

## Liverpool Air Quality Action Plan

Recent months have seen significant progress on the development of the Draft Air Quality Action Plan for Liverpool which is required following the declaration of Liverpool City Centre as an Air Quality Management Area. Initial stakeholder consultations have been completed and the draft plan is due for submission to Liverpool City Council's executive early in the New Year prior to technical review and comment by the UK Department for Environment, Food and Rural Affairs. This will be followed by wider local consultation and subsequent adoption by the City Council. The Air Quality Action Plan will contain a range of measures relevant to CATCH as emissions from transport sources have been reported as constituting the major air quality problem in Liverpool City Centre. In order to meet the air quality objectives transport in the City Centre will need to be reduced by more than 40%.

## New Emission Reduction Trials

As we are going to press Arriva are in process of reducing emissions from another 16 of their bus fleet which operate in Liverpool city centre. Their latest trials are of a combined particulate trap and exhaust gas recirculation system supplied by STT Emtec, in association with Eminox. This represents a further technological step over the 88 vehicles already equipped with particulate traps during the project because the gas recirculation system has the added benefit of reducing emissions of oxides of nitrogen (which are one of the key pollutant groups of concern in urban areas) by around 30%. We look forward to seeing the full benefit of this in 2005.



magnificent piece of architecture. It is easily accessible from road & train networks & is a short hop from Liverpool's John Lennon Airport.

We hope that you can join us on the 28th & 29th June for this inspirational conference – make a date in your diary now!

Further information & registration details will be released at the end of February.



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# catch NEWS

CATCH Final Conference, June 2005, see page 4

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## CATCH - Partnership in Action

The CATCH project is a prime example of pan-European co-operation. Although the main demonstration element of the project is based in Liverpool, the other project partners - Suceava Municipality and CTP are playing an active role in sharing information and following Liverpool's lead in exploring the possibilities for improving urban air quality. In this issue we focus on what has been happening in Suceava.

### The Transport Situation in Suceava

The city of Suceava has a population of 108,500 and is located 450 km north of the Romanian capital Bucharest. The local authority, Suceava Municipality, owns and finances the local transport public company, which has traditionally provided all bus and trolleybus services within the city. However, since 2001 several private companies have been providing public transport in Suceava, operating almost 55 minibuses in total. These services, often unregulated, operate on a more flexible basis than the traditional fixed route, timetabled services and have proved popular.

In response the local transport company has also recently entered this new market, but is also

working with the local authority to instigate a system of regulation to ensure that over supply of minibus services, using old, polluting vehicles, does

not lead to excessive levels of pollution in parts of the city.

### CATCH objectives for Suceava and what has been done so far

The emphasis in Suceava is very much on raising the awareness of local people, who are very new to the concept of sustainability and the problems associated with traffic congestion and high car ownership and usage.

One of the main reasons for involving an economically developing country, such as Romania, in CATCH is to try to prevent the development of a car culture and the associated health and pollution problems by providing and promoting alternatives before it becomes the habitual norm. It is hoped that Romania can bypass the transport problems experienced by many Western European countries and start focusing on providing quality walking, cycling and public transport facilities instead of becoming dependent on car-based road transport.

It must also be recognised that the harsh east-European winter means that some available solutions, such as cycling, do not provide the all-year round opportunity that they may offer elsewhere. Hence, it is important to target efforts to appropriate journey types at certain times of the year.

The measures that are being employed fall into several categories:

- Promotion and support for non-motorised modes of transport
- Improvement of public transport services
- Reducing the impact of private transport
- Policy level support
- General awareness activities

## CATCH Final Conference

28th & 29th June 2005

An exciting International Conference is being planned to celebrate the results of the CATCH project & to share experiences with colleagues across Europe.

We are expecting to have high profile speakers to discuss issues such as mobility management, urban regeneration, air quality improvements, technological solutions, transport & community health. The programme will be an interesting & enjoyable mix of plenary sessions, panel debates, interactive workshops & social time.

We hope that this conference & the information we present will influence future policy makers. By attending the event, you will have a great chance to meet representatives from a range of sectors to discuss how we can work together to deliver more sustainable cities in the future.

The venue for this fantastic event will be the prestigious St George's Hall in Liverpool – a truly



CATCH is a demonstration project in the European Commission's Life-Environment Programme. It supports the EC's Sixth Environmental Action Programme by promoting sustainable mobility in order to improve air quality. CATCH is being implemented in Liverpool (UK), Suceava (Romania) and Potenza (Italy).

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### Promotion and Support for Non-Motorised Modes of Transport

#### Low Emission Zone (LEZ)

A Low Emission Zone has been identified in the city centre. Part of this area in the main shopping district has now been pedestrianised permanently and another section, bordering the main square, is only open to traffic during regular office hours. This latter area provides the opportunity to provide a safe, accessible focus for the city's communal celebrations on festivals and holidays.

#### Walking and Cycling City Plan

The low emission zone has provided a focus for the development of a walking and cycling city plan - the first of its kind for the city of Suceava - which demonstrates the safest and most convenient routes that are available for those citizens who are happy to leave the car behind and use their own power to reach their destination. As yet there is no sign of a calorie map for Suceava, following Liverpool's lead linking health promotion to walking and cycling - an idea for the future, perhaps?

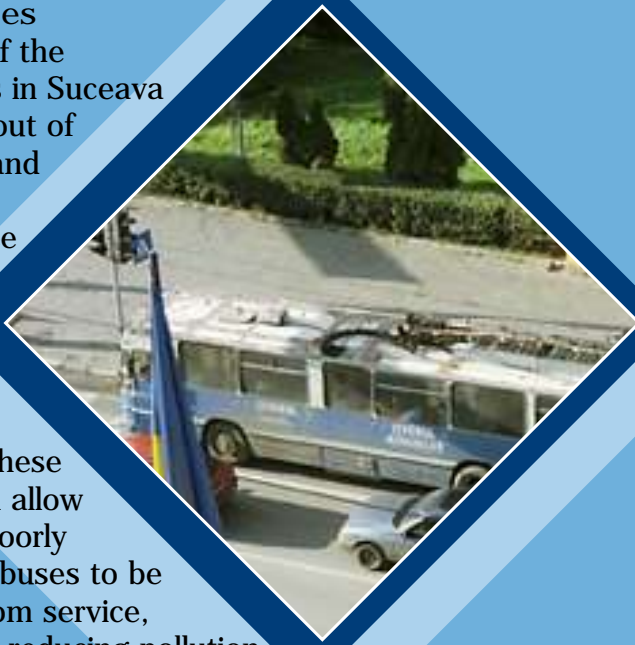
### Improvement of Public Transport Services

#### Particulate Filters

The example of Arriva fitting particulate traps to its bus fleet in Liverpool is being followed in Romania, with the fitting of particulate filters to 10 minibuses operated by the local public transport company. These will reduce emissions at source by up to 90%. The minibuses were chosen to demonstrate the good results of using particulate filters in order to promote their implementation to all minibuses that are operated by private operators in the area.

#### Re-Introduction of Trolleybuses

A number of the trolleybuses in Suceava have been out of circulation and CATCH has enabled three inactive vehicles to be re-introduced onto the network. These vehicles will allow three old, poorly performing buses to be removed from service, significantly reducing pollution in the city centre.



### Reducing the Impact of Private Transport

#### Particulate Filters

Five of six cars selected from the municipal fleet have already been fitted with particulate filters. The vehicles chosen were all manufactured by the local supplier Dacia, in order that the local population could relate to the implementation, as this is still by far the most popular make of car in Suceava. A range of vehicle ages, and hence technologies, were chosen to show that particulate filters are not only suitable for the most modern vehicles. The results regarding emission reduction appear to be good and so this will form the basis of subsequent promotion campaigns in order to persuade private motorists to fit particulate filters.

#### Liquid Petroleum Gas (LPG)

Suceava Municipality has purchased one LPG car, manufactured by Skoda. The results of the initial experiment have proved successful and there are plans to purchase a second LPG car, manufactured by Dacia in March 2005. These vehicles are used for day to day council activities and so have a dual impact of a direct reduction of emissions in the city centre, and effective promotion of LPG to members of the public and businesses in the city.

Building on this experience, the municipality has been working with local vehicle and fuel suppliers to increase availability and use of LPG as a vehicle

fuel, with good results as the number of filling stations in Suceava that sell LPG has increased from 3 to 9.

### General Awareness Activities

A large number of events have been arranged to promote CATCH and the sustainable transport options it supports. Many of these, such as the large festival on European Day, where the streets were closed and events such as running, cycling and roller-skating were organised for children (See CATCH News, Issue 2) are based around the Low Emission Zone, so demonstrating the benefits of having areas where private vehicles are not allowed access. This area has also been used for more serious events such as trade shows for the promotion of alternative fuel vehicles, where local vehicle and fuel suppliers co-operated with the municipality, which was in turn able to demonstrate its own LPG car.

### Other CATCH News

#### Liverpool City Centre Shuttle Bus Service

A new CATCH bus service is due to start operating at the end of February 2005. The Liverpool city centre shuttle route was selected following discussions with the local business and residential communities and has been designed by Merseytravel to provide a regular and speedy service linking key redevelopment locations and areas that have been poorly served by public transport in the past with the main rail and bus stations.

Areas served include Princes Dock on the waterfront, the student village to the north of the city centre and the Pumpfields Development and Liverpool Community College. The new service will operate every 15 minutes and will have a flat fare of just 50p (•0.80).



It will be provided by

### Policy Level Support

Suceava's First Public Transport Plan Prior to the CATCH project, Suceava did not have an official public transport plan. A policy document is now being formulated and this will assist greatly in guiding the city in its future transport provision.



The leading officer for Romania's involvement in CATCH is Dan Dura, who works for the Municipality of Suceava. For more information about the measures undertaken in Suceava as part of the CATCH project, to make suggestions or ask CATCH-related questions please feel free to contact Dan at: +40 (0)230212696 ext 117 or email

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six all-new diesel-electric hybrid vehicles manufactured by Eneco Ltd and will be operated by Arriva, one of the CATCH partners. The buses are able to operate in zero-emission mode and are significantly more fuel efficient than comparable standard buses. All in all the service should contribute to making Liverpool a cleaner, greener city.

These vehicles will provide the first UK example of a hybrid bus fleet in regular service operation. With this in mind CATCH was represented at the Advanced Electric and Hybrid Vehicles, R&D and the Reality, conference in Cambridge in September 2004 by Bob Crawford of ORBIS Consultants.

Bob presented a paper which considered the potential benefits of hybrid buses and addressed issues of potential practical concern to bus operators who might be considering the use of new hybrid bus technology. The full paper is available from the CATCH website [www.cleanaccessibletransport.com](http://www.cleanaccessibletransport.com) or direct from Bob at [orbisconsultants@aol.com](mailto:orbisconsultants@aol.com).