

# PROGR€SS

## THE PROJECT

The PROGR€SS project (Pricing ROad use for Greater Responsibility, Efficiency and Sustainability in cities) is a demonstration project sponsored by the European Commission, DG TREN. The overall objective of the PROGR€SS project is:

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

## THE PARTNERS

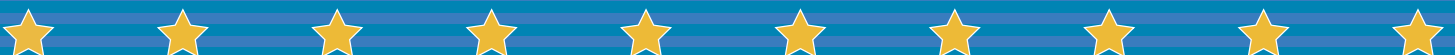
The project is led by Bristol City Council, with 28 partners from 8 cities. Project partners include transport authorities (city and national); public transport operators; and research and consultancy organisations (including transport consultancies and university-based research organisations).

## OBJECTIVES

Existing research has focused on theoretical studies with limited demonstrations. Key questions remain regarding public and political acceptance, and the effectiveness of schemes meeting social and transport goals. These can only now be answered with larger scale demonstration and experimentation in order to test pricing schemes in real-life situations. The results from these demonstrations need to support policy development and provide guidance on effective implementation and exploitation of the transport pricing concept.

The benefits of working together as leading road pricing demonstration sites are:

- The knowledge gained will contribute to recommendations and guidelines that can be used to help other cities progress their own pricing schemes.
- The contribution to the development of common standards in equipment.
- The integration of electronic payment systems allowing common payment of tolls, public transport fares, parking costs, and other local goods and services.
- The results and experience of the PROGR€SS project can be widely disseminated through networks such as POLIS and EUROPrice.



## THE CITIES

### Bristol (UK)



Bristol is the regional capital of southwest England, providing a centre of industry, commerce, education, and culture. The city has researched road user charging over many years, and participates in national and EU developments. Bristol is proposing an electronic city centre cordon, allied to a package of improvements in public transport including a new rapid transit system. With the implementation of this package of measures, the aim is to reduce congestion and improve the environment of the city.

### Copenhagen (Denmark)



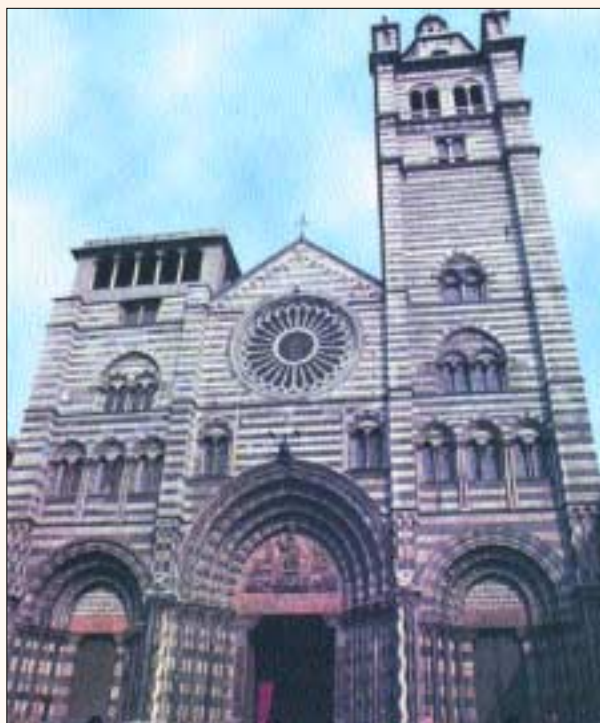
Copenhagen is the capital city of Denmark, with a population of 500,000. The city aims to prevent an increase in motor traffic, while maintaining increasing levels of economic development, through improved public transport, providing more cycling facilities, and road pricing. As part of PRoGR€SS, Copenhagen will be using GPS technology to test a series of virtual cordons and zones with around 500 trial volunteers.

### Edinburgh (UK)

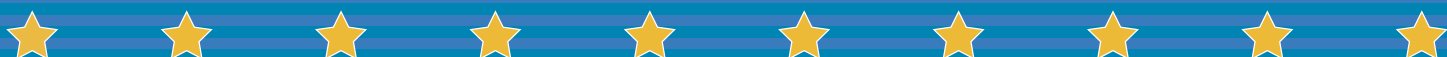


The city centre of Edinburgh, incorporating the Royal Mile and Edinburgh Castle, is a World Heritage Site, and a very popular tourist destination. Although the city centre is compact enough to allow a large share of walking and cycling, congestion is still a problem. Consultation with local stakeholders has shown much support to progress a transport plan containing road pricing.

### Genoa (Italy)



Genoa, located in northern Italy, is in the heart of the Italian Riviera. The historical city has developed in such a way that large amounts of through traffic are now threatening the environment of the city centre. A cordon scheme is being considered in order to protect the historic city centre of around 2.5km<sup>2</sup>, with charges varied by time, user type, and environmental conditions.



## Gothenburg (Sweden)



Gothenburg, the second largest settlement in Sweden, and a major European port, is an important city both regionally and internationally. Congestion in the morning peak is a problem, centred on the river crossings in the city centre. During PROGRESS, Gothenburg will trial a variety of GPS-based road user charging schemes with 500 volunteers.

## Helsinki (Finland)



As the capital city of Finland, Helsinki is a focus for business and industry, and, including its surrounding municipalities, is home to 19% of the population of the country. The city will not be running a demonstration in PROGRESS, but will be concentrating on modelling to prove the potential of road pricing. Surveys will be undertaken to find out the opinions of key stakeholders, and the profile of road pricing as a demand management tool for the city will be raised.

## Rome (Italy)

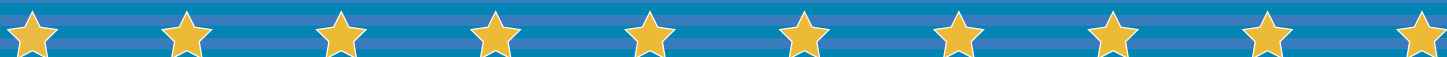


Rome is the largest capital city involved in PROGRESS, and the city centre is a World Heritage Site. Over 4 million people live in the metropolitan area of Rome, 68% (roughly 2.8 million) within the municipal boundaries and the remaining 32% in the surrounding area comprising 120 small centres and a very extended area of 4000 km<sup>2</sup>. The Municipality of Rome covers an area equal to that of the other 10 biggest Italian cities. With a concentration of business activity and tourism in the city centre, Rome's electronic pricing cordon is designed to protect the environment of the historic core. The scheme is building on an access control system implemented in 1998.

## Trondheim (Norway)



Trondheim, the third largest city in Norway, is unique within the PROGRESS consortium, having had an operational toll ring since 1991. The scheme was originally introduced to raise revenue for a package of transport measures, including a new ring road. A review of the scheme in 1998 led to it being made more equitable. The work in PROGRESS will see the integration of the payment systems for road pricing, public transport, and parking.



## PROJECT GOALS

The work of the PRoGR€SS project will be achieved by focusing on the following project goals:

- ❶ To provide effective co-ordination between the demonstration sites, and with the thematic network, CUPID.
- ❷ To develop and demonstrate integrated urban transport pricing schemes, based on the concept of marginal-cost pricing, in real urban situations.
- ❸ To develop and assess the political, economic and social framework required for the implementation of urban transport pricing.
- ❹ To evaluate the impact and effectiveness of these demonstrations.
- ❺ To produce a series of policy recommendations and exploitation plans for urban pricing schemes based on the experiences of the cities.
- ❻ To develop material for dissemination of the demonstration and evaluation results at the local, national and European level.

The different cities are researching different types of road pricing schemes, some through demonstrations with a panel of volunteer drivers, others by implementing full, real schemes.

Scheme Concept	Demonstration Technology		
	Electronic Tag	Video	GPS
Cordon (per trip)	Bristol Rome	Genoa Edinburgh	Copenhagen Gothenburg
Zone (per trip)	Trondheim		Copenhagen Gothenburg
Time Based	Rome		Copenhagen Gothenburg
Distance Based			Copenhagen Gothenburg

## PROJECT TIMESCALE

### PRoGR€SS Reports

Report	Date
Inception Report	August 2000
Scheme Design	Jan 2002
Social, Economic and Legal Frameworks	Nov 2002
Demonstration Implementation	May 2003
Implementation Guide for Cities	Feb 2004
Final Report	June 2004

### Meetings

Every six months – April & October each year

### OUTPUT FROM PRoGR€SS

As the work of the project progresses, the results of various stages will be reported through a series of papers.

The results of the activities carried out in PRoGR€SS will be disseminated at a local and national level by the project partners. At a European level, the PRoGR€SS cities work with a thematic network called CUPID (Co-ordinating Urban Pricing Integrated Demonstrations).

CUPID is made up of transport consultancies and academic institutions who support the work of PRoGR€SS, and help in the dissemination of results at a European level.

For further information, please visit the project website or contact the project co-ordinators, Bristol City Council:

Website: [www.progress-project.org](http://www.progress-project.org)

Telephone: + 44 (0)117 9036452

Fax: + 44 (0)117 9036540

e-mail: [transport\\_initiatives@bristol-city.gov.uk](mailto:transport_initiatives@bristol-city.gov.uk)

