

Road Pricing

Summary of current ICE position

ICE advocates progression towards a nationwide system of road pricing as a means of reducing congestion through the management of growing demand for road space.

Congestion has negative effects on the economy, environment and our quality of life. Hold-ups on our motorways and trunk roads cost the economy £15 billion every year.¹ According to Sir Rod Eddington, the rising cost of congestion will waste an extra £22 billion worth of time in England alone by 2025². In short, there are too many cars on the road. The road network is the most visible sign of failing infrastructure.

Road users pay the Treasury £28 billion each year – £5 billion in Vehicle Excise Duty and £23 billion in fuel duties. At present, none of these taxes for driving are earmarked for improving our roads or transport networks generally.³

What ICE would like to see happen

- A reduction in traffic congestion achieved by targeted road improvements and road pricing
- An increase in the use of public transport and greater levels of walking and cycling
- More efficient use of the existing road network achieved by active traffic management
- A reduction in emissions and other environmental impacts of congestion
- The ultimate adoption of a national road pricing system, beginning with motorways and charges for Heavy Goods Vehicles
- Substantial investment in public transport to provide road users with attractive alternatives
- Revenues raised from road pricing ring-fenced for selected road improvements, improved maintenance and public transport development
- Government should:
 - Promote the benefits of a nationwide system of road pricing to the general public
 - Pave the way for local, inter-regional and national level road pricing schemes.
 - Forge a partnership with local government to develop consistent pricing regimes that meet both national and local objectives

Essential Principles and Requirements

- Pricing must be fair and reflect actual road usage
- Users should be able to understand and use the system easily, and receive every help in making informed travel decisions both before and during their journeys
- Prices must be communicated to non-regular users
- The pricing system should be visibly robust against both fraud and accidental evasion and must address reasonable needs for privacy

- The system needs to cope with vehicles visiting from abroad as well as those carrying faulty equipment; this would be crucial in ensuring a level playing field for freight carriers and other commercial road users
- Road pricing will help improve air quality and standards of health
- Road pricing has the potential to make us travel differently if it is applied sensitively and in conjunction with other positive policy and investment decisions

Further Information

- Green Light Group (2007). *Road Pricing: What are the facts?* Institution of Civil Engineers, London - <http://www.greenlightgroup.org.uk/reports.asp>
- Green Light Group (2006). *Road Pricing: Can the technology cope?* Institution of Civil Engineers, London – <http://www.greenlightgroup.org.uk/reports.asp>
- Institution of Civil Engineers (2008). *State of the Nation: Transport*. Institution of Civil Engineers, London

¹ Institution of Civil Engineers, 2006, *State of the Nation*, Institution of Civil Engineers, London

² HM Treasury, 2006, *The Eddington Transport Study*, Her Majesty's Stationary Office, Norwich

³ Green Light Group, 2007, *Road pricing: What are the facts?* Institution of Civil Engineers, London