



Clear Zones is a UK Foresight programme to implement the government's policies on sustainable development and global competitiveness in partnership with local government, business, academia and local communities.

The new Clear Zones Co-ordination team

First there was the Clear Zones co-ordinator (thanks Madeline for all your hard work) and now it's a co-ordination team – not just one person but 3! In the autumn of this year the contract to manage the Clear Zones initiative was awarded to a small team lead by Guy Hitchcock of Transport and Travel Research (TTR) supported by Jo Baker and David Martin.

An administrator, Rebecca Richardson, based in the Clear Zones Office in Bristol will support the team. Over the last couple of months we have been discussion with the Clear Zones steering group, the DTER and the DTI how best to take the initiative forward. The objective that we have been set is

'To promote the implementation of the Clear Zones concepts and technologies'

We aim to achieve this through the following basic tasks:

- raising the profile of Clear Zones and generating greater involvement
- assessing user needs for potential actions
- disseminating good practice and information
- the generation of a number of new projects or action topics

Corporation of London presented with its Clear Zones award.

In October Patricia Hewitt, DTI Minister for E-commerce and small business, presented the Corporation of London with a Clear Zones award for their Traffic and Environmental zone. The award was made to Stuart Fraser, Chair of the Planning and Transportation committee and Jo Weiss, Director of Highways and Transportation.

The Traffic and Environmental Zone was set up in 1993 as an area wide traffic management scheme, which provides the City Police with additional surveillance capabilities, as well as its main objective of providing environmental benefits. These benefits of the scheme include:

- a 30% reduction in traffic flows;
- a 39% reduction in pedestrian accidents and;
- an estimated 15% reduction in pollutant emissions from traffic.

The early success of the scheme has prompted its expansion to the west, by some 40% (completed in early 1999) and to the North to be completed in early 2000. The growth of the schemes has involved working with neighbouring boroughs, such as Southwark and Westminster, and may well lead to a further widening of the concept across central London.

Joe Weiss said *'that the success of the scheme shows that Clear Zones are realistic and can be implemented now by local authorities'*. Joe is also willing to talk to and help other local authorities seeking to go along this path.



Stuart Fraser and Jo Weiss of the Corporation of London accepting a Clear Zones award from Patricia Hewitt MP

CLEAR ZONES AWARDS FOR 1998/1999

The other 1999 Awards are:

- Edinburgh's 'Greenways' scheme: quality corridor for buses/cyclists/ pedestrians.
- Leicester's EMMA and EFFECT projects: new ways for predicting traffic related air pollution
- The ASTI project in Camden (low emission vehicles and vehicle locations systems)
- Centre West Buses (Ultra Low Sulphur Diesel and Oxidation catalysts)
- Winchester's Movement and Access Plan

These awards will be presented over the coming months, along with the publication of a Clear Brochure providing details of all the award winning schemes.

ACTIONS FOR SUSTAINABLE TRANSPORT

What will be the future of the transportation/travel business over the next 20-30 years? How will changes in social values and governance systems affect transport policy development? What technologies are needed to help deliver national transport objectives? To answer these questions, the DTI Foresight programme set up a Task Force late last year.

The Task Force took its starting point that the nation's prosperity depends on a modern and effective transport system. The capacity of the existing transport infrastructure to cope with forecast growth is a prime consideration in any review of the future of transport. The scale of congestion, particularly on the road network, is a major problem, leading to significant infrastructure stress throughout the system. The need is to find ways of making more effective use of existing infrastructure, including better operational management and publicly acceptable ways to reduce demand and increase capacity. Dealing with the many environmental concerns, including congestion, air pollution, climate change and noise, is of equal importance in optimising our use of the transport system.

Regulatory, financial and social measures can help mitigate the adverse effects of infrastructure stress and environmental damage. The *selection environment* for transport technology will be heavily influenced by these national policy objectives. To achieve the desired objectives, these policies

require public-private partnerships as well as the introduction and use of technology.

The outcome of the work was a series of recommendations which are both stretching and far-reaching, whilst being realistic and achievable. The six specific actions are:

- Integrated ticketing and inter-modal travel;
- Congestion management and information dissemination;
- Sustainable freight distribution ;
- Integrated, quality public transport;
- Behavioural and motivational studies;
- Aviation and the environment.

The actions to tackle transport problems build on existing knowledge and developments. Each action would add value to current technology and is consistent with the longer-term solutions that the Task Force examined. The final report from the Integrated Transportation Chain Futures Task Force was published in August 1999, and is available from the Foresight Directorate.

CLEAR ZONES RESEARCH

One of the key tasks in the current workplan is to stimulate and develop Clear Zones research projects. The type of activities envisaged include policy work, technology research studies and studies on the implementation and impacts of Clear Zones concepts. We want to take this forward by identifying potential project partners and areas that might be worked up into specific proposals for funding.

We see the following project areas as being important:-

- Monitoring and evaluation guidelines;
- Clean vehicles and low emission zones;
- Sustainable freight distribution;
- City management and urban regeneration;
- Information technology and integrated communications.

We can play a facilitating and co-ordinating role with potential project partners to develop and submit suitable proposals in one or other of the Clear Zones research topics. We would be happy to discuss, on an informal basis, any project ideas which you might have, and to assist with taking them forward as appropriate. Please contact us at the Bristol address shown in the newsletter.

ITS City Pioneers

In recent years transport system designers have used the developments in computing and communications technology to improve existing, and create new Intelligent Transport Systems (or alternatively Transport Telematics Systems). These systems provide local authorities and others with tools that enable them to provide efficient network management. ITS City Pioneer provides information about these new systems and a method for achieving successful implementation and operation. The project has published three documents a Guidebook, a Toolbox and a Handbook. This article describes some of the issues surrounding ITS deployment.

Intelligent Transport Systems (ITS) include tools that have been available for a number of years; tools such as Urban Traffic Control, Bus Priority, and Car Park Management. But there are also systems such as Pollution Monitoring, Access Control, and Traffic and Travel Information that provide Local Authorities with important new tools for improving network efficiency. All these tools will grow in importance as transport continues to dominate the political agenda in the coming years. The ITS City Pioneer Toolbox describes the essential features of thirty of the most common tools, and important aspects of successful implementation and operation.

Perhaps the single most important improvement in these systems is the use of open systems design. This technique allows systems to exchange information with other systems, resulting in cheaper and more efficient operations. Open system design is also a key feature of the Urban Traffic Management and Control (UTMC) Specification, currently being researched by the DETR.

Using such techniques, information can be transferred not only between systems within an organisation, but also between systems of different organisations ITS can therefore provide an improved mechanism for managing Integrated Transport Schemes. These tools also provide a way of implementing and monitoring Best Value. The ITS City Pioneer toolbox provides an introduction to these important ideas.

ITS provide many benefits, but effective planning of their implementation is complex. In order to take full advantage of the tools,

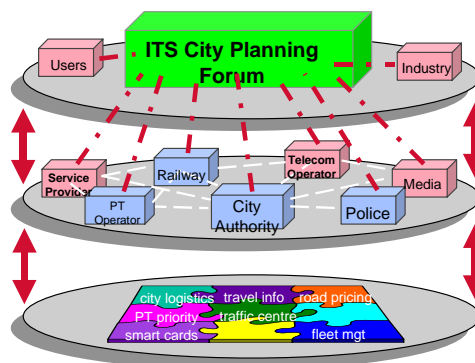
network managers and transport operators will have to consider new ideas, and use new planning methods. The ITS City Pioneer project offers one such method; a method recently successfully piloted in Preston and Exeter. The method results in an ITS Deployment Plan, which is essentially an ITS Master Plan for an area. It details a programme of projects over a defined period of time. These projects will often be implemented by a number of different organisations, possibly in partnerships.

For a local authority the ITS deployment plan will be a key document in the preparation of their Local Transport Plan (LTP). The ITS deployment plan will perform a similar function to that of a pedestrian or car parking strategy, for example. The ITS City Pioneer Handbook offers a detailed methodology, and practical advice about preparing an ITS Deployment Plan.

In order to start the process and to bring the different organisations together, the Handbook suggests that an ITS City Forum is formed. This body provides a means of discussing all the issues, and steering the planning process. As many of the organisations may know very little about ITS, a Guidebook has been developed. This booklet briefly and attractively describes what ITS are and the key benefits of their use.

The ITS City Pioneer project was completed in 1998. The project team included people from many different transport fields and was supported by the DETR and the European Commission's Trans-European Network – Transport (TEN-T) budget line.

ITS City Pioneers, Integration through co-operation





CLEAR ZONES NEWSLETTER

Technology For Liveable Cities

Issue 9

April 2000

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Clear Zones - Integrating Policy Objectives in Local Transport Plans

Dr Guy Hitchcock, Clear Zones Co-ordinator, Transport & Travel Research Ltd

Local authorities across the country will currently be drawing up their Local Transport Plans (LTPs) for submission to the DETR in July. These plans will set out the authority's transport strategy and funding bid for the next five years. Therefore, if Clear Zones are to go forward, they must be included in these plans.

Clear Zones themselves can support the development of strong LTPs by providing a focus for integrating policy objectives in an urban core. In particular, Clear Zones supports:

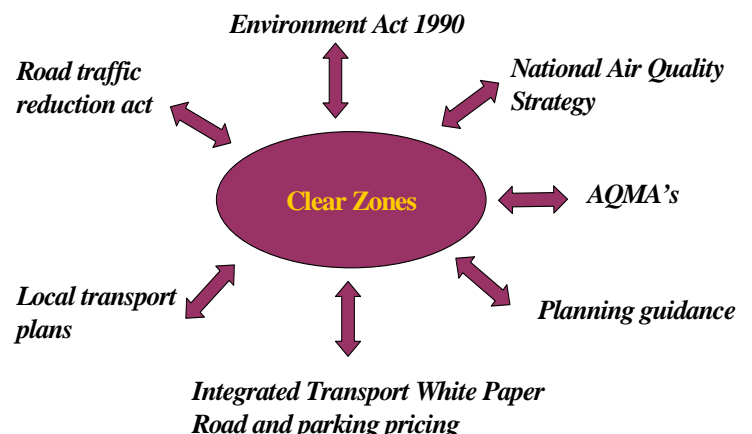
- local road traffic reduction targets;
- air quality management areas

The creation of a well-defined Clear Zone, with clear traffic reduction and air quality targets, provides a focus and a good public image for these policy objectives. The additional benefits of working through a Clear Zone are:

- a focus for developing partnerships between local authorities and the private sector to pursue this common vision of transport, environmental and community improvements, central to the governments thinking on consultation and inclusion;

- a structured approach to the implementation of appropriate technological solutions and development technological perspective to meet this common policy vision.

So if you want to see a Clear Zone concept go forward in your area, you need to be working now to get good ideas into the Local Transport Plan. The Clear Zones co-ordination team is keen to hear of new cities and towns going forward with a Clear Zones concept in their LTP, and would be happy to provide ideas and help where we can.



Clear Zones and Air Quality Management Areas

Rupert Furness, DETR

The local air quality management process has been underway for just over two years now. Many local authorities have reached the point where they have finished their reviews and assessments of air quality, and need to decide whether or not they have to designate air quality management areas (AQMA's). Where AQMA's are designated, authorities will have to draw up action plans setting out the steps they intend to take to tackle their air quality problems.

In many cases, emissions from road transport are likely to be one of the main sources of local air quality problems. Many authorities may therefore be wondering whether or not a Clear Zone might be something to consider including in an air quality action plan.

Clear Zones offer a number of potential air quality benefits, particularly when they are part of an integrated approach to delivering air quality improvements. Some authorities have also found that making their town centres more attractive by restricting traffic access can be good for local shops and the local economy. Solutions are bound to vary from place to place, however, and when considering whether a Clear Zone might be part of any air quality action plan, local authorities will wish to consider:

- What impact the Clear Zone is likely to have on traffic patterns elsewhere (since creating a Clear Zone may not deliver air quality benefits if it simply results in more congestion on the periphery of the zone).
- What other measures are likely to be necessary to ensure that the town centre remains viable (e.g. are there sufficient public transport links?).
- How the zone might best be enforced.

For further details on the local air quality management process, or copies of the guidance issued to local authorities, please contact Rupert Furness at the DETR: Tel: 0207 944 6318, Email: rupert_furness@detr.gsi.gov.uk or visit the DETR's website at: www.environment.detr.gov.uk/airq/laqm.htm



Low Emission Zones – A Reality

Tom Parker, Transport & Travel Research Ltd

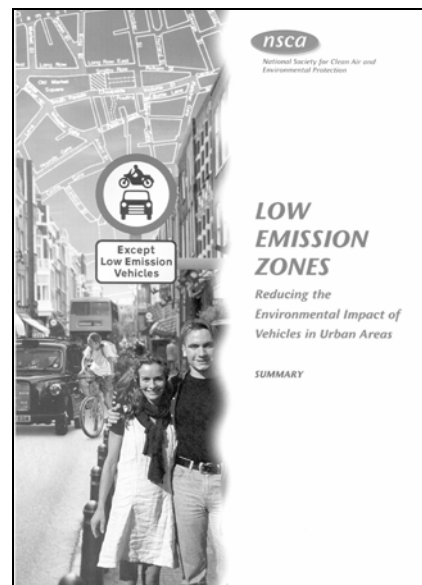
Low Emission Zones (LEZs) are a type of Clear Zone that focuses on the use of low emission vehicle technology. Transport and Travel Research Ltd has produced a study for the National Society of Clean Air (NSCA) on implementing LEZs. The study looked at defining a LEZ and examined the following issues:

- defining the air quality criteria and objectives;
- setting and enforcing vehicle emission standards for LEZs;
- the supporting transport measures required;
- the legal and operational framework for LEZs.

To complement the report, a tool kit was also produced to help local authorities take the idea forward. The toolkit consists of:

- a bibliography on useful reference material for low emission vehicles and fleet operations;
- a fact sheet on each of the main alternative vehicle fuels;
- guidelines for tendering for clean vehicle transport services;

- a simple spreadsheet tool for calculating the impacts of introducing a LEZ.



For copies of the main report contact:
 Tim Brown, NSCA, Tel: 01273 326313
 For copies of the tool kit contact:
 Tom Parker, TTR, Tel: 0117 907 6520

Future Best Practice for Effective Planning Decisions and Project Implementation

David Martin, TenDelNet

The Foresight Built Environment and Transport Panel has recently set up a Task Force comprising senior experienced people in industry, academia and government, to identify future best practice for effective planning decisions and project implementation. The aim of the Task Force is to learn how to improve our national ability to agree and implement improvements in our built environment and transport infrastructure. The focus of the work will be transport projects and the development of new practices, skills and technologies to improve the planning and implementation processes. The Task Force is due to report to the Foresight Built Environment and Transport Panel by September this year, and their report will be presented as part of the overall Foresight 2000 Report to Ministers in November.

Funding Opportunities for Research Projects

David Martin, TenDelNet

Identifying suitable funding opportunities for supporting relevant projects is a crucial element in promoting the Clear Zone concepts and technologies. There are no specific public funds available, but since Clear Zones represent a major change in the approach to meeting demand for access to urban facilities, there needs to be considerable R&D carried out to effect the required transformation of urban infra-structures. The Co-ordination Team has examined over 20 potential funding programmes, including UK Government, EC and private sector initiatives, and matched the objectives for these programmes with the set of five basic topics where there is a need for new research or action projects. Clear Zones research need not involve the development of new technology – rather it is the planning and implementation of emerging technologies that will be required. Overcoming institutional barriers, modelling of private-public partnerships and pilot schemes should also be pursued.

We believe that the emphasis should now be on achieving the demonstration of currently available technologies in a limited number of test sites. Organisations interested in pursuing Clear Zones research projects should contact the Co-ordination Office to discuss funding opportunities and how best to take their interests further.

Clear Zones Regional Seminars

Clear Zones Co-ordinator

ARE YOU INTERESTED IN THE CONCEPT OF AN URBAN CLEAR ZONE IN YOUR AREA?

If so, come along to one of the regional Clear Zones Seminars to find out more.

GREEN TRANSPORT WEEK

- **Edinburgh – Monday, 5th June 2000**
“Actions for Urban Transport”
 - Novel modes, Clear Zones in Scotland and Clear Zones award.
- **Bristol – Thursday, 8th June 2000**
 - Guided transit and Clear Zones
- **Liverpool – Friday, 9th June 2000**
 - Clear Zones, LEVs and Air Quality

Seminars are free to attend and include morning presentations and discussion, lunch and a site visit in the afternoon.

To register your interest, please complete and fax the attached registration form at page 7 of this newsletter, or contact:

Rebecca Richardson
Clear Zones Office
Arundel House
6 Portland Square
Bristol BS2 8RR

Tel: 0117 907 6522
Fax: 0117 907 4146

Please register by Tuesday, 30th May 2000
(places are limited to 40 per seminar)

An information pack will be sent out to delegates prior to the seminars.

E-Commerce and Logistics

Alan Lewis, Transport & Travel Research Ltd

In a parallel initiative to Clear Zones within Foresight, the Built Environment and Transport Panel is collaborating with the Retail and Consumer Services Panel on the subject of Retail Logistics. Research in this area is being directed through the Retail Logistics Task Force, with the DTI secretariat being supplied by the Retail and Consumer Services Panel. The overall remit of the group is to investigate how the needs of manufacturers, retailers and consumers are satisfied through the efficient transfer of products between them in the context of social, transport and environmental considerations.

Recently, the Task Force requested Alan Lewis of TTR, their research co-ordinator, to investigate the current status of e-commerce within the UK grocery retailing sector. The study was initiated primarily to establish the current and developing models of distribution for groceries ordered by a range of electronic means with a view to subsequent, more detailed studies of the transport, environmental, technological and social implications to society.

The main research for this study has now been completed through a series of interviews with major players in the field of grocery retailing and distribution, with additional inputs from academics, other recent studies and groups representing the interests of smaller independent producers. The research report establishes:

- the form of the various distribution models being developed in the UK to satisfy home delivery of electronic customer orders in the grocery sector.
- how closely these systems relate to the existing models of grocery distribution.
- the factors that will determine the breakeven point for home delivery of electronic customer orders in the grocery sector.
- current and predicted levels of demand for e-commerce in the grocery sector.

The Foresight secretariat intends to publish the report as a consultation document in the summer of 2000, with a view to including a wider range of opinions in this rapidly developing area. Further research into the impacts of e-commerce on traffic flows at all levels of the chain, including consumer behaviour, is just one of several possibilities of interest in relation to the Clear Zones initiative.

Zero in on Urban Deliveries

Paul Davison, Transport & Travel Research Ltd

Zero is a small organisation based in London that distributes a range of specialist human powered freight vehicles and also operates its own human powered delivery service.

Zero's deliveries range from standard supermarket goods to delicatessen and specialist Italian produce. They currently rely on a group of four riders, using a fleet of six specialised load-carrying bicycles and tricycles capable of carrying up to 200kg loads. The vehicles can carry cool boxes for fresh and chilled goods deliveries.

Zero's sister company, MyPorter hopes to establish mini-depots from which to operate a system of 'neighbourhood logistics' where local shoppers and also longer-distance freight operators can deposit goods which are then forwarded by pedal power, with low social, environmental and congestion impacts. The Portobello Kiosk is seen as first step towards such a network.



This will be launched in May, near to the Portobello Road shopping area, in collaboration with Local Agenda 21 activities at Kensington and Chelsea Borough Council. The kiosk will allow shoppers with limited load carrying abilities to deposit (or have deposited) any type of goods, for consolidated home delivery by zero emission vehicle at a time that is convenient.

In addition, the kiosk will maintain an information terminal where internet orders can be made with local businesses, again for subsequent zero emission delivery.

For further information contact Andrea Casalotti at zero@workbike.org or visit www.workbike.org/zero

POWERSHIFT *Neil Wallis, EST*

Launched in 1996, the Powershift programme has been established by the Energy Saving Trust to 'kick-start' the market for clean fuel vehicles (CFVs) in the UK. Powershift supports the development of markets for vehicles running on liquefied petroleum gas (LPG), natural gas, electricity and fuel cells by providing advice and information, as well as grants to help with vehicle purchase and funding to support some demonstration projects.

CFVs can reduce the negative impact of vehicles on local air quality by cutting emissions of pollutants like particulates (PMs), nitrogen oxide (NOx), carbon monoxide (CO) and hydrocarbons (HC) as well as reducing the output of carbon dioxide (CO₂), the main global warming gas. Powershift only promotes CFVs which are proven to offer emissions benefits and which have been shown to be technically viable.

Powershift aims to transform the markets for clean fuel vehicles in the UK by breaking down the barriers to their development. These barriers include:

- The lack of refuelling infrastructure
- The extra capital cost of vehicles
- Misconceptions about fuel safety
- Limited awareness of the cost and environmental advantages of running CFVs
- Limited (though increasing) range of vehicles available

Powershift is funded by the UK Government Department of Environment, Transport and the Regions (DETR) and has also received support from a range of industrial sponsors including Vauxhall, Peugeot, Ford, Transco, British Gas, Volkswagen, Shell, Calor and Powergen. For the year 2000-2001, Powershift's budget has been increased to over £9m from £3.3m in the previous year.

For more information visit the Powershift web-site: www.est-powershift.org.uk or for a grant application pack, call the hotline (0845 6021425)

7 TTPs

The implementation of Clear Zones will be critically dependent upon integrating parallel developments in several technological areas, such as clean vehicles, fuels, transport management, emissions monitoring and vehicle recognition, with new regulatory and institutional frameworks.

The European Commission's THERMIE programme has been working to develop and demonstrate progress in many of these areas through its Targeted Transport

Projects (TTPs). Three TTPs were supported between 1993 and 1996, with the aim of implementing combinations of new vehicle and traffic management technologies which had the potential to lead to clean, efficient urban public transport systems.

Following the success of the initial Targeted Projects, THERMIE selected seven further projects for funding. These projects, CENTAUR, ENTIRE, EVD-POST, JUPITER-2, NGVeuropa, SAGITTAIRE and ZEUS, known collectively as the 7TTPs, are now well established.

The projects have taken significant further steps towards establishing the potential that combinations of technical solutions have for reducing the impact of urban transportation on the quality of urban life by developing an environmentally - sustainable, energy efficient, cost - effective transport system.

Further details about the 7TTPs can be found on the website: www.thermie-transport.org.

The results of the projects will be published during the course of 2000 as the individual projects come to an end. Additionally, a collective report of the experiences of the projects will be published towards the end of 2000. If you would like to be added to the mailing list for this document, please contact Debbie Cox at TTR on 01543 416416.

ALTER-Eco

ALTEReco is a new project within the European Commission DG Regional Policy programme, *ECOS-OUVERTURES*, financed by a combination of ERDF and local funds and EC grants aimed at development within CEEC countries. ALTEReco originated from the ALTER-Europe initiative and its Declaration of Florence. ALTEReco will promote the aims of ALTER-Europe by implementing the use of zero or near-zero emission vehicles and investigating the feasibility of low-emission zones in four European cities with a view to implementing such zones in the course of the project.

The project has four partner cities. It is co-ordinated by Merseytravel, who are working with Naples (Italy), Aalborg (Denmark) and Suceava (Romania). The official project start date was 15th December 1999 and is due to last for 30 months.

Work on the feasibility studies in each of the project partner cities is just beginning and is being carried out in parallel with the planning stages of various potential local initiatives. It is hoped that the feasibility studies will lead to practical action plans in each of the cities by the autumn of 2000, providing plenty of time to implement and evaluate the proposed low-emission zones in the course of the project.

Clear Zones Conference supports Integrated Transport Solution

A major conference, addressed by Chris Brearley, Director General of Planning, Roads and Local Transport, was held in February by the Clear Zones initiative. This important conference, held jointly with the ITS City Pioneers initiative, showed how new technologies can be used by local authorities to help achieve integrated transport strategies in cities and towns.

During the morning, speakers set out the benefits of working with the Clear Zones and ITS City Pioneers, and how these can work together to promote integrated transport solutions. This was complemented by presentations on real-life implementation of innovative technologies from a number of cities around the UK.



Workshop sessions in the afternoon debated building partnerships for innovation, funding new ideas and evaluation. The key messages from the conference were:

- Clear Zones can provide a framework for bringing new technologies, together with other transport measures to provide integrated transport solution;
- A partnership between the local authority, local business and transport operators, and technology providers is needed to take the ideas forward;
- Public and private funds should be used to finance these new ideas;
- To get commitment for private funding the benefits to the private sector need to be proved.
- Proving the benefits requires pilot sites with good evaluation.

For a copy of the conference proceedings, please contact the Clear Zones office: Tel: 0117 903 6522

E-mail clearzones@ttr.globalnet.co.uk.

For further information about ITS City Pioneers contact Bip Radia, at the DETR, Tel: 0171 676 2149

Clear Zones Awards

As part of the Clear Zones conference in February, Clear Zones awards for innovation were made to:

- Camden Borough Council and Camden Community Transport for the ASTI project, which implemented gas and electric powered vehicles, alongside telematic applications, to provide environmental enhancements to their community transport services;

- First CentreWest buses for their use of exhaust after treatment technology that helped provide very low emissions from older buses operating in central London;
- Hampshire County Council for the Winchester Movement and Access Plan, which provides a good example of how a number of transport measures, including new technologies, can be integrated to provide city centre transport solutions.



The awards were made by Chris Brearley, Director General of Planning, Roads and Local Transport, of the DETR.



CLEAR ZONES REGIONAL SEMINARS

Registration Form

Please register me for the Edinburgh Seminar on Monday, 5th June 2000

Please register me for the Bristol Seminar on Thursday, 8th June 2000

Please register me for the Merseyside Seminar on Friday, 9th June 2000

Name.....

Organisation.....

Address.....

..... Post Code.....

Tel..... Fax.....

Email.....

Conference registration is free and includes lunch, proceedings of the meeting.

Do you have any special dietary requirements?.....

Do you have any special access requirements?.....

If this seminar is not relevant to you, but may be relevant for a colleague, please pass the information to the most appropriate person in your organisation.

Please fax this form to the Clear Zones office by Tuesday, 30th May 2000

Fax no: 0117 9074146



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CLEAR ZONES NEWSLETTER

Technology For Liveable Cities

Issue 10

August 2000

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TRAILBLAZERS

Dr Guy Hitchcock, Clear Zones Co-ordinator

The Clear Zones initiative will be working with the Government Offices and DETR to select a number of lead towns and cities, to act as beacons for the Clear Zones ideas. These trailblazing sites will be selected through the Local Transport Plan process and direct discussions with local authorities. The sites chosen will act as examples of best practice, with support from Clear Zones and the DETR, to develop new ideas and evaluate their work fully. For further information about the selection process contact the Clear Zones office:

Tel: 0117 907 6522 or Email: clearzones@tr.globalnet.co.uk

EUROPEAN PROGR€SS ON ROAD USER CHARGING

Eight cities across Europe have accepted the road user charging challenge in a project, funded by the European Commission, which was launched recently in Bristol. Rome, Trondheim, Edinburgh, Copenhagen, Genoa, Gothenburg and Helsinki together with the Project Co-ordinator, Bristol, will spend the next four years developing and implementing a range of road pricing concepts and

Commenting on the opportunities offered by PRoGR€SS and its thematic network, Councillor Helen Holland, Executive Member for the Environment, Transport and Leisure at Bristol City Council, said:

"The key to success in this field is to explore public opinion and to design schemes which will serve the needs of business and residents. The public need to see the benefits in real terms – better public transport and a cleaner, safer environment. We welcome the involvement of PRoGR€SS as it is taking very positive steps to tackle these issues."



Further information can be found at:

www.transport-pricing.net and www.progress-project.org.

NEWS & EVENTS

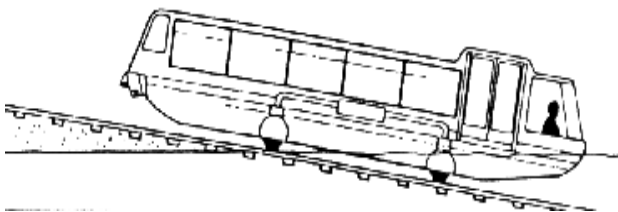
REAL TIME INFORMATION – THE KEY TO INTEGRATED TRANSPORT IN THE UK

David Clowes, Secretary General, ITS UK

The 8th ITS United Kingdom Annual Summer Conference in Glasgow, attended by John Collins, President of ITS America and Olivier Mosse, CEO of ERTICO, had many speakers emphasising the importance of information to achieve the aims of integrated transport. It has long been recognised that the improvement in quality and quantity of public transport is a critical factor in the promotion of the Clear Zones concept. One speaker after another emphasised that the quality aspect can only be achieved if high quality real time information is made available throughout the journey. This is the key to providing the choice of transport modes necessary to make Clear Zones viable and also to monitor, control and alleviate the environmental impacts of transport on Clear Zones areas.

Highway managers, speaking at the conference emphasised that management of traffic and the improvement of public transport must go hand in hand in the urban environment. They reminded the delegates that this could only be achieved in a reasonable timescale if public and private sectors combine to finance and operate these systems. A number of papers were presented to show how private finance has been incorporated into these systems to demonstrate that the successful operation of information systems requires the co-operation of all transport sectors.

INNOVATION OF THE WEEK



A new idea has been conceived as a means of reducing traffic congestion in certain areas. By using underused or disused railway lines, combined with nearby canal systems, a change of mode from rail to canal without leaving the vehicle is envisaged. An amphibious tram could be developed to combine both modes of transport.

BREMEN PARTNERSHIP AWARD **APPLY NOW!!**

Andreas Lieberum, Ecolo

In the next months, through its Bremen Partnership Award, the Bremen Initiative aims to identify, select and reward those municipality-business partnerships which stand out on account of their excellence, innovation and performance in making cities more liveable and sustainable for their citizens.

The Bremen Partnership Award was officially announced on 26th June 2000 in Bremen, during the European Conference "Reinventing Mobility: Challenge of the 21st Century." The winners of the Bremen Partnership Award will be presented at the 2nd International Conference "Business and Municipality" in April 2001 in Bremen.

The award seeks for solutions based on two main principles:

- Partnership between the public and the private sector – e.g. between a local authority or a public entity and a company or a business association. Additionally, other partners, such as community groups or NGOs are welcome.
- Targeted at urban sustainability, according to the recommendations of Agenda 21 and the Habitat Agenda, by creating better cities together.

Read more about the award categories, application procedure, etc, by visiting the web site at:

<http://www.bremen-initiative.de/award/information.html>

NEW CLEAR ZONES WEB SITE!!!

A new updated Clear Zones web site will go live in September at:

www.clearzones.org.uk

The site aims to give information about the Clear Zones concept and initiative, ideas on implementing a Clear Zone, case study examples, project information and links to technology concepts and suppliers. So take a look and tell us what you think.

If you would like a link to and/or from our site contact the Clear Zones Office (0117 907 6522 or Email: clearzones@ttr.globalnet.co.uk)



Clear Zones Initiative Seeks to Stimulate Innovation and New Ideas

Our awards for innovation are one way that we try to do this. Awards are given for projects that are demonstrating an innovative measure or technology that is relevant to the Clear Zones concept. Award winners have the prestige of being recognised by the Government for the innovation and can use the Clear Zones logo on their stationery or product. The project for which an award is made should meet the following criteria:

- Use of technology – either by developing or piloting new technology or techniques
- Improving urban quality of life by using relevant technologies
- Style of working – putting together partnerships of interest and expertise
- Monitoring and evaluating – so that others can share the lessons of the experience

Nominations for the 2000 Awards are now invited

A nomination form is attached at pages 7 and 8 of this newsletter
If you would like further information, please contact the Clear Zones Office

ALTER – OXFORD CONFERENCE

Stephen Marks, ALTER

Across Europe, 150 local authorities are working together to increase the market for clean and low emission vehicles. Through ALTER (Alternative Traffic in Towns) they are committed to renewing and converting their own fleets on a 'clean' basis, and to introducing and extending Clean Zones in their own city centres to which only clean and low-emission vehicles will be admitted. By pooling information on the future demand these actions will create, they give the industry the confidence it needs to bring forward the wider availability of alternative vehicles and fuels, and bring down the price.

In Britain, 50 local authorities attended the recent Oxford conference. This saw the UK launch of the ALTER Procurement Consortium, which will take forward the work of the successful ZEUS project in joint purchasing of clean vehicles. Further regional conferences are being organised in London and in the North West. Following national conferences in other EU member states, a European and international convention of cities will be held in Rome on 6th – 11th February 2001. For further information on ALTER contact:

Stephen Marks, Executive Director and Co-ordinator, 31 Marlborough Road, Oxford OX1 4LW
Tel/Fax: 01965 724441 Email: stephenmarks@btinternet.com

IDEAS & INNOVATION

NATIONAL CARSHARE - DOING 'OUR BIT' TO MAKE CAR SHARING A VIABLE ALTERNATIVE

Nigel Bradley, National CarShare

The practice of car-sharing remains unpopular due to its perceived inconveniences. National CarShare's Interactive Car Share Information Line addresses many of these, primarily because the system is designed to match individual journeys on a day-to-day basis rather than trying to match work patterns. It also enables people who need their car for work to give lifts to other members even though they cannot get a lift in return (passengers are required to pay the driver a petrol contribution of £1 plus 10p a mile for the lift).



There is currently no subscription to join. Individuals wishing to join must complete a Membership Application form available from our web site, via Email and from most Local Agenda 21 Representatives (if they don't have a master copy ask them to contact National CarShare). For security reasons you will be asked to provide two passport size photos, proof of address and a reference letter.

Once registered, members can access the Information Line from any touch tone telephone. This is not an internet based service. Large organisations can save themselves a lot of time and money by employing National CarShare to help promote car-sharing and to administer their internal car share schemes. Details available on request.

National CarShare: Tel: 01344 861600 and Fax: 0870 1306773

Email enquiries@nationalcarshare.co.uk and Internet www.nationalcarshare.co.uk

JOINT PROCUREMENT IN UNDEFINED MARKETS

Myles Mackie, Coventry City Council

Although there were many electric vehicles around in 1997, there was no defined market. This meant it was not possible to be sure of best value or even a fair price. This was the position found by eight European cities in the EU Thermie Programme Zeus project. This project had as one of its intended outputs the purchase of 225 electric vehicles as part of the planned introduction of 1,250 low or zero emission vehicles into their municipal fleets.

The project partners decided to form a Joint Procurement Committee. The Committee began with basic principles and drew up a list of specified requirements to meet the needs of modern urban fleet operations. This list formed the basis of the invitation to tender, which was issued in February 1997. This marked the first pan European city procurement of vehicles. Some 20 manufacturers were producing demonstration vehicles at the time. Only seven responded positively to the tender call. None of the vehicles matched the specification list nor did the companies feel that they could provide vehicles to all the cities.

Citroën Berlingo Electric van found to be best value in UK, Sweden and Italy

The trust old milk float using 1920's technology has a clearly defined market price structure. Its performance does not compare to modern electric vehicles

Peugeot 106 electric car found to be best value in UK

Peugeot 106 electric car found to be best value in UK

The deviations from the specified performances were given marks by giving values as to the additional costs/benefits derived. There was nothing that could be done regarding the failure to supply as temperature ranges; servicing logistics; and RHS drive non-availability. Some smaller innovative companies had to be checked for their financial viability.

The Joint Procurement Committee chose three electric vehicles as a result of the tender. An amended list of specifications was incorporated as a Framework - or terms and conditions of sale document. This document provides guides to vehicle, battery and parts prices, standard of performance for batteries, etc. The partners bought 181 electric vehicles. The Framework Agreements have transferable options so that non- Zeus buyers can join in. A further 150 were bought by third parties.

Joint procurement is an effective way of sharing information, developing buying volume so that the suppliers can enter the market with some confidence.

TRANSPORT 2010 – THE 10 YEAR PLAN

In July 2000, the Government delivered on its commitment to a major funding programme for transport. A total of £180 million has been committed for the decade from 2001/2 to 2010/1.

Whilst substantial sums are to be allocated to railways and the trunk road network, there will be increases in Local Transport Plan budgets.

Specifically, the plan is committed to:

- Up to 25 new rapid transit lines
- Park and ride schemes
- Extensive bus priority
- Integrated transport information, booking and ticketing
- Safer walking and cycling
- Reduced congestion
- Road safety
- Cleaner vehicles

The plan assumes that 8 of the largest towns and cities will introduce congestion charging, whilst 12 others will bring in workplace charging.

The Plan aims to reduce road congestion in large urban areas to below current levels by 2010, and to meet National Air Quality Standards whilst achieving reductions in greenhouse gas and Carbon Dioxide emissions.

Clear Zones schemes can help to deliver these objectives, and it is hoped that the Clear Zones Trailblazers will set the standard for urban areas for the 10 Year Plan.



**Clean CNG Bus in Merseyside
serving Southport Park and Ride**

EPSRC/ESRC WORKSHOP ASTON UNIVERSITY 29th - 30th JUNE 2000

David Martin, TenDelNet

The aim of this workshop "Toward a Greener Road Vehicle: Innovation Paths for Sustainability" was to contribute to the more effective inter-disciplinary integration of technology research with social science research. It aimed to define an agenda for future research and development for achieving greater environmental sustainability for road transport. The basic premise was that a significant shift to greener road vehicles can only be facilitated through appropriate socio-economic, as well as technological conditions, for innovation.

EPSRC and ESRC jointly organised the meeting, which was attended by about 40 people from universities, government departments, industry and environmental organisations. This was an inter-disciplinary mix of researchers and practitioners with an interest in the issues involved. The key topics discussed were:

- Strategies for vehicle innovation and sustainability - with presentations and discussion based on the US experience of the Partnership for a New Generation of Vehicles, and on the on-going DTI Foresight Vehicle programme.
- The social shaping of technology, examining the car as a socio-technical system - with presentations covering the socio-economic barriers to innovation in transport and the options for alternative fuels/power systems for vehicles that offer improved environmental performance.
- Motorists, consumers and the public - with presentations covering behavioural studies of buying and using vehicles.
- Regulatory and institutional issues - with presentations covering the role of regulations in framing consumer behaviour and the ways in which public policy can influence environmental decision-making.
- Business challenges of strategic vision and new methods of manufacturing - with presentations on the US "hypercar" approach and on future developments in processes and designs for the car industry.

The ideas presented and discussed have implications for Clear Zones and the Co-ordination team will continue to maintain links with the EPSRC and ESRC programmes.

LAND USE AND TRANSPORT RESEARCH CLUSTER

Dominic Stead, UCL

The Land Use and Transport Research (LUTR) cluster is a group of five inter-related new research projects funded by the European Commission under the 'The City of Tomorrow and Cultural Heritage' research theme, which is one of the main strands of the EU's Energy, Environment and Sustainable Development research programme (see opposite).

The five projects in the LUTR cluster are:

- PROMPT – new means to promote pedestrian movement in cities;
- PROPOLIS – planning and research of policies for land use and transport for increasing sustainability;
- PROSPECTS – procedures for recommending optimal sustainable planning of European city transport systems;
- SUTRA – sustainable urban transportation; and
- TRANSPLUS – transport planning, land use and sustainability.

All projects began earlier this year and will end in 2003. The LUTR cluster has formed for the duration of these projects with the objectives of:

- widening the scope of the individual projects;
- ensuring better consistency and co-ordination between the projects, researchers and stakeholders;
- increasing the awareness of new and emerging scientific trends; and
- encouraging integrated solutions and improving exploitation and dissemination.

The activities of the cluster include:

- common meetings to share information;
- common publications for wider dissemination of the research results; and
- a common web site with links to each of the five projects and other relevant sites – for more details see <http://www.ess.co.at/LUTR/>

The City of Tomorrow and Cultural Heritage

The 'City of Tomorrow and Cultural Heritage' is one of the four key actions under the European Commission's Energy, Environment and Sustainable Development research programme. This key action aims to address challenges of urban air quality, noise, traffic congestion, waste, economic competitiveness, employment, security, infra-structure and the built environment. The research within the 'City of Tomorrow and Cultural Heritage' key action includes a mixture of socio-economic, environmental and technological approaches with the common goal of increasing citizen and stakeholder participation in urban decision making.

Within the 'City of Tomorrow and Cultural Heritage' key action, there are four inter-related themes of research:

- (i) sustainable city planning and rational resource management
- (ii) protection, conservation and enhancement of European cultural heritage
- (iii) development and demonstration of technologies for building conservation
- (iv) strategies for sustainable urban transport systems

The research projects in the Land Use and Transport Research cluster all fit within the latter theme – strategies for sustainable urban transport systems. The five projects are all concerned with strategic approaches and methodologies in urban planning to promote more sustainable urban transport.

TAKING THE CLEAR ZONES MESSAGE REGIONALLY

A set of regional seminars took place in June this year, in order to involve a wider audience in the Clear Zones initiative, and to stimulate local debate.

The events took place in Bristol, Merseyside and Edinburgh, covering a number of topics, including guided transit concepts, clean vehicles and air quality, and car free housing.



Vernon Williamson, JMW Ltd and Cllr Mark Lazarowicz, City of Edinburgh Council, receiving their Clear Zones Award from Sarah Boyack, MSP, Minister for Transport and the Environment

Each event saw lively debate and generated a number of useful ideas for the co-ordination team to take away and work on. Another set of regional seminars are planned for 2001.



ClearZones
technology for liveable cities

Clear Zones Awards 2000/2001 Nomination Form

Applicant's name and address:

Tel No:

Fax No:

Email:

Name of project nominated:

Brief description of project, including naming urban area(s) situated or deployed:

Date project started:

Date project ended:

If applicable

Marketing leaflets or other publications on the project may be attached

Project Funding

Provide details of funding by programmes and partners:

Partner	Programme	Amount
1		
2		
3		
4		
5		

List any other partners:

Give brief details of any monitoring and evaluation carried out. What was the project designed to achieve? What actually happened?

Please describe the specific technical innovation or application the project exemplifies. How is this new?

Explain how the project contributes to the Clear Zones objective

Name of person completing form:

Position in organisation:

Signature:

Date:

**Return completed applications to: Dr Guy Hitchcock, Clear Zones Co-ordinator
Clear Zones Office, Transport & Travel Research Ltd
Arundel House, 6 Portland Square, Bristol BS2 8RR
Fax No: 0117 907 4146**



CLEAR ZONES NEWSLETTER

Technology For Liveable Cities

Issue 11

November 2000

The Retailers' View

Martin Pope, Boots the Chemist Ltd

Boots the Chemist Ltd has been trading on High Streets for 151 years and, as the photograph overleaf shows, congestion and pollution and pedestrian conflict have been with us as long. Fortunately, the present conflict between cars and people is not complicated by horse drawn vehicles and their rather obvious pollution problems.

Producing an attractive High Street environment with easy access has become even more important for retailers as out of centre locations have eaten away at the town centre market share. Over 30% of retail sales are now made outside town centres and the figure is rising. On top of this, there is the growing impact of e-tailing.

Of course, nobody expects the pattern of retailing to be fossilised, nor would it be desirable. However, if town centres are to be kept vital and viable, then there must be a robust retail sector. And the clear consensus is that thriving town centres are necessary if we are to have a successful public transport system that will achieve the desired modal shift from the use of the private car. The apparent logic is for town centre retailers therefore to support Clear Zones.

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CZ Awards 2000/01

2nd CALL FOR NOMINATIONS

If you have an innovative measure or new technology which is relevant to the Clear Zones concept

YOU MAY BE ELIGIBLE TO RECEIVE AN AWARD!!!

The Clear Zones Co-ordination Team invite your nominations

CALL NOW TO OBTAIN A FORM - TEL: 0117 907 6522

Closing date – Friday, 15th December 2000

Visit our web site at: www.clearzones.org.uk

CLEAR ZONES – THE RETAILERS’ VIEW *(continued from Page 1)*

However, the fear for business is that Clear Zones will be designed as monuments to traffic/transportation engineers. The nightmare is that traffic constraints will produce a calm, pollution-free environment, but one which is also free of customers spending their money in shops.

Designers of Clear Zones must recognise that town centre retailers have to contend with out of centre competition where parking is already free. If the costs of accessing town centres are augmented by workplace parking levies and congestion charges, which are implemented before major improvements in public transport, an unacceptable burden is placed on retail businesses.

Before workplace parking levies are applied, attractive public transport must be available as a real alternative to the private car. Similarly with congestion charging, which also should not deter town centre shoppers.



“Designers of Clear Zones must recognise that town centre retailers have to contend with out of centre competition where parking is already free”

If this is to be achieved, charging times must be flexible so that only office commuters are caught. And in constructing the time frame schedules, it should be recognised that in the crucial November/December run up to Christmas, the shoppers wish to enter town centres much earlier than the rest of the year.

These difficulties do not mean that the Clear Zone concept is wrong, but they do illustrate the need for project designers to consult widely with businesses and be aware of the wishes of the general public, who clearly remain very attached to having personal/private means of transport. This may require wider horizons and awareness in the planning of Clear Zones. Cars are used not only as means of access, but also for the storage of purchases made during a shopping trip and their subsequent carriage home. Clear Zone design should reflect this by considering how to satisfy these demands (left luggage facilities, buses with goods carriage facilities, etc).

Jesse Boot, our founder, would not have heard of Clear Zones, but as a mould breaking visionary entrepreneur, he was receptive to new ideas and could have been expected to support such a concept if it benefited his business as well as the community.

Clean Urban Transport and the CIVITAS Initiative

The merging of the EC Directorate General’s transport and energy has led to a refocusing of effort on issues surrounding urban transport, and in particular the development of a new Green Paper on ‘Clean Urban Transport’. The emphasis of the Green Paper will be the need for radical change, based on a mixture of new technology and policy-led measures. This focus is in line with Clear Zones thinking and puts Clear Zones at the centre of the wider EU debate on sustainable urban transport.

To help drive forward the ideas that are being formulated in the Green Paper, the EC is setting up a large demonstration initiative called CIVITAS (City – VITALity – Sustainability). This major programme of funding, some 50 million Euros, will support the demonstration of innovative transport technologies integrated with a package of demand and supply side management measures. The Clear Zones initiative will be working with the EC and the DETR to try and ensure that at least one of the lead UK Clear Zones site is part of this initiative.

**Further info on the Clean Urban Transport Green Paper and the CIVITAS initiative can be found at:
www.europa.eu.int/comm//energy_transport/en/cut_en.html**

Bridging the Gap

FROM THEORY TO PRACTICE
E
IN TRANSPORT TELEMATICS
We're getting there!

There are some exciting and innovative telematics projects to be seen within the UK public transport sector, but more needs to be done to achieve standards in the development and delivery of passenger information systems. This was the message heard by delegates at the annual INFORM Conference held recently in Birmingham.

Several speakers presented their personal experiences of current projects in the UK. These included Bristol City Council's INTERCEPT, which aims to make door-to-door trip planning a reality in the near future, as well as the Star Trak system in Leicestershire, with its focus



Technical Visit to the Midland Metro Control Centre

The pleas for standardisation came from various quarters. Chris Lane of Centro (Conference host) wanted standard components which would offer local authorities and Passenger Transport Executives greater flexibility in choosing a supplier. Mark Redman of the Radiocommunications Agency was keen to see standard requirements in radio technologies, whilst Dan Wright of BBC Travel News was concerned to see better co-operation between operators, information providers and broadcasters to ensure the best use of the available information.

Other areas for attention in the future development of the industry include the Smartcard.

Steve Cassidy of Schlumberger focused on the need to link key transactions via such innovations and Martyn Higgs of ERG Group looked at the role smartcards could play in encouraging public transport use, for example by introducing a 'ride now, pay later' system.

Once again the Conference proved itself to be a valuable talking shop, bringing together users of public transport telematics systems and suppliers. Exhibitors this year included Siemens Traffic Controls, Peek Traffic, Ferrograph, Mobisoft, APD Communications and Infocom as well as Conference sponsor, ACIS.

To obtain your copy of the INFORM Conference 2000 Proceedings or further information about membership of INFORM, please contact TTR: Tel: 0115 941 1141 or Email: ttr_nottingham@compuserve.com

CLEAR ZONES 2nd ANNUAL CONFERENCE

"CLEAR ZONES .. ON THE ROAD TO
THE CITY OF TOMORROW"

News ideas for reducing traffic
and pollution in city centres

A joint conference between
the Clear Zones initiative and
the NSCA Cleaner Transport Forum

TUESDAY, 13th MARCH 2001

The Rutherford Conference Centre
Institute of Physics
76 Portland Place
London

Fee: £45 plus VAT, incl lunch and delegate pack

For further details, please contact:

Clear Zones Office
Tel: 0117 907 6520

ZERO

is proud to announce the birth of his
new web site.

www.zeroisbest.com

You are welcome to
visit whenever you
want ...



IDEAS AND INNOVATION

The Social Dimension of Future Transport Technologies

Marion Gourlay, *The Centre for Transport Policy*

Over the next decade, new technology will revolutionise the transport industry. Technology offers opportunities to help improve our quality of life as well as achieve greater transport efficiency and safety. Technological developments will not only change demand for movement, but also the whole concept of the need to travel.

A DTI Foresight task force has been established to investigate *“the social and motivational impacts that new technologies can bring to an individual’s everyday experience in the transport and built environment and secondly investigate the barriers to the take up of these new technologies.”*

The work of the task force is focusing on the impacts on three groups in society that are projected to grow significantly in the 21st Century:

- The ageing population: people aged over 65 will form one fifth of the country’s population by 2021;
- One-person households: by 2016, 36% of all households in the UK will be single persons;
- Low income groups: in 1997-8, the 10% of individuals on the lowest income in Great Britain received around 3% of total disposable income.

The work of the group included two case studies on the use of Smartcards and information technology services.



Making Smartcards Work

- Payment arrangements need to be flexible. People on a fixed income, especially the ageing population and low-income households, budget on a daily or weekly basis. Credit facilities make this whole process more difficult and run the risk of building up debt.

- The market, rather than the community dictate the priorities of new technologies. There is a need for direct consultation between the providers/ facilitators and the end users.
- Imaginative ideas to enhance and widen the use of Smartcards to provide services or products over and above transport should be considered and actively encouraged by Central Government.



Successful Information Technology Services

- ‘State of the art’ travel information web sites would not encourage the retired/ageing or low income groups to use public transport more than they do currently. The opposite is likely to be true for affluent one-person households and non-retired ageing groups.
- Ageing (retired) and low-income groups need greater exposure to use of the Internet through facilities provision and outreach programmes to encourage use.
- Multimedia kiosks could provide an intermediate solution for accessing the Internet for low income and retired/ageing groups, if the costs of access were reduced.

**For further info contact Marion Gourlay:
Tel: 0131 220 5713
Email: m.gourlay@edinburgh.rgu.net**

MERRY CHRISTMAS TO ALL OUR READERS



CLEAR ZONES NEWSLETTER

Technology For Liveable Cities

Issue 12

February 2001

Trailblazers

The 'Trailblazers' scheme of the Clear Zones initiative was announced in Local Transport Plan settlement letters just before Christmas. The Clear Zones 'Trailblazers' will build on the work undertaken to date by the Clear Zones initiative by demonstrating and evaluating the Clear Zones concept in real life situations.

Nine schemes across England have been selected as 'Trailblazers' in Bath, Bristol, Camden, Leicester, Merseyside (Central Liverpool), Nottingham, Tyneside (the Quayside development), Winchester and York. Each of these sites will be taking forward the Clear Zones concept, which 'seeks to provide a liveable, accessible and lively urban centre where traffic congestion, pollution, noise, stress and other negative impacts of mobility are eliminated or limited, through the implementation of a package of transport related

measures using innovative technologies.'

Some of the schemes are already established, such as the development of the Winchester Movement and Access Plan, and the Clear Zone areas defined in Camden and its neighbouring boroughs. Other sites will be developing their schemes during the demonstration, such as the Low Emission Zone proposed for central Leicester. In all cases, the Clear Zones initiative will be setting out a programme of research and evaluation activities to support the 'Trailblazer' sites and support by the DETR.

In confirming the 'Trailblazer' sites, Chris Freegard of Plymouth City Council, Chair of the Clear Zones Steering Group, said he was "delighted at the enthusiasm of the participating sites and their innovative thinking."

Neil Scales of Merseytravel, the Public Transport Authority for Merseyside said it was "essential that Clear Zones supported the implementation of clean vehicle technology and innovative transport information systems in order to improve the quality of urban life." The 'Trailblazer' sites will be formally launched at the 2nd Annual Clear Zones conference on Monday, 13th March 2001 in London.



Electric Vehicles – Cleaner Air for the Next Generation

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CLEAR ZONES 2nd ANNUAL CONFERENCE & REGISTRATION

CLEAR ZONES – THE NATIONAL CONTEXT

Chris Freegard, Chair of Clear Zones Steering Group

This month's newsletter contains exciting news as to how Clear Zones will be taken forward within Local Transport Plans. The 'Trailblazers' will offer us the opportunity to try out real life demonstrations of the Clear Zones principles.

The principles underpinning the Clear Zones concept and the toolkit of measures Clear Zones supports seek to contribute to the development of liveable and sustainable communities. As such, Clear Zones are well placed to help fulfil some of the objectives of the Urban and Rural White Papers and the National Strategy for Urban Renewal, in particular by identifying sustainable and innovative transport solutions within our cities, which will foster quality of life for local people.

Transport 2010 will deliver a £180 billion investment in transport over the next 10 years. The recent Local Transport Plan settlements are showing major growth in transport investment over the next five years. However, none of this is "free" money, as funding is dependent upon performance against targets. My hope is that Clear Zones and the lessons we learn from them will enable us to develop a more sophisticated and effective approach to tackling local issues within the national context.

Visit our web site at: www.clearzones.org.uk

NEWS & EVENTS

GO GREEN AND GET CERTIFIED!

Simon Collings, Motorvate

Motorvate is a Government-backed award scheme, designed to help companies cut their fleet travel costs and at the same time help the environment. **Motorvate** sets simple targets for improving fleet fuel efficiency and reducing fleet mileage. The core target is a reduction of 12% in the fleet's total carbon dioxide emissions over a 3-year period, 3% of which must be achieved through reduced business mileage.

Why Should you Join Motorvate?

There is a strong business case for companies to improve their fleet's fuel efficiency. A typical 200-strong car fleet could save around £34,000 per year by meeting the scheme targets. And with growing public concern about the environment, there are other potential commercial advantages for companies that can demonstrate their "environmental credentials".



Certification is awarded on a "five star" points system. By joining the scheme, companies will immediately achieve a basic "one-star certification". Additional "stars" will be awarded to demonstrate progress towards the targets. **Motorvate** will be strongly promoted within the public and private sectors, and in the media, to gain wide recognition as a significant environmental award. Certification to **Motorvate** will help show your customers that you are managing your fleet in an environmentally responsible manner.

Costs and Benefits

There is a registration fee, to cover the costs of running the scheme, in the region of £500 - £1,000 per year, depending on the size of your fleet. This will be more than off-set by the benefits **Motorvate** provides to participating organisations, including:

- financial savings from improved fuel efficiency;
- business advantages of gaining a high-profile environmental accreditation;
- **free** telephone advice service;
- up to 3 days of **free** on-site assistance from a fleet management consultant;
- **Motorvate** certification will complement environmental management systems such as ISO 14001.



FOR FURTHER INFO AND FULL REGISTRATION DETAILS CALL:
MOTORVATE HELPLINE: TEL: 0808 100 9100
OR VISIT: WWW.GREENERFLEET.ORG.UK

CLEAR ZONES AWARDS

Thanks to all of you who made the effort to submit a bid. However, due to the low number of submissions this year, we have decided not to present any awards, as we feel there would be insufficient competition to make the awards really meaningful. Instead, we wish to concentrate on launching the Clear Zone 'Trailblazers' sites. We intend to continue with the awards next year, but with a focus very much on technology companies and innovators, rather than city schemes.

APOLOGIES TO UNIVERSITY COLLEGE LONDON!

CZ Newsletter Issue 11 included an article by Marion Gourlay, but unfortunately we omitted to mention that UCL are a partner on this project. We are sorry for this oversight, and would like to point out the relevance of the Senior Research Fellow, Jo Williams' input to this valuable research.

UTMC DEMONSTRATION PROJECTS GET A GREEN LIGHT

John Pattinson, BBTIE

At the 4th Annual UTMC (Urban Traffic Management and Control) Conference in December 2000, Keith Hill, Parliamentary Under Secretary for Transport, announced that four sites had been chosen for the UTMC 29 Demonstration Project. These sites are in Preston, Reading, Stratford-upon-Avon and York. In these towns, over the next two years, the various project consortia will implement and evaluate sophisticated traffic management systems using the developing UTMC specifications.

One of the key aims of the projects will be to provide better network management through integrated control systems and accurate and timely traffic and travel information. The authorities involved will use the systems to manage congested areas and improve the accessibility of public transport by giving them priority, in order to achieve greater public transport patronage. By providing the public with relevant information at appropriate decision points, the public can plan their routes and opt for the most convenient mode of transport to urban centres, thereby minimising their journey times.

The UTMC research programme is now in its fourth year of a planned five-year timetable. The programme aims to provide a framework for the next generation of traffic management systems. Building on existing applications and using the latest in communications and computing technologies, the UTMC specifications will allow network operators to specify open modular systems that provide the authority's transport objectives. In addition, the developing UTMC specifications, based on international industry standards will provide an incentive for innovation, enabling UK manufacturers to compete in a growing global market for ITS.

CLEAR ZONES NEWSLETTER

Technology For Liveable Cities

ISSUE 14

SEPTEMBER 2001

EU Award to Boost Transport in the UK CIVITAS UPDATE

Following proposals made by 11 UK cities to the European Commission's CIVITAS fund for 'clean and sustainable' transport initiatives, it has been announced that the cities of **WINCHESTER** and **BRISTOL** were successful. They will be 2 of just 14 European cities and towns to share in the €50m (£30m) fund. The news comes after Bristol and Hampshire (Winchester) were named as Centres of Excellence by the UK Government for integrated transport planning and identified as Trailblazers for Clear Zones.

In the Urban Integrated Clean transport solutionS (UNICORN) proposal, the cities of Bristol and Bremen bid for €11.9m (£7.1m) to help fund €33.3m (£20m) of transport initiatives.



Broadmead Area of Bristol

The exact sums being awarded to Bristol by the EC are yet to be finalised.

However, Bristol and Bremen are negotiating for a €9.5m (£5.7m) EC grant. The Commission has merged the successful projects, so UNICORN will combine with the cities of Nantes and Aalborg, who are negotiating for a €4.9m (£2.9m) EC grant. Consultation will proceed during the summer with contracts signed in the autumn.

Developed in partnership with First Group, the University of the West of England and Bristol Dial-a-Ride, and supported by the Broadmead Board and Bristol Chamber of Commerce and Initiative amongst others, the innovative schemes it proposes are:

- A fleet of cleaner buses;
- New goods delivery and pick up points at Park & Ride centres and other locations;
- Several new refuelling stations to encourage the use of 'clean fuel' vehicles;
- New car clubs at key developments;
- Improved bus routes;
- Better integration between taxis and buses to create through ticketing and seamless journeys;

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ULtra Update!**
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www.clearzones.org.uk



CIVITAS

... Continued from Page 1

- Real-time electronic bus and travel information;
- City wide electronic payments for bus and train tickets;
- A partnership with the private sector to develop cleaner goods delivery vehicles/distribution networks.

Cllr Helen Holland, Executive Member for Environment, Transport and Leisure, said: "This is great news for commuters, residents and business. We are building a better Bristol by transforming transport in the city over the next few years. Once again Bristol is leading the way - up there with the best in Europe for our transport planning and it's helping us to win vital resources that will improve people's lives. There is a lot of work to be done and no-one pretends that the transport problems in Bristol are small, but thanks to the support of our partners we have an exciting opportunity to reduce traffic congestion even further, protect the environment and improve the quality of life for everyone in this great city."

UNICORN is a four year programme to develop integrated, clean transport solutions and it will commence in early 2002.

EXTRA! EXTRA! READ ALL ABOUT IT ...

The EC funded project 'EXploitation of TRANsport research' (EXTRA), specifically aimed at disseminating results of the Fourth Framework Programme transport projects, has developed a web site and Information Bureau. Up-to-date results from the European Union's transport research programme are now available on the Internet and the site gives direct access to research results underpinning future policy developments in transport.

The programme was set up by the former DGVII (Transport) and is now managed by the Directorate General for Energy and Transport. The programme has financed around 280 projects within seven main areas of research: strategic research, rail transport, air transport, waterborne transport, road transport, urban transport and integrated transport chains. The projects cover key areas of transport policy, such as safety, pricing and environmental impacts.

Most of the urban transport research initiatives under the Fourth Framework Programme will be further developed under the Fifth Framework Programme.

The European Commission expects to contribute a total of 370 million Euro to a Key Action on Sustainable Mobility and Intermodality including a number of projects in the urban transport sector.



*Sandwell, Midland
Metro
- urban transport*

WWW.EUROPA.EU.INT/COMM/TRANSPORT/EXTRA/HOME.HTML

ULTra Update!

First reported in our May Newsletter, the ULTra (Urban Light Transport) scheme is well under way in Cardiff. Work has now been completed on the test track next to Cardiff Bay and comprises of a figure of eight track with elevated and ground sections. The first driver operated vehicles should hopefully appear in the next couple of months with fully automatic vehicles being introduced in the New Year. The project is being evaluated under the European project, EDICT, which will investigate the social, environmental and economic impact of this innovative form of Personal Rapid Transit (PRT). Practical assessment of user benefits will be accomplished through this full-scale demonstration in Cardiff with scheme evaluations being carried out in three other European cities: Eindhoven in Holland, Huddinge in Sweden, and Rome Ciampino in Italy. Six further cities in EC and Accession countries will participate as 'follower cities'.

H²: DRIVING THE FUTURE

CCCCC C

In July, the Institute for Public Policy Research published the above report, showing that cars could eventually run on zero emission hydrogen fuel, generated by using renewable energy. Hydrogen vehicles have the potential to eliminate greenhouse gases and noise pollution. The only emission from the tailpipe would be water vapour.

Major car manufacturers (BMW, Mercedes-Benz, Daimler Chrysler, Ford, Honda and Nissan) are developing hydrogen vehicles and oil companies (BP, Shell) are also looking at ways to produce and distribute hydrogen for the vehicle market. The UK is lagging behind other countries that have already established national hydrogen research and development programmes. In Germany, Government funding has been substantial over the past decade (£15 million 2000 - 2001) and has included a hydrogen fuel cell bus project and the development of a hydrogen refuelling facility.

The revolutionary change required in the vehicle and fuel markets would stretch over a number of Parliaments in the UK. IPPR has called for the Government to start this process immediately by establishing a high level, all party task force to draw up a policy strategy to bring hydrogen into the marketplace. IPPR recommendations include:

- C** Guaranteed tax exemption for hydrogen fuel and vehicles
- C** Government support for hydrogen refuelling stations
- C** Regulations to mandate the purchase of hydrogen fuelled buses
- C** Early development of safety and planning procedures for hydrogen

IPPR's hydrogen research is part of their Low Carbon Initiative, which is addressing the policy barriers to the development of a low carbon economy.

WWW.IPPR.ORG.UK

EXEMPTION FOR LOW EMISSION VEHICLES

The Mayor of London's Transport Strategy proposes that alternative fuel and electrically propelled vehicles, registered to a keeper whose permanent address is within Greater London and operated from an address in Greater London, will be exempt from the proposed plans for congestion charging in Central London. There will be an annual registration fee required to cover the costs of administration and verification.

Further information on the congestion charging plans is available from the Greater London Authority web site.

WWW.LONDON.GOV.UK

BOOK NOW!

URBAN TRANSPORT CONFERENCE
25th – 26th OCT 2001
BRISTOL

Dynamic economic and social policy has put the heart back into Britain's cities. Imaginative use of buildings, green public spaces and innovative design means the city centre is the place to live, work or relax for growing numbers of people. The benefits of this urban renaissance are apparent in terms of employment and quality of life. But one symptom poses a major threat to the ongoing success of our cities - traffic congestion. Local authorities and their partners must be creative if 21st century city centres are to be served with the transport systems they deserve.

This conference is aimed at key transport policy makers, opinion formers and stakeholders, who will have the opportunity to discuss the demands on city centres and the latest innovations in transport policy.

For further information, please contact:
Benchmark Communications
Tel: 0191 241 4523 Fax: 0191 245 3802
www.moving-on-conference.co.uk

NEWS & EVENTS

Healthy Atmosphere, People and Environments

Thursday, 29th November 2001
The Clifton Pavilion Gardens, Bristol Zoo

The Air Quality Management Resource Centre at the University of the West of England is holding its 4th Annual Conference, once again in joint collaboration with the South West Division of the National Society for Clean Air & Environmental Protection (NSCA).

This year, the Conference will feature the incineration debate, developments in integrated pollution and prevention control and the climate change debate, as well as local air quality management.

If interested, please contact:

Nicky Woodfield, U.W.E - Tel: 0117 344 2929
Peter Fryer (SW NSCA) - Tel: 0117 922 4488

A Unique Conference Aiming for Sustainable Lifestyles in the UK

Three separate days – all at the
Guildhall, Winchester, Hampshire

Sustainable Transport – 19/10/01
Sustainable Communities – 27/11/01
Sustainable Resources – 20/02/02



For further info call:

Campbell Williams
Tel: 01962 845661
Fax: 01962 847055

www.down-to-earth.co.uk

ICE CREAM BIKE IS FLAVOUR OF THE MONTH

The original zero emission vehicle 'the ice cream bike' is making a comeback. Bristol's city centre is no longer the territory of the polluting ice cream van, as ice cream bikes and carts are now located at various locations in the centre serving the finest organic ice cream.



John from the Big Banana Juice Bar is a regular face in Bristol with his mobile ice cream unit

TH!NK ELECTRIC

TransportAction PowerShift has agreed to funding worth £3,500 for each of the first 100 Ford Motor Company brand TH!NKcity cars commercially available. The first 15 cars are being piloted in London through a mobility project called 'TH!NK @bout London' designed to get fleet owners and managers to consider the advantages of running electric vehicles in the city. For further information call the:

TransportAction Hotline: 0845 6021425

www.transportaction.org.uk

Clear Zones Office

Arundel House, 6 Portland Square, Bristol BS2 8RR

Tel: 0117 907 6522 Fax: 0117 907 4146

Email: clearzones@ttr.globalnet.co.uk



CLEAR ZONES NEWSLETTER

Technology for Liveable Cities

Issue 16

May 2002

MESSAGE FROM THE NEW CLEAR ZONES CHAIRMAN

When I was elected Chairman at the February meeting of the Steering Group and Trailblazer Forum my initial reaction was one of excitement at being given the chance to play a key role in helping to direct the Clear Zone initiative. Then the reality began to materialise - there is so much to do in so little time. At the end of my three-year term I want to look back and be able to say that we have made a very real difference in terms of providing improved transport systems, a better environment and a higher quality of life for the public. This will not be an easy task, but through the Forum we have a highly informed group that potentially can have a significant influence on Government, both central and local, and the transport industry itself.



TONY CIABURRO, NEWLY APPOINTED CHAIR OF THE CLEAR ZONES FORUM

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CLEAR ZONES GOES TO LIVERPOOL

This year's event took us away from London to Liverpool, one of the two sites in the North West earmarked as a regional centre for regeneration. As a key site for regeneration activities in the UK, it was a natural choice for the conference, which was looking at the role Clear Zones can play in urban regeneration.

Taking the helm for the day as Chair was Stephen Joseph, Executive Director of Transport 2000, who ably steered us through the presentations and drew out the key issues.

Cllr Flo Clucas, Executive Member for Environment for Liverpool City Council, opened the event by setting the scene on regeneration and sustainability in Liverpool. Cllr Clucas painted a picture of a city that is rapidly developing, but does not yet suffer the car dependency problems of many other cities. As such, now is the time to act to ensure that development can continue without affecting the sustainability of the area and Clear Zones offers a possible solution for this. Graham Marshall of Liverpool Vision, completed the picture on regeneration in Liverpool by setting out the details of the regeneration strategy that is in place and how it is progressing.



L to R: Cllr Clucas, Judy Ballard, Claudia Nobis and Stephen Joseph

www.clearzones.org.uk

The Role of Clear Zones in Urban



L to R: Cllr Mark Dowd OBE, Stephen Joseph, Murray Grant, Tony Ciaburro, Neil Scales and Graham Marshall

Murray Grant from Merseytravel followed this with a presentation on the role of transport in supporting regeneration and some of the elements of their Clear Zones strategy (which was experienced first hand by the CZ Forum on their visit to Hamilton Quarter the day before).#



The second morning session examined the use of low car developments and car clubs within urban regeneration. Judy Ballard from CarPlus set out the work they had done in developing best practice in low car developments and the benefits they can bring to both developers and the city.

Some insight into putting a real development on the ground was provided by Graham Harper from the Canmore Housing Association, as he described their experience in developing the Saltford Green car free urban village in Edinburgh.

Finally, Claudia Nobis, from the German Aerospace Research Centre, reported on experience from Germany where there are an increasing number of low car and car free housing developments.

The afternoon was given over to two workshop sessions: one on assessing the economic and social benefits of Clear Zones and the other on Clear Zone implementation issues. In the first workshop, Mary Anderson from CAG Consultants set out and discussed the framework that they are developing to assess the economic and social benefits of Clear Zones. General support was given to the framework, but concern was expressed that it should tie in with other evaluation efforts, such as LTP monitoring, Best Value and NATA. There also needs to be a clear use for the results, either locally in the promotion and development of the Clear Zone, or nationally in promoting best practice.

John Barrell from Ross Silcock led the second set of workshops on implementation issues. Some of the key conclusions that arose were that Clear Zones needed a tighter definition and inclusion in formal planning and legislative frameworks to help towns and cities implement the concept. In addition, there was a call for Government support, like that awarded to Home Zones, to really help drive the initiative forward.

The conference was concluded by Neil Scales, Chief Executive of Merseytravel, who saw Clear Zones as an important element in the jigsaw of pieces needed for the regeneration of city centres. However, the initiative needs to have a firmer basis in policy and he urged the Clear Zones initiative to work with Government to develop this policy basis in Government policy documents and guidance.



TransportAction, one of the exhibitors at the CZ Conference

MESSAGE FROM THE NEW CLEAR ZONES CHAIRMAN

It is good to see that Guy Hitchcock and the team from Transport Travel and Research Ltd are once again the consultants selected by the DTLR to drive the Clear Zone project forward. I hope that together we can inject the enthusiasm and skills needed to help the Clear Zone concept to realise its full potential.



Dr David Martin and Dr Guy Hitchcock of the CZ Co-ordination Team manning the exhibition stand at the CZ 3rd Annual Conference

I have a genuine belief in the merits of Clear Zones and one of my main aims will be to try and make them integral to Government advice and guidance such that more organisations will be encouraged to take them up, or perhaps try out the Clear Zone approach.

To achieve this, we need much more clarity as to what Clear Zones are, how they can be developed and, importantly, how their effectiveness can be monitored. With this in mind, I have already met with TTR and the DTLR to discuss the new agenda and detailed Action Plan.

In particular, I will be seeking to strengthen the technological dimension to Clear Zones and work with the industry to generate and deliver innovative ideas to complement the more traditional transport projects and schemes. To do this, we may need to cast our net a little wider and attract new blood. We also need to encourage more local authorities to give more thought to the Clear Zone initiative and to learn from the Trailblazer sites what can be achieved.

I look forward to working with you over the next three years and if there is anything I can do to help you get a Clear Zone initiative off the ground, then please get in touch - I look forward to hearing from you.

The NSCA Cleaner Transport Forum was formed in 1997, drawing together a range of bodies interested in cleaner automotive fuels and cleaner transport issues. Much of their work has focused on Low Emission Zones (LEZ) - which can be thought of as a type of Clear Zone - as a means of addressing air quality issues.

Fact Sheets have been produced by the NSCA Cleaner Transport Forum, supported by The BOC Foundation and DTLR. Coverage includes, setting emissions criteria for a LEZ and the legal basis for setting up a zone, with recent Fact Sheets on:

- Supporting the use of Cleaner Vehicles - ideas for Local Authorities wishing to encourage greener fleets and cleaner private motoring.
- The Air Quality Impacts of LEZ - summarising results from studies of the affect of cleaning-up the vehicle fleet (through an LEZ)

The fact sheets are available for free download from the NSCA web site, with one on Access Control and Operation of a LEZ to be added shortly.

WWW.NSCA.ORG.UK/LEZ.HTM



HOW CAN CLEANER VEHICLES BE ENCOURAGED IN A LEZ - AND WHAT ARE THE AIR QUALITY IMPACTS?

ACTION PLAN



Helpline: 020 7902 6130

Email: actionplanhelp@stanger.co.uk

Web Site: www.stanger.co.uk/actionplan

Action on Air Quality - Plans are Now Emerging ...

The Environment Act 1985 requires local authorities to designate as Air Quality Management Areas (AQMAs) those areas where the air quality objectives set out in regulations are unlikely to be achieved on time.

Where an authority has designated an AQMA, it is required to draw up an Action Plan, setting out what it intends to do to meet these objectives.

Schedule 11 of the Act requires local authorities to consult on their Action Plans. The Secretary of State is a statutory consultee in this process. To assist with the appraisal of local authority Action Plans, DEFRA has awarded a contract to Casella Stanger and Transport and Travel Research Ltd.

The contract will help Government consider whether Action Plans are proportionate and cost-effective and in line with Government policy, and further comment on whether the extent of these plans will enable the UK to meet limit values set down in EU legislation.

As part of the contract an Action Plan Helpdesk has been set-up, as well as web pages. Local authorities developing Action Plans can Email the Appraisal Team with any enquiry, as well as access checklists and frequently asked questions. In the future it is envisaged that examples of best practice will be posted on the web site in order to provide further information on what the appraisal team expect.

A high proportion of action plans are likely to involve transport measures and the appraisal process will give an overview of how zone approaches and other innovative traffic management approaches are being considered by local authorities. Clean vehicles, demand management, roadside testing and a range of other options are also proposed.

AQMA UPDATE

98 authorities have now designated their Air Quality Management Areas across the UK.

4 authorities have now produced Action Plans:

- Westminster
- Croydon
- Camden
- Southwark

Many other authorities in London are likely to submit their action plans to DEFRA



CLEAR ZONES E-NEWSLETTER

IN FUTURE, WOULD YOU BE INTERESTED IN RECEIVING OUR LATEST NEWS AND UPDATES BY EMAIL?

CONTACT US AT THE ADDRESS BELOW IF YOU WISH TO BE ADDED TO AN EMAIL DISTRIBUTION LIST, OR IF YOU WISH YOUR NAME TO BE REMOVED FROM THE CLEAR ZONES DATABASE.



CLEAR ZONES OFFICE

#N>fzh#s>hL#SS\0fz# 'dNEX \>S##k15Nhh#

TEL: 0117 907 6522

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CLEAR ZONES NEWSLETTER

Technology for Liveable Cities

Issue 17

July/August 2002

The Bus Working Group



The Clear Zone team is setting up a Clean Bus Working Group which aims to:

- Promote better understanding between suppliers and users of clean buses, including providing independent information about costs, performance, etc;
- Helping to stimulate the market (both supply and demand) for clean buses, including the possibilities for joint procurement and market stimulation;
- Identifying and helping to overcome legal and procurement barriers to the introduction of clean buses.

Outputs from the Working Group will include guidance on the use of alternative fuels in buses. The Clear Zones team will be managing this Working Group in collaboration with the TransportAction programme of the Energy Saving Trust. TransportAction delivers innovative solutions, programmes and information in a campaign to reduce the damaging effects of transport on the environment. It seeks to promote sustainable mobility, and there are many synergies with the Clear Zones programme. We will report progress with the Working Group via this newsletter and the Clear Zones web site.

CLEAR ZONES GETS A NEW ADMINISTRATOR

Behind every good co-ordinator there's an efficient administrator who really makes things work and so it is with Clear Zones. Rebecca Richardson has played this role for us for the last two years, and helped to make the initiative the success that it is, but is sadly leaving us. She is jetting off to the warmer climes of Australia for a career break and a bit of sunshine. I wish her well and thank her for all the hard work she has put into Clear Zones.

Stepping boldly into her shoes is Valerie Styles who joins us from previous work with the NHS and Barnardo's. Rebecca will be a tough act to follow but we have every faith that Valerie is up for it - take it away Valerie!



Rebecca and Valerie at Rebecca's leaving do at a watering hole at Bristol docks!

Guy Hitchcock
Clear Zones co-ordinator

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www.clearzones.org.uk

Technology Zone

i-plus coming to your city centre soon!



An i-Point in use

Public access points providing information services, ranging from free email to trip planners, are becoming available in many city centres, by those who have installed the new on street community access points branded i-plus. The kiosks incorporate touch screen technology with Wi Fi nodes allowing users to access a wide range of e-government and transport services. The technology is also available from a wireless platform.

The rationale is that services are free for use by both residents and tourists 24 hours a day, seven days a week. The system has been developed by Cityspace who are a leading media technology company who work with local authorities, transport authorities and operators, in deploying out of home digital information systems.

Examples of services that have been made accessible via i-plus include information on council services, transport information and the ability to plan a multi-modal trip by public transport through the addition of a trip planner interface.

Other services include Childcare and Worktrain search facilities, free email,

community channels such as Crimestoppers and Missing People's Helpline, and bespoke services for tourists.

For further information please contact Sarah Annable via email Sarah.annable@cityspace.com or telephone 0207 313 8400.

Barriers to uptake of technologies

The Clear Zone team has launched a study of the barriers to uptake of technologies in delivering the Clear Zones concept.

Our initial assessment is to survey the views and experiences of local authorities within the Clear Zones Forum and elsewhere, together with technology providers and other relevant organisations. We would like any comments and information that you have on the technologies that are listed in the "Technology Tree", which can be found on the Clear Zones web site (<http://www.clearzones.org.uk>). In particular, we would like to know of typical suppliers and products, and examples of use in urban centres.

We would appreciate receiving your comments and inputs by **Friday, 13th September 2002**. An Email response would be very helpful. Please contact the Clear Zones team if you have any questions. Email: clearzones@ttr.globalnet.co.uk

News from the co-ordinator

June saw the Forum meeting in Winchester, where a lively discussion was had on a framework for the evaluation of social and economic impact of Clear Zones. The discussion was lead by consultants CAG who are carrying out the work for Clear Zones. A final version of the guidance will be published in the autumn.

A new steering group has been established to focus on the management of the initiative and to leave the Forum as the mechanisms for networking and information exchange.

The next forum meeting will be in York on September 24th and will discuss freight issues, the Foresight Vehicle and the output of our research on the implementation guidance for Clear Zones. Other activities have been the planning of our conference this year planned for Bristol and a bus technology working-group has taken to the road this month. We are always keen for new ideas, especially on new technologies. So if you have any developments or ideas that you want to share with the Clear Zones community drop me a line at clearzones@ttr.globalnet.co.uk.

Guy Hitchcock
Clear Zones co-ordinator

Pedestrians reclaim the streets of Winchester.



EUROPEAN COMMISSION 6TH FRAMEWORK PROGRAMME

The European Commission is making its plans for the next major programme of R&D funding - the 6th Framework Programme. "Intelligent Energy for Europe" will be the main European instrument for non-technological support activity in the energy field.

There will be a new area of activity, provisionally named the STEER programme, which will support projects dealing with the energy aspects of transport. The programme will be implemented through targeted initiatives, and the EC is now drawing up detailed work programmes. The Clear Zones team will be monitoring these developments in order to link into any opportunities.

Traffic Management and High Pollution Episodes

An investigation of the potential role of temporary urban access control as a means of controlling poor air quality is just one of the topics covered in a recently published report entitled "Assessment of

Traffic Management During High Pollution Episodes".

Aimed at a wide audience in the air quality and traffic management communities, the document considers a number of options for avoiding or mitigating periods of very high air pollution levels.

Transport & Travel Research Ltd (TTR) and TRL Ltd, has previously examined the systems, including infrastructure, funding mechanisms and technologies, which are in operation in other countries and assess which of these can best be adapted for the UK context.

The report is available now from TTR's Bristol office telephone: 0117 907 6520, email: tramaq.ug212@ttr.globalnet.co.uk. Prices are £20 for hard copy and £10 for an electronic version supplied in PDF format on CD-ROM, including postage. Executive summaries are also available.

The literature review carried out in the project, and detailing overseas experience, is available from TRL as Report No. TRL459. Email info@trl.co.uk or visit www.trl.co.uk

Local Air Quality Management

Over 100 local authorities to date have designated air quality management areas across the UK. Twelve of these authorities - Westminster, Camden, Croydon, Greenwich, Barnet, South Lakeland, Dartford, Southwark, Fenland, Royal Borough of Kensington and Chelsea, Lambeth, Cardiff - have produced either final or draft air quality action plans.

Revised LAQM Policy and Technical Guidance

DEFRA and the Devolved Administrations are currently revising the local air quality management policy and technical guidance to assist local authorities with their duties under Part IV of the Environment Act 1995.

A first draft of the policy and technical guidance is to be issued on a limited consultation in early August and it will be sent out for full consultation in mid September 2002. DEFRA and the Devolved Administrations propose to issue the guidance to local authorities in December, 2002.

New start for Pedestrians in Shoreditch

TfL have used innovative research to help improve pedestrian safety in their plan for Traffic Reform of the Shoreditch Triangle. A number of new pedestrian crossing facilities have been planned to improve pedestrian links and reduce the risk of accidents, following a study by the pedestrian movement consultants, Intelligent Space Partnership (ISP).

ISP undertook surveys of pedestrian movement to highlight concentrations of informal road crossings by pedestrians (see Figure 1) and identify the locations of accidents. Innovative computer modelling techniques were used to highlight the 'desire lines' for movement: the routes that offer the most direct visual links in the street network. Intelligent Space suggested a strategy for locating new formal crossings in places where the highest potential for movement exists, so that the number of informal crossings and the risk of accidents can be reduced. TfL have adopted all the key findings of the report and the work is currently underway on-site.

The pedestrian improvements are part of a wider scheme to remove the current one way system (replacing it with normal two way working) and upgrade public spaces.

More information about ISP can be found at their website: <http://www.intelligentspace.com>. More information about the Shoreditch Triangle Traffic Reform Scheme can be found at http://www.streetmanagement.org.uk/downloads/pdf/publications/Shoreditch_Triangle.pdf.



Figure 1 - pedestrian crossing points

TRAILBLAZER UPDATE

The Clear Zones Trailblazer Cities are all making progress as local schemes develop.

- In Bristol, the confirmation of EC funding for the VIVALDI project will support the development of the Clear Zone as part of the Air Quality Plan.
- In Camden, consultation is planned for new Clear Zones in Bloomsbury, Hatton Garden and Fitzrovia: a scheme to promote the conversion of taxis to LPG has proved very successful.
- Public consultation for the Air Quality Management Area for Merseytravel is also planned.
- In Nottingham, creation of the Clear Zone is well under way as part of the works associated with the new tram system.
- On Tyneside, the work for the original Trailblazer site is progressing, and the City of Newcastle are considering declaring the City Centre as another Clear Zone.
- In Winchester, EC funding for the MIRACLES project is confirmed, and the conversion and procurement of clean vehicles has started.



Work in progress on Nottingham's new tram system

Of course, complex projects encounter many barriers, often requiring complex solutions. At the recent Clear Zones Forum meeting in Winchester, the Trailblazers discussed a number of issues, notably the barriers to developing innovative bus-based solutions in the deregulated market, and a special Bus Working Group will consider these further.

Dates For Your Diary.....

Fourth Annual Clear Zones Conference

The Fourth Annual Clear Zones Conference is happening on March 5th, 2003.

The Conference will be held in Bristol and will focus on innovation in urban freight deliveries.

The event will be chaired by Steven Norris

If you want more information about attending or exhibiting at the Conference please contact the Administrator, Valerie Styles, at Clear Zones. (see below)

INFORM

Public Transport Informatics Group

7th Annual INFORM Conference
 'INFORMed Thinking: Telematics and Smartcard Developments to deliver the Transport Direct Vision'
 Tuesday 1st to Wednesday 2nd October 2002
 Maritime Museum, Liverpool

- Multi-modal travel information, booking and payment systems: who needs what and who pays?
- Getting the Actors Together
- Standards to underpin Transport Direct Real-time information in Action
- Integrating the Rail Sector
- Smartcards - the time has come
- Technical visits



The 2002 INFORM conference provides a showcase for the latest research and development in multi-modal information and payment systems. It is a forum for dialogue between practitioners in national and local government, transport operators, system suppliers and the research community.

Organised by:



Supported by:



Department for Transport

For more information contact Davina Fereday (INFORM Co-ordinator), Transport & Travel Research Ltd, Tel: 01543 416416, E-mail: ttr@compuserve.com



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CLEAR ZONES NEWSLETTER

Technology for Liveable Cities

Issue 18

November, 2002

Bath Votes to Keep its Bus Gate

On 4th September, Bath Councillors of the Executive voted in favour of making the Northgate Street Bus Priority Access Point permanent. The controversial 18-month experiment, a key element of the city's Clear Zone, had been an attempt to improve the city central area for pedestrians. There have been claims by the Chamber of Commerce that it has cost Bath's city centre businesses millions of pounds a year in lost trade, a claim refuted by the Council's executive member for transportation and planning policy, Peter Metcalfe. He suggested that the negative local media coverage of the scheme had dissuaded people from visiting the city centre.

Barbara Selby, Bath and North East Somerset's Traffic and Transportation Manager, told councillors that there had also been an improvement to air quality, though bus journey times 'showed varied results'. Monitoring by consultants Parsons Brinkerhoff and Dennis Wilson Partnership revealed that traffic levels on the road feeding directly into Northgate Street had fallen by up to 70%.

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CLEAR ZONE CITIES GET VOICE ON COMMISSION FOR INTEGRATED TRANSPORT

In September Neil Scales Chief Executive of MerseyTravel, and Cllr Helen Holland, Deputy Leader of Bristol City Council, were selected to join the Commission for Integrated Transport. Their selection recognises the leading edge transport work being carried out in these two 'Trailblazer' cities and the personal commitment of Neil Scales and Cllr Holland in championing radical transport measures.



In gaining the appointment Cllr Holland said "I am absolutely delighted and honoured. This puts Bristol at the heart of national transport policy development, reflecting the city's well-established reputation as a centre of excellence for transport planning.

It is a fantastic opportunity to bring a local authority perspective to the work being done by the Government to get Britain moving and for us to learn about new ways of tackling Bristol's own traffic and transport issues." Cont..page 3.

Fourth Annual Clear Zones Conference

March 5th 2003

BRISTOL

CONFERENCE PROGRAMME AND REGISTRATION FORM INSIDE

For more information about attending or exhibiting at the Conference please contact the Administrator, Valerie Styles, at Clear Zones.

www.clearzones.org.uk

Technology Zone



DVLA Stingray ANPR systems

The DVLA has a network of mobile automatic number plate recognition (ANPR) systems in day-to-day operation throughout the UK, which is



The DVLA Stingray system in use

currently being extended. The aim is not only to detect unlicensed vehicles, but also to encourage licensing through high-profile mobile teams and publicity campaigns in the areas planned for operations.

The two-camera ANPR systems known as 'Stingray' are supplied by Futronics UK and used by teams of two officers to check passing vehicle registrations. The system only takes around 10-15 minutes to set up, with the equipment carried in a van. The op-

tical character recognition (OCR) system checks number plate readings against a database of unlicensed vehicles. A monthly download of the DVLA register of unlicensed vehicles is loaded into each ANPR system, totalling 6.5 million records, of which around 1.5 m are estimated to be active evaders. This is from a total of 25m licensed vehicles and total records for some 30m.

When a match is made the system keeps a black & white image of the number plate (used by the ANPR) and a wider colour image for context. Non-matches are discarded. Date, time and location details are included in this violation log.

Gaining type approval from the Home Office was an important step, because it was the first time ANPR evidence has been used in this way. It was crucial that the image-only evidence could be reliably used in a court prosecution. DVLA took considerable effort to work with courts and magistrates to explain the process, and produced an information video. No successful challenges have been made, to date.

To meet the strict requirements of the Home Office, the system has backups and processes to ensure no tampering of digital data is possible. This process is based on a WORM me-

dium (Write Once Read Many) for storage with 2 CD-Rewriters plus GPS confirming time/date and location. Data is not written to a hard disk, but straight to two separate CDs from memory. These CDs are logged, sealed, and stored in separate secure locations.

DVLA are likely to expand their network of ANPR systems and are investigating their potential use in areas of Local Authority enforcement, including technology trials. Those with an interest in ANPR systems and the potential for application in their Clear-Zone, should contact DVLA to discuss.



Images recorded by the DVLA

Alison Saunders
Marketing & Commercial Development Group
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CLEAN BUS WORKING GROUP

This group held its second meeting on 8 October. The Group is continuing to discuss the economic, technical, and implementation issues surrounding the introduction of clean buses, using alternative fuels and/or emission control techniques. The meeting agreed that there is a need for independent and authoritative advice and guidance in these topics, and that the Clear Zones team should consider how best to produce a guidance document. The team will prepare an outline of this document for the next meeting, and will plan to take forward the preparation of suitable material and information. This will include operating experience from UK and other European bus operators, vehicle manufacturers and fuel suppliers. Any additional contributions from readers will be most welcome - please contact the Clear Zones office in Bristol if you have relevant data!

Bath Bus Gate Article continued from page 1.....

Future developments proposed for the scheme include considering access for small goods vehicles with an origin and destination within the city centre, running a showcase bus route through the centre via the gate, and enhanced enforcement powers. In addition, improvements will be made to signage in the area and the design of the bus gate street layout.

4th September Meeting - Councillors of the Executive
http://www.bathnes.gov.uk/Committee_Papers/Executive/Exec021002/minutes.htm

CI:TE web link
<http://www.ci-te.bathnes.gov.uk/>

ITS WORLD CONGRESS, CHICAGO, OCTOBER 2002.

The annual ITS World Congress was held this year in Chicago. As ever it proved to be a successful event attended by nearly 5000 people working directly in the ITS field. The associated exhibition attracted large crowds and the United Kingdom had its largest stand for some years showing the skills and systems available from the UK. This year many of the exhibits concentrated upon the use of modern technology within the urban area with a stronger emphasis on information systems and systems designed specifically to address transport pollution in all its guises.



The Minister of Transport, Rt Hon John Spellar, speaking at the opening of the Congress, confirmed that ITS is now seen as a vitally important element in the drive to make the most effective and efficient use of all transport networks. He confirmed that the integration of information systems, providing comprehensive and reliable real-time information for all transport modes, is a key to this aim and he also spent a considerable time in the exhibition studying the systems and techniques available to network operators.

Taking forward Clean Urban Transport in Europe



The European Commission's CIVITAS programme is a research and demonstration programme supporting and developing the policy themes in the Commission's Green Paper on Clean Urban Transport. This policy document is aimed at developing more sustainable and vital city centres through innovative transport measures - a theme consistent with the Clear Zones philosophy.

Core to the programme are the CIVITAS demonstration projects - a number of leading cities across Europe demonstrating innovative transport measures and technologies. Complementing the demonstrations is the CIVITAS forum that was launched in October in Brussels. The launch was chaired by Cllr Helen Holland of Bristol City and saw a number of key politicians from around Europe setting out the transport problems they are facing and how they are seeking innovative solutions to these problems in line with the Commission's thinking in their Green Paper. The Forum will be seen as a constructive agent for change spreading good practice from the demonstration projects, and developing issues and recommendations for the Commission to take forward in its policy documents.

Taking this work forward the Commission will be supporting another group of CIVITAS demonstration projects under the forthcoming 6th Framework Programme. The new programme will have a budget of some 50 million Euro and there will be increased emphasis on clean fuels, accessible public transport, small and medium sized cities and partners from accession countries. Details of the programme will be published in December this year, with the call for proposals in June 2003.

Related initiatives in the transport and energy field are the:

- CUTE project, a major R&D initiative on fuel cell vehicles and currently the largest project of its type world-wide;
- STEER initiative focusing on alternative transport fuels, vehicle energy efficiency and dissemination of best practice;
- 'managenergy' project that brings together energy agencies and other organisations that are working at regional and local levels to promote good practice in the rational use of energy, renewable energy systems and sources, and clean and efficient transport systems.

Links: www.cordis.lu/fp6/home.html, www.managenergy.net

Continued from page 1Neil Scales was "delighted to be able to bring our experience with the Clear Zones initiative to the work of CfiT. It will allow me to disseminate the benefits of the work we are doing through projects like ALTEReco & CATCH to a wider audience."

The role of CfiT in monitoring and advising on the Governments transport policy will provide a strong platform for taking forward the issues being faced on the ground by Clear Zone Cities in developing innovative solutions to urban transport problems. Links: CfiT website: www.cfit.gov.uk

TRAILBLAZER UPDATE

Clear Zone concepts continue developments in the Trailblazer sites...

- Bristol's Clear Zone Strategy continues its development under EC funding for the VIVALDI project, pulling together issues from the City's Air Quality Action Plan and demand management work. In addition work on bus retrofitting is underway.
- Consultation on Clear Zones in Camden continues, seeking views on a range of issues including new designs for 7 Dials.
- The first stage of the Low Emission Zone work in Leicester will identify issues and measures to be incorporated into the 'master plan' of Leicester Regeneration Company.
- In Merseyside public consultation is complete on four options for definition of AQMA. The successful CATCH bid for EC funds under the LIFE-environment programme will support Clear Zone development.
- The first results of the Nottingham Clear Zone are beginning to emerge. Initial surveys show a reduction of 40% in road traffic and an increase in pedestrians. Encouragingly, consultation revealed 70% of respondents in favour of extending the zone.
- In Tyneside planning permission has been granted for the Quayside Busway which provides essential access to the Tyneside Clear Zone.
- Work on the Winchester Clear Zone has been boosted by the EC-funded MIRACLES project.

York launches its UTMC demonstrator.... The Traffic Congestion Management System (TCMS), is due to be formally launched at the 6th annual UTMC conference on 5th of December in York. The system will lead to improvements in information gathering and traffic co-ordination and will support specific transport policy objectives, in particular to make best use of existing road space, reduce congestion, promote Park and Ride and minimise vehicle air pollution. Information on network conditions and air quality across the City, together with roadworks and incident information, will be collected from different sources and integrated into a Common Database (CDB). From the CDB, this information will then be available to influence the operation of the City's UTC system, and provide traffic and travel information both to officers and the general public.

Development of the system over the past 2 years has involved a close partnership with hardware and software developers to deliver UTMC compliant on-street equipment and in-station systems. Since August, the procurement of new air quality monitors, car park occupancy counters and VMS signs has progressed. Also, the provision of adapters to allow this equipment, and existing traffic signal controllers, to be connected using industry standard IP networking technology is being completed. Ongoing roll-out and evaluation will be carried out up until the completion of the UTMC funded demonstration phase in March 2003, where upon the project will become solely City Council funded. It is ultimately envisaged that the system will provide a platform for the management of all transport modes across the entire City. For further information on the York demonstration, and others in the UTMC programme, visit <http://www.utmc.dft.gov.uk/2002conf/index.htm>

CLEAR ZONES TRAINING. A one-day conference on Clear Zones will be hosted by Aston University, Birmingham on the 4th December, 2002. Issues to be covered include implementation of Clear Zones, future directions, the potential of new technologies, and overall assessment of vehicle reduction proposals and a stakeholder analysis of the success of Clear Zones. The Conference fee is £115, and further details can be obtained from J.Mallinson@aston.ac.uk (Tel. 0121 359 3611 x4385 or x4386).



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CLEAR ZONES NEWSLETTER

Technology for Liveable Cities

Issue 19

April, 2003



The Minister with Neil Smith (Clear Zones Co-ordination Team)

Clear Zones came under the eye of David Jamieson, MP, Parliamentary Under-Secretary of State for Transport, at the recent TRAFFEX 2003 Exhibition in Birmingham. Mr Jamieson was shown the Clear Zones website and told about the availability of our 'Trailblazer' brochures, which are helping to spread the word about existing achievements and plans for future developments under the Clear Zones concept.

MISSED THE CONFERENCE?
Read all about it!
Full report inside



IVECO EuroTech Natural Gas Vehicle

The IVECO EuroTech 26t 6x2 vehicle recently supplied to DHL for operation in and around London is specifically targeted for urban operation. Specifically the vehicle comprises the following key aspects in its specification:

Firstly, Natural Gas engine certified to the EEV (Environmentally Enhanced Vehicle) emission level included in the heavy-duty emissions directive 1999/96/EC. This standard is even more stringent than the Euro 5 level to be introduced for new vehicles in 2009.

Secondly, body meeting the requirements of Government's Commercial Vehicle Body Noise design for Best Practice. This is aimed at reducing vehicle body noise by avoiding metal to metal contact, reducing impacting of adjacent body parts and reducing body panel drumming by using panel stiffeners.

Thirdly, very low engine noise due to the spark ignition engine. This is the vehicle specification proposed by IVECO for night-time distribution. *Ken Moore, IVECO.*

LAUNCH OF GUIDES AT CLEAR ZONES CONFERENCE



Bristol City Council launching their Lorry Drivers' Guide at the Clear Zones Conference.

L to R: Mark Major (EC), Steven Norris, Helen Holland (Bristol City Council), a lorry driver and Chris Welsh (FTA)
(Lorry supplied with kind permission of Road Haulage Association)

The Good Practice Guide on Freight Quality Partnerships being launched by the Transport Energy Best Practice Programme, DfT.

L to R: Helen Holland (Bristol City Council), Tony Ciaburro (Chairman of Clear Zones), Steven Norris and Chris Welsh (FTA).

www.clearzones.org.uk

Clear Zones 4th Annual Conference *Innovation in Urban Goods Delivery*

This year's conference took place on March 5th at Jury's Hotel, Bristol in conjunction with Bristol City Council and Department for Transport. The event was attended by over 100 delegates who heard about the innovative measures in goods delivery that are taking place at the local, national and European levels.

Alongside the conference Bristol City Council launched its 'Commercial Vehicles Drivers' Atlas'. The handbook aims to provide drivers with route information to allow them to take the most efficient routes around the city, whilst reducing conflict with other road users. The TransportEnergy Best Practice programme also released a Good Practice Guide on Freight Quality Partnerships. This aims to provide guidance to local authorities in the development of successful Freight Quality Partnerships for their areas.



Steven Norris and Helen Holland launching the 'Commercial Vehicles Drivers' Atlas'
(Lorry supplied with kind permission of the RHA)

The conference began with an introduction by Steven Norris, the Chairman for the day, who highlighted the achievements made by the Clear Zones initiative over recent years and the importance of addressing the issues associated with the delivery of goods in urban areas.



Steven Norris, the Chairman of the conference

The first morning session explored the policy context and issues linked to the delivery of goods in urban areas. Cllr Helen Holland, Deputy Leader of Bristol City Council, considered the policy context at the local level by giving an overview of transport policy in Bristol. Helen outlined the main messages for Local Authorities that are provided by the 'Delivering the Goods' best practice document and emphasised Bristol's commitment to the development of a successful Freight Quality Partnership.

Chris Welsh, Head of Highways Traffic and Urban Access at the Freight Transport Association, provided a national perspective of the issues affecting the freight industry. Chris outlined the negative impacts of the restrictions placed on the freight industry in urban areas, such as the use of lorry bans, and looked at a range of national schemes that are designed to reduce the environmental impacts of goods delivery. The important role of Freight Quality Partnerships was emphasised and Chris highlighted the need to give freight issues a higher priority in policy documents at the regional and local levels.



L to R: Steven Norris, Cllr Helen Holland, Mark Major and Chris Welsh responding to questions

Mark Major of the European Commission gave a background to European transport policy. He highlighted the European objective to gradually break the link between the growth of transport and economic growth and emphasised the role of city logistics in achieving this objective. Mark outlined current and future European projects, such as BESTUFS, that support research and provide information in the area of freight and goods delivery. He emphasised the need for those offering expertise in the area to get involved in such initiatives.

The second morning session allowed practical examples of innovative solutions in goods delivery to be presented. Daniel Tomkinson, Retail Logistics

Clear Zones 4th Annual Conference (continued)

Development Manager at Heathrow Airport, gave an overview of the Heathrow Consolidation Centre. Daniel outlined the challenges that are faced by Heathrow Airport from a retail perspective. He described the achievements of the Heathrow Consolidation Centre in streamlining retail deliveries and the environmental and operational benefits that have resulted.

Eric Barker of the Royal Mail described the 'Not in Home' trial that is aiming to develop a home shopping delivery strategy. The trial has tested a range of delivery methods including the delivery of goods to local Post Offices and the use of drop boxes. 'Not in Home' has also tested the use of 'Decide and Deliver', which is a web based address book that allows customers to choose their preferred delivery address. Eric described the positive market research results of the trial and the environmental benefits that it has generated.

Martin Fischer, Head of Section for Traffic and Roads for the City of Aalborg in Denmark, described schemes that have been implemented in three Danish cities to improve the delivery of goods. The Aalborg trial is based on voluntary participation and a partnership between the key stakeholders. The scheme has included measures such as changing the driving direction in one-way streets and the use of back door delivery. The Aarhus trial is based on an 'Environmental Zone' that restricts access to vehicles over a certain size, and in Copenhagen, delivery vehicles are required to have certification to gain access to loading zones within the city.



L to R: Cllr Helen Holland, Clear Zones Chairman Tony Ciaburro, Steven Norris and Chris Welsh at the TransportEnergy exhibition stand

The session following lunch addressed some of the technical issues associated with urban goods delivery. Matt Whitehead, Key Account Manager for TransportEnergy, explained the options that are available to fleet operators for reducing diesel emissions and the assistance that is offered by TransportEnergy. David Jacklin of the Transport

Research Laboratory outlined the role of the Fuel Economy Advisors Scheme in delivering practical advice to the haulage industry in a bid to reduce the fuel costs of hauliers. This advice can be accessed through a number of channels including best practice guidance and site specific visits.

A lively conference debate ended the day and considered whether home deliveries represent a solution or whether they divert the problems elsewhere. Mick Jackson, Head of Logistics of the Freight Transport Association, put forward the case for home delivery and provided a background to the growing popularity of home shopping. He argued that home deliveries exist to satisfy customer demand and highlighted research that has shown the reduction in travel that can result from home shopping. He presented a range of issues that need to be addressed in conjunction with the growth of home deliveries, such as whether home shopping has a social inclusion perspective.

Professor Michael Browne of the University of Westminster put the case against, and described some of the problems that are associated with home deliveries. These include problems that hamper the efficiency of the supply chain, such as goods being delivered when the customer is not at home, as well as problems associated with an increase in home delivery vehicles in residential streets. He also argued that an increase in home shopping may not lead to a reduction in car trips, but may lead to an increase in cars being used for other purposes.

Following the debate, the day was rounded off with a focus on the lessons learnt and the role of Clear Zones in taking forward the urban goods delivery debate.



Steven Norris at the English Regions Cycling Development Team exhibition stand

NEWS AND EVENTS

Clear Zone concepts continue developments in the Trailblazer sites...

- **Bristol.** First phase of the European funded Vivaldi project, including retro fitting of buses, is underway.
- **Camden.** 15 taxis converted to LPG.
- **Leicester.** Focusing on low emissions for the city centre.
- **Merseyside.** CATCH project commenced. Developing bus route for electric buses.
- **Nottingham.** City Centre turning point scheme under way, to be completed 2005.

EST SUPPORT 'CLEAN BUS GUIDANCE DOCUMENT'.

With co-operation from the Clean Bus Working Group and the Clear Zones Co-ordination Team, a new document which attempts to encourage getting clean fuelled buses 'on the road' is currently being formulated. The aim is to produce an accessible document, which provides good practice guidance on the specification, procurement and operation of alternatively fuelled buses. The target audience will be local authorities, public transport operators, and the suppliers and manufacturers of clean fuel buses. The document will be launched later this year.

WINCHESTER STATION INTERCHANGE

Major improvements to interchange arrangements at Winchester Railway Station have been completed. These involved significant upgrading of the interchange arrangements, particularly for bus/rail users taking advantage of a new two-way bus/taxi/cycle only link. Space has been reallocated to pedestrians rather than cars and new crossing facilities have been provided at the adjacent City Road junction. This has involved extensive areas of new paving, new crossing arrangements for pedestrians at the adjacent busy City Road junction, better integration between buses and trains (with new bus stops outside the station entrance and a two-way link for buses, taxis and cyclists only), landscaping and re-planting, new street lighting, co-ordinated street furniture and environmental enhancements at this key gateway to the Clear Zone.



The junction now works more efficiently, the area has been brightened up and it is possible to use one of ten buses per hour from the station entrance to the city centre. The project was undertaken with the full involvement of the local authorities, South West Trains, Stagecoach in Hampshire, Sustrans and others. Further improvements are planned to upgrade links to the city centre, particularly for pedestrians. This has demonstrated what can be achieved through partnership with Hampshire County Council, Winchester City Council, South West Trains, Stagecoach and others such as Sustrans taking an active role in designing the scheme.



VIVALDI Project Newsletter

VIVALDI is an exciting 4 year (2002-2006) European Commission supported transport demonstration project under the CIVITAS initiative, which brings Bristol together with 4 other European partner cities - Nantes in France, Bremen in Germany, Aalborg in Denmark and Kaunas in Lithuania.

Through VIVALDI, Bristol will introduce a wide range of new and innovative transport strategies and measures. Working alongside local partners, First in Bristol, Sustrans, Bristol Dial-a-Ride and the University of the West England, the city council will implement a £9M package of measures aimed at promoting sustainable transport.

The project measures being implemented are broad and varied and seek to address transport issues under a number of key working themes: clean and efficient vehicles, access management, pricing strategies, collective transport, new forms of vehicle ownership and use, goods distribution, travel awareness and telematics.

If you would like to be added to the mailing list for the VIVALDI newsletter please send an e-mail with your name and address to tim_hapgood@bristol-stn.gov.uk.

CAMDEN FORUM SITE VISIT – BY LPG TAXI



Forum Members sitting off on the Tour

Camden hosted the Clear Zones Forum in January this year at the end of which a site tour taken by LPG taxis was arranged. The tour took in changes in the Covent Garden and Fitzrovia areas and also new schemes such as the car free housing schemes with zero parking permits. The tour was extremely informative and was organised by Stuart Croucher of Camden Clear Zone.



'Guide' Stuart Croucher on the Tour



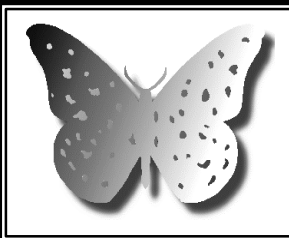
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CLEAR ZONES NEWSLETTER

Technology for Liveable Cities

Issue 20

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Minister Tony McNulty at the launch of the Clean Bus Guide at the Coach and Bus Fair.

Cleaner Buses Guide

The Route to Cleaner Buses
- a guide to operating cleaner, low carbon buses

Over the past few months, Clear Zones and the Energy Saving Trust have been working with a group of local authorities, bus operators, and vehicle/fuel suppliers to develop a guide to cleaner buses. The guide was launched at the Bus and Coach Show in late September.

The guide investigates the potential benefits and the issues associated with the use of "cleaner" vehicle fuels for bus operation in urban areas. Topics covered include alternative fuels such as LPG, CNG and hybrid vehicles.

The prime aim of the guide is to help local authorities gain a better understanding of the technical and economic issues involved in cleaner fuel buses, and to take forward appropriate actions to promote their use.

The eventual market for alternative fuels and technologies in bus operation will be strongly influenced by:

- The predicted costs and benefits to the customer and operator being commercially acceptable;
- Fuel tax and subsidy arrangements applicable to the UK bus industry;
- Whether there are access restrictions to some urban centres for all but low-emission vehicles;
- How much the increasingly stringent European emissions control legislation may favour alternative fuels;
- The extent of other benefits from alternative clean fuels such as performance improvements, quiet operation and improved fuel economy.

For a hardcopy of the guide, please contact either the Clear Zones office or the TransportEnergy Hotline: 0845 6021425.

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The Trams Are Here!

Wednesday September 10th saw the first tram in Nottingham city centre for 67 years. The first tram was taken through its paces between the NET depot in Basford and Nottingham railway station. Further tests will be carried out in the weeks ahead. They will then start to become a familiar sight in and around the city.

All road users are warned to be aware that trams will be moving around in the city and motorists are reminded not to block the path of the tram with their vehicles, as this will result in them being removed. Any delivery vehicles must use the designated loading spaces and park completely within them.

NET Executive Director Neil Bates said: "It's a magnificent achievement and a wonderful sight to see these splendid vehicles moving through the city's streets. It's exciting to see such an ambitious project come to fruition and I only hope people aren't too frustrated that they won't be able to get on board until next year!"



Work on NET Line One started in June 2000 and most of the work is now complete. NET is a joint project promoted by Nottingham City Council, Nottinghamshire County Council and Nottingham Development Enterprise. The concession was awarded to Arrow Light Rail Ltd - a consortium including Carillion, Bombardier, Nottingham City Transport and Transdev - after Parliamentary approval was received in 1994. It has been funded through a £179 million Public Finance Initiative deal.

Automatic number plate recognition in Bristol

Bristol City Council (BCC) has recently installed Automatic Number Plate Recognition cameras on two busy roads in central Bristol to monitor traffic flow and composition. The two-camera installations, supplied by Computer Recognition Systems (CRS), have been in 24-hour operation since August, covering the one-lane site of Park Street and a two-lane site on Victoria Street, near Bristol Bridge. The objectives are to evaluate the accuracy and effectiveness of ANPR in gathering source data for traffic composition work and potential traffic enforcement activities of the future. This is linked to BCC development of bus lanes, Clear Zones and Road User Charging.



AN ANPR CAMERA IN VICTORIA STREET NEAR BRISTOL BRIDGE

In a continuation of BCC's recent trial with the DVLA of ANPR mobile units, the Agency is carrying out enhancement of the raw ANPR data files produced from these new fixed camera sites.

From source, these files contain a record of passing vehicle number plates, date/time stamp and a confidence level. DVLA will enrich this data with information on vehicle type, fuel, date of first registration and the keeper's postcode district. The resulting data files will provide a more detailed understanding of fleet composition on the monitored roads than would be possible from Automatic Classified Counts, and will feed into the local Air Quality Action Planning process. In a separate analysis DVLA will assign repeat rates to different vehicle classes and highlight the proportion of the fleet that enter central Bristol on a daily, weekly or less frequent basis.



AN ANPR CAMERA SITUATED IN PARK STREET

The CIVITAS family is growing

The European CIVITAS initiative is a key element of the new strategy on Clean Urban Transport prepared by the Transport and Energy Directorate-General of the European Commission. The initiative supports city demonstrations of radical integrated sustainable urban transport strategies, and hosts a wider forum of cities to debate the development of Clean Urban Transport policy.

The current set of demonstration sites, which includes 2 Clear Zone Trailblazers, is being expanded with a further 50 million E funding from the budget of the Sixth Framework Programme. The deadline for submissions to the programme is the 15th Dec 2003, with new projects likely to start towards the end of 2004.

Information on the overall initiative and the existing demonstrations can be found at www.civitas-initiative.org.



CIVITAS
Cleaner and better transport in cities



THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

Birmingham Bullring Redevelopment



The recent redevelopment of the Bull Ring in Birmingham serves to show how high quality urban regeneration based around public transport and pedestrian access can help to support the local economy. The Bull Ring is the latest prestigious retail development in the city centre. Like the Mailbox development, it is sited within easy walking distance of Birmingham New Street station, and provides a safe, accessible and clean environment to shoppers.



Cabe's Space Enabling Programme

Launched in May 2003, CABE Space is the Commission for Architecture and the Built Environment's new unit to champion high quality and successful urban public space. CABE Space's Enabling programme seeks to drive up the standard of England's green spaces by funding experts in public realm strategy, design and management to provide focused assistance to councils and other providers of urban green spaces.

Thirty local authorities from across England are receiving direct assistance in the preparation of green space strategies. Funded by ODPM, the scheme has been established in response to the Urban Green Spaces Taskforce's findings that for local authorities, the lack of a strategy is a real barrier to having a high quality public realm. Training in the preparation of Green Space Strategies will be provided for up to 60 local authorities in the New Year. Gateshead and Harlow are typical of the Councils being helped.



Harlow's green spaces are set to serve a growing

As a new town with large areas of urban space, Harlow is being assisted in planning the future provision and management of its green spaces. Identified as part of the M11 corridor housing growth area in the Government's Sustainable Communities Programme, a strategy will allow both existing and new residents to

be served by the best possible green space. At Gateshead, CABE Space is helping the city tailor its parks and green spaces to the needs and wishes of a diverse community.



Gateshead would like its parks to become better suited to users' needs

The involvement of local people in preparing the strategy will be a key objective. The advisory programme is fully subscribed for this financial year although the unit plans to extend the scheme next year to assist more local authorities. For further information: www.cabespace.org.uk, Enquiries@cabe.org.uk, 020 7960 2400.

Low Carbon Bus Programme

The Department for Transport has invited expressions of interest for low-carbon bus projects to be submitted by the end of 2003, with the aim of getting the first of the new buses into operation during 2004.

The Government announced a target in the Powering Future Vehicles Strategy, published in July 2002, that at least 600 new low-carbon buses, with greenhouse gas emissions (expressed as carbon dioxide), at least 30% lower than current modern buses, should be coming into operation each year. The UK bus industry is developing new designs of bus that meet this standard, a number of which are based on hybrid diesel technology to reduce tailpipe emissions. The Government is now supporting the manufacture and evaluation in service of demonstration fleets of low-carbon buses with funding from Transport Energy programmes administered by the Energy Saving Trust (EST).

Grants will be provided to help cover the additional initial costs of manufacturing, maintaining and operating low carbon buses. The fleets will be evaluated in service for their reliability, passenger comfort and economic feasibility. The Energy Saving Trust will carry out emission testing to ensure they are meeting their low carbon targets. The scheme is expected to cover up to 150 buses, running in fleets of 5-15 across a range of operating conditions (eg rural, urban, rural/urban mix). The Government has a target of reducing CO2 emissions by 60% by 2050. Road transport currently contributes over 20% of total UK CO2 emissions, the second largest contributor after public power production. Application forms for the low-carbon bus project are downloadable from the TransportEnergy website at www.transportenergy.org.uk.

The Clear Zones Co-ordinating Team is interested in helping build a consortium of organisations that might participate in this programme by submitting an expression of interest. Partners in the local authority sector, bus operators, bus manufacturers and fuel suppliers will need to be involved. To take part please contact the Clear Zones Office Transport & Travel Research Arundel House 6 Portland Square Bristol BS2 8RR Tel: 0117 907 6520 Email: clearzones@ttr.globalnet.co.uk

Clear Zones Conference

CLEAR ZONES

5TH ANNUAL CONFERENCE

“FROM VISION TO REALITY”

CLEAR ZONES DEVELOPMENT AND THE IMPACT
THEY ARE ACHIEVING ON THE GROUND

Nottingham Council House – Thursday, 11th March, 2004

This year's conference will review the progress of the 'Trailblazer' sites and address the following questions: What issues have been faced in implementing Clear Zones? How have Clear Zones fitted into wider urban policies? And what impacts are being seen on the ground?

The day's programme will conclude with a Round Table discussion which will examine the future role of innovative transport technologies in urban transport strategies.

For information about attending please contact the
Administrator, Valerie Styles, at the Clear Zones Office
Tel: 0117 907 6520

Email: valeriestyles@ttr.globalnet.co.uk

Website: www.clearzones.org.uk

TRAILBLAZER UPDATE

Bath

A working group has been established with the Chamber of Commerce to look at the possibilities of further pedestrianisation of the City Centre. A Delivery Strategy and a revised City Centre Parking Strategy are also being progressed.

Bristol

A draft Clear Zones Strategy for Central Bristol has been produced. The scheme has now been developed into a number of firm proposals. The Strategy is available at www.clearzones.org.uk

Camden

Funding has been obtained for traffic management measures in the Bloomsbury area of the Clear Zone. Two proposals have also been developed which rationalise traffic movements through the Clear Zone to create opportunity for improved pedestrian and cycling movements.

Leicester

A City Centre Access Strategy is being developed with the Leicester Regeneration Company. This will assess the impact of increased development and the effects on congestion, access and the physical form of the City.

Merseyside

A city centre shuttle bus route is being developed suitable for operating diesel/electric hybrid buses. 89 buses have been fitted with particulate traps. The 'ECOtravel' information bureau was launched in August and 'Rope Walks' was completed bringing several new pedestrian areas into play.

Nottingham

In September, the first NET tram entered the Clear Zone. Full service operations are scheduled for Mar/Apr 2004. Works to transform Maid Marian Way are fully underway and involve the improvement of the pedestrian landscape and extending bus lanes.

Tyneside

Construction work has started on the Newcastle Quayside Promenade and a free Park & Ride Shuttle runs to Newcastle Quayside following the closure of certain car parks. Testing is underway for an area-wide GPS based system to disseminate real-time information.

Winchester

Various achievements have been made in connection with the European MIRACLES project including: a baseline questionnaire to investigate travel behaviour; a Parking Strategy which benefits owners of alternatively-fuelled vehicles; and installation of over 70 new bus stop poles and timetable cases.

York

A new car park management system has been installed which will drive 26 variable message signs located around the city. Furthermore, a new 'Bus Location Information Sub System' will use GPS to accurately monitor bus locations and exchange information on timetable adherence.

www.clearzones.org.uk



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ClearZones
technology for liveable cities

airwaves

The Clear Zones Newsletter Issue 21

May 2004

Bristol trials innovative urban consolidation centre

Bristol City Council has engaged logistics experts Exel to trial a freight consolidation centre for Bristol's main retail area, Broadmead. The trial, which is due to start in May, will operate for six months and is free of charge to twenty participating retailers with funding coming from the EC supported VIVALDI project (www.vivaldiproject.org).

The scheme aims to reduce the number of delivery vehicles travelling into Broadmead, which will bring benefits to the city centre in terms of helping to cut congestion and pollution. It also aims to provide an improved delivery service to the retailers, which it is hoped will contribute to a reduction in supply chain costs. Retailers will also be offered the opportunity to take advantage of value-added services such as waste and packaging collection, item level inventory management plus seasonal and peak storage facilities. The consolidation centre is ideally located, close to the strategic road network, to maximise the potential benefits of the consolidation concept. The trial will be closely monitored to determine the potential of extending the scheme beyond the trial period. The consolidation centre is believed to be the first in the UK to focus on an urban retail environment.

For more information on the scheme please contact Tim Haggood of Bristol City Council on 0117 903 6553



New line up for Clear Zones Co-ordination Team



Tom Parker, Principal Consultant of TTR, a new addition to the Clear Zones Co-ordination team



Pictured above at Clear Zones Conference (l-r) Valerie Styles, Administrator, Tony Ciaburro, Chairman, Nick Ayland, the new Co-ordinator and retiring Co-ordinator Guy Hitchcock

April 2004 saw a change within the Clear Zones Co-ordination Team when Guy Hitchcock left TTR to set up as an independent environment and energy consultant. His role in the Clear Zones Co-ordination Team has been taken over by Nick Ayland, TTR's Managing Director, and Tom Parker, who heads up the company's Bristol office. Speaking at the Clear Zones Steering Committee meeting in February, Nick said that he was excited about the new role and the Co-ordination Team would be looking to create new momentum for taking the Clear Zones initiative forward.

The 5th Annual Clear Zones conference focused on the experiences of cities developing Clear Zones 'From Vision to Reality'. The event was held in Nottingham, one of our Trailblazer Cities, and coincided with a turning point in taking their vision into reality with the launch of the tram only days earlier.



From Vision to Reality



Tony Ciaburro Chairman of Clear Zones, George Hazel, Chair of Conference and Chris Carter, Nottingham City Council

The conference was chaired by Professor George Hazel, President of the Institution of Highways and Transportation, who outlined the importance of the Clear Zones Initiative for creating a forum to encourage the exchange of ideas to make cities 'liveable, people-centred urban spaces which people love and in which businesses flourish'. The creation of 'vital vibrant healthy urban community' through the Clear Zone Initiative is demonstrated by the Trailblazer Cities, who are taking a series of approaches to developing Clear Zones.

Presentations were given by the Clear Zone Trailblazers outlining issues and achievements they have experienced whilst trying to turn the Clear Zone vision into reality. The presentations identified common factors for success, including the need for a politician who felt passionately about the scheme and championed it, together with realistic key performance indicators to work toward.

Moving forward

From the host city of Nottingham Cllr Brian Grocock spoke about the political dimension of taking forward their Clear Zone, while Adrian Jones, Assistant Director for Planning and Transportation, gave a picture of planning and implementation issues surrounding its establishment. Adrian cited the importance of an understandable master plan to work toward throughout the process of implementing the Clear Zone, which Nottingham has been progressing since 1987.

'We have only really started to scratch the surface of how new technology can transform our lifestyles, affect our personal behaviour and therefore travel habits'



The Nottingham tram was fully operational just two days before the conference



Conference Speakers: (l-r) Barry Pritchard, Team Leader, Leicester CC, Darren Capes, Project Manager, CTMS, City of York Council, George Hazel, Chair of Conference, Karen Booth, Environment Officer, MerseyTravel, Peter Evans, Transport Policy Team Leader, MerseyTravel

Darren Capes from the City of York outlined how Intelligent Transport Systems (ITS) assisted with taking forward their ideas in a historic city by 'better allocation of existing (road) capacity', encouraging the use of public transport instead of driving into the city. He detailed how the concept of an open-system approach to ITS provided them with a cost effective approach to procurement, allowing easy upgrades and 'add-ons' as the whole system was 'off the shelf.'

Embracing technology

The role of technology was referred to in a number of different contexts throughout the day. During the round table discussion the Chairman of Clear Zones, Tony Ciaburro (Essex CC), reminded us that the Foresight Programme, initiated by the Cabinet Office, took a far-reaching look at the role of road technology in transforming our lives and ways in which we access services and facilities in major urban areas. Tony emphasised the scope for technology to move forward the transport debate and transport policy: 'We have heard today a number of examples of how infrastructure and services have improved, but I think we have only really started to scratch the surface of how new technology can transform our lifestyles, affect our personal behaviour and therefore travel habits'.

Economic impact

The economic externalities of setting up a Clear Zone was one of the key topics examined during the event. Iain Reeves, from Hampshire, perceived that in Winchester despite the economic indicators giving mixed messages, the improvement to the living environment was so great that the scheme was undoubtedly worth maintaining. Barbara Selby described how Bath had a less positive experience with the retailers in their city, who had campaigned negatively against the scheme, with relationships between the Council and Commerce suffering, despite a lack of 'economic meltdown' as predicted by the local



Conference Speakers: (l-r) Barbara Selby, Traffic & Transport Manager, Bath & North East Somerset Council, George Hazel, Conference Chair, Jo Baker, Associate Director, Transport & Travel Research Ltd, Cllr Estlin, Executive Member for Environment, Hampshire CC, Iain Reeve, Head of Transport Policy, Hampshire CC



Delegates relax at lunch and share ideas for Clear Zones

traders and a significant improvement in traffic conditions.

In conclusion the conference identified that a key route forward for Clear Zones is to embrace the full potential of technology and to create a better framework for monitoring to build on existing achievements. In all it was hard not to be inspired by the enthusiasm of the speakers at the Clear Zone conference, who were all delivering visions of our cities for the future.

Trailblazer Update

Bath

A new governance framework for the city centre is being developed which will encompass significant interest groups. It will have an ambitious remit including devising a new traffic management strategy, further pedestrianisation, a delivery strategy and a revised parking management strategy.

Bristol

As well as the Freight Consolidation Partnership (reported elsewhere in this edition of the newsletter) Bristol will be working up proposals for an access management scheme in the main Broadmead shopping area for consultation with stakeholders over the summer.

Camden

Work is nearing completion to prevent Malet Street being used as a through route for traffic. Funds have been acquired from TfL to progress E-Tour measures (to encourage use of electric scooters) and to implement physical measures to improve the walking environment. Work has also started on Legible City pedestrian signing improvements.

Leicester

Work continues on the City Centre Access Strategy, being developed with the Leicester Regeneration Strategy. Pollution monitoring equipment has been purchased to provide base level data from which improvements can be monitored.

Merseytravel

A preferred supplier has been identified for 6 hybrid buses to operate on a new city centre route, manufactured by Eneco Ltd. Liverpool City Council continue to implement the City Centre Movement Strategy.

Nottingham

The city is currently consulting on proposed modifications to its Clear Zone. Although proving to be a success, certain aspects of the scheme are considered to be over complicated and difficult to enforce, which the review will seek to alleviate with changes in early 2005.

Tyneside

Phase 1 of the construction works on Newcastle Quayside is nearing completion. The hybrid electric buses for the Quayside Transit service are about to be UK Certified and negotiation with the preferred operator of the service are on-going.

Winchester

A freight guidance map is in production and discussions are underway with businesses about a distribution centre, with interest from major retailers (Marks & Spencer) in trialing an electric vehicle for home delivery.

York

The Clear Zone activity currently focuses on developing the Traffic Congestion Management System (TCMS). Work is underway on the Central Common Database and rolling out the car park guidance VMS, Real-Time Information and bus priority.

Vehicle Access Control Guidance - Case Studies Underway



A DfT funded research project to provide Guidance on Vehicular Access Restrictions is well underway, with TTR carrying out 12 case studies around the country. The project is being assisted by Trailblazer sites (York), Forum Members (Oxford) and six other cities working to transform their centres through mitigation of the adverse impacts of vehicles. The project covers both signed-only and physical enforcement of access control schemes, with a range of operating modes and technologies including smart card access, rising bollards, ANPR and CCTV controls. The project is due to produce Guidance Reports towards the end of 2004, and there will be a workshop in late summer to discuss the main findings and format of this Guidance.

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airwaves

ClearZones
technology for liveable cities

The Clear Zones Newsletter

Issue 22
March 2005

Designing a Liveable City

Liveability has become a high-profile issue on the government's agenda during the last couple of years; "good standards of public space are key to urban regeneration and social inclusion" said Chancellor Gordon Brown referring to the cross cutting Liveability Review. However, the issue of promoting and facilitating liveability is something that Norwich City Council have been working on for some time. The Council, in conjunction with the EU Liveable City Project has produced a Draft Spatial Strategy which sets out proposals to plan, shape, manage and maintain public space. It aims to unify the historic perspective of public space with the contemporary need for facilitating comfort and enjoyment for the user.

When they were originally built, historic towns had joined-up centres, built as an entity, with buildings and spaces related. The public domain had a clear purpose and its purpose and name had meaning. The public spaces were the 'glue' which bound the City together. Public space was often used as a vehicle for commerce and a stimulus for other activities such as civic events, birth of theatre and processions etc. Public spaces have also historically been the focus of social interaction, the town's forum and indeed the City's 'front room', where guests were entertained.

Over time, City centres have become more disjointed through a number of institutional, technological, cultural and modal changes. Now, traffic often dominates City centres and engineering impedimenta alienate people. Historic functions have been suppressed and public spaces have lost their purpose.

(Continued on page 2)



European Funding for Sustainable Transport Projects

Four new projects aimed at improving urban transport and reducing its impact on the environment, part funded by the European Commission under the CIVITAS II programme, started work in February. Two of the projects, 'SUCCESS' and 'SMILE' involve UK cities as major demonstration sites in the shape of Preston and Norwich respectively. These cities will take up the mantle that has been held by Clear Zones Trailblazers Winchester and Bristol in the original CIVITAS programme by demonstrating the latest innovative approaches to showing how transport can be managed to the benefit of the local environment.

Both SUCCESS and SMILE will address a range of issues aimed at reducing traffic in the city centre and reducing the impact of the traffic that remains, including...

(Continued on page 2)

Designing a Liveable City

(Continued from page 1)

Therefore people don't go near them, let alone spend time there. The City's 'front room' has become its back yard, or indeed its outside toilet.

The Liveable City Project is the largest UK led Interreg collaboration project in the North Sea Region. Lead partner Norwich, along with 5 other European cities (Emden, Trondheim, Lincoln, Ghent and Odense), is collaborating on the €10 million project. The project is a means of planning, shaping, managing and maintaining public space in a joined up way to; overcome barriers to enterprise, promote more integrated communities, encourage quality environments and celebrate local distinctiveness. It is about recapturing historic linkages, reviving outdoor activities, re-branding the public domain, looking after uses and expanding temporarily / seasonally.

The Norwich Spatial Strategy has been devised by the Liveable City Project for the City Council to establish convenient, safe, legible, and attractive pedestrian links between key generators and attractors and to establish similar routes for vehicles without undue delay, while ensuring priority for pedestrian safety, health, convenience and amenity.

The Strategy aims to eradicate current conflict points or corridors, equitably redistributing urban space, giving priority to the largest volumes of people and taking account of flows and demands over different times of the day. It identifies opportunities for additional outdoor activity to maximise the beneficial use of large urban spaces. It also takes into account historic urban development, to enhance the urban quality of the street scene. It promotes responsiveness to sensory issues and gives priority to orientation and information to ensure local image and identity are reflected in the re-commissioning of public spaces.



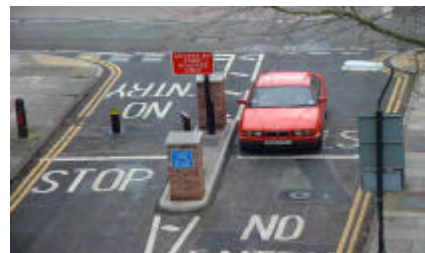
Overall, the Strategy considers the immediate and long-term management and maintenance issues for public space and embraces innovative approaches adopted by European cities. Norwich, hopes the end product of the Spatial Strategy will create a people's front room that is a canvas for urban life, not simply a conduit for processing large vehicle volumes.

For more information, please contact:
Michael Loveday, Director, EU Liveable City Project
City Hall, Norwich NR2 1WP, Tel: 01603 212519
email: michaelloveday@norwich.gov.uk

EC Funding for Sustainable Transport Projects

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- Clean vehicles
- Sustainable fuels (with an emphasis on trials of biodiesel)
- Access control measures
- Demand management
- Promotion of public transport
- Goods distribution
- Measures to promote modal shift away from the car
- Improved traveller information systems



The projects in Preston and Norwich will be implemented through a local consortium of partners led by the local County Council and including the City Council, local bus operators and other partners.

The total investment for each city is as follows:

SMILE in Norwich: €7.7m of which €3.4m is from the European Commission.

SUCCESS in Preston: €7m of which €2.5m is from the European Commission.

The remainder of the resources come from other sources of funding available to the local partners.

The UK is also represented at a strategic level within the CIVITAS II programme. Professor Mike MacDonald of the University of Southampton will play a part in setting the overall evaluation framework and TTR is the evaluation co-ordinator for both the SMILE and SUCCESS projects.

www.civitas-initiative.org

Clear Zones News

Trailblazer Evaluation Report

A report detailing the experience of the 9 'Trailblazer' cities that have been involved in the Clear Zones concept will be launched at the 2005 Clear Zones Conference. The report outlines the development and demonstration of measures carried out under the Clear Zones banner, as well as the monitoring results and the key lessons learnt during the process of implementation.

Clear Zones Signage in Newcastle

Newcastle City Council has gained approval from the DfT to incorporate the Clear Zones branding within the regulatory signs associated with the City Centre Clear Zone. The Clear Zone initially features a 20 mph speed restriction within its boundaries together with legal orders to restrict engine idling.



Croydon commissions CZ Strategy

The London Borough of Croydon has commissioned a Clear Zone Strategy for the town of Coulsdon. Coulsdon is undergoing significant regeneration work with the implementation of a new relief road which will divert much of the traffic on the busy A23 Brighton Road around the town centre. This will also make way for the creation of an improved public realm which favours more pedestrian and cycle movement. The focus of the town centre works will be one of the Mayor's 100 Spaces - a new public square. The Clear Zone Strategy for Coulsdon seeks to enhance the existing plans by including measures and best practice examples under a series of themes such as cleaner vehicle technology, more efficient freight movements and promotion of soft modes.

Clear Zones Bus Working Group outlines the 'Urban Bus of the Future'

Never has the demand for travel and mobility in the UK been greater. Nearly two thirds of all public transport journeys are by bus and the number of bus journeys has risen for the fourth year in succession. Buses offer a powerful means of tackling the problems caused by congestion; they are also flexible in operation, and do not require large-scale infrastructure investment.



In 2003 the Clear Zones Bus Working Group helped to compile 'A guide to operating cleaner, low carbon buses' which was published by Clear Zones and the Energy Saving Trust. This has now been followed by a brief review of the environmental issues involved in high quality bus design, taking into account the key technical, operational and economic considerations. The review is aimed at local authorities, vehicle and fuel suppliers and bus operators. Its purpose is to provide a vision up to 2012 by offering guidance and information in specifying, designing, procuring and operating advanced buses which have low environmental impacts. For a copy of the review, please visit the 'Publications' section of www.clearzones.org.uk

Clear Zones Freight Interest Group produces their 'Summary Paper'

Urban distribution is vitally important for businesses in urban centres but is often viewed as an impediment to other activities. The efficiency of distribution networks may be impeded by traffic congestion, poor routing and signing and a lack of facilities for access and unloading. Local authorities have a key role to play in partnership with freight interests to improve distribution. This paper aims to summarise the discussions that have taken place within the Clear Zones Freight Interest Group.



During 2004 the Clear Zones Freight Interest Group met three times in order to discuss and promote the role of freight transport within urban areas, to identify current areas of difficulty to operators and/or local authorities, and to try to work towards methods of resolving these difficulties. The purpose of this document is to summarise the discussions and position of the Freight Interest Group in order to provide a basis for future progress. For a copy of the paper, please visit the 'Publications' section of www.clearzones.org.uk

Trailblazer Update

Bath

Working on various strategies related to the Clear Zones objectives, including Delivery Strategy. Initial modelling work completed to test further pedestrianisation options and access restrictions.

Alterations to operating times of the bus gate have reduced the operating period from 8:30am-6:30pm to 10.00am-6:00pm, seven days a week.

Council to prepare a case to put to the Traffic Commissioner under new legislation to enable pollution controls to be placed on tour buses.

Bristol

In partnership with First bus group, the TravelBristol Info Centre now provides a range of travel and transport information.

Freight consolidation centre membership has grown to 21 retailers.

Work is underway to fit 55 buses with CRT exhaust filters, and 6 buses with advanced EGR de-NOx exhaust filters to reduce bus emissions.

Hybrid diesel-electric bus to be operated on an enhanced city centre orbital bus route.

Cycle resource centre to be officially opened.

Camden

Camden has consulted and designed a major traffic calming scheme for Monmouth Street in the Seven Dials conservation area, Covent Garden.

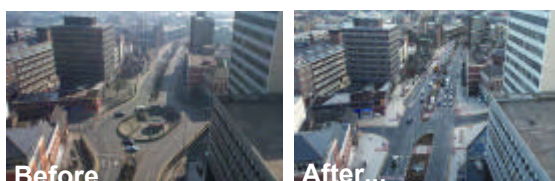
Camden Clear Zone has been awarded significant funding from Transport for London. This includes funding to lay NOx reducing paving in Southampton Row, with before and after air quality monitoring. An electric cycle and scooter scheme and parking spaces with recharging facilities will also be set up.

Camden has produced a new Clear Zones Walking Strategy to sign pedestrian routes and guide future signage work.

Nottingham

Access restrictions simplified and physical closures installed to further reduce the number of through traffic movements in the Clear Zone area. Alterations timed to coincide with other pedestrian priority schemes in and around the Clear Zone area.

Work was completed to replace the subway and traffic roundabout on Maid Marian Way, at its junction with Friar Lane on the edge of the Clear Zone with level pedestrian crossings.



Leicester

The Low Emission Zone is being developed as part of the Leicester City Centre Access Strategy, a joint commission by Leicester City Council and the Leicester Regeneration Company.

LCCAS is currently assessing outline strategies and measures and is programmed to report on recommendations in June 2005.

Tyneside

Work is continuing to introduce the new Quayside Transit bus services in June this year. Legal Orders to create the bus priorities between Newcastle Quayside and the City Centre have been confirmed.

Orders have been placed for Real time Information, Selective Vehicle Detection and Bus Shelters. Design Consultants are fine-tuning the "look and feel" of the new services in conjunction with a more wide ranging Visitor Information and Wayfinding Strategy for the Tyneside area.

Winchester

The environmentally-linked discounted parking scheme continues, with an increasing number receiving 50% discount and over 10 hybrid cars signed up for free parking. Next

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steps are to use Automatic Number Plate Recognition equipment, in order to provide discounts on low-emission vehicles on an ad-hoc basis.

Bikeabout operations were scaled down for the winter, but opening hours are due to increase at Easter, with a return to fully-manned, 6 day opening. Membership continues to rise and is now over 135. Additional node and compound due to be installed in March.

A freight guidance map has been published, and has been distributed to petrol filling stations, large businesses and courier/transport companies.

The pre-euro / Euro I re-power programme has been completed with ten new Euro III engines installed on the Stagecoach bus fleet. All four P+R Euro II buses have been fitted with CRT, and the Selected Catalytic Reduction programme has now begun.

The six MIRACLES alternative fuel vehicles have been out on trials with local businesses since April 2004. Over 50 month-long trials have now been completed, the latest recruitment campaign for future trials has been very successful and trials are now booked through to July 2005.

York

Continuing the development of the Traffic Congestion Management System (TCMS), which is currently focussing on the implementation of variable message signs on the inner and outer ring roads around the City, and evaluating their effect on car park usage. The inner ring road VMS are being used to direct users to the nearest available car park space, (and hence limit traffic circulating the City centre).

Work is underway to utilise the outer ring road VMS to promote the use of Park and Ride, and advise on their current status.

Merseyside

Continues to deliver improvements within the city centre as part of the City Centre Movement Strategy. Significant improvements can now be seen in the public realm, in terms of more pleasing aesthetic design and better signage.

Several highway improvement works have commenced in the last two months designed to improve traffic movement around the city. Six diesel-electric hybrid buses have commenced on a new city centre shuttle service, serving an area that previously had poor public transport.

Individualised marketing project and healthy travel promotion begun in the south of the city as a pilot. Liverpool City Council is about to start a large-scale cycle training project.

Conference News

The 6th annual conference is to be held at The Guildhall in Bath on Tuesday the 26th of April.



The focus for this year's event is the results of the Clear Zones experience, based on the evaluation of the nine Trailblazer pilot sites and a range of innovative techniques, tools and approaches to solve the transport problems in our cities.

Presentation topics will include urban freight distribution, access control and car clubs, plus technologies for low carbon, ultra-light rail and personal rapid transit vehicles.

The conference should be of particular interest to local authority officers, local politicians, consultants and researchers working in the field, as well as retailers and technology supply companies.

The conference will be chaired by David Banister, Professor of Transport Planning at University College London.

Speakers will include representatives of the various Trailblazer sites and other experts in the fields of transport policy and transport planning.

The cost will be £150 per delegate, + VAT, inclusive of lunch, refreshments and conference documentation.

For a booking form, please call the Clear Zones office on 0117 907 6520.