Commitment to Service

Annual Environmental Report

2006–2007
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The environment and the need to take steps to address climate change remains a high priority for Greater Manchester Passenger Transport Authority.

Our key achievements over the last year include embedding environmental issues in our project management processes and we’ve moved to a new building which is ranked ‘very good’ environmentally using the BREEAM method.

We’re working towards accreditation to the internationally recognised ISO 14001 Environmental Management System and our efforts to improve air quality have been ranked ‘good’ by the government.

Looking ahead, the implications of the Stern Report and Climate Change Bill, and the proposed extension of the Emissions Trading Scheme, pose key challenges. We will work with our partners to develop a climate change action programme this year.
Who we are and what we do

GMPTA is made up of 33 elected councillors, appointed by the ten councils in Greater Manchester. GMPTA sets local public transport policy and is responsible for deciding how money is spent on supporting and improving Greater Manchester’s public transport network.

GMPTE is the organisation responsible for implementing the policies and decisions of GMPTA.

Good public transport can help make Greater Manchester a wealthier, healthier and safer place to live, work and visit. That is why we want to provide the people of Greater Manchester with the best possible public transport network in terms of quality, safety, attractiveness, convenience and accessibility.

GMPTA and GMPTE:

- pay for free and concessionary travel for people over 60, school children and people with disabilities;
- build and maintain local bus stations, shelters and stops;
- subsidise bus services and alternative options, such as shared taxi, Local Link or community transport services, which are socially necessary but not provided commercially;
- buy in school bus services;
- meet the travel needs of people who have difficulty in using conventional public transport services, through the Ring & Ride service and the travel voucher scheme;
- secure reliable public transport travel information and promote public transport services;
- invest in the upkeep and improvement of the local bus, rail and Metrolink networks;
- promote high environmental standards across the public transport network;
- work in partnership with private transport operators (bus, rail and Metrolink) to improve service levels and standards (we don’t directly own or run any public transport services); and
- lobby government on transport issues.

Our funding comes from government grants and Council Tax and we also attract funding from European agencies and other sources. We use it as effectively and efficiently as possible to meet the needs of the public in Greater Manchester.
GMPTE objectives

GMPTE’s mission, taking account of GMPTA policies and priorities, is:

“To work with our stakeholder community to develop and invest in a transport system that contributes to the economic competitiveness of Greater Manchester, addresses the problems of transport related social exclusion, respects the environment, acknowledges the diversity of the Greater Manchester community and provides people with attractive travel choices.”

This Mission Statement is underpinned by the following Strategic Objectives:

Objective 1 - Improve the choice, quality and performance of public transport for customers
To increase patronage and develop an integrated public transport network that is reliable, punctual, safe and an attractive alternative to the car.

Objective 2 - Increase customer satisfaction and awareness
To increase customer satisfaction with, and awareness of, public transport provision in Greater Manchester and the services provided by GMPTE.

Objective 3 - Increase access for all
To enable public transport which is accessible to all and which meets the current and future needs and expectations of all customers.

Objective 4 - Contribute to sustainable development and a cleaner environment
To enable the local public transport network, and GMPTA and GMPTE in their own activities, to contribute to sustainable development, a cleaner local environment and assist in tackling climate change.

Objective 5 - Maximise resources available for public transport in Greater Manchester
To obtain the maximum resources available for public transport in Greater Manchester and to maximise the benefits from these resources by working effectively and collaboratively with other stakeholders.

Objective 6 - Improve value for money
To continuously improve the quality and value for money of public transport in Greater Manchester and of the GMPTA and GMPTE’s own activities.

Objective 7 - Become the best performing PTE
To obtain a public reputation, both locally, regionally and nationally, for effective and efficient public transport and delivering best business practice.

Our Business Plan contains eight Key Priorities for 2007/08 (see page 16).

These represent the key transformational issues facing GMPTE in seeking to achieve our long term strategic objectives. In addition, our performance indicators are clearly linked to the long term strategic objectives, and the commentary in that section of the report shows how the need for improvements has been identified through the performance indicators. Stretching targets have been set for indicators relating to these objectives.

GMPTE’s Business Plan as a whole, was launched in an innovative electronic format in June 2007, grouping our themes and priorities under four broad headings, the 4 Ps:

People, Priorities, Paying for it, Performance
Our stakeholders and the environment

Throughout the year we have had contact with hundreds of environmental stakeholders all the way from central government and national organisations through to local wildlife groups and individuals. This part of the report summarises our response to the most regular and important issues raised.

How can public transport help to combat climate change?

Public transport generally produces far less climate change gas per journey than an equivalent journey by car. For instance Metrolink, based on current passenger numbers and actual electricity use, produces only 34g carbon dioxide per kilometre travelled by a passenger compared to 126g in a car. However, public transport does still produce climate change gas emissions, and we are developing a plan of action in relation to climate change and public transport.

How can I get environmental information – for instance for a project, or about how a scheme may affect me?

We answer hundreds of requests for environmental information every year, and try to meet both the spirit and the letter of the Environmental Information Regulations and the Freedom of Information Act. If you need information for a school or college project you may want to look at the environmental section of our website first – this also has links to other useful organisations. If you contact us directly, please be as specific as you can – this will help us to supply the most useful information. If you think you may be affected by a public transport scheme please contact us and we will always let you have as much detail as we can. Contact details are included at the end of this report.
Can public transport improve local air quality and health?

Local air pollution in some areas in Greater Manchester is at a level at which the health of some people is affected – particularly older and younger people, or those that are ill. Public transport already produces far less local air pollutants per journey than an equivalent journey by car. However, we know that pollution from buses is an issue, and we have offered grants to bus companies who fit pollution reduction equipment.

Can you do anything about the oldest, most polluting buses? And why can’t they turn their engine off while waiting?

The very oldest buses produce most of the pollution. However, almost all buses in Greater Manchester are privately owned. The legal emission standards for older buses are quite relaxed, and if a bus is on the road legally, GMPTE and other public authorities have relatively little control over them. During the ‘bus wars’ between two private operators in 2006 we worked closely with Manchester City Council who were able to fine buses that were causing unnecessary pollution by parking with their engines idling. GMPTE already requires buses using our bus stations to turn off their engines if they wait for more than five minutes. We have commissioned research to see if this should be reduced. If you see a bus that appears to be producing a lot of pollution, please make a note of the place, day and time, operator and registration number and report it to GMPTE, or if it’s in Manchester, to the City Council on 0161 234 4873 (www.manchester.gov.uk/envhealth/pollution/smokingform).

Free newspapers on bus stations cause lots of litter – could they be recycled?

Discarded free newspapers are expensive to dispose of, make a mess, and are sometimes set alight. We are looking into the recycling opportunities at our bus stations, and once we have looked at the results of a trial, and learnt any lessons, we hope to make progress on this issue.

Metrolink is noisy – what can be done?

We know that Metrolink can be noisy, both for people living near the routes, and onboard, particularly where there is old ‘jointed’ track. A major track renewal programme in 2007 has replaced all of this and is dramatically reducing noise, as well as improving the ride quality and reducing the need for maintenance.

Can we stop smoking on and off buses?

Smoking is already banned on buses, but from 1 July 2007 this has become easier to enforce, as buses are considered a workplace under new regulations. Most railway stations are also covered by the ban, but bus stops are not unless they are enclosed. However, we recognise that smoking at stops is an issue, particularly as the workplace smoking ban means that some workers will find bus stops a convenient and dry place to smoke. Please report smoking on buses, or excessive smoking at bus stops to us and we will take action where we can.

Talking to stakeholders about the environment

Talking to people and promoting the environmental advantages of public transport both inside and outside GMPTE is a significant part of our environmental activities. Our Marketing and Communication Plan identifies the messages we want to get across to different groups of people and the best ways to do this.

Inside GMPTE we use our intranet site, e-mails, exhibitions, staff magazines and individual meetings with all new starters to raise awareness about issues such as the need for action on climate change (particularly after the Stern Report was published in 2007), energy efficiency, and Fairtrade products. Our staff ‘Green Action Team’ meets every three months to progress environmental projects.

We also hold individual meetings with senior managers, departments and sections where we need to focus on specific projects.

Outside GMPTE we sponsored two main promotional campaigns. In June 2006, for Green Transport Week, we distributed 10,000 calendars listing environmental attractions and events, and telling people how to get to them by public transport. In partnership with the bus operators, 5,000 day saver bus tickets were made available to help people get there.

In September 2006, for In Town Without My Car Day, we again distributed publicity material and provided 5,000 day saver bus tickets. Events are held throughout Europe on 22 September every year with the aim of encouraging drivers to leave their car at home and to show what could be done with all the space currently occupied by cars. The free tickets allowed car drivers to sample buses any time during the period 16 to 24 September.

We talked to a wide range of stakeholders during the year. Examples include:

• District Councils within Greater Manchester about a wide range of issues.
• Department for Transport, Northern Rail and the Office of Rail Regulation about the role railways could play in improving the environment.
• Presentation to an international sustainable development conference.
Environmental highlights of 2006/07

- The new Local Transport Plan, included detailed environmental considerations and was subjected to a ‘Strategic Environmental Assessment’.
- GMPTE took a corporate decision to accredit to the Environmental Management System ISO 14001.
- Major changes to GMPTE project management procedures saw environmental considerations integrated into all new GMPTE projects.
- GMPTE moved to a new head office with comprehensive energy management and recycling facilities. The building achieved ‘Very Good’ rating on the BREEAM Environmental Assessment scale.
- External promotion activity included an expanded environmental GMPTE website and a presentation to an international UITP conference. Successful promotions were held in June 2006 for Green Transport Week and September 2006 for In Town Without My Car Day.
- We carried out habitat surveys to ensure that Metrolink track relaying and other work on the existing system does not affect protected plants and animals.
- Lobbying has led to a far greater importance being placed at national and local level on improving and promoting rail environmental performance.
- Investigation carried out into potential for renewable energy generation at Horwich Parkway Station.
- Station Vegetation Management schemes have been trialled with Greater Manchester Probation Service.
- Two out of three buses in Greater Manchester switched to 5% bio-diesel during 2006.
- The number of buses with pollution reduction equipment to reduce harmful black smoke increased by 30% as a result of grants offered by GMPTE. Almost one in five buses (17%) are now fitted with particulate traps.
- A successful solar-powered bus shelter trial was held. Approval was given for 50 more shelters in 2007.

Environmental lowlights of 2006/07

There were some areas where we found it more difficult to make progress:

- We were unable to carry out an Environmental Audit of the existing Metrolink system.
- Pressure on resources meant that we made little progress in waste management and less on energy management than we hoped.
- The experimental Metroshuttle hybrid bus was not operational in 06/07 due to the collapse of the company that supplied it and some technical issues.
- The scrapping of an Energy Savings Trust grant programme made it difficult to persuade operators to fit particulate traps – these are very effective in reducing pollution.
- We were not able to run an environmental seminar requested by GMPTA.
Environmental policy
and corporate commitment

The activities of GMPTE and public transport providers have an effect on the environment. We recognise sustainable development as a key business priority and have included it as a strategic objective in our Business Plan. Objective 6 – ‘Contribute to sustainable development and a cleaner environment’ states that GMPTE will:

Enable the local public transport network, GMPTA and GMPTE in its own activities, to contribute to sustainable development, a cleaner local environment and assist in tackling climate change.

Our Environmental Policy aims to improve the quality and sustainability of public transport services and encourage modal shift by improving the environmental quality for users of public transport, and to improve GMPTE’s internal environmental performance.

To achieve these aims, GMPTE:

• Works with operators and District Councils to reduce local air pollution;
• Works with operators to help tackle climate change by reducing Carbon emissions;
• Contributes to sustainable development;
• Improves internal environmental performance.

GMPTE complies with the spirit as well as the letter of UK Government policy, UK and European Environmental legislation, regulations and codes of practice. An environmental legal register, listing all relevant legislation, is available on request. GMPTE compares environmental initiatives and performance with other Passenger Transport Executives, Greater Manchester Authorities and European transport authorities and providers to identify and learn from best practice.

Environmental policy monitoring
and compliance

GMPTE will monitor the policy and ensure compliance by:

• Progress reports every six months to the GMPTE Executive Board;
• A public Annual Environmental Report presented to the Passenger Transport Authority and published on the GMPTE website;
• An annual audit programme and random checks and audits.

All staff have been made aware of this Policy. The Strategy Director has overall responsibility to the Board.

A key action to implement this policy was taken in 2006 when environmental considerations were fully integrated within our Project Management Procedures. All projects will now have to pass three separate gateways at which environmental issues are considered. This should significantly improve our environmental performance.

Environmental assessment

GMPTE carries out Environmental Impact Assessment (EIA) on major schemes such as Metrolink extensions, or guided busways. ‘Mitigation’ measures can include noise barriers, moving protected plants, tree planting to replace any that have to be removed, and sometimes even changes to the route to avoid sensitive areas. GMPTE has always built these measures into our basic scheme. The EIA process is documented and an Environmental Statement (ES) produced which is examined at a Public Inquiry. Everyone with an interest in a scheme is allowed to participate.

Metrolink

During 2006/07 a significant amount of environmental work was carried out in preparation for work on renewing and extending Metrolink. The old metal track and wooden sleepers will be reused or recycled. The ballast will be placed next to the line to avoid the environmental costs of transport and landfill sites in areas of low wildlife value. In time, the spent ballast itself will provide habitat for plants and animals such as newts and orchids.

Strategic environmental assessment

Strategic Environmental Assessment (SEA) evaluates the cumulative environmental effects of our plans and policies. The government in 2006/07 endorsed the SEA for the second Greater Manchester Local Transport Plan.

We also commissioned an SEA to accompany the Greater Manchester bid for funding under the government Transport Innovation Fund.
### Performance against targets

This table details current performance and future targets against all GMPTA and GMPTE’s performance indicators.

### SO4 - Contribute to sustainable development and a cleaner environment

#### Performance Indicator

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<tr>
<td>Regional centre modal split in morning peak (non-car)*</td>
<td>61.0%</td>
<td>64.0%</td>
<td>Due 2008</td>
<td>n/a</td>
<td>63.0%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<tr>
<td>E2a</td>
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<tr>
<td>Buses with Euro II or better engines at 31/12/05</td>
<td>53.4%</td>
<td>66.0%</td>
<td>61.6%</td>
<td>66.0%</td>
<td>72.0%</td>
<td>78.0%</td>
<td>K2/I9</td>
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<tr>
<td>E2b</td>
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<tr>
<td>Buses with Euro III or better engines</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>No targets set - will list achievements only from 2007/8 onwards</td>
<td>K2/I9</td>
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<td>E3</td>
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<tr>
<td>Buses with Euro IV engines or particulate traps**</td>
<td>13.3%</td>
<td>22.0%</td>
<td>16.7%</td>
<td>22.0%</td>
<td>26.0%</td>
<td>30.0%</td>
<td>K2/I9</td>
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<td>E4</td>
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<tr>
<td>Number of low carbon buses in operation***</td>
<td>1</td>
<td>10</td>
<td>0 inoperation</td>
<td>0</td>
<td>5</td>
<td>10</td>
<td>K2/I9</td>
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<td>EX1</td>
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<tr>
<td>% of bus fleet with no measures in place to minimise environmental impact</td>
<td>n/a</td>
<td>Contextual</td>
<td>Dropped</td>
<td>Dropped from 2007/8 onwards - replaced by E2a</td>
<td>n/a</td>
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* 2005/6 figure amended from 62% to 61% following LTP2 review. Next surveys to be conducted during 2008 and 2011.

** For E3 The Government have now formally scrapped their grant-aid scheme (which was supplemented with GMPTE finance) and the prospect of bus operators fitting significant numbers of traps in the future is low.

*** European funding withdrawn during 2005/6 for further low carbon buses. Situation being monitored with targets of 10 buses by 2009, 60 buses by 2012. The one GM hybrid bus was hit by the technology provider going into receivership and is off the road pending assessment of a trial in Liverpool.

**** These are reference numbers of actions set out in the GMPTE Business Plan which will address performance issues for the indicator concerned.

### Key to symbols used in table

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<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
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<tr>
<td>![Green Arrow]</td>
<td>Hitting current target and better than last year</td>
</tr>
<tr>
<td>![Red Arrow]</td>
<td>Missing current target but better than last year</td>
</tr>
<tr>
<td>![Red Down Arrow]</td>
<td>Missing current target and worse than last year</td>
</tr>
<tr>
<td>n/a</td>
<td>Not applicable - no data expected</td>
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### Categories of performance indicators

**Prefix:**

- **E** Environment

Contextual indicators are denoted with an ‘X’

All figures have been reported to 1 decimal place, other than where additional accuracy is needed.

LTP2 targets are shown in purple.
Do you have something to say about public transport in Greater Manchester?

GMPTA has set up Local Transport Public Forums because it is committed to ensuring that people of Greater Manchester have a say in creating the best possible public transport system. We hold regular local meetings and operators’ surgeries in each of the ten districts to discuss a whole range of issues relating to public transport.

If you would like more information visit www.gmpta.gov.uk or call 0161 234 4619.

Do you have something to say about this report?

GMPTA and GMPTE are keen to hear your views on the performance reports and planned activities set out in this document. If you want to give us any feedback, please contact us by:

email: consult@gmpte.gov.uk

writing to:
The Environmental Projects Controller
GMPTE
Freepost RRHE-RKUU-KSJY
2 Piccadilly Place
Manchester
M1 3BG

You can download the full Business and Performance Plan and Environmental Report, from which this document is extracted, from either of our two websites www.gmpte.com and www.gmpta.gov.uk. Please contact us for paper copies. To reduce the impact on the environment, electronic copies are preferred.

Please note:

• If you would like a response, please give contact details.

• Data collected will not be held or passed to any other organisations. It will only be used to reply to you.