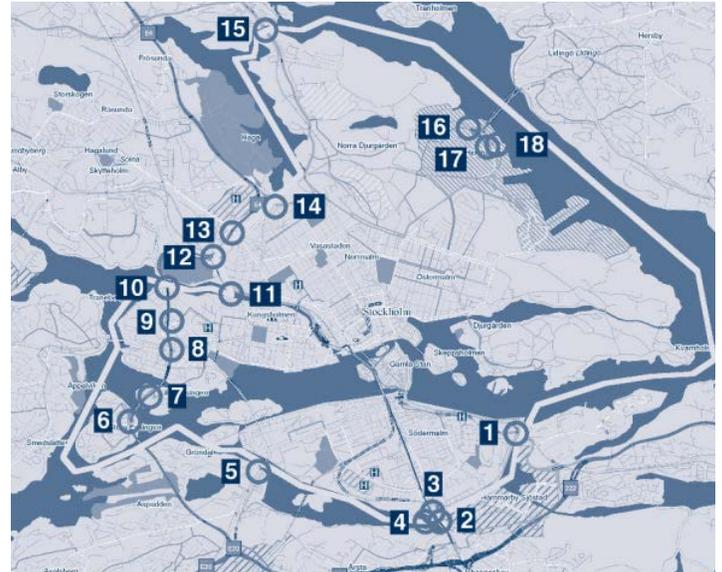




# Case Study: Stockholm

In 2003 Stockholm's City Council adopted a proposal to conduct a congestion pricing pilot program to address increasing congestion in the city center. One year later, the Swedish Parliament passed the pilot program for a 2006 start date despite lack of political and public support. Prior to its introduction,  $\frac{2}{3}$  of residents opposed the proposal. Yet as congestion declined by 30 - 50% during the pilot program,  $\frac{2}{3}$  of residents voted by referendum in favor of making the program permanent.<sup>1</sup> The permanent program launched in January 2007 with fees directed toward bridge maintenance and public transit improvements.<sup>2</sup>

The congestion pricing pilot program was first implemented in 2006 for a total of seven months. The pilot program consisted of three parts: expanding public transit, constructing park-and-ride facilities, and congestion pricing in the city center. To provide alternatives to driving while implementing the pilot program, Stockholm expanded its public transit system by purchasing 197 new buses, adding 16 new bus lines, and expanding service on existing routes.<sup>3</sup> The congestion charge combined with expanded public transit resulted in a significant reduction of congestion. The congestion charge combined with expanded public transit resulted in a significant reduction of congestion. Through the next decade, Stockholm's population increased by 10% while the city's traffic levels reduced by 22%.<sup>4</sup>



Stockholm Congestion Pricing Zone (Source: Access Magazine Political and Public Acceptability of Congestion Pricing 2011)

## What is Congestion Pricing?

Congestion pricing involves charging a fee to drive downtown during busy hours. It is one of the most effective tools we can use to get traffic moving, increase street safety, clean the air, and make our transportation system more equitable.

## How To Get Involved

Please help guide us as we seek to make congestion pricing a tool to advance equity in San Francisco.

## Contact Us

San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor  
San Francisco, CA 94103

### Project Manager:

Colin Dentel-Post, Senior Planner

Email the project team at  
[congestion-pricing@sfcta.org](mailto:congestion-pricing@sfcta.org)

Sign up for email updates or get more information at [sfcta.org/downtown](https://sfcta.org/downtown)

## CITATIONS

- 1 TransForm – Equity in Road Pricing, March 2019
- 2 Tri-State Transportation Campaign – Road Pricing in London, Stockholm, and Singapore – January 2018
- 3 Dr Muriel Beser Hugosson and Dr Jonas Eliasson – The Stockholm Congestion Charging System: An Overview of the Effects After Six Months – 2006
- 4 Greenlight: Next Generation Road User Charging for A Healthier, More Livable, London: Published by Centre for London – April 2019
- 5 Swedish Transport Agency – Stockholm Congestion Taxes Modified on January 1, 2020 <https://www.transportstyrelsen.se/en/road/Congestion-taxes-in-Stockholm-and-Goteborg/congestion-tax-in-stockholm/stockholm-congestion-taxes-modified-on-1-january-2020/>
- 6 TransForm – Equity in Road Pricing, March 2019
- 7 Ibid



## Stockholm's Congestion Pricing Program

### Population:

1.9M      2.4M      ↑26%  
2007      2020      % change

### Program Launch:

2007  
(permanent program)

### Traffic:

↓22%

### Greenhouse Gas Emissions:

↓14%

### Annual Net Revenues:

1.3B KR  
(USD \$155 million)

### Transit Ridership:

↑5%

### Peak Season Pricing Late Spring - Autumn:

11 - 45 KR  
(USD \$1.16 - \$4.75)  
135 KR (\$14.25)  
per day maximum

### Off-Peak Pricing Winter - Early Spring:

11 - 30 KR  
(USD \$1.16 - \$3.17)  
105 KR (\$11.09)  
per day maximum<sup>5</sup>

Charged when entering and exiting through a congestion price gate.

### Pricing Hours:

Monday - Friday, 6am to 6:30pm

includes charging during first week of July only (the rest of July is not priced), includes some days before public holidays.

### Exemptions or Discounts:

Emergency vehicles and buses with a total weight of at least 14 tons, motorbikes, and mopeds do not pay. Persons with a Swedish parking permit for people with disabilities can apply to the Swedish Tax Agency to exempt a vehicle. Businesses can deduct the tax as a cost by notifying the Swedish Tax Agency.

## Key Findings

After the completion of Stockholm's initial seven-month pilot, the city examined equity impacts of the congestion pricing program. The city learned:

- high-income individuals were affected more than low-income individuals
- relatively few drivers paid the maximum of congestion charges, although they did pay occasionally
- young and low-income individuals benefited from lower transit fares
- travel times in the central areas of the city were shorter and with a lower percentage by car<sup>6</sup>

To determine their conclusions, researchers examined varying income levels of Stockholm residents and non-residents, number of trips, travel times, and mode share. Researchers looked at below average, average, and above average discretionary incomes to determine how the congestion pricing program affected users. They found that higher income people take more priced trips because they live in or near the inner city.

To ensure equitable outcomes with congestion pricing, Stockholm considered how the net revenues collected from the program would benefit all users. By providing alternatives to driving, people traveling by transit would not bear the congestion price. Additionally, the revenues collected from the congestion pricing program that were used on public transit resulted in reduced fares for all users benefiting young and low-income individuals the most.

## What other cities can learn from Stockholm

Stockholm's congestion pricing program demonstrates the importance of pilot programs and expanding transit service. By implementing the congestion pricing program as a pilot and increasing transit service when the pilot was launched, Stockholm gained more public support and acceptance. 2/3 of Stockholm residents were opposed to congesting pricing prior to the pilot program, however once residents saw the results, 2/3 of Stockholm residents voted to make congestion pricing permanent.<sup>7</sup> In engaging the community during the pilot and providing them benefits for using transit compared to driving, Stockholm reduced traffic congestion in the pricing area.