


Powered two-wheelers – motorbikes and mopeds

Options	Pro's	Con's	Recommendation
No charge, 100% discount	<ul style="list-style-type: none"> • Simplicity of administration • Take up less road/parking than a car so consistent with congestion reduction policy • Discount can be reviewed over time if proliferation occurs 	<ul style="list-style-type: none"> • Lack of £ disincentive may encourage uptake as people switch from car • Inherently less safe mode; incompatible with pedal cycles 	
£3 charge	<ul style="list-style-type: none"> • £ disincentive may act as a deterrent to potential proliferation concerns • Lower charge is aligned with principle that they create less congestion 	<ul style="list-style-type: none"> • Rear-plate images are harder to accurately capture – lower charge may not recoup potential increase in scheme costs 	
£5 charge	<ul style="list-style-type: none"> • Strong deterrent to proliferation / safety concerns • Higher charge will help towards any additional cost of system 	<ul style="list-style-type: none"> • Could attract criticism as motorbikes don't cause as much congestion, so £5 seen as excessive 	

➤ **Potential to seek views on issue as part of consultation before coming to a view**

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