

## Ruth Thompson memorial lecture: road pricing with Paul Buchanan – tweets


 **London TravelWatch** @... 5 Nov 2018  
Good to see such a good turnout at our 3rd Ruth Thompson Memorial lecture. Our Chair, Arthur Leathley is introducing transport economist, Paul Buchanan ahead of his talk in road pricing. #ltwroadpricing







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 **London TravelWatch** @... 5 Nov 2018  
Paul Buchanan says that we have the most congested roads in Europe. In the last 50 yrs there has been a 400% increase in road usage but only a 30% increase in capacity. #ltwroadpricing

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The first problem to overcome is the financial situation. The Government spends £6-7bn a year on the roads from the £33bn gained from vehicle excise duty and fuel tax. #ltwroadpricing

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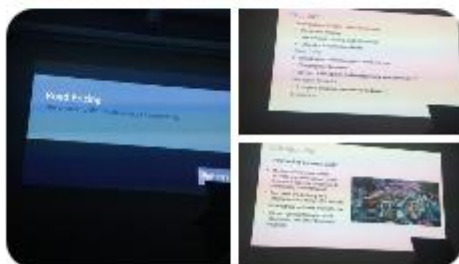
 **London TravelWatch** @... 5 Nov 2018  
What we want, says Buchanan is a system which allows the roads to pay for their own costs. Roads get a bad press but they could pay for the external costs they generate. #ltwroadpricing




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**Nicole Badstuber** @Nico... 5 Nov 2018  
"I'm a #transport economist so I'm a big fanc and road pricing is my nirvana" Paul Buchanan @LonTravelWatch lecture  
Obstacle: There's just a political fear of adopting #roadpricing  
In past 50yrs there been a 400% in road usage and 30% increase in capacity  
#roads #ltwroadpricing



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Possible ways to better manage roads: raising fuel tax (already high), rationing car use (people with >1 car could get round this), pricing parking, more road building (not desirable) or tech change (but driverless cars dd cause more problems) or road pricing. #ltwroadpricing

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The idea of road pricing is not new but Buchanan believes that we now have the tech to implement a sophisticated, targeted form of road pricing. [#itwroadpricing](#)



**London TravelWatch** @... 5 Nov 2018

Buchanan says that the cost signals to drivers just do not work. They don't take account of pollution, congestion, accidents etc

[#itwroadpricing](#)



**London TravelWatch** @... 5 Nov 2018

Buchanan: you can tax based on congestion, maintenance eg fixed price per km paid by all vehicles in relation to weight or to take into account of the environment eg higher charges for driving near a school and causing pollution.

[#itwroadpricing](#)



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Buchanan - an Uber style app could give people as much information as possible - you say where you want to go and it comes back with options and costs from the highway authority. If it takes longer than they say it will, you would receive compensation. [#itwroadpricing](#)



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The biggest issue is getting the public to say yes to the idea. Both Edinburgh & Manchester rejected a congestion charge by margins of 3:1 & 4:1 and in 2007, 1.8m people signed a petition against road pricing. So governments are scared of mentioning the idea.

[#itwroadpricing](#)



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Stockholm ran an 8 month trial of road pricing - when they started the public were 60/40 against but by the end of the trial, people had seen the system work & the numbers flipped to 60/40 in favour. [#itwroadpricing](#)



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There are costs of running a trial but there is much more chance of gaining acceptance if people have seen the system working.

[#itwroadpricing](#)



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**Nicole Badstuber** @Nico... 5 Nov 2018

Barriers to [#roadpricing](#): acceptability  
When asked after the referendum on [#congestionpricing](#) in Manchester voter said that although he didn't own a car & never drove into central Manchester, if he ever owned a car he would not want to pay.

Paul Buchanan [#itwroadpricing](#)



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In London the congestion charge immediately reduced congestion by 26% in the zone, 50-60% of travellers switched to public transport and 20-30% diverted around the zone. #ltwroadpricing



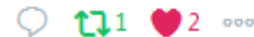
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**Nicole Badstuber** @Nico... 5 Nov 2018

Approach taken in Stockholm (trial of road pricing then referendum on full implementation) is a model to follow. It illustrates how the system works and highlights the winners of scheme.

Paul Buchanan recommends how #cities might implement #roadpricing at #ltwroadpricing lecture



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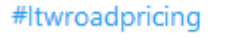
**London TravelWatch** @... 5 Nov 2018

Buchanan suggests that his road pricing model would be sustainable & provide revenue which could be reinvested back into the roads #ltwroadpricing



**London TravelWatch** @... 5 Nov 2018

The average driver would pay less, polluting drivers pay more, there is a contract between the driver and the supplier of the road network and congestion will be reduced as charging reduces demand. #ltwroadpricing



**London TravelWatch** @... 5 Nov 2018

Privacy is an issue but people don't seem bothered by TfL or tracking or Uber. #ltwroadpricing



**London TravelWatch** @... 5 Nov 2018

There are low set up & running costs, Buchanan explains. So it is cheap to run and collect money. But clearly there would be a lot of IT work to be done initially. Perhaps it might be easiest to start with motorways. #ltwradpricing



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**Christian Wolmar** @chri... 5 Nov 2018

Paul Buchanan at #ltwroadpricing says one extra car in congested London town centre could cause up to 100 hours delay to other road users



**London TravelWatch** @... 5 Nov 2018

Arthur Leathley explains that @LonTravelWatch aims to inform the debate around road pricing. #ltwroadpricing





**London TravelWatch** @... 5 Nov 2018

.@christianwolmar feels Buchanan's scheme has got it wrong when it comes to having to say where you want to travel before you do so as you mightn't know exactly where you want to go. Buchanan agrees it's perhaps not the best way dealing with environmental concerns #ltwroadpricing

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**London TravelWatch** @... 5 Nov 2018

Buchanan - taxis should not have any advantages over cars in a road pricing scheme. #ltwroadpricing

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**London TravelWatch** @... 5 Nov 2018

.@CarolineRussell thinks that road pricing provides a better & much cheaper way to collect money from the ultra low emission zone so that more money can be reinvested in public transport. #ltwroadpricing

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**John Dales** @johnstreetdal... 5 Nov 2018

Paul Buchanan at the #ltwroadpricing lecture, repeats a key issue: the cost signals to drivers don't work. In other words, for almost every trip, the driver has no idea what the trip cost is; and for very many trips, drivers act as though the cost is essentially zero.

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Buchanan says that government could lose the contributions from fuel tax and vehicle excise duty in the longer term so this could be the opportunity to introduce road pricing. #ltwroadpricing

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**John Dales** @johnstreetdal... 5 Nov 2018

Paul's summary is essentially: 'Road pricing is fair & makes inarguably good sense; and the necessary technology is now available; but we don't do it more because politicians/public won't accept it; which is why (despite the cost) trials are the way to go.' #ltwroadpricing

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**London TravelWatch** @... 5 Nov 2018

Buchanan doesn't think a different charge should be made to people making a private journey or a business one. What matters is dealing with the external problems caused by car use. #ltwroadpricing

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**John Dales** @johnstreetdal... 5 Nov 2018

Buchanan's view is that by direct charging for each trip, drivers pay for all associated costs: providing & maintaining highways, external costs (like pollution, collisions & environmental damage) & improving bus/rail/cycle/walking provision to manage congestion. #ltwroadpricing

💬 5 ↻ 3 ❤️ 13 ⋮

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**John Dales** @johnstreetdal... 5 Nov 2018

Addressing the issue of public acceptance, Buchanan says successful Stockholm experience shows the way: run a trial! Compares that with Manchester & Edinburgh referenda failures, where too many saw the choice simply as 'do you want to pay more to drive, or not?'

[#ltwroadpricing](#)

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Responding to a qu about why road pricing is still not popular despite having appealing elements for both sides of the political spectrum, Buchanan says referendums failed in the past as people thought they would have to pay for something which was currently free.

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**London TravelWatch** @... 5 Nov 2018

Buchanan says that the congestion charge is established and has become the norm fairly quickly.

[#ltwroadpricing](#)

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**Nicole Badstuber** @Nico... 5 Nov 2018

[#roadpricing](#):





- Congestion
- Pollution

The problem is that today's price signals don't work. We need a clearer link between the individual trip and it's impact.

Paul Buchanan at [#ltwroadpricing](#) lecture

[#transport](#) [#congestionpricing](#)

[#roadpricing](#)

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**London TravelWatch** @... 5 Nov 2018

Natalie Chapman says that some of the things that work for cars might not work for freight. Eg you need to deal with congestion when delivering sandwiches as there's no point delivering them after lunch when roads are less congested!

[#ltwroadpricing](#)

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**CleanAirUK** @CleanAirUK 5 Nov 2018

Lots of alternatives to [#ltwroadpricing](#) [#congestionpricing](#) [#roadpricing](#) including the use of [#parkinglevy](#) which might also have fewer disbenefits too.

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


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**John Dales** @johnstreetdal... 5 Nov 2018

My take on Paul's take is that the key barrier to acceptance of RP is our instinctive, emotional (irrational?) attachment to car travel. Anything that seems to threaten our 'freedom to drive' makes us assume the worst & unwilling to engage beyond saying 'no!' [#ltwroadpricing](#)

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Mike from Transportation Professional mag asks how we make road pricing a reality to which Buchanan says he is waiting for a city to take on his idea and hopes if that happens it could spread more widely.

[#ltwroadpricing](#)



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Thanks to tonight's speaker, Paul Buchanan for a really interesting lecture. [#ltwroadpricing](#)

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