

Staffordshire Police Authority and Force

Environmental Policy and Strategy



ANNUAL REPORT 2008/09



1. Executive Summary

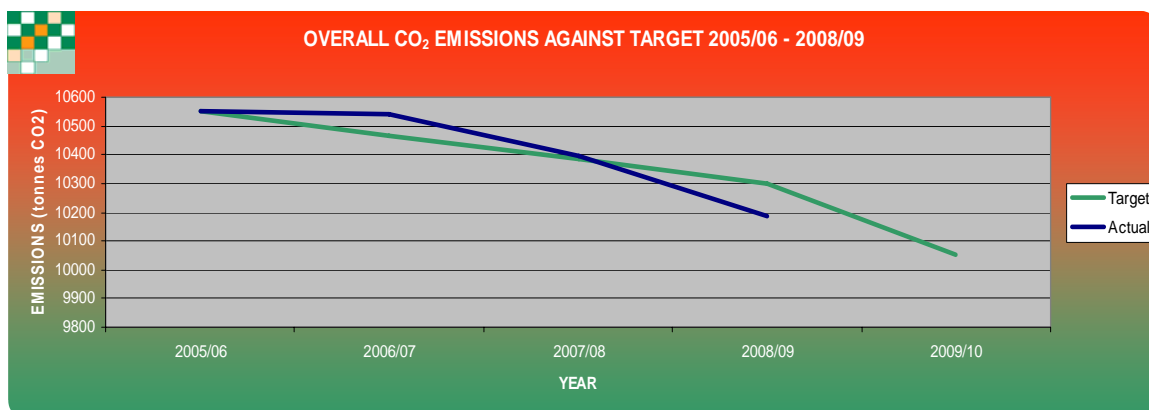
1.1. In April 2008, Staffordshire Police Authority approved the joint Authority/Force Environmental Policy and Strategy. This was developed in support of the Authority's signing of the Staffordshire Declaration on Climate Change and its commitment to Block 5 of the Local Authority Agreement on Sustainable Development, which set a target for all authorities in the partnership to reduce carbon emissions by 60% by 2050.

1.2. The baseline used for the target setting process was 2005/06, and all authorities in the LAA agreed to the following targets:

- In 2008/09, to achieve a 2% reduction from the agreed baseline
- In 2009/10, to achieve a 4% reduction from the agreed baseline

1.3. Whilst district, county and unitary authorities are required to formally report their performance in this area under National Indicator 185 (Percentage CO₂ reduction from Local Authority Operations), this does not yet apply to Police Authorities. However, as part of the Authority's commitment to the LAA and the Staffordshire Declaration, it was agreed that 2008/09 would be the first year that the Authority had to formally report on its carbon reduction performance. Data is gathered from a variety of sources and our carbon emissions are calculated by Staffordshire County Council using a model approved by DEFRA.

1.4. The Environmental Policy & Strategy captures some of the main achievements in recent years. Since it came into being in April 2008 there has been limited time to realise the full impact of actions taken so far, however it can be seen from the graph below that the target set for 2008/09 has been met, and we remain on target for meeting the more stretching target for 2009/10. The green line shows the target set, the blue line shows actual emissions.



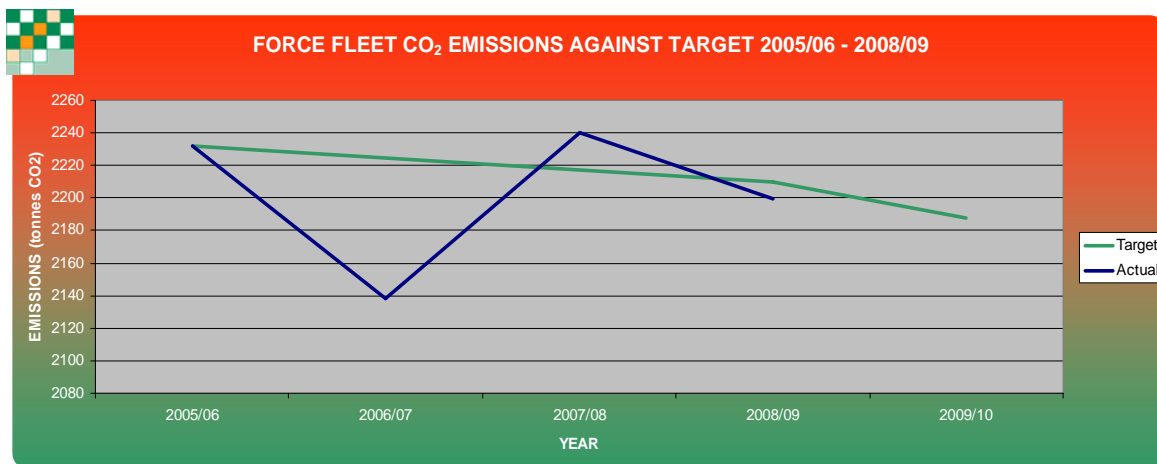
1.5. This report sets out more detail of our performance in reducing carbon emissions from transport, buildings and waste from 2005/06 to 2008/09

2. Transport

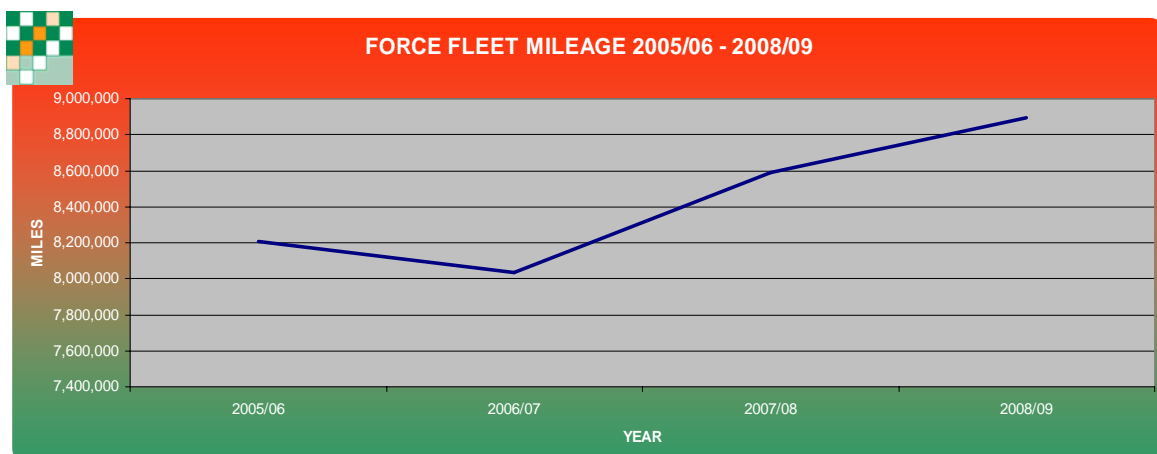
2.1. The 2005/06 baseline was developed from extracting data from the force fleet management system (TRANMAN), fuel consumption reports, and payroll data. All subsequent measurements were carried out on the same basis to ensure consistency.

2.2. The 2005/06 data showed that the operation of our official fleet accounted for a total emission of 2,232 tonnes CO₂, hired vehicles accounted for 1,399 tonnes CO₂ and 'grey fleet' mileage (business miles in employees' own vehicles) accounted for 746 tonnes CO₂.

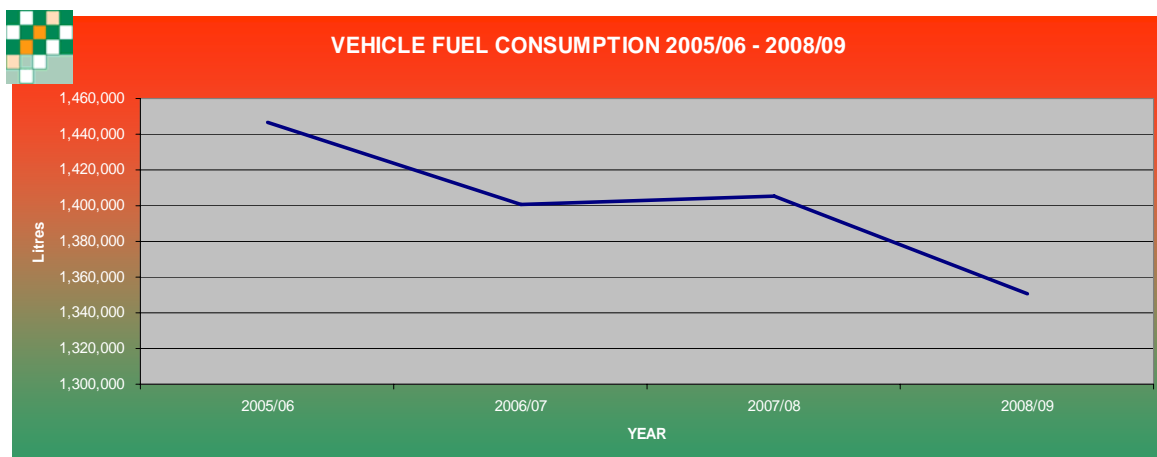
2.3. The target set for reducing emissions from the official fleet was to reduce emissions from the force fleet by 22 tonnes over the period 2005/06 to 2008/09 and a further 22 tonnes between 2008/09 and 2009/10. The blue line shows that this target has now been met.



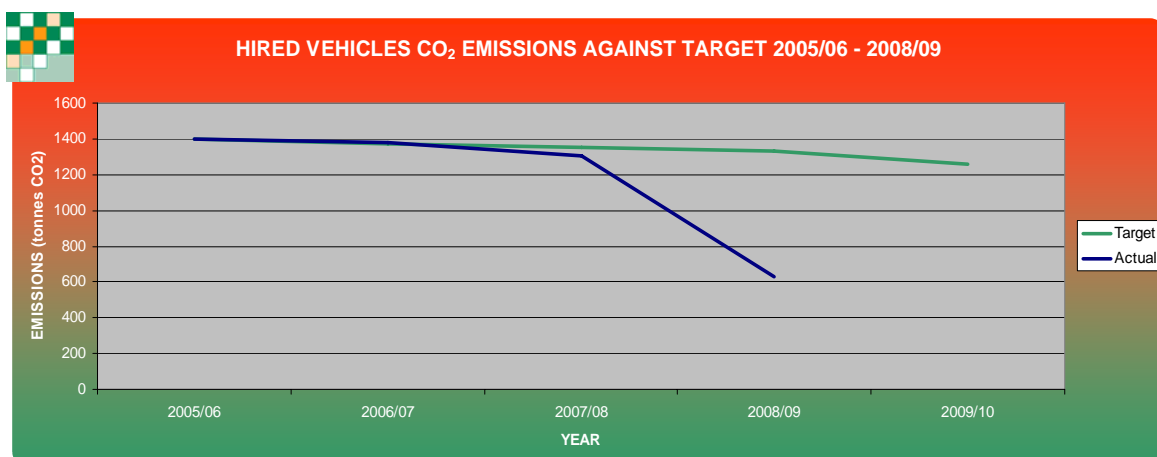
2.4. The force Transport Strategy and Policy Advisory Group has placed considerable emphasis on increasing utilisation rates of the force fleet whilst simultaneously controlling the use of externally hired vehicles. The reduction in emissions from the official fleet have been achieved whilst actually performing a higher mileage:



2.5. Decisions on vehicle acquisitions and vehicle hire have been based on economical as well as environmental factors. Staffordshire has, for some time, had a higher proportion of diesel vehicles in its fleet than any other force in England and Wales, and we continue to observe the technological advances vehicle manufacturers are making and ensure we select the most fuel efficient vehicle possible for the role it will carry out. The few petrol vehicles remaining on the fleet are currently being targeted for replacement with diesel alternatives and consideration is being given to the viability of alternatively-fuelled vehicles. Fuel consumption figures show that we consumed 96,000 fewer litres of fuel in 2008/09 than we did in 2005/06, despite performing a higher mileage:



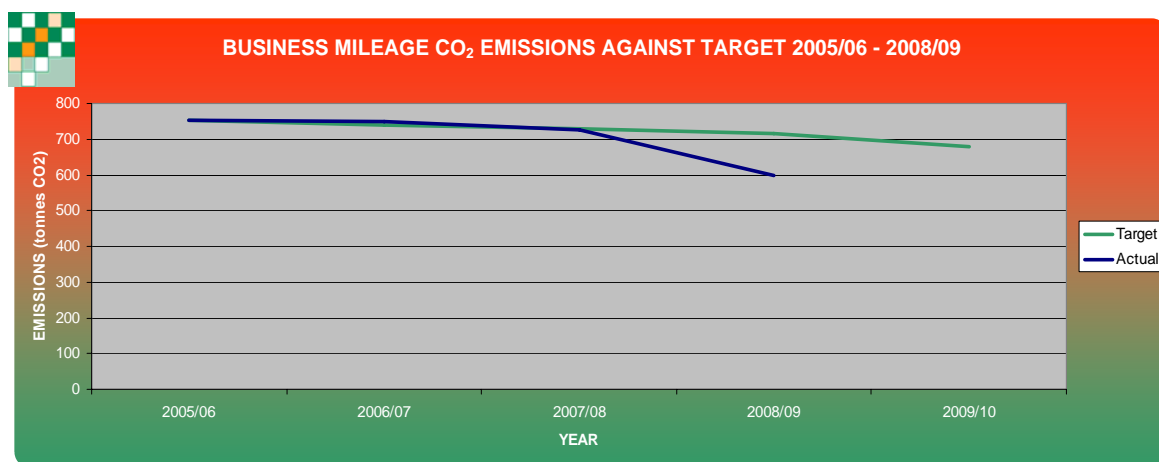
2.6. The target for reductions in emissions from hired vehicles was to reduce emissions by 70 tonnes CO₂ over the period 2005/06 to 2008/09 and a further 70 tonnes CO₂ between 2008/09 and 2009/10. The blue line shows that our emissions have well exceeded the target set:



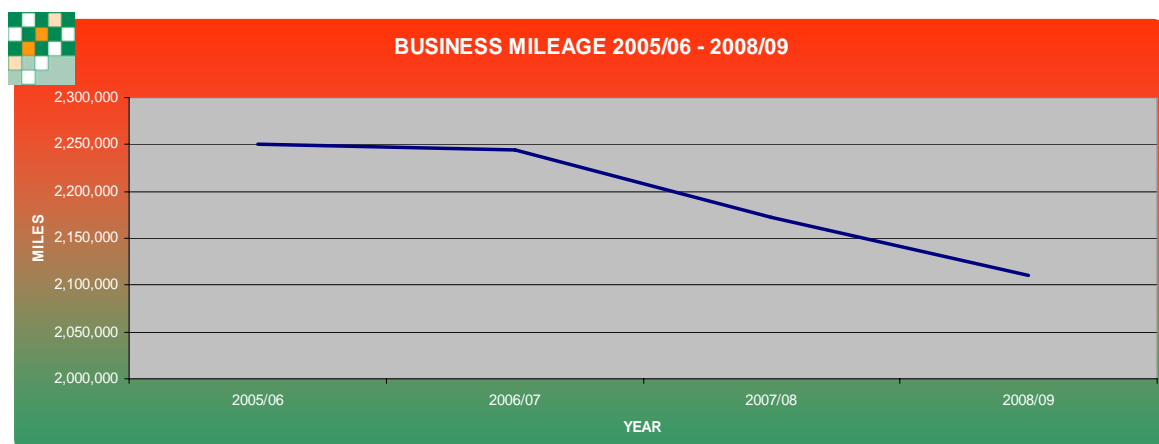
2.7. In 2007/08 a business case was approved by the Police Authority for an increase to the official fleet in order to reduce the reliance on external hire for particular operations. The vehicles hired in tended to be older vehicles which were more powerful than required, and

consequently emissions were higher. The approval of the business case together with the implementation of tighter controls as recommended by Internal Audit has led to a significant reduction in external hire. It was recently reported to the Transport Strategy and Policy Advisory Group that this has had the effect of reducing vehicle hire across the force by 40% in 2008/09. As the new vehicles were delivered only part way through 2008/09, further reductions are expected for 2009/10. As mentioned at para 2.3, despite increasing the size of the official fleet, emissions remain within the original target.

2.8. The target for reducing Business Mileage was to reduce emissions by 37 tonnes over the period 2005/06 to 2008/09 and a further 37 tonnes between 2008/09 and 2009/10. The blue line shows that the 2008/09 target has been met and the 2009/10 target looks likely to be met at this stage.



2.9. The reduction in emissions is partially due to a change in the calculation methodology, which takes into account the national average proportion of petrol/diesel vehicles privately owned, their average fuel consumption and CO₂ emissions. Whilst 2005 data has been used up until 2007/08, these factors were updated by DEFRA during 2008. However, there has also been a genuine reduction in the number of business miles carried out, which may also be a reflection of the drive to increase utilisation rates of the official fleet:

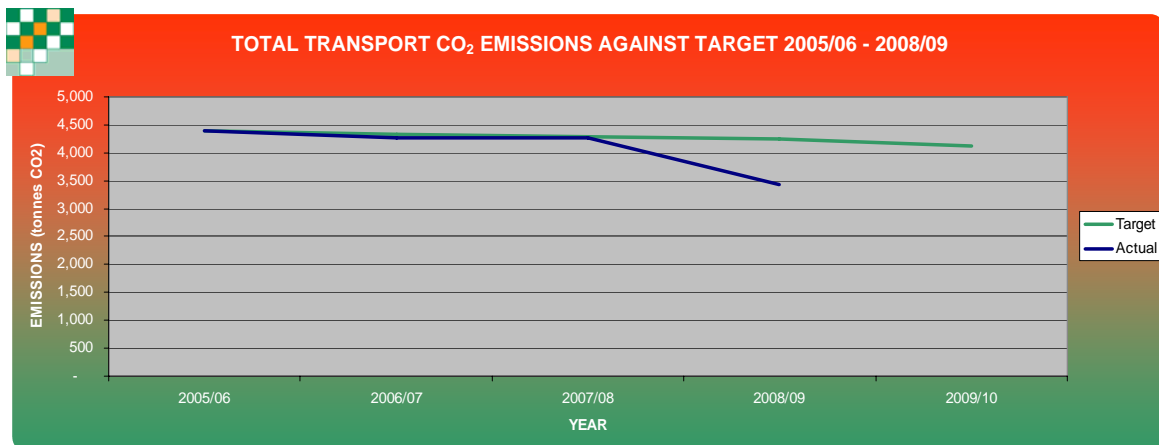


2.10. The cycle to work scheme was introduced on 1st April 2008, and we now have around 250 people participating in the scheme. This does not currently impact on our overall carbon footprint figure as capturing commuting data is widely viewed as impracticable (although it may become a requirement in due course), however its success is a clear indication of the growing consciousness amongst our staff of the need to reduce emissions wherever possible.

2.11. Progress to date should also be seen in the context of what is happening in other organisations. A study carried out in April 2009 by PricewaterhouseCoopers found that;

- Only 1 in 3 companies have a green transport plan with carbon reduction targets in place;
- Average fleet emissions are at a median of 157g/km – ours have fallen from 169g/km in 2005/06 to 154g/km in 2008/09, despite the nature of some operational policing services requiring high powered vehicles.

2.12. When all CO₂ emissions from transport are combined, it can be seen from the graph below that the target to reduce by 129 tonnes CO₂ by 2008/09 has been met, and an actual reduction of 845 tonnes CO₂ has been achieved which, if maintained, would place the Force and Authority within the target for 2009/10:



3. Buildings & Energy

3.1. The 2005/06 baseline was developed from extracting data on electricity, gas and water consumption from the Energy Management database hosted by Staffordshire County Council, and data on consumption of oil and solid fuel from the force finance system. All subsequent measurements have been carried out on the same basis to ensure consistency. The 2005/06 data showed that the operation of our buildings accounted for a total emission of 6,044 tonnes of CO₂, or 58% of our total emissions.

3.2. The chart below shows that whilst emissions increased slightly in 2006/07, they fell again in 2007/08. The main factor in the decrease in 2007/08 was the conversion of Cannock police station from coal fired to gas boilers. However, from 2008/09 the approved methodology for calculating emissions arising from electricity use has altered to reflect the increasing national reliance on coal for the production of electricity. Therefore, whilst the combined consumption of gas and electricity has reduced by 4% between 2005/06 and 2008/09 in terms of kilowatt hours (kWh), this is not reflected in CO₂ emissions.



3.3. The revision of the Force Property Strategy in 2007 considered energy management factors in reaching recommendations on disposals, refurbishments and acquisitions, although it remains one issue to be considered amongst many others. It is anticipated that property projects already in progress will have a significant impact on emissions from buildings as dated premises with poor insulation and heating systems are replaced with new premises built to the latest standards for construction materials, heating and lighting installations, energy controls and insulation, as set out in the Building Regulations. These include:-

- The replacement of Newcastle police station.
- The disposal of the auxiliary station in Water Street, Newcastle.
- The replacement of Cheadle police station.
- The replacement of Police Headquarters and Hednesford Court Office with new buildings at Weston Road.

- The refurbishment of Tamworth police station which will include the replacement of the oil fired boilers with gas boilers.
- The potential replacement of Lichfield and Stoke police stations, if the redevelopments in both town centres progress.

3.4. As it rolls out, the Property Strategy will also create benefits in terms of space utilisation which will reduce the size of buildings required and therefore the consumption of utilities. For example, the adoption of open plan office space will reduce the amount of circulation space required, and the rationalisation and outsourcing of archived materials will greatly reduce the amount of space given over to storage.

3.5. From October 2008 the requirement to display energy certificates in all public buildings was introduced. The certificates show the building's energy efficiency rating on the established 'A to G' scale. All our main buildings have been assessed for the certification and the production of a supporting advisory reports. The results received to date are as follows:

Site	Tonnes CO2 emissions (per year)	Grade/Score
Wombourne	82	C (72)
Leek	253	C (75)
Lichfield	230	D (80)
Longton	204	D (81)
Cannock	213	D (85)
Burslem	125	D (98)
Newcastle	211	D (98)
Burton	445	E (105)
NACF	433	G (152)
Headquarters	1443	G (172)
Tamworth	463	G (200)
Lindum House	253	G (200)

3.6. It should be noted that the figures for Lindum House are based on estimates taken at the time the building transferred to the Authority's ownership, and it is likely that this score will alter significantly when the building is next evaluated. The measurement process behind

the certification does not take into account the use of the building as it is designed to encourage organisations to challenge building use as part of their carbon reduction strategy. The difficulty that this presents is that many police buildings are in operation 24 hours and are fitted with a relatively high level of mechanical and electrical provision to meet operational needs. For example, the Northern Area Custody Facility shows as 'less energy efficient' on the basis of its consumption despite being built to meet the latest standards for building construction, as it was also designed to meet standards for the safe and efficient handling of people in custody.

3.7. As our buildings consume over 9m kWh of electricity per annum, with over 6m kWh via half-hourly read meters, it is likely that the planned Carbon Reduction Commitment will apply to the Authority. This is a 'cap and trade' system for carbon emissions which will require the purchase and surrender of carbon credits. Further reductions in emissions from buildings will be essential to avoid being financially penalised under this scheme.

4. Purchasing, Waste and Recycling

4.1. Emissions from waste disposal account for 1.25% of total emissions. Although the level of recycling has been greatly increased, emissions have remained virtually static from 2005/06 to 2008/09.

5. Future Developments

5.1. The priority since the launch of the Environmental Policy and Strategy has been to develop a robust mechanism for measuring the Authority's carbon footprint, set targets for its reduction, and achieve those targets. Whilst some of the objectives from the original document have yet to be fully implemented, it is now time to revisit and update it in preparation for 2010/11 to reflect the following:

- Achievements so far.
- The revised Government target to reduce carbon emission by 80% by 2050 (previously 60%).
- Measures in place which demonstrate our preparedness for adapting to the impact of climate change.