City Traffic – Worksheet _____

Why do you think cities are trying to limit individual motor traffic?
Please discuss this question in pairs - using the dialogue language in ex 61 at page 69.

Write your answers in keywords on these lines:

congestion / traffic jam

noise

pollution

too much CO_2

danger

no room for pedestrians

etc.

What could cities do in order to limit individual motor traffic?
Please discuss this question as you did before. Do you know any examples?

Limit parking spaces (Zurich)

Increase costs of parking (Zurich and all big cities etc.)

Priority for public transport (Tram in Zurich etc.)

Congestion charges

Pedestrian zones

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EXTRA SOURCES FOR TEACHERS

CONGESTION PRICING

Congestion pricing or **congestion charges** is a system of surcharging users of public goods that are subject to congestion through excess demand such as higher peak charges for use of bus services, electricity, metros, railways and telephones and road pricing to reduce traffic congestion; airlines and shipping companies may be charged higher fees for slots at airports and through canals at busy times. This variable pricing strategy regulates demand, making it possible to manage congestion without increasing supply. Market economics theory, which encompasses the congestion pricing concept, postulates that users will be forced to pay for the negative externalities they create, making them conscious of the costs they impose upon each other when consuming during the peak demand, and more aware of their impact on the environment.

The application on urban roads is currently limited to a small number of cities, including London, Stockholm, Singapore, and Milan, as well as a few smaller towns. Four general types of systems are in use; a cordon area around a city center, with charges for passing the cordon line; area wide congestion pricing, which charges for being inside an area; a city center toll ring, with toll collection surrounding the city; and corridor or single facility congestion pricing, where access to a lane or a facility is priced.

Implementation of congestion pricing has reduced congestion in urban areas, but has also sparked criticism and public discontent. Critics maintain that congestion pricing is not equitable, places an economic burden on neighboring communities, has a negative effect on retail businesses and on economic activity in general, and is just another tax.

A survey of economic literature on the subject, however, finds that most economists agree that some form of road pricing to reduce congestion is economically viable, although there is disagreement on what form road pricing should take. Economists disagree over how to set tolls, how to cover common costs, what to do with any excess revenues, whether and how "losers" from tolling previously free roads should be compensated, and whether to privatize highways.[1] Also, concerns regarding fossil fuel supply and urban transport high emissions of greenhouse gases in the context of climate change have renewed interest in congestion pricing, as it is considered one of the demand-side mechanisms that may reduce oil consumption.[2][3][4

Source: http://en.wikipedia.org/wiki/Congestion_pricing / Download 6 July 2012

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London Congestion Charge

The **London congestion charge** is a fee charged on most motor vehicles operating within the Congestion Charge Zone (CCZ) in central London between 07:00 and 18:00 (Monday-Friday only). The charge, which was introduced on 17 February 2003, remains one of the largest congestion zones in the world despite the cancellation of the Western Extension which operated between February 2007 and January 2011. The charge aims to reduce congestion, and to raise investment funds for London's transport system.

As of April 2012 the following CHARGES apply:

The standard fee for applicable vehicles is £10 per day if paid by midnight on the day of travel, £12 if paid by the end of the following day, or £9 if registered with CC Autopay.[3] Businesses with ten or more vehicles can register with TfL, and will be charged £9 per vehicle per day for each vehicle detected within the zone.[3] Failure to pay results in a fine of £120, reduced to £60 if paid within 14 days, but increased to £187 if unpaid after 28 days.[4]

Registered cars which emit 100g/km or less of CO2 and meet the Euro 5 standard, vehicles with 9 or more seats, motor-tricycles, accredited break-down companies and roadside recovery vehicles receive 100% discounts.[5] Refunds are available to people who pay monthly or annual in advance whose plans change; reimbursements are available to NHS patients assessed to be too ill to travel by public-transport, NHS staff using vehicles on official business and fire fighters.[6] Residents living within or very close to the zone are eligible for a 90% discount which is charged via CC Autopay.[7]

The scheme makes use of purpose-built automatic number plate recognition (ANPR) cameras, manufactured by PIPs Technology, to record vehicles entering and exiting the zone. Cameras can record number plates with a 90% accuracy rate through the technology.[98][140] The majority of vehicles within the zone are captured on camera. The cameras take two still pictures in colour and black and white and use infrared technology to identify the number plates. The camera network and other roadside equipment is managed largely automatically by an instation system developed by Roke Manor Research Ltd, which delivers number plates to the billing system. These identified numbers are checked against the list of payers overnight by computer. In those cases when a number plate has not been recognised then they are checked manually.[140] Those that have paid but have not been seen in the central zone are not refunded, and those that have not paid and are seen are fined. The registered keeper (The registered keeper is presumed to be the owner unless shown otherwise) of such a vehicle is looked up in a database provided by the Driver and Vehicle Licensing Agency (DVLA), based in Swansea.[140][141]

Source (of this and much more about it):
http://en.wikipedia.org/wiki/London_congestion_charge / Download 6 July 2012

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MANCHESTER – THE SCHEME

"Introduction of the congestion charge will allow funding of around £1bn to be available for public transport improvements in and around Manchester."

The scheme will be based on two boundaries: the first and outer limit is the M60 orbital motorway around the city (Greater Manchester urban area) and there will also be an inner boundary around Manchester city centre. The charge will be based around the movement across these two boundaries.

At peak time in the morning (07.00–09:30) there will be a £2 charge to come inside the M60 boundary and a further £1 to go across into the city centre itself. In the evening (16.00–18.30) there would be another charge of £1 to cross either cordon on the way out of the city. To the dedicated car commuter travelling during the congestion charging time this will mean a maximum charge of £5 per day. Motorbikes may have to pay less and lorries more but this is currently under consultation.

The congestion charge will only operate during the designated hours during weekdays and there is no charge at weekends or for travelling against the 'flow' of the incumbent traffic during the charging period (for example, it costs nothing to travel out of the city centre during 07.00 and 09.30). The charge will be administered by the use of a pre-paid tag and beacon system for regular users, where a tag will have credit, which is deducted during every journey through a congestion charge boundary.

Visitors from outside the area are expected to pay using the internet, mobile phone, or call centre. Reaction from residents of Manchester is mixed: around 36% are for the congestion charging scheme and obviously a majority against but on the converse side a majority would like to see the Metrolink extended, which will rely on the TIF grant to some extent.

Source: http://www.roadtraffic-technology.com/projects/manchestercongestion/ Date 8 May 2012

Funds to expand the system
will come from the congestion charge.

NEW YORK CITY

MTA (Metropolitan Transport Authority) Bridges and Tunnels, legal name **Triborough Bridge and Tunnel Authority**, is a division of the Metropolitan Transportation Authority, that operates seven intrastate toll bridges and two tunnels in New York City. It is one of a number of operators of toll ways. In terms of traffic volume, it is the largest bridge and tunnel toll agency in the United States serving more than a million people each day and generating more than $900 million in toll revenue annually.

Find some toll routes and their operators below

Bronx-Whitestone Bridge Toll: $6.50
Location: Spans the East River (Hudson River) connecting Queens, NY to Bronx, NY
Operator: MTA Bridges and Tunnels

Brooklyn Battery Tunnel Toll: $6.50
Location: Connects Manhattan, NY to Brooklyn, NY
Operator: MTA Bridges and Tunnels

Cross Bay Bridge Toll: $3.25
Location: Connects the Rockaway peninsula to the rest of Queens, NY
Operator: MTA Bridges and Tunnels

George Washington Bridge Toll: $12.00 (Eastbound lanes ONLY)
Location: Spans the Hudson River connecting New Jersey to northern Manhattan, NY
Operator: The Port Authority of New York & New Jersey

Henry Hudson Bridge Toll: $4.00
Location: Spans the Hudson River connecting northern Manhattan to the Bronx, NY
Operator: MTA Bridges and Tunnels

Holland Tunnel Toll: $12.00 (Eastbound ONLY)
Location: Passes under the Hudson River connecting New Jersey to NYC
Operator: The Port Authority of New York & New Jersey

Lincoln Tunnel Toll: $12.00 (Eastbound ONLY)
Location: Passes beneath the Hudson River connecting New Jersey to NYC
Operator: The Port Authority of New York & New Jersey

Queens Midtown Tunnel Toll: $6.50
Location: Connects Midtown Manhattan to Queens, NY
Operator: MTA Bridges and Tunnels

Throgs Neck Bridge Toll: $6.50
Location: Where the East River meets the Long Island Sound, connects Bronx to Queens
Operator: MTA Bridges and Tunnels

Robert F. Kennedy Bridge (formerly the Triborough Bridge) Toll: $6.50
Location: It is actually three bridges connecting Manhattan, Queens, and the Bronx
Operator: MTA Bridges and Tunnels

Verrazano-Narrows Bridge Toll: $13.00 (Westbound lanes ONLY)
Location: Spans the entrance to New York Harbor connecting Staten Island to Brooklyn
Operator: MTA Bridges and Tunnels

Parkhaus pro Stunde zwischen $5 und $20.

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