URBAN PRICING INITIATIVES IN THE UK

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ONS Omnibus Survey
March & July 2003

• 67% believe town centre charging would reduce traffic, but
• 45% didn’t think it would be fair
• 43% would “rather put up with congestion than pay a charge”
• 63% of Londoners agreed “the congestion charge has been good for London”
Local Congestion Charging

- not a solution on its own
- part of a spectrum of measures to help people get around
- but does also provide a revenue stream to support major schemes
- S of S has re-affirmed hypothecation for at least 10 years for schemes starting before 2011 regardless of any decision about a national scheme
Transport Act
2000
LOCAL AUTHORITIES may introduce:

- Road User Charging
  or
- Workplace Parking Levy
No Compulsion

• local authorities do not have to introduce charging schemes
• only if they want to tackle congestion
• as part of integrated local transport strategy
• may also help protect and enhance the environment
Scheme Revenue

- Act guarantees that revenue will be retained locally and ring-fenced for at least 10 years to fund improvements in local transport.
- Ministers have said this revenue will be additional to that provided by the taxpayer.
The Secretary of State will only approve a scheme if........
he is convinced:

- before charging starts public transport has been or is being improved
- all proceeds will be put into real improvements in local transport
- the scheme is not designed purely to raise revenue, but will make a real contribution to reducing congestion and promoting local integrated transport
- local people and businesses have been consulted
Road User Charging

- cash, paper or electronic
- may be variable by time, day, road, class of vehicle
- national exemptions (emergency vehicles) and concessions (e.g., disabled motorists) but local authorities have scope to allow more
- flexible - can be used in urban and rural areas, for distance, point, cordon or area charging
Workplace Parking Levy

- licence for workers vehicles parked at workplaces
- licence covers maximum number of vehicles on site at any one time, so licence for 100 vehicles covers day and night
- or licence can be limited to, say, daylight only
- exemptions/concessions for disabled & NHS hospitals
- licence not required for customer parking at leisure or retail outlets
Where?

- London
- Durham
Durham

- constricted city centre
- 17,000 pedestrians per day
- up to 2,000 vehicles per day many ‘non-essential’
- significant hazard to pedestrians
Durham

- £2 charge
- Monday - Saturday
- 1000 - 1600
- period of peak pedestrian flows
- payment on exit
- rising bollard control
Durham

- introduced October 2002
- under utilised bus service extended and enhanced - ‘The Cathedral Bus’ - linking station and Park & Ride to centre
Durham

Saddler Street

- Friday 13 December 1992
  - 3600 vehicles
- Friday 13 December 2002
  - 547 vehicles
- average of 239 vpd in 2003
Interested Authorities

• Nottingham

• Edinburgh

• Bristol
Nottingham

• **workplace parking levy**
• preferred because
  - targets commuters as main cause of congestion
  - builds on partnership work already done with employers
  - complements City’s priorities by encouraging good management of City’s assets
Nottingham

- planned to start in April 2005
- charge will be £150pa rising to £350pa over ten years
- increases in levy will be related to transport improvements, eg new tram lines coming into operation
Edinburgh

- road user charging
- forecast for 2016 is 25% increase in traffic
- scheme forecast to reduce congestion by 36% and increase travel by public transport by 35%
- tram operational by 2009
Edinburgh

- cordons - centre 0700-1830
  - outer 0700-1000 & 1600-1830
- Monday - Friday
- £2.00 inbound only once a day
- ANPR
- about £900m for transport between 2006 - 2016
Bristol

• investigating options

• strong local support if revenue spent on public transport

• 2007 at the earliest
Bristol

- City centre cordon
- 14 entry points
- Inbound, morning peak only
- Presumption is electronic