



## **Behavioural responses to road pricing. Empirical results from a survey among Dutch car owners\***

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### **Abstract**

This paper presents the results from a questionnaire among Dutch car owners. We have analysed the behavioural responses to three different, policy relevant, road pricing measures. Depending on the type of measure and type of trip affected, we find reductions in the number of car trips of, on average, 11%. A flat kilometre charge affects social trips considerably more than commuting trips. However, when policy makers want to affect peak time (commuting) traffic, a time differentiated measure is more appropriate. Slow traffic and trip suppression are most popular alternatives for non-commuting trips. Departure time changes become very attractive for all purposes when the proposed measure varies over time.

*Keywords:* Road pricing; Behavioural response; Traffic reduction.

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### **1. Introduction**

People's responses to transport pricing are not straightforward. Price increases may not necessarily lead to trip suppression, it may also induce travellers to change their modal use or change their departure time, depending on the type of measure. A wide variety of transport pricing measures exists, having different consequences for travel behaviour. Price measures are considered as one of the major tools for policy-makers to influence transport development. The design of measures will generally depend on the objectives set by the government. It is therefore important for authorities to have clear insight into

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