

The Stockholm Trial:  
Congestion charging and improved public  
transport aimed at reducing traffic jams and  
creating a better environment

# Stockholmsförsöket

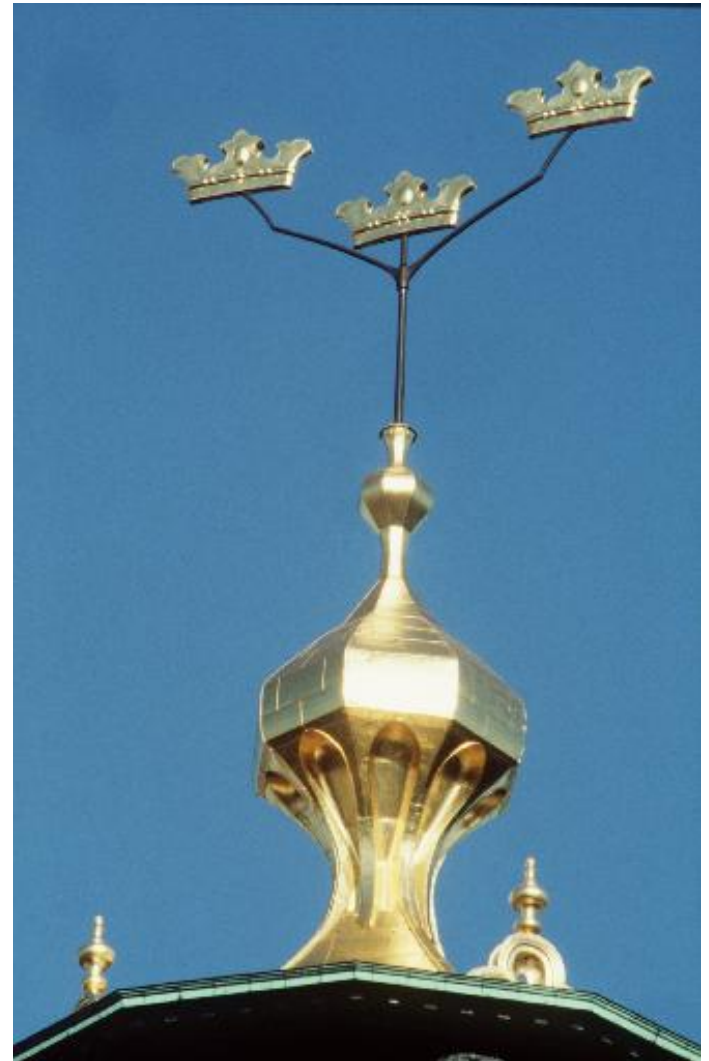
I augusti startar försöket med miljöavgifter/trängselskatt och utbyggd kollektivtrafik för mindre köer och bättre miljö.

Gunnar Söderholm, director head of environment-  
and health department

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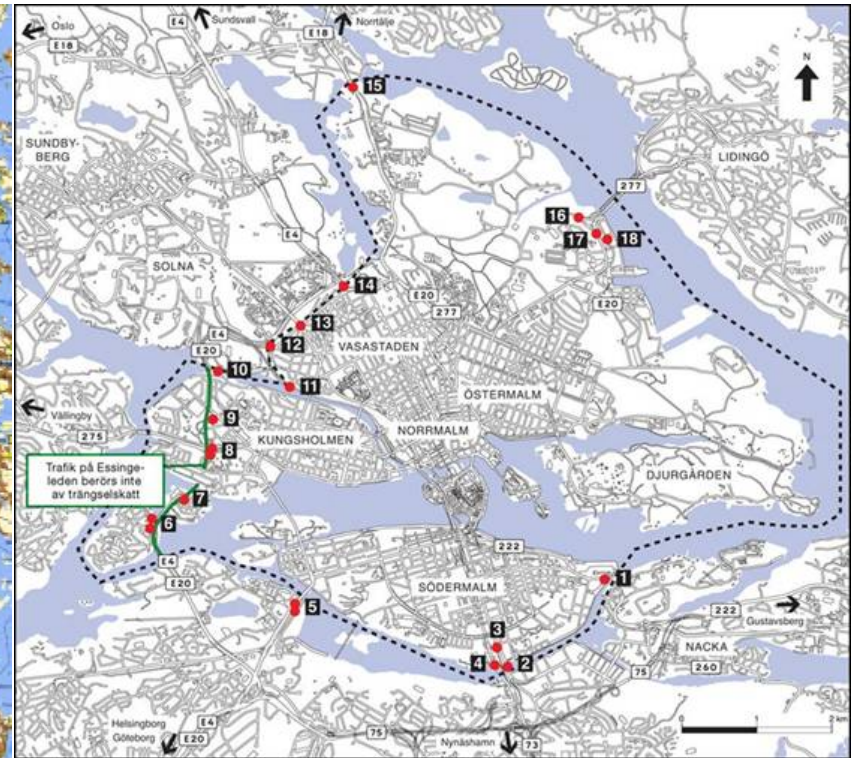
- **Improved public transport 22 Aug 2005**
- **Congestion charging 3 Jan-31 July 2006**
- **Referendum 17 Sept 2006**
- **Restarted 1 Aug 2007**



# Primary objectives of congestion charging

- Reduced congestion
- Increased accessibility
- Better environment



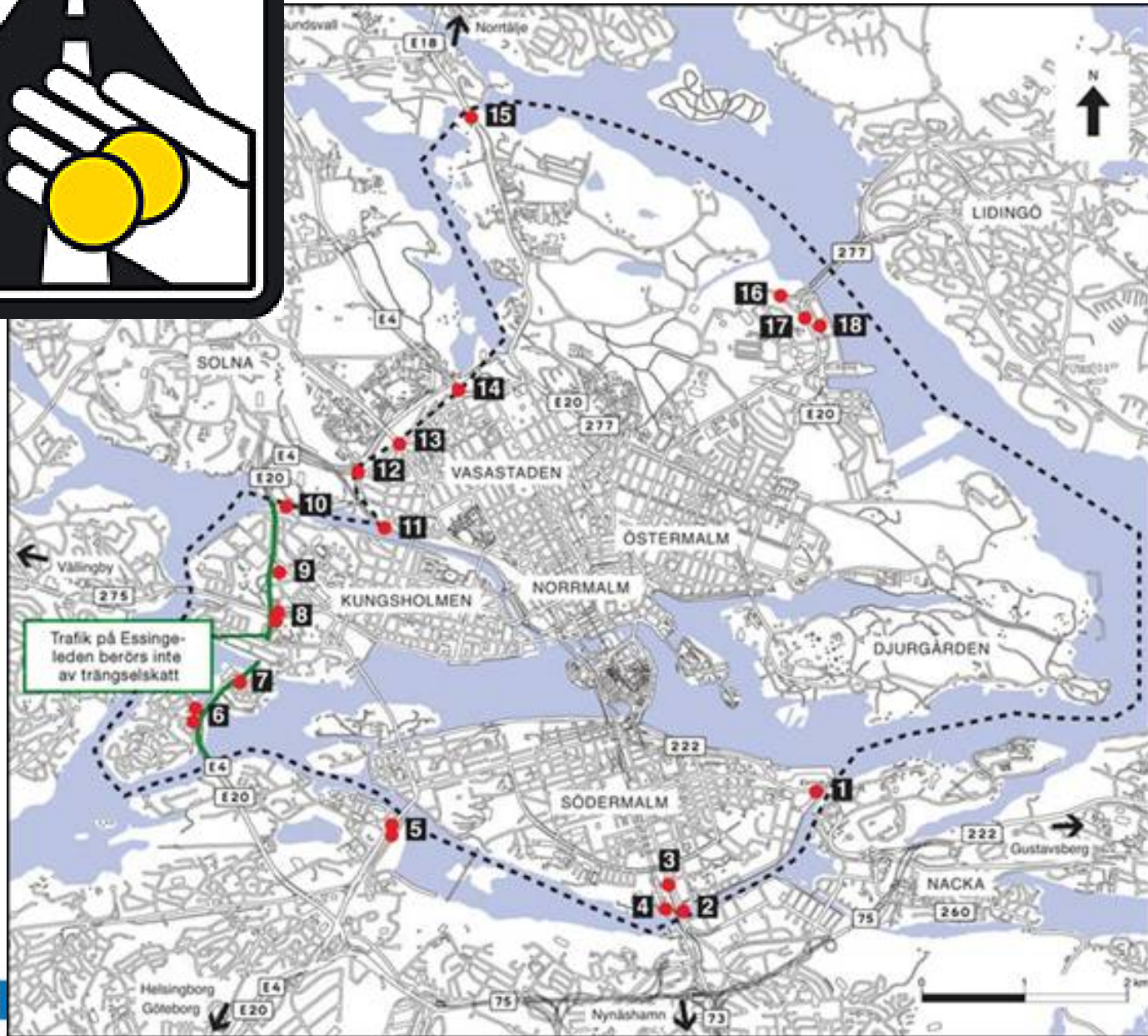


Trafik på Essingeleden berörs inte av trängselskatt

18 control points  
a charge is made when entering/  
exiting the centre of Stockholm



# Congestion-charging zone



# Congestion charges and times

## PEAK PERIODS

7.30-8.30 a.m., 4-5.30 p.m. SEK 20 \$ 3

## SEMI PEAK PERIODS

7.-7.30 a.m., 8.30-9 a.m.  
3.30-4 p.m., 5.30-6 p.m. SEK 15 \$ 2

## MEDIUM-VOLUME PERIODS

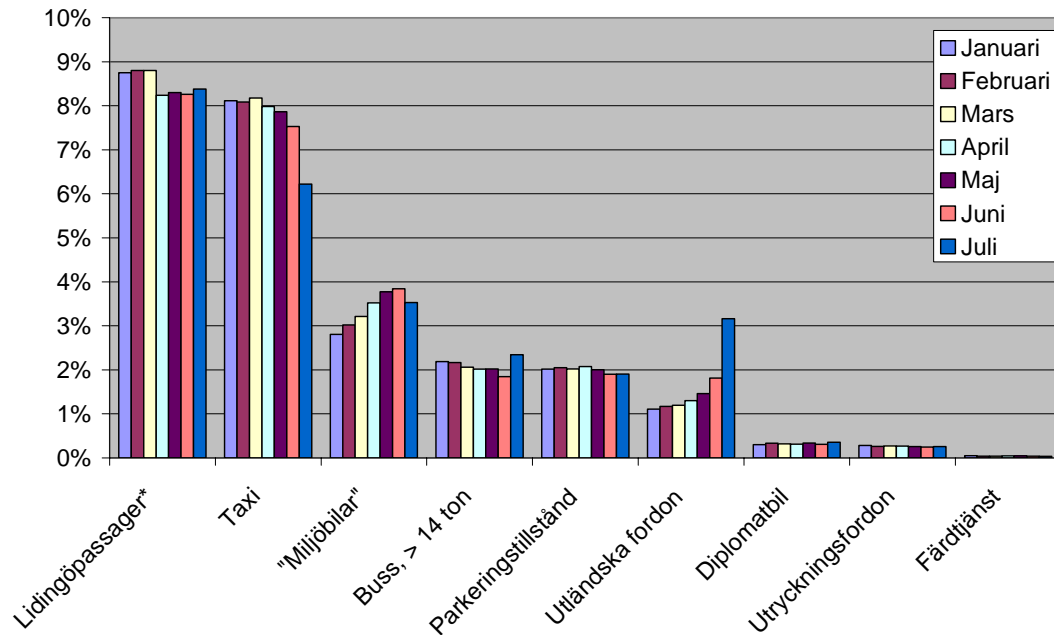
6.30-7 a.m., 9 a.m.-3.30 p.m.  
6-6.30 p.m. SEK 10 \$ 1,3

MAXIMUM CHARGE: SEK 60/day \$ 8

Evenings, Saturdays, Sundays, holidays: NO CHARGE

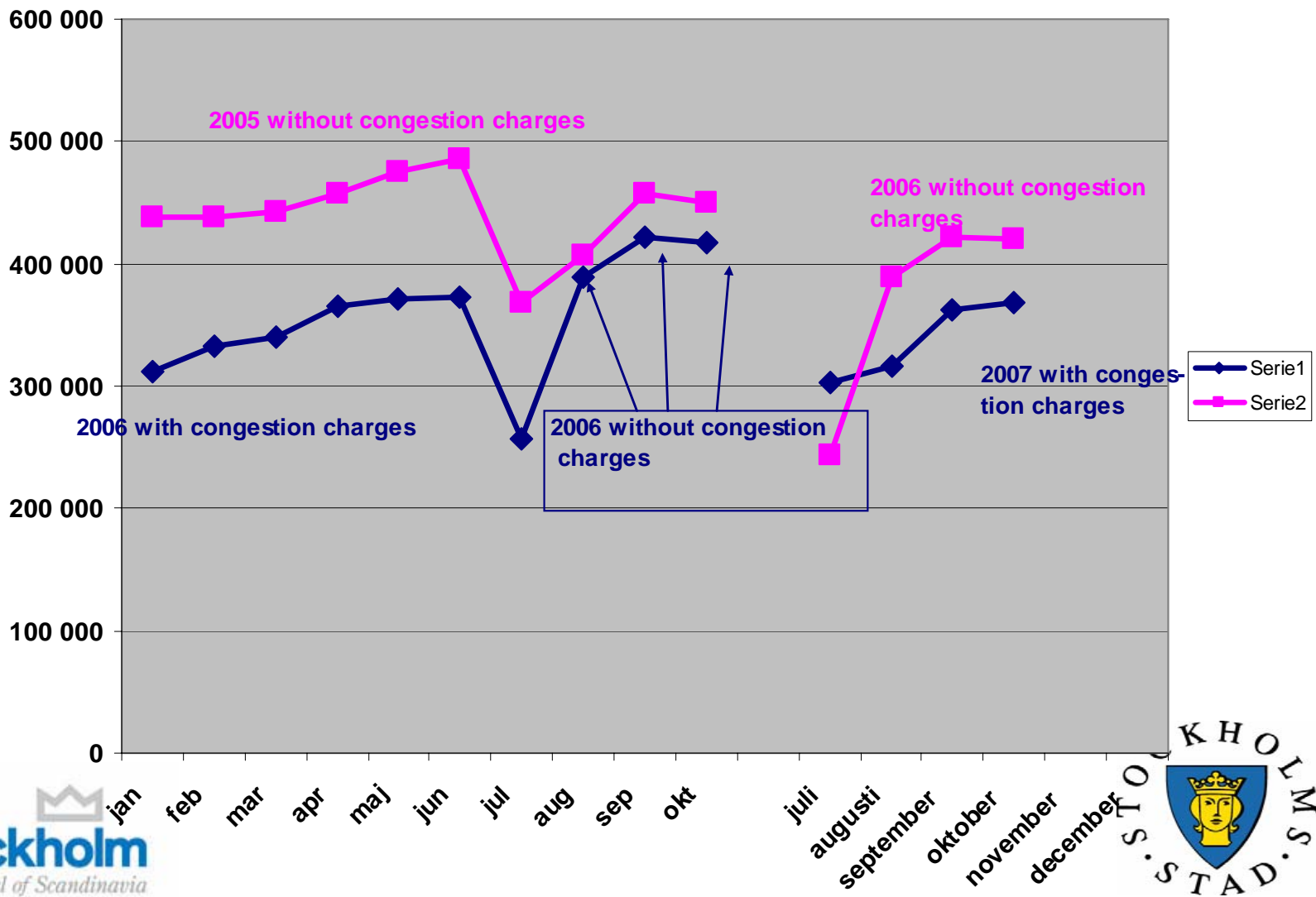
# These traffic categories are exempt about 30 % of passages

- Emergency vehicles
- Vehicles with disability permits
- Foreign vehicles
- Transport services for the disabled
- Taxis
- Motorcycles
- Buses over 14 tons
- Vehicles using alternative fuel (5 years)

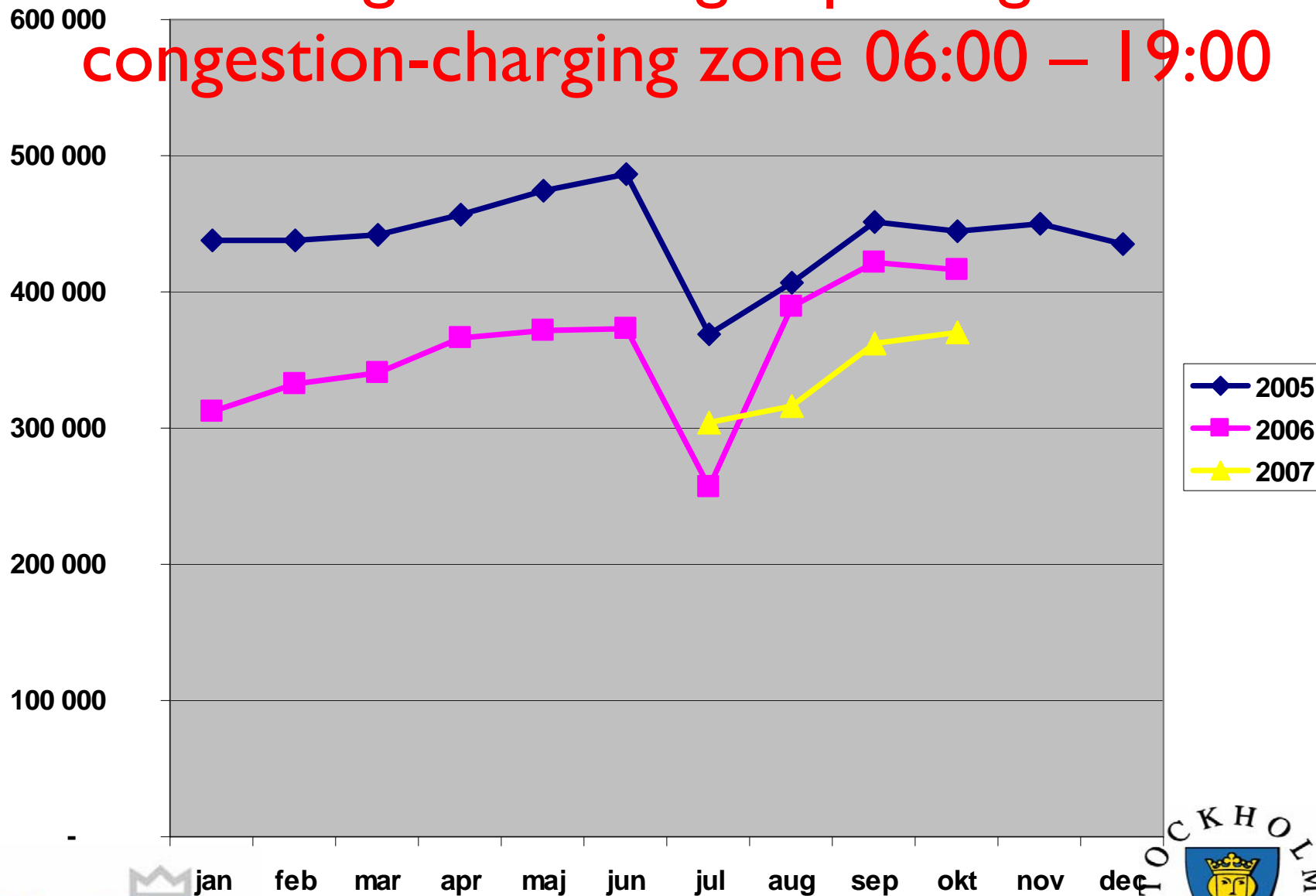


No discount for residents inside the cordon

# Passages entering/departing the congestion-charging zone 06:00 – 19:00



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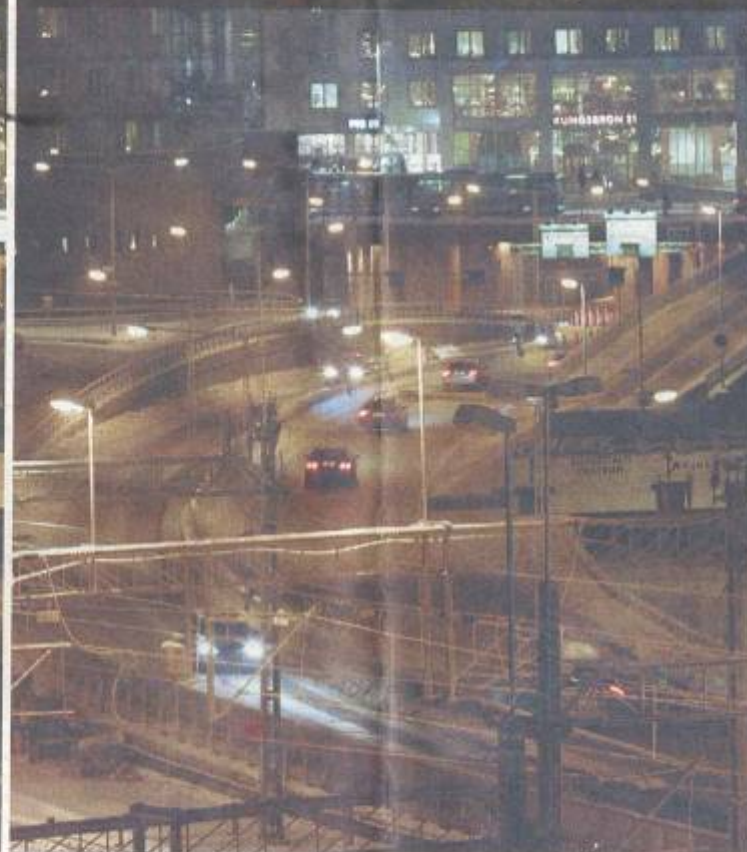
# Före

KLARA STRANDSLEDEN 16.30 MÅNDAG 2 JANUARI



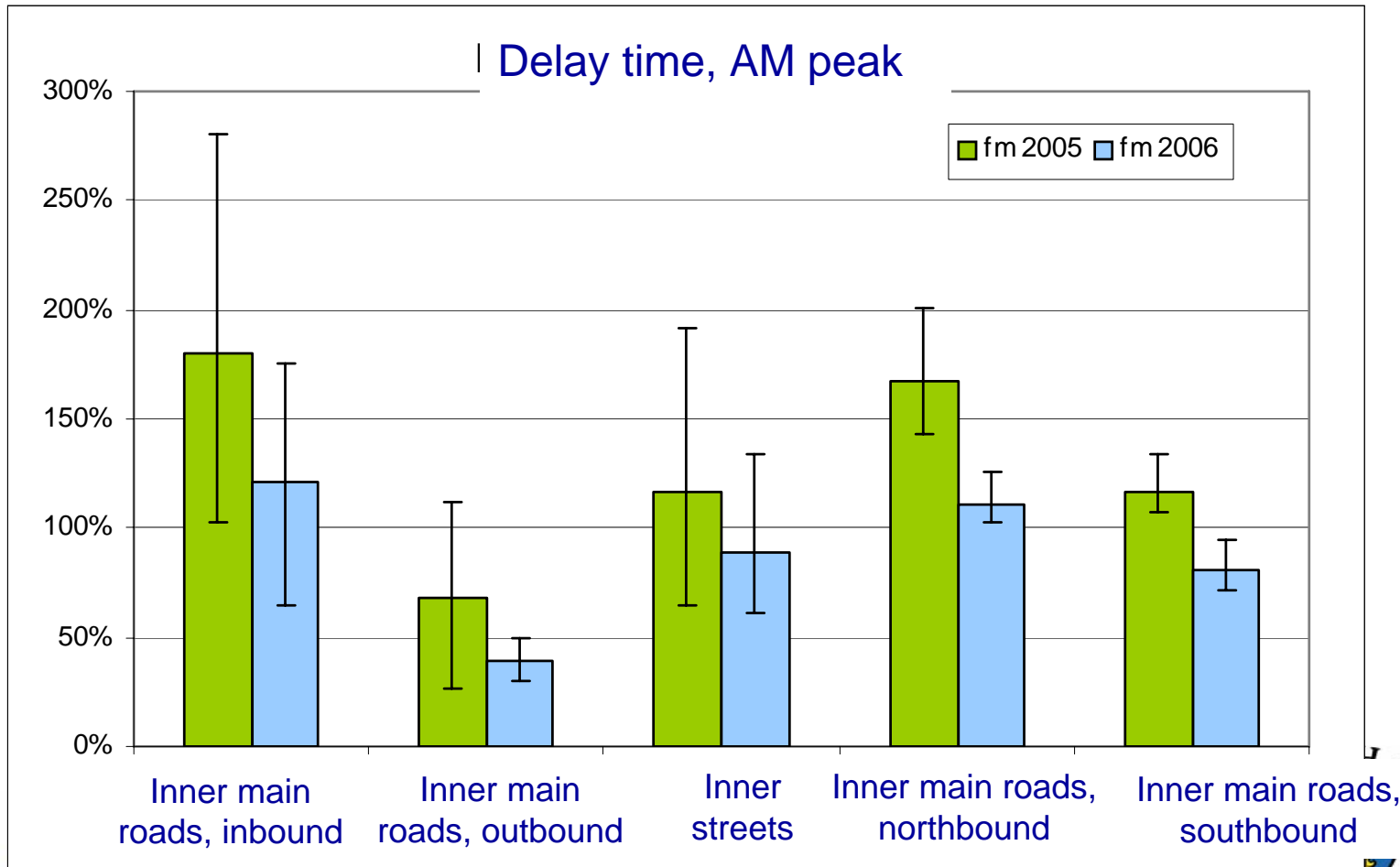
# Efter

KLARA STRANDSLEDEN 16.30 TISDAG 3 JANUARI



# Var fjärde bil försvann

# 30-50% less time in queues



# Goals essentially reached

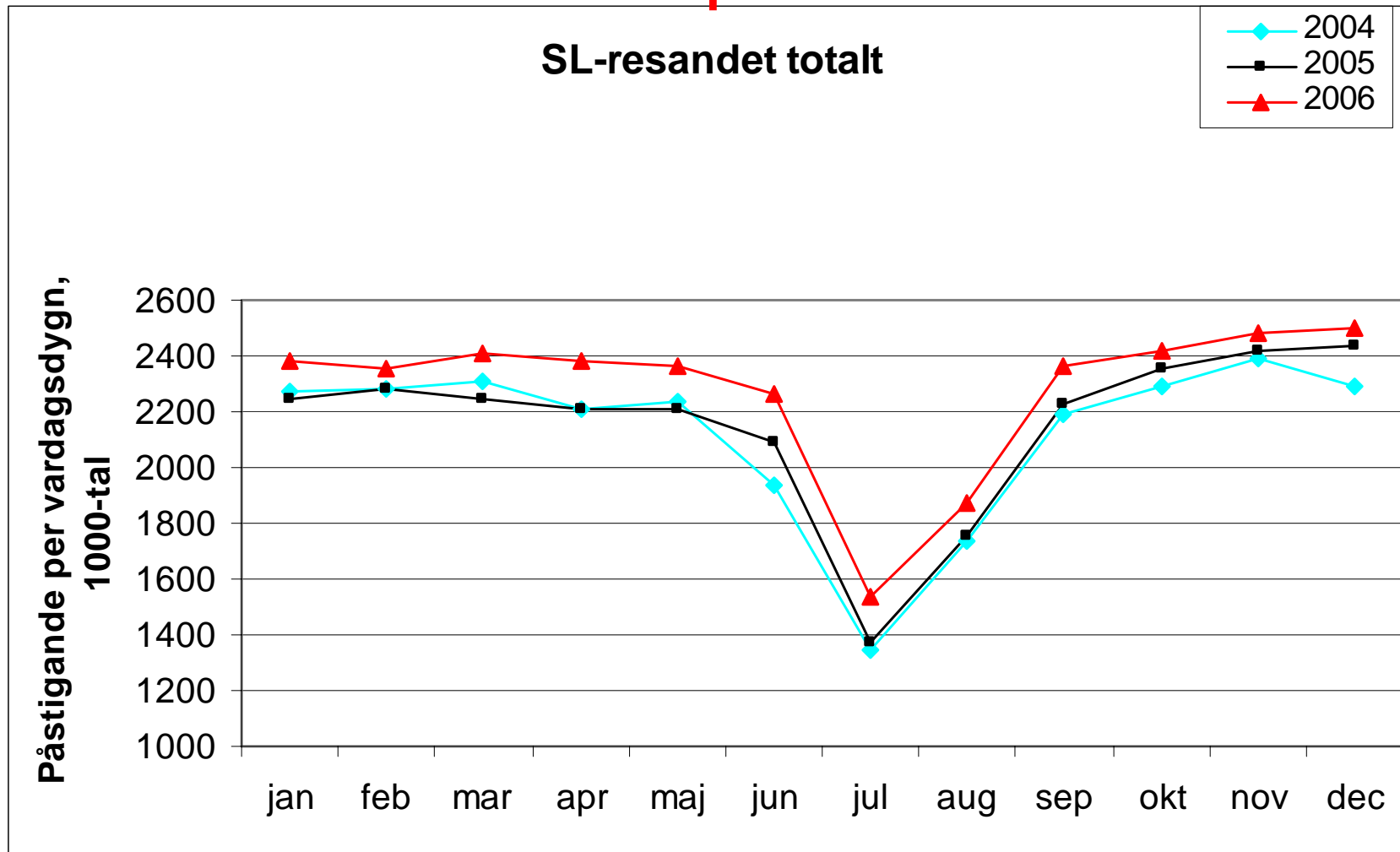
- 10 - 15 % less traffic to/from inner city
  - Was 20-25%
- Increased accessibility
  - Queue times down 30-50% in/near the inner city
  - Essingeleden about the same
- Decreased emissions
  - 10-14% less in inner city; 2-3% in total county
- Inhabitants should perceive an improved urban environment
  - Unclear – difficult to define and measure

SKA INTE JAG KÖRA  
MIN BIL SÅ SKA INGEN  
ANNAN DET KELLER.

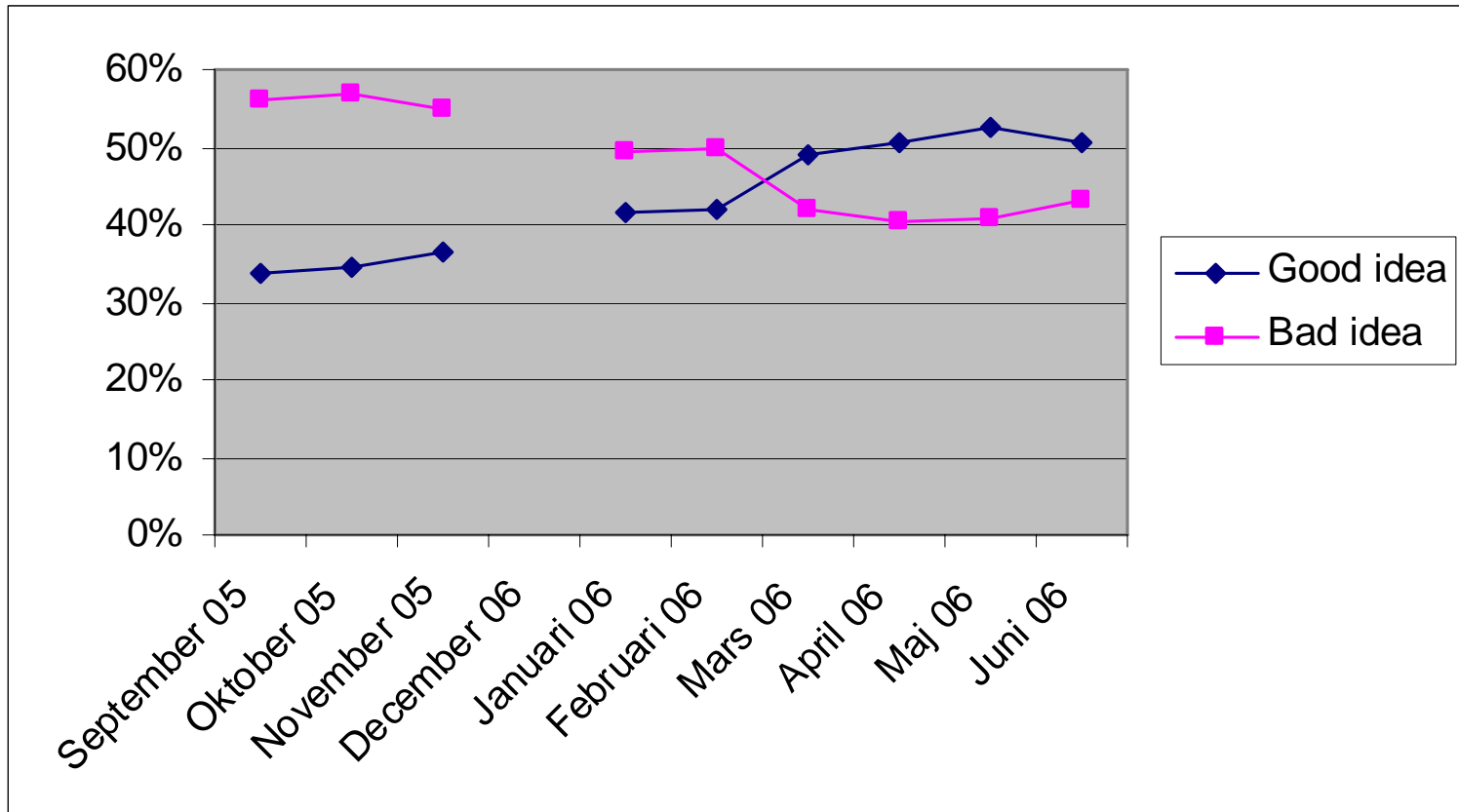


Stockholmsförsöket genomförs med målet att öka framkomligheten och förbättra miljön – inte stoppa bilarna.

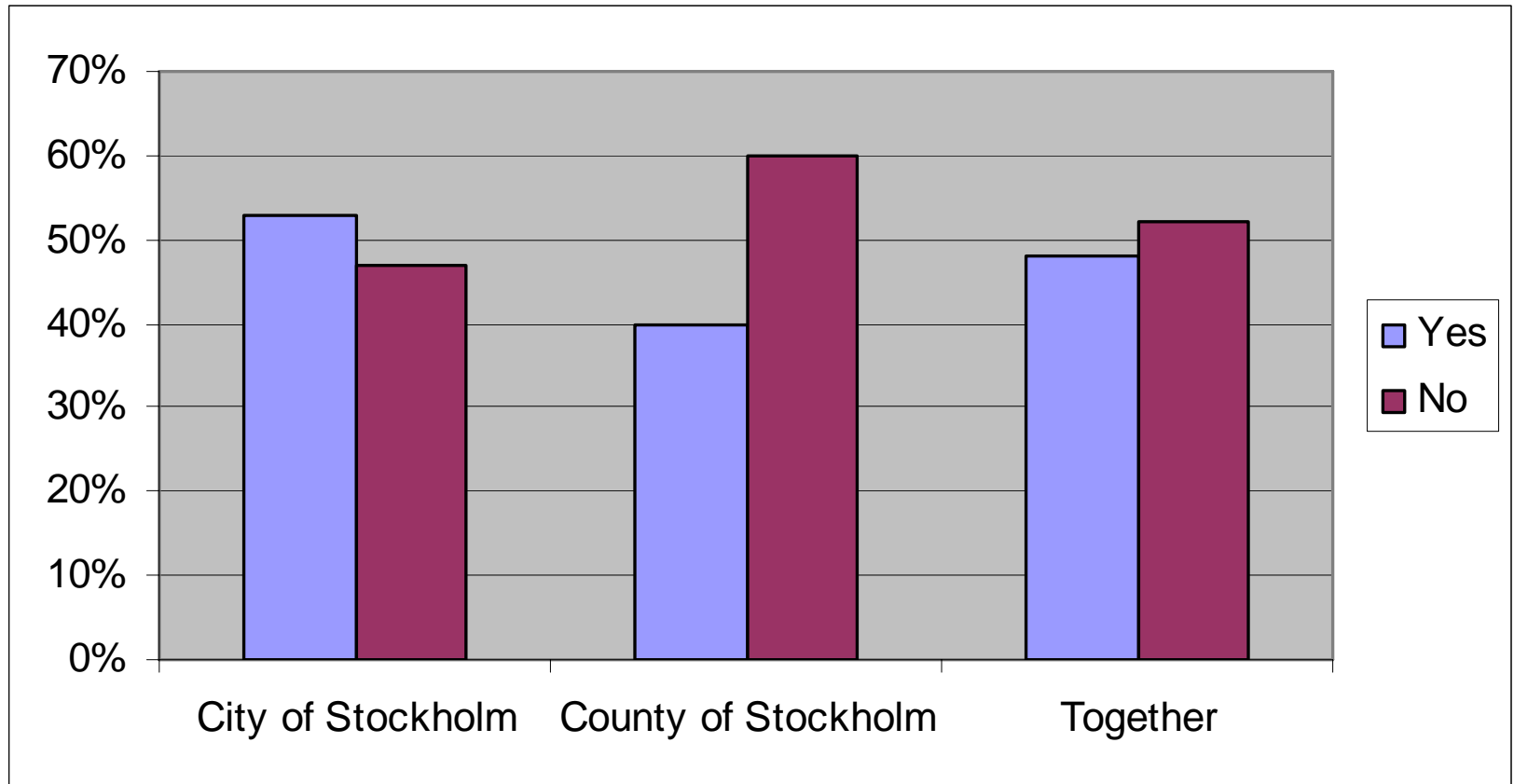
# Public transport 2006



# Is the Stockholm trial a good idea



# The result of the referendum

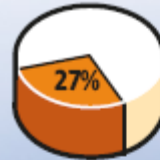


**Growing support for the scheme**

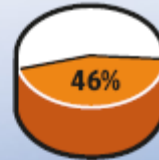
**From 75 % against**

**To 67 % for**

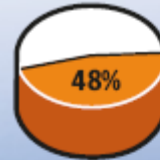
### Stödet för skatten Siffror för Stockhoms stad



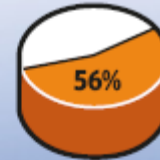
December 2005  
Källa: SKOP



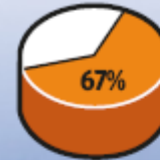
Mars 2006



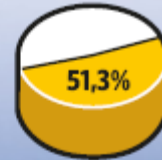
Juni 2006



Augusti 2006



Februari 2007



Folkomröstning  
17 sept 2006

Grafik: CITY



### Undersökningen

Skop har frågat 1 021 personer i Stockholms stad om deras inställning till trängselskatten.

Frågan man ställde löd: "Stockholm planerar att införa biltullar från den 1 juli i år. Tycker du att det är bra eller dåligt?"

67 procent tycker det är bra. 33 procent svarade att de tycker det är dåligt.

Stödet i innerstaden är större än i ytterstaden. I innerstaden är 72 procent för skatten. I söderort och västerort är stödet 64 respektive 62 procent.



**The demonstrated success of roadpricing.**

Other **major** cities around the world, including London and **Stockholm** most recently have reduced congestion and improved throughput almost immediately through the implementation of congestion pricing strategies



**Vote Yes!**

# Political background



- Soc Dem Promise 2002 not having congestion charges before 2007
- Forced to accept a trial after election Sep 2002
- Left – right issue

- Conservatives changed side after election Sep 2006
- Now all parties in favour of the scheme



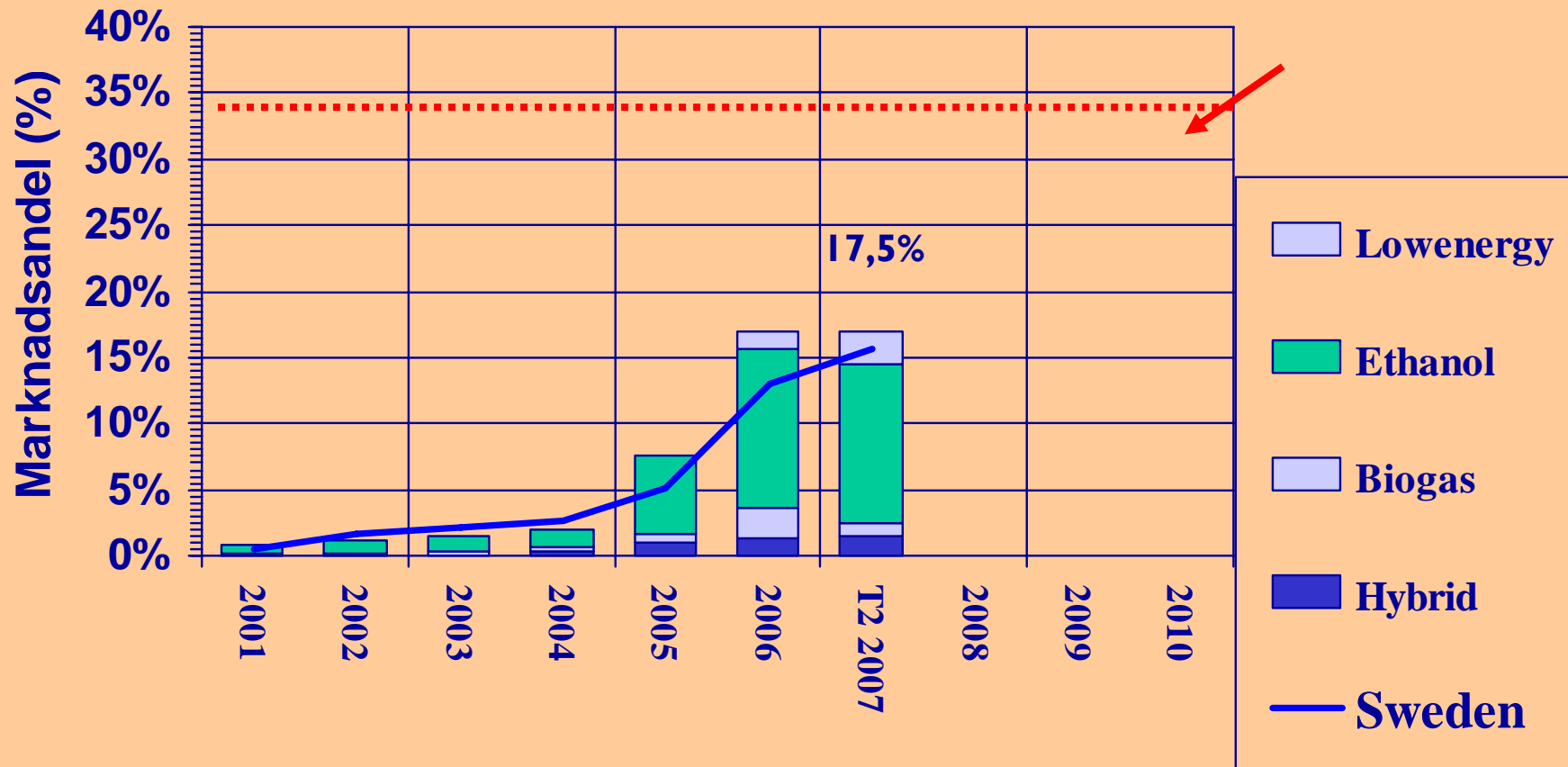
# Why was the trial a success?

- It worked technically very well
- People have known what to do
- The traffic effects have exceeded the expectations
- People have seen the benefits by themselves
- Continuously measuring didn't give room for rumours
- People have been prepared to change their minds



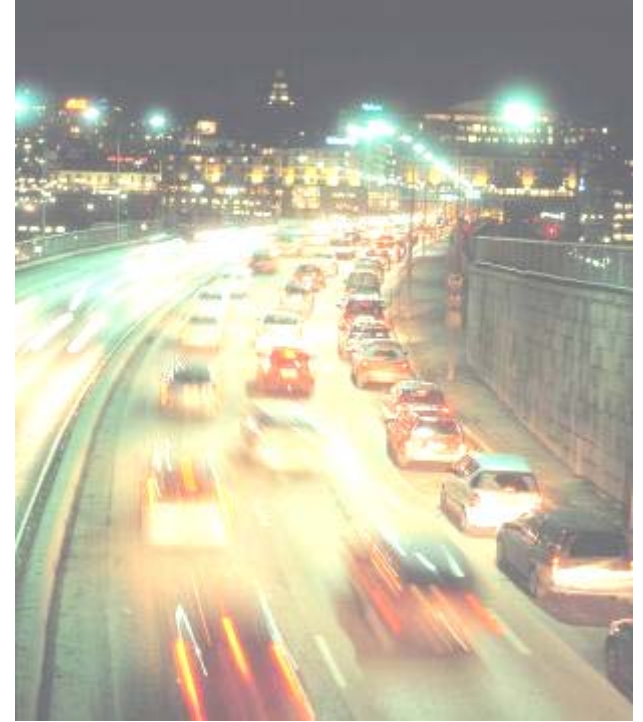
# New clean vehicles sold in Sweden and Stockholm 2001-2007

**Goal  
2010**



## Clean Vehicles and Fuels

European Symposium and Exhibition • 7-9 November 2007



## Information on the web:

[www.Stockholmsforsoket.se](http://www.Stockholmsforsoket.se)

[www.vv.se](http://www.vv.se)

  
**Stockholm**  
*The Capital of Scandinavia*

