some internal systems will consume higher volumes than others but it continues to be crucial for the MPS to avoid inappropriate usage.

The overall recorded consumption of water in 2005/06 was 866,959,000 litres at a cost of £ 1,091,663.81. This is a 4% decrease on the previous year despite a 2.5% increase in staff and a higher demand for operational training to get more Police Officers on to the streets. The total water consumption per person is 17,958 litres. The decrease in water consumption is due to improved maintenance and the modernisation of the estate. During 2005/06 the MPS moved 3,500 staff into a newly refurbished building with flush controls, air diffuser taps and improved monitoring and management of water consumption.

During 2005/06, ongoing maintenance of MPS water supplies continued including replacement of ageing water mains. Urinal flush control systems have been installed in refurbishments including one of the HQ buildings. Environmental Design Guidelines have been developed to ensure that water recycling and rainwater harvesting technology is considered during the design of new MPS sites.

As part of the MPS Environmental Strategy we are investigating opportunities to reduce water use across the estate. In the long term threatened water resources could be a serious resilience issue for London and therefore it is in our interest to ensure we conserve resources wherever possible. Excessive water consumption has been identified at 5 sites and leaks have been rectified.

From 3rd April 2006 the MPS will not wash vehicles using hosepipes but use buckets and sponges for ensuring markings, windows, lights, mirrors and number plates are kept clean. Use of vehicle washers with water recycling units is permitted.

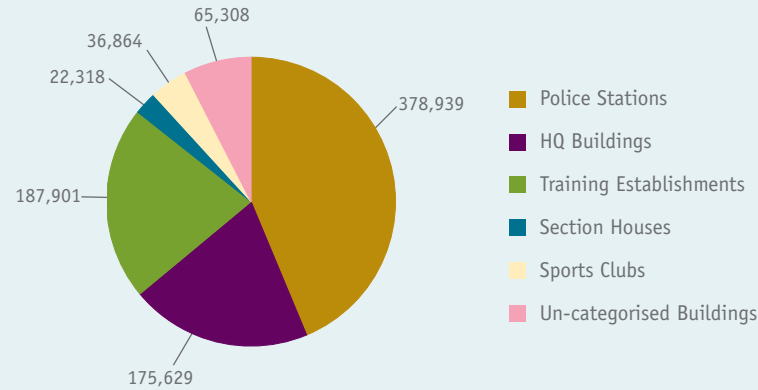
General cleaning and washing down of hard standing areas will be carried out using buckets (instead of hoses and pressure washers) unless it is absolutely necessary for health, safety, welfare or hygiene reasons. In addition, all contractors working on MPS sites have been advised to follow these guidelines and staff have been encouraged to report leaks immediately to the Facilities Management Helpdesk.

The MPS with the ongoing support of specialist consultants continue to look at possible water recycling applications and the possible capture of rainwater for any application where high quality drinkable water is not needed. A programme of water reduction measures for the top 10 water consuming sites has been established for 2006/07.



Paper Use

Water Consumption (m³) per building type 2005/06



Total Water Consumption (m³) 2001 - 2006



Data

2001/02	= 751,350 m ³
2002/03	= 773,080 m ³
2003/04	= 759,249 m ³
2004/05	= 904,611 m ³
2005/06	= 866,959 m ³

MPS Strategic Objectives

D4 Reduce consumption of paper within the MPS.

As part of the Environmental Strategy development, paper use was identified as a significant environmental impact. The MPS currently procures Ep4 copier paper, which contains 80% post consumer waste.

Although environmental savings are generated via the use of recycled paper there is still an environmental impact caused from its transportation, storage and disposal. In 2004/05 as part of the strategy development, work had been focused on the establishment of a baseline on paper consumption and investigations into main consumption streams. In February 2006 the MPS set up two pilot paper projects with the aim of monitoring and reducing paper on site. This has included changing printing technology, using default duplex functions and awareness with users.

A feasibility study took place during 2005 to investigate setting default duplex printing functions across 300 sites and this requirement will be incorporated into the new ICT contract and this work will take place with the migration towards Windows XP during 2006/07.

In 2005/06, the MPS purchased 402,750 reams of paper. This is a decrease of 3.5% on the previous year and saved the MPS £81,186. In addition, the Document Reprographics Unit's (DRU) located at 2 MPS sites consumed a significant volume of paper. The DRU's carry out photocopying and printing for the MPS and last year consumed 23,450 reams of paper for black and white copying and 3,399 reams for colour copying. This is a 58% decrease on the previous year due to the 50% reduction in DRU's. This may also be due to business units reducing the amount of printing and are using the Intranet to publish documents.

The MPS is currently investigating the requirement to print documents and areas where savings on paper can be made. In addition a review of how information technology can contribute to reducing paper use and development of a staff awareness campaign is underway.

Waste Management

MPS Strategic Objectives

- D5 Provide waste recycling facilities across the MPS and promote their use.
- D6 Minimise the generation of waste by the MPS.

The excessive generation of waste in the UK is a growing environmental problem. Transporting rubbish to landfill sites and incineration reduces the quality of the air we breathe, contributes to climate change, damages wildlife and natural habitats and is an avoidable waste of natural resources such as paper, metal and oil used in the production of plastic. Recycling is an essential way of reducing the environmental impacts associated with waste disposal. It conserves raw materials and natural resources, saves energy, reduces pollution and saves on landfill space.

In 2005/06, the MPS disposed of approximately 8,086 tonnes of waste to landfill at a cost of £1,063,760. This equates to approximately 0.17 tonnes per person per year and represents a decrease of 12.7% on the previous year. This decrease is due to the changing nature of the estate and the closure of some HQ sites for refurbishment. This is despite a 2.5% increase in staffing levels.

In 2005/06, MPS office recycling schemes have resulted in a recycling level of 20% of the total general waste generated by the MPS. This is an increase on the previous year due to the inclusion of the confidential waste and the introduction of recycling schemes at a number of MPS sites. In addition, further waste streams are segregated and recycled (see table below). It is not possible to calculate an overall percentage due to differences in the unit used to measure waste generation. A variety of items of other materials are recycled across the MPA estate including firearms, uniforms, stable waste and cooking oil. There is an ongoing programme in place that firearms and offensive weapons are cut up and the scrap metal is used in the steel making process. In addition, 75.89 tonnes of hazardous waste such as illicit drugs were incinerated.

The MPS continues to roll out recycling systems across the estate and aims to meet the GLA recycling target of 25% in 2007. A recycling system has been successfully implemented at one of the MPS largest buildings, Empress State Building. The 30 storey building houses approximately 3,500 police staff and a number of waste streams are segregated for recycling including, paper, cardboard, plastic, aluminium cans and toner cartridges. The success of the scheme has also been attributed to the 'no personal bin' policy, which ensures that staff segregate their waste centrally at source.

The MPS now plans to roll this scheme out to other sites to increase recycling levels. Last year, the MPS implemented a central toner and ink cartridge recycling system across the estate. There are both environmental and financial benefits to recycling toners as this generated £4,479.03 for the Civil Service Benevolent Fund (CSBF). The CSBF is a charity set up to benefit all current, former and retired civil staff. For every cartridge or mobile phone recycled the CSBF receives a donation. In addition, in October 2005 the MPS implemented a central toner cartridge recycling scheme, which has resulted in 6,064 kgs of toners being recycled.

In 2005/06, 48,000 kg of redundant uniform and equipment was sent for recycling. Garments are sent for 'flocking' to reduce them to a raw material used for packaging materials or in the production of fibreboard. Also, £24,000 worth of uniforms were salvaged and reused by the MPS. Body armour is reduced to its individual sheets and used in the production of carbon fibre dashboards or seat backs for the Motor Industry. In addition, over two hundred long batons were refurbished for re-issue.

The MPS has developed a disposal process that is in compliance with the End of Life Vehicle (ELV) Regulations 2003. In 2005/06 3,830 vehicles were disposed of in accordance with ELV regulations generating a saving of £140,000.



Each vehicle sent for disposal is decommissioned and the DVLA are notified of the vehicles destruction. From January 2006 the ELV regulations state that 85% of vehicles have to be recycled. The MPS contractor is conducting a number of trials to increase the level of recycling per vehicle. Vehicles are composed of approximately 75% metal, 1% fuel, and 3 % is the battery recovery and the tyres. The remaining wastage is the plastic and internal fabrics and the contractors are working on trials to increase the level of plastic recycling. They are developing an on site plastic recycling plant which will be operational from June 2006. Vehicles that are in a good state of repair are disposed of on the second hand market. In addition, redundant police vehicles are stripped of reusable parts.

Total Volumes of Recycling:

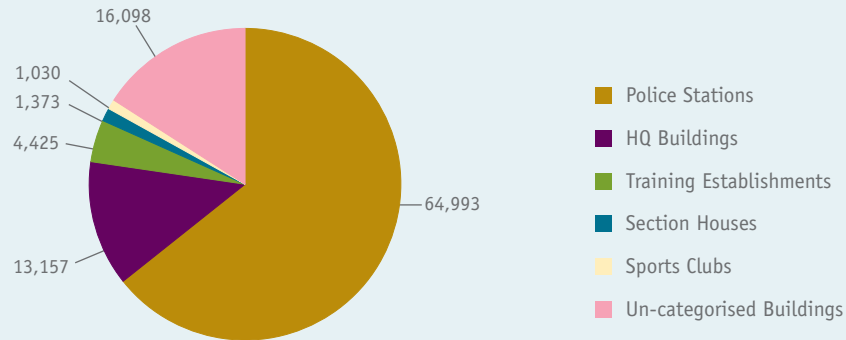
In 2005/06, 2,869,532 9mm rounds were fired during training sessions at MPS firearms ranges. The MPS recovered 15,451 kg of lead from spent rounds and 9,612 kg of brass was recovered for recycling from all training sites. In addition, 1,420 kg of aluminium was recovered from baton rounds.



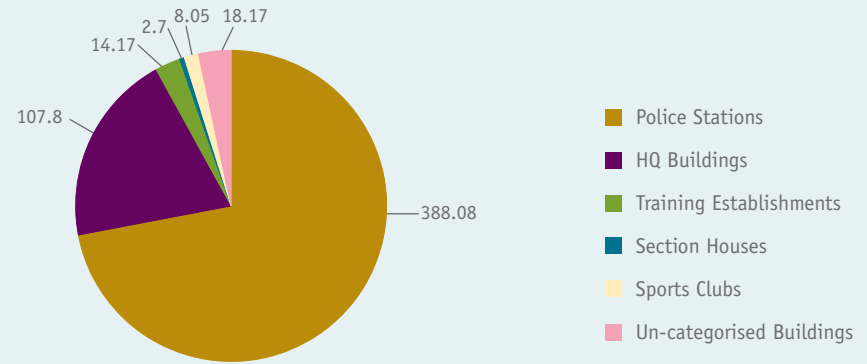
Material Waste Stream	Amount Recycled
Paper	534 m ³ /year (534,000 litres) 0.53%
Cardboard	11,146 m ³ /year (11,146,000 litres) 11.01%
Drinks Cans	11.70 m ³ /year (11,699 litres) 0.01%
Plastic Waste	0.450 m ³ (450 litres) 0.45%
Confidential Waste	843 tonnes of confidential waste was recycled into tissue paper.
Mobile Phones	1,914 mobile phones were recycled from confiscated property from Police Stations and were reprocessed under the Fonebak scheme. This is a 69% decrease on the previous year due to staff shortages to process the phones for recycling. The phones that were not recycled in 2005/06 will be processed and sent for recycling during 2006/07.
Horse Manure	774.43 tonnes were composted from Imber Court. The compost is then sold through local garden centres.
Cooking Oil	50,890 litres via a registered waste carrier. This is a 30% increase on the previous year.
Waste Electrical and Electronic Equipment	3,782 pieces of computer hardware were disposed of responsibly via the MPS ICT provider. The equipment is crushed to ensure secure disposal and the resulting aggregate is used as a type of road material.
Fluorescent Tubes	28,100 tubes were recycled. This is a 346% increase on the previous year due to improved reporting process with the MPS contractor.
Recovered Aviation Fuel	410 Litres
Recovered oil from Air Support Unit	280 litres
Recovered solvent from Air Support Unit	210 litres

In 2005/06 the MPS saved £466,290 by re-deploying furniture for reuse around the MPS estate as approximately 70% of furniture is reused. For large scale projects the MPS works with Greenworks, a registered charity and social enterprise that passes on quality office furniture at low cost to charities, schools and community groups. In addition, the MPS recycled of 129.8 tonnes (October 2005 - Mar 2006) of redundant furniture through the registered waste management contractor.

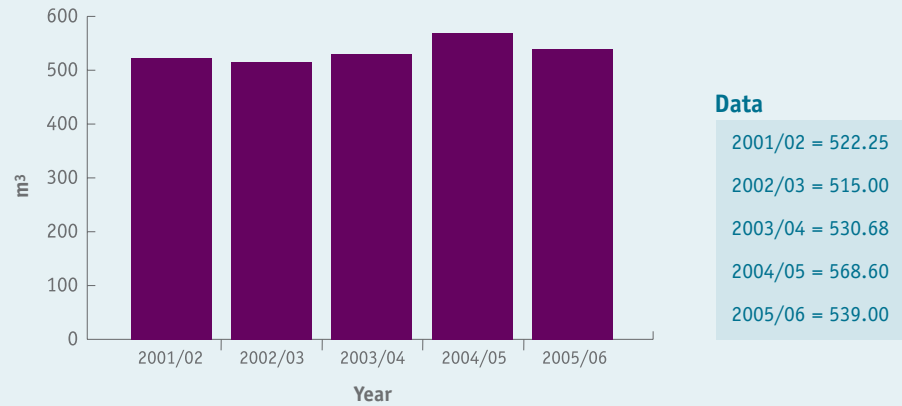
General Waste (m³) per building type 2005/06



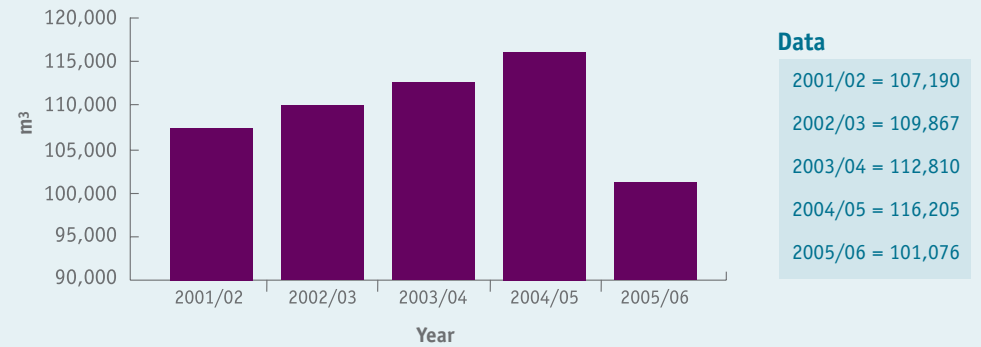
Hazardous Waste (m³) by building type 2005/06



MPS Hazardous Waste 2005/06



MPS General Disposal 2005/06



Environmental Training, Awareness and Communication

MPS Strategic Objectives

E1 Ensure that staff embed environmental issues are integrated into all relevant decision making processes within the MPA and MPS.

The MPS understands the importance of communicating environmental messages to ensure that staff embed environmental issues into mainstream decision making processes. Work had progressed throughout 2005/06 to raise awareness of environmental issues and the responsibility of all staff to assist with the delivery of the MPS Environmental Strategy.

A crucial part of implementing environmental management initiatives within the MPS is ensuring that staff are aware of the impact of their behaviour in the workplace and how they can contribute to the Environment Strategy through increasing environmental performance and efficiency. The MPS has a dedicated Environment Team who are currently developing an environmental network of volunteers to assist the Team with increasing environmental awareness across the MPA estate, populating the MPS Intranet and Internet pages, preparing a training needs analysis and carrying out awareness raising presentations to staff.

An environmental intranet site has been developed to provide information and resources to MPS staff on a number of environmental issues. Recent environmental initiatives, events and downloadable versions of key environmental policies are also published on the site. The Environmental Information Internet and Intranet sites continue to be updated which includes detailed information on environmental issues, legislation and how to manage and reduce impacts. In addition, a number of staff awareness articles and press releases have been launched on specific environmental issues. A training needs analysis questionnaire was sent to staff within Property Services to assess what level of training they required in environmental issues. In addition, a significant amount of work has been done to mainstream environmental issues and considerations into existing business processes and policies. For example the consideration of environmental risks within risk assessments and contract requirements. In 2005/06, 78 enquiries were emailed to the Environment Helpline with issues including cycling and recycling schemes.

The Environment Team have been working closely with the Directorate of information who now include environmental awareness training within their induction course. In addition the Directorate of Information publishes a regular newsletter to raise awareness of the latest environmental issues. The MPS attends a variety of environmental seminars and events to ensure that we share best practices with other organisations. We are promoting this best practice to all areas of the MPS.



Sustainable Design & Construction

MPS Strategic Objectives

- F1 Ensure that sustainability is considered at each project stage (planning, design, construction and end of life) for all new MPS properties.
- F2 Promote the use of recycled materials in maintenance, refurbishment, site development and construction services.

The construction industry plays a major role in improving the quality of the built environment, but it also impacts on the wider environment in a number of ways. The construction sector in the UK is responsible for nearly a third of all industry-related pollution incidents and construction and demolition waste alone represent 19% of total UK waste. Construction is facing enormous pressure to find ways to conserve and make best use of our increasingly scarce natural materials as 80% of construction material are derived from natural resources such as aggregates, timber and clay.

One way that the construction sector can reduce the impact on the environment is to reuse, reclaim or recycle materials for demolitions and in many cases over 85% of demolition materials can be reduced, reused, reclaimed or recycled.

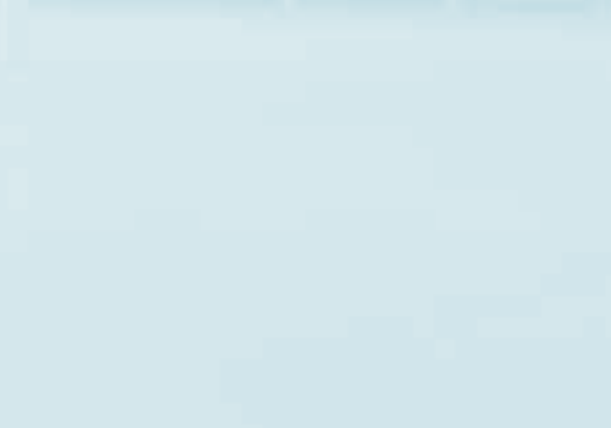
The MPS is set to achieve 50% recycling levels from the proposed 2006/07 demolition of old buildings at a new Vehicle Recovery and Examination Service site. The MPS have instructed a company to carry out the demolition with minimal waste as possible sent to landfill.

The MPA Estates Strategy outlines future plans for the essential modernisation of the MPA property portfolio. This commits the MPA to ensuring that buildings enable delivery of the requirements of the MPA Estates Strategy 'Building Towards the Safest City' in the most sustainable way. This involves ensuring that the consumption of raw materials, chemicals, energy and water, emissions to air, land and water and the generation of wastes are controlled, minimised and prevented wherever possible. In addition, the MPS Environmental Strategy commits to ensuring that sustainability is considered at each project stage and recycled materials are promoted in maintenance, refurbishment, site development and construction activities.

The Environment Team has developed Environmental Design Guidance, which sets out the expectations of the MPS with regard to how sustainability can be implemented in all MPS projects. Design guidance includes requirements such as use of FSC timber and Building Research Establishment Environmental Assessment Method (BREEAM) excellent or Very Good ratings.

The Environmental Construction Guidance has also been developed to set out the expectation of the MPS with regard to how environmental impacts associated with construction and refurbishment activities must be managed by contractors on all MPS refurbishment and construction projects. This includes the requirement for contractors to report to the MPS levels of recycling, % of recycled content products and % of Forest Stewardship Council certified timber used.

Refrigerants are currently used in MPA refrigeration systems for air-conditioning plant; walk in refrigerators and freezers; refrigerated display cabinets; and in commercial and domestic freezers and refrigerators. In 2005/06, a total of 222.49 kg of refrigerants were used by the MPS, which is a 5% decrease on the previous year. R 22 is the main refrigerant used however, due to new incoming legislative requirements and associated environmental impacts work has been done to reduce the number of refrigerants used and phase out use



of R22 by 2008. The MPS actively supports the Montreal Protocol and is seeking alternatives to environmentally damaging refrigerants.

Halon 1211 is used by the MPS in public order training and duties and a total of 2,478 kg was used in 2005/06. There is ongoing work to trial Halon 1211 alternatives but at present there are no suitable alternatives.

All Boroughs within the Metropolitan Police District are encouraged to participate in the MPS Gardens Competition. The annual competition rewards stations for their gardens, patios, hanging baskets, tubs and containers. The competition is an opportunity for the MPS to significantly enhance the local environment and provide a more approachable image to the community by enhancing the frontages and areas of open space at its stations and public buildings.

Staff that have an interest in gardening are encouraged to establish gardens and participation in the awards is an excellent opportunity for stations to improve their public image and engage with local people. The 2005/06 winners will be announced in October 2006 and presented with awards by Keith Luck, MPS Environmental Champion. Tottenham Police Station has taken part in the 2005/06 competitions and has transformed the yard from a storage area for old bikes to a relaxing area for staff.



Before: Tottenham Police Station's entry into the MPS Garden's Competition



After: Tottenham Police Station's entry into the MPS Garden's Competition

The MPS has been supportive of a beekeeper located near one of the HQ buildings. The beekeeper has been given access to one of our HQ buildings as the bees can enhance building security. A recommendation is for the MPS to consult with the beekeeper to locate a hive on a HQ building to encourage the production of honey and it will also provide staff with a more interesting workplace. In addition, the honey produced is sold to MPS staff in support of a local youth charity.

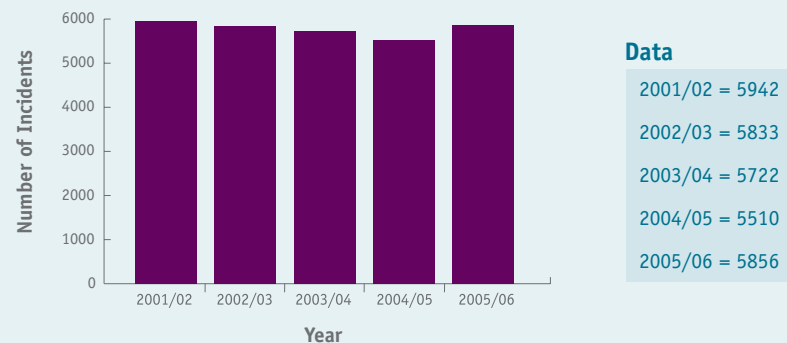


Bees are vital for the British food production and in recent years both bees and bumblebees have been in decline.

The MPS monitors and records all public health incidents electronically. These incidents include the eradication of vermin, insects, cleansing and decontamination associated with scenes of crime and custody. The number of public health incidents for 2005/06 is 5,856, which is 6% increase on the previous year.

Note: Due to data verification the total reported public health incidents for 2004/05 was 5,510 and not 4,377 as previously reported. More information is available upon request from the Environment Team.

Total Reported Public Health Incidents 2001 - 2006



Financial Aspects of Environmental Management

MPS Strategic Objectives

- G1 Seek dedicated financial support for the delivery of the MPS Environmental Strategy through the preparation of an environmental budget.
- G2 Maximise the potential for integrated funding by aligning externally facing environmental objectives with wider business objectives.
- G3 Investigate the environmental liabilities and risks arising from the MPA financial investments.

As part of the Environmental Strategy development the need to focus on providing financial support to the delivery of environmental initiatives were identified by internal and external stakeholders.

In 2004/05 the MPS was required for the first time to submit an environmental budget return. The Mayor is keen to assess the ways in which the MPA/MPS budget will assess environmental issues as it is recognised that both externally and internally facing environmental initiatives are dependant on adequate funding to succeed.

To achieve some objectives of the Environmental Strategy, new funds will have to be sought and for other existing funds redirected whilst ensuring there is no detrimental effect on other MPA/MPS initiatives or operational policing.

The MPS are working with the GLA and GLA family to develop this area of work and from 2006/07 the Mayor of London is keen to expand the remit of the Environment Budget Return to include elements of Sustainable Development. The Environment Team is working closely with Finance Services to collated information for submission to the GLA.

Additionally, the MPS is keen to explore external funding sources and needs to have an understanding of the potential environmental impacts associated with the investments of the MPA funds. In 2005/06 the MPS worked with Trucost, an environmental research organisation that help companies and investors understand the environmental impacts of business activities. Trucost provides data and analysis on organisations emissions and natural resource consumption and presents these in financial terms.

The MPS was keen to work with Trucost to identify the environmental impacts of investing MPA funds in a variety of financial institutions. Financial institutions are under close scrutiny as stakeholders are increasingly asking questions about corporate governance and the environmental impacts of the operations. A number of voluntary guidelines have been established including the Equator Principles, UN Global Compact and the UN Environmental Programme for Finance Initiative (UNEP - FI). Results show that the MPS lends to only UK and foreign banks and 62.5% of the financial institutions the MPS lends to have signed up to at least one of the 3 voluntary guidelines. The MPS are using this work to form the foundation of an ethical investment policy.

Notes





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Appendices

Appendix 1 Progress Against 2005/06 Environmental Targets

The progress against environmental targets is monitored on a quarterly basis and reported in the Monthly Management Report to Senior MPS staff. The progress detailed below is at the end of the financial year 2005/06.

The progress status key is as follows:

	Target complete. Objective on track.
	Progress satisfactory.
	Target off track but achievable in longer timescales.
	Target not achieved/initiative not viable.

Environment Crime

Ref	Environmental Targets	Progress Update
A1.1	Increase the number of Safer Neighbourhoods teams to 256 from 96.	
A1.2	Review data capture systems for Safer Neighbourhood activities to identify indicators/ measures of tackling environmental issues.	
A1.3	Share best practice in tackling environmental issues between Safer Neighbourhood Teams through the Safer Neighbourhood website.	
A1.4	Provide training on tackling environmental issues to PCSO's.	The Capital Standards Training has not been launched. However, Capital Standards have now revised all training materials and it has been agreed it will be trialled in 5 boroughs. Target carried forward to 2006/07.
A1.5	Develop a database of environmental contacts for use by Safer Neighbourhood's teams.	

Wildlife Crime

Ref	Environmental Targets	Progress Update
A2.1	To increase awareness of specific wildlife crime issues in London by publishing information for the public on illegal fox poisoning, and trade in endangered species.	
A2.2	To seek the agreement of Territorial Policing Department to a formal Service Level Agreement (SLA) by which Borough Wildlife Crime Officers (BWCO) will have a proportion of their time dedicated to their wildlife crime duties.	
A3.1	To develop and begin to implement a plan to develop the role of Police Wildlife Crime Officers in the London Boroughs and to develop local Borough Wildlife Crime Partnerships.	
A3.2	To develop and begin to implement a programme of attachments to the Wildlife Crime Unit for Borough Wildlife Crime Officers with a view to increasing their expertise of wildlife law enforcement.	
A3.3	To work with the GLA to launch a new campaign, under the banner of Operation Charm, to educate consumers and traders in traditional Chinese medicine with a view to reducing the use of endangered species in the trade.	Work is in progress but launch will take place next year. A preliminary document has been drafted on partnership working with GLA and NGO's. The Wildlife Crime Unit are in the process of writing an awareness-raising leaflet that will be published in both English and Chinese. The main work will be carried out in the 2006/07 target year as preparatory work was completed in 2005/2006.

MPS Transport Operational Command Unit

Ref	Environmental Targets	Progress Update
B.1	To ensure that the public and staff feel safe using the bus infrastructure on agreed routes and corridors and on other agreed priority locations.	
B.2	To ensure efficient movement of buses on agreed routes and corridors and on other agreed priority locations on the London bus network	
B.3	To assist the control and where possible the reduction of congestion at agreed priority locations within the MPD	
B.4	To ensure the efficient movement of buses other road traffic and other road users on the Transport for London Road Network (TLRN) by in particular the enforcement of decriminalised parking offences and moving vehicle contraventions.	

Transport Services and Travel Planning

Ref	Environmental Targets	Progress Update
B5.1	Sign up to the Transport Energy Motorvate Initiative and carry out an initial benchmarking survey	
B5.2	Develop a spreadsheet to calculate vehicle (CO2, NOX, SOX) emissions based on manufacturer's data to improve accuracy of reporting on vehicle emissions	

Transport Services and Travel Planning

Ref	Environmental Targets	Progress Update
B5.3	Develop a schedule for replacement of all LEZ non-compliant vehicles (vehicles to be replaced by November 2008)	
B6.1	Develop and implement a site specific Travel Plan for Empress State Building to act as a pilot for an MPS Travel Plan	
B6.2	To investigate the availability of travel data and information on initiatives for the MPS.	
B6.3	Review progress on the Empress State Travel Plan and develop recommendations for roll out to the MPS.	
B7.1	Develop a Transport Services environmental strategy for inclusion in the Sustainable Travel Plan	
B7.2	Develop a vehicle user education and awareness strategy to form a part of the Sustainable Travel Plan	
B7.3	Increase the number of bicycles used by Police Officers and Police Community Support Officers	

Procurement

Ref	Environmental Targets	Progress Update
C1.1	Develop and implement supplier environmental performance requirements and evaluation process for procurement services contract documentation.	
C1.2	Increase level of commitment to the Mayor's Green Procurement Code to Level B1.	
C1.3	Develop guidance on environmental best practice in procurement for purchasers.	
C1.4	Review contract renewals against environmental best practice.	Work is ongoing to ensure environmental issues are considered for all contract renewals.
C1.5	Implement the London Development Agency Sustainable public sector food procurement project.	
C2.1	Tender market based procurement contracts aiming to procure energy directly from utility markets at the most economic rates from a secure sustainable source.	Currently in negotiation. Target to be carried over into 2005/06.
C2.2	Retender the fuel oil supply contract to ensure long term use of ultra low sulphur fuel oil for heating and hot water supplies.	Currently in negotiation. Target to be carried over into 2005/06.

Resource Management and Consumption

Ref	Environmental Targets	Progress Update
D1.1	Carry out 18 energy surveys and implement recommendations where cost effective.	
D1.2	Install 6 Trend Building Management Systems (BMS) to enhance the control of heating and air conditioning plant.	
D1.3	Install 35 BMS Graphic Display panels in major energy consuming properties for Finance & Resource Managers	All 35 of the BMS Graphic display panels have been procured and 5 have been installed. There have been delays as a result of problems with the supply chain and staff absence. This target will be carried forward to 2006/07.
D1.4	Develop and implement a programme of energy engineering initiatives for across the MPS to include:- power factor correction, insulation, lighting controls and variable speed drives.	
D1.5	Develop an Energy management Intranet site to provide information on energy performance and conservation to building users.	The Energy Management Team are in the process of designing their Intranet site and working with the Intranet Team to layout a template. Progress has been delayed due to lack of staff resources. The target has been carried over to 2006/07.
D1.6	Develop and implement an Energy Action Plan for the poor performing MPS sites seeking support and participation of building users, Mentors, Babcock's and Interserve (external contractors).	

Ref	Environmental Targets	Progress Update
D1.7	Install half hourly Code 5 electricity metering to an additional 40 metered properties to improve accuracy of invoicing and performance reporting.	10 installations were completed. The remaining meters have not been installed due to site specific difficulties associated with shut downs at critical sites. In these circumstances the meters can only be installed during planned works on site and therefore installation of metering has been incorporated within the forward maintenance regime where appropriate. For this reason this target will not be carried over to 2006/07.
D1.8	Upgrade BMS utility sub metering at 50 sites to provide improved performance monitoring and reporting. Trail and upgrade the TEAM Energy Management database to improve the efficiency of data collection and reporting.	Work is on going for the upgrade of sub-metering. 12 have now been upgraded. The target has been carried over to 2006/07.
D2.1	Trail the installation of an MK Energy boiler cycling control system and benchmark against the BMS providing the same control functions.	
D2.2	Conduct a trial of 'Savawatt' refrigerator and split air conditioning power reduction controllers.	

Resource Management and Consumption

Ref	Environmental Targets	Progress Update
D2.3	Carry out a trial of 'Efficient Air Services' air handling plant.	
D2.4	Conduct a trial of a small-scale wind turbine or photovoltaic installation.	

Water

Ref	Environmental Targets	Progress Update
D3.1	Review the water management database and implement recommendations for improvement	
D3.2	Develop criteria and guidance for implementing water saving technologies on MPS projects.	
D3.3	Install remote water meters to the top 10 water consuming sites (with BMS) to carry out real time monitoring of water consumption.	Remote meters have been investigated but are expensive to purchase and install. It has been decided that this money would be better spent on water saving initiatives. A target to implement initiatives will be set for 2006/07

Paper Use

Ref	Environmental Targets	Progress Update
D4.1	To include messages intended to reduce paper consumption within appropriate Communication Action Plans delivered by the Directorate of Information.	
D4.2	To implement changes to existing technology that promote the use of double-sided printing and copying.	This has been requested for inclusion of this function into the new ICT contract. The target has been carried over to 2006/07.
D4.3	Seek to increase the proportion of information held in electronic form and to reduce paper generated and stored through; a) Assessment of the business and technical implications of adopting an electronic primary record; and b) Introduction of electronic document and records management.	A Strategy: Accessible and Reliable Electronic Records in Support of Safer London Policing 2006 - 2011 has been developed based on part (a) of the target. However part (b) of the target requires longer timescales for implementation. Further targets on (a) and (b) will be set for 2006/07.

Waste Management

Ref	Environmental Targets	Progress Update
D5.1	Increase recycling by 10% through the roll out of ESB recycling scheme	

Waste Management

Ref	Environmental Targets	Progress Update
D5.2	Develop and implement a waste management and recycling plan at the Hendon Training Centre.	Property Services are in the process of recruiting a Recycling Officer. This target is off track due to the complexity and scale of requirement at Hendon and lack of resources to co-ordinate the development of waste management plan. The Hendon Facilities Management Team are now preparing a test case for shredding of confidential waste and improving recycling. It has been agreed that the new Recycling Officer will assist with developing a system of measuring the production/disposal of waste of waste streams and development of a new waste management plan for 2006/07.
D5.3	Develop waste management requirements for the FMS contract.	
D6.1	Decrease the generation of waste through roll out of no personal bin policy at Empress State Building.	

Environmental Training, Awareness and Communication

Ref	Environmental Targets	Progress Update
E1.1	Populate the 'issues' pages of the environmental website.	

Environmental Training, Awareness and Communication

Ref	Environmental Targets	Progress Update
E1.2	Develop an external Environmental Internet site on the MPS portal.	
E1.3	Develop an Environmental Communications Plan	
E1.4	Carry out an Environmental Training/Awareness Needs Analysis for Property Services.	
E1.5	Develop an Environmental Network of employees across the MPS and begin to implement initiatives to raise environmental awareness.	
E1.6	Establish an electronic environmental help line.	

Sustainable Design and Construction

Ref	Environmental Targets	Progress Update
F1.1	Develop environmental procedures, for Property Services as part of the development of the Property Services EMS.	
F1.2	Develop an environmental risk management process for Property Services.	
F1.3	Develop guidance on the development of a Sustainability Action Plan (SAP).	

Sustainable Design and Construction

Ref	Environmental Targets	Progress Update
F2.1	Carry out a review of the Building Research Establishment Green Guide to Specification and develop recommendations for implementation on new MPS developments.	
F2.2	Develop guidance on use of recycled and sustainable materials in building design and construction for Project Managers.	

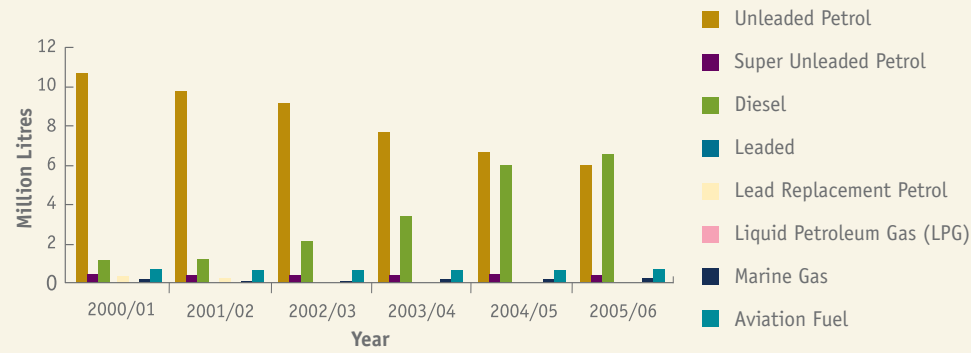
Financial Aspects of Environmental Management

Ref	Environmental Targets	Progress Update
G1.1	Develop a process to capture financial data on environmental targets to develop an environmental budget.	
G2.1	Develop and implement a process to review the Environmental Management Programme against income development databases with the aim of identifying additional funding for the Environmental Strategy.	
G3.1	Review the environmental and ethical performance of financial institutions receiving MPA financial investments	

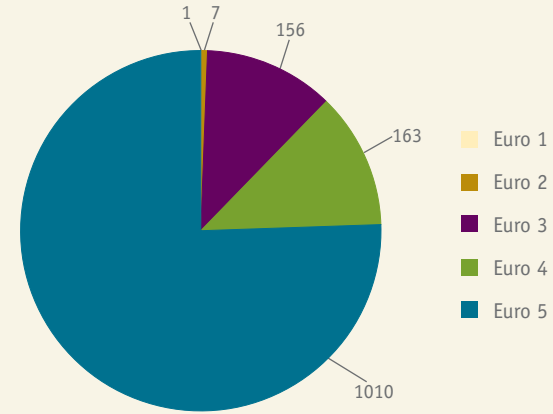
Appendix 2 Environmental Performance Data

Transport

MPS Fleet Fuel Usage 2001 - 2006

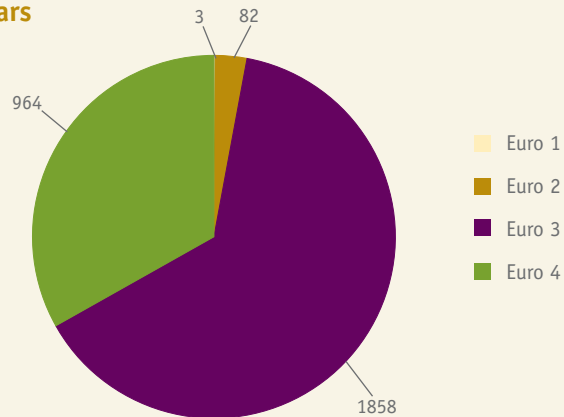


Vans

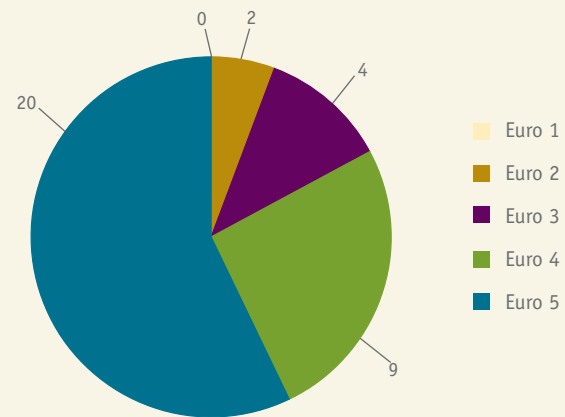


MPS Vehicle Fleet Environmental Standards

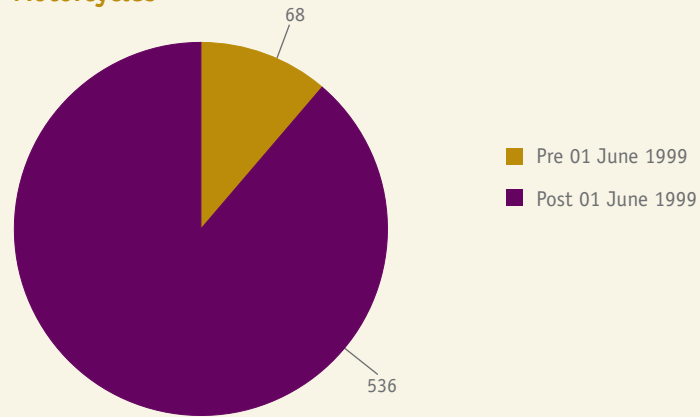
Cars



Large Goods Vehicles



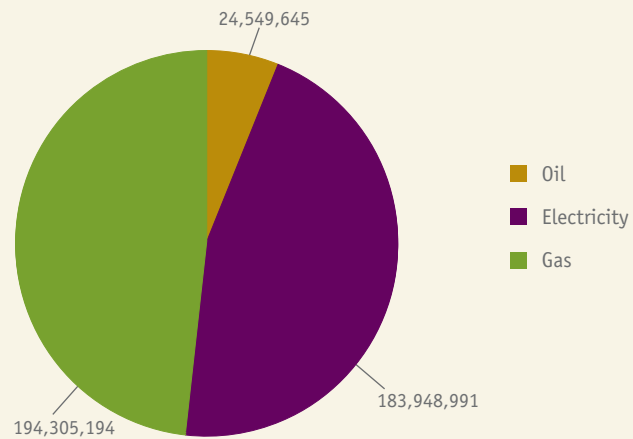
Motorcycles



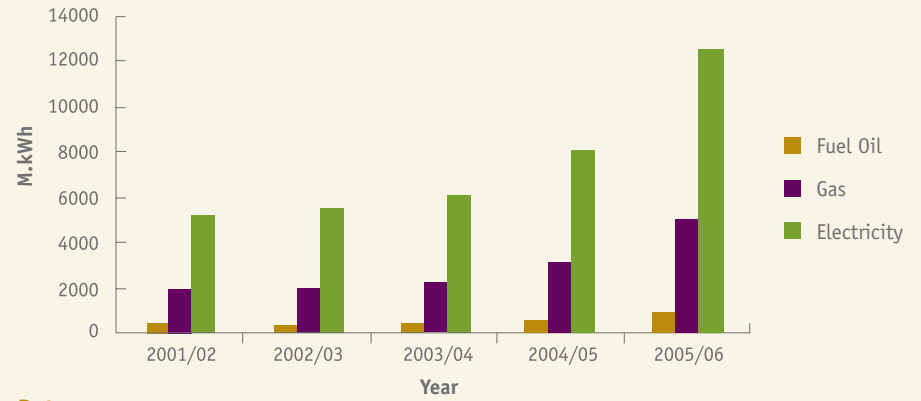
Resource Management and Consumption

Energy

Total Energy Consumption kWh 2005/06



Energy Fuel Cost £k 2001 - 2006

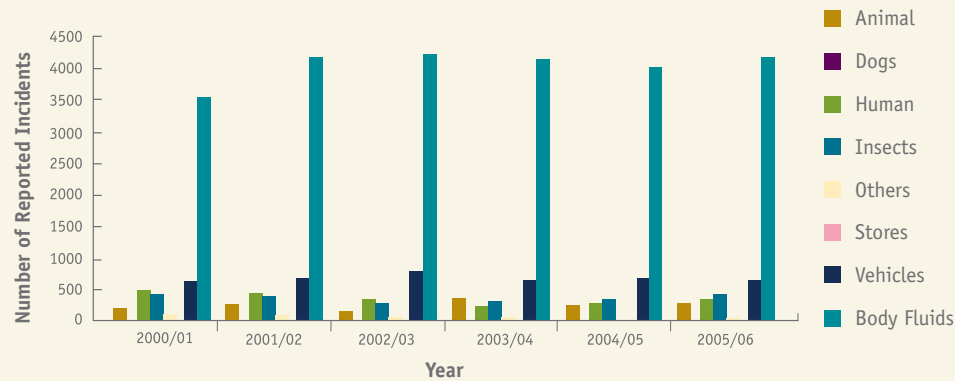


Data

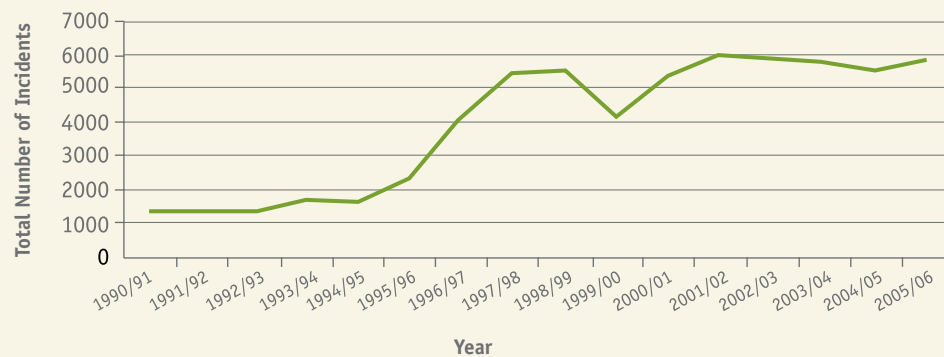
	2001/02	2002/03	2003/04	2004/05	2005/06
Fuel Oil	366.613	333.935	391.168	501.337	825.273
Gas	1,983.079	1,942.422	2,227.165	3,080.745	4,983.02
Electricity	5,149.641	5,411.771	6,021.596	8,027.979	12,517.25

Sustainable Design and Construction

Reported Public Health Incidents by Category 2001 - 2006



Total Reported Public Health Incidents 2001 - 2006



Categories of Reported Public Health Incidents

Category	Type of Incident
Animal	Eradication of mice, rats etc, where infestation has occurred. Includes relocation of wildlife e.g. squirrels and foxes.
Dog	Treatment of premises for mange, distemper etc, where a dog has been brought in or found.
Human	Generally related to detained persons (infected or unwell) placed in cells, which then need to be treated for fleas, lice and scabies etc.
Insect	Numerous types but grouped as flying, biting or crawling.
Other	Anything not included in specific categories such as birds, pigeons, scenes or crime decontamination.
Stores	Eradication of grain type beetles from storage areas in horse stables.
Vehicles	Cleansing and/or treatment of vehicles following transportation of verminous persons.
Body Fluids	Decontamination of custody suites or vehicles when body fluids have been spilt.

Appendix 3 Historical Data

Airborne Emissions other than Greenhouse Gases

Environmental Factor	2001/02	2002/03	2003/04	2004/05	2005/06
Refrigerants used for food refrigeration, freezers, coldrooms, excluding air conditioning:					
CFC (kg/annum)	0.00	0.00	0.00	0.00	0.00
HCFC (kg/annum)	54.38	25.90	25.00	31.80	10.45
HFC (kg/annum)	33.70	38.50	24.40	30.00	5.93
Refrigerants used for Air Conditioning Plant:					
HCFC (kg/annum) (note 1)	354.00	771.50	342.72	42.34	185.45
HFC (kg/annum) (note 1)	10.00	284.30	14.34	118.30	20.73
Halon 1211 used (kg/annum) during public order training/duties.	1,468	1,891	2,847	2,384.9	2,478
NO_x from combustion of fuels:					
Electricity (tonnes/annum)	144.37	150.74	188.18	191.76	200.50
Gas (tonnes/annum)	26.31	26.20	28.55	29.42	32.06
Oil (tonnes/annum)	5.26	4.46	4.71	4.44	5.16
SO_x from combustion of fuels:					
Electricity (tonnes/annum)	422.50	441.16	551.34	561.19	586.80
Gas (tonnes/annum)	Neg.	Neg.	Neg.	Neg.	Neg.
Oil (tonnes/annum)	9.02	7.65	4.93	7.61	8.84

Transport

Environmental Factor	2001/02	2002/03	2003/04	2004/05	2005/06
Emissions road vehicles (kg CO ₂ /100km travelled) (note 2 and 3)	30.173	28.383	27.735	32.705	32.702
Emissions boats (kg CO ₂ /100 hours travelled) (note 5)	N/A	38.557	31.86	N/A	38.094
Unleaded Fuel used (million litres) (note 3)	9.66	9.076	7.676	6.534	5.98
Super Unleaded Fuel used (million litres) (note 3)	0.332	0.319	0.328	0.476	0.329
Diesel Fuel used (million litres) (note 3)	1.12	2.122	3.373	5.967	6.47
Leaded Fuel used (million litres) (note 3)	Neg.	0	0	0	0
Lead Replacement Petrol used (million litres) (note 3)	0.159	0.008	0.022	0.002	0.02
Liquid Petroleum Gas (LPG) used (million litres) (note 5)	N/A	0.005	0.007	0.006	0.001
Marine Gas Used (million litres)	0.093	0.129	0.14	0.192	0.16
Aviation Fuel used (million litres)	0.652	0.663	0.611	0.651	0.666
Road vehicles - CO ₂ emissions (k tonnes)	26.453	27.445	27.622	32.269	32.006
Boats - CO ₂ (k tonnes)	0.248	0.346	0.377	0.516	0.430

Transport

Environmental Factor	2000/01	2001/02	2002/03	2003/04	2004/05
Helicopters - CO ₂ (k tonnes)	1.496	1.38	1.47	1.504	1.552
Number of road vehicles	3,835	4,147	4,320	4,847	4,883
Number of Boats	21	14	40	28	28
Number of helicopters	3	3	3	3	3
Distance travelled road vehicles (million kilometres) (hire cars no included) (note 2)	87.67	96.694	99.594	98.677	103.68
Distance travelled Hire road vehicles (million kilometres)					32.19
Hours operated boats (hours) (note 5)	N/A	8,983	11,833	N/A	11,288
Hours operated helicopters (hours)	3,026.10	2,790.17	2,973.27	3,043	3,168



Energy

Environmental Factor	2000/01	2001/02	2002/03	2003/04	2004/05
Actual Energy Cost £ million	7.5	7.65	8.84	11.6	18.3
Electricity (£ million)	5.15	5.41	6.021	8.02	12.50
Gas (£ million)	1.98	1.94	2.227	3.08	4.98
Oil (£ million)	0.47	0.37	0.33	0.391	0.50
Energy cost (£/m ² treated floor area) (note 4)	11.23	10.54	11.31	14.58	23
Energy consumption (M.kWh/m ²) - Actual	316.98	318.35	345.12	375.37	498
Energy Consumption (kWh/m ²) - Normalised	506.00	459.00	474.26	488.08	494.50
Emissions from Combustion of fuels (CO₂ Tonnes):					
Electricity	56,952	57,788	35,490	0	23,931 (note 8)
Gas	30,299	30,171	30,134	33,881	36,918
Oil	6,266	5,314	5,571	5,283	6,628
Emissions from combustion of fuels (CO₂ kg/m²):					
Electricity	85.27	79.56	46.47	0	29.60
Gas	45.37	41.38	39.45	42.56	45.60
Oil	9.38	7.29	7.29	6.64	8.20
Emissions from combustion of fuel (CO ₂ kg/m ²) - Normalised (note 6)	144.90	134.65	97.67	49.19	82.76

Renewable Energy

Environmental Factor	2001/02	2002/03	2003/04	2004/05	2005/06
Sites with renewable power - Proportion of total electricity supply for years 2000 - 2003	3%	3%	See below		
Sites with renewable power - proportion of total electricity supply for the year 2003/04 April to September	-	-	3%		
Sites with renewable power - proportion of total electricity supply for the year 2003/04 October to March	-	-	100%		
Sites with renewable power - proportion of total electricity supply for year 2004/05				100%	
Sites with renewable power proportion of total electricity supply for year 2005/06					75%
Site with Combined Heat & Power (CHP) - proportion of total electricity supply.	0.27%	0.27%	0.27%	0.27%	0.27%

Water

Environmental Factor	2001/02	2002/03	2003/04	2004/05	2005/06
Water Cost (£/m ² net floor area)	1.19	1.24	1.12	1.71§	1.35
Water Consumption (m ³)	751,350	773,080	759,249	904,611	866,959
Water Consumption (m ³ /person)	12.52	11.62	11.11	11.59	11.11

Waste

Environmental Factor	2001/02	2002/03	2003/04	2004/05	2005/06
Waste Collection (£/m ³ collected)	6.77	6.76	7.03	7.88	10.52
Waste Collection - general (m ³ /person/annum)	2.01	2.06	2.63	2.47	2.09
Waste Collection - general (m ³)	107,190	109,867	112,810	116,205	101,076
Waste collection - clinical (bags/annum)	4,711	4,747	5,815	5,620	5,620
Waste Collection - special (m ³)	10.58	38.68	11.03	22.22 (note 9)	48.47

Total CO₂ Emissions

Environmental Factor	2001/02	2002/03	2003/04	2004/05	2005/06
Total CO ₂ emissions - tonnes	125,716	126,811	105,082	76,917	105,045

All figures exclude VAT. Notes:

- 1 Data was only available for the period July 2002 to March 2003 so an approximation was made to calculate the total usage for the reporting period.
- 2 The distance travelled by road in 2004/05 does not include the kilometres travelled in MPS hire vehicles.
- 3 Fuel used, this data includes fuel used by the hire vehicles.
- 4 Floor area information (m²) is based on the net lettable areas provided by the MPA Estates Group. The measure of the floor area used to standardise energy consumption is treated area, defined as the net area multiplied by the DEFRA factor of 1.25 to allow for areas heated but not lettable (e.g. stores, covered car parks, roof spaces and plant areas etc.)
- 5 N/A is not available.
- 6 The term normalised indicates that the data has been adjusted to take into account the changing size of the MPA estate and variation in weather conditions.
- 7 The MPS procured green energy from April 2005 and December 2005. Brown energy was procured from January 2006 to March 2006 resulting in significant CO₂ emissions to atmosphere.
- 8 The Energy Management Team are in the process of retendering the electricity and gas contracts.
- 9 Due to data verification the historical data has been amended.

Contact Details

Please provide any feedback or comments on the MPA Environment Report to:

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While every effort has been made to ensure that the information in this report is neither incomplete nor misleading, the details are for information and are not to be taken as advice or recommendations.

The data has been compiled from statistics produced from numerous sources including external contractors.

