



FINAL EVALUATION REPORT BUCHAREST

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Issued in November 2005

TABLE OF CONTENTS

A	INTRODUCTION	1
A.1	GENERAL REMARKS.....	1
A.2	TELLUS LANDSCAPE IN BUCHAREST	3
1	DEMONSTRATION MEASURES.....	3
2	WORK PACKAGES.....	5
3	THEMATIC CLUSTERS	5
4	INTEGRATION INTO LOCAL TRANSPORT POLICY	6
5	ACTORS OF EVALUATION	7
B	EVALUATION ON DEMONSTRATION MEASURE LEVEL.....	9
B.1	APPROACH / PROCEDURE	9
1	OVERVIEW	9
2	OBJECTIVES.....	10
3	TYPES OF EVALUATION	10
B.2	DEMONSTRATION MEASURE 5.5 – PARKING RESTRICTIONS IN CENTRAL AREA.....	15
1	INTRODUCTION.....	15
2	DESCRIPTION OF DEMONSTRATION MEASURE	15
3	IMPLEMENTATION PROCESS	18
4	RESULTS	20
5	CONCLUSIONS	22
6	SCENARIOS.....	24
7	RECOMMENDATIONS	26
B.3	DEMONSTRATION MEASURE 11.4 – FLEET MANAGEMENT BY GPS.....	27
1	INTRODUCTION.....	27
2	DESCRIPTION OF DEMONSTRATION MEASURE	27
3	IMPLEMENTATION PROCESS	29
4	RESULTS	29
5	CONCLUSIONS	30
6	SCENARIOS.....	31
7	RECOMMENDATIONS	32

B.4	DEMONSTRATION MEASURE 11.5 – MODERNIZING THE TICKETING AND PAYMENT SYSTEM OF THE PUBLIC TRANSPORT	33
1	INTRODUCTION	33
2	DESCRIPTION OF DEMONSTRATION MEASURE	33
3	IMPLEMENTATION PROCESS	35
4	RESULTS	36
5	CONCLUSIONS	37
6	SCENARIOS	38
7	RECOMMENDATIONS	38
B.5	DEMONSTRATION MEASURE 12.5 – CLEAN AND SILENT PUBLIC TRANSPORT FLEET	41
1	INTRODUCTION	41
2	DESCRIPTION OF DEMONSTRATION MEASURE	41
3	IMPLEMENTATION PROCESS	44
4	RESULTS	46
5	CONCLUSIONS	47
6	SCENARIOS	49
7	RECOMMENDATIONS	49
C	EVALUATION ON CITY-LEVEL	51
C.1	GENERAL APPROACH	51
1	TELLUS QUANTIFIED OBJECTIVES	51
C.2	EX POST EVALUATION FOR 2006	55
1	TELLUS KEY INDICATORS	55
2	CONTRIBUTION OF TELLUS	64
3	BASELINE AND TREND SCENARIO	65
C.3	EX ANTE EVALUATION FOR 2010	66
D	FINAL CONCLUSIONS	69
E	REFERENCES	71

LIST OF TABLES

Table 1: TELLUS Demonstration measures in Bucharest.....	3
Table 2: Objectives on WP – level (Bucharest).....	5
Table 3: Thematic Clusters for Bucharest.....	6
Table 4: Environmental key indicators for TELLUS measure in Bucharest.....	12
Table 5: Overview of grade of achievement of WP 5.5 objectives.....	24
Table 6: Overview of grade of achievement of WP 11.4 objectives.....	31
Table 7: Overview of grade of achievement of WP 11.5 objectives.....	38
Table 8: Acquisition process of the new energy-saving trolleybuses.....	45
Table 9: Overview of grade of achievement of WP 12.5 objectives.....	48
Table 10: TELLUS quantified objectives 2006 / 2010 for Bucharest.....	51
Table 11: Urban Transport Monitoring Bucharest.....	52
Table 12: Contribution to the TELLUS objectives by the demonstration measures in Bucharest.....	54
Table 13: TELLUS Key Indicators – Transport.....	56
Table 14: TELLUS Key Indicators – Environment.....	57

LIST OF FIGURES

Figure 1: The synergy of demonstration measures in Bucharest.....	4
Figure 2: Actors of evaluation.....	7
Figure 3: Evolution of the vehicle fleet in Bucharest.....	15
Figure 4: Informational flux.....	21
Figure 5: Average speed evolution for PT vehicles.....	58
Figure 6: CO level evolution at Unirii Square.....	59
Figure 7: PM ₁₀ level evolution at Unirii Square.....	60
Figure 8: SO ₂ level evolution at Unirii Square.....	61
Figure 9: Passenger capacity evolution for RATB's vehicles.....	62
Figure 10: Modal split in Bucharest.....	62

LIST OF PICTURES

Picture 1: Cars parked on the walk side near the Unirii Square.....	17
Picture 2: Old city centre – cars parked on the walk sides.....	17
Picture 3: Old city centre – cars parked on the walk sides.....	18
Picture 4: Parking construction phases.....	19
Picture 5: Old city centre streets after introducing access restrictions.....	19
Picture 6: New energy saving trolley – inside view	44
Picture 7: New energy saving trolley	44
Picture 8: New energy saving trams operating on “green track”	45
Picture 9: New energy saving trams operating on modernized infrastructure.....	46

LIST OF MAPS

Map 1: Geographical impacts of demonstrations area in Bucharest.....	5
Map 2: Access restrictions and underground parking projects near historical centre area	20

Abbreviations

CO	Carbon monoxide
CO ₂	Carbon dioxide
CH ₄	Methane
Cr	Chromium
Cu	Copper
Cd	Cadmium
N ₂ O	Nitrous oxide
NH ₃	Ammonia
Ni	Nickel
NO _x	Nitro oxides
PM ₁₀	Particulate matter up to 10 micrometers
PM _{2.5}	Particulate matter smaller than 2.5 micrometers
Pb	Lead
Se	Selenium
SO ₂	Sulphur dioxide
Zn	Zinc
DOW	Description of Work
ITS	Intelligent Transportation Systems
EIB	European Investment Bank
ITEMS	Integrated Transport Effects Modelling System
LEM	Local Evaluation Manager(s)
MAESTRO	Monitoring Assessment and Evaluation of Transport Policy Option in Europe
METEOR	Monitoring and Evaluation of Transport and Energy Oriented Radical strategies for clean urban transport
PT	Public Transport
TEP	TELLUS Evaluation Plan
TELLUS	Transport & Environment aLLiance for Urban Sustainability
RATB	Regia Autonoma de Transport Bucuresti
RAR	Registrul Auto Roman (Romanian Road Authority)
WP	Work package

A INTRODUCTION

A.1 General Remarks

The Final Evaluation Report provides an overview on the evaluation results brought about by the TELLUS project in Bucharest. It is elaborated based on the methodology proposed by the TELLUS Evaluation Plan, the information gained from the TELLUS Inception Report, discussions with the demonstrators and data collected with help of the TELLUS Evaluation Monitoring System¹.

The Evaluation Report will show:

- whether the stated objectives have been achieved by the demonstration measures;
- which frame conditions promoted or hindered the success of the measure, and
- to what extent the demonstration measures contributed to the TELLUS quantified objectives.

The specific evaluation was structured in following parts, according to the local evaluation plan:

1) EX-ANTE EVALUATION

- establishing the specific indicators which define in the best way the characteristics of the demonstration;
- measuring indicators according to their category;
- drawing out a specific “do nothing” scenario until the 2010.

2) EX-POST EVALUATION

- carrying out the procedure for the qualitative and quantitative evaluation;
- verifying the hypothesis from the “do nothing” scenario;
- verifying the success of the demonstration measure.

The Evaluation Report is structured as follows:

Part A Introduction;

Part B Evaluation on Demonstration Measure Level;

Part C Evaluation on City Level;

¹ Templates of the Demonstration Information System (DIS) and the Demonstration Evaluation System (DES) provided by the European Evaluation Manager at an earlier stage of the project

Part D Final Conclusions; and

Annex

Part A introduces the TELLUS landscape in Bucharest, the types and strategies of the demonstration measures, the geographical contexts addressed, and the thematic clusters covered by the ten demonstration measures. Furthermore it is explained how the measures fits in with the overall transport strategy of the city. Part A is completed by a brief introduction of the different actors constituting the local evaluation team.

Part B contains the actual evaluation of the measures. However, since some of the measures are still ongoing and because data collections will also continuing for these and other measures, the evaluation reports differ in contents and grade of sufficiency.

Part C, the evaluation on city level is based on key indicators monitoring and scenarios developed for the year 2010.

Part D of the Evaluation Report summarises the lessons learned and results of the TELLUS project in Bucharest in form of final conclusions.

A.2 TELLUS landscape in Bucharest

1 Demonstration measures

1.1 Status and type

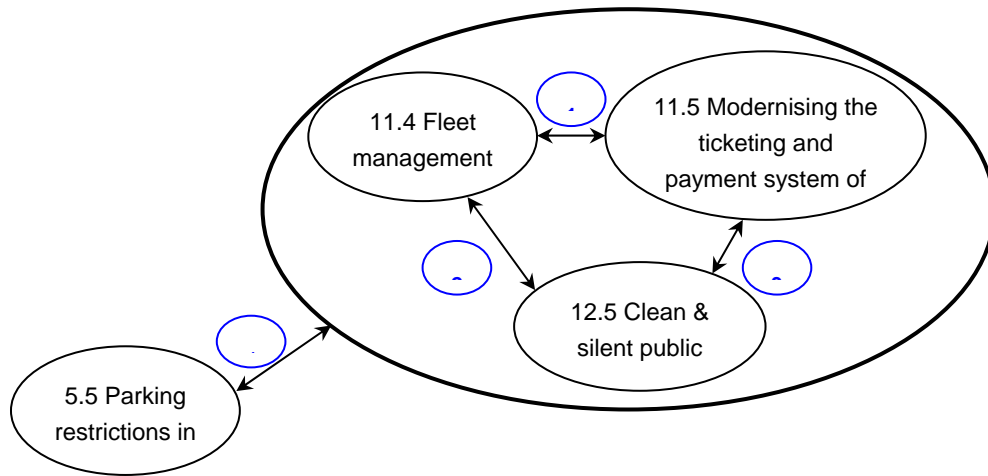
The R.A.T.B., main surface public transport operator of Bucharest, implements within the TELLUS project four demonstration measures. They cover three work packages and address the most relevant problems concerning urban public transport. Table 1 shows the four measures, the related type, strategy and policy. As it can be seen, three demonstrations develop concepts as to be implemented during the TELLUS period.

Table 1: TELLUS Demonstration measures in Bucharest

Name of demonstration measure	Type of demonstration measure	Strategy	Policy
5.5 Parking restrictions in central area	Implementation	Parking management within central area of the city	Decrease of the private car traffic
11.4 Fleet management by GPS	Concept development and implementation	GPS implementation	Increasing the quality of public transport service
11.5 Modernising the ticketing and payment system of the public transport	Concept development and implementation	Implementation of the smart-card and of a modern statistical analyse system	Changing modal split in favour of public transport
12.5 Clean & silent public transport fleet	Concept development and Implementation	Introduction an promotion of the electrical vehicles with improved performances	Encouraging the use of clean vehicle

Because three measures address the field of urban public transport in a complementary way, synergies between the measures are expected and estimated effects on city level are more evident than in the case of isolated small-scale measures. The implementation of access restriction in the city centre will generate a solid base for encouraging the use of public transport and by implementing this demonstration the effect of the others three measures will be considerably increased. The possible synergies are shown in Figure 1.

Figure 1: The synergy of demonstration measures in Bucharest

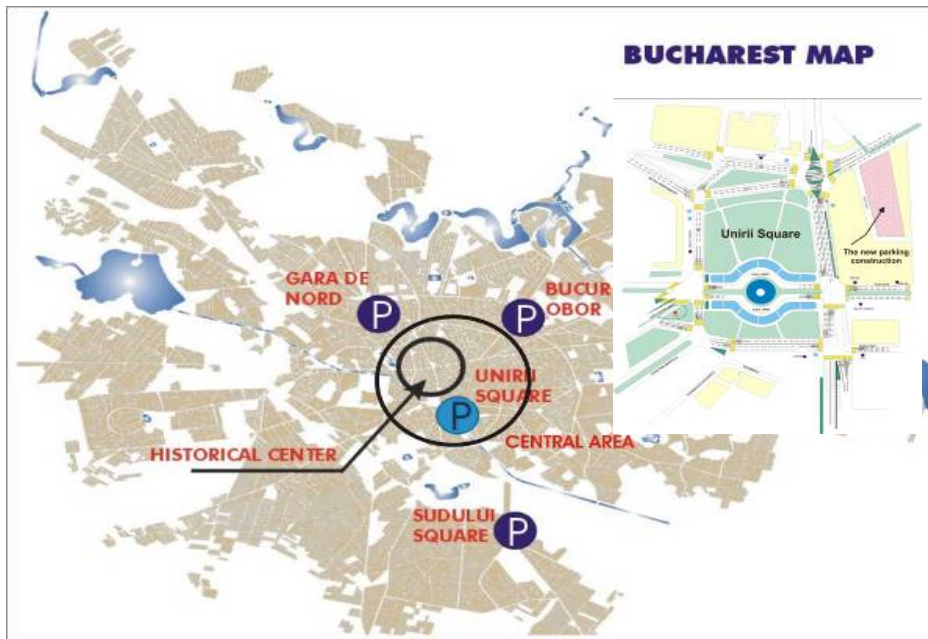


1.2 Geographical context

Regarding their geographical context the demonstration measures are divided into two groups: city-based and area based measures (see map 1).The geographical aspect will provide an overview on demonstrations area impact. By implementing three city – based demonstrations the impact of a specific measure could be easily assessed both on a demonstration level and on a large level. Regarding the demonstration focusing on a specific area of the city the impact on city level is considered small and the evaluation is concentrated on demonstration level.

Regarding the interactions between demonstrations, the limitation occurred only with one measure. The impact will be minimized to the size of measure integration with the rest of measures.

Map 1: Geographical impacts of demonstrations area in Bucharest



2 Work packages

The demonstration measures in Bucharest cover three work packages (see Table 2).

Table 2: Objectives on WP – level (Bucharest)

WP	WP objectives	Measure
Access restrictions	Reduce car traffic	5.5
Integration of Transport Management Systems	Improve PT information	11.4, 11.5
Clean Private and Public Transport Fleets	Reduce PT related emissions	12.5

3 Thematic Clusters

The thematic clusters consider the aspects of transferability. Only implemented measures that carry meaningful information and potentials for up-scaling or transferability are clustered under a thematic focus. Non-implemented measures and measures with no up-scaling potential are listed under the term none. The clustering will allow the comparison of the demonstration measures, their implementation and outcome as well as their evaluation results with measures of the same cluster carried out in the different TELLUS cities.

Table 3: Thematic Clusters for Bucharest

Work packages	Promotion of clean vehicles	Pricing strategies	Increasing attractiveness of PT (ticketing, information)	Distribution of goods	Innovative mobility services	Access restrictions	Parking Management	None
5.5 Parking restrictions in central area								
11.4 Fleet management by GPS								
11.5 Modernizing the ticketing and payment system of PT								
12.5 Clean & Silent PT fleet								

4 Integration into local transport policy

In 1999, after a series of studies and researches, the Bucharest Master Plan of Transport² was elaborated. Urban transport planning principles and strategies are set up in Master Plan. Several objectives correspond with TELLUS quantified objectives and with the demonstration measures objectives:

1. Reduce congestion
2. Reduce car traffic in the city centre by arranging parking spaces along the central ring
3. Improve the passengers transfer convenience between transport modes
4. Increase the modal share in favour of public transport
5. Integration of public transport fare system
6. Reduce of air pollution
7. Improve intra-organizational cooperation at the city level

² Detailed Study on the urban transport in Bucharest City and its metropolitan area. Japan International Corporation Agency (JICA), Bucharest, 1999.

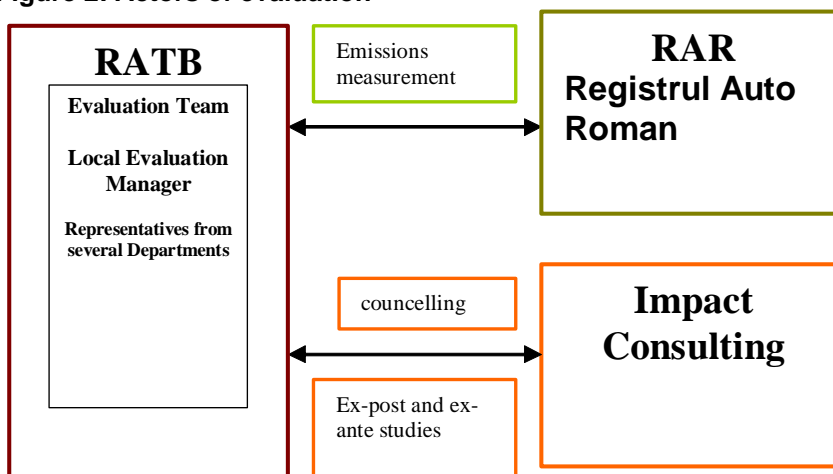
5 Actors of evaluation

The evaluation in Bucharest has been carried out by different actors:

- R.A.T.B. evaluation team consisting of different R.A.T.B. departments such as International Projects, Marketing, Urban planning, and Operational Department;
- Impact Consulting (subcontractor): this consultant counsels R.A.T.B. team to chose the proper evaluation instruments and to finalize the ex-ante and ex-post evaluation studies;
- R.A.R. - Registrul Auto Roman (Auto vehicle Romanian Authority): R.A.T.B. collaborates with R.A.R. for emissions and air pollution measurement.

The evaluation activities are supervised by the Local Evaluation Manager who keeps the contact with demonstrations leaders and with the other partners involved in evaluation process.

Figure 2: Actors of evaluation



ANNEX:
TELLUS Key Indicators
List of Indicators
Transfer Guide to METEOR

TELLUS Key Indicators
Table 1: Key Indicators

Key indicator			Bucharest
NO₂ levels	average value	annual mean	46.3 µg/m ³ (2004)
	EU directives	1h average (200 µg/m ³) ¹	more than 18 exceedings at 8 measurement stations (2004)
		annual mean (40 µg/m ³)	47.5 µg/m ³ at 8 stations (2004)
PM₁₀ levels	average value	annual mean	57.34 µg/m ³ (2004)
	EU directives	24h average (50 µg/m ³) ²	more than 18 exceedings at 8 measurement stations (2004)
		annual mean (40 µg/m ³)	57.5 µg/m ³ at 8 stations (2004)
CO levels	average value	annual mean	n.a
	EU directives	max daily 8 h concentration (10 mg/m ³)	15.74 mg/m ³ (2004) available for one station
Benzene level	average value	annual mean	n.a
	EU directives	annual mean (5 µg/m ³)	13 µg/m ³ (2004) available for one station
Nox emissions in kiloton			14.17 (2004)
CO₂ emissions	Primary energy related		n.a
	Final energy related		n.a
Final energy use			n.a
Type-specific final energy use	petrol		n.a
	diesel		n.a
	electricity		n.a
	gas		n.a
Fatalities			n.a

Road accident-related injuries		n.a
Noise level	days	26 measurements points with a noise level >65dB(A)
	nights	n.a
Passenger kilometres		5,025.65 (mio) (2004 RATB) tram 2,341.75 (mio) Trolley 448.4 (mio) Bus 2,236.5 (mio)
Passengers		1,003.1 (mio) 2003 / bus 403.2 trolleys 89.6 trams 403.2 metro 107.1
Average vehicle speed	cars	n.a
	buses	16,3 km/h (2002)
	all vehicles morning peak	n.a
	all vehicles evening peak	n.a
Car kilometres		n.a
Bicycle kilometres		n.a
Average modal split		Public transport 52% Private 28% Others 16% Truck 4% Rail 0% (2000) ⁵
additional values	No_x levels	
	CO₂ emissions	
	PM₁₀ emissions	

List of Indicators

Table 2: Evaluation indicators for WP 5.5

Evaluation category	Indicator	Description	Method of measurement	Sources of data	Frequency of measurement
Acceptance	mean journey times	mean time between given locations	index, qualitative, collected, survey	RATB	Start and end of demo
	journey vehicle speed	average speed between given points	km/hr, quantitative, collected, measurement	RATB	Start and end of demo
	low journey speed	low journey speed	km/hr, quantitative, derived, measurement	RATB	Start and end of demo
	excessive journey time	percentage of time when time to travel between two given points is above a threshold	%, quantitative, collected, measurement	RATB	Start and end of demo
	excessive queue length	length of specific traffic queue	m, quantitative, collected, measurement	RATB	Start and end of demo
	excessive queue time	length of time spent queuing at specific point	minutes, quantitative, collected, measurement	RATB	Start and end of demo
Legal impacts	flow levels	Passenger that travel in one direction through a given point of a route in an hour	Passenger/hour, quantitative, collected, measurement	RATB	Start and end of demo
Capacity	interchange points	no. inter service or intermodal link points on network	no., quantitative, collected, measurement	RATB	Start and end of demo
	parked vehicle counting	no. of vehicle parked within the demo area	no., quantitative, collected, measurement	RATB	Start and end of demo
	vehicle capacity	no. vkm possible/day	vkm/day, quantitative, visual estimation	RATB	Start and end of demo
Transport pattern	traffic levels	no. through traffic trips in residential areas	no. of vehicles in a certain period	RATB	Start and end of demo
	traffic level	local resident attitude	local resident	RATB	Start and end of

Evaluation category	Indicator	Description	Method of measurement	Sources of data	Frequency of measurement
	rating	survey to through traffic	attitude survey to through traffic		demo
	average modal split-PAX	Passenger distribution on transport modes on local urban transport network	%, quantitative, measurement	RATB	Start and end of demo
	average modal split-vehicle	Occupancy rate of traffic lanes	%, quantitative, measurement	RATB	Start and end of demo
Quality of service	information sites	no. information sites available	no. of sites, quantitative, collected, measurement	RATB	Start and end of demo
	information accessibility	percentage of people who know how to access information	%, quantitative, collected, survey	RATB	Start and end of demo
	accuracy of timekeeping	percentage of services arriving within given interval of timetable	%, quantitative, collected, measurement	RATB	Start and end of demo
Safety	accidents	General transport accident within the demo area	no./yr, quantitative (qualitative), collected, measurement (survey)	RATB, Police	Start and end of demo
Pollution/ nuisance	CO level	CO concentration	mg/m3, quantitative, collected, measurement	RAR	Start and end of demo
	visual improvement	rating given to aspects of visual impact of cityscape during public survey	index, qualitative, collected, survey	RATB	Start and end of demo

Table 3: Impact indicators for WP 5.5

Evaluation area	Evaluation category	Impact	Indicator	
Society	Acceptance	Journey times	Mean journey times	
		Vehicle speed	Journey vehicle speed	
		Congestion level	Low journey speed	
			Excessive journey time	
			Excessive queue length	
	Excessive queue time			
Legal impacts	Free flow people	Flow levels		
Transport	Capacity	Service integration	Interchange points	
		Occupancy rate of carriageway	Parked vehicle counting	
		Network capacity	Vehicle capacity	
	Transport pattern	Reduced traffic in residential areas	Traffic levels Traffic level rating	
		Modal split	Average modal split-PAX Average modal split-vehicle	
	Quality of service	Availability of information	Information sites Information accessibility	
		Reliability	Accuracy of timekeeping	
	Safety	Overall transport safety	Accidents	
	Environment	Pollution/nuisance	Air quality	CO level
			Impact on cityscape	Visual improvement

Table 4: Evaluation indicators for WP 11.4

Evaluation area	Indicator	Description	Method of measurement	Sources of data	Frequency of measurement
Economy	Operating revenues	total revenue as a result of measure	euros, quantitative, collected, measurement	RATB	End of demo
	Operating costs	changes in vehicle operating cost	euros, quantitative, collected, measurement	RATB	End of demo
Society	Clarity of timetable	rating given to ease of understanding timetable info parameters	index, qualitative, collected, survey	RATB	End of demo
	Change in awareness	Degree to which the various information used have changed the awareness of the measures	Index, qualitative, direct measurement	RATB	End of demo
Transport	Accuracy of timekeeping	percentage of services arriving within given interval of timetable	%, quantitative, collected, measurement	RATB	End of demo
	Information sites	no. information sites available	%, quantitative, collected, survey	RATB	End of demo
	Average vehicle speed	Average speed over the hole network	Km/h, quantitative, derived measurement	RATB	Twice
	Journey vehicle speed	Average speed between given points	Km/h, quantitative, derived measurement	RATB	Twice
	Patronage	No. of passenger per day	No PAX/day, quantitative, collected measurement	RATB	Twice
	Mean journey times	mean time between given locations	minutes, quantitative, derived, measurement	RATB	Twice
	Changes in trip making	changes in the way trips are made	Index, qualitative, collected, survey	RATB	End of demo
Environment	Visual improvement	Rating given to aspects of visual impact of cityscape during the demo	Index, qualitative, collected, survey	RATB	End of demo

Table 5: Impact indicators for WP 11.4

Evaluation area	Evaluation category	Impact	Indicators
Economy	Cost-related	Operating revenues	Operating revenues
		Operating costs	Operating costs
Society	Acceptance	User Satisfaction	Clarity of timetable
		Information	Change in awareness
Transport	Quality of Service	Service Reliability	Accuracy of timekeeping
		Availability of information	Information sites
	Transport patterns	Congestion Levels	Average vehicle speed
			Journey vehicle speed
		Passenger Movements	Patronage
		Journey times	Mean journey times
Journey Generation	Changes in trip making		
Environment	Pollution/nuisance	Impact on cityscape	Visual improvement

Table 6: Evaluation indicators for WP 11.5

Evaluation area	Evaluation categories	Impacts	Indicators	Description	Method of measurement	Sources of data	Frequency of measurement
Energy	Benefits	Operating revenues	Operating revenues	total revenue as a result of measure	euros, quantitative, collected, measurement	RATB	Twice
	Costs	Operating costs	Operating costs	changes in vehicle operating cost	euros, quantitative, collected, measurement	RATB	Twice
Society	Acceptance	User Satisfaction	Acceptance rating	Attitude survey of current and potential utility of the measure	Index, qualitative, collected, survey	RATB	Twice
			Fare structure	Rating given to ease of understanding fare structure parameters	Index, qualitative, collected, survey	RATB	Twice

Evaluation area	Evaluation categories	Impacts	Indicators	Description	Method of measurement	Sources of data	Frequency of measurement
			Passengers satisfaction level	Confidence rating given by the passengers to demonstration parameters	Index,, qualitative, collected, survey	RATB	End of demo
Transport	Transport pattern	Congestion Levels	Average vehicle speed	Average speed over the hole network	Km/h, quantitative, derived measurement	RATB	Twice
			Journey vehicle speed	Average speed between given points	Km/h, quantitative, derived measurement	RATB	Twice
		Passenger Movements	Patronage	Patronage	No. of passenger per day	RATB	Twice
			Total no. trips	Total no. of trips	Trips/day, collected, quantitative, measurement	RATB	Twice
		Journey times	Mean journey times	Mean time between given location	Minutes, collected, quantitative, measurement	RATB	Twice
			Mean boarding times	Mean time taking to board vehicle	Minutes, quantitative, collected, measurements	RATB	Twice
		Journey Generation	Changes in trip making	changes in the way trips are made	Index, qualitative, collected, survey	RATB	End of demo

Table 7: Impact indicators for WP 11.5

Evaluation area	Evaluation categories	Impacts	Indicators
Energy	Benefits	Operating revenues	Operating revenues
	Costs	Operating costs	Operating costs
Society	Acceptance	User Satisfaction	Acceptance rating
			Fare structure
			Passengers satisfaction level
Transport	Transport pattern	Congestion Levels	Average vehicle speed
			Journey vehicle speed
		Passenger Movements	Patronage
			Total no. trips
		Journey times	Mean journey times
			Mean boarding times
		Journey Generation	Changes in trip making

Table 8: Evaluation indicators for WP 12.5

Evaluation area	Indicators	Description	Method of measurement	Sources of data	Frequency of measurement
Transport	Passenger capacity	No. pkm possible/day	Pkm/day, quantitative, collected, measurement	RATB	Start and end of demo
	Information sites	No. of information sites available	No. of sites, quantitative, collected measurement	RATB	Start and end of demo
	Comfort rating	Rating given to comfort parameters during survey	Index, qualitative, collected survey	RATB	Start and end of demo
Energy	Vehicle consumption	Electrical energy consumption	GJ	RATB	Start and end of demo
Environment	Particulate levels	Particulate concentration	g/m ³ quantitative, collected measurement	RAR	Start and end of demo
	SO ₂ levels	SO ₂ concentration	g/m ³ quantitative, collected	RAR	Start and end of demo

Evaluation area	Indicators	Description	Method of measurement	Sources of data	Frequency of measurement
			measurement		
	CO levels	CO concentration	g/m ³ quantitative, collected measurement	RAR	Start and end of demo
	CO ₂ emissions;	CO ₂ per vkm	g/vkm quantitative, derived, measurement	RAR	Start and end of demo
	CO emissions	CO per vkm	g/vkm quantitative, derived, measurement	RAR	Start and end of demo
	SO ₂ emissions	SO ₂ per vkm	g/vkm quantitative, derived, measurement	RAR	Start and end of demo
	NO _x emissions	NO _x per vkm	g/vkm quantitative, derived, measurement	RAR	Start and end of demo
	Average noise	Average noise measured in a day	dB, quantitative, collected measurement	RATB	Start and end of demo
	Peak noise	Peak measured noise	DB, quantitative, collected, measurement	RATB	Start and end of demo
	Frequency	Main frequency	Hz, quantitative, collected measurement	RATB	Start and end of demo
	Magnitude	Average force	No., quantitative, collected, measurement	RATB	Start and end of demo
	Visual improvement	Rating given to aspects of visual impact of cityscape	Index, qualitative, collected, survey	RATB	Start and end of demo
Economy	.Maintenance cost	Cost of maintenance	Euros, quantitative, collected measurement	RATB	Start and end of demo

Table 9: Impact indicators for 12.5

Evaluation area	Evaluation categories	Impacts	Indicators
Transport	Capacity	Network capacity (corridor/link)	Passenger capacity
	Quality of service	Availability of information	Information sites
		Comfort	Comfort rating
Energy	Resource consumption	Fuel use	Vehicle consumption
Environment	Pollution /nuisance	Air quality	Particulate levels SO ₂ levels CO levels
		Emissions	CO ₂ emissions; CO emissions SO ₂ emissions NO _x emissions
		Noise	Average noise Peak noise
		Vibration	Frequency Magnitude
		Impact on cityscape	Visual improvement
Economy	Cost-related	Labour cost	Maintenance cost

Transfer Guide to Meteor

Table 10

	METEOR Measure-level Result Template		TELLUS Bucharest Evaluation on demonstration measure level
The Measure	M1: Measure objectives	Refer to the project's "Description of Work" for the measure objectives. In case the measure objectives have been changed over the course of the project, for example in the "Inception Report" or the "Local Evaluation Plans", please indicate these changes. Furthermore, changed objectives may be considered below in the process evaluation section (M12) in the "lessons learned block" of this template.	2.3 Objectives 2.1 Demonstration design
	M2: Description of the measure	Describe what the measure was about. Provide a comprehensive and easy-to-understand (i.e. not a "technical") measure description, if possible, not exceeding 200 words.	2.1 Demonstration design 2.2 Transport Plan context
The Implementation	M3: Innovative aspects	Refer to the measure fiches in the project's "Description of Work" where "innovative aspects" are already mentioned. Any updates compared to the information provided in the "Description of Work" should be reported.	2.4 Situation before TELLUS / Innovative aspects
	M4: Situation before CIVITAS	Refer to the measure fiches in the project's "Description of Work" where the situation before CIVITAS "innovative aspects" is described.	2.4 Situation before TELLUS / Innovative Aspects
	M5: Design of the measure	Refer to the measure fiches in the project's "Description of Work" and, if applicable the Projects Implementation Report in order to report on the design of the measure.	2.1 Demonstration design

			3 Implementation process
	M6: Actual implementation	Describe which activities were carried out to implement the measure.	3 Implementation process
	M7: Deviations from the plan	Report on any deviation from the plan laid out in the “Description of Work”. From an evaluation perspective, it will be important to explain such deviations from the original plan, for example, if a measure was moved from one work package to another or if it needs to be explained why only a part of the measure could be implemented. If a conflict between the dissemination and the evaluation purpose of the template is perceived, indicate any "sensitive" information that should not be made public.	3 Implementation process 5.3 Resume
The Evaluation	M8: Method of measurement	Provide an overview of the evaluation indicators used; Describe the various evaluation activities carried out; Report on the data sources, i.e. which “tools” (interviews, questionnaire, task observations, etc.) were used; Describe the frequency of measurement (how often, when, during which period of time, etc.) and in which form data are available (for example time series data)?	4.1 Evaluation methods Annex 2: Indicator Fact Sheets
	M9: Achievement of quantifiable targets	Refer to quantifiable targets identified in the “Description of Work” and compare the actual achieved results with the originally envisaged targets. A tabular comparison would be sufficient. In case quantifiable targets have been changed over the course of the project, for example in the “Inception Report” or the “Local Evaluation Plans”, please indicate these changes. Furthermore, changed targets may be considered in the process evaluation section (M12) in the “lessons learned block” below.	4.2 Impacts 5.3. Resume Annex 1: Details on Achievement of Objectives

	M10: Achievement of evaluation-related milestones	Compare milestones formulated in the “Description of Work with actual achievement, for example: community travel plan completed. In case milestones have been changed over the course of the project, for example in the “Inception Report” or the “Local Evaluation Plans”, please indicate these changes. Furthermore, changed milestones may be considered below in the process evaluation section (M12) in the “lessons learned block” of this template.	<i>Milestones to be clarified</i>
	M11: Report on the measure results	<p>In this main, most elaborated and thereby expected to be longest section of the measure-level result template:</p> <ul style="list-style-type: none"> • Report, discuss, interpret evaluation results; • Provide facts and explain them; • Elaborate on the actual contributions to measure objectives; • Describe whether there is a need for supplementary measures (not only within CIVITAS) to make the measure (more) successful; • Describe the potential up-scaling of the measure; • Offer visual presentations, for example graphs, maps, tables, etc.³ <p>Information about achievements of quantifiable targets and/or milestones has been provided above (M9 and M10), however, in this section a textual explanation of the achievements is sought.</p> <p>Where possible units measured and results obtained should be referenced back to CIVITAS Core Indicators by stating indicator numbers in brackets (see METEOR Deliverable D2 “Assessment Framework and Evaluation Guidelines for Data Collection”); Where applicable, measures should contain the reference number used in the Local Evaluation Plans.</p>	<p>4.2 Impacts</p> <p>5.3. Resume</p> <p>6. Scenarios</p>

Lessons Learned	M12: Barriers and drivers of the measure implementation/ Process evaluation	<p>The information provided in this section will be particularly useful for determining the transferability potential of the measure. Measure Leaders are asked to:</p> <ul style="list-style-type: none"> • Provide a description of the measure context; • Elaborate on political/administrative, societal, economical, technical, and other factors influencing the measure implementation in a negative (barriers) or positive way (drivers); • Provide any other background information on the conditions prevailing during the measure implementation (process evaluation information), including changed objectives (see M1), quantifiable targets (M9) or evaluation-related milestones (M10). 	<p>5 Conclusions 3 Implementation process</p>
	M13: Interrelationships with other measures	<p>No templates need to be completed for the package level, since this level may not apply to every city, if, for example, only a handful measures are implemented in a city which are not in any way grouped or packaged. Nevertheless, it will be an imported part of the evaluation-, and more specifically the transferability-exercise, to analyse interrelationships between measures which complement each other and thereby form a group or package.</p> <p>List and explain the interrelationship of the measure with other complementary measures implemented in the CIVITAS city. Provide an assessment concerning the extent of the interrelationship between measures by choosing one of the following two categories:</p> <p>a) Low interrelationship or b) High interrelationship.</p>	<p><i>Synergies</i> <i>/Interrelationships to be clarified</i> [First hints provided in 1 Introduction]</p>

	M14: Lessons learned	<p>CIVITAS is interested in identifying particularly successful measures with a high potential for replication and take up by other cities. This kind of information may directly lead into policy recommendations.</p> <p>Therefore, in this section:</p> <ul style="list-style-type: none">• Provide an assessment whether you consider the described measure to be a take-up measure for other cities. Explain why or why not?• Explain what the specific good lessons learned are.• Explain what the specific bad lessons learned are.• Formulate specific recommendations for cities considering replication or take-up of the measure as well as for other actors and the European Commission.	7. Recommendations 5.3 Resume
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