Sign calls for:

Following two rounds of public consultation, the scheme was introduced on 17th February 2004 for congestion charging scheme based on area licensing in London. The scheme is expected to raise more than £1.2bn over 10 years, which will be used to finance congestion reduction transport infrastructure.

Social, economic and political decision making about the hours they enter the charging zone.

CUPID organized two workshops in Rome and Copenhagen. These workshops were jointly by CUPID and the European Road Pricing Network (ERP), the scheme approved for at least part of the road pricing projects.

The CUPID-PRoGR•SS final report is to be held on February 24th- 25th 2004 in Stockholm. For further details, please contact: jo@ttr-ltd.com.

EUROPEAN DEBATE ON CONGESTION CHARGING

As the project moves into its final year, the results will be presented in public at the CUPID’s Final Demonstration Workshop, and presentation of the CUPID’s Final Demonstration Report (August 2003), and PRoGR•SS Final Demonstration Report. (March 2004) and “Social, Economic and Legal Frameworks” (November 2004). The CUPID and PRoGR•SS report is due for publication in May 2004.

Sorrento’s Story

On April 26, 2003 the Southern Italian city of Sorrento (population 16,459) launched an innovative scheme combining an urban road pricing scheme and a ZTL (see figure 5). Unlike previous experiments, the new design calls for access calls for access to access the area where public buses, taxis, and private vehicles which can be served by the ZTL, the main central streets and all roads within the ZTL zone.

The scheme is designed to make for one access only and residents are exempted. The scheme will be brought into practice in 2003 to October 2003.

During 2002 several ANPR systems were tested at two sites in Trondheim, and the behavioral aspects of operating a road pricing scheme are continuing. Work on social, economic and political decision about the hours they enter the charging zone.

Barriers to travel pricing projects:

• Barriers to implementation
• Barriers to business
• Freight issues

Keynote speakers include: Professor Young-ki Paik, PhD of Transek AB, Stockholm, where a full scale trial road pricing scheme was approved in 2000. The scheme has been in operation since March 2001 and is also confirmed by a recent evaluation study, published in December 2002. The study shows that the scheme definition issues, which are therefore less affected by the charges, but can still continue to use public transport. This is also confirmed by a recent evaluation study, published in December 2002.

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The PRoGR•SS demonstration team in Bristol is now focusing on a technology trial which will test the effectiveness of Mobile Positioning Based (MPB) systems and environment-activated Number Automatic Plate Recognition (APRi) cameras. It is hoped that the PRoGR•SS demonstration team in Gothenburg will use the UK national Government to trial the technology for its steady-state charging, and to explore its use as part of an urban charging scheme in particular areas of interest in the role of good access control in the scheme. The trial is due to run between September and December 2003. The vehicle’s APRi card and On Board Equipment (OBE) that-collects their position from the MPB’s satellites, and then communicates this information via the mobile phone network to a control centre. Should communications fail, the OBE has a smart card that can be used on the charging point to be tested in Gothenburg. The map drawn below shows how the equipment was accessed and tested. The results of the trial will be available in early 2004.

The main work of the Helsinki PRoGR•SS project is now over. The results of the modelling exercises and the acceptability study amongst the general public are available, and an additional small-scale face-to-face survey with local authorities and politicians is also in progress. The feedback from these surveys (see figure 3) indicates that many people believe road pricing to be an effective tool for traffic management. Some 40% of the general public in Helsinki expressed support for road pricing. This could be an initial step towards the earliest launch of the Helsinki scheme, which will begin in the evening hours to be integrated in the system, without a large scale application of the RP evening scheme. It is hoped that the analysis done as part of the Helsinki PRoGR•SS project will provide valuable input to further discussions emerging in the city. It has also come clear that the average speeds used for central Copenhagen are too high and in general too low in the more peripheral areas. Another benefit of the trial has been the identification of areas where problems exist in central Copenhagen area. The road pricing scheme in Gothenburg has been very successful. Studies carried out in the city have shown that road pricing can be justified if there are improvements to the road network, and if the city is not congested. The 17% of the drivers who viewed the proposed real road pricing implementation in Gothenburg more positively than before the trial, whereas 15% were less positive. Although many drivers expressed the view that road pricing can be justified if there are improvements to the road network, and if the city is not congested.

The urban tolling system in Trondheim is providing much of the funding for the Trondheim Package, which is mainly road construction package. The Package is an agreement between the state and the city of Trondheim, with the city covering 60% of the investment and the state financing the rest. The urban tolling system for the Trondheim Metropolitan Area was launched in 1991, will get its final revision on 1st November 2003. The existing tolling system was too low to finance all the infrastructure for a full-scale tolling system to implement a full scale urban charging system for a trial period.

The Rome Administration recently approved a demonstration involving a user panel to evaluate the proposed road pricing scheme. The Rome project is looking forward to the future. Introducing different road pricing conditions in the Limited Parking Zone (LPZ) as a way to encourage the use of public transport cannot be a very effective demand management policy - a success story. The results of the demonstration involving a user panel to evaluate the proposed road pricing scheme. The Rome project is looking forward to the future.