

# Road Pricing, Traffic Congestion and the Environment

ISSUES OF EFFICIENCY AND SOCIAL FEASIBILITY

Kenneth J. Button  
**and** Erik T. Verhoef

# Road Pricing Traffic Congestion And The Environment

**European Conference of Ministers of  
Transport**



## **Road Pricing Traffic Congestion And The Environment:**

Road Pricing, Traffic Congestion and the Environment Kenneth Button, E. T. Verhoef, 1998 This text examines Pigouvian taxes one of the policies for dealing with increased traffic flow and congestion as well as considering a variety of other policies which may be more politically and socially acceptable Road pricing schemes are discussed as an alternative to Pigouvian taxes *Road Pricing, the Economy and the Environment* C. Jensen-Butler, Brigitte Sloth, Morten M. Larsen, Bjarne Madsen, Otto A. Nielsen, 2008-01-24 Economic growth and globalisation create traffic growth leading to congestion which again increases travel times and costs Road pricing is an instrument that may efficiently reduce the negative impacts This volume is a collection of research papers on the use of road pricing The focus is on passenger transport and the papers cover a wide range of approaches including theoretical modelling and empirical studies of road pricing experience from different cities

**Road Pricing, Traffic Congestion and the Environment** Kenneth Button, E. T. Verhoef, 1998 This text examines Pigouvian taxes one of the policies for dealing with increased traffic flow and congestion as well as considering a variety of other policies which may be more politically and socially acceptable Road pricing schemes are discussed as an alternative to Pigouvian taxes Economic and Environmental Cost of Traffic Congestion in India Vijayalakshmi S, Krishna Raj, 2023-12-12 This book explores one of the most prevailing problems of the contemporary urban world i.e. traffic congestion and its economic environmental and health implications Generally viewed as an urban menace the problem of traffic congestion has huge economic implications which are often overlooked by urban planners This book examines and quantifies the costs and adverse consequences and of traffic congestion which include emissions loss of productive hours fuel wastage and the adverse effects on the health of commuters among others It provides a comprehensive and scientific understanding of the underlying problems of traffic gridlocks by analyzing empirical evidence from Bengaluru a city in South India It also offers solutions and highlights innovative measures that draw from both economic and engineering perspectives to counter and reduce the tangible and intangible costs of traffic congestion This book will be of interest to both academic and non academic readers of economics environmental economics and econometrics transport economics urban planning transport geography as well as planners and policy makers

*Road Pricing* Georgina Santos, 2004-07-31 Traffic congestion affects towns and cities everywhere and in some places it is regarded as one of the most urgent and important problems in need of a solution Road pricing is undoubtedly recognised as an effective traffic demand management tool The recent London congestion charging scheme seems to be showing that public and political opposition is not insurmountable Thus the ghost that prevented the introduction of a policy supported by transport economists for over 80 years seems to have disappeared or at least weakened The book contains twelve papers useful to different types of audience such as researchers and postgraduate students civil servants policy makers and consultants The first part is mainly theoretical and concentrates on second best congestion pricing including pricing in urban contexts the impact on the performance of the road network optimal locations

and charge levels dynamic aspects such as time variation of tolls potential impacts of road pricing on costs and service quality of public transport buses and efficiency costs and transport sector effects of different types of pricing when they guarantee a balanced budget per mode The second part contains chapters that describe the schemes in place around the world such as Singapore Norway London and the US The volume is an update of the state of the art on the subject and the first one to have been written and appear after the London scheme was implemented and to contain an assessment of its preliminary impacts International Perspectives on Road Pricing, 2005 TRB Conference Proceedings 34 International Perspectives on Road Pricing is the proceedings of the International Symposium on Road Pricing held on November 19 22 2003 in Key Biscayne Florida The event was a collaborative effort of TRB the Florida Department of Transportation the Organization for Economic Cooperation and Development and the federal Highway Administration The report includes two commissioned resource papers that examine the evolution of congestion pricing and the state of the practice in road pricing outside the United States The proceedings also explore pricing successes and the challenges that have accompanied specific projects implementation as well as the potential evolution of road pricing in the future The RFF Reader in Environmental and Resource Policy Wallace Oates, 2010-09-30 Many articles in the Reader were originally published in RFF's quarterly magazine Resources Wally Oates has supplemented that with material drawn from other RFF works including issue briefs and special reports The readings provide concise insightful background and perspectives on a broad range of environmental issues including benefit cost analysis environmental regulation hazardous and toxic waste environmental equity and the environmental challenges in developing nations and transitional economies Natural resource topics include resource management biodiversity and sustainable agriculture The articles address many of today's most difficult public policy questions such as environmental policy and economic growth and When is a Life Too Costly to Save New to the second edition is an expanded set of readings on global climate change and sustainability plus cutting edge policy applications on topics like the environment and public health and the growing problem of antibiotic and pesticide resistance For general readers the RFF Reader has been an accessible nontechnical authoritative introduction to key issues in environmental and natural resources policy It has been especially effective in demonstrating the contribution that economics and other social science research can make toward improving public debate and decisionmaking Organized to follow the contents of popular textbooks in environmental economics and politics it has also found wide use in beginning environmental policy courses

**Environment and Transport in Economic Modelling** Roberto Roson, Kenneth A. Small, 2013-06-29 The analysis of the relationship between transport and environmental policy invites an interdisciplinary treatment and a variety of approaches and rightly so An important subset of the approaches used involves economic analysis Economic approaches often consider pricing policies attempting to evaluate their effectiveness in comparison with more traditional measures such as command and control regulation and directed technological innovation Another important subset of approaches involves simulation

modelling where key relationships are presented mathematically so that their influence can be quantified and their interrelationships discerned precisely This book treats the intersection of these two subsets simulation models with a strong economic content This intersection defines a broad but powerful way to study environment and transport Its breadth is illustrated by the wide range of policies treated here from carbon taxes to speed limits Its power derives from the way insights into interrelated actions and the role of markets the strong points of economic theory are cast into a form suitable for making quantitative predictions about the results of policies Case studies are used to show how simulation models can be designed and used to quantify the effectiveness of economic policies in terms of transport systems management and environmental protection the emphasis being on the role of the markets in tracing the many effects that policies have both anticipated and otherwise

**ECMT Round Tables Tolls on Interurban Road Infrastructure: An Economic Evaluation** European Conference of Ministers of Transport,2002-07-15 This Round Table provides a broad view of both the theoretical aspects of tolling and the practical problems posed by its introduction It takes a scientific look at what is a burning issue at a time when a number of countries are envisaging the widespread adoption of electronic tolls

**Sustainable Transport for Chinese Cities** Roger L. Mackett,Anthony D. May,Masanobu Kii,Haixiao Pan,2013-01-16 Based on papers presented at a workshop on the green transport agenda and its implications for Chinese cities organised by the World Conference on Transport Research Society in September 2010 this volume reviews the challenges facing urban transport internationally and in China

*Transport Developments and Innovations in an Evolving World* Michel Beuthe,Veli Himanen,Aura Reggiani,Luca Zamparini,2013-06-05 Our world is continuously changing as new technologies are developed demographic patterns evolve and new social and political configurations emerge However most people would agree that not unlike the time of the Industrial Revolution the rate of change has accelerated over the last few decades It is certainly the case of many economic activities where the trend towards globalization supported by a faster diffusion of knowledge and information economies of scale the opening of borders and improved transport networks has induced a spatial redistribution of production and ownership Until recently the concomitant economic growth eased the way towards the necessary reorganization but at the same time created additional environmental and transport problems This phenomenon is pervasive all around the globe but it particularly affects the European continent which is still fragmented by administrative cultural and linguistic differences national boundaries and rivalries In this context the slow but persistent drive towards market integration and deregulation makes Europe an extraordinary laboratory for politicians economic researchers and especially for transport analysts

**Street Smart** Gabriel Roth,2017-07-05 The poor health of today s roads a subject close to the hearts of motorists taxpayers and government treasurers around the world has resulted from faulty incentives that misdirect government decision makers according to the contributors to Street Smart During the 1990s bad government decision making resulted in the U S Interstate Highway System growing by only one seventh the rate of traffic growth The poor

maintenance of existing roads is another concern In cities around the world highly political and wasteful government decision making has led to excessive traffic congestion that has created long commutes reduced safety and caused loss of leisure time Street Smart examines the privatization of roads in theory and in practice The authors see at least four possible roles for private companies beyond the well known one of working under contract to design build or maintain governmentally provided roads These include testing and licensing vehicles and drivers management of government owned facilities franchising and outright private ownership Two chapters describe the history of private roads in the United Kingdom and the United States Contemporary examples are provided of road pricing privatizing and contracting out are evident in environs as diverse as Singapore Southern California and Scandinavia and cities as different as Bergen Norway and London England Finally several chapters examine strategies for implementing privatization The principles governing providing scarce resources in free societies are well known We apply them to such necessities as energy food and water so why not to road space The main obstacle to private or semi private ownership of roads is likely to remain the reluctance of the political class to give up a lucrative source of power and influence Those who want decisions about road services to be controlled by the interplay of consumers and suppliers in free markets rat

Essays on Microeconomics and Industrial Organisation Pablo Coto-Millán, 2012-12-06 Essays on Microeconomics and Industrial Organisation aim to serve as a source and work of reference and consultation for the field of Microeconomics in general and of Industrial Organisation in particular Traditionally Microeconomics is essentially taught as theory and hardly ever an estimation of a demand production and cost function is offered Over the last two decades however Microeconomics has greatly broadened its field of empirical application Therefore this text combines microeconomic theories with a variety of empirical cases The standardised microeconomic analysis of demand production and costs is set forth along with appropriate econometric techniques The text consists of four parts Demand Production and Costs Supply Market and Industrial Structure and Failure of Market and Industrial Regulation It includes eleven new chapters with respect to the first edition

*Road Pricing: Theory, Empirical Assessment and Policy* Börje Johansson, Lars-Göran Mattsson, 2012-12-06 Road pricing tolls etc as a means of generating revenue for infrastructure investment has become a major policy option in both Europe and North America It can also be used as a policy in the management of traffic demand and flow environmental objectives and optimal resource allocation as regards the size of investments Road pricing is assumed to be able to solve many problems simultaneously congestion control pollution reduction and investment financing This volume assembles and assesses theoretical knowledge empirical results and experiences of actual road pricing In addition the impact of new information technology on future policy formulation is considered

Road Congestion Pricing in Europe Harry Ward Richardson, Chang-Hee Christine Bae, 2008-01-01 this book is an interesting collection of papers on the topic of road congestion pricing The reader should find this collection to be both interesting and informative but also quite thought provoking The papers also provide some very useful information about

projects that have not worked or have not been implemented for various reasons and lessons that can be learnt from failures to implement and failures of pricing schemes Peter R Stopher International Planning Studies In February 2003 the London Congestion Charging Scheme was introduced and in 2006 a similar policy was introduced in Stockholm In both cases automobile traffic entering the cordon declined by about 20 percent This book evaluates these and other similar programs exploring their implications for the United States While there is increasing interest in road pricing in the US in many individual states the motivation is often highway financing rather than congestion relief The contributors argue that the prospects for extensive implementation in the US remain uncertain Nevertheless this book illustrates that the European experience suggests political feasibility is much less of a hurdle than was once considered and that congestion pricing would have a significant impact in reducing traffic as it did in Europe This study's value lies in the fact that it examines road pricing in the real world and not simply from a theoretical viewpoint As a comparative study it will appeal to both policymakers and academics in transportation economics and planning urban economics planning and economic geography **New**

**Approaches on Energy and the Environment** Richard D. Professor Morgenstern, Paul Professor Portney, 2010-09-30 Written by economists and policy analysts at Resources for the Future a Washington DC think tank with a tradition for independent objective research this collection of twenty five memos to the President offers constructive policy options for the elected administration on critical challenges related to energy the environment and natural resources Each contributor to New Approaches on Energy and the Environment was asked to address the question Based on your research and knowledge what policy recommendation would you like to make to the next U S president Writing in advance of the 2004 election so as to keep their essays free of partisan interpretations the authors were asked not to confine their suggestions to what the prevailing wisdom says is politically possible They also took pains to make their ideas accessible to a busy president as well as a wide range of readers interested in a concise and authoritative overview of the nation's energy and environmental policy choices The results are provocative sometimes controversial but highly readable essays on topics including climate change oil dependency electricity regulation brownfields revitalization forest service administration air and water quality and environmental health issues such as food safety and the growing threat of antibiotic resistance When the President takes office in January 2005 he will confront competing perspectives about the priorities and approaches that should apply to energy and environmental policy Americans want cleaner air and water and healthy and attractive surroundings but they also want inexpensive fuel comfortable cars and houses and continued economic growth New Approaches on Energy and the Environment provides thought provoking commonsense contributions to debates about important energy and environmental issues confronting the U S today *Policy Instruments for Environmental and Natural Resource Management* Thomas Sterner, 2010-09-30 As Thomas Sterner points out the economic toolkit for dealing with environmental problems has become formidable It includes taxes charges permits deposit refund systems labeling and other information disclosure mechanisms

Though not all these devices are widely used empirical application has started within some sectors and we are beginning to see the first systematic efforts at an advanced policy design that takes due account of market based incentives Sterner's book encourages more widespread and careful use of economic policy instruments Intended primarily for application in developing and transitional countries the book compares the accumulated experiences of the use of economic policy instruments in the U S and Europe as well as in select rich and poor countries in Asia Africa and Latin America Ambitious in scope the book discusses the design of instruments that can be employed in a wide range of contexts including transportation industrial pollution water pricing waste fisheries forests and agriculture Policy Instruments for Environmental and Natural Resource Management is deeply rooted in economics but also informed by perspectives drawn from political legal ecological and psychological research Sterner notes that in addition to meeting requirements for efficiency the selection and design of policy instruments must satisfy criteria involving equity and political acceptability He is careful to distinguish between the well designed plans of policymakers and the resulting behavior of society A copublication of Resources for the Future the World Bank and the Swedish International Development Cooperation Agency Sida

**Communicating Environmentally Sustainable Transport The Role of Soft Measures** OECD,2004-06-10 Achieving environmentally sustainable transport EST will require widespread acceptance of the need for EST and a mix of measures designed to overcome the barriers to EST This proceedings examines the measures needed

**Feasibility Study of Road Pricing in the UK** Great Britain. Department for Transport,2004 This study considers the feasibility of options for a new system of charging for road use in the UK in order to make better use of road capacity and to help reduce traffic congestion This would mean moving away from the current motoring taxation system and introducing a variable charging system depending on the level of road congestion Issues discussed include public attitudes travel trends options for national road pricing institutional aspects of implementation possible interim options to a national scheme including the UK lorry road user charging scheme and local congestion charging pathfinder schemes Amongst the report's conclusions it finds that national road pricing is becoming feasible in the medium term in 10 to 15 years and could meet the Government's objectives However its successful implementation requires the promotion of a greater degree of public acceptance Although a national scheme is still some years off a number of practical steps can be taken now in preparation including promoting a public debate to inform and raise awareness with research into road users behaviour and implications for business working with car manufacturers in the development of vehicle technology standards and working with local authorities on introducing local charging schemes to tackle congestion problems This document is published alongside the Transport White Paper The future of transport a network for 2030 Cm 6234 ISBN 0101623429

**Road Pricing** Great Britain: Parliament: House of Commons: Transport Committee,2005-08-02 Road Pricing The next steps seventh report of session 2004 05 Vol 2 Oral and written Evidence



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