



Competitive and Sustainable Growth Programme

PRoGR€SS Project 2000-CM.10390

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

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



Deliverable D8

WP1 – Project Management Mid-Term Review

**Version 1.2
May 2002**

EXECUTIVE SUMMARY

The mid-term review report describes the activities that have been carried out in the first two years of the PRoGRESS project. It details the work that has been carried out at each of the eight demonstration sites, and provides a comparison with the planned work that was presented in the Inception Report (Deliverable 1, August 2000).

This report is arranged in four parts:

- Mid-Term Review Report – the main part of the document covers the progress towards the project's objectives and strategic aspects; scientific and technical assessment; plans for use and dissemination; and management and co-ordination aspects.
- Annex 1 – provides details on any proposed changes from the Inception Report.
- Annex 2 – provides details on any proposed financial and other contractual changes.
- Annex 3 – contains the draft Technology Implementation Plan

Project Objectives

To answer the key questions relating to the development and exploitation of road pricing as a transport policy tool, the PRoGRESS demonstration project has the overall objective:

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

The demonstration and evaluation activities in PRoGRESS are being carried out in Bristol, Copenhagen, Edinburgh, Genoa, Gothenburg, Helsinki, Rome, and Trondheim.

Project Progress and Key Achievements

Project progress is carried out through 7 workpackages: project management; scheme design and development; scheme implementation and demonstration; social, economic and legal frameworks; evaluation; recommendations and exploitation; and dissemination.

Partners have met at 5 consortium meetings, 4 of them involving joint sessions with the thematic network, CUPID. Work has been undertaken in all workpackages but primarily in design & development, implementation & running demonstrators and evaluation. From the work undertaken in the project 5 deliverables have been produced covering inception, evaluation, scheme design, and social, economic and legal frameworks.

Key Actions of Partners

Bristol – as project co-ordinators, the Project Office has been established in Bristol and project management work undertaken; detailed scheme design work has been undertaken; widespread data collection has been carried out; and continued

development of the policy both locally for the city centre scheme but also on a national level with the Charging Development Partnership.

Copenhagen – a road pricing trial with 400 participants has been run; log data from the trial, and attitudinal data from the public, has been collected; extensive dissemination has run alongside the trial.

Edinburgh – scheme design has been progressed through modelling work; consultation has been carried out with stakeholders; the evaluation of social inclusion is a key issue; a City of Edinburgh Council-owned company to deliver the charging scheme has been established.

Genoa – the tolling technology has been specified, and procurement has commenced; consultation, especially for political support, is being planned; a Stated Preference survey has been carried out, as has modelling work.

Gothenburg – a road pricing trial with 80 participants (which will rise to around 350) has begun; zero-level and “before” data collection has allowed the expected impacts to be modelled; interest in the trial has led to extensive dissemination, mainly nationally but also internationally.

Helsinki – no trial or demonstration will be carried out in Helsinki, participation in the project is helping foster debate on road pricing in Finland; a seminar for key stakeholders has been held; modelling work on scheme design is almost complete.

Rome – the Access Control System with a flat road pricing scheme on specific categories of users has been implemented, and the initial user acceptance monitored; modelling work has been undertaken to assess future options for a full pricing scheme, and potential technological solutions have been identified.

Trondheim – the existing tolling scheme has been updated with the installation of a new AUTOPASS system; new electronic ticketing has been introduced on the public transport system; a new tolling for the city centre has been defined for inclusion in the demonstration, and charging for through traffic may be tested.

Dissemination and Plan for Use

Dissemination activities are closely linked to the thematic network, CUPID. Local and national dissemination is carried out by the PRoGRESS cities, with CUPID assisting at the European level.

Websites have been established by several cities, and there is a project website at www.progress-project.org.

Presentations and papers have been given at many national and international conferences, including the 2000 and 2001 ITS World Congresses in Turin and Sydney. Locally, many of the cities have experienced a large amount of media interest in road pricing and a log of dissemination has been kept.

The large-scale demonstration of road pricing provided by the PRoGRESS cities contributes to EU added value through the development of common standards in road pricing equipment; the integration of pricing with other mobility services; and the provision of results about the practical implementation of road pricing in different city contexts. The political difficulties experienced by some of the implementation sites are also very useful input and information for all of the partners, particularly for the municipalities and city authorities.

Management and Co-ordination Aspects

Robert Gordon University at the Edinburgh site is leaving the project following a change in personnel; the other 28 partners remain committed to the project and its continuation.

As a research and demonstration project, the phasing of the project is reflected in the allocation of resources. The majority of resource use so far has been concentrated in the areas of design and development, implementation of demonstration, and evaluation. Most sites are within expected levels of resource use for personnel and non-person resources for their stage of project activity.

Proposed Changes to the Description of Work

Due to reasons beyond the control of PRoGRESS partners, the implementation of pricing schemes in some of the cities have slipped outside the lifetime of the project. This problem has principally affected 3 of the cities that were planning to introduce full, real pricing schemes through PRoGRESS.

Bristol is changing from full scheme implementation to a technology trial, although progress towards the full scheme, as detailed in the Bristol Local Transport Plan, will continue. The use of GPS technology will be trialled to see its potential for charging in Bristol city centre, and how it could interoperate with a distance based charging scheme for HGVs nationally. This will be developed in partnership with the national government.

Progress will continue towards the full scheme in Edinburgh, while a trial of retailing operations and enforcement will be carried out through PRoGRESS. The evaluation plan is being modified to allow “after” demonstration data to be fed into CUPID’s Core Indicators. The withdrawal of RGU has also led to the reallocation of resources within the Edinburgh site.

The real scale scheme in Genoa has also been delayed, so a volunteer-based trial is being undertaken, based on the design of the real scheme. Extra work will be carried out to up-scale the trial results.

Changes have also been made to the demonstrators in Rome and Trondheim to test for alternative scenarios.



Despite these changes, the PRoGRESS project aims to deliver 7 “on-the-ground” demonstrations and provide the results and evaluation to meet the project objectives and the overall aim based on the results from the 8 cities.