



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



Main Project Report

**Version 1.0
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EXECUTIVE SUMMARY

Introduction

The PRoGRESS project was a major European demonstration project on urban road pricing that took place over a four-year period from June 2000 to May 2004. It was supported and part-financed by the Directorate General for Transport and Energy (DG TREN) of the European Commission under the Growth programme in the Fifth Framework for Research and Technological Development.

PRoGRESS was founded on urban road pricing initiatives in eight European cities:

- Bristol, UK
- Copenhagen, Denmark
- Edinburgh, UK
- Genoa, Italy
- Gothenburg, Sweden
- Helsinki, Finland
- Rome, Italy
- Trondheim, Norway

The PRoGRESS project consortium comprised 29 organisations drawn from six countries. It was co-ordinated by Bristol City Council.

Objectives and approach

The main goal of the PRoGRESS project was:

“to demonstrate and evaluate the effectiveness and acceptance of integrated urban transport pricing schemes to achieve transport goals and raise revenue.”

The PRoGRESS project was based on progressing and evaluating urban road pricing initiatives in the eight PRoGRESS cities. Originally, the eight PRoGRESS sites were intended to comprise:

- One existing road pricing scheme already in operation;
- Four new road pricing schemes;
- Two demonstration schemes to simulate charging systems; and
- One modelling study.

However, three of the envisaged new road pricing schemes had to alter their local focus during the course of the project to become demonstration schemes (with the approval of the European Commission). This was necessary due to time delays resulting from the essential political process surrounding the implementation of a real scheme.

Results, recommendations and conclusions

The eight PRoGRESS sites all successfully delivered operational schemes, demonstrations or modelling studies as required. These were thoroughly assessed in accordance with an evaluation plan developed in co-operation with the CUPID thematic network, and the results were pulled together at a European level to reach conclusions and recommendations for future development and use of road pricing schemes.

From the project experiences with real charging schemes, demonstrations, and modelling and research exercises in the eight cities, the project consortium gained a wealth of valuable information on a range of aspects of road pricing. Some 60 'lessons learned' were identified from the results of PRoGRESS, and recommendations were made about how future RP implementations in European cities could take account of those lessons. These experiences also provide useful information to European and national government, to industry and to research organisations. The lessons learned and recommendations cover:

- Consultation and information;
- Legal and institutional issues;
- Transportation policy;
- Technology and transaction;
- Enforcement; and
- User acceptance.

The key lessons learned and recommendations are shown in tabular form as Annex 1.