

Background

- Traffic jams, noise, and air pollution characteristic of urban mobility in many places
- **Transport mode choice** is a “modern version” of Hardin’s Tragedy of the Commons (Santos/Shaffer 2004)
- Possible solution: **internalizing external costs** arising from chosen means of transport (➤ congestion charge)
- Implementation, however, **often lacks public support**

➤ What drives support for urban mobility policies?

Beliefs on policy consequences (Huber et al. 2019)

- Effectiveness (+)
 - Intrusiveness (-)
 - Fairness (+)
- Support ?

Self-interest (Rohrschneider 1988)

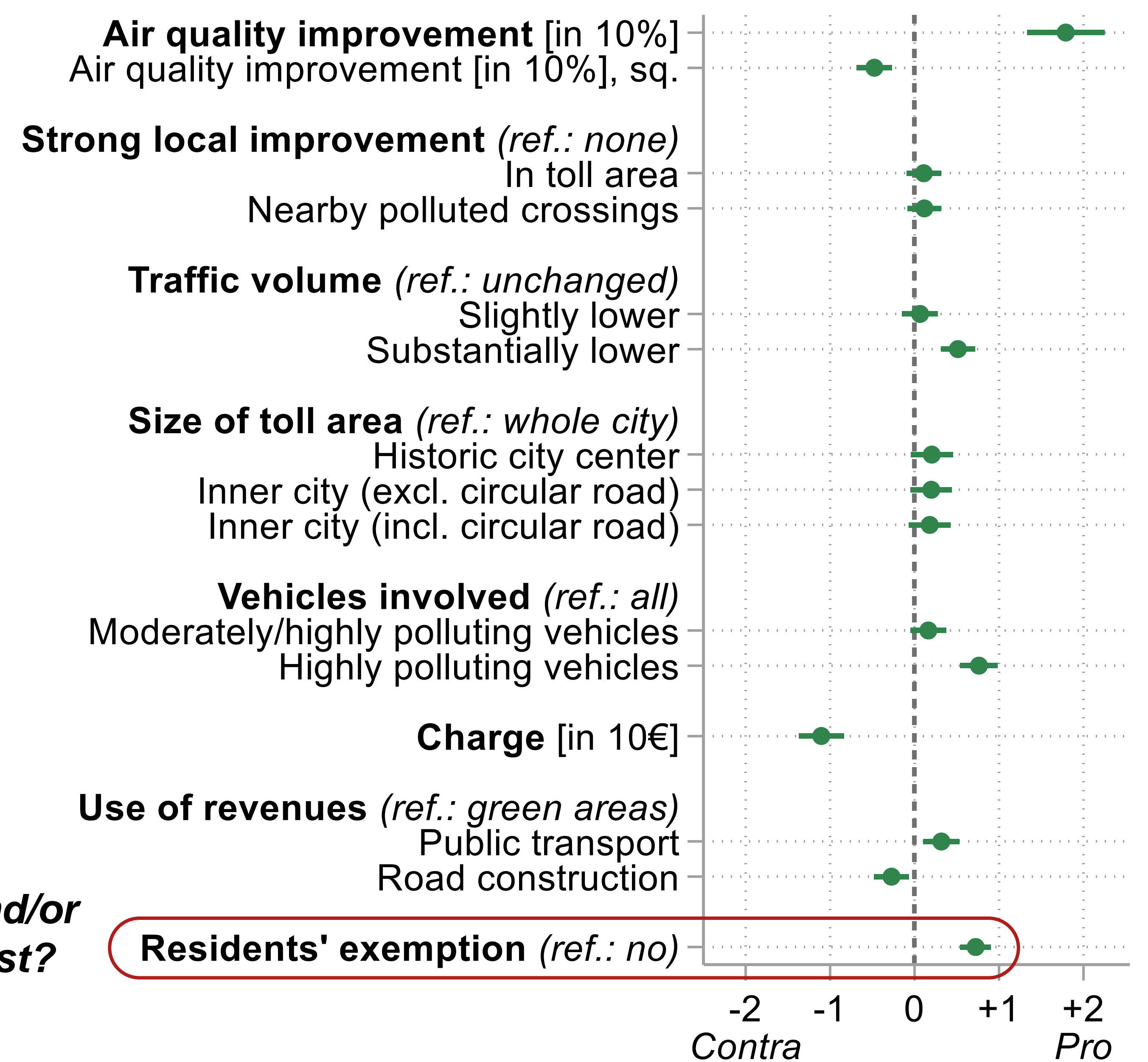
- Reduction of pollution
 - Maintenance of travel comfort
 - Avoidance of individual costs
- Residents (house icon) Motorists (car icon)



Data

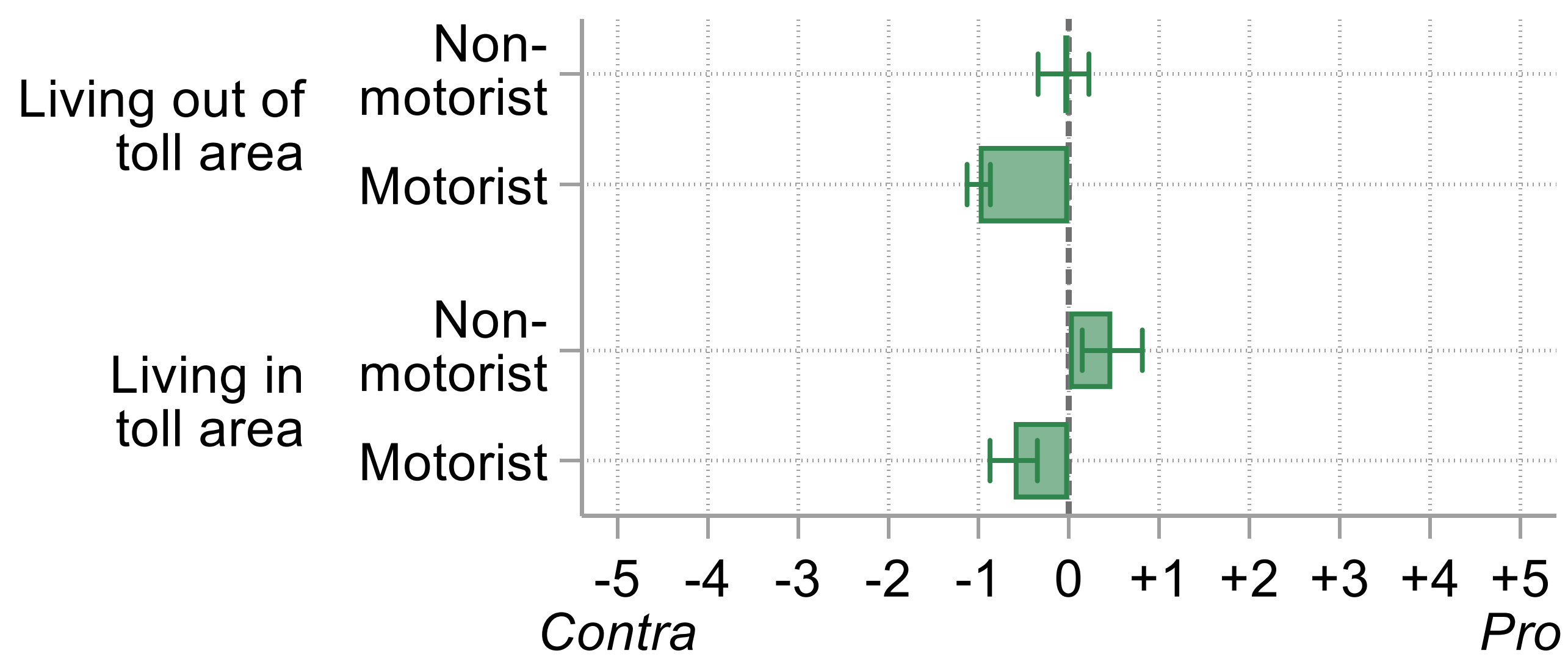
- Postal population survey in 2018
- Random sample of 5,400 people from Munich and surroundings
- **Factorial survey experiment** on support for city tolls
- **+ neighborhood context information**
- **+ respondents' vehicle usage**
- 1,193 respondents; 4,564 vignettes

Effects of institutional design on toll scheme evaluation



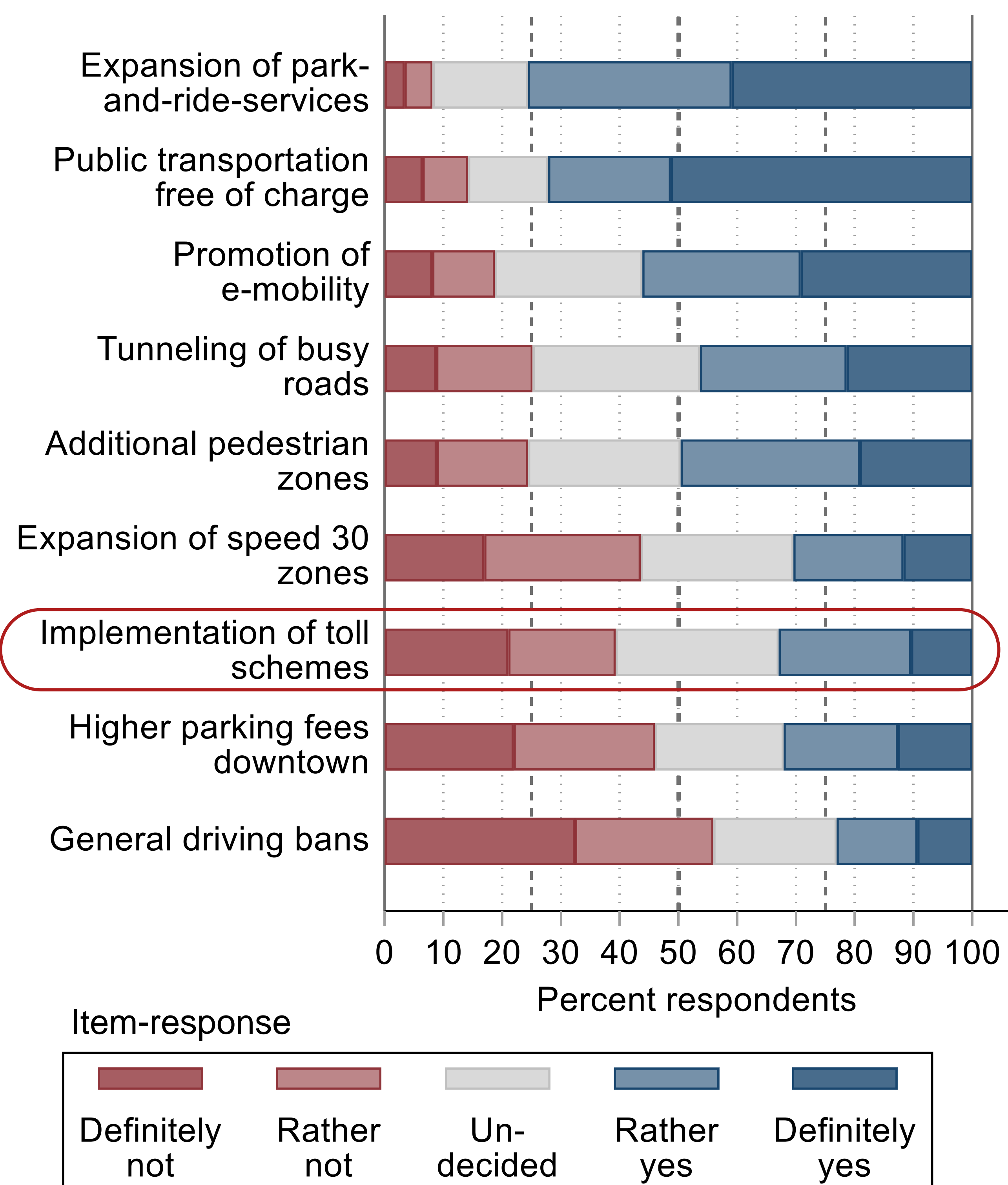
Fairness and/or self-interest?

Mean toll scheme evaluation by subgroups



➤ Does this transfer to other (costly) measures?

Support for measures to improve air quality



Summing up

- **Support** for city road tolls is **overall low**, but **differs between subgroups** differently affected
- Support for city road tolls **depends on institutional design** characteristics of the proposed measure
- Relevant factors, however, also differ between subgroups differently affected [not shown]
- Aside from general beliefs on policy consequences, individual **self-interest proves particularly important**
- This pattern of **low support for costly/restricting policies** also transfers to other measures to improve air quality

Side note: Comparison of measurements

