

Policy Recommendations

Cleaner
air quality

Everyone can benefit from less congestion...
and bus users won't pay the congestion charge.

**VOTE
YES**
MAKE IT HAPPEN

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The policy recommendations are aimed at city and regional authorities, national governments, and the European Union. Each is considered in turn, but we also note that *widespread adoption of road user charging will require that authorities at all levels approach the subject with a degree of harmony.*

City and Regional Authorities

Before considering road user charging as a sustainable urban transport strategy, city and regional authorities *should specify all objectives clearly, briefly and simply, and should adhere to them consistently.* A road user charging

scheme should *not be designed in isolation* but in the context of the full range of complementary policies that will support it. City and regional authorities should *be flexible and dynamic in their approach to scheme design and development*, while ensuring that scheme performance is *as effective as possible*. The scheme design should *not be technology driven*. *Technology and business systems should be carefully selected* with a close eye to system costs. City and regional authorities designing a road user charging scheme should allocate resources for establishing baseline conditions, for collection of traffic and other data for analysis, and for continuous monitoring of performance after implementation. *Acceptability* should be addressed at the outset in all its different as-

pects. Authorities should ensure that revenues *are hypothecated to complementary policies* which will provide a clear benefit to the public and the business sector. Before implementing road user charging, city and regional authorities should pay *careful attention to the planned implementation process* and endeavour to establish a consensus among all the agencies involved. Wherever possible, the normal planning process should be used to judge the road user charging scheme and its complementary instruments. Unless there is a legal obligation to *hold a referendum*, *authorities should be cautious* in using this method to determine whether or not road user charging is introduced.

National Governments

National governments should *recognise the potential benefits* of road user charging as a key measure in demand management schemes at both local and national levels. Before implementing road user charging they should *adopt a clear approach* and roadmap to a future regime embracing the internalisation of external costs, *ensure that appropriate legislation exists* to allow local authorities to plan and implement schemes and *consider the merits and implications of nationwide schemes* or schemes in multiple locations. Moreover national governments should *consider the merits of changing road and vehicle taxation systems* so that user charges vary according to location, time and type of vehicle.

European Commission

The European Commission should *publish guidance* for authorities interested in considering road user charging as a policy option based on the work of CURACAO.

They should *give financial support* to:

- cities to finance feasibility studies addressing ways to reduce congestion and improve the environment including road user charging options and to support research and demonstration projects in provincial cities that specifically address key issues: acceptability, governance requirements for effective implementation, economic and equity impacts;
- educational campaigns, training schemes and tool-kits explaining the rationale for urban road user charging as one option in the panoply of measures available to transport planners, and encouraging citizen and stakeholder involvement in discussion of approaches to tackling sustainable mobility issues; and
- research into standardisation and interoperability of road user charging systems and technologies.

In any consideration of institutional structures and governance issues, the European Commission should bear in mind the need for governing structures which enable city authorities both to implement road user charging and the policy instruments which complement it, and to collect and use scheme revenues in accordance with policy objectives.

