

Aims of the trial

- Reduce traffic by 10-15% on the main roads
- Increase average speeds on streets and roads
- Reduce emissions of hazardous pollutants and carbon dioxide
- Inhabitants should feel that the city environment has improved
- More resources to public transport



Stockholmsförsöket

Congestion tax

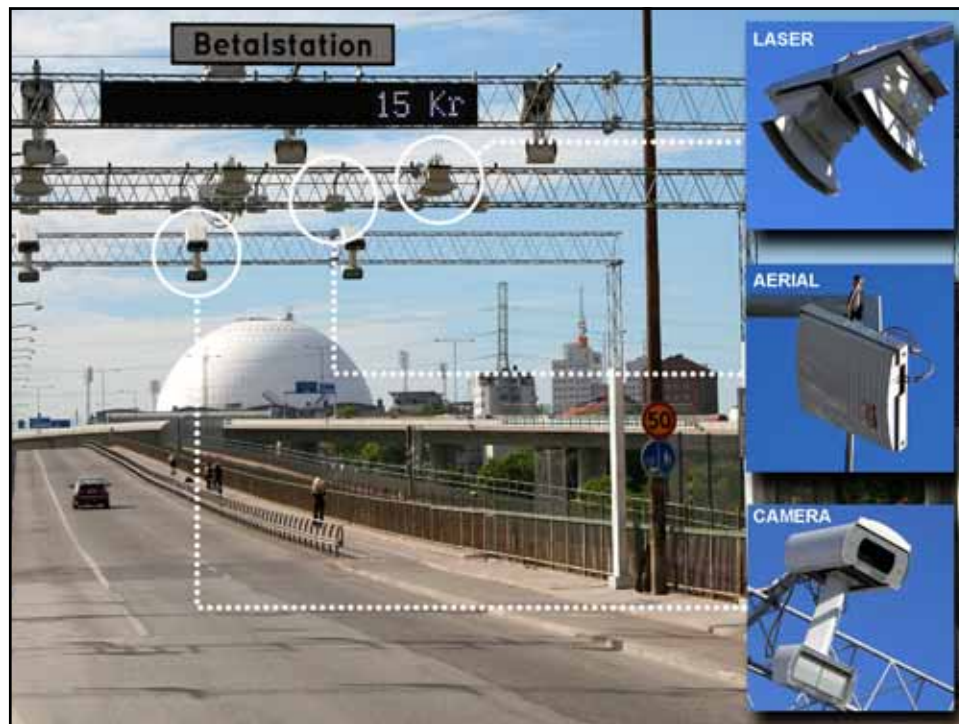


- A charge is made when entering/exiting the centre of Stockholm
- 18 control points
- Essingeleden is not included in the trial



The three parts of the Stockholm trial

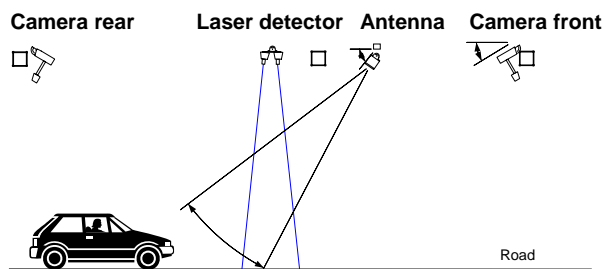
Stockholmsförsöket



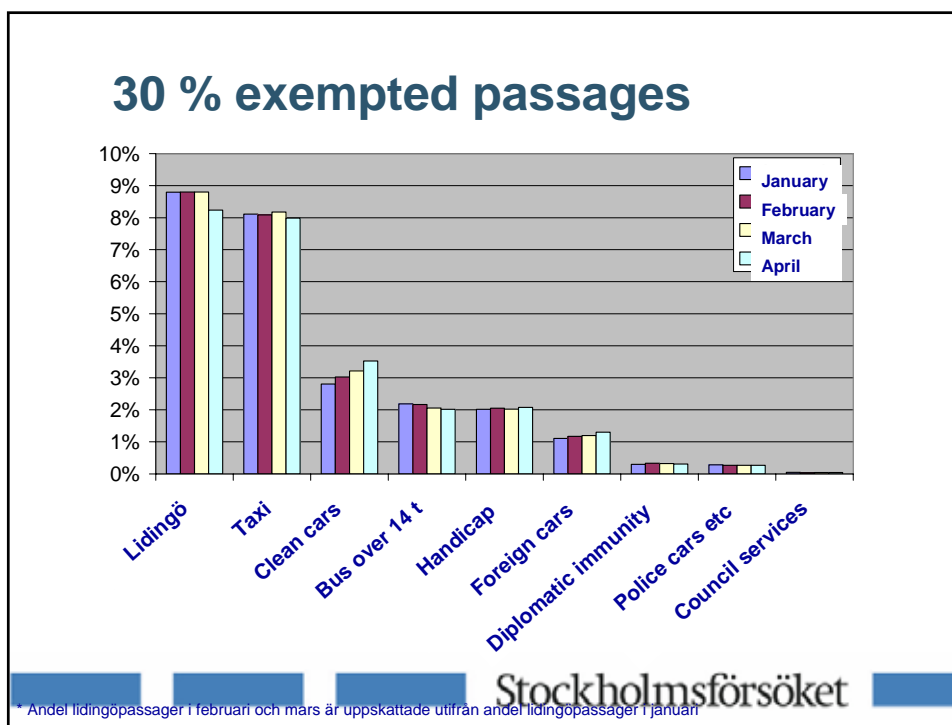
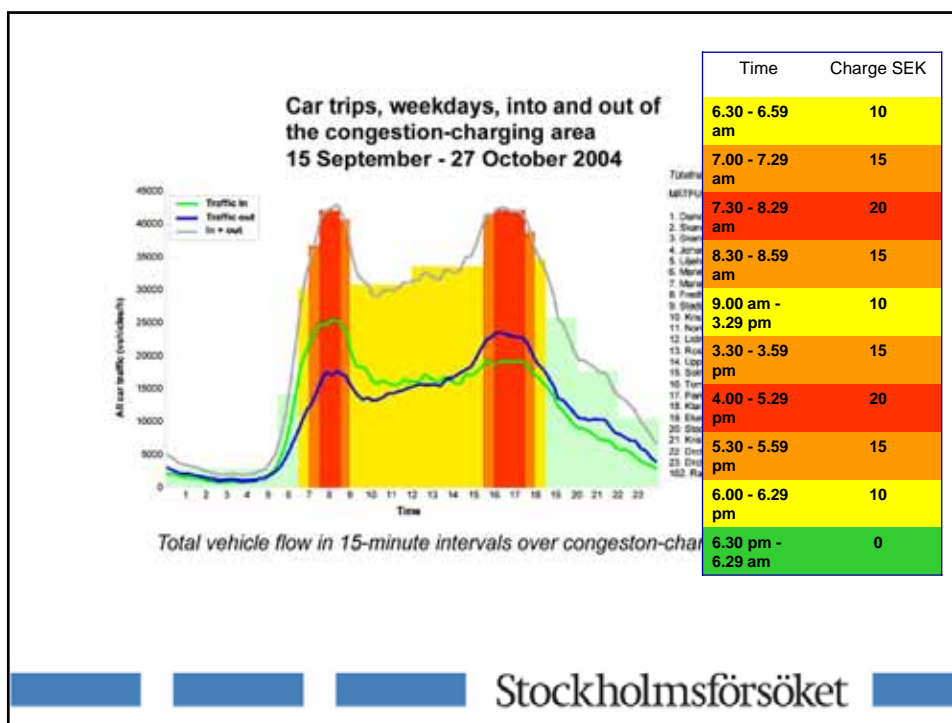
Control points: No barriers, no stopping, no roadside payments

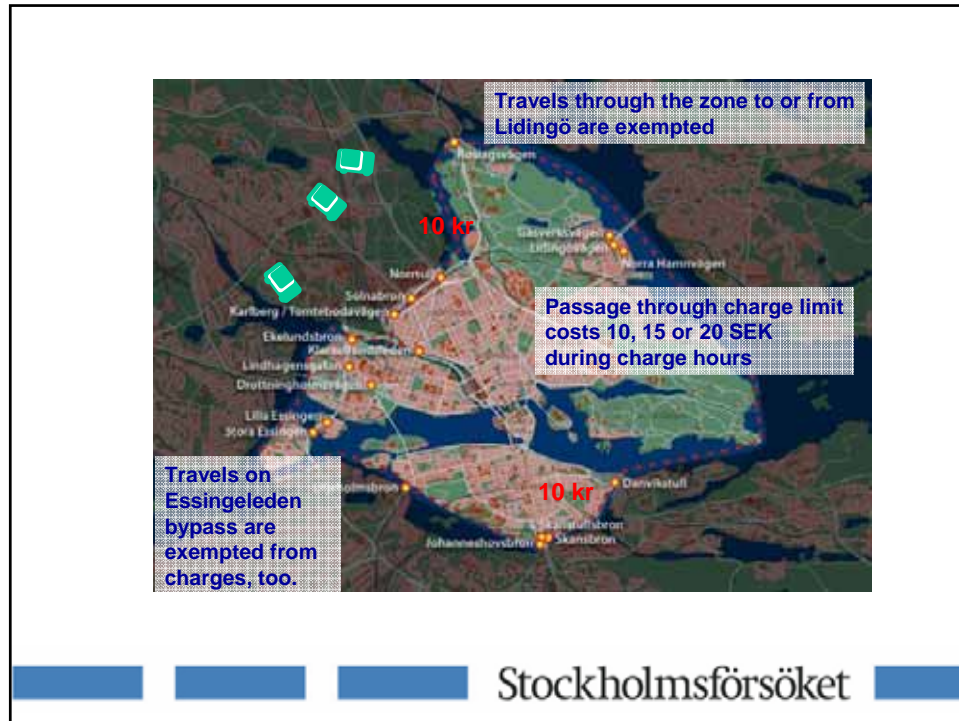
Automated identification

- Photographs of licence plates from front and rear
- OBU:s (small electronic box in the car)
The OBU is unique for each vehicle



Stockholmsförsöket





DAGENS NYHETER. En utskrift från Dagens Nyheters nätupplaga, DN.se.

Publicerad 30 aug 2003

Tusentals på marsch mot biltullar

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

DAG Publicerad Tydli

BRÄNNPUNKT SVENSKA DAGBLADET Onsdagen den 18 januari 2006

Publicerat 4 januari 2006 05:45

Trängselskatt stryper tillväxt

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Publicerad 8 fe

ANALY

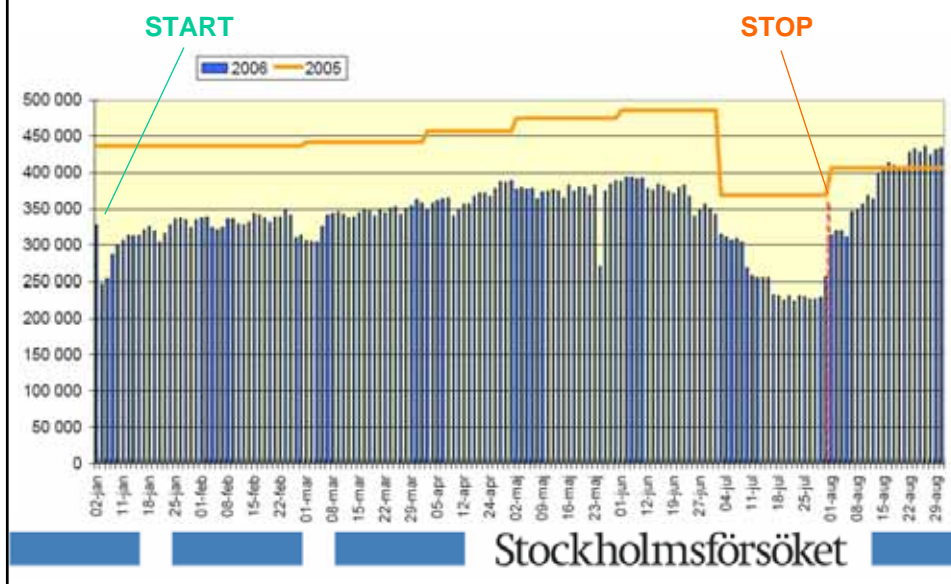
Gunnar Jonsson

Stockholmsförsöket

First day – January 3



Passages, control points 06:00 – 19:00



Comprehensive and detailed evaluation

- Travel survey Stockholm county
- Travel survey Mälardalen
- Car traffic
- Cordon passages
- GPS – travel times
- Queue lengths
- Public transit
- Parking
- Cycle and walk
- Traffic safety
- Experienced environment
- City life
- Air quality
- Emissions
- Noise
- Retail and visiting
- Taxi/deliveries/mobility service
- Workmen, driving schools
- Deliveries, garbage collecting
- Case study: Two workplaces
- Childrens sports activities
- Cost-benefit analysis
- Regional economic analysis
- Log of special events

Stockholmsförsöket

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 bypass about the same as before

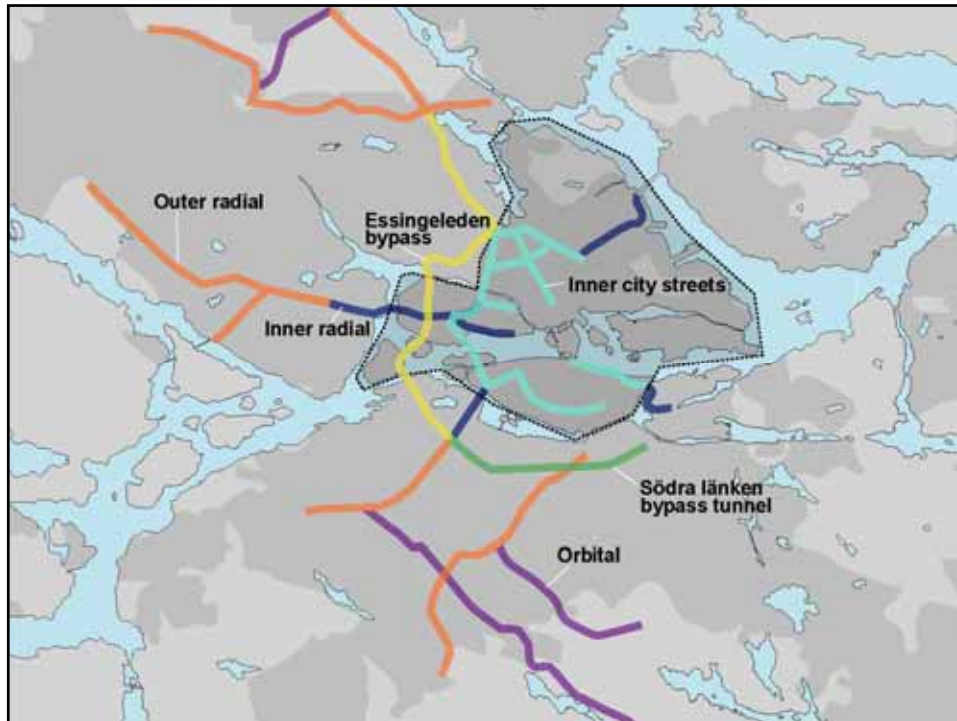
Decreased emissions

- 10-14% less in inner city; 2-3% in total county

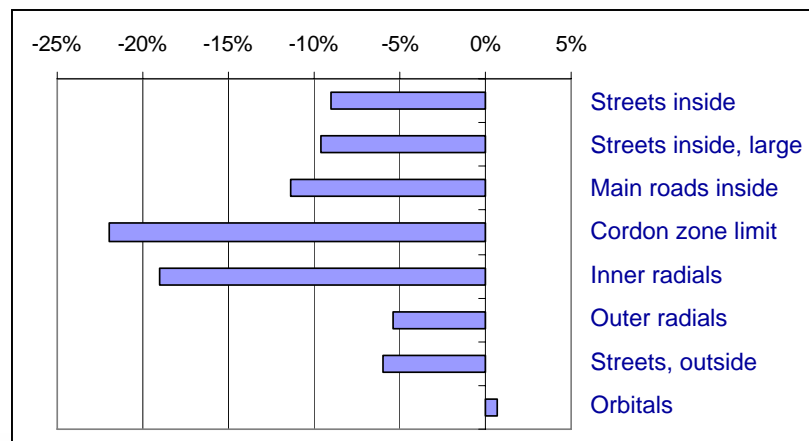
Inhabitants should perceive an improved urban environment

- Unclear – difficult to define and measure

Stockholmsförsöket

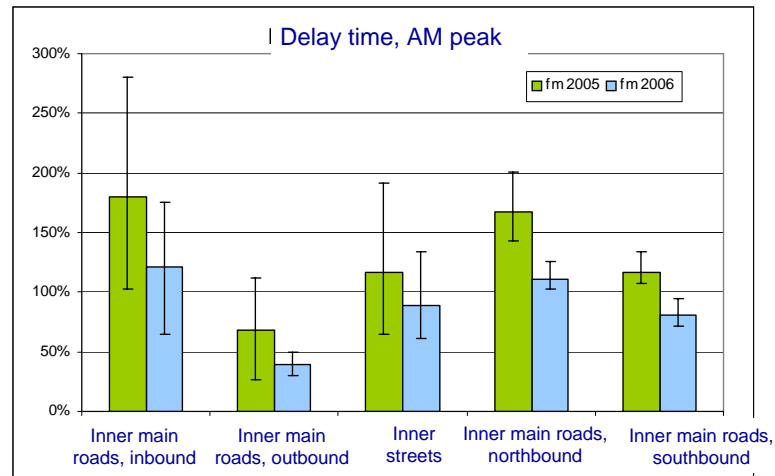


Less traffic also further out and inside the cordon



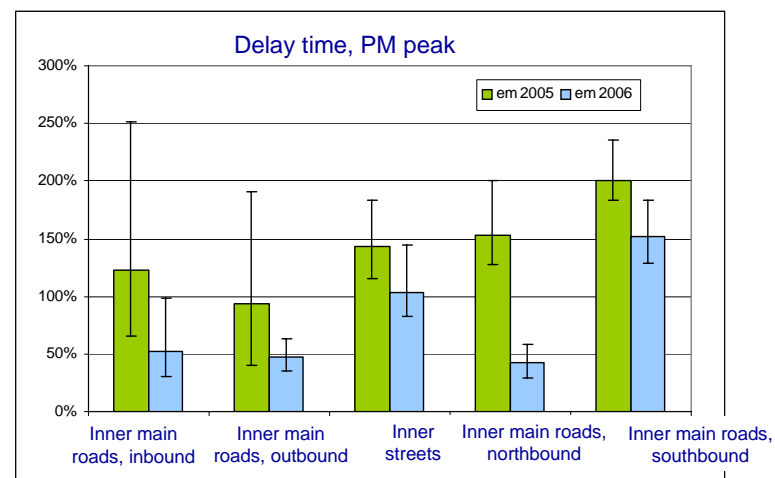
Stockholmsförsöket

30-50% less time in queues



Stockholmsförsöket

Even larger effect on PM peak

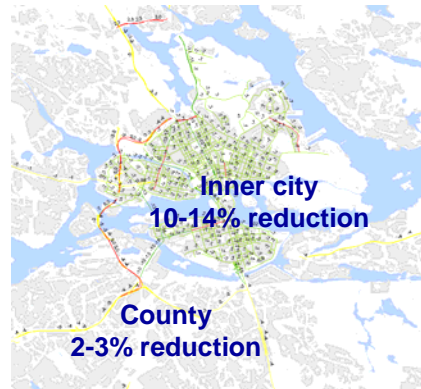


Stockholmsförsöket



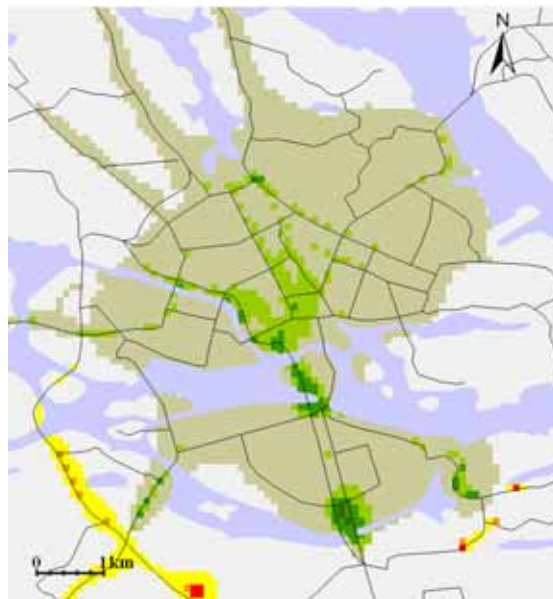
Less carbon dioxide

- Climate effects large for a single measure
- One step towards national climate target



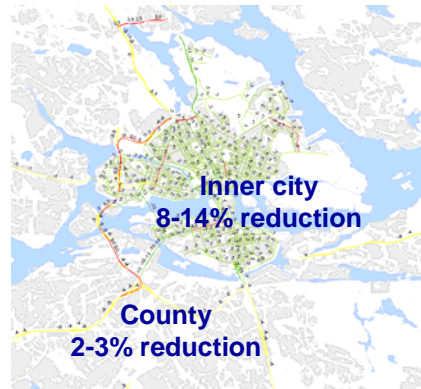
Stockholmsförsöket

Reduction of particles in air



Less emissions improve health

- Emissions are reduced in the "right" area – where people live and breath.
- 8-14 per cent reduction



Stockholmsförsöket

Industry & commerce

- 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



Stockholmsförsöket

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
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Revenues from congestion charges	760 mkr/year
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Investment and running costs 2006	-2000 mkr
Shadow prices etc.	-1100 mkr
Total initial cost	-3100 mkr

Payback time: 4 years.

Trängselskatten
Yrkesförarna - försökets vinnare

Publicerad 12 januari 2006 - 22:42
Uppdaterad 13 januari 2006 - 09:28

Nya skatter brukar vanligtvis inte hyllas i yrkeskretsarna. Men trängselskatten har fört med sig att många pengar ute på gatorna.



PM Nilsson
I går morse tog jag bil
Det händer kanske tio
upplevelse av köer, vän
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Men den här gången gj
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AFTONBLADET
Lördag 14 januari 2006

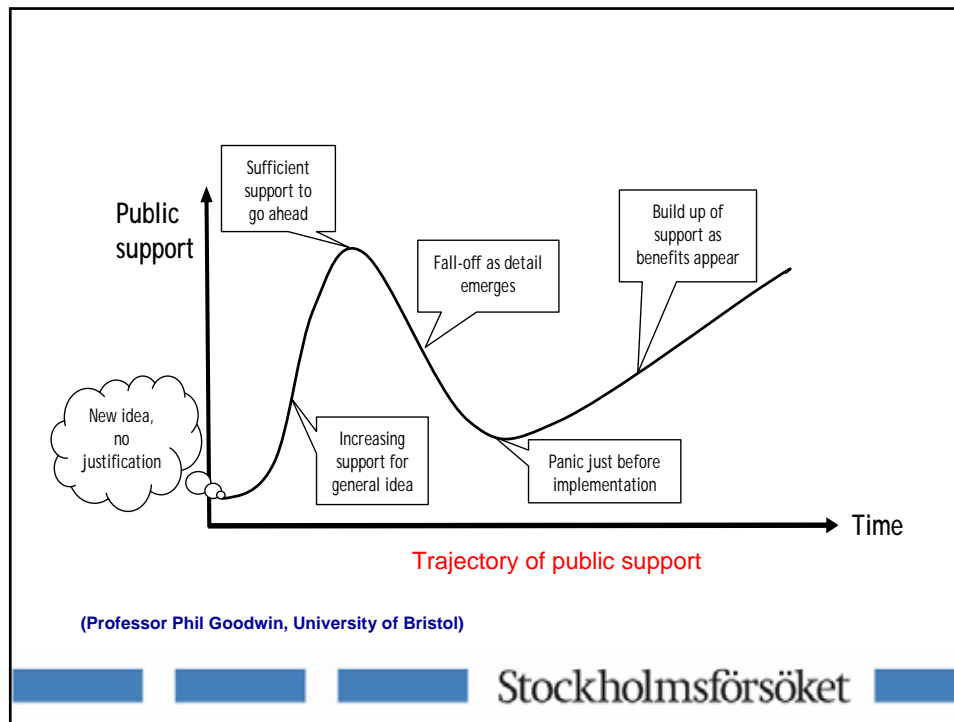


**STOCKHOLM
BILTULLARNA**

Nu har folk insett fördelarna

"Stockholm ♥ the congestion tax"

Stockholmsförsöket



International attention



- **Bush administrations' new transport strategy mentions Stockholm as a good example**
- **"The demonstrated success of road pricing.**
Other major cities around the world, including London, England and Stockholm, Sweden most recently, have reduced congestion and improved throughput almost immediately through the implementation of congestion pricing strategies."

AFTONBLADET
 Publicerad: 2006-09-01 Testaturlök: 1123



KÄNDISTÄTT Al Gore var i går i Sverige för att visa filmen "En obekväm sanning" som har premiär i morgon. Den före detta vicepresidenten har mycket gott att säga om Sveriges miljöarbete. "Jag är imponerad av det svenska folket", säger han. Foto: ULF HÖRNER

Al Gore: ja till trängselskatt

Hans film om klimathotet hade svensk smygpremiär i går

USAs förre vicepresident Al Gore visade i går filmen "En obekväm sanning" för bland andra kungen och drottningen. Om klimatförändringen och hur vi människor förstör vår jord.
 — Om jag fick rösta skulle jag säga ja till trängselskatten,
 Al Gore

Stockholmsförsöket

"Yes" in public referendum

- 51,3 % voted yes
- 45,5 % voted no
- 11 neighbour municipalities had their own referendums – all voted no. But 12 didn't vote...
- New government: alliance of 4 center-right wing parties. One is committed to congestion charges.
- The new government has decided to reinstall congestion taxes 2007.



Stockholmsförsöket

Lessons learned

- **Better public transport cannot reduce road congestion on its own**
 - No measurable car traffic reduction

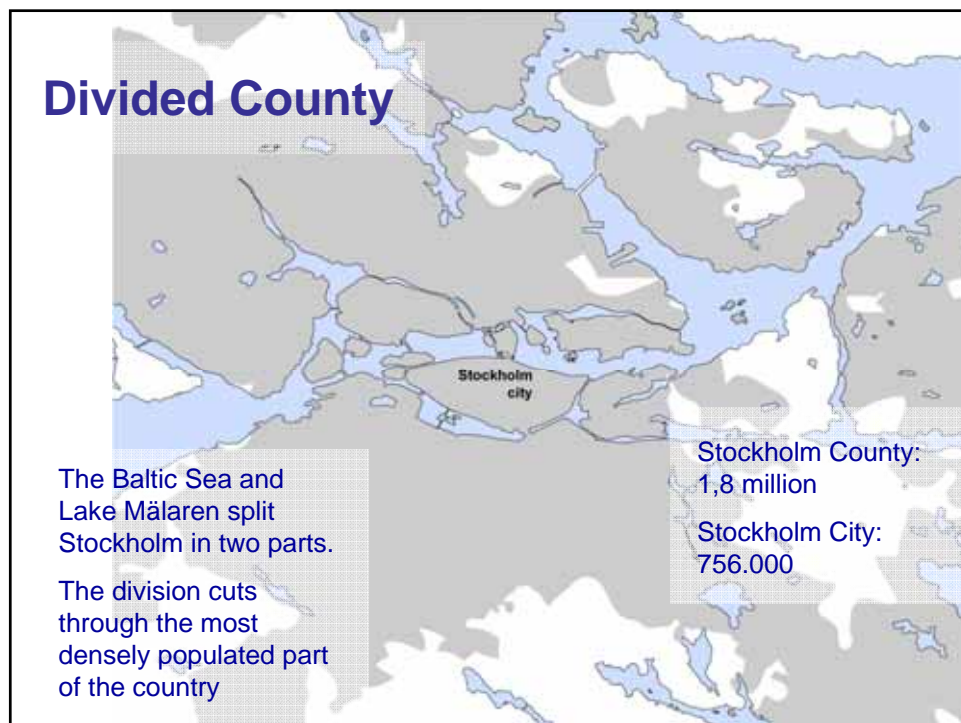
If congestion charge is made permanent:

- Simple zone structure seems to work OK
- Charge levels and time periods can be fine-tuned
- Continue simplification of payment and administration
- Consider seasonal traffic variation
- Charge on Essingeleden?
 - Well: has not become significantly worse than before – so far.

Stockholmsförsöket

Information:
www.stockholmsforsoket.se





The Stockholm trial

- Congestion charges has been discussed since the seventies.
- The social democrats needed support in parliament from the greens and the left party.
- Agreement 2003 : a time-limited trial with congestion charges in Stockholm.
- The Stockholm trial would be subject of a public referendum, the same day as the next election, September 2006.
- The new mayor in Stockholm had promised the voters not to introduce charges in TV shortly before the elections 2003...



Congestion Charges
in Stockholm



The three
parts of
the
Stockholm
trial

Congestion Charges
in Stockholm

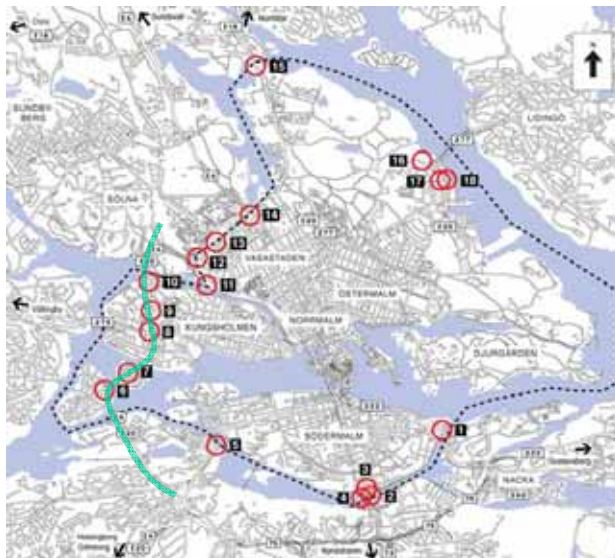
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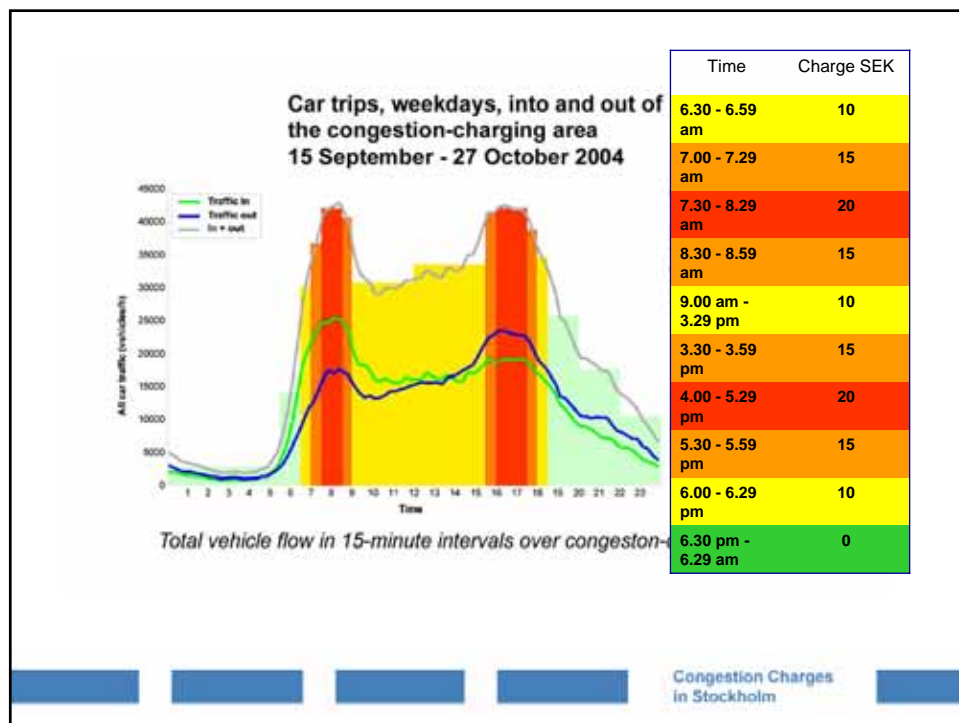
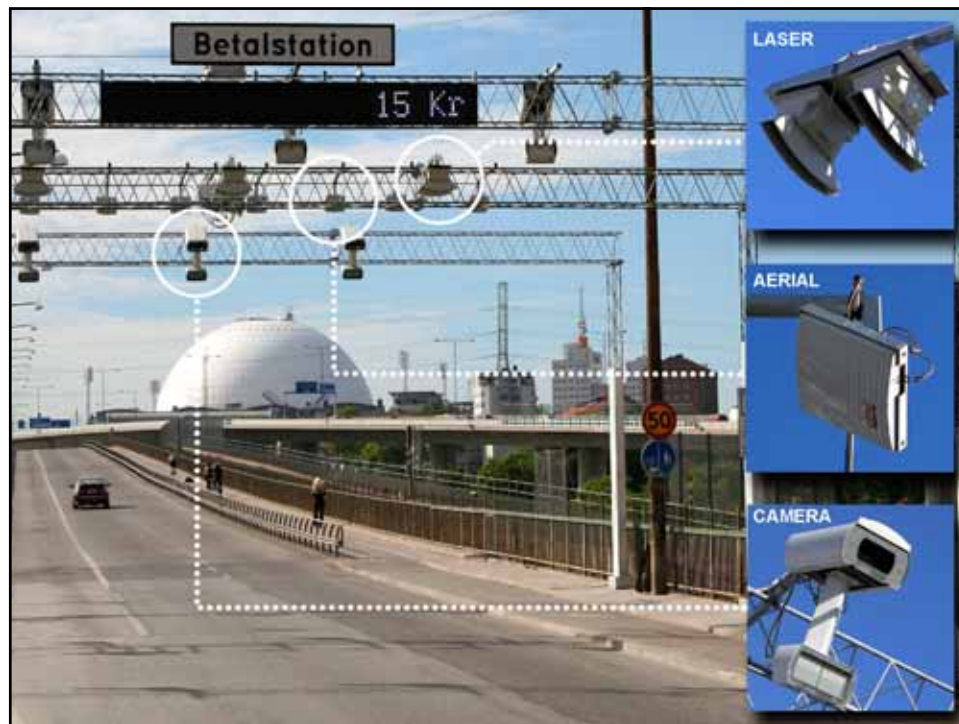


Congestion Charges in Stockholm

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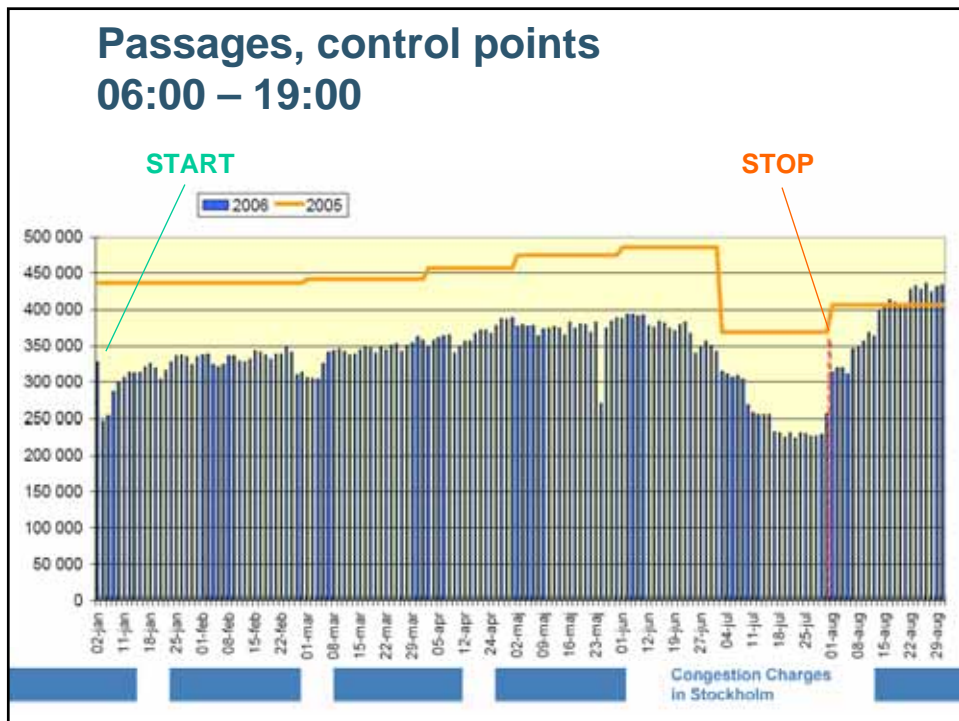
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 [Gunnar Jonsson](#)

Congestion Charges in Stockholm

First day – January 3, 2006





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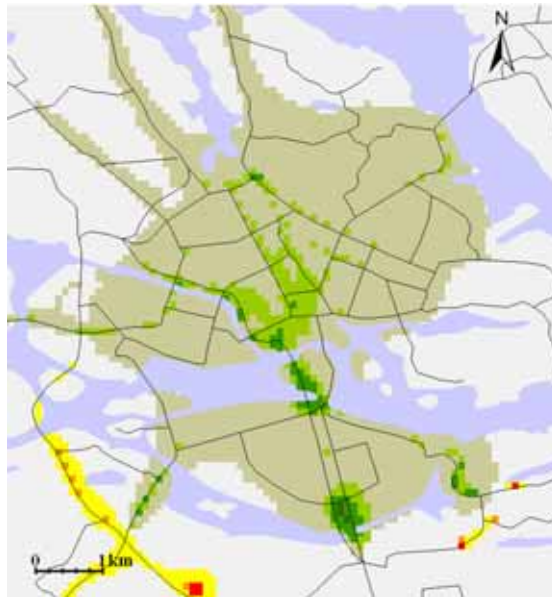
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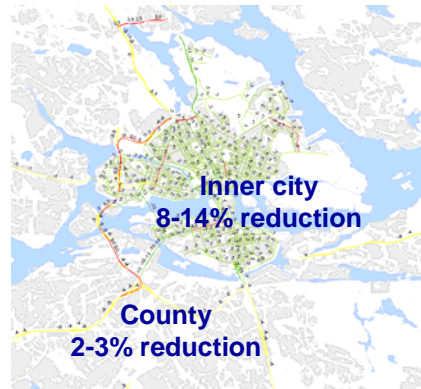
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Congestion Charges
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AFTONBLADET
 Publicerad: 2006-09-07
 Testaturlänk: 123



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Congestion charges in Asia

- Congestion charges should be even better in Asia, where congestion often is worse and the resources to public transport scarce.
- The initial investments are big, but compared to building more roads it's cheap and an investment that pays off.
- There are no technical barriers, it's mainly a question of political leadership.

Congestion Charges
in Stockholm

5 success factors

- A committed political leader
- The best project leader in the country - with a clear mandate
- A thorough and well researched plan, ruthlessly adopted to the city's needs and the public mind.
- Legislation in place in good time: competence, integrity, penalties...
- Be the one that's got the facts. Media will ask the very first day how traffic behaves compared to the same day one year before.

Congestion Charges
in Stockholm

Information:
www.stockholmsforsoket.se
oscar@alarik.se