

**DRAFT**

**MPA Budget Submission to the GLA  
November 2004**

**Section F**

**Budget and Environment**

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# 1 Introduction

This paper has been prepared in response to request for information from the Mayor in June 2004.

Since the formation of the Greater London Authority the Mayor has developed the following Mayoral strategies, which cover environmental issues: -

- Energy Strategy;
- Air Quality Strategy;
- Ambient Noise Strategy;
- Biodiversity Strategy; and
- Waste Management Strategy.

As a result the Mayor wishes to assess ways in which the MPA/MPS 2005-06 budget will address environmental issues. The following information has been requested by the GLA.

- a) A short overview of the main environmental priorities over the next three years; what will be achieved in that time; and how the delivery of these priorities relate to the Mayor's Environmental Strategies. In addition an explanation of how environmental expertise is organised within the MPS and how environmental policies and perspectives are developed and integrated into business planning processes.
- b) A short overview of the main environmental priorities over the next three years; what will be achieved in that time; and how the delivery of these priorities relate to the Mayor's Environmental Strategies. You should also provide an explanation of how environmental expertise is organised within the organisation and how environmental policies and perspectives are developed and integrated into the business planning processes.
- c) A copy of your existing environmental strategies and action plans, and a statement showing the current budget allocations for the main components of these plans, and an estimate of the likely 2005-06 budget allocations. If you are planning any significant environmentally based training for staff then please provide details of training days and costs.
- d) To the extent to which it is not covered by MPS main priorities at (a) and existing strategies and action plans at (b), provide a review of how the MPS implement the specific policies and proposals in the Mayor's Environmental Strategies for which the MPS are responsible, indicating in particular MPS priorities and areas where progress is limited by lack of resources.

## 1.1 Scope and Structure of Response

This paper sets out the response of the MPS to this request with regards to the activities of the MPS. Due to recent organisational change within the MPS and the recent addition of a dedicated member of staff to manage

environmental issues, environmental management within the MPS is currently under review. A draft Environmental Strategy for 2005-2010 has been prepared (see Section 2.2) and is currently under review. The strategy is due to be presented to the MPS in January 2005. Once the Environmental Strategy has been finalised the MPS will develop an Environmental Management Programme to implement the objectives through the achievement of targets. Therefore some detailed information on specific activities and initiatives is not available. The MPS response to the GLA request (as detailed above a-d) is included in Section 2 of this paper and structured as follows:

<b>GLA Request</b>	<b>Section 2 MPS Response</b>
<b>a), b) and c)</b>	<p><b>2.1. Environmental Management at the MPS:</b> Provides an overview of the activities of the MPS with regards to environmental management to include, environmental policy and implementation, details of current environmental targets and initiatives, environmental monitoring, and reporting.</p> <p><b>2.2. Draft MPS Environmental Strategy:</b> Provides an overview of the main proposed environmental priorities over the next five years (Environmental Vision and Policy), to include environmental objectives for 2005-2010 and a description of the governance process for environmental issues for the MPS. The strategy will be subject to changes in consultation with the GLA and internal stakeholders. The final document will be published by January 2005.</p>
<b>c)</b>	<p><b>2.3. Environmental Strategy Resources:</b> Funding requirements are provided as an indicative guide to additional resources required to commence the implementation of the strategy in 2005/06.</p>
<b>d)</b>	<p><b>2.4. GLA/MPS Environmental Strategy Alignment Matrix:</b> A matrix has been developed to demonstrate how the MPS Environmental Strategy contributes to the Mayor's Environmental Strategies. Commentary is also provided on areas that are missing.</p>

## **2 MPA Response**

### **2.1 Environmental Management at the MPS**

The MPS environmental programme began in 1991 through a commitment in the MPS Corporate Strategy to develop an Environmental Strategy for purchasing and provisioning. The first Environmental Strategy was published in 1993. Since then the MPS has been monitoring and managing its environmental impacts and this has been reported annually in the MPA Environmental Strategy and Progress Reports (Annex A – 2004 Report). In the past five years the MPS have had some notable successes in relation to the improvement of our monitoring capability, more efficient energy management, reducing vehicle emissions through use of alternatively fuelled vehicles, more sustainable procurement and wildlife crime. The MPS monitor and collate data on the following environmental impact areas:

- Refrigerant use;
- Road vehicle CO<sub>2</sub> emissions;
- CO<sub>2</sub> emissions from boats;
- Fuel consumption by vehicle type;
- Energy cost;
- Energy consumption (kWh);
- CO<sub>2</sub> emissions from energy consumption (oil, gas, electricity);
- Total CO<sub>2</sub> emissions;
- Water consumption (m<sup>3</sup>); and
- Waste collection – general, clinical and special (hazardous) (m<sup>3</sup>/person/annum and totals)

Please see Appendix A for a full list of environmental indicators. Additional Environmental Key Performance Indicators (KPI's) will be developed to monitor performance against the MPS Environmental Strategy 2005-2010.

In 2001, as part of our previous Environmental Strategy annual environmental targets were developed to ensure that the MPS work towards continually improving their environmental performance. Please refer to Annex A – Environmental Progress Report 2002/03 for further details of our current targets and performance from the previous year.

A number of successful environmental initiatives have been implemented (full details will be reported in the Environmental Report 2003/04. Highlights include:

- Purchase of 100% renewable energy for the MPS estate;
- Use of ultra-low sulphur fuel;
- Trialling the use of twenty dual-fuelled (LPG/Petrol) Vauxhall Astra Incident Response Cars on Brent Borough.
- Trailing of Ford 'Think' and G-Wiz electric vehicles and Vectrix motorcycles.
- Introduction of 100 Safer Neighbourhood Teams. The Safer Neighbourhood's Team have worked in partnership with other authorities

to minimise negative environmental issues (e.g. litter, graffiti, noise and abandoned vehicles) where the local community has identified them as a priority.

- The Air Support Unit has an ongoing policy of 'flying neighbourly', in an attempt to reduce noise pollution, this entails maybe flying higher (if operationally possible) or taking a longer route around sensitive sites.

## **2.2 Draft Metropolitan Police Environmental Strategy<sup>1</sup>**

This draft Environmental Strategy has yet to be submitted to the Metropolitan Police Authority's committee procedures. Individual/departamental ownership for policy objectives is currently being established, when environmental targets to form the detail of our activities will be developed.

### **2.2.1 The Environmental Vision of the Metropolitan Police**

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

### **2.2.2 Context**

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 police performance against them. In addition, the MPA discharges its important duty to secure best value for the MPS.

The environmental strategy has been developed in consultation with members of the MPA, the MPS and stakeholders.

The MPS began its environmental programme in 1991 and since then has been monitoring, managing and reporting on its environmental impacts. In January 2001 a five-year Environmental Strategy was produced and progress against its commitments have been reported in the annual Environmental Progress Report. Environmental monitoring and trend analysis capability has significantly improved in the past five years and some notable successes have been achieved in relation to energy management, more sustainable procurement and wildlife crime.

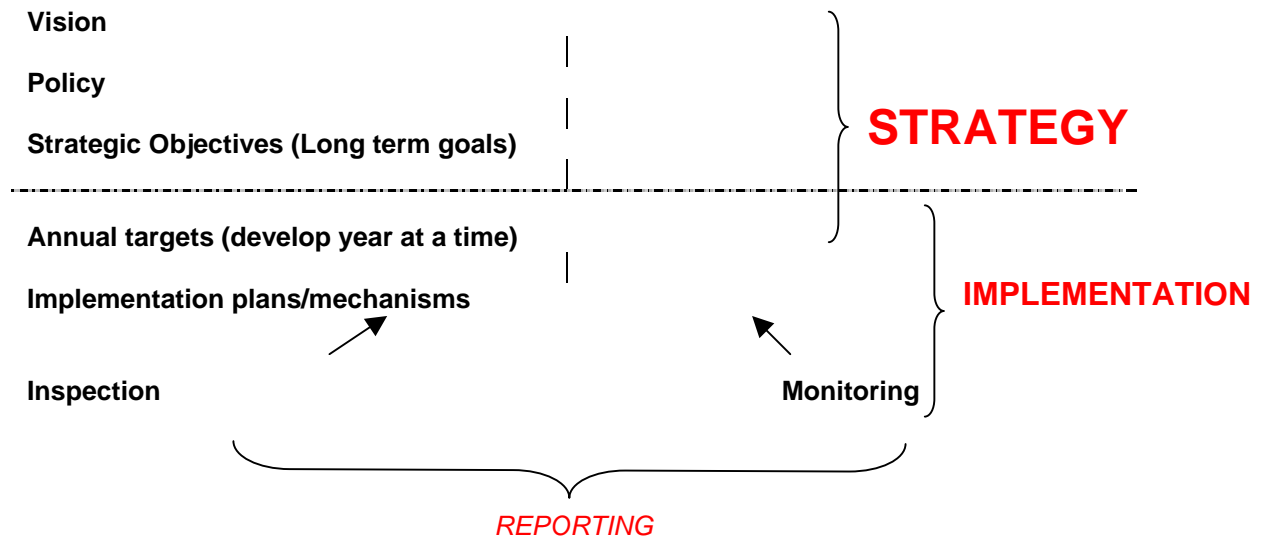
The MPS has developed this Environmental Strategy to demonstrate ongoing commitment to minimise its impacts on the environment over the next five years. We have done this through:

- Internal consultation with key MPA/MPS decision makers;
- Consultation with the Greater London Authority (GLA); and
- Analysis of GLA Environmental Strategies and priorities.

As a result of this work the principles of this strategy have been defined and are described in the diagram below:

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<sup>1</sup> Internal consultation on this Strategy document is on-going.



### 2.2.3 Sustainable Development & Environmental Management

The term 'Sustainable development' was first defined by the World Environment and Development Committee as 'development which meets the needs of future generations without compromising the ability of future generations to meet their own needs'. This is defined further by the Government's four objectives for sustainable development:

- Maintenance of high and stable levels of economic growth and employment;
- Prudent use of natural resources;
- Social progress which recognises the needs of all people;
- Effective protection of the environment;

In essence this means that the Government aspires to taking a more holistic approach to growth, where issues such as the impacts of development on communities, natural resources and the environment are considered alongside traditional economic indicators. All organisations therefore have a responsibility to understand, measure and minimise the impacts associated with their operations. The MPS recognises that social and economic issues are integral to policing and these issues are addressed in the Policing Performance Plan for 2004/05 and the new Policing Performance Assessment Framework (PPAF) through the achievement of best value. However to provide focus this Strategy focuses solely on the environmental aspects of sustainable development.

Organisations achieve environmental improvement through the development of environmental policies and strategies, which outline the organisation's vision and commitments for the future. These are most commonly supported by the development of an Environmental Management System (EMS), which is a system for managing and minimising environmental impacts. The international standard for environmental management – ISO 14001 - provides a framework for developing and implementing an EMS within an organisation and represents best practice. An EMS is the most widely adopted system for:



- Ensuring compliance with environmental legal requirements and preventing pollution;
- Implementing operational control procedures to manage areas of high environmental risk;
- Developing and achieving objectives, targets, and initiatives; and
- Auditing and reviewing progress.

By following this approach, organisations are able to continually improve their environmental performance.

#### **2.2.4 The Future for London**

The Greater London Authority (GLA) provides the overall strategic direction for London through the production of the Mayor's Sustainable Development Framework and supporting Environmental Strategies.

'Our vision for the 'World Class' London of the future is a place where all Londoners and visitors feel the greatest possible sense of physical, emotional, intellectual and spiritual well-being. Our thinking and decision-making will be long-term, meeting the needs of the present without compromising the ability of future generations to meet their own needs. This means ensuring that the ways in which we live, work and play will not interfere with nature's inherent ability to sustain life.' ***The Mayor's Sustainable Development Framework***

The Sustainable Development Framework is supported by a number of GLA Environmental Strategies on the following issues:

- Energy
- Air quality
- Biodiversity
- Noise
- Transport
- Waste

#### **2.2.5 How can the MPS contribute?**

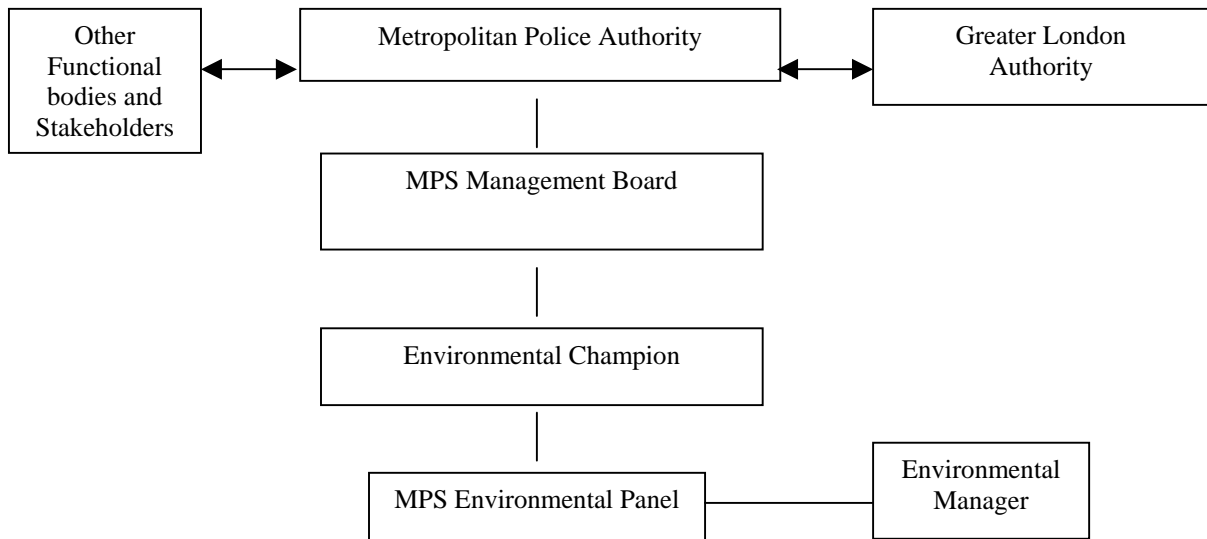
The MPS recognises that as part of the Greater London Authority family, it has a responsibility to contribute to the Mayor's vision for sustainable development. As a result this Environmental Strategy focuses on the areas where the MPS can have the most impact, this being through the management of its estate and employees and through its policing work. The MPS is committed to working in partnership with the GLA to deliver this strategy over the next five years.

The strategy is divided into the environmental issues we believe to be the most significant for the MPS. We outline our vision for the future by committing to five-year environmental objectives with supporting annual targets, which detail our plans and initiatives to improve our performance and minimise our impact on the environment. In addition we intend to implement an environmental management

system in line with the requirements of ISO 14001 to set a framework for operational control and performance improvement. Performance against targets will be reviewed and published annually in the Environmental Progress Report. This Environmental Strategy will be reviewed every five years.

## 2.2.6 Environmental Governance for the MPS

The diagram below describes lines for environmental reporting and communication.



The Environmental Panel is made up of representatives from each business unit and policing within the MPS.

## 2.2.7 Maintaining links with others

The MPS sees working in partnership with its stakeholders as essential to the success of this strategy and will take every opportunity to collaborate with others to share knowledge on environmental management and sustainability and implement joint initiatives.

The MPS key stakeholders include:

- The general public in London
- The GLA and members of the GLA “family” e.g. Transport for London
- Government, e.g. DEFRA & the Home Office
- Statutory Authorities, e.g. The Environment Agency & English Nature
- Local Authorities
- MPA/MPS employees & suppliers
- The communities in which we work
- Other environmental organisations (e.g. Non Governmental Organisations) and research associations.

## 2.2.8 MPS Environmental Policy

It is the Policy of the Metropolitan Police to proactively manage and minimise our environmental impacts and prevent pollution through the implementation of the Metropolitan Police Environmental Strategy. It is our policy to ensure that we meet legal requirements as a minimum and demonstrate best practice in environmental management wherever practicable. We are committed to continuing to identify and monitor our environmental risks and deliver continual environmental improvement through the achievement of the following objectives:

### A. Environmental & Wildlife Crime

The MPS is working with the local community to implement the Safer Neighbourhoods Initiative to identify key priorities to reduce crime and improve the local quality of life. In addition, the Wildlife Crime Unit is establishing a network of Wildlife Liaison Officers to tackle wildlife crime across all boroughs. The MPS is keen to work with other enforcement agencies to reduce environmental and wildlife crime and, where it is within their remit, increase their enforcement efforts.

**Policy Objective A1:** Co-ordinate the activities of Safer Neighbourhood Team's to tackle environmental issues such as graffiti, litter, vandalism, noise and abandoned vehicles where they are identified as a priority by the local community.

**Policy Objective A2:** Ensure that legislation to protect wildlife is enforced in London.

**Policy Objective A3:** Implement initiatives to prevent wildlife crime through the operation of the Wildlife Crime Unit.

### B. Transport

The Mayor's Transport Strategy outlines the vision for transport for London. The MPS Transport Operational Command Unit (TOCU) has a key role in supporting this strategy. In addition the MPS can support the strategy through ensuring that we seek opportunities for using more sustainable travel alternatives for our operations and our employees journeys to work.

**Policy Objective B1:** To ensure that the public and staff feel safe using the bus infrastructure on agreed routes and corridors and on other agreed priority locations.

**Lead for this Objective:** (TOCU).

**Policy Objective B2:** To ensure efficient movement of buses on agreed routes and corridors and on other agreed priority locations on the London bus network (TOCU).

**Policy Objective B3:** To assist the control and where possible the reduction of congestion at agreed priority locations within the MPD (TOCU).

**Policy Objective B4:** To increase the environmental efficiency of the MPS transport fleet, by trialling alternative fuelled vehicles.

**Policy Objective B5:** To design and implement a sustainable travel plan for the MPS for travel to and from work.

**Policy Objective B6:** To design and implement a sustainable travel plan for the MPS for operational travel.

## **C. Procurement**

The development of a Sustainable Procurement Strategy for the GLA family is an important part of ensuring that we manage our resource consumption through the supply chain and we are committed to working with the GLA and others to understand these opportunities further.

**Policy Objective 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.

**Policy Objective C2:** Continue to use green energy as the sole source of energy supply.

## **D. Resource Management & Consumption**

The MPS is committed to continuing to proactively manage and minimise the consumption of natural resources and raw materials in order to provide an efficient and effective police service for the London.

**Policy Objective D1:** Increase the efficiency of the MPS's most inefficient buildings through the implementation of energy minimisation initiatives.

**Policy Objective D2:** Trial the use of innovative energy efficient technologies through a "beacon project", promote the benefits and develop recommendations for wider implementation.

**Policy Objective D3:** Implement a detailed water monitoring and reduction programme for MPS properties.

**Policy Objective D4:** Reduce consumption of paper within the MPS.

**Policy Objective D5:** Provide waste recovery facilities across the MPS estate and promote their use.

**Policy Objective D6:** Minimise the generation of waste from MPS properties.

## **E. Environmental Training, Awareness & Communication**

Education and communication is essential to the implementation of this strategy. Communication of environmental issues to internal and external audiences is necessary to gain the commitment of our stakeholders.

**Policy Objective E1:** Ensure that environmental issues are integrated into all relevant decision making processes within the MPS.

## **F. Sustainable Design & Construction**

The Property & Estates Strategy outlines future plans for the essential modernisation of the MPS property portfolio. This commits to ensuring that buildings enable delivery of the requirements of the wider MPS Strategy '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 are committed to protecting wildlife and enhancing biodiversity in the management of our estate.

**Policy Objective F1:** Ensure that sustainability is considered at each project stage (planning, design, construction and end of life) for all new MPS properties.

**Policy Objective F2:** Promote the use of recycled materials in maintenance, refurbishment, site development and construction activities.

## **G. Financial Aspects of Environmental Management**

It is recognised that both externally and internally facing environmental initiatives are dependent on adequate funding to succeed. For some objectives, new funds will need to be sought or existing funds redirected whilst ensuring there is no detrimental effect on other MPS initiatives or operational policing. Additionally, the MPS needs to be aware of the potential environmental impacts associated with investments of funds.

**Policy Objective G1:** Work with the GLA to lobby Government to provide financial support for the delivery of the MPS Environmental Strategy.

**Policy Objective G2** Maximise the potential for integrated funding by aligning externally facing environmental objectives with wider police objectives.

**Policy Objective G3:** Investigate the environmental liabilities and risks arising from MPS financial investments.

An environmental management programme will be developed to include targets to support the achievement of these objectives within the framework of an environmental management system in line with current best practice, the International Standard ISO 14001. This Policy will be reviewed as part of our yearly performance review and progress will be reported in the annual Environmental Progress Report.

### 2.3 Environmental Strategy Resources

The MPS Environmental Strategy is in draft form and is due to be published in January 2005 once appropriate consultation has taken place and business units have formally agreed the environmental objectives. Once the Strategy has been published, an environmental programme for the year 2005/06 will be produced to support the delivery of the objectives. The following table has been produced based on initiatives within the strategy that will be implemented and future developments, which require resources. The environmental programme has been classified in two ways; those initiatives that will be funded from existing budgets and those, which require additional resources to proceed.

Draft Objective/Work Areas	Indication of 2005/06 activities/targets	Funded from existing budget	Proposals for additional developments requiring resources.
<b>A. Environmental Crime</b>			
<p><i>Policy Objective AI:</i> Co-ordinate the activities of Safer Neighbourhood Team's to tackle environmental issues such as graffiti, litter, vandalism, noise and abandoned vehicles where they are identified as a priority by the local community.</p>	Increase the number of Safer Neighbourhoods teams to 256 from 96.	X <sup>2</sup>	X
	Review data capture systems for Safer Neighbourhood activities to identify performance measures of tackling environmental issues.		
	Share best practice in tackling environmental issues between Safer Neighbourhood Teams through the Safer Neighbourhood website		
	Provide training on tackling environmental issues to PSCO's.		
	Develop a database of environmental contacts for use by Safer Neighbourhood's teams		

<sup>2</sup> **KEY** X = Applies to this category.

Draft Objective/Work Areas	Indication of 2005/06 activities/targets	Funded from existing budget	Proposals for additional developments requiring resources.
<b>Policy Objective A2:</b> Ensure that legislation to protect wildlife is enforced in London.	To increase awareness of specific wildlife crime issues in London by publishing information for the public.	Costs of 4 full time staff for Wildlife Crime Unit. X	Funding would be required for design and publication
<b>Policy Objective A3:</b> Implement initiatives to prevent wildlife crime through the operation of the Wildlife Crime Unit.	To seek the agreement of Territorial Policing Department to a formal Service Level agreement by which Borough Wildlife Crime Officers will have a proportion of their time dedicated to their wildlife crime duties. .	Costs of 4 full time staff for Wildlife Crime Unit. X	Ring-fence wildlife liaison officer's time for wildlife crime enforcement by provision of additional budget.
	To work with the Greater London Authority to introduce initiatives to develop the role of Police Wildlife Crime Officers in the London Boroughs and to develop local Borough Wildlife Crime Partnerships.		Additional funding depending on initiatives.
	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.	X	
	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.		



Draft Objective/Work Areas	Indication of 2005/06 activities/targets	Funded from existing budget	Proposals for additional developments requiring resources.
<b>B. Transport</b>			
<p><b>Policy Objective B1:</b> To ensure that the public and staff feel safe using the bus infrastructure on agreed routes and corridors and on other agreed priority locations.</p> <p><b>Policy Objective B2:</b> To ensure efficient movement of buses on agreed routes and corridors and on other agreed priority locations on the London bus network.</p> <p><b>Policy Objective B3:</b> To assist the control and where possible the reduction of congestion at agreed priority locations within the MPD.</p>	<p>These objectives will be met through the operation of the Transport Operational Command Unit (TOCU)</p>	<p>TOCU Budget. Financed by Transport for London.</p>	
<p><b>Policy Objective B4:</b> To increase the environmental efficiency of the MPS transport fleet, by trialling</p>	<p>Development of a Transport Policy Development of Transport KPI's</p>	<p>X</p>	

<b>Draft Objective/Work Areas</b>	<b>Indication of 2005/06 activities/targets</b>	<b>Funded from existing budget</b>	<b>Proposals for additional developments requiring resources.</b>
fleet, by trialling alternative fuelled vehicles.	Trial and procurement of alternative vehicles.		X
<b>Policy Objective B5:</b> To design and implement a sustainable travel plan for the MPS for travel to and from work.	Completion of a Travel Survey and development of a travel plan.		In order to carry out a Met wide transport survey and travel plan funding would be required to commission transport consultants.
	Development of an on-line car share database.		X
<b>Policy Objective B6:</b> To design and implement a sustainable travel plan for the MPS for operational travel.	Develop an action plan to increase the visibility/number of uniformed Police Officers using public transport in London		X
<b>C. Procurement</b>			
<b>Policy Objective C1:</b> 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.	Develop and trial a process for evaluating the environmental impacts of goods purchased by the MPS.	X	
	Purchase of more sustainable goods and services		X
	Reduce the purchase of hazardous substances.		

Draft Objective/Work Areas	Indication of 2005/06 activities/targets	Funded from existing budget	Proposals for additional developments requiring resources.
<b>Policy Objective C2:</b> Continue to use green energy as the sole source of energy supply.	Purchase of 100% renewable energy.	X  Additional GLA funding provided	
<b>D. Resource Management</b>			
<b>Policy Objective D1:</b> Increase the efficiency of the MPS's most inefficient buildings through the implementation of energy minimisation initiatives.	Implement the recommendations of the 14 2004/05 energy efficiency surveys.		X
	Carry out energy efficiency surveys and online energy monitoring for the 15 least efficient MPS buildings (as defined by BRE benchmarks)	X	
	BMS replacement project works for 5 MPS buildings.		X
	Automatic lighting controls for Cobalt Square building		X

<b>Draft Objective/Work Areas</b>	<b>Indication of 2005/06 activities/targets</b>	<b>Funded from existing budget</b>	<b>Proposals for additional developments requiring resources.</b>
<b>Policy Objective D2:</b> Trial the use of innovative energy efficient technologies through a “beacon project”, promote the benefits and develop recommendations for wider implementation.	Passive ventilation? Sustainable design? Solar/wind project? Heat pumps?  <i>Direction from the GLA on suitable beacon projects and funding available is required.</i>		A suitable site and initiative is yet to be identified and costs determined. Additional funding will be sought from the GLA. A business case will be submitted once project is identified
<b>Policy Objective D3:</b> Implement a detailed water monitoring and reduction programme for MPS properties.	Develop a programme for the integration of reduced flush sanitation appliances in all new developments and refurbishment.	X	X
	Identify and purchase water saving technologies Review and updating of water management database.		X
<b>Policy Objective D4:</b> Reduce consumption of paper within the MPS.	Awareness raising and file management training	X	
	Improved IT capability		X
<b>Policy Objective D5:</b> Provide waste recovery facilities across the MPS estate and promote their use.	Employ a designated Waste Control Officer to carry out waste management audits, and recycling feasibility studies for all MPS buildings and implement appropriate recycling/minimisation schemes.		X
	Implement cardboard, aluminium can and bottle recycling in all MPS buildings with canteen facilities.		X

<b>Draft Objective/Work Areas</b>	<b>Indication of 2005/06 activities/targets</b>	<b>Funded from existing budget</b>	<b>Proposals for additional developments requiring resources.</b>
<b>Policy Objective D6:</b> Minimise the generation of waste from MPS properties.	Initiatives to be defined.	X	
<b>E. Environmental Training, Awareness &amp; Communication</b>			
<b>Policy Objective E1:</b> Ensure that environmental issues are integrated into all relevant decision making processes within the MPS.	Develop an online general environmental awareness training module to be included in induction training of all MPS employees		X
<b>F. Sustainable Design &amp; Construction</b>			
<b>Policy Objective F1:</b> Ensure that sustainability is considered at each project stage (planning, design, construction and end of life) for all new MPS properties.	BREEAM Assessments for all new developments. Implement a code of practice for maintenance and construction work within the MPS estate, which includes provisions to protect wildlife. Increase biodiversity within the MPS estate.		X
<b>Policy Objective F2:</b> Promote the use of recycled materials in maintenance, refurbishment, site development and construction activities.	Guide to Sustainable Design & Construction' which includes a summary of current sustainable design best practice and environmental legal requirements to inform the project teams for all new MPS developments	X	

Draft Objective/Work Areas	Indication of 2005/06 activities/targets	Funded from existing budget	Proposals for additional developments requiring resources.
<b>G. Financial Aspects of Environmental Management</b>			
<b>Policy Objective G1:</b> Work with the GLA to lobby Government to provide financial support for the delivery of the MPS Environmental Strategy.		X	
<b>Policy Objective G2</b> Maximise the potential for integrated funding by aligning externally facing environmental objectives with wider police objectives.		X	
<b>Policy Objective G3:</b> Investigate the environmental liabilities and risks arising from financial investments		X	

## 2.4 GLA/MPS/MPS Environmental Strategy Alignment Matrix

This strategy alignment matrix has been developed to provide an overview of the links between the MPS Environmental Strategy (i.e. Environmental Policy Objectives) and the Mayor's Environmental Strategies as published by the GLA. Where GLA environmental proposals correlate specifically with the activities of the MPS, this information has been provided. As shown by the table the MPS has developed objectives, which are not presently covered by GLA environmental strategies, but nevertheless represent a significant environmental impact for the MPS.

GLA Environmental Strategies B	Transport Strategy	Energy Strategy	Air Quality Strategy	Ambient Noise Strategy	Biodiversity Strategy	Animal Welfare Framework	Waste Management Strategy	Spatial Development Strategy – The London Plan
MPS Strategy Objectives Δ								
<b>Policy Objective A1:</b> Co-ordinate the activities of Safer Neighbourhood Team's to tackle environmental issues such as graffiti, litter, vandalism, noise and abandoned vehicles where they are identified as a priority by the local community.					X <sup>3</sup>		X Proposals 47 – 49 Capital Standards Initiative	
<b>Policy Objective A2:</b> Ensure that legislation to protect wildlife is enforced in London.					X Proposals 14 and 64 (Wildlife persecution and endangered species in Chinese medicines)	X Proposals 16 and 18 (bush meat trade and education initiatives)		

<sup>3</sup> **KEY** X = Initiative contributes to this strategy/strategy proposal

GLA Environmental Strategies B	Transport Strategy	Energy Strategy	Air Quality Strategy	Ambient Noise Strategy	Biodiversity Strategy	Animal Welfare Framework	Waste Management Strategy	Spatial Development Strategy – The London Plan
MPS Strategy Objectives Δ								
<b>Policy Objective A3:</b> Implement initiatives to prevent wildlife crime through the operation of the Wildlife Crime Unit.					X Proposals 14 and 64 (Wildlife persecution and endangered species in Chinese medicines)	X Proposals 16 and 18 (bush meat trade and education initiatives)		
<b>Policy Objective B1:</b> To ensure that the public and staff feel safe using the bus infrastructure on agreed routes and corridors and on other agreed priority locations.	X							
<b>Policy Objective B2:</b> To ensure efficient movement of buses on agreed routes and corridors and on other agreed priority locations on the London bus network.	X							
<b>Policy Objective B3:</b> To assist the control and where possible the reduction of congestion at agreed priority locations within the MPD (Mike Humphrey - TOCU).	X		X					
<b>Policy Objective B4:</b> To increase the environmental efficiency of the MPS transport	X		X Proposal 58					



GLA Environmental Strategies B	Transport Strategy	Energy Strategy	Air Quality Strategy	Ambient Noise Strategy	Biodiversity Strategy	Animal Welfare Framework	Waste Management Strategy	Spatial Development Strategy – The London Plan
MPS Strategy Objectives Δ								
fleet, by trialling alternative fuelled vehicles.			(Alternatives)					
<b>Policy Objective B5:</b> To design and implement a sustainable travel plan for the MPS for travel to and from work.	X							
<b>Policy Objective B6:</b> To design and implement a sustainable travel plan for the MPS for operational travel.	X		X					
<b>Policy Objective C1:</b> Work with suppliers and contractors to minimise environmental risk in the supply chain through a purchasing policy founded on stewardship, and increase the purchase of sustainable materials.	X	X	X	X	X	X	X	
<b>Policy Objective C2:</b> Continue to use green energy as the sole source of energy supply.		X	X					
<b>Policy Objective D1:</b> Increase the efficiency of the MPS's most inefficient buildings through the implementation of energy		X	X Proposal 59 – Reducing emissions					

GLA Environmental Strategies B	Transport Strategy	Energy Strategy	Air Quality Strategy	Ambient Noise Strategy	Biodiversity Strategy	Animal Welfare Framework	Waste Management Strategy	Spatial Development Strategy – The London Plan
MPS Strategy Objectives Δ								
minimisation initiatives.								
<b>Policy Objective D2:</b> Trial the use of innovative energy efficient technologies through a “beacon project”, promote the benefits and develop recommendations for wider implementation.		X	X Proposal 59					X
<b>Policy Objective D3:</b> Implement a detailed water monitoring and reduction programme for MPS properties.		X						
<b>Policy Objective D4:</b> Reduce consumption of paper within the MPS.							X	
<b>Policy Objective D5:</b> Provide waste recovery facilities across the MPS estate and promote their use.							X	
<b>Policy Objective D6:</b> Minimise the generation of waste from MPS properties.							X	

GLA Environmental Strategies B	Transport Strategy	Energy Strategy	Air Quality Strategy	Ambient Noise Strategy	Biodiversity Strategy	Animal Welfare Framework	Waste Management Strategy	Spatial Development Strategy – The London Plan
MPS Strategy Objectives Δ								
<b>Policy Objective E1:</b> Ensure that environmental issues are integrated into all relevant decision making processes within the MPS.	X	X	X	X	X	X	X	X
<b>Policy Objective F1:</b> Ensure that sustainability is considered at each project stage (planning, design, construction and end of life) for all new MPS properties.	X	X	X	X	X	X	X	X
<b>Policy Objective F2:</b> Promote the use of recycled materials in maintenance, refurbishment, site development and construction activities.	X	X	X	X	X		X	X Policy 2A Sustainability Appraisals
<b>Policy Objective G1:</b> Work with the GLA to lobby Government to provide financial support for the delivery of the MPS Environmental Strategy								
<b>Policy Objective G2:</b> Align externally facing environmental objectives with wider police objectives to maximise the potential for integrated funding.								

GLA Environmental Strategies B	Transport Strategy	Energy Strategy	Air Quality Strategy	Ambient Noise Strategy	Biodiversity Strategy	Animal Welfare Framework	Waste Management Strategy	Spatial Development Strategy – The London Plan
MPS Strategy Objectives Δ								
<b>Policy Objective G3:</b> Investigate the environmental liabilities and risks arising from financial investments.								

## Appendix A: Environmental Performance Indicators

### 5.1 Environmental Performance Indicators - General

*All figures exclude VAT*

Environmental Factor	2000/01	2001/02	2002/03
<b>Airborne Emissions other than greenhouse gases.</b>			
Refrigerants used for food refrigeration, freezers, coldrooms, excluding air conditioning.			
CFC (kg/annum)	0.00	0.00	0.00
HCFC (kg/annum)	93.00	54.38	25.90
HFC (kg/annum)	64.09	33.70	38.50
Refrigerants used for air conditioning plant.			
HCFC (kg/annum)	972.10	354.00	771.50
HFC (kg/annum)	4.50	10.00	284.30
Halon 1211 used (kg/annum) during public order training / duties	2,440	1,468	1,891
NO <sub>x</sub> from combustion of fuels - Electricity (tonnes/annum)	139.21	144.37	150.74
Gas (tonnes/annum)	28.32	26.31	26.20
Oil (tonnes/annum)	5.81	5.26	4.46
SO <sub>x</sub> from combustion of fuels - Electricity (tonnes/annum) (see note 13 & 16)	407.40	422.50	441.16
Gas (tonnes/annum)	Neg.	Neg.	Neg.
Oil (tonnes/annum)	9.96	9.02	7.65
<b>Transport</b>			
Emissions road vehicles (kg CO <sub>2</sub> /100 km travelled)	33.538	30.173	28.383
Emissions boats (kg CO <sub>2</sub> /hour)	N/A	N/A	38.557
Unleaded fuel used (million litres)	10.562	9.660	9.076
Super Unleaded fuel used (million litres)	0.372	0.332	0.319
Diesel fuel used (million litres)	1.107	1.120	2.122
Leaded fuel used (million litres) (see note 4)	0.0002	Neg.	0
Lead Replacement Petrol (million litres) (see note 4).	0.236	0.159	0.008
Liquid Petroleum Gas (LPG) (million litres)	N/A	N/A	0.005
Marine Gas used (million litres).	0.074	0.093	0.129
Aviation Fuel used (million litres) (see note 6).	0.652	0.663	0.611
Road Vehicles - CO <sub>2</sub> emissions (k Tonnes).	28.799	26.453	27.445
Boats - CO <sub>2</sub> emissions (k Tonnes).	0.199	0.248	0.346
Helicopter - CO <sub>2</sub> emissions (k Tonnes).	1.473	1.496	1.380
Number of road vehicles	3,837	3,835	4,147
Number of boats. (see note 17)	22	21	14
Number of helicopters.	3	3	3
Distance traveled road vehicles (million kilometers)	85.871	87.670	96.694
Hours operated boats (hours)	N/A	N/A	8,983
Hours operated helicopters (hours).	2,977.90	3,026.10	2,790.17

<b>Environmental Factor</b>	<b>2000/01</b>	<b>2001/02</b>	<b>2002/03</b>	<b>2003/04</b>
<b>Energy</b>				
Energy cost (£/m <sup>2</sup> treated floor area)	10.10	11.23	10.54	
Energy consumption (M.kWh) - Actual	327.00	316.98	318.35	
Energy consumption (kWh/m <sup>2</sup> ) - Normalised.	471.00	506.00	459.00	
Emissions from combustion - of fuels (CO <sub>2</sub> Tonnes)	Electricity	55,917	56,952	57,788
	Gas	32,609	30,299	30,171
	Oil	6,915	6,266	5,314
Emissions from combustion - of fuels (CO <sub>2</sub> kg/m <sup>2</sup> )	Electricity	77.77	85.27	79.26
	Gas	46.18	45.37	41.38
	Oil	9.79	9.38	7.29
Emissions from combustion of fuel (CO <sub>2</sub> kg /m <sup>2</sup> ) - Normalised	136.98	144.90	134.65	
Sites with renewable power - proportion of total electricity supply	3%	3%	3%	
Site with Combined Heat & Power (CHP) - proportion of total electricity supply	0.27%	0.27%	0.27%	
<b>Water</b>				
Water cost (£/m <sup>2</sup> net floor area)	1.14	1.19	1.24	
Water consumption (m <sup>3</sup> ).	693,000	751,350	773,080	
Water consumption (m <sup>3</sup> /person).	13.86	12.52	11.62	
<b>Waste</b>				
Waste collection (£/m <sup>3</sup> collected).	6.98	6.77	6.76	
Waste collection - general (m <sup>3</sup> /person/annum).	2.00	2.01	2.06	
Waste collection - general (m <sup>3</sup> ).	106,690	107,190	109,867	
Waste collection - clinical (bags/annum).	4,525	4,711	4,747	
Waste collection - special (m <sup>3</sup> ).	47	49	136	
<b>Total CO<sub>2</sub> emission Tonnes</b>	<b>130,538</b>	<b>125,716</b>	<b>126,811</b>	