Introducing congestion charges – Frequently Asked Questions

Jonas Eliasson
It works.
Effects are persistent

-28% -23% -22% -21% -20% -21% -24% -21% -20% -17% -18% -17% -19% -17% -17% -16% -19% -22% -17% -19% -16% -19% -17%
There are many ways to adapt
People change from day to day

- Habitual (5 trips/week): 29%
- Seldom (< 1 trip/week): 25%
- Occasional (1-3 trips/week): 32%
- Frequent (4 trips/week): 14%
- Occasional (1-3 trips/week): 32%

Private cars across cordon
Designing charges is difficult
Attitudes change after introduction

“Charges heading for the ditch”
“Bypass threatened by chaos”
“Charging chaos continues”

“Stockholm loves the charges”
“Charges a success”
“Thumbs up for the charges”
"Familiarity breeds acceptability”– but why?

- It’s better than you thought
- It’s not as bad as you thought
- Accept the unavoidable
- Pricing scarce things isn’t so strange, after all
Decisive factors for acceptability: Effects and "branding"
Political acceptance

• Mistrust between cities, regions, national level
• Power over revenues and charge levels?
• What happens to national grants to regional infrastructure?
You paid *what* for a congestion charging system?

Revisiting the cost of the Stockholm Congestion Charging system
Carl Hamilton, CTS Stockholm
Expensive?
Cost / Revenue
Cost / Revenue
7 Major Cost Drivers
Political Context
“the biggest political suicide in history…

…stand back and watch the Left-Green coalition commit it”

Gunnar Söderholm
Stockholm City
“I told IBM several times: ‘It is fully possible that this all goes to hell. But if it does, I will make sure that you are going down with me.’”

Birger Höök
Road Administration
Political Risk

Administration’s Risk

Commercial Risk
Risk reduction:
Redundant components
Insurance
Thank you