



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 D5.1**

**WP3 – Implementation and Demonstration  
Draft Demonstration Implementation Report**

**Version 2.2  
November 2002**

## 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, and Trondheim.*

The WP3 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 contexts, according to the final RP scheme selected in each city.

Deliverable D3.2 reported 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 inside, but for some cities (namely Bristol, Gothenburg and Helsinki), definitive scheme characteristics and relevant models have not been provided in full, while for other cities like Rome, the model analysis evidenced that the original choice (introduction of exit gates to the RP cordon) would be not effective in terms of expected results and that further work on the final scheme was needed. The decision was to include inside this deliverable the final scheme chosen by each site in order to permit refined ex-ante evaluations.

The 8 separate chapters inside this Deliverable, each one relevant to a city, are built according to the objectives of WP3: with specific analysis of the implementation of the tolling system, of complementary measures, of the verification of the tolling system, and of the operation of the demonstration, while the first one is dedicated to the description of the chosen RP scheme.

The updated planning for the demonstration, and a discussion of the current status where applicable, is reported in each city section. A further chapter, to be completed in D5.2, is left for future planning of road pricing system when the operated system will be operating full-scale, or will be expected new activities in the field after the experience made with PRoGRESS project. An attempt to compare, by means of a table, the main implemented systems parameters is made since this D5.1.

Deliverable D5.2 will be developed on the basis of D5.1, and it will update the city implementations according to the final definition of RP schemes described in this deliverable and it will describe the demonstration sessions (within the PRoGRESS project), dealing also about future real-life application.

The final aims of these two deliverables is to have a complete track of the implementation, of the demonstration activities, and to provide data coming from demonstration sessions in an almost uniform way in order to facilitate the ex-post evaluation phase.

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 they have different aspirations for their pricing schemes though participation in the PRoGRESS project.

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

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 real pricing schemes, but due to timescale constraints, they will be running only demonstration trials as part of PRoGRESS. For the three cities, the PRoGRESS demonstrator is described in this deliverable, while proposed full scheme will be detailed in a “consideration about the demonstration ” section in D5.2.

Trondheim and Rome are implementing real road pricing schemes, both making further improvements and alterations to their systems that has been running partly or fully within PRoGRESS since, respectively, 1991 and 2001. The preliminary application of the schemes is showing a reduction of private traffic within the affected area, and 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 demonstrates that road pricing reaches the maximum beneficial effects if combined with application of complementary interventions on mobility, facilitating the movements of users affected by the pricing measure, thus promoting the shift from private car mode to other modes (public transport, intermodality, walking, bikes, etc.).