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
• 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 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

- 2005 without congestion charges
- 2006 without congestion charges
- 2006 with congestion charges
- 2007 with congestion charges
Passages entering/departing the congestion-charging zone 06:00 – 19:00
Var fjärde bil försvann
30-50% less time in queues

Delay time, AM peak

- Inner main roads, inbound
- Inner main roads, outbound
- Inner streets
- Inner main roads, northbound
- Inner main roads, southbound

fm 2005 and fm 2006
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
Public transport 2006
Is the Stockholm trial a good idea

![Graph showing the trend of opinions on the Stockholm trial from September 2005 to June 2006. The graph indicates that the percentage of people who think it is a good idea and those who think it is a bad idea fluctuate over time.](image)
The result of the referendum

- City of Stockholm: 50% Yes, 50% No
- County of Stockholm: 70% No
- Together: 50% Yes, 50% No
Growing support for the scheme

From 75% against
To 67% for
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.
• 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

Goal 2010

Marknadsandel (%)

0% 5% 10% 15% 20% 25% 30% 35% 40%

2001 2002 2003 2004 2005 2006 2007 2008 2009 2010

Lowenergy Ethanol Biogas Hybrid Sweden

17,5%
Information on the web:

www.Stockholmsforsoket.se

www.vv.se