



CITY OF STOCKHOLM  
TRAFFIC ADMINISTRATION

2012-01-06

# Stockholm Congestion Charge

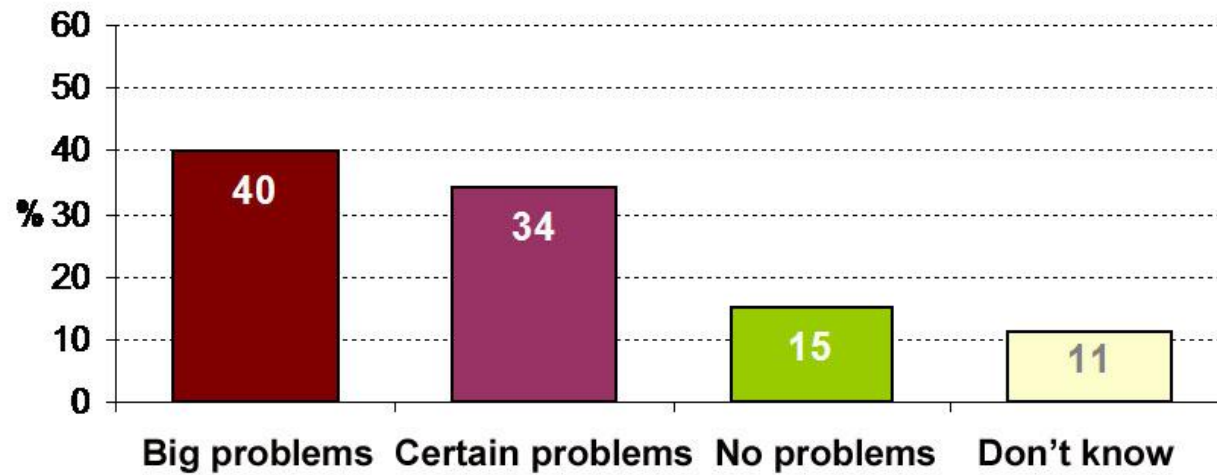
Daniel Firth

City of Stockholm Traffic Administration



**Q: Do you find any problems with car traffic in/out of the inner city weekdays 06.30 - 18.30?**

**Alternative a. congestion, poor passability on the roads leading into Stockholm.**



# Congestion charging

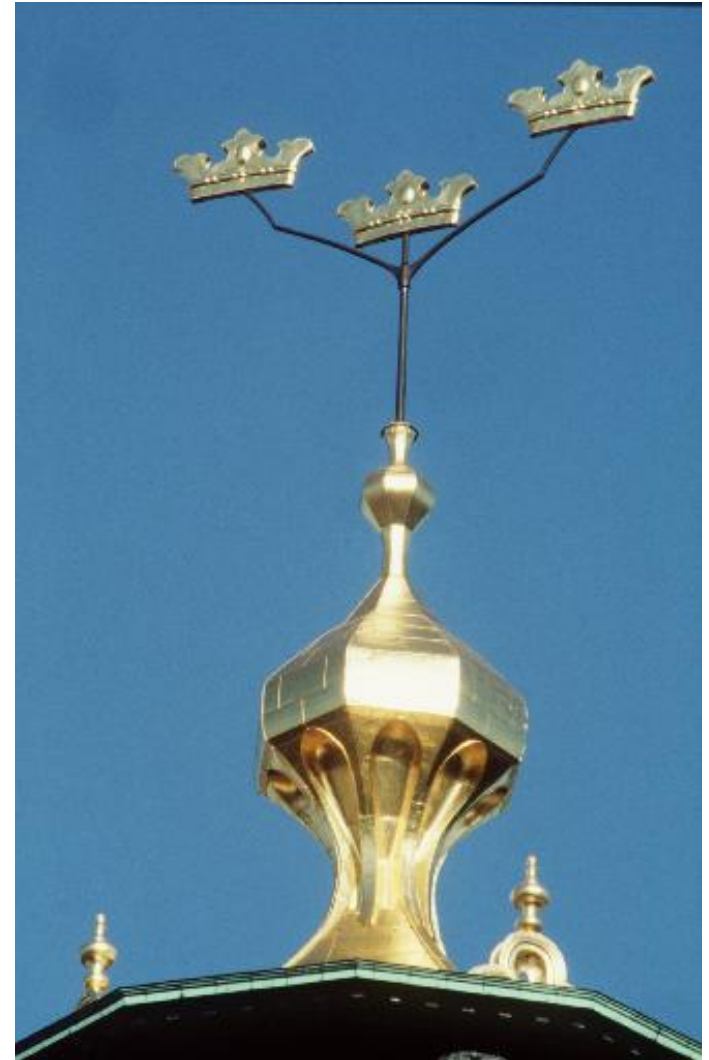
- Studied since 1960s
- First plan in 1990s
- Sep 2002: General election
- June 2003: City council votes to implement a trial
- June 2004: New law
- July 2004: Contract awarded
- March 2005: Appeal rejected
- January 2006: Charging starts



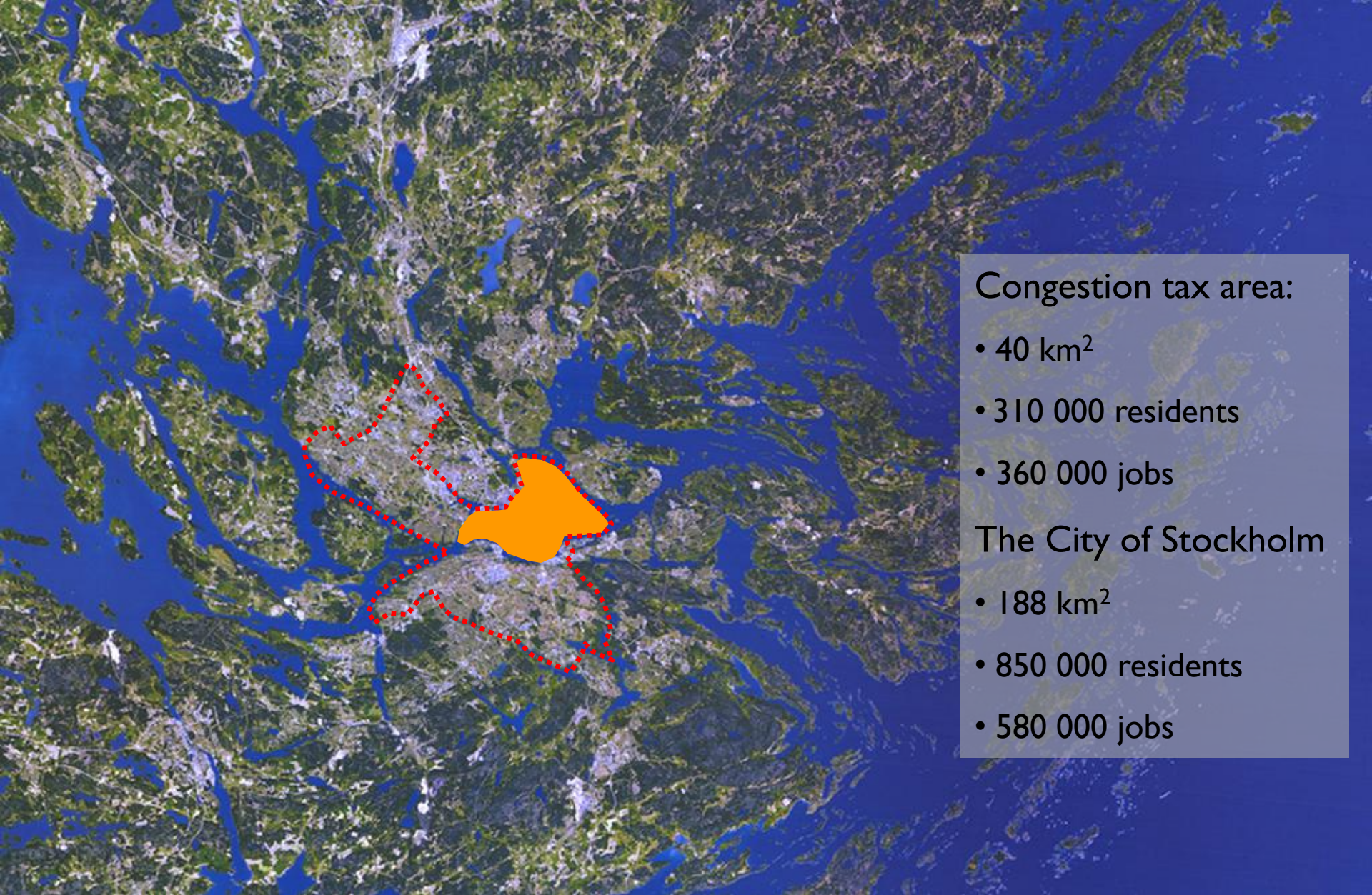
## Stockholmsförsöket

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

- Improved public transport 22 Aug 2005
- New park-and-ride sites Autumn 2005
- Congestion charging 3 Jan-31 July 2006
- Referendum 17 Sept 2006



- 
- ***Aim: 10 - 15 % less traffic to/from inner city***
  - ***Aim: increased accessibility***
  - ***Aim: decreased emissions and pollutants***
  - ***Aim: improved urban environment***
  - ***Aim: more resources to local transport***



### Congestion tax area:

- 40 km<sup>2</sup>
- 310 000 residents
- 360 000 jobs

### The City of Stockholm

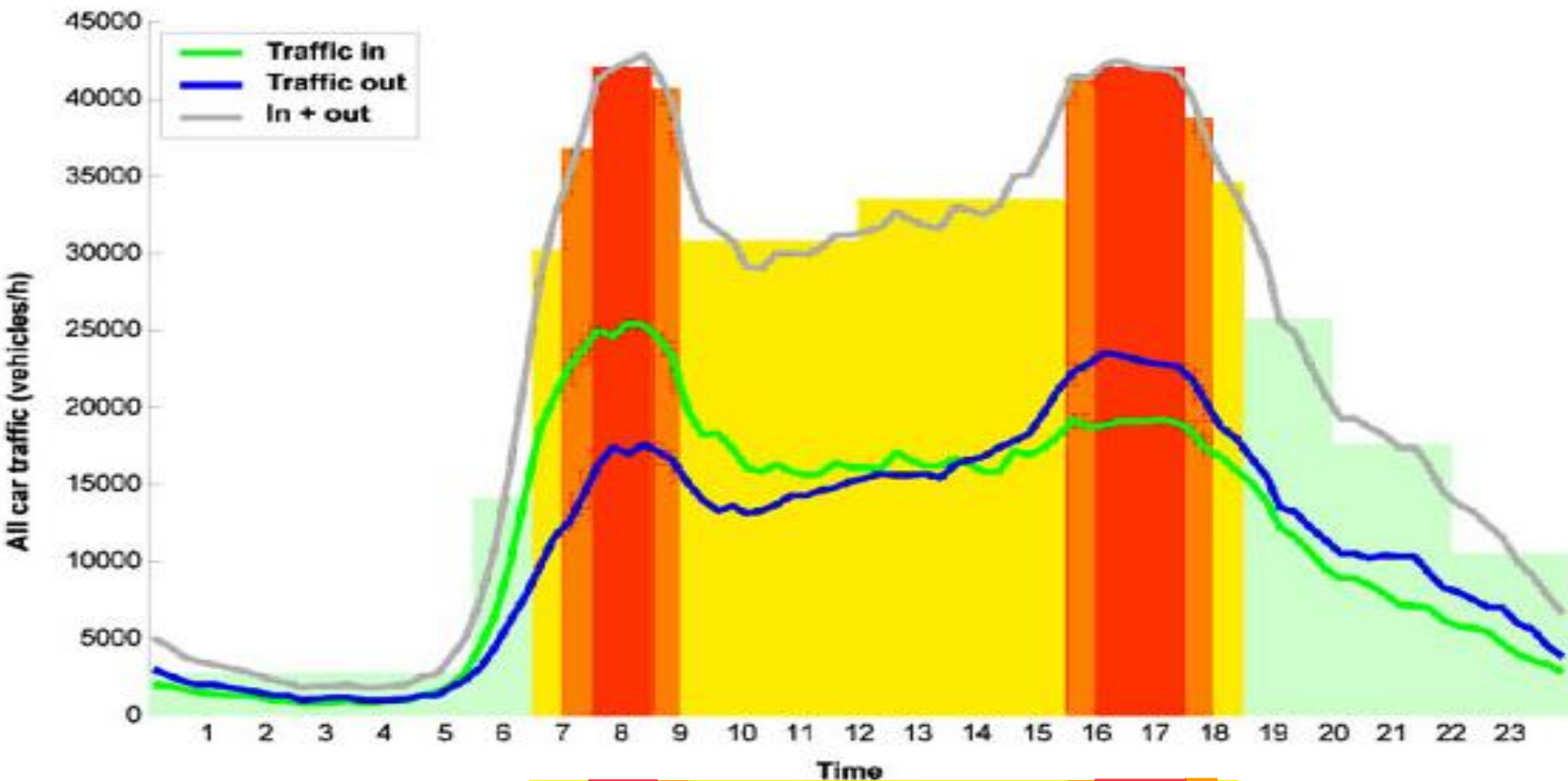
- 188 km<sup>2</sup>
- 850 000 residents
- 580 000 jobs





**Vardagar**  
(ej dag före sön- och helgdag)

Kl	Kr
0630 - 0659	10:-
0700 - 0729	15:-
0730 - 0829	20:-
0830 - 0859	15:-
0900 - 1529	10:-
1530 - 1559	15:-
1600 - 1729	20:-
1730 - 1759	15:-
1800 - 1829	10:-



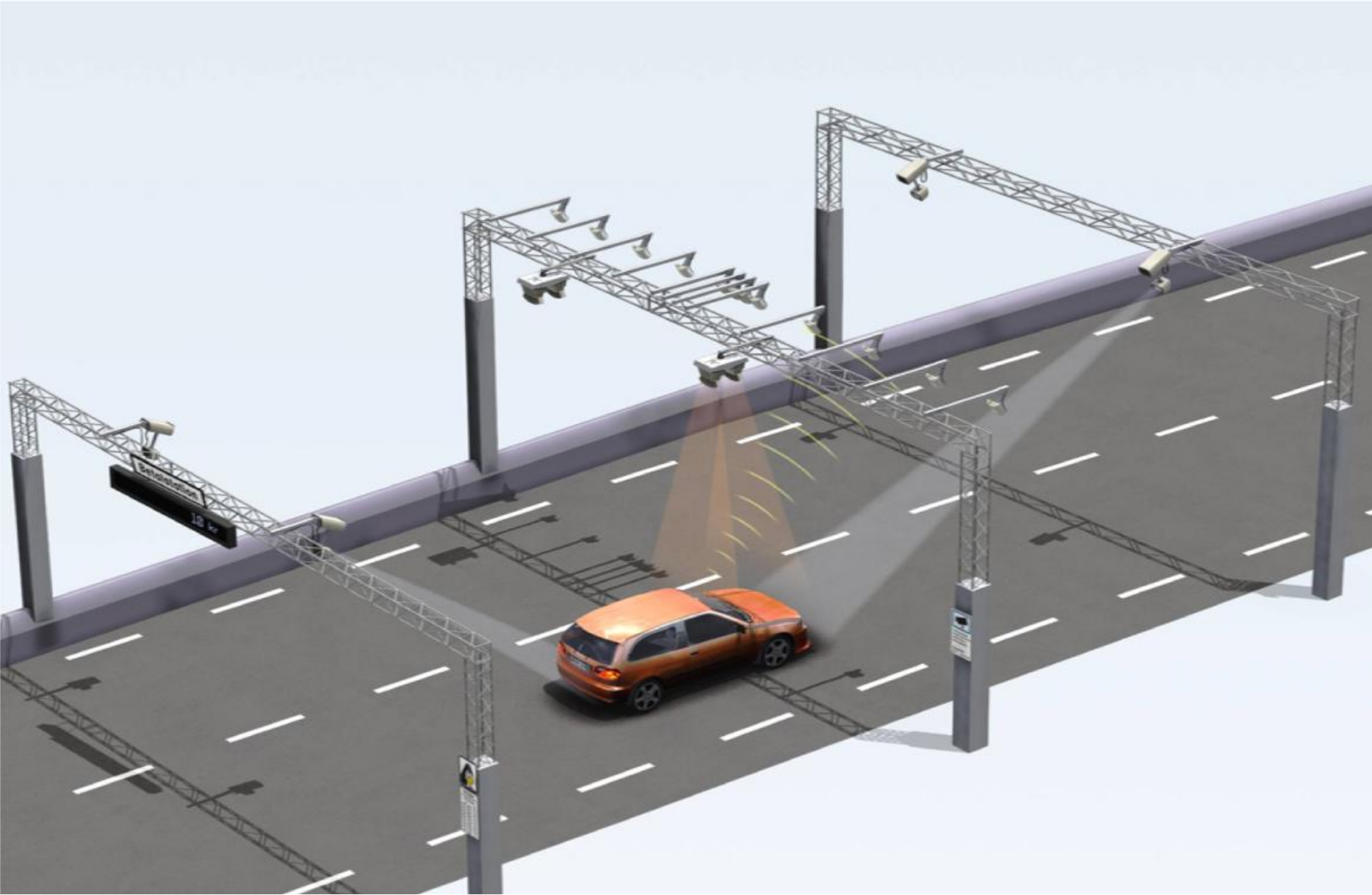
Max daily charge:  
SEK60





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2012-01-06





10 kr

Journeys crossing the cordon  
Journeys through the zone to or from Lidingö are exempted

Journeys on Essingeleden are exempted

10 kr



Publicerad 30 aug 2003

## Tusentals på marsch mot biltullar

Nära 8000 Lidingöbor gick på lördagen över Lidingöbron i ett demonstrationståg mot biltullarna i Stockholm.

DAG

Publicerad

Tydlig

” I jän  
Bills  
skapet på  
Moderaternas  
över att Billströ  
Stockholm förs  
siös text på  
ningen om



## BRÄNNPUNKT

SVENSKA DAGBLADET  
Onsdagen den 18 januari 2006

Publicerat 4 januari 2006 05:45

## Trängselskatt stryper tillväxt

Hot mot huvudstaden Hela landet har nytta av investeringar i Stockholmsregionen. Men från och med i går kostar det extra att göra affärer i och i närheten av huvudstaden. Tillväxten i Stockholm hotas av denna extraskatt på företagande, skriver företrädare för sex organisationer i Stockholms näringsliv.

Publicerad 8 fe

## ANALY



[Gunnar  
Jonsson](#)

# First day – January 3 2006

Passages over the charging cordon decreased by 25 per cent compared to the previous day



Vardagar	
in dag före sön- och helgdag:	
Kl.	Kr.
06:00 - 06:15	10
07:00 - 07:15	15
07:30 - 08:15	20
08:30 - 08:45	15
09:00 - 15:15	10
15:30 - 15:45	15
16:00 - 17:00	20
17:30 - 17:45	15
18:00 - 18:15	10



**INGEN TRÄNGSEL** Efter att trängselskatten infördes väljer många att åka kollektivt. Vill man köra i stan trots skatterna kan man göra som Aftonbladets reporter Jonas Andersson – åka mopedbil och ta sig in gratis. Foto: MALIN ARNESSON

# Inga köer – inget kaos


11 JANUARI 2006. Dagsbarnen som leker nära Sveavägen kan höra fågelkvitter i stället för däckslur. De

Därmed är försöket på väg att förändra den politiska verkligheten. Vem ska tillåtas tillåta

Därefter har landsmöte efter landsmöte uttalat sig om ekonomiska styr

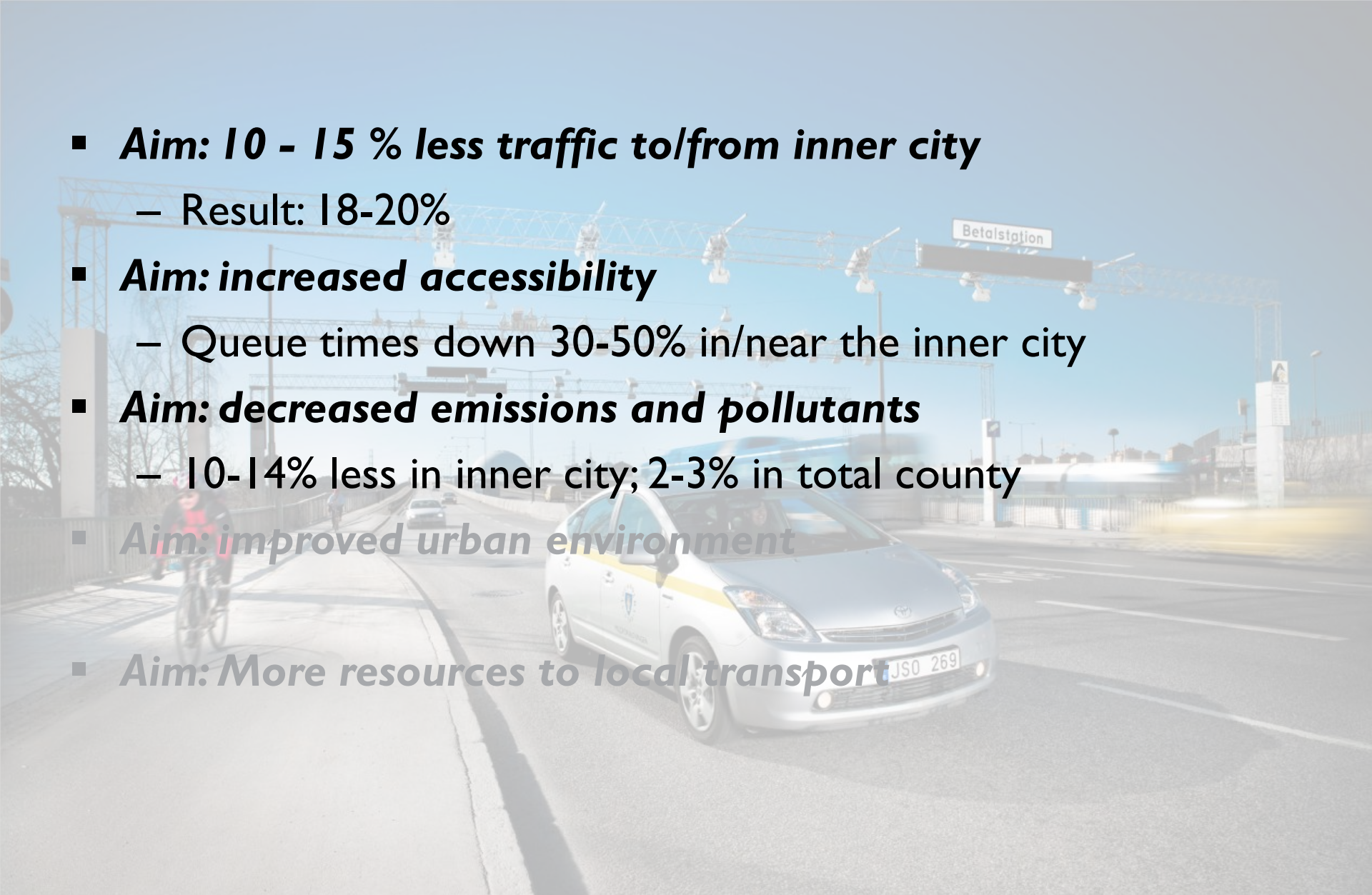



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    - Result: 18-20%
  - **Aim: increased accessibility**
  - **Aim: decreased emissions and pollutants**
  - **Aim: improved urban environment**
  - **Aim: More resources to local transport**
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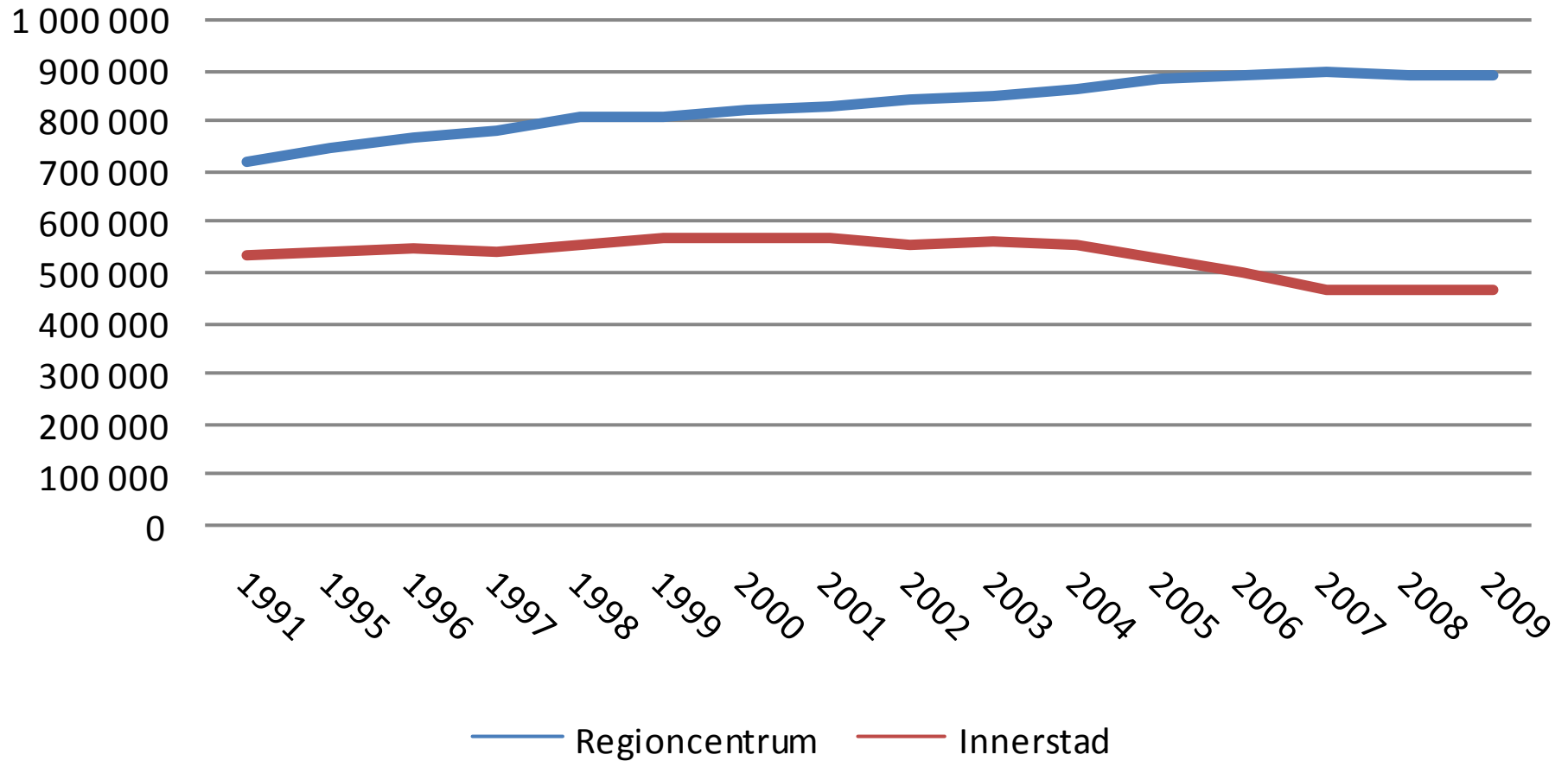
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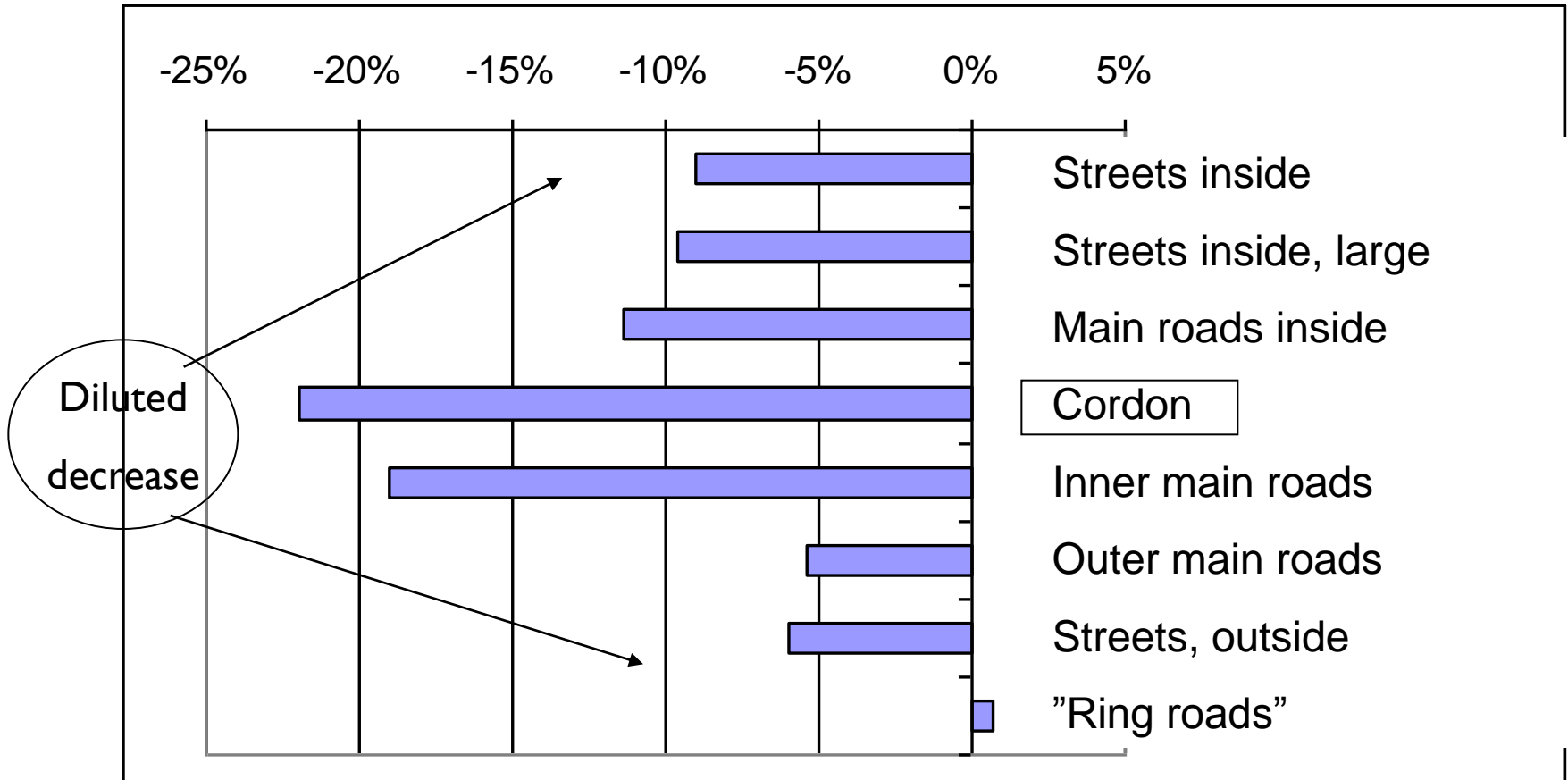
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  - Net revenues of SEK660m (€66m) 2009
- **No negative impacts for local commerce**

## Trafikutvecklingen över regioncentrum och innerstadssnittet

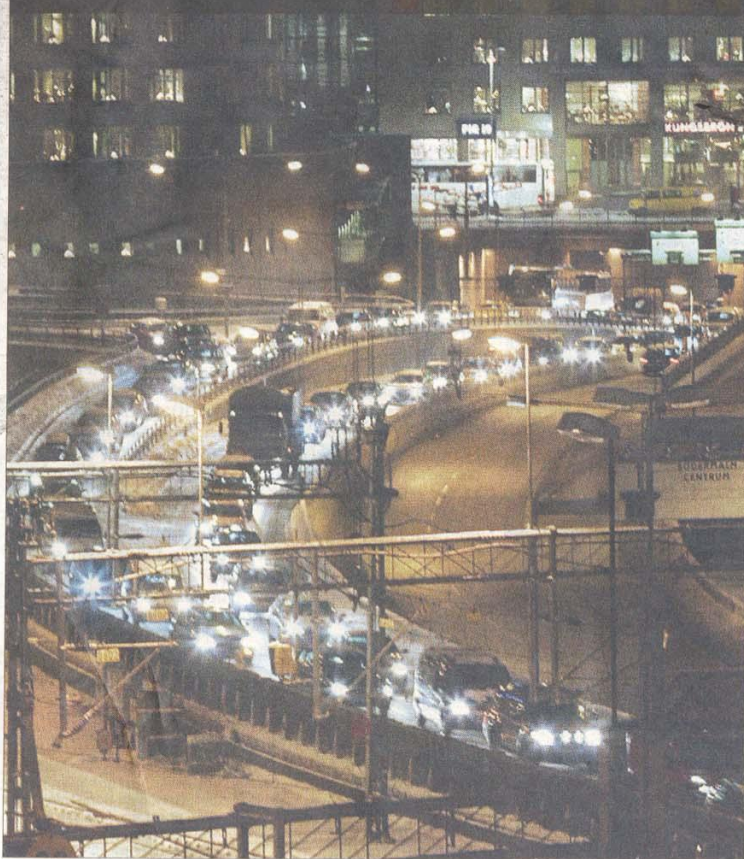


# Less traffic also further out and inside the cordon



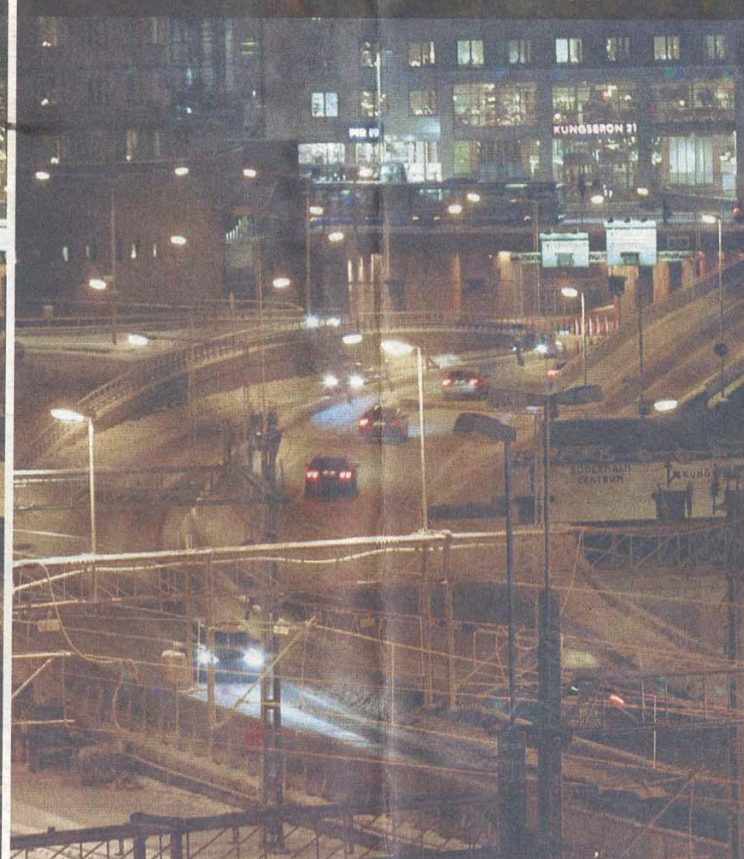
# Före

KLARASTRANDSLEDEN 16.30 MÅNDAG 2 JANUARI



# Efter

KLARASTRANDSLEDEN 16.30 TISDAG 3 JANUARI

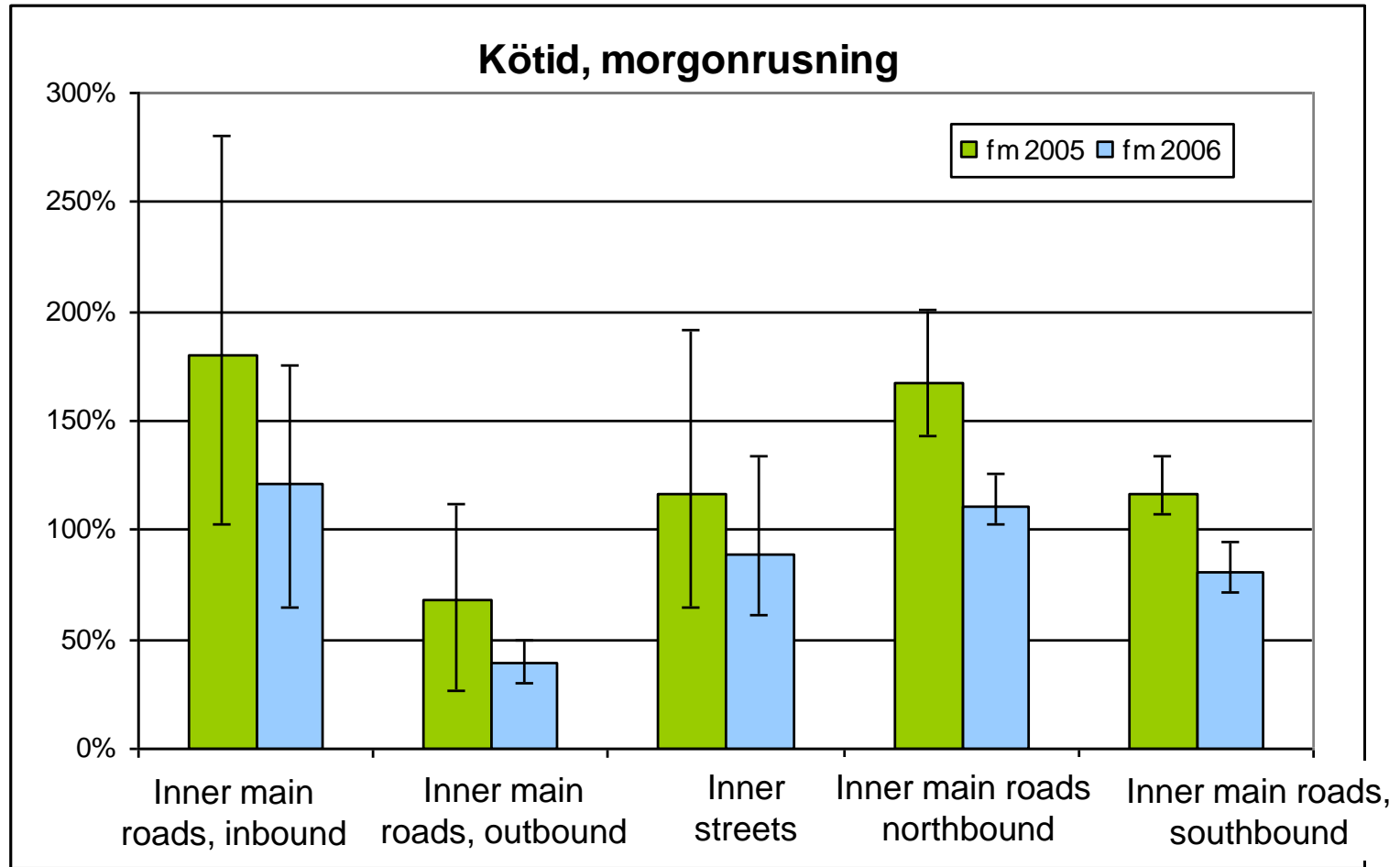


# Var fjärde bil försvann



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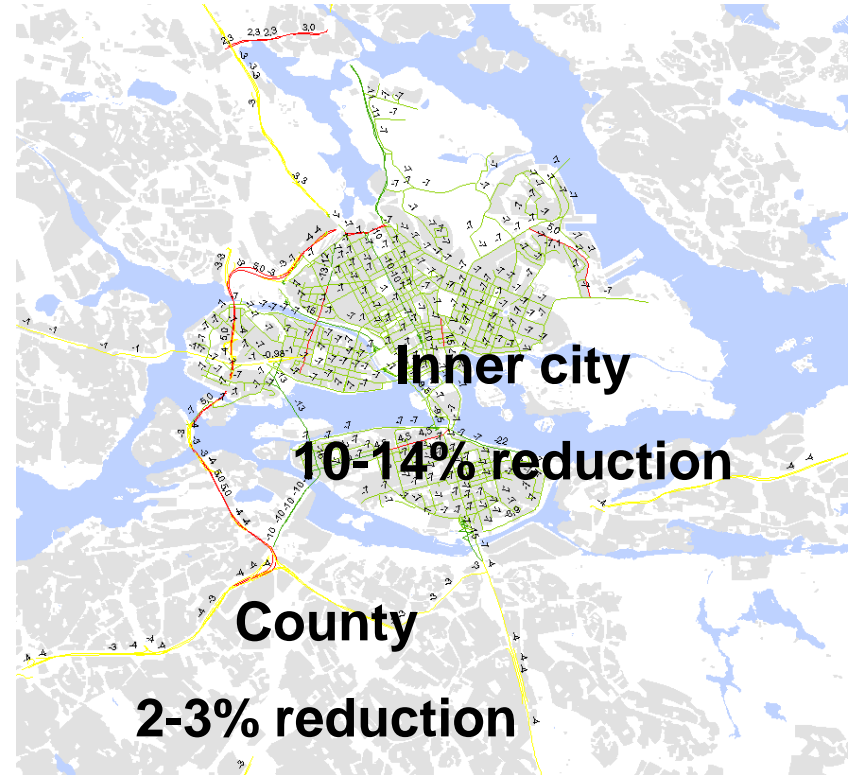
# 30-50% less time in queues





# Less emissions improve health

- Emissions are reduced in the "right" area
- According to new findings, as many as 30 premature deaths can be saved (app. 300 living years)
- Climate effects large for a single measure
- One step towards national climate target



# Industry & commerce

- Marginal influence, compared to other factors, on:
  - land use,
  - real estate prices
  - regional economy
- Negligible effects on retail at aggregate level
- Influence on households purchasing power negligible



Stockholm

Trängselskatten

Yrkesförarna - försökets vinnare

Publicerad 12 januari 2006 - 22:42

Uppdaterad 13 januari 2006 - 09:28

Nya skatter brukar vanligtvis inte hyllas f  
trängselskatten har fört med sig att mång  
pengar ute på gatorna.



EXPRESS

PM Nilsson

I går morse tog jag bile  
Det händer kanske tio g  
upplevelse av köer, vän  
på cykelbanan.

Men den här gången gi  
kostade mig 20 kronor extr

# AFTONBLADET

Lördag 14 januari 2006



# STOCKHOLM BILTULLARNA

Nu har folk insett fördelarna

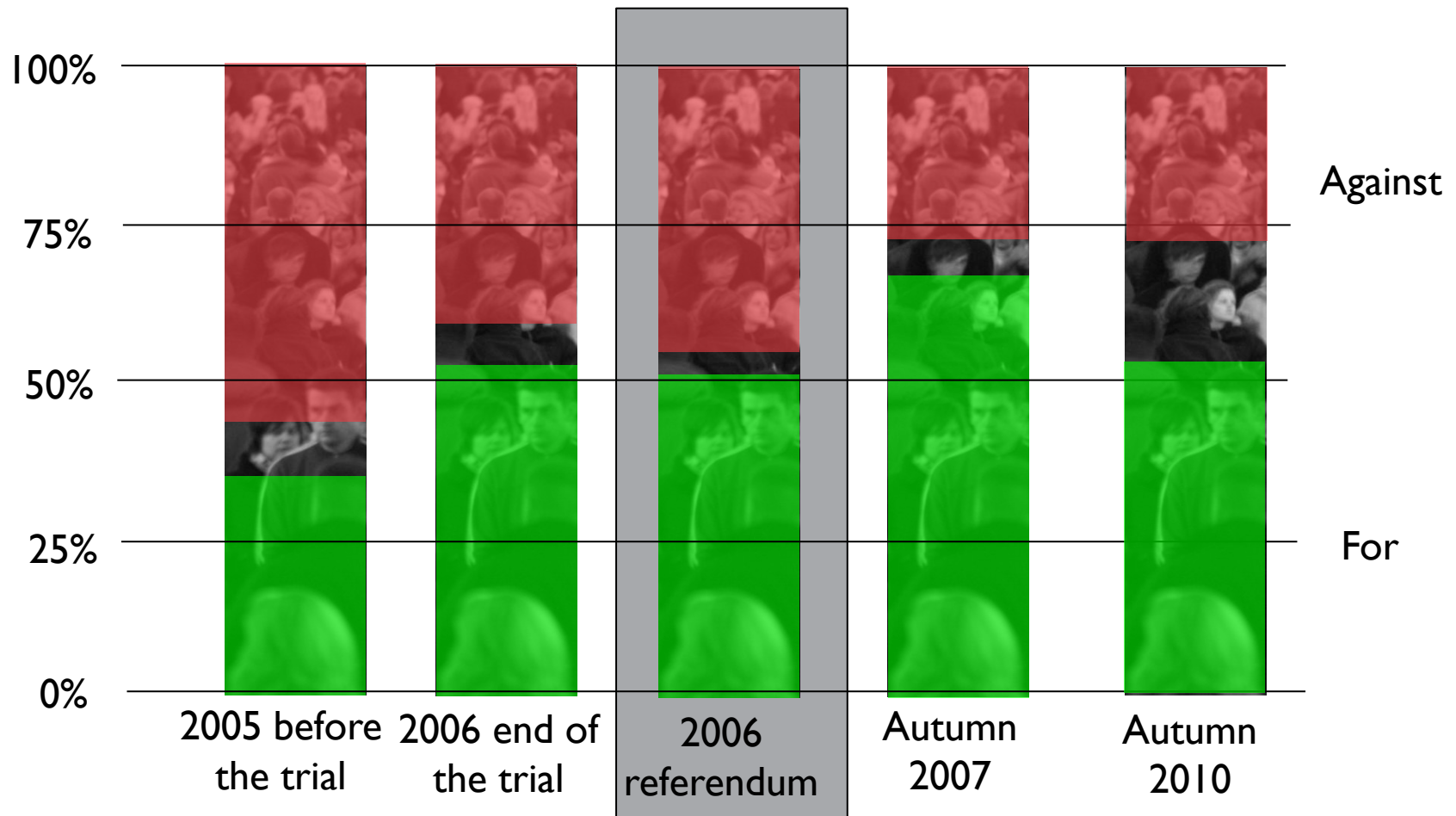
"Stockholm  the congestion tax"



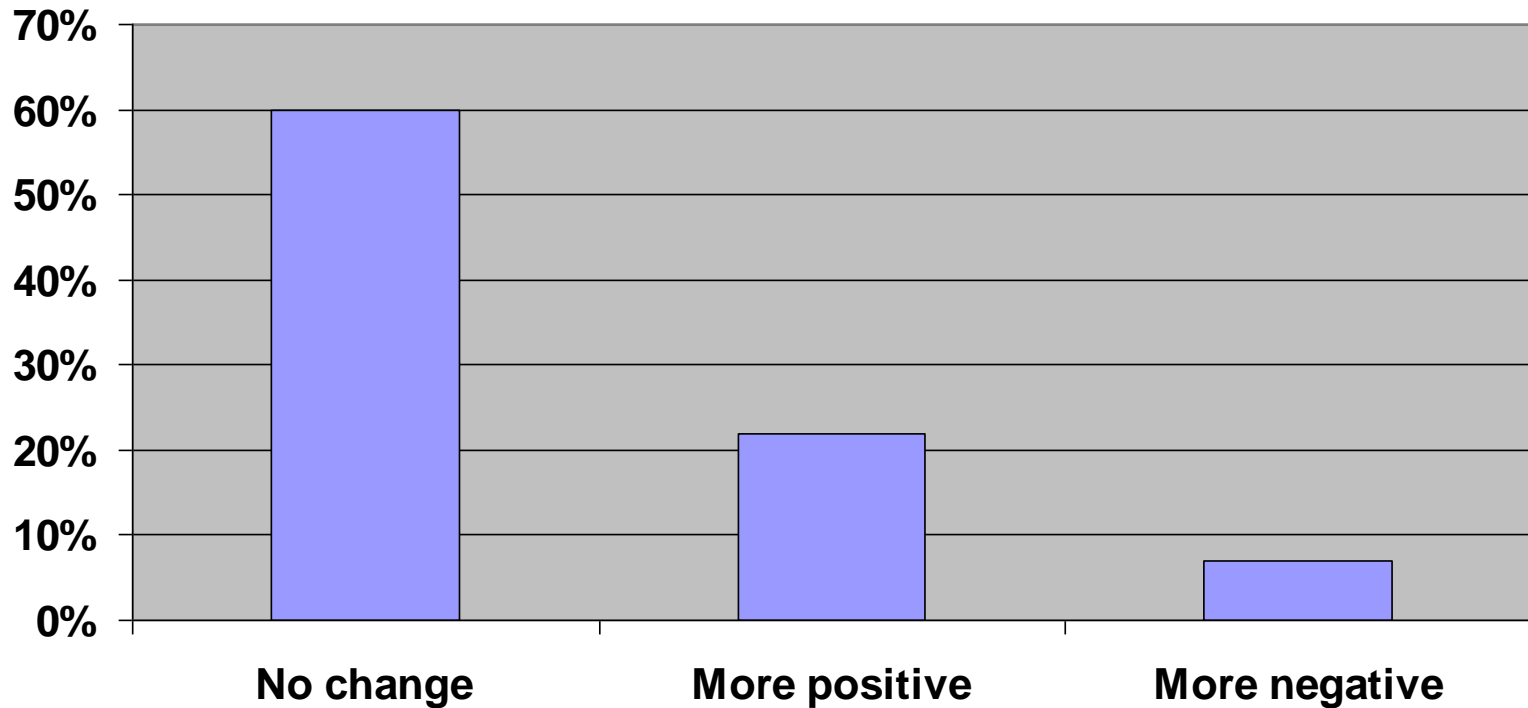
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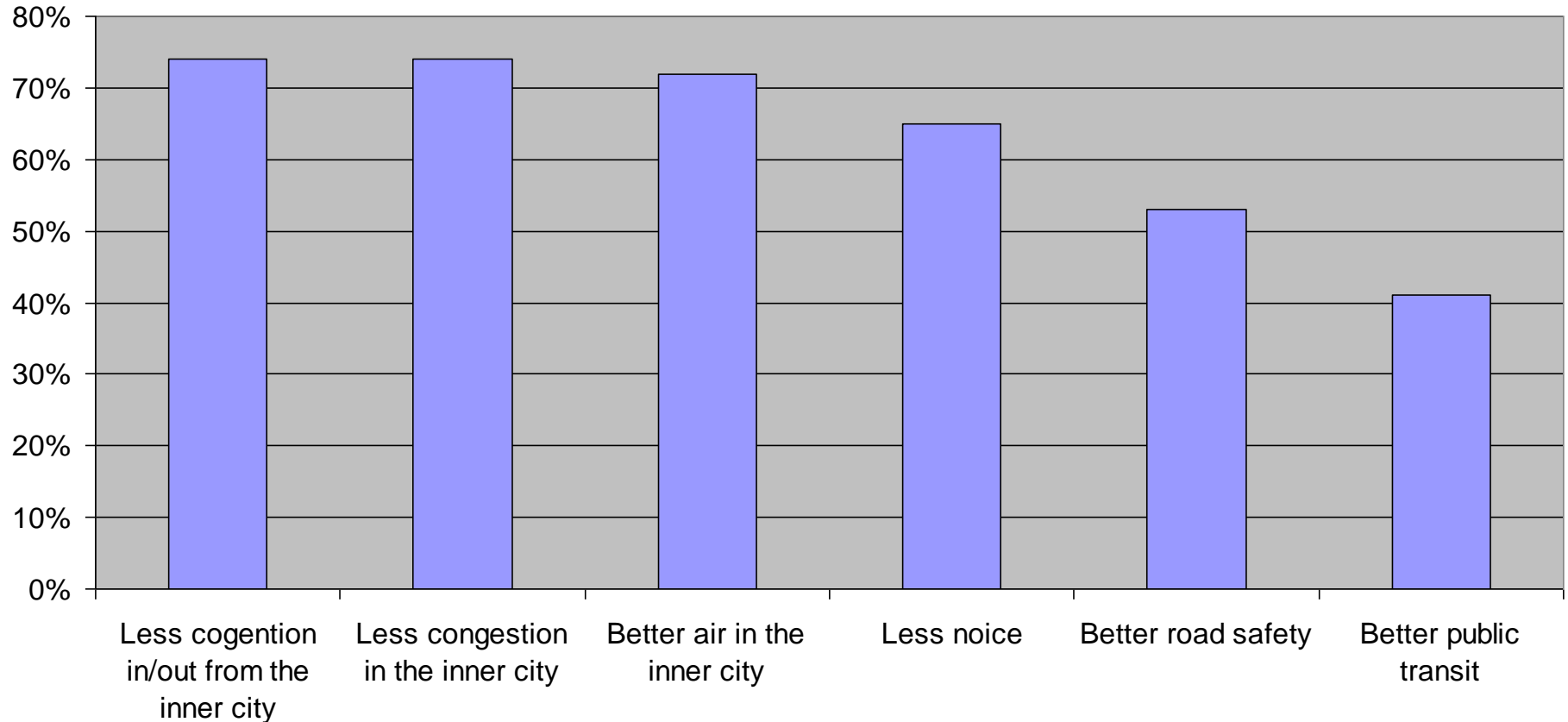
# Public opinion towards the congestion tax



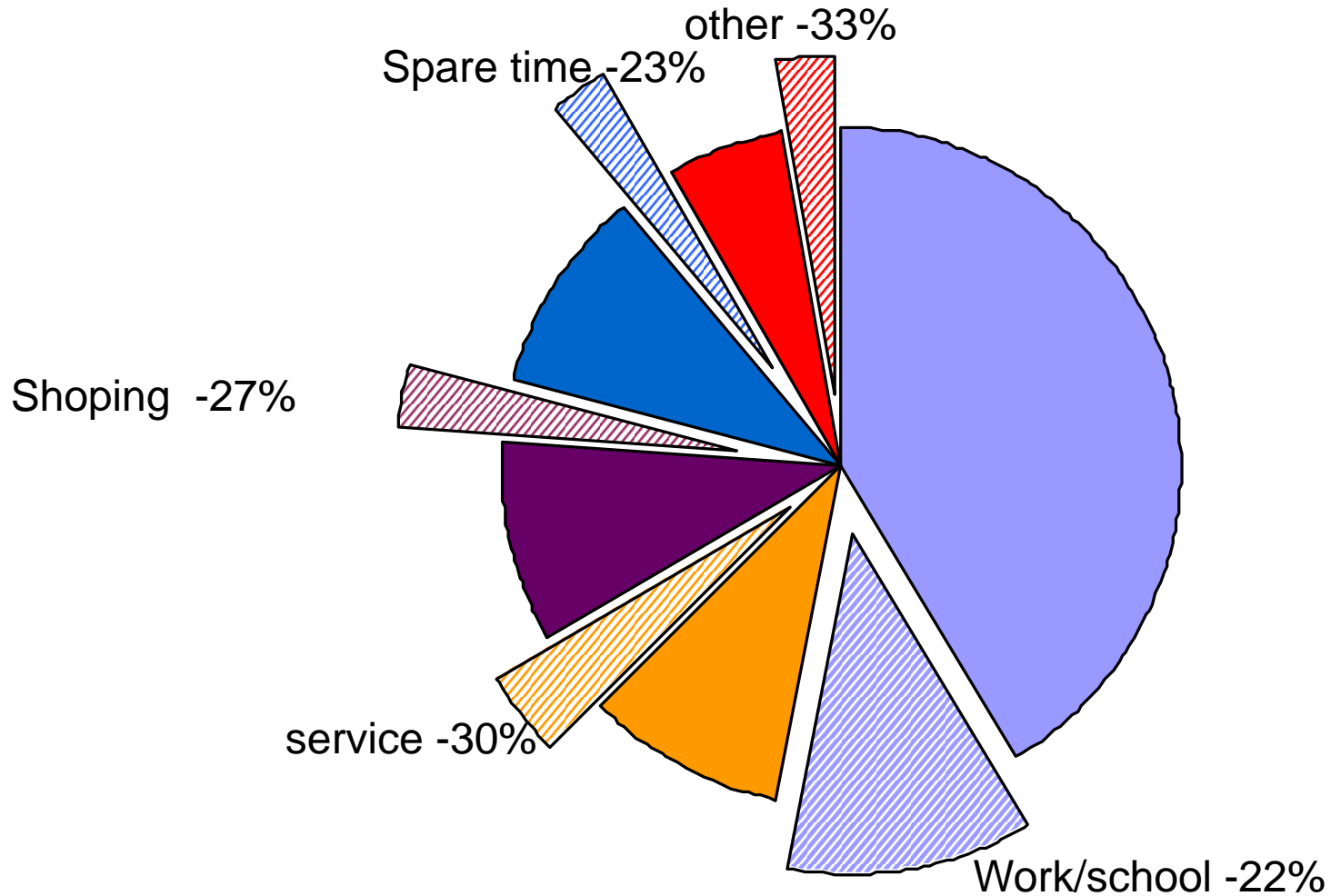
# Did you change opinion during the trial?



# Do you think that the congestion tax gives



# Which car trips disappeared?



# How many are affected by the congestion tax?

- **Many pay sometimes – few pay often**
  - During two weeks 50 % of the car owners in greater Stockholm paid at least once ...
  - ...but less than 5 % paid more than 100 SEK/2 weeks
- **A small group pays a large part**
  - 5 % of private cars pay more than 1/3 of the taxes

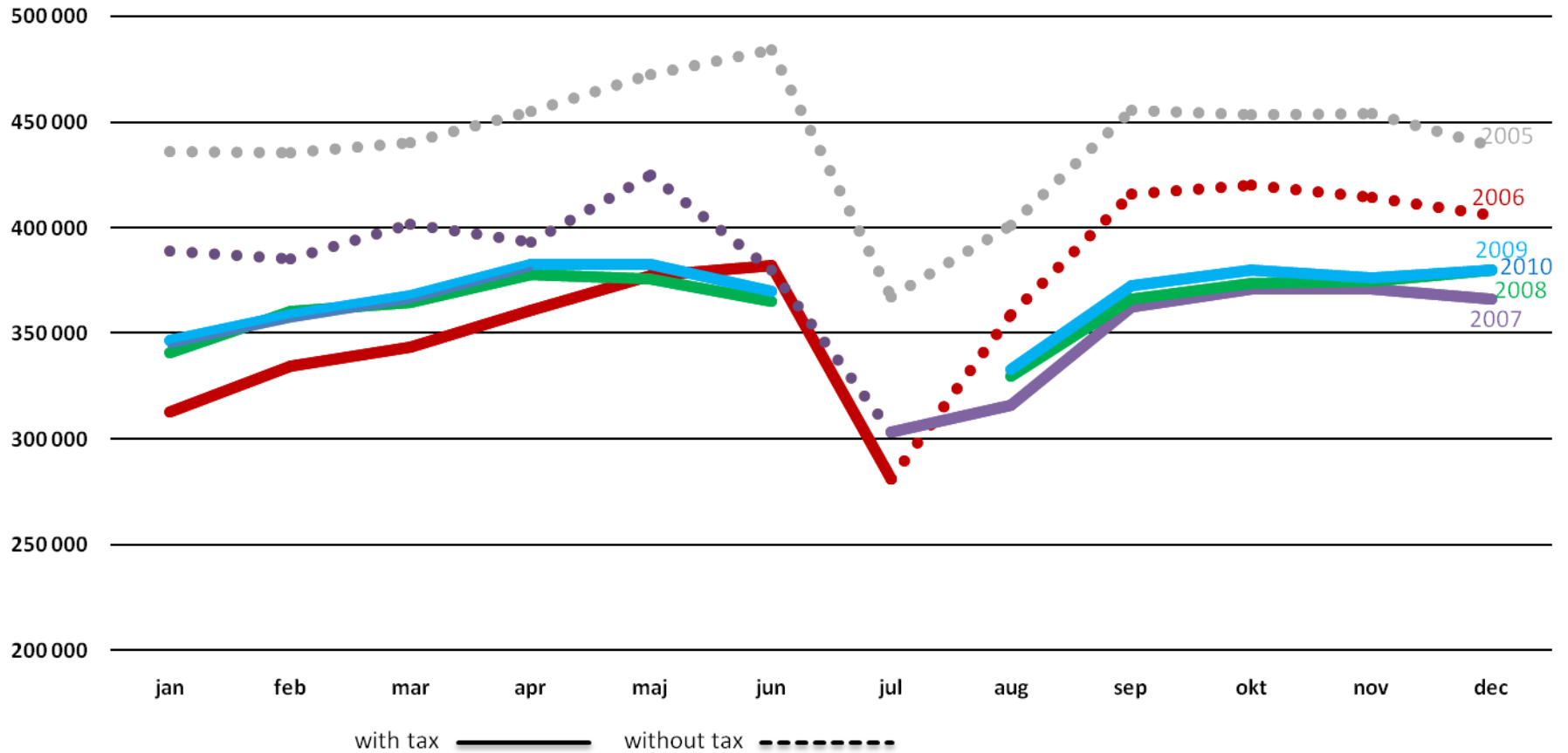




# Who pays the most?

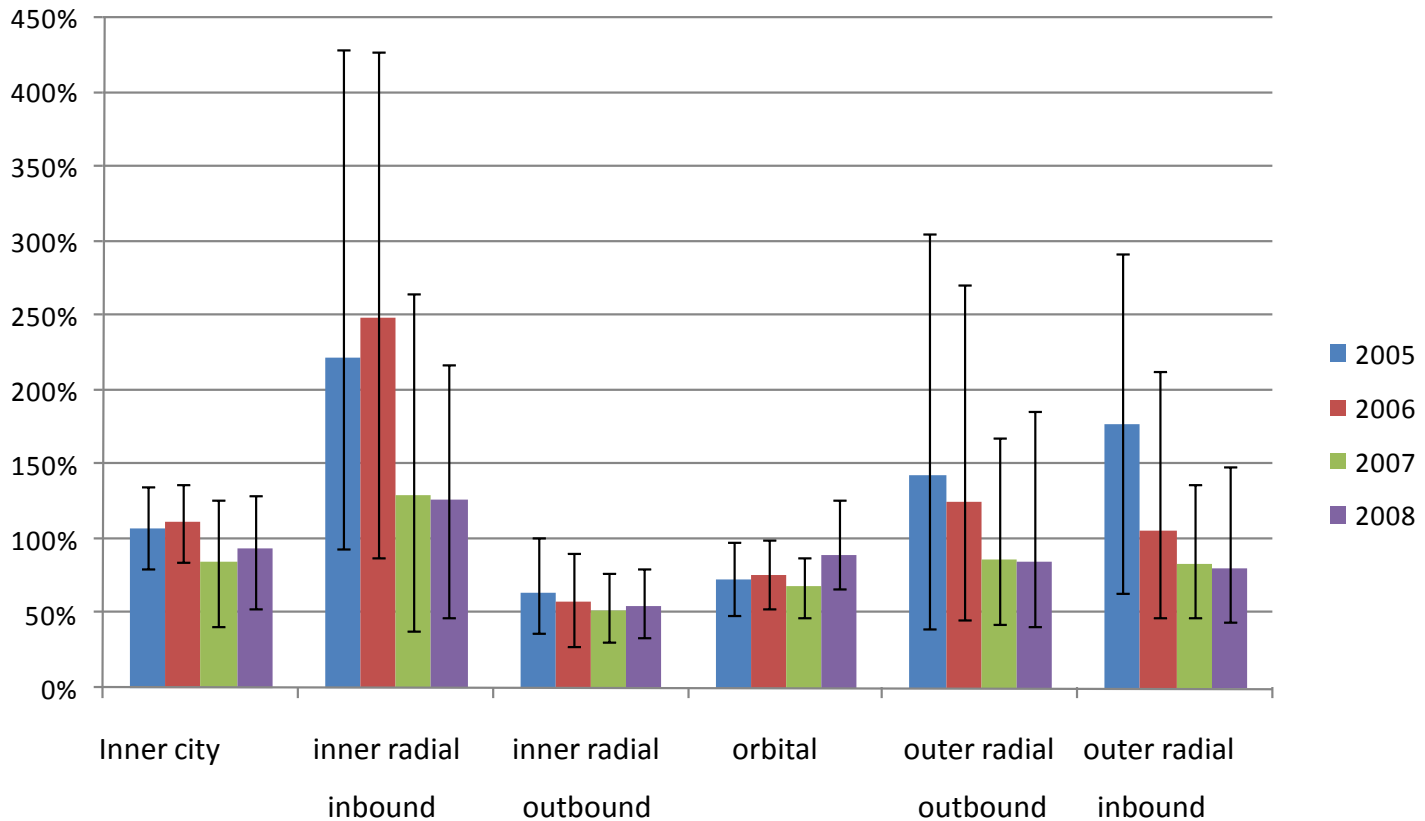
- **People living inside the cordon**
  - pay twice as much as people living outside
- **High income households**
  - pay three times as much as lower income households
- **Employed people**
  - pay three times as much as people not in employment
- **Men**
  - pay twice as much as women
- **Households with children or two adults**
  - pay 50% more than the rest (per person)

# Vehicle passages over the tax cordon 06:00-19:00



# 30-50% less time in queues

Delay time, AM peak



# Costs for the trial

- Congestion tax: investmest, operation year I 1900 mkr
- Public transit 1340 mkr
  - *Bus purchases* 580 mkr
  - *Bus operations* 580 mkr
  - *Par & ride* 70 mkr
  - *Train operations* 80 mkr
- Road measures 94 mkr
- Information, evaluation etc 210 mkr
- **Total** 3500 mkr



# Cost-benefit analysis of the congestion charges

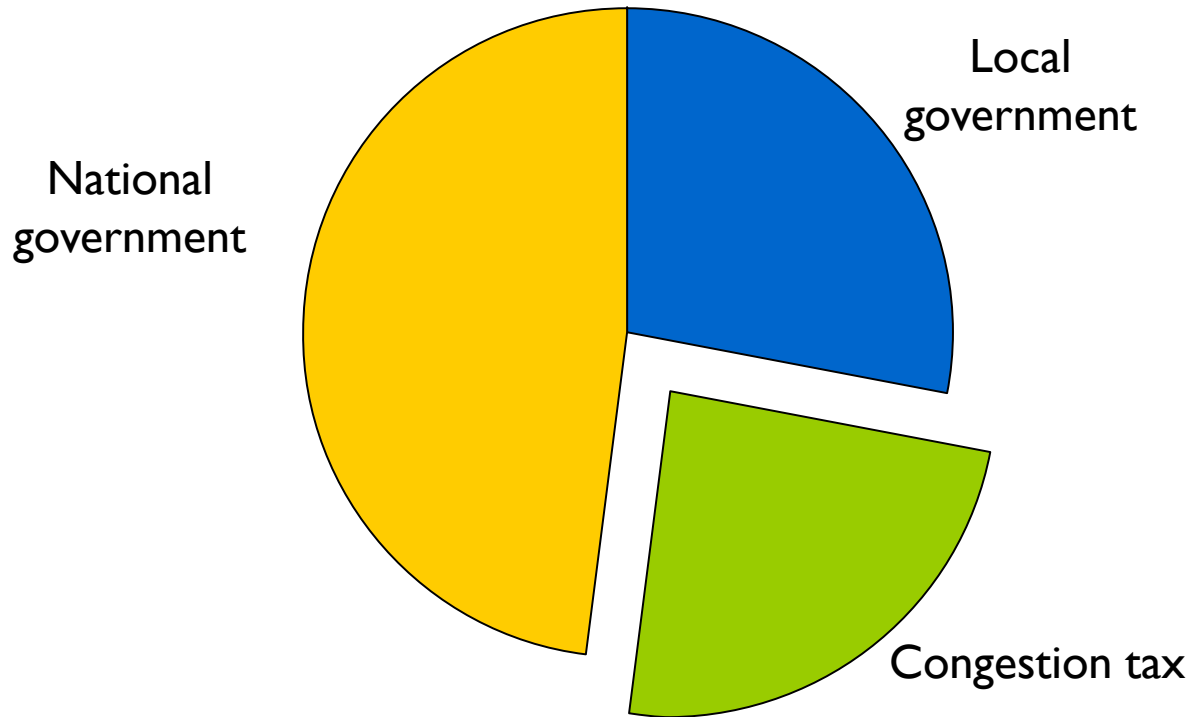
Shorter, more reliable travel times	590 mkr/year
Paid congestion charges	-760 mkr/year
Health and environment	90 mkr/year
Traffic safety	120 mkr/year
Revenues from congestion charges	760 mkr/year
Other revenues/costs	190 mkr/year
Maintenance and running costs	-220 mkr/year
<b>Net benefit</b>	<b>760 mkr/year</b>

Investment and running costs 2006	-2000 mkr
Shadow prices etc.	-1100 mkr
<b>Total initial cost</b>	<b>-3100 mkr</b>

**Payback time: 4 years.**



# Infrastructure investment of 100 billion kronor (€10 billion) 2010-2020







Tack!

[www.stockholm.se/trangselskatt](http://www.stockholm.se/trangselskatt)

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

[daniel.firth@stockholm.se](mailto:daniel.firth@stockholm.se)

