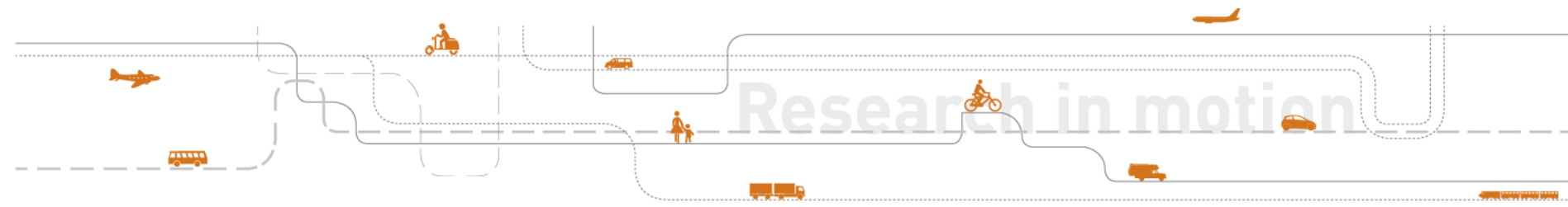


# The Stockholm Congestion Charge - an overview

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TØI



- (Theory)
- Political context
- Design
- Effects
- Public opinion

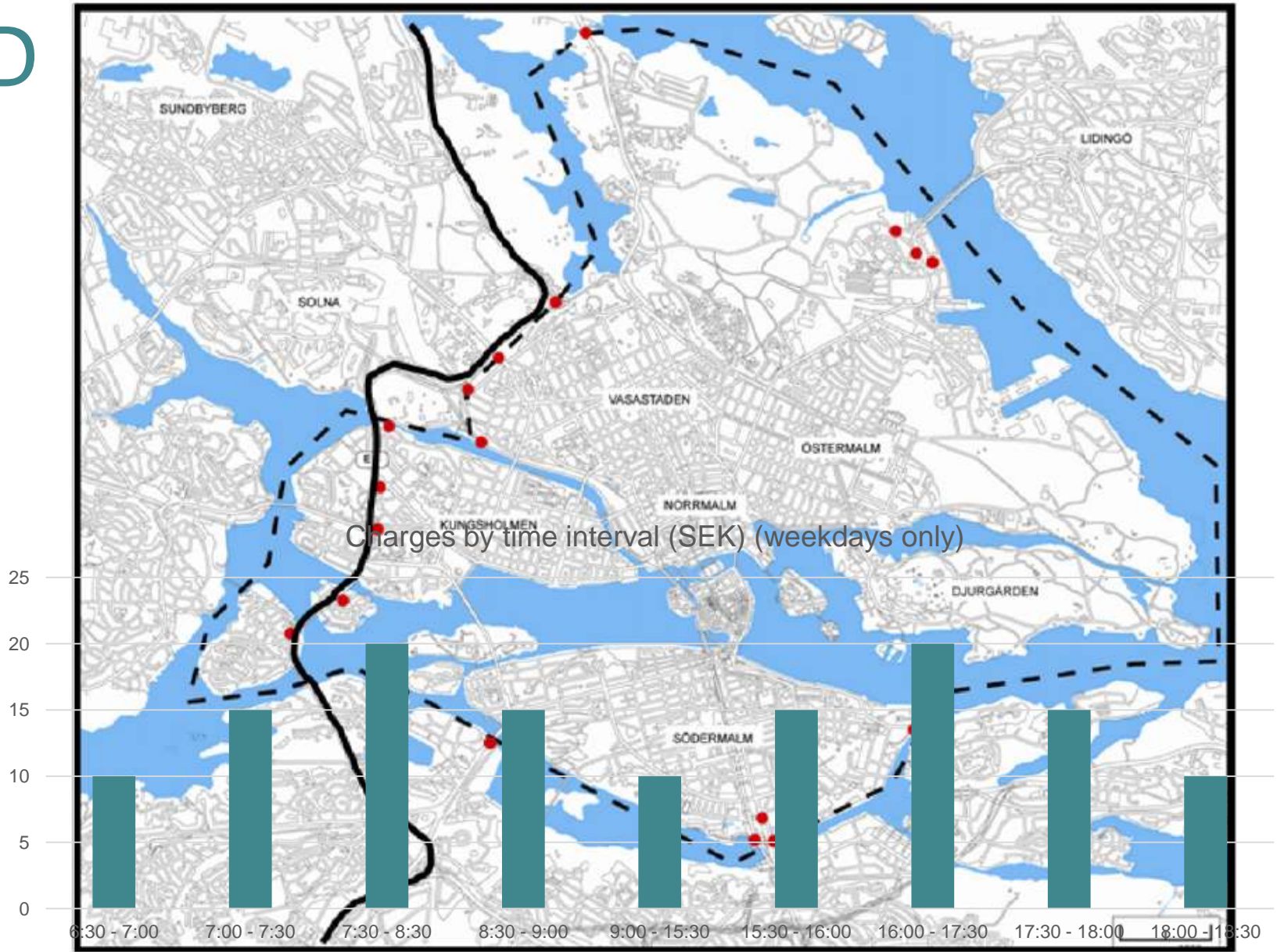
# Political context

- Confronting the citizens – «a strong leader» (London)
- Securing consent (Edinburgh)
- Trial + referendum (Stockholm)
  
- Sweden 2002
  - *Local Social Democratic Party (SD) was «forced» to promise not to introduce Congestion charges in election campaign*
  - *Finely balanced result in election both national and local.*
  - *Green Party as balance of power*
  - *Green Party demanded cabinet ministers or a full-scale congestion charging trial to support a SD national minority government*
  - *SD on national level overruled the local SD*

■ ■ ■

- Drawing the cordon?
  - *Leave Essingeleden outside*
  - *No innercity circle possible*
- Length of trial?
  - *In June 2003 it was concluded that the «congestion charge» was a tax. And a tax has to be decided by the national parliament.*
  - *New legislation necessary.*
  - *The trial could start 3 January 2006*
  - *End the trial «long» before referendum September 2006*
  - *Trial ended 31 July 2006*
- Early evaluation (during the trial)
- Boundry of referendum
  - *Stockholm municipality*
- Positive referendum – re-introduced August 2007

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# Effects - Traffic flows 2005 - 2011

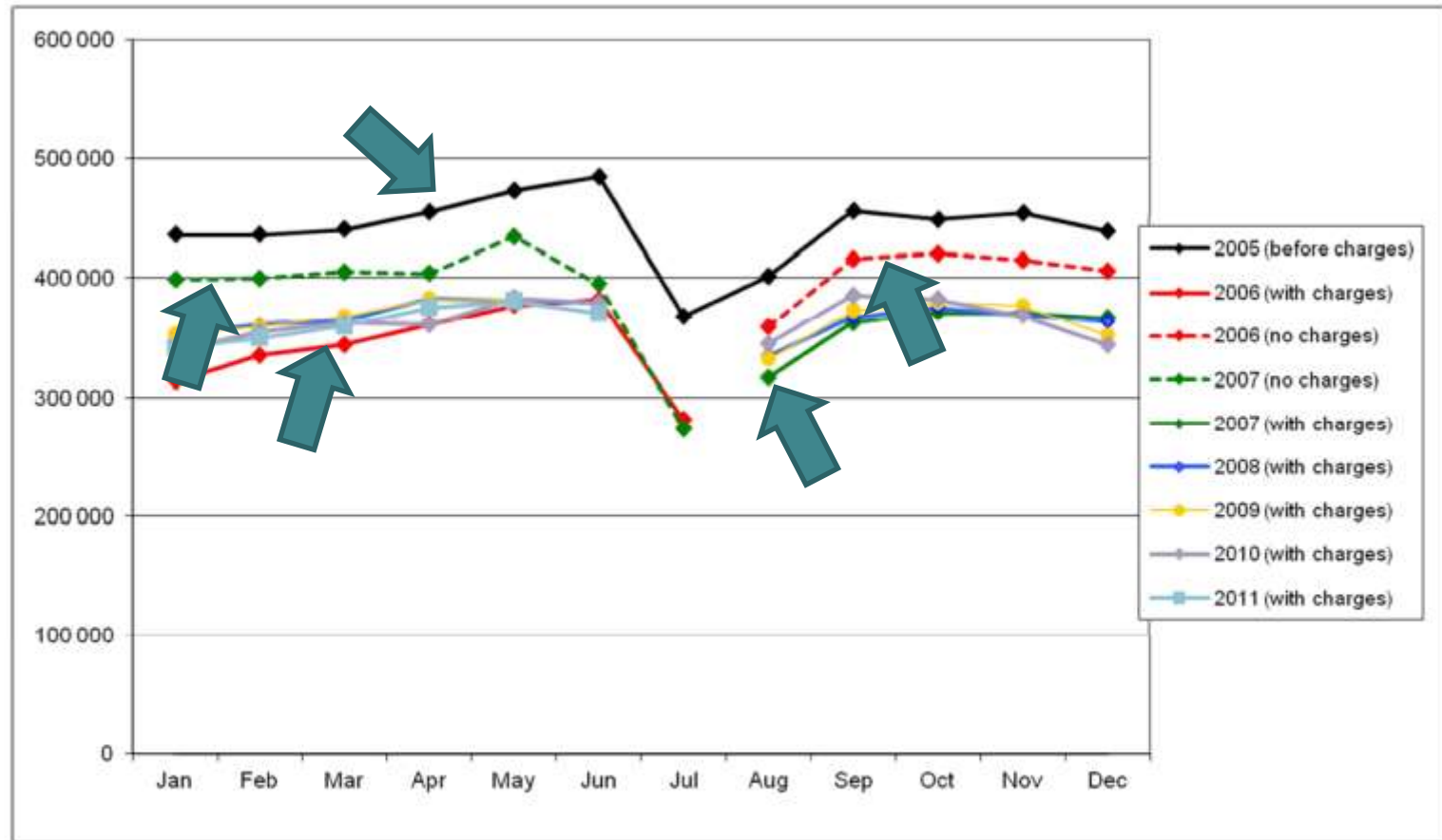
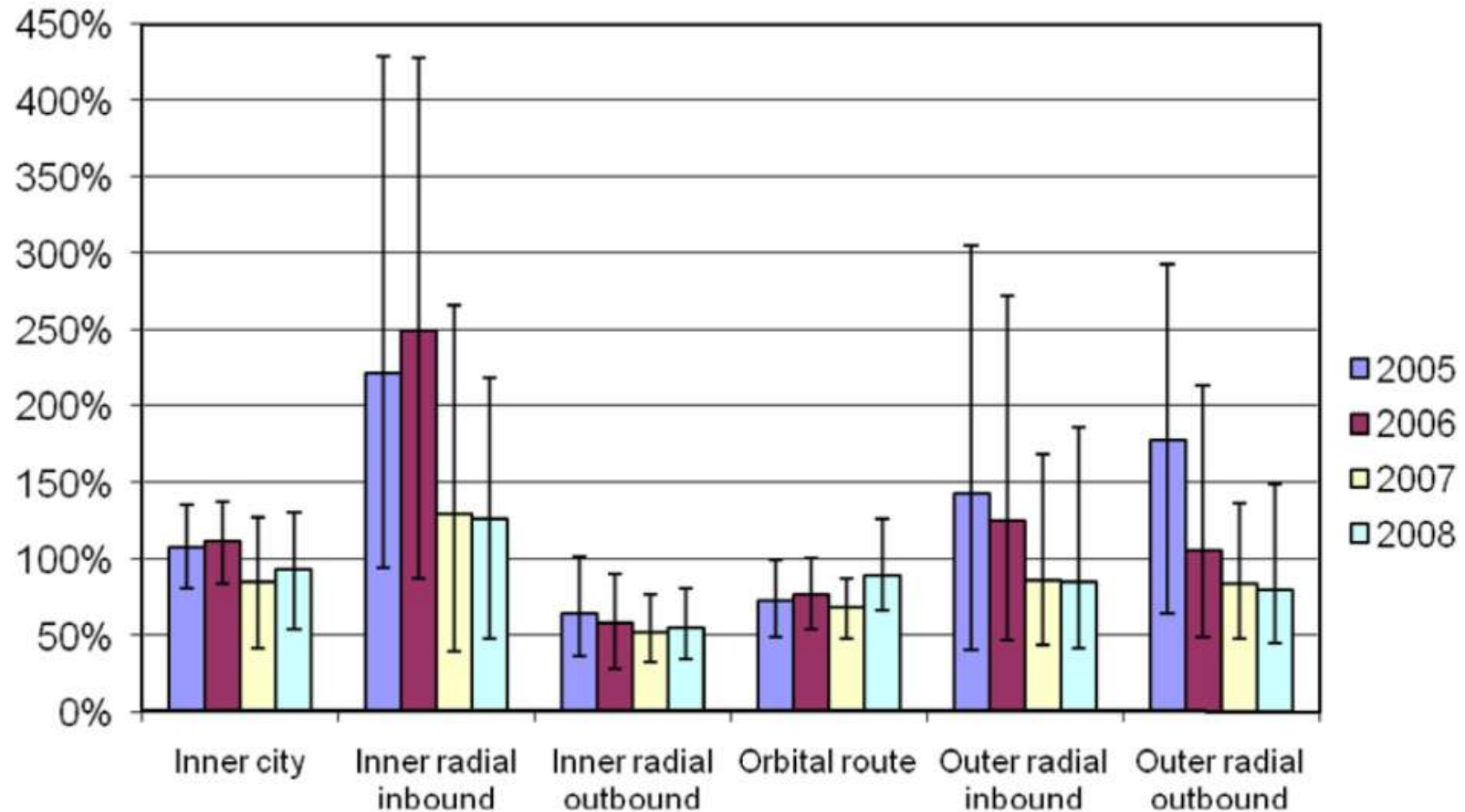


Figure 1: Average number of passages across cordon (weekdays 6-19), 2005-2011<sup>3</sup>

# Travel time (percentage above free flow)





# Where did they go?

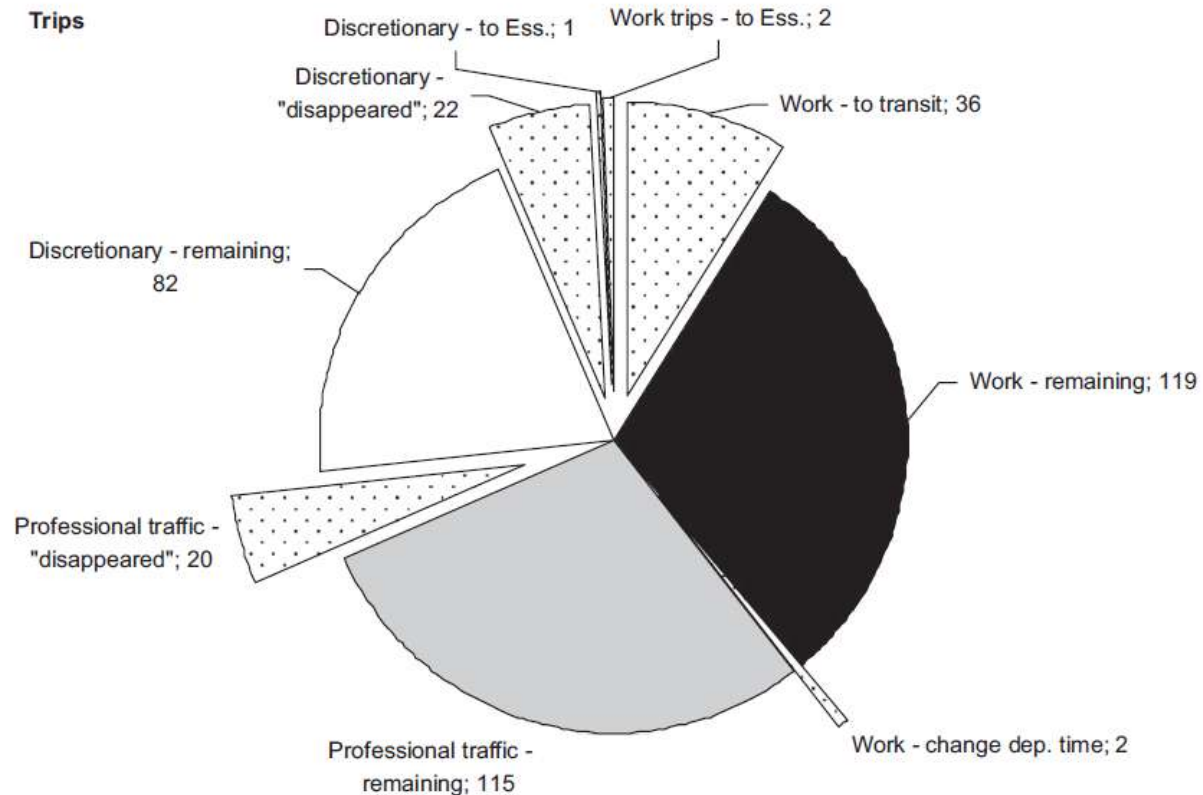
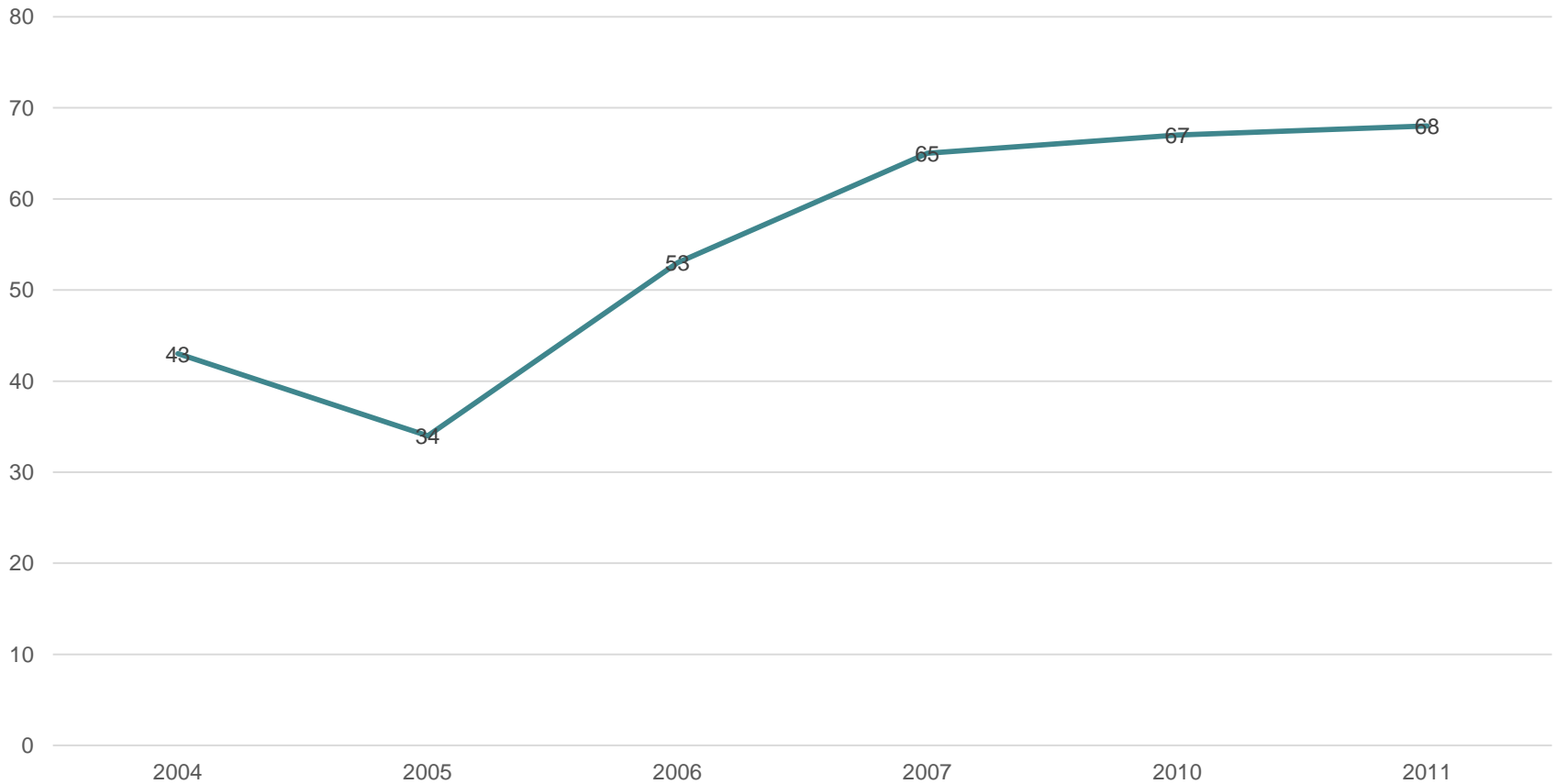


Fig. 7. Estimated changes in car trips across the cordon during charged hours (1000's trips). (When comparing to measurements of vehicles across the cordon, "through" trips are counted as two cordon crossings.)



# Support for Congestion charges

Would you vote "yes" in referendum about congestion pricing (%)



# Why - from 2/3 against to 2/3 in favour of the charges

- Self-interest?
- Charges effectiveness?
- Can't explain the change!
  
- Self-reported changes in behaviour underestimate actual change (3/4 of changes unnoticed?)
  
- Self-reported change in attitudes unnoticed by respondents ex post (1/2 of the changes unnoticed)

# Summary

- Reduction of traffic flow of approx. 22%
- Reduced traveltime and reduced congestion
- Remarkably stable effect over time
  
- Some trips disappeared
  
- Support increased over time