



Competitive and Sustainable Growth Programme

PRoGRESS Project 2000-CM.10390

PRICING ROAD USE FOR GREATER RESPONSIBILITY, EFFICIENCY AND SUSTAINABILITY IN CITIES

Bristol • Copenhagen • Edinburgh • Genoa • Gothenburg • Helsinki • Rome • Trondheim



Deliverable 5.2

WP3 – Implementation and Demonstration Final Demonstration Implementation Report

**Version 1.2
September 2003**

EXECUTIVE SUMMARY

The PRoGRESS WP3 objective is:

“To implement and demonstrate integrated urban transport pricing schemes, based on the concept of marginal-cost pricing, in the real urban situations of the cities of Bristol, Copenhagen, Edinburgh, Genoa, Gothenburg, Helsinki, Rome, Trondheim.”

The WP3-relevant Deliverables D5.1 (Draft Demonstration Implementation Report) and D5.2 (Final Demonstration Implementation Report) include the descriptions of the various types of road pricing (RP) implemented in the 8 different urban real contexts, according to the final RP scheme selected in each city.

With the exception of London and Durham, PRoGRESS probably encompasses all the current road pricing initiatives in European cities. This report is therefore of high potential value as a current ‘snapshot’ to point the way forward.

Deliverable D3.2 (Final Scheme Design Specifications) represented the reporting of the design activities for potential RP schemes, and for most of the cities was incomplete in terms of RP demonstration definition, modelling, and simulation of these schemes. Models of the selected schemes were included, but for some cities (namely Bristol, Gothenburg, and Helsinki), definitive scheme characteristics and relevant models were not completed; while for other cities like Rome, the model analysis evidenced that the original choice (introduction of exit gates to the RP cordon) would not be effective in terms of expected results and that further work on the final scheme was needed. The decision was to include inside this Deliverables the final scheme chosen by each site.

The 8 separate chapters in this Deliverable, each one relevant to a city, are built according to the objectives of WP3 with a description of the chosen RP scheme, analysis of the implementation of the scheme, on complementary measures, the verification of the scheme, and the operation of the demonstration.

The updated planning for the demonstration and a discussion of the current status, where applicable, is reported in each city section. A further chapter is dedicated to future planning of road pricing systems, when the operated system will be made full-scale after the experience made with PRoGRESS. A comparison, by means of a table, of the main implemented systems parameters is presented.

This Deliverable D5.2 is developed on the basis of D5.1 and updates the city implementations according to the final definition of RP schemes, and describes the demonstration sessions (within the PRoGRESS project).

The final aim of these two deliverables is to have a complete track of the implementation and of the demonstration activities and to provide data coming from demonstration sessions in an almost uniform way in order to facilitate the “after” evaluation phase.

The results presented in each city sections are intended to be preliminary results to show the full implementation of the schemes themselves. The results analysis and comparison will be carried out in the D6.2 document.

D7.1 and D7.2 will assemble the lessons of the process of implementing a pricing scheme, taking into account the outcomes of this document. The D7.2 'Practical Implementation Guide for Cities' is designed to be used by the project partners as well as by other cities that wish to take pricing schemes forwards.

The variety of approaches at such a large number of sites inevitably means that the reader can find it hard to synthesise the findings. Due to the difficult implementation of RP, the work at most sites is still underway and the site comparisons will be carried out in the evaluation workpackage. Taking into account the D5.1 Peer Review comments, a simplified table comparing the work at all sites is now inserted in the following chapter.

It should be noted that the 8 cities described in this deliverable are at very different levels of development in the introduction of road pricing schemes, and have different aspirations for their pricing schemes though participation in the PRoGRESS project. In general, the PRoGRESS WP3 objectives clearly focus on the marginal cost pricing concept whilst the most evident progress toward implementation has been made via access control protecting historic city centres.

Helsinki is not going to implement a pricing scheme or trial, but completed a modelling study. In order to have a complete framework, a small chapter with the selected scheme is reported in this Deliverable, to introduce the comparative discussion.

Both Copenhagen and Gothenburg are running successful demonstration trials of road pricing with volunteer motorists. The cities of Bristol, Edinburgh, and Genoa are all working towards the introduction of full road pricing schemes, but ran demonstration trials as part of PRoGRESS. For the three cities, the PRoGRESS demonstrator is described in this deliverable, while proposed full scheme is detailed in the last part of the site chapter, and will be further detailed in WP6 Deliverables (D7.1 and D7.2). Trondheim and Rome are dealing with full road pricing schemes, also making further improvements and alterations to their systems that has been running partly or fully within PRoGRESS, respectively since 1991 and 2001. In particular, the Rome LTZ is showing very interesting time-series data and the trend of increased enforcement is very encouraging for OCR/DSRC technology.

A more detailed discussion of best technology specification for VPS-based RUC is partially included in Section 10.2.2, but will be discussed in more detail in D7.1 and D7.2. These reports will include the descriptions of the local demonstration sites, the policy and technological results, analysis of experience and lessons learnt, and recommendations for further implementation for each of the 8 demonstration sites.

In general, the preliminary application of the schemes is showing reduction of private traffic within the affected area. The application of RP measures already running induces overall benefits in terms of congestion reduction and environmental impacts, while maintaining minimal boundary congestion levels as a side effect.

The integration made with the complementary measures in full-scale road pricing schemes already running is demonstrating that road pricing achieves the maximum benefits if combined with application of complementary interventions. This introduction of sustainable mobility measures supports the mobility needs of users affected by the pricing measure and promotes the shift from private car to other modes (public transport, intermodality, walking, cycling, etc.).