



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



WP5 – Evaluation Deliverable D2 Local Evaluation Plans

**Version 1.1
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EXECUTIVE SUMMARY

Road pricing has been discussed for many years, but it is a controversial issue that needs careful consideration of all aspects before a scheme is approved. This is also certainly the case for the eight PRoGRESS cities although they are frontrunners in this field. The Local Evaluation Plan (LEP) describes how impacts of the pricing demonstrations in PRoGRESS will be evaluated.

The content of this deliverable is developed by the cities in co-operation with the experts in the thematic network project, CUPID. In the preparation of the LEP documents, CUPID has acted as a review team both giving advice and securing the European level needs. CUPID is also responsible for the overall cross-site comparison and drawing conclusions at the European level. Two internal workshops have been arranged by CUPID to support the cities in their work, one in Edinburgh and one in Trondheim. CUPID also has produced a document describing a common framework for the evaluation, which forms the basis of the site LEPs.

Background

The LEP serves two major purposes:

- 1) It will be used in the communication with local stakeholders.
- 2) It is a document to be used internally in the communication between CUPID and the PRoGRESS cities.

The first point is strongly focused by those cities going to implement a full road user charging scheme. For cities having demonstrators with a more technical perspective these issues are not so important. From the European perspective, the last point is the most important. The experience from the demonstrations will be shared among the cities involved and with other European cities planning to implement road user charging schemes. Both positive and negative experience from the political process and the technical implementation of the schemes will be valuable experiences from the PRoGRESS project.

Road user charging is a very controversial policy. Issues like social equity, acceptance, privacy etc. must be brought forward and dealt with in a convincing way. These are more qualitative aspects in the LEP. As the project develops the LEP will be further refined, therefore it should be considered as a “living” document.

In Figure 1, the evaluation process is shown in the total context of the PRoGRESS project. CUPID is supporting the demonstrators in the cities and will also process the final evaluation results to summarise experiences at a European level. On the right in Figure 1.1 is shown the ongoing political process that is so crucial for the success of the demonstrations.

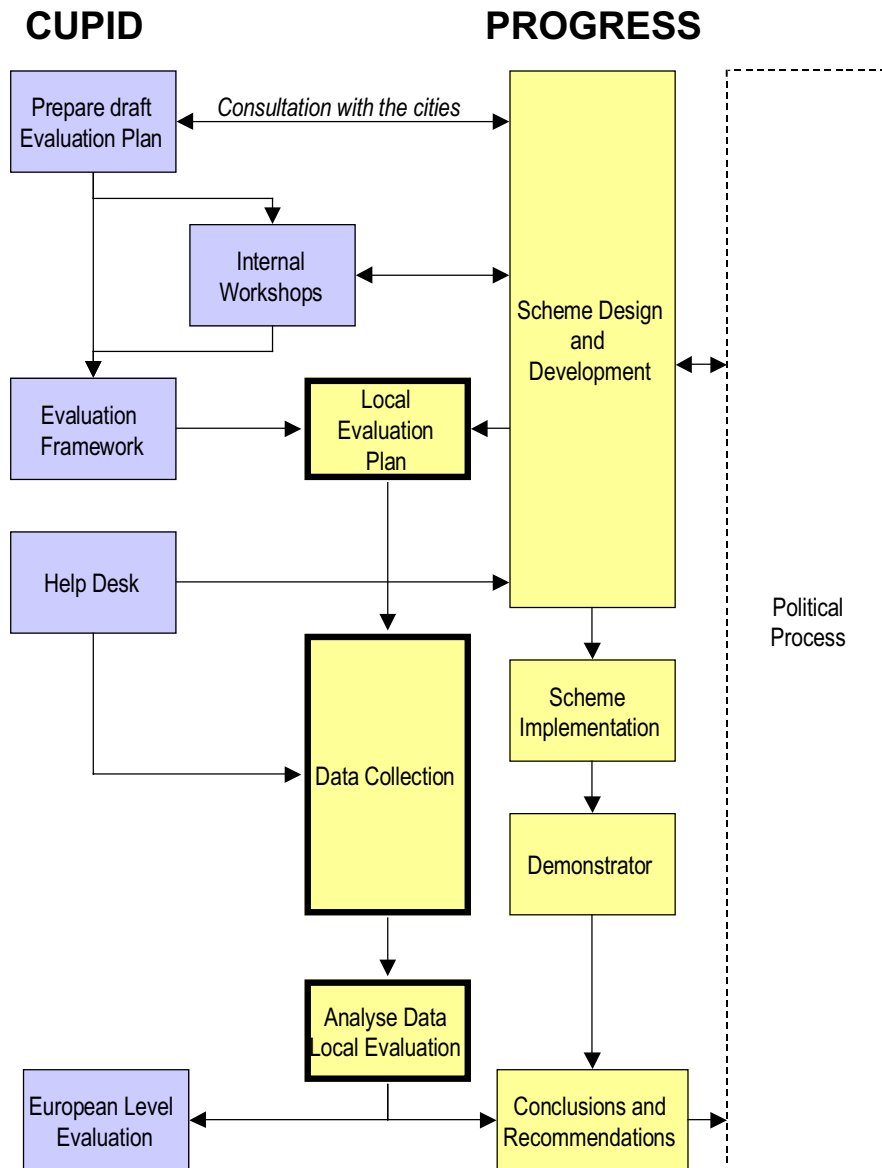


Figure 1 The Evaluation Process

Evaluation Objectives

The objectives of the evaluation must correspond to the objectives of the schemes. Table 1 lists the major objectives for the eight schemes, as drawn together by CUPID, using 5 key categories of objectives: social issues, safety, environment, accessibility, and economy. Several of the cities also included technical evaluation as one of their objectives. Technology is therefore added to the CUPID list.

Table 1 confirms that all relevant objectives are well covered by the PRoGRESS demonstrators.

Table 1 Scheme Objectives

Primary Objectives	Bristol	Copenhagen	Edinburgh	Genoa	Gothenburg	Helsinki	Rome	Trondheim
Social Issues (acceptance, equity, exclusion, etc.)	x	x	x	x	x		x	x
Safety			x		x	x	x	x
Environment	x	x	x	x	x	x	x	x
Accessibility	x	x	x	x	x	x	x	x
Economy	x	x	x		x	x		x
Technology		x		x	x		x	x

Evaluation Indicators

CUPID has provided a long list of possible evaluation indicators for different objectives. In the LEPs, the cities have processed these lists and selected which indicators are relevant to their evaluation objectives and what data they will collect. The selected indicators are mostly copied from the CUPID list, but some are revised and there also are some new indicators added in the LEP.

Expected Results

The goal of the PRoGRESS project is to give guidelines for use of road pricing, or more widely urban pricing, as a transport policy tool. Key questions that need to be answered are:

- What is the social and political acceptance of urban pricing schemes?
- How effective are these schemes in meeting social and transport goals?

These questions can only be fully answered through comprehensive, real-life demonstrations of transport pricing schemes. The results from the local evaluation of the demonstrators will provide:

- 1) Background information on the political, social and economic effort required for the successful implementation of road pricing. Examples of valuable information will be information on social and political acceptance, legal and organisation support, and cost and financing issues.
- 2) Knowledge about impacts and effectiveness of urban pricing schemes. Resulting information will be:
 - The technical and operational aspects of the schemes and technologies;
 - Social equity and acceptance;
 - Transport efficiency;
 - Raising revenue;
 - Improving the quality of the urban environment;

- Maintaining and improving local economic and employment prospects;
 - Long-term effects of road user charging with respect to impacts on land use development, acceptance and social equity.
- 3) Evaluation of technology used for urban pricing. This will give an important contribution to the standardisation and interoperability of electronic pricing schemes.