



Evaluation of the implementation process of urban road pricing schemes in the United Kingdom and Italy

Petros Ieromonachou ^{1*}, Stephen Potter ¹, James P. Warren ¹

¹ Centre for Technology Strategy, Department of Design and Innovation, Faculty of Technology, The Open University, Walton Hall, Milton Keynes, MK7 6AA, United Kingdom

Abstract

This paper is based upon detailed research that has taken place in the UK and Italy, on the implementation strategies for urban road pricing schemes. In the UK, both in London and Durham, the Road User Charging schemes required new legislation, and were implemented rapidly. The time from announcement to implementation took three years and the schemes were introduced after short periods of intensive planning, consultations and stakeholder networking. In Italy, the situation has been very different. The road pricing schemes in Rome and Genoa were not introduced under specific legislation but rather evolved from access control zones originally implemented in historic urban centres. The incremental introduction of the Italian road pricing experiments has taken approximately ten years.

The paper undertakes a comparison of these different strategies to introduce urban road pricing and the lessons they contain for the development of similar measures elsewhere. The comparison of the different implementing experiences is undertaken using Strategic Policy Niche Management, a method designed to explore, among other factors, the dynamics of the stakeholder networks involved in planning, introducing, marketing and managing radical urban Travel Demand Management policies.

Keywords: Zone access control; Limited traffic zones; Road pricing; Road user charging; Strategic policy niche management; Regime shift.

1. Congestion and road pricing

The car has evolved from an expensive luxury for a few to become an important tool for the everyday lives and employment for the majority of people, a status symbol and a leisure pursuit. Increased use of private vehicles has not only brought benefits. For many years congestion was little more than a localised problem. Today it has become endemic, not just for major cities but even in many rural regions. Associated with traffic congestion, are the related problems of air pollution, emissions of CO₂, together with more subtle lifestyle effects, such as contributing to less healthy lifestyles and transport poverty.

* Corresponding author: Petros Ieromonachou (P.Ieromonachou@open.ac.uk)