

THE METROPOLITAN POLICE AUTHORITY / SERVICE (MPA/MPS)

The Metropolitan Police Authority (MPA) is a statutory body that seeks to ensure the Metropolitan Police Service (MPS) is accountable for the services it provides to people in the capital, and gives Londoners a regime of local democratic accountability for policing. The MPS is the largest police service in England and Wales, having nearly a quarter of the total national number of officers and staff. It provides direct services for over seven and a half million Londoners, across an area of some 620 square miles. It is the UK's largest police force and London's biggest employer with more than 53,000 staff.

The MPS works with the public and its partners in the community to fulfill its vision to make London the safest major city in the world. London's diversity and dynamism presents a wide range of challenges, so inevitably the MPS has a range of functions, including local policing to keep London's boroughs safe, through to specialist protective services that operate across the city, to keeping much of London's transport network safe, as well as policing Heathrow and City airports. On top of these, are national and international operations conducted around the world, including diplomatic and royalty protection and leading UK counter-terrorism work.

MPS procurement spend

MPA/MPS annual direct spend on procurement is around £850 million. Expenditure falls into four main categories: information and communications technology (ICT) and communications (phones, police

radios, and laptops); support for corporate functions (such as office-based goods and supplies); operational spend (on cars, equipment such as helicopters and forensic services); and property. The organisation has approximately 15,000 suppliers, of whom about 140 account for about approximately 80% of total expenditure.

Embedding responsible procurement

The MPA/MPS procurement strategy, updated in 2009, recognises responsible procurement as one of the key themes governing its approach. Responsible procurement is weaved throughout the strategy. Plans are in place to ensure how actions taken affect business, the environment and the community, so that this way of thinking becomes second-nature in all our commercial dealings.

To support delivery of the MPA/MPS targets within the plan, the supply chain management team has been enhanced, to include managers responsible for e-procurement, governance and supplier diversity and the environment. The team will seek to ensure that responsible procurement is considered at each stage of the procurement process, from drafting specifications through to product end use and disposal. Work will be done within the MPA/MPS, the Association of Chief Police Officers (ACPO) and their supply chains.

“Our commitment to Responsible Procurement has been recognised through gaining a gold award for the Mayor of London's Green Procurement Code. I am delighted to be leading this initiative with ACPO.”

Anthony Doyle

Director of Procurement, MPS

Case study

Powering ahead: alternatively-fuelled vehicles



Key themes

The MPS five-year Environmental Strategy includes an objective to increase the environmental efficiency of its transport fleet, and reduce emissions by trialing and implementing alternatively-fuelled vehicles where operationally and cost effective.

A team of MPS fleet management specialists has considered the existing requirements of police vehicles so that the transition to a low-carbon fleet can be made without affecting operational capability. Factors such as demanding equipment levels, the need for emergency safety equipment, and the need for versatility mean that a number of options need to be considered. Electric vehicles form an important part of the solution, alongside hybrid and hydrogen-powered vehicles.

The MPS currently uses 123 hybrid vehicles, one of the largest hybrid fleets in the public sector. Electric vehicles, which have the advantage of generating no emissions at local level, are used mainly by Safer Neighbourhoods teams across London, where the vehicle's current range is well-suited to the requirements. In addition, during 2008-09 the MPS procured four electric vehicles to be used for operational purposes within central London boroughs.

The MPS, having the largest fleet in the GLA Group and in view of its commitment to reducing its carbon footprint, has been chosen to lead on a feasibility study to assist with the implementation of the Mayor's electric vehicle vision for London. The Electric Vehicle (EV) Delivery Plan recognises that the GLA Group should be leading by example. The current



GLA Group fleet numbers about 8,000 vehicles; our aim is for 1,000 to be electric by 2015. Initial analysis has focused on non-response vehicles, which represent approximately half of the overall fleet. Collaborative procurement by all UK emergency services, and other public sector organisations, could have a major impact on the future growth of the EV market. A comprehensive procurement plan will be put in place in 2009.

The EV Delivery Plan for London is one strand of the Mayor's strategy to decarbonise transport and improve air quality in London. The Mayor's vision is for 100,000 EVs to be in use across the capital as soon as possible, which could reduce emissions of particulates by 70-90 tonnes per year and emissions of oxides of nitrogen by 350-400 tonnes per year. Other elements of the plan include the provision of infrastructure, with the introduction of 25,000 charge points across London by 2015 as well as providing incentives and communicating the benefits of electric vehicles to Londoners.

Outcomes

The GLA Group, through the MPS and TfL, are taking part in the Low-Carbon Vehicle Procurement Programme funded by CENEX, the UK's first Centre of Excellence for low-carbon and fuel cell technologies.

The programme aims to achieve economies of scale in procurement by combining vehicle requirements across public sector fleets. The programme provides grants to make up any shortfall on costs compared to a petrol/diesel equivalent vehicle. In the first phase, TfL and the MPS will be trialling up to ten vans, with the first vehicles entering the fleet in autumn 2009. The requirement for cars and other vehicles is being assessed.

To support the use of alternatively-fuelled vehicles and to reduce the carbon footprint of the organisation, the MPS also uses more than 2,000 bicycles for operational policing purposes. Doing so provides a range of benefits including ensuring officers are more approachable to the local community and in pursuit have access to areas that are often inaccessible to cars.



Powered up: police officers inspect the latest addition to the MPS electric vehicle fleet.



“The MPS is committed to exploring options to improve the environmental performance of its vehicles through enhanced efficiency and use of alternatively fuelled vehicles. We are leading the review of the GLA fleet to identify the options for implementation of electric vehicles.”

Emma Devenish

Head of Sustainability and Environment, MPS