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

Gunnar Söderholm, director head of environment- and health department
• 15 Sep 2002  General election
•  2 June 2003  Proposal from city parliament
•  16 June 2004  New law
•  1 July 2004  Procurement to NRA
•  9 July 2004  IBM gets contract
•  30 March 2004  Final court decision
• 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
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  € 2

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  € 1.5

MEDIUM-VOLUME PERIODS
6.30-7 a.m., 9 a.m.-3.30 p.m.
6-6.30 p.m.  SEK 10  € 1

MAXIMUM CHARGE:
SEK 60/day  € 6

Evenings, Saturdays, Sundays, holidays: NO CHARGE
Charging principles

- Charge for every passage over charging-zone cordon
- Charge for traffic both entering and departing the charging zone
- One tax decision per day
- Car owner is responsible for paying the tax
- No demand or other notice to car owners that they must pay the tax – or how much
- If payment is not made within 14 days (5 days until 30 May 2006) a penalty of SEK 70 (€ 7) is charged.
- Proposal for monthly payment by invoice from 1 July 2008
- If payment is not made within 4 weeks a penalty of SEK 200 (€ 20) is charged. Maximum € 200/month.
- Direct debit from bank account 77%
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

- month with congestion tax
Före
KLARASTRANDSLEDEN 16.30 MÅNDAG 2 JANUARI

Efter
KLARASTRANDSLEDEN 16.30 TISDAG 3 JANUARI

Var fjärde bil försvann
Traffic in to and out from the inner city

In

Out

Stockholm

The Capital of Scandinavia
2007: Travel time improvements once again – but partly offset by roadworks

**AM peak**

- Innerstad
- InreinfartN
- InreinfartUT

**PM peak**

- Innerstad
- InreinfartN
- InreinfartUT

*Congestion index (PM)*

*September-October*
Travelling time morning rush hour

The diagram shows the travelling time percentages for various locations during the morning rush hour. The locations are categorized into Innerstads, Innter, Infanteri, and Ytterstads. The bars represent the time percentages as follows:

- **FMR okt 05**: Blue bars
- **FMR, K1-06**: Red bars
- **FMR K1-07**: Green bars
- **FMR K1-08**: Purple bars

The percentages range from 0% to 250%, with Innerstads showing the highest percentage and Ytterstads showing the lowest. The specific locations and their corresponding percentages are not explicitly stated, but the general trend can be observed from the bars.

The image also includes a logo with the text "The Capital of Scandinavia".
Travelling time afternoon rush hour
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
Trains, tubes and trams in Stockholm
Public transport 2005 - 2007

SL-resandet totalt

Påstigande per vardagsdygn, 1000-tal

År 2005
År 2006
År 2007
År 2008

Stockholm
The Capital of Scandinavia
Public transit statistics 2007 a day

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<thead>
<tr>
<th></th>
<th>Boarding</th>
<th>Departures</th>
<th>Number</th>
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<td>Metro</td>
<td>1 094 000</td>
<td>1 950</td>
<td>105</td>
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<tr>
<td>Buses</td>
<td>975 000</td>
<td>25 000</td>
<td>1924</td>
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<tr>
<td>Commuter trains</td>
<td>242 000</td>
<td>750</td>
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<tr>
<td>Local train</td>
<td>123 000</td>
<td>1 000</td>
<td>53</td>
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How many are affected of the congestion tax?

• Many pays now and then – few pays often
  – During two weeks pays 50 % of the car owners in greater Stockholm sometime…
  – …but less than 5 % pays more than 100 SEK/2 weeks

• A small groupe pays a big part
  – 5 % pays more than 1/3 of the taxes from private owned cars
Industry & commerce

- Well-functioning road transport important
  - Time gains valuable, but administration cumbersome
- Marginal influence on land use, real estate prices and regional economy compared to other factors
- No identifiable effects on retail at aggregate level
- Influence on households purchasing power negligible
Is the Stockholm trial a good idea

![Graph showing the percentage of good and bad ideas over time from September 05 to Juni 06. The graph indicates that the majority of respondents think the trial is a good idea.](image)
The result of the referendum

City of Stockholm: Yes (50%), No (50%)
County of Stockholm: Yes (40%), No (60%)
Together: Yes (50%), No (50%)

Stockholm
The Capital of Scandinavia
Growing support for the scheme
From 75% against
To 67% for
Did you change opinion during the trial?
Public opinion nov – dec 2007

- Positive: 50%
- Neither: 10%
- Negative: 20%

Stockholm
The Capital of Scandinavia
Why did you get more positive?

Varför blev du mer positiv

...miljön blev bättre än väntat
...framkomligheten blev bättre än väntat
...resekostnaderna blev bättre än väntat
...kollektivtrafiken blev bättre än väntat
...annat
...vet ej/
minns inte
Whay did you get more negativ?

Varför blev du mer negativ?

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<tr>
<th>Location</th>
<th>miljön blev sämre än väntat</th>
<th>framkomligheten blev sämre än väntat</th>
<th>resekostnaderna blev sämre än väntat</th>
<th>kollektivtrafiken blev sämre än väntat</th>
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Opinion by city district

- Hela staden: Mycket positiv
- Skärholmen: Ganska positiv
- Hägersten-Liljeholmen: Mycket negativ
- Älvsjö: Mycket negativ
- Farsta: Ganska negativ
- Skarpnäck: Mycket negativ
- Enskede-Årsta-Vantör: Ganska negativ
- Södermalm: Mycket negativ
- Östermalm: Mycket negativ
- Norrmalm: Ganska negativ
- Kungsholmen: Mycket negativ
- Bromma: Mycket negativ
- Hässelby-Vällingby: Mycket negativ
- Spånga-Tensta: Ganska negativ
- Rinkeby-Kista: Mycket negativ
Do you think that the congestion tax gives

- Less congestion in/out from the inner city: 70%
- Less congestion in the inner city: 70%
- Better air in the inner city: 70%
- Less noise: 60%
- Better road safety: 50%
- Better public transit: 40%
The demonstrated success of road pricing.

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!
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
Information on the web:

www.Stockholmsforsoket.se

www.vv.se