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# Needs, requirements and problems in introducing road user charges from the perspective of European cities

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*“... in no other major area are pricing practices so **irrational**, so **out of date**, and so **conducive to waste** as in [urban] transportation.”*

(William S. Vickrey, 1963, p. 452,  
Nobel laureate 1996)

# Objectives of Road User Charging

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- Manage demand (with regard to location, time, car or driver characteristics etc.) = Travel Demand Management (TDM)
- Lower environmental consequences (e.g. reduction GHG, noise, etc)
- Internalizing external costs
- Financing infrastructure and maintenance costs
- Generating additional revenues for e.g. alternatives

**but ...**

In reality, with few exceptions,  
urban road user charging is rare.

# CURACAO: User Needs Assessment

- Requirements and preferences of cities and regions concerning the implementation of urban road pricing schemes.

- Objectives of the scheme,
- Revenue use,
- Implementation process,
- Barriers to implementation, and
- Themes and products of interest

Amsterdam  
Belfast  
Berlin  
Bristol  
Cambridgeshire  
Cardiff  
Coventry  
Dublin  
Durham  
Bologna/Emilia Romagna  
Genova  
Manchester  
Helsinki  
Madrid  
Northyneside  
Nottingham  
Plymouth  
Shropshire  
London  
Utrecht  
Vilnius  
Warsaw

**Survey in 22  
European cities**

Response rate:  
51.2%

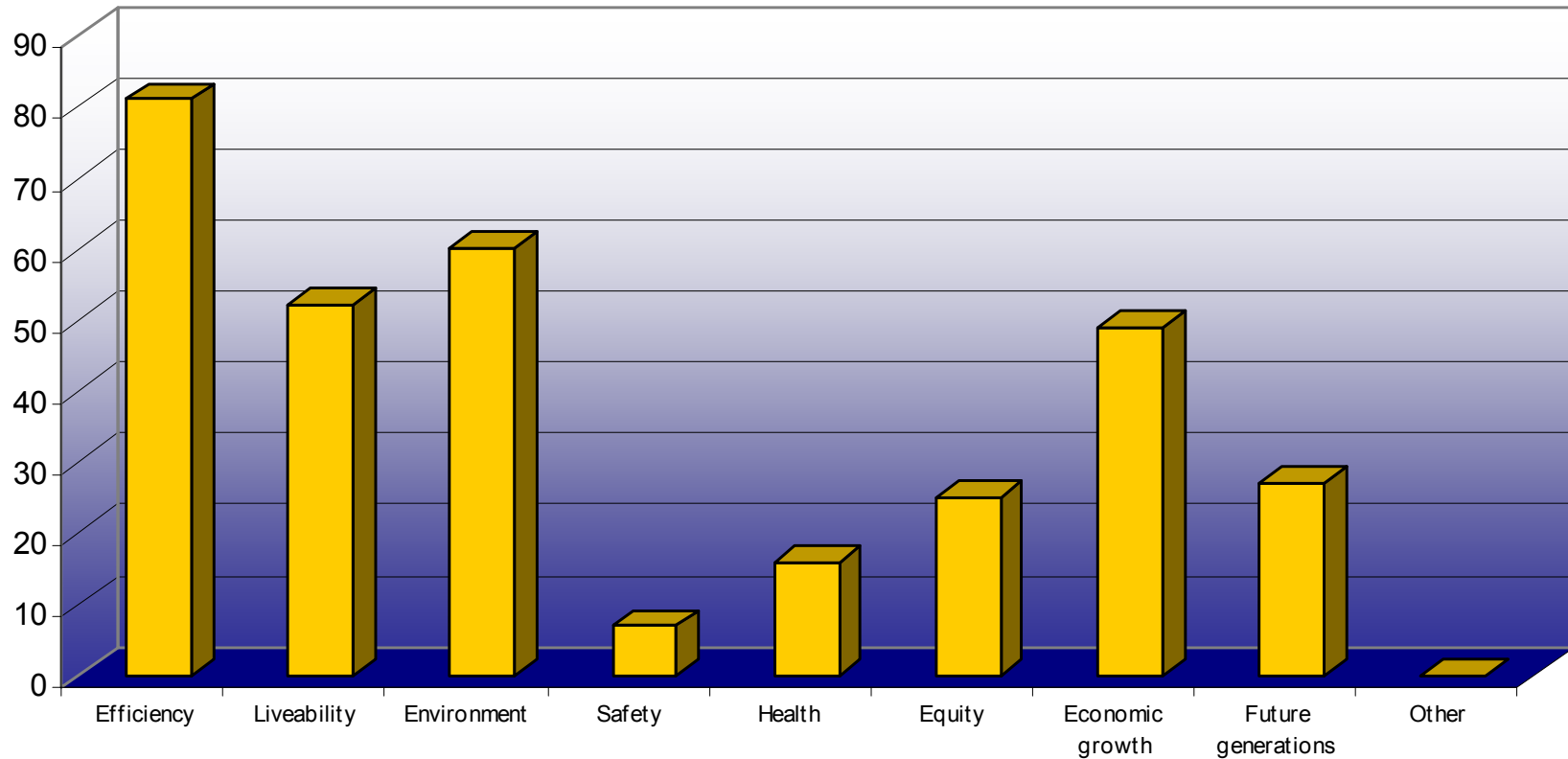


# Results

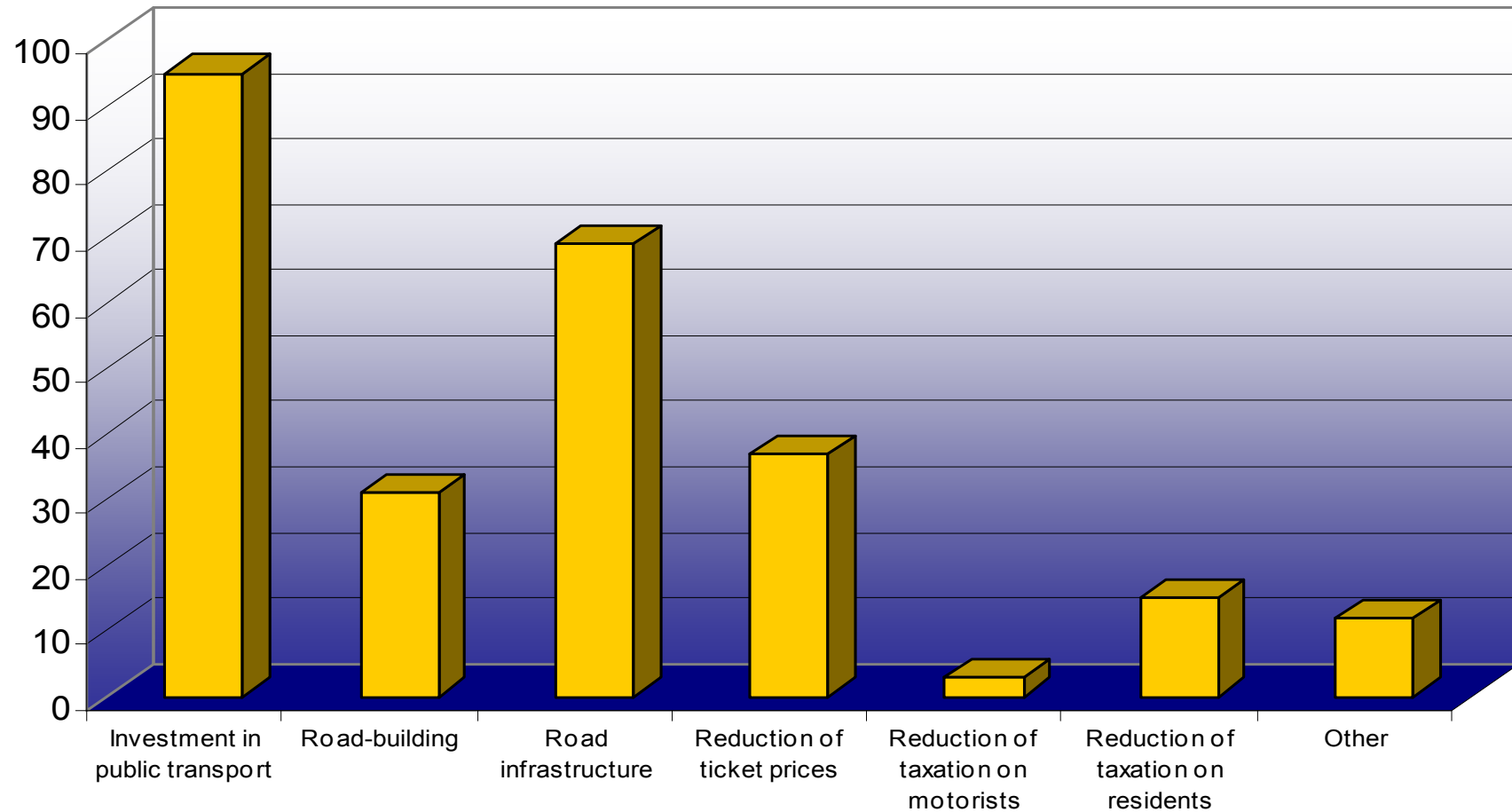
## Current status of implementation of road pricing schemes in surveyed cities

Road pricing implementation lifecycle		Frequency
1. Cities seeking information	a) Discussion of road pricing as possible option	7
2. Cities planning/preparing for road pricing implementation	b) Road pricing studies in progress	10
	c) Road pricing studies completed	1
	d) Planning phase of a road pricing scheme	2
3. Cities with implemented road pricing schemes	e) Implementation phase of a road pricing scheme	0
	f) Road pricing scheme already operational	2

# Importance of objectives of road pricing schemes

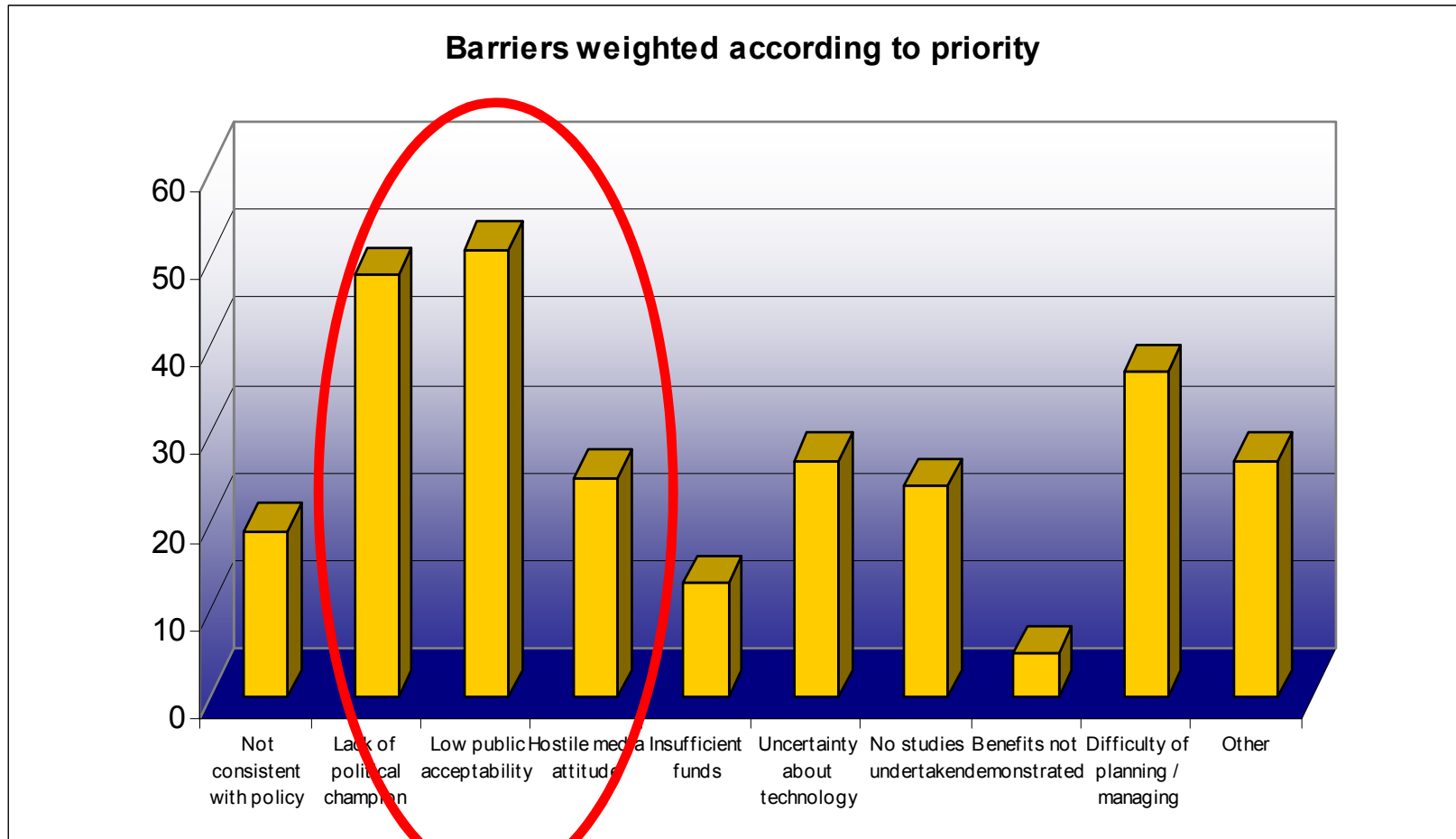


# Preferred revenue use of road pricing schemes

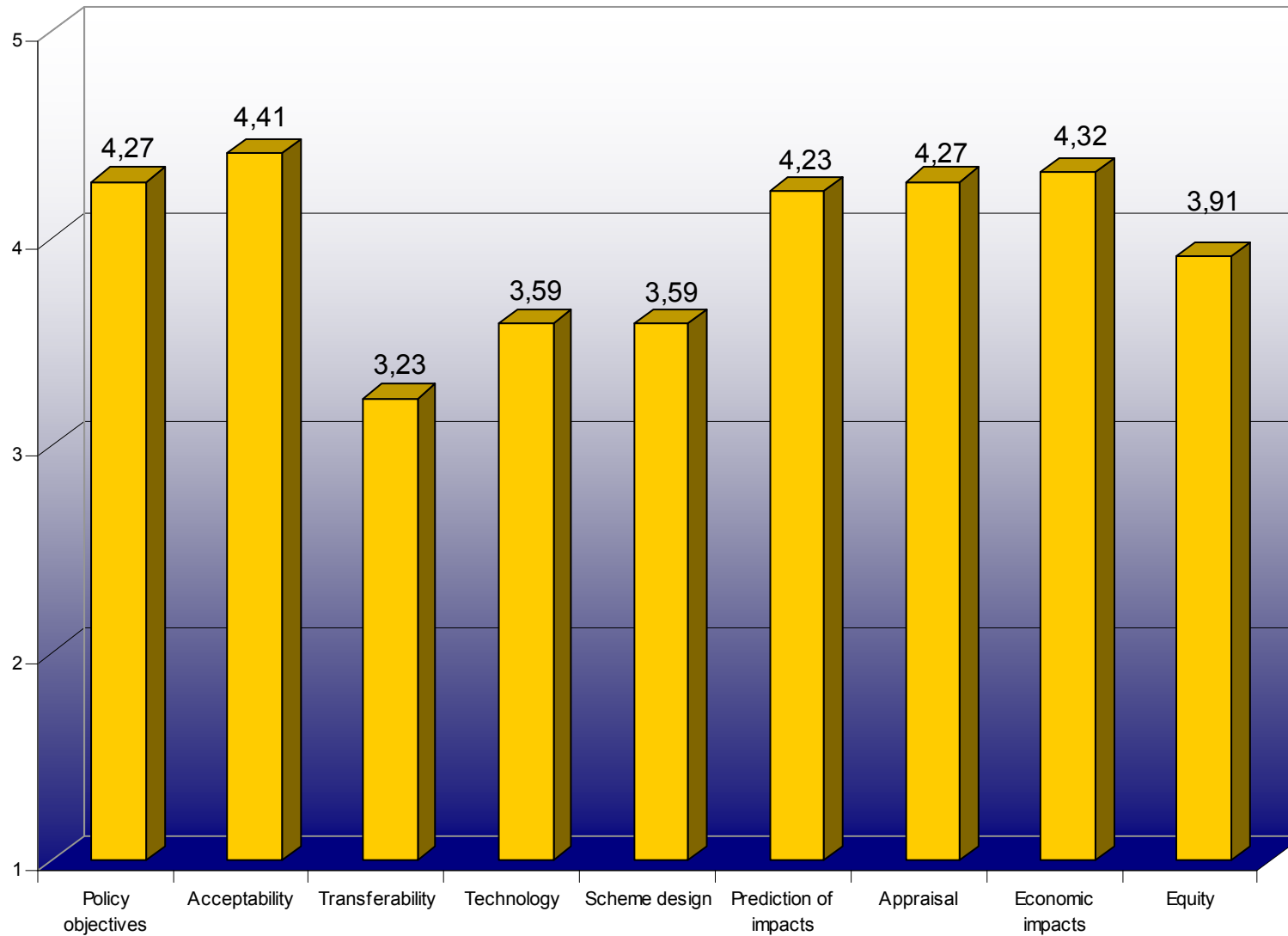




# Barriers to Road Pricing



# Level of interest in themes



# Conclusions

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- User needs assessment identified some (basic) requirements and preferences of cities and regions concerning the implementation of urban road pricing schemes.
- Most cities are still at the beginning of the implementation process
- The most important objectives pursued with such a scheme were i) to ensure the *efficiency* of the transport system, ii) to improve the *environmental conditions* and iii) to improve the overall *quality of life* in cities.
- As for the most important barriers to implementation, the *lack of public and political acceptability* as well as the project management of such a large undertaking have been identified.

# Additional Resources

<http://www.curacaoproject.eu>

- State of the Art Review
- Case Study Results
- Good Practices Presentation
- Fact Sheets



Thank you very much for your  
attention