

Environmental update for Go-Ahead employees in London

London locations under the energy microscope

A THOROUGH review of energy consumption at all of Go-Ahead in London's locations has been undertaken by the top West Midlands-based environmental consultants Briar Associates.

Energy experts spent a day at each site to build a picture of Go-Ahead in London's carbon footprint. As well as assessing electricity and gas consumption, emissions of carbon dioxide – a principal greenhouse gas – were also estimated.

Transport accounts for almost one-third of all the UK's carbon dioxide emissions. A high amount also comes from the energy required to heat, light and power buildings. While carbon dioxide is essential to life, too much can have catastrophic effects on health and on the environment.

Following Briar Associates' visit and their observations, Go-Ahead received a comprehensive report detailing recommendations for saving energy and reducing carbon dioxide emissions, initially by low cost/no cost solutions. These include:

■ **LIGHTING:** Switch off lights when an area/room is not being used. Fit more efficient lighting, where appropriate. In little-used areas, install controls that automatically switch off lights.

■ **AIR COMPRESSORS:** Adjust air pressure to suit the task – it doesn't always need to be set at maximum. If there is an air leak, report it.

■ **HEATING:** Ensure that exposed pipework is insulated in unoccupied areas. Lag all heating pipes/fittings to minimise heat loss. Ensure that thermostats for heating are set at a comfortable temperature.

All can lend a hand in green campaign

AMBITIOUS targets to slash energy consumption and drive down the use of fuel are now in place throughout the Go-Ahead Group.

From July 1, every Go-Ahead location in the UK is required to reduce energy usage by at least 10 per cent, and fuel by more than five per cent.

Engineering Director Phil Margrave said: "These are minimum reductions that the Group expects from us. At Go-Ahead in London, we are taking it a step further and have doubled the Group's targets. This means that by July 2009, we aim to have cut energy consumption by 20 per cent and fuel by 10 per cent."

To meet these targets, Phil is appealing to all 5,000 employees across Go-Ahead in London (that's London General, London Central, Docklands and Blue Triangle) to play their part.

Go-Ahead's 'green' campaign comes amid increasing concerns over diminishing natural resources and the strain that modern life is placing upon the environment.

"As well as protecting our planet for the next generation, increasing our environmental credentials will make us more competitive and that is in the interests of us all," said Phil. "The cost of fuel is rising much faster than we ever imagined. It has affected people's personal budgets and it has affected ours, too, and we need to do something about it."

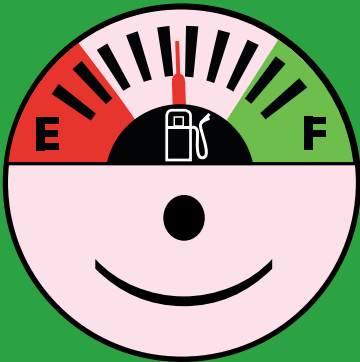
In preparation for the launch of the campaign, an Energy Champion at each location has volunteered to pave the way at his or her garage for 'greener' ways of working. Energy Champions will meet regularly to share best practice, exchange information and ideas from staff, and keep up-to-date with developments. You can meet the Energy Champions in the centre pages of this newsletter.

As well as further newsletters and a poster campaign, Go-Ahead in London is committing training and resources to raise awareness on the role everyone can play in meeting the targets.

"The world really is in our hands," said Phil. "If we all do our bit then we really can make a difference today and for the generations to come."



Meet the Energy Champions



Handy hints for saving fuel...

Here are a few driving tips that can improve fuel economy.

- Anticipate changes in traffic conditions
- Avoid harsh braking and acceleration
- Drive within speed limits
- Avoid leaving the bus idling
- Switch off saloon lights in daylight

THE company's energy-saving campaign has two strands – fuel and site energy, the latter is what it spends on services to its buildings, like heating and lighting.

Nationally, energy prices have almost doubled in the past four years and all the experts' projections are for continuing increases, having a real impact on businesses and the cost of running a home.

The four London bus operations – London General, London Central, Blue Triangle and Docklands Buses – have appointed Energy Champions to look specifically at their own sites to see where

improvements can be made.

They are tasked with reducing site energy consumption, and here's some of the areas they are looking at. Other suggestions from staff are welcomed.

- 1 making heating more efficient
- 2 making lighting more efficient
- 3 saving energy by switching off computers
- 4 recycling waste paper and photocopying on both sides of a sheet of paper
- 5 surveys to detect compressed air leaks
- 6 efficient insulation for valves and pipework etc

ENERGY Champion is Technical Services. He started his engineering career, progressed to privatisation,

He joined London in the late 1980s include London varied role in for the maintenance services and e requirements, where necessary.

He also carried major failures. Geoff is assisting role by Frank

Graham Johnson

began his career as a driver at Merton and Stockwell garages in 1979. He is now Operating Manager at **New Cross**, where he is also Energy Champion.



He is one of three senior managers at the garage to cease using their cars to travel to work every day. The other two are General Manager Trevor Johnson and Accident Prevention Manager Paul Baily.

"It's not always possible to leave the car at home because of appointments elsewhere, but we are all using public transport more often than not," said Graham. "I feel fitter now because I'm walking more than I have for some time."

Thoughts of his grandchildren growing up sparked **Karl Blair's** passion for environmental issues.



"At the moment, it's a bit scary what we're passing onto the next generation," said Karl, **Bexleyheath's** General Manager and Energy Champion. He began his career in the bus industry in 1973. In 1989, he was appointed General Manager of Camberwell and Peckham. He moved to Bexleyheath two years later.

Karl added: "If we all do our bit, we can then make a real difference. If everyone turned off the lights and fans in empty rooms I think we'd save enough energy to shut down a power station!"

Keith Wood joined London General in 1987 in an engineering admin capacity. He holds a PCV licence even though he has worked in personnel and industrial relations. He became Recruitment and Training Manager when London General and London Central merged in 1996. He has since added Docklands and Blue Triangle to his portfolio of responsibilities.



Keith works at the training centre at Camberwell. Among his primary aims as Energy Champion of the **Recruitment and Training Centre** is the delivery of a new driving course for the 4,000 drivers at Go-Ahead in London (see story on page 4).

Paul Baily joined the industry 10 years ago at Merton as a driver. He then became a supervisor and, later, Assistant Operating Manager at Sutton. From there he became Accident Prevention Manager at New Cross and Peckham, a role he now combines with Assistant Operating Manager at New Cross.



As **Peckham's** Energy Champion, Paul has placed a notice in the garage seeking "green-minded" colleagues to help look for ways to make savings.

"I would like people to be my eyes and ears at the garage and let me know if they have any ideas."

Energy Champions...

Champion Co-ordinator Geoff Robertson is the Technical Services Manager of Go-Ahead in London. He has a long career in the bus industry in 1974 as an apprentice at the old Chiswick Works. He then moved to the bus development office and after working at locations across London. He is now London General as Technical Services Manager for the last 30s, but his remit has now broadened to cover Central, Docklands and Blue Triangle. His responsibilities include the management of routine contracts for maintenance, repair and purchase of systems, equipment. He also specifies bus servicing and monitors reliability and introduces changes, where necessary, to ensure efficient operations. He carries out investigations into incidents and accidents of buses, equipment and procedures. He has also assisted in his Energy Champion Co-ordinator role in Thorpe.



Rashid Short

is a manager and Energy Champion at the company's only dedicated articulated bus garage, **Waterloo**. He has been in the industry for 20 years, starting as a Garage Support Assistant at Peckham. Promotion to supervisor followed and about three years ago he was appointed Base Manager at Waterloo.

Waterloo is a small, but successful operation. Rashid said that its size was an advantage because he and his colleagues could focus on energy-saving measures and ensure they were followed through.



Bill Roberts has been General Manager of Camberwell since 2001. He also has responsibility for Docklands. Bill joined the company in 1994 as GM for Stockwell and Waterloo. As Energy Champion for **Camberwell and Docklands**, he is working closely with Engineering Managers David Clark and Belcher Penfold.



Bill said they were focusing on saving energy by making everyone more aware that they can help by switching off lights and computers.

"It's about good housekeeping," said Bill. "If we get that right we'll be on the right track."

A rather surprising source first focused **Brian Nelson's** attention on environmental matters – his 11-year-old son.



"He pointed out that I could recycle the plastic bottles and newspapers he saw me throwing away," said Brian Energy Champion of **Blue Triangle Buses**.

Brian joined Blue Triangle two years ago and carries out a dual role embracing the duties of an Assistant Operating Manager and a CCTV Analyst. Brian says even small measures such as turning off lights that aren't needed and not letting buses idle when they are being refuelled and cleaned at night can go a long way.

Colin Opher joined the bus industry as a clerk in 1970 with London Country Bus Services in Reigate. He attended a management training course with the National Bus Company and joined London General as General Manager at Merton in 1989. He is now GM and Energy Champion for **Stockwell and Mandela Way**.



Stockwell has had a new lighting control system fitted for the garage's main sodium lamps. Basically if the weather is dull or it's dark they go on, if it's light they go off. Colin said: "This is helping us to make savings in our energy use and on electricity bills."

John Petts says he has done just about every garage-based administrative job during his 20-year career on the buses.



His first role was in the recruitment centre at Baker Street. After privatisation, he moved to Stockwell garage as a Garage Support Assistant. He has also worked at Waterloo, New Cross and Camberwell. He joined Merton in April on a long-term secondment, covering the Operating Manager role.

As Energy Champion for **Merton**, he is keen to encourage his colleagues to do 'their little bit' towards conserving resources.

Derek Barker began his career as a driver at Putney in 1986. Some 10 years later he was appointed to the position of GOS. There followed a move to Waterloo as a Base Manager and then Operating Manager at **Sutton**.



Derek and supervisor Kevin Smith produce a newsletter – called the Sutton Express – every two months. The latest issue has, for the first time, a 'green page', which is full of information on how to save energy and money.

Derek said: "We are relating the saving of energy at work to that in the home. We are raising awareness of the savings that can be made just by being careful."

Alan McCormack

joined the industry in 1995 as a driver at Putney following a career in the theatre. Alan held key positions in traffic and operational management and was appointed Operating Manager at **Putney** in 2005.



Alan and Engineering Manager John Hanby are looking closely at lighting and have identified areas where twin fluorescent tubes could be replaced by a single tube with reflectors fitted.

Alan said: "This produces as much light, but saves energy. We are also looking at improving the efficiency of sensors used to switch lights on and off when they detect movement."



Handy hints for saving energy...

Here are a few energy saving tips

- Always switch off the lights when a room is not in use
- Turn thermostats down two degrees Celsius
- Don't open doors and windows while heating or air conditioning is running
- Switch off appliances when not in use
- Adjust timers to save heaters being used unnecessarily

Training in safety and fuel efficiency

ALL drivers are to undertake a one-day course as part of their CPC training, designed to assist them to drive as safely as possible and to use fuel efficiently.

"The two go hand in hand," said Keith Wood, Recruitment and Training Manager. "Driving smoothly and carefully uses less fuel and is less likely to lead to passenger injuries, such as falls due to heavy braking or quick acceleration.

"The price of fuel – whether diesel or petrol – is rising at an alarming rate and driving smoothly is a very effective way of reducing costs. The driving skills are, of course, transferable to people's own family vehicles."

Driver Training Manager Eric Dale has designed the new course and both he and Keith are responsible for its successful delivery.

Three drivers will attend the course at one time and it is expected that the training buses they use will be the first to be fitted with state-of-the-art black boxes to measure their performance against a benchmark drive.

RIGHT: Keith Wood will be playing a key role in the successful delivery of the new CPC training.



Black box holds the secret to fuel cutting



Hi-tec solution: Frank Thorpe examines the black box electronic circuitry.

A REVOLUTIONARY new fleet management system is being launched at Go-Ahead in London.

More commonly referred to as 'black box' technology, the system has already been successfully trialled at Go-Ahead's Oxford Bus Company.

The equipment will help boost fuel efficiency and encourage safer driving. It does this through an in-cab prompt, which alerts the driver through harsh acceleration, driving over a pre-set speed, over-revving and excessive idling.

Project Manager Frank Thorpe said: "The technology will record a whole raft of information that will be useful in driver training. A huge advantage of this system is that it does not have to be downloaded, but can be accessed through the internet.

"As a public transport operator, we have a responsibility to reduce our carbon footprint and black box technology, when used in conjunction with a training programme, delivers impressive results.

"This new technology is not there as a spy, it simply allows us to manage diminishing resources while boosting passenger comfort. A spin off is that we will also drive our own cars in a more fuel-efficient way."

The first buses to be fitted with black boxes are the training fleet, beginning in July. The rest of Go-Ahead in London's fleet of 1,500 buses will be fitted at the rate of 12 a week over a two-year programme.