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CityMobil

Towards advanced transport for the urban environment:

“Report on the Management of the Uppsala Study”

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Executive summary

The executive office of the City of Uppsala was in May of 2007 commissioned by the working/advisory committee of the Uppsala City Executive board to conduct an inquiry regarding the possibility of carrying out a PRT pilot project in the city of Uppsala. A feasibility study of PRT was carried out in the district of Boländerna 2008.

The reasons for this were the following. The City of Uppsala had an interest in inquiring into whether PRT was a good alternative for Uppsala, with regards to the fact that the municipality is working towards environmental policy objectives such as increased public transportation and decreased amounts of climate affecting exhausts. Boländerna offered a good alternative as the site for this investigation since it, at that point in time, was subject to a re-evaluation of the current plans. Also the risk of conflicting interests in this area was deemed as very low.

The report was sent out for consultation from the middle of January to the middle of March of 2009. At the same time the local media was documenting the investigation, and viewpoints on the matter were given both by the parties concerned through the referral statements, and by citizens, politicians and journalists in the media. The general attitude was a positive one.

Since the publication of the report new conditions have arisen. The government has decided to conduct their own investigation regarding the possibility of building a PRT test route in a municipality in Sweden. The conclusions of this inquiry were presented to the government in September of 2009. Following this turn of events and the outcome of the consultation the City Executive board decided to proceed with a pre-project study on the condition that Uppsala is appointed by the government to be the candidate for the pilot project. The main aim of this report is to give a closer account of this process.

1. The City of Uppsala

Uppsala is the 4th greatest city in Sweden with 191 000 inhabitants. It is situated in the Stockholm-Mälaren region, the most prosperous and densely populated part of Sweden, a region with 3 million inhabitants. There are two universities in the city.

Uppsala University, founded in 1477, is the oldest University in northern Europe as well as the third largest employer in the City of Uppsala with approximately 5 000 employees and 40 000 students.¹ The Swedish University of Agricultural Sciences, was founded in 1977 and has approximately 2 000 students and just about the same number of employees. This has moulded Uppsala into a typical academic city and the climate is one of curiosity and ambition, when it comes to innovation.

Uppsala is a regional centre as well as close to other important work- and trade nodes. Stockholm, for instance, is 40 minutes away by train and the international airport of Arlanda 20 minutes. This means that Uppsala is both the destination and the point of departure for many employees and consumers every day.

Figure 1: Uppsala traffic and the castle of Uppsala



1.1 The political organisation of the City of Uppsala

The autonomy of the Swedish municipalities has its base in the Swedish constitution, and their self-government is stronger than in many other European countries. The City of Uppsala is the biggest employer in the City of Uppsala with approximately 11 500 employees in 2008.

The responsibilities of the city of Uppsala includes the different welfare systems like care of the elderly, education and child care as well as the physical and economic growth and development of the municipality. The Swedish municipalities have taxation right on the income taxes of their inhabitants. The taxes are approximately 20 percent of the income from employment. The city of Uppsala has a yearly turnover of 800 million €. Furthermore, the Swedish municipalities have a monopoly on planning within its geographical borders, which means that no additional land development can come about without endorsement in the active planning of the municipality. The local public transport is financed through tax-subsidies of a city-owned bus company. The City of Uppsala is also active in the environmental field with responsibility for water and wastewater operations and with its own biogas production. With these facts in mind it may be easier to understand the City's active interest in projects of new technology, like PRT, and its big part in the process of initiating and carrying out the feasibility study.

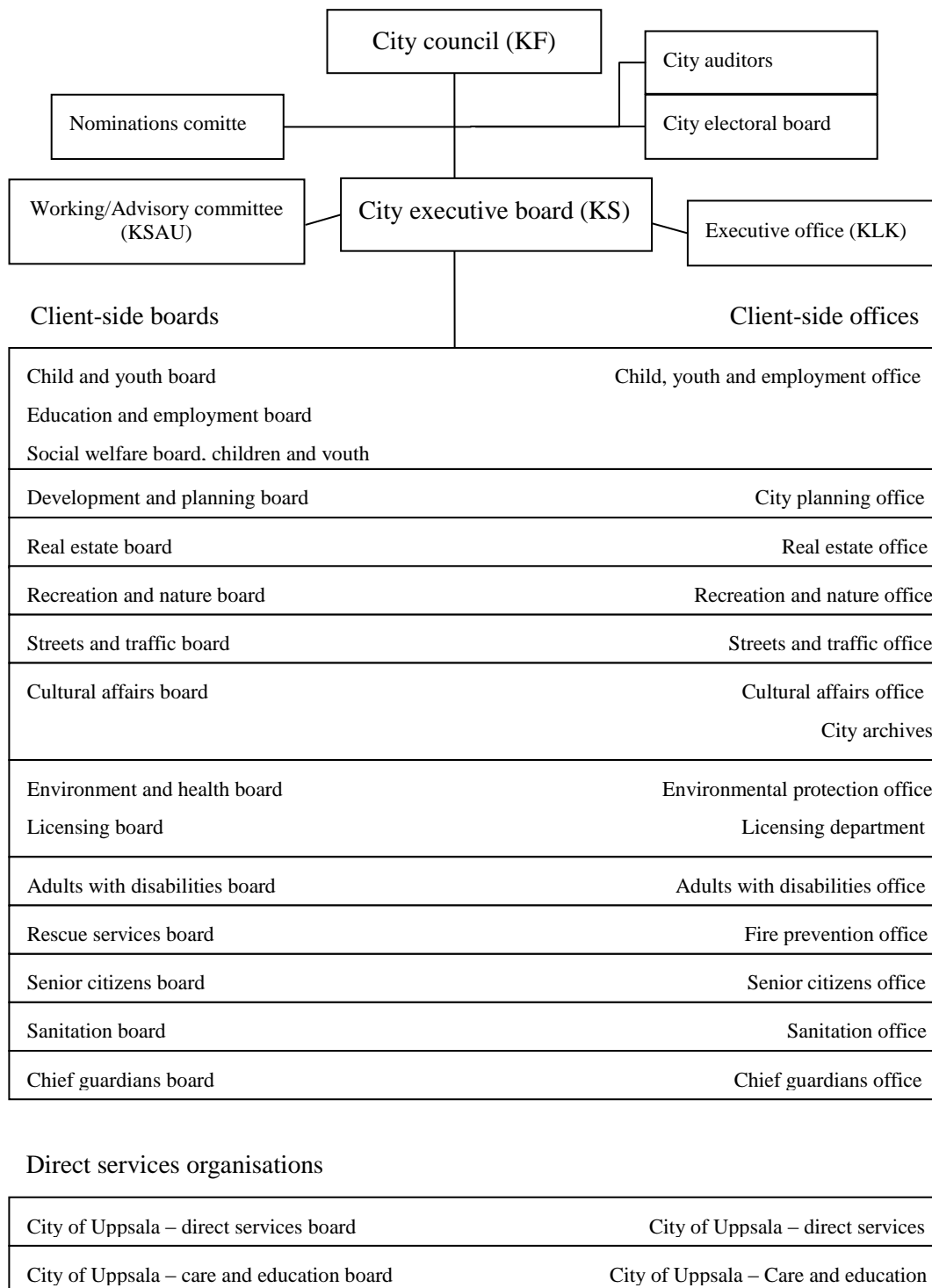
With economic and political power, comes a heightened requirement of transparency of the political system. That, for example, is why all incoming and internal documents at the commune are public. This is stated in the constitution.

Some matters, such as proposals for detailed plans of city districts, are exhibited twice for a period of time so that the public and the stakeholders can give their opinions on the contents before a decision is made. The stakeholders also have the right to appeal the decision – a right that is frequently drawn upon in Uppsala. The City's highest decision-making body is

the City of Uppsala Council – the local parliament, which consists of 81 members elected directly by citizens qualified to vote in general elections every four years. The members of the City Council in their turn appoint the trustees to form the different boards.

The City of Uppsala Executive Board (KS) is the local government. KS prepares and produces documents for the City Council's decision, and also has the responsibility for the implementation and follow-up of the decisions.

Figure 2: The political organisation of the City of Uppsala



The boards (except for KS) are responsible for different issues. They are also responsible for assigning tasks to the City's own production or external providers.

The boards concerned in this particular matter, the PRT study, are except for KS, the Development and planning board which is responsible for tasks in planning and building services, except for the comprehensive planning, as well as making sure that all new development is carried out according to the Planning and Building Act, and the Streets and

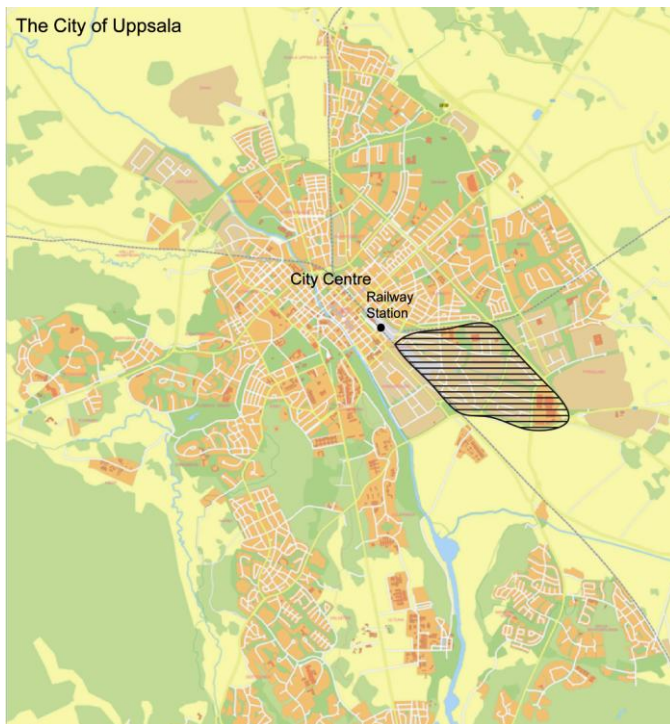
Traffic Board, responsible for the planning, building and service of roads, pedestrian- and biking paths, squares, public property, public parking and City-owned traffic facilities.

1.2 The future development of Boländerna

Boländerna is a city district that lies adjacent to the inner city district. It used to be a typical industrial area but is becoming more and more dominated by commerce and knowledge-intensive activities.

Due to this, the traffic to and within the area has increased and the mix of heavy industrial traffic and consumer-traffic to the commerce centres – both car and bicycle traffic – has been deemed precarious. Because of this the development and planning board in 2006 started looking into the environmental and traffic status of the district in a planning program for the area (a pre-stage of detailed development plans for the area). The purpose of the program was to lay down a long-term direction for the future development of the area as well as strengthening the connection to adjacent districts and making Boländerna safer and more

Figure 3: Uppsala city map. The area marked on the map is the district of Boländerna.



accessible for pedestrians, cyclists and cars.

The version to be submitted for comments was submitted in 2007. Suggestions of improvement of the situation in Boländerna, in the form of new stretches of roads, were presented in the program in question, but this would only solve, at the most, the traffic congestion problems and not the environmental problems of the climate influencing exhausts that comes out of this heavy traffic.

In the main management plan for Uppsala for 2007-2010 (IVE) – adopted by the City council – it is stated that the City works towards climate goals such as decreasing the climate influencing exhausts with 30 % per capita from the year of 1990 to the year of 2020 and, in the long term, increasing the amount of public transportation trips by 50 %.

Since the public interest in travelling by bus, which is the only current form of public transportation in the city, is weak when only 5 % of the travels in Boländerna is made by bus, while 65 % is made by car, a new travel alternative might be the answer. PRT is one alternative.

Following this and the planning in progress in Boländerna, the City executive board decided to commission the executive office to conduct a feasibility study regarding the potential of PRT in Boländerna. The questions to be answered were: How could a system like this be adapted to fit in this environment? And how much would this cost?

2. The feasibility study of Boländerna

In may of 2007 the executive office of the City of Uppsala was assigned the task of inquiring the necessary prerequisites for a PRT pilot project in the district of Boländerna. The reasons

for this were the earlier mentioned climate objectives that The City of Uppsala is working to meet.

An additional reason why it was the PRT system in particular that had raised the interest of the City was the development project that Vectus Ltd is working on in Uppsala. Vectus Ltd, which is an affiliated company of the South Korean steel company Posco, decided in 2005 after contacts with a number of European municipalities to locate their research development of PRT in Uppsala and they constructed a test course.

The test course was inaugurated in 2007 and it was tested enough to be certified for passenger transportation in 2009. The concept of the PRT system developed by Vectus woke the idea of broadening the experience and following the development work towards future

Figure 4: The PRT test-track in Uppsala



urban transport systems on the EU-level. Consequently The City of Uppsala applied for membership in CityMobil and became a part of CityMobil's reference group in 2007.

The City of Uppsala thereafter applied for funds to carry out the feasibility study.

After the public procurement in the spring of 2008 the feasibility study started in august of the same year when the necessary funds had been granted. The assignment was undertaken by WSP consulting in cooperation with Institute for Sustainable Transportation (IST) and the Centre of Logistics. A work-group was also assigned to the investigation made up of representatives

from the Streets and Traffic office, City Planning office and Upplands lokaltrafik, the head of public transportation in the region.

Concurrently with the investigation process, the stakeholders were consulted for opinions on the matter and the finished study was reported to the Working/Advisory Committee (KSAU) in December of 2008. KSAU – whose task it is to prepare matters for decision in KS – decided in january of 2009 that the report was to be sent out for consideration by boards, companies and other stakeholders.

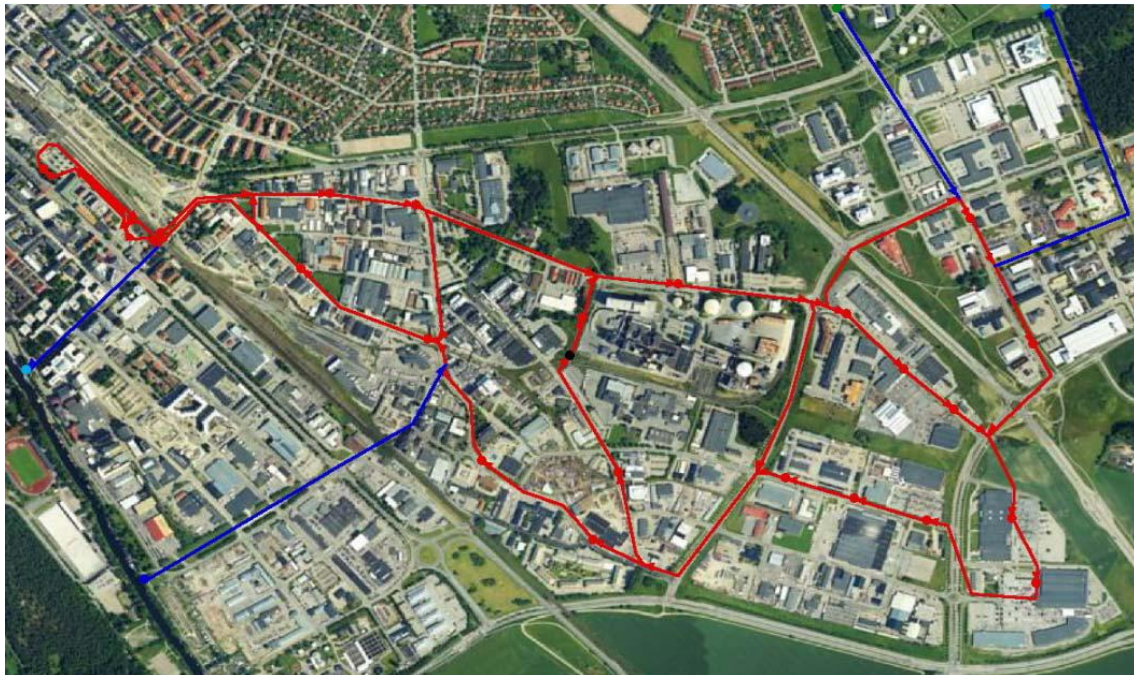
2.1 The proposed route

In short the report suggests a PRT system for Boländerna with the following features.

- 9,4 km of track (11 km all in all, with station track and sidetracks)
- 16 stations (18 in total when you include the Fyrislund stretch)
- 130 vehicles with room for 4 sitting passengers each
- 400-600 meters between the stations
- A maximum walking distance of 300 meters to a station in the area

The proposed route in Boländerna is thought to connect to the travel center (the city bus- and train station) and pass through various workplaces and schools in the inner parts of the district, seen from the city centre, out to the outer parts of the district which is dominated by commerce. The travel time is expected to be cut in half in comparison to taking the bus (6 minutes from the travel centre to the outer parts of Boländerna in comparison to 15 minutes by bus). The average waiting time for the suggested route in Boländerna, according to the simulation done in the study, amounted to 1,7 minutes.

Figure 5: The suggested PRT route in Boländerna marked with a red line.



An estimation is made in the report that providing this particular PRT system suggestion will be realised, travel habits will change until the year 2020 in the following ways:

- The market share of car travels will decrease from 65% to 55%
- The share of Pedestrians and Cyclists will decrease from 30% to 25%
- Public transport (bus and PRT) market share will rise from 5% to 20%

2.2 Who will travel with PRT and where would they go?

Based on statistics from 2006, the district of Boländerna hosts 9 460 employees. The number of visitors to the commerce area of the district amounts to approximately 25 000 people a day. These people are the ones that the PRT system in Boländerna is meant to attract.

One target group may in the future consist of the people who live outside of Uppsala city and use Boländerna as commuter parking. For these people the PRT system in Boländerna could offer a Park-and-ride solution since parking alternatives in the centre of Uppsala can be scarce and expensive.

An example of a typical park-and-ride person could for instance be a consumer coming from outside the region, with shopping errands such as clothes-, interior design objects- and other

retail shopping, that the centre of the city have to offer , but at the same with a need to shop foodstuff for the coming week at a large super market, which can be found in the outskirts of the city.

The PRT system could also present a good alternative to the existing bus network for the children and youth going to school in the area. The fact that the waiting time is minimised and in best case eliminated means that the PRT system can pose as a more competitive alternative to the car than the bus. This entails a quicker trip than by bus and a more environmentally friendly one than by car.

For those living in Uppsala city who intend to do their shopping in Boländerna the PRT could pose as a good alternative on occasions when they shop only as much as is convenient to transport with the PRT car. A common belief is that external commerce areas selling infrequently purchased items like IKEA for instance (located in the commerce area of Boländerna) is not suitable for public transport. Statistics from IKEA shows, however, that their customers relatively seldom leave the store with bulky purchases.

The people going to Boländerna to shop can also use the PRT system to get around in the commerce area since the accessibility by foot is not the best. This is enabled by a closer placement of stations in these parts of the district and with stations in direct connection to the warehouse-entrances.

The commerce area's close vicinity to European highway 4, could also serve as a good meeting point for commuters carpooling to Stockholm. The person driving can go there by car and meet up with the others arriving by PRT before they continue their journey together.

3. Views on the matter

The feasibility was submitted for consideration during a period of two months, from January 14th to March 16th 2009. No less than 17 stakeholders were identified as concerned by the matter, and were therefore contacted to give their opinions on the report. Among these were the City boards involved in the feasibility study, businesses and property owners in the concerned district as well as interest groups and a school. All with premises or other interests in the area.

Nine answers were received during the consultation period. Of these all have contained opinions on different aspects of the matter but none have advised against the proposal. So, generally the stakeholders who made official statements have been positive to the concept of PRT.

The City Executive office, who's function is to support the City Executive Board in their work, were commissioned to document the consultation statements and comment them. The comments should disclose how these statements will be taken into consideration in the continuing work.

3.1 Presentation of stakeholders

Those who gave formal statements on the investigated proposal during the consultation period were:

- The property owners of Boländerna (Boländernas fastighetsägarförening), which is an association of property owners in Boländerna. The aim of the association is to protect the interests of the property owners and to work in partnership with the City of Uppsala when plans and feasibility studies of the area are conducted.

- KF properties (KF Fastigheter), IKEA properties (IKEA Fastigheter) and Aspholmen properties (Aspholmens fastigheter). These are the three largest property owners in Boländerna. They own the supermarket Coop forum, The furniture store of IKEA and a shopping mall
- The Swedish Trade Federation (Svensk Handel), which is an organisation that deals with economic policy and employer issues on behalf of the Swedish companies involved in commerce, and its local branch association, which is responsible for influencing and improving the conditions of commerce businesses in Uppsala. The Swedish Trade Association is working on commission by the member companies.
- The Bio-tech company GE Healthcare which has production facilities and laboratories in Boländerna.
- Upplands lokaltrafik AB, the head of public transportation in the region.
- The City Boards concerned with this matter, which are: The Streets and Traffic Board, The Development and Planning Board and The Real Estate Board. These boards are responsible for planning, construction, management, development, acquisition, sale, leasing, commission and supervision of the municipal real estate as well as rented premises. They are also, based on directives from the City Executive Board, responsible for the City's land- and exploitation issues.

In addition:

- An ornitological society has been in touch with the City to give their views on the matter.

3.2 Views on the route, traffic and capacity of the proposal

What has emerged from the consultation statements is:

The property owners of Boländerna want more information regarding which parts of the property of the concerned property owners that will be effected by the plans. Furthermore they find a need to, more thoroughly, investigate how the passengers will get to and from the stops and how the parking surfaces can cover the need of parking spaces that a park-and-ride solution will create. In addition they voice a need to secure the actual land intended for the project. KF properties, IKEA properties and Aspholmen properties have shown an interest of discussing this for their part.

GE Healthcare Bio-Sciences Inc. have expressed the need for a more thorough risk assessment in regards to the fact that their facilities in the Boländerna district are rated in accordance to the 'Seveso II rules' on the lower part of the scale of demands.

The Development and Planning Board noted a need to study the connection that the PRT is proposed to make to the travel centre since the competition regarding the land there is intense and high demands would be put on the layout of the construction. The Real Estate Board thought that a comparison to a placement alternative should be conducted to find out were the PRT system would have the greatest effect.

The Swedish Trade Federation and its local branch, were positive to the route in the proposal, providing that consumers are steered into the city centre as well and not just out of it, so that the project does not contribute to a weakening of the commerce in the city centre.

In addition to this, Upplands lokaltrafik and The Streets and Traffic Board have both expressed a wish for complementing studies on the capacity of the PRT system mainly during rush hour at the travel centre.

The City Executive Office points to the fact that the location of the route will be studied in detail pending a continuation of the project. This means that consideration for the statements of the concerned parties and the direct involvement of these parties will be integrated in the future work. An alternate route has earlier been studied, located in the Hospital-Glunten area but was deemed unfit for a project of this sort before the construction's influence on the urban environment had been tested in reality. A pilot route should, to be subject to even passenger flows during the day, have the travel centre as it's starting point or at least pass by it.

The Executive office further stated in the statement review that capacity issues have in the past been considered to be one of the PRT-system's limitations. Several studies – both scientific studies and investigations in other cities – have however been conducted that all have concluded that the capacity is equal to that of a BRT-system (Bus Rapid Transit) or a city tramway. The issue was elucidated by KTH - The Royal Institute of Technology and will continually be studied both in the work surrounding the comprehensive planning of the City of Uppsala and in a study conducted by the University of California. A contingent pre-project study would have to show that the capacity at the travel centre will be enough.

3.3 Views regarding the effect on the cultural and natural environment

In the Boländerna planning program from 2007 it is stated that Boländerna does not contain any protected cultural landmarks but that there are some buildings in the western part of Boländerna that are culturally significant, because they reflect important parts of the industrial history of the 20th century in Uppsala. The consequences for the urban environment have not been seen as an obstacle in any of the consultation statements. Rather it was either seen as secondary to the natural environment and accessibility gains or even seen as enhancing the quality of the urban environment in Boländerna.

The City Executive office stated in regards to this matter that the urban environment and cultural-historical aspects are topics that need to be examined more thoroughly in the continuing work. The introduction of a PRT-system means a completely new feature of the urban environment and therefore it is understandable if it is perceived as strange and unfamiliar. This is why it is important to locate the pilot route in an area, where these aspects will not play a crucial part in the completion of the project. If a pilot project is successful the issue of how to accommodate this new kind of construction to the city as a whole has to be looked into. When building a system of that magnitude consideration must be taken to the qualities and attractivity of Uppsala's urban environment. This will be looked into in the ongoing comprehensive planning of the city.

For others than companies in Boländerna (habitants) there is a low risk of the PRT-system becoming a disturbing element in the city scape since the area is a distinct industry- and commerce area and so few people live there, 16 people according to statistics for 2006.

From a natural environment aspect, attention has been drawn to the fact that several of the rooks' nesting places are located in the area. Two of these looks as if they could be affected by the PRT-route suggested. The Executive office stated that this will be investigated further pending a continuation of the project. Regarding other aspects of the natural environment the project is believed to bring advantages rather than disadvantages since the car travelling is believed to decrease.

3.4 Views regarding financing and maintenance

The opinions expressed regarding the economy of the project have mostly circulated around how the project will be financed. The smaller property owners in Boländerna express a concern regarding their own expected part in this, stating that they do not have the means to co-finance this project. They furthermore voice a need for a more thorough investigation regarding the cost estimate, and a need to establish for certain how the project this will be financed. Regarding the maintenance, one consultation statement expresses that there must be made clear who is responsible for the management and maintenance of the system that can offer long-term liability and a guarantee of operation.

The City executive office commented in regards to these statements that a form of financing will be outlined that means limited financial risk-taking for the City of Uppsala, and where the costs do not effect the evolvement of other public transport alternatives. The question of managing and maintenance is also an important one and will need to be resolved before a future public procurement.

In the contingent work the property owners and other concerned parties will be more deeply involved to ensure an outcome that entails a good solution for all parties involved.

3.5 Media coverage and debate

The local newspaper, Uppsala nya Tidning (UNT), which reaches 146 000 people every day (200 000 when counting their website as well), have for a period of time documented the PRT investigation process.

The public opinion reflected in UNT was composed of writers of articles as well as letters to the newspaper and web-based segments. Both positive and negative opinions have been expressed. There is little need to investigate some of the concerns expressed further since they are based on faulty or lack of information. This can be worth keeping in mind when it suggests that the City continually may need to take a greater responsibility for informing the citizens regarding a potential PRT-project. Remaining opinions also needs to be taken into consideration in the continuing process since the PRT-system has to be an attractive way of transportation for the citizens of Uppsala, when it is they who first and foremost are going to use it.

Many views expressed have concerned the future development of the Public transport, here wishes for expanded support of the current Public transport system (bus) and tramways has been voiced. The reasons expressed for this have been ideas that tramways will have better capacity and be less expensive than PRT in addition to being more aesthetically attractive. Some have expressed concern that 'teething problems' in the technical system could interfere with the operation and that the City ought not to be the first one to try something relatively new and untested. Concern has also been voiced regarding the risk of being victim to violent crimes in a PRT-car since they lack drivers.

Most of these views have been dealt with in the feasibility study, for example the attractiveness, capacity and cost in comparison to tram and bus, where it was confirmed that the PRT-system is a cheaper alternative than the tramway. According to calculations in the report the share of public transport passengers would increase from 5 % in 2007 to 20 % in 2020 with the PRT-system compared to 10 % during the same period of time with bus.

Many positive comments were also given by people in UNT. The following answers were given by randomly selected people in the city to the question: "What do you think of investing in a PRT-system in Uppsala?"

"Off the top of my head I think it's a good thing, everything that could benefit the environment is worth trying" Joakim Persson 23, Sala backe

"I think it sounds good from an environmental point of view. Personally I would like to see more investment in public transport in Uppsala, for example a certain day when everyone uses public transportation." Patrik Eriksson 24, Löten

According to the poll that UNT is doing continuously on their web site, where 1 218 people have answered – when this report was finished –, the majority of the readers 68,4 %, versus 31,6 %, are positive towards an investment in the PRT-system in Uppsala.

4. The continuing work

Since the feasibility study and consultation was carried out new conditions have arisen.

The Swedish government have decided to conduct their own investigation regarding the possibility of building a PRT test route in a city in Sweden. The investigator in charge was given the task of investigating the municipalities that had applied and propose suitable candidates among these for the government to decide between. Uppsala applied and was named one of the four suggested final candidates, in the report which was turned in on September 25th.

Concurrently the The Swedish Rail Administration has built a touring PRT-exhibition, that has been displayed in Åre and Stockholm in August and September, and will be displayed in Gothenburg in December of 2009 in connection to the Swedish presidency of the council of the EU. The Rail Administration has also stated demands and criterias, for state-based financing, of the PRT pilot course that the applicants have to meet.

On August 26th the City Executive Board of Uppsala decided to proceed with a pre-project study of a PRT pilot project in Boländerna (or in the Hospital/Glunten area) given that Uppsala is named winning candidate by the government. The final decision of the project will be made after a pre-project study has been carried out.

4.1 Financing, management and maintenance

The investment costs for the proposed route in the feasibility study are estimated at between 51,7 and 80,8 million euro in total. The costs include stations, cars, control system and depot.

Since this is a project of an extent that no municipality would afford the investment on their own, it requires an interest in co-financing from other parties. Alternative co-financiers are given account of in the feasibility study. Both the Government and the EU are mentioned as well as private co-financiers.

The EU-funds that are mentioned as possible alternatives are: The EU environmental fund LIFE+, The Seventh Framework program and European Regional Development Fund, of which the last one is probably the most likely alternative. In the Regional Development Fund there is 73 million euro in total to apply for in the region of Eastern Middle of Sweden during the program period 2007-2013. Every region has formulated a list of demands or wish list regarding the projects that they intend to support and improved opportunities for public transport is on all the regions' lists.

The state funding alternative is connected to the long-term investment plan for the infrastructure, in which the Swedish Rail Administration can offer investment support for regional rail-traffic facilities and vehicles (if they give rise to increased use of public transportation) Local investments in tramway systems could also be qualified for this kind of financial support if they lessen the strain on the environment or increase traffic safety. The

support can cover up to 50 % of the investment costs. Investments greater than 500 000 € have to be in the Swedish Rail Administration's part of the government's long term investment plan to be qualified for support. This form of support is therefore not possible to get before the plan is revised in 2014.

The governmental initiative mentioned above, regarding support for a PRT pilot project, constitutes a new substantial alternative in co-financing. This can be seen as the government's way of supporting new technology with future industrial potential, as well as a complement to the long-term investment plan for the infrastructure which had not foreseen the PRT-system when adopting the plan. This however, presupposes that Uppsala is the candidate appointed by the government.

Private co-financiers could consist of property owners, who are interested in better traffic connections to their facilities. Another alternative for a PPP-solution could be a partnership with a distributor of PRT-systems, that is, a company with capacity and competence to deliver the PRT-system as well as taking responsibility for the management and maintenance of the facilities. This form of partnership can be of interest for the company in question since it can give good publicity for their product when they in the future want to sell this to other clients who do not wish to be the first to try new technology. A solution of this kind means that the City procures an operator who would carry the costs of the investment (possibly in combination with a contribution from the government) and the risk-taking, while the City and the Head of Public Transport supports the operator through an annual management grant or rents the system including the management from the operator.

The position that the City Executive Board took in the decision to proceed with the PRT-project, after the consultation period, on August 26th was that some form of PPP-solution is the main contracting alternative. This type of cooperation is thought to decrease the risks associated with being first with new relatively un-tested technology and also minimises the strains on the City's investment budget. Additionally it can mean that the construction period will be shorter since the PPP-contract entails that payment to the distributor/contractor does not start until the facilities are up and running.

4.2 Plan for further steps

According to the decision of the City executive Board of Uppsala, a pre-project study will be initiated if Uppsala is the appointed pilot City by the government. Such a process has to be conducted in close contact with the operator, the government representatives along with property owners, commerce representatives and potential co-financiers.

Means of a pre-project study is depending on the decision of the concluding proposal of the governmental investigator. With current conditions the City is prepared to co-finance the pre-project study with 20 000 €. The means are estimated to be required during 2010 and are within the framework of the municipal budget.

A pre- project study is estimated to take 12 months and cover technical as well as organisational and management issues. The result of the Pre-project study will be subject for consultation and evaluation in co-operation with the governmental representative. The decision to start the implementation process, starting with the public procurement and planning will be based on the results of the pre-project study. This is the tentative time-plan:

- Step 1 Pre-project study 12 months, fall/spring 2009/2010
- Step 2 Evaluation and decision on the procurement and planning
- Step 3a Procurement 12-18 months

- Step 3b Planning/Trial 12-18 months
- Step 4 Final decision, around the turn of the year 2012/2013
- Step 5 Building start 2013/2014

Concluding remarks

An open process including public participation has been a key question for the project. The City executive Board has been convinced that there is a window of opportunity for a new urban transport system in Uppsala with a potential to be a main alternative to a tram system. But before taking a final decision a PRT-system has to be carefully evaluated under as normal conditions as possible. Of this reason a pilot track is necessary to build and operate. If it will be located in Uppsala depends on the governmental initiative, without which there is no possibility for the City of Uppsala alone to go proceed developing the system.

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