Time of Use Charging Programme

Supplementary Information

Charge options: Detailed view

These slides provide a more detailed view of some of the key metrics for the three Time of Use Charging Options. The main elements are:

1
Proportion of trips charged by Local Board area

2
Estimated time savings for charged drivers

3
Projected change in morning peak travel time of major road corridors

4
Illustrative public transport corridors

The metrics, with the exception of the illustrative public transport corridors, have been generated from the *Auckland Forecasting Centre's Macro Strategic Model*.

Although Time of Use Charging is not expected to be in place until 2031, the modelling assumes the charges are in place in 2026 to help give a sense of expected impacts.

The modelling assumes that the City Rail Link and associated bus routes are in place and operating.

The results here are for the morning peak period, which in the model runs from 7.00 AM to 9.00 AM. However, in practice the charges may run between 7.00 AM and 10.00 AM, depending on the option.

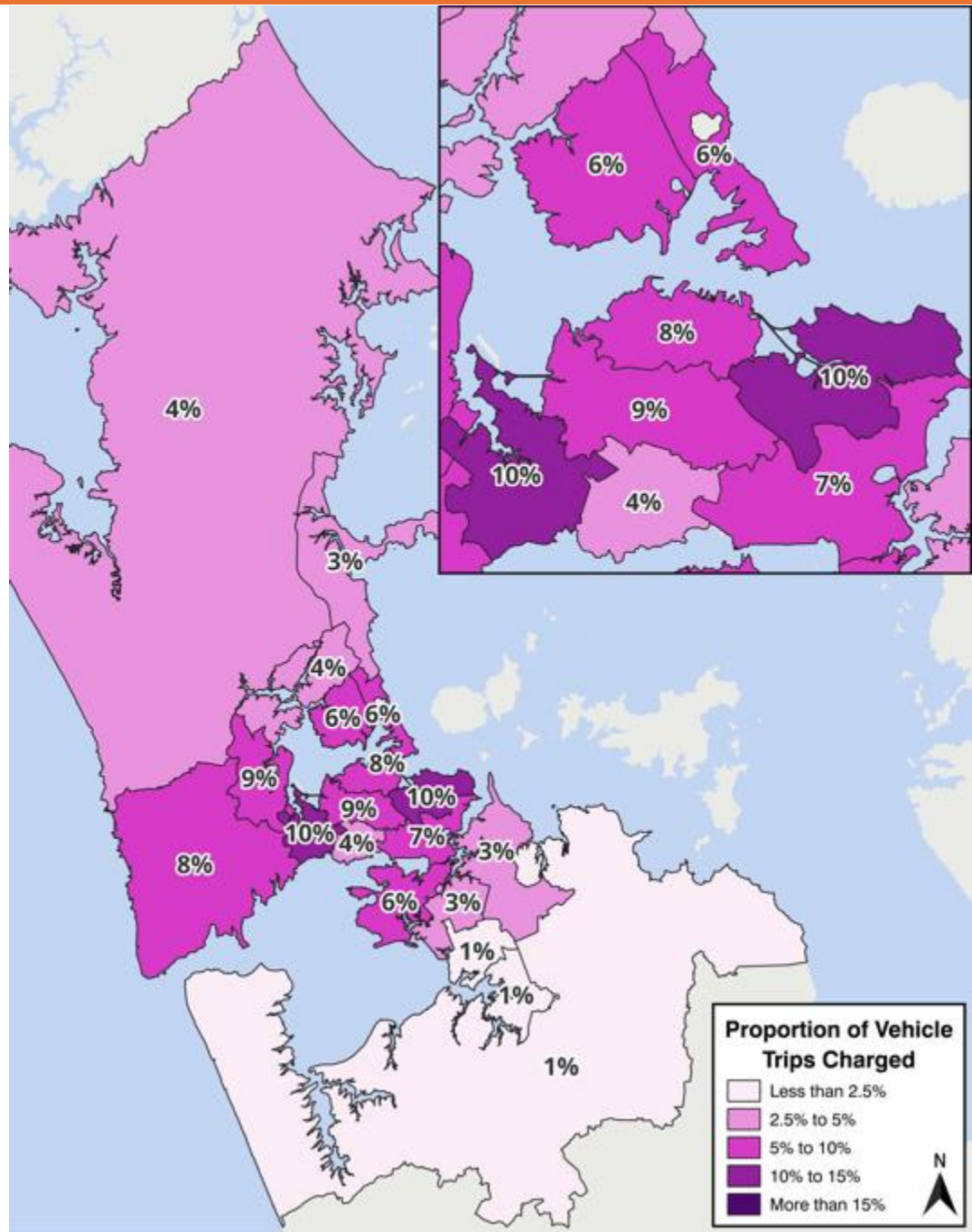
This deck provides a detailed assessment of the three options being consulted on. If you would like background information on the options and the proposed scheme, please visit the **AK Have Your Say** website before reading further.

How many will pay? Proportion of charged trips by Local Board Area

This map shows the estimated percentage of vehicle trips originating from each of Auckland's Local Board Areas and travelling into the **Option B** cordon area, during the morning peak period.

Overall, around **5.5%** of Auckland's morning peak period vehicle trips are expected to pay the charge under Option B.

Example: *Of all the morning peak vehicle journeys taken from the Orakei local board area, 10% are forecast to travel into Option B cordon area and be charged.*

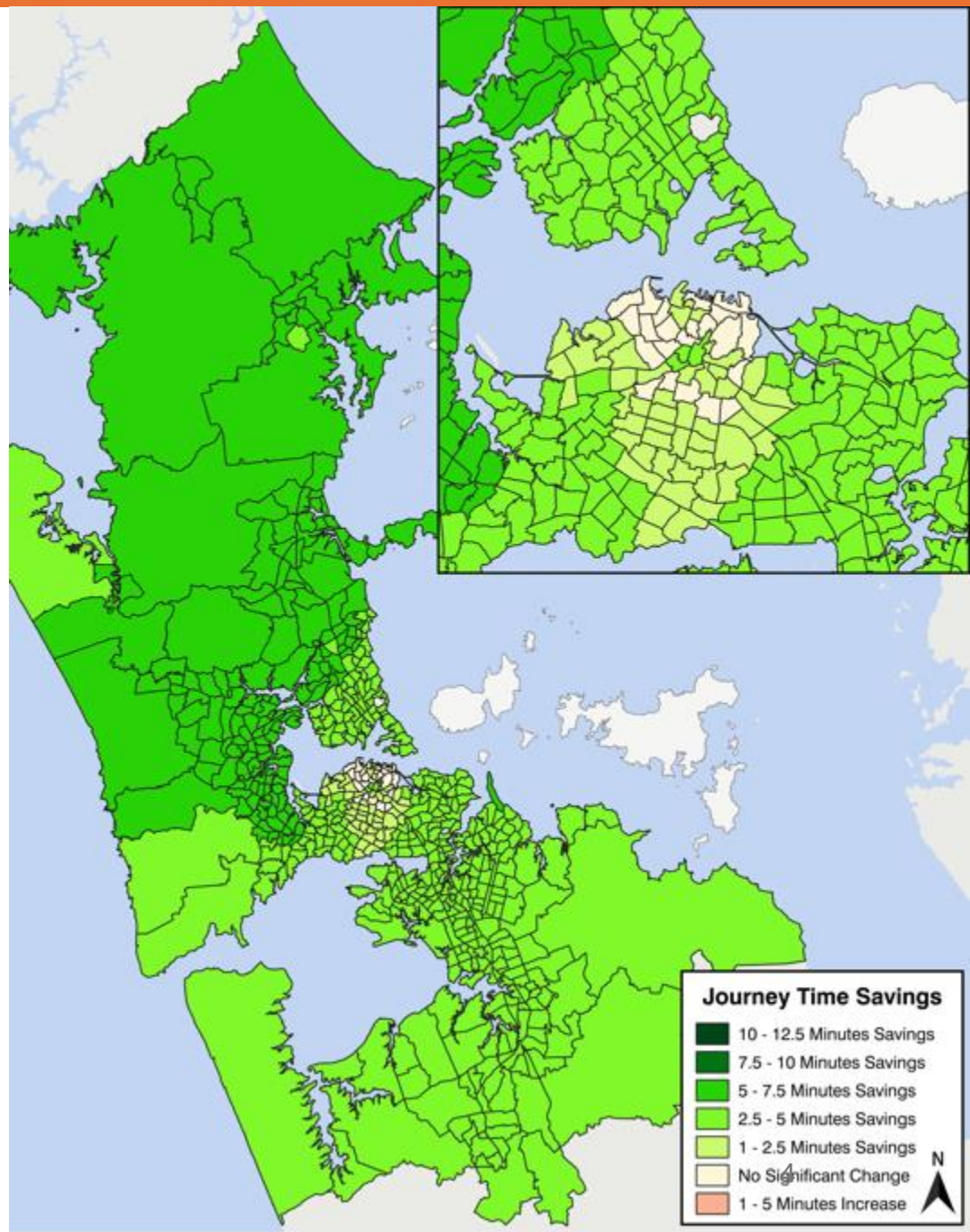


Estimated Time Savings for Charged Drivers

This map shows the estimated time that drivers will save if they are travelling across the **Option B** cordon into the city centre or city fringe during the morning peak period. Time savings are based on where drivers' trips start from.

- Under **Option B**, time savings would be experienced across the City, with journeys originating from **north and west Auckland** benefiting from time savings of **up to 7.5 minutes**.
- People travelling from **south and east Auckland** are anticipated to experience **2.5–5 minute** time savings.
- Journeys originating in the **central isthmus** would experience savings of **up to 2.5 minutes**, although very short trips may not experience any change.

Example: *Drivers travelling from Henderson-Massey into the cordon area, during the morning peak period are estimated to save between 5 and 7.5 minutes on their total journey time under* ***Option B****.*



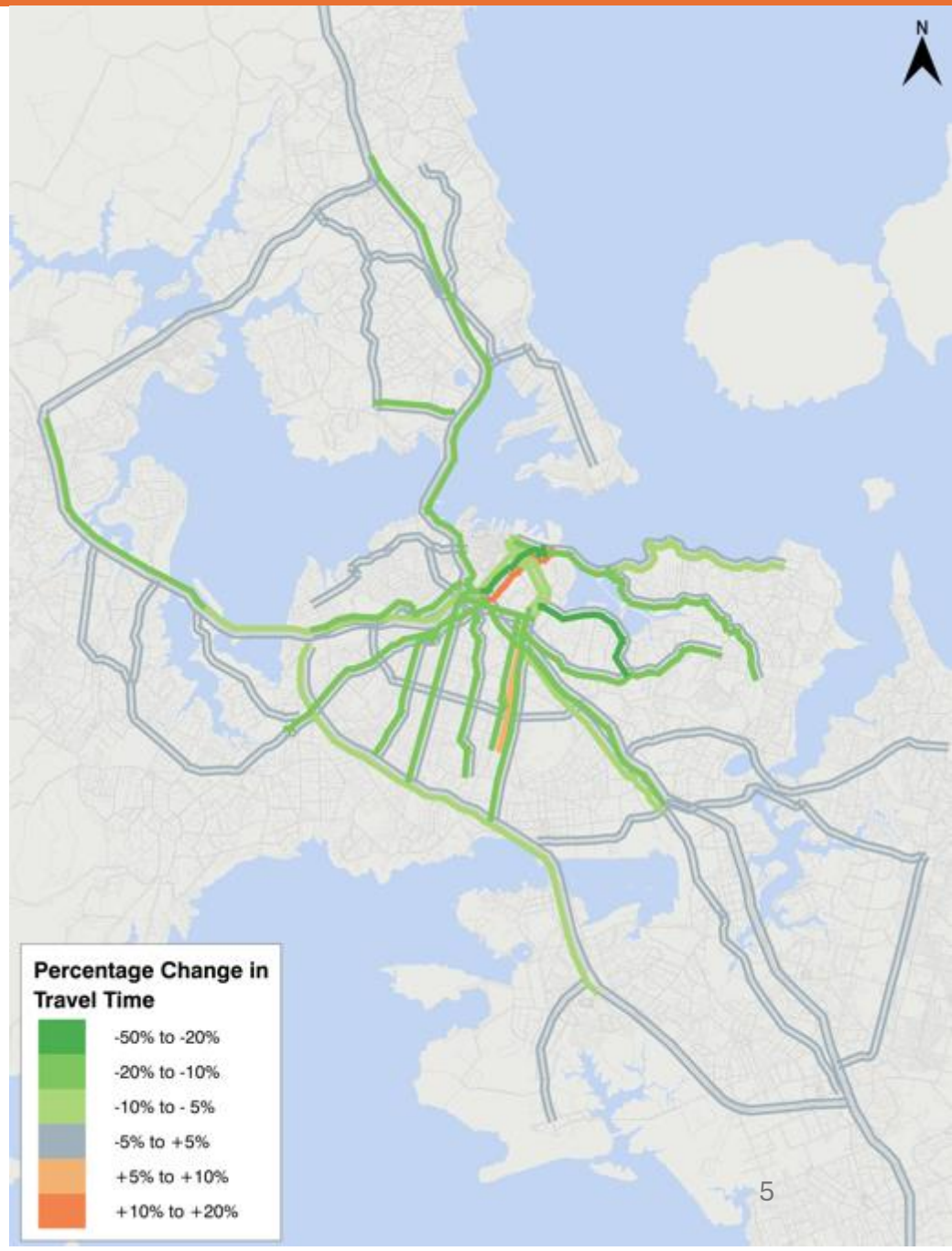
Projected change in morning peak travel times on major road corridors

This map shows how the introduction of the **Option B** cordon will change vehicle travel times for Auckland's major road corridors during the morning peak.

Compared to Option A:

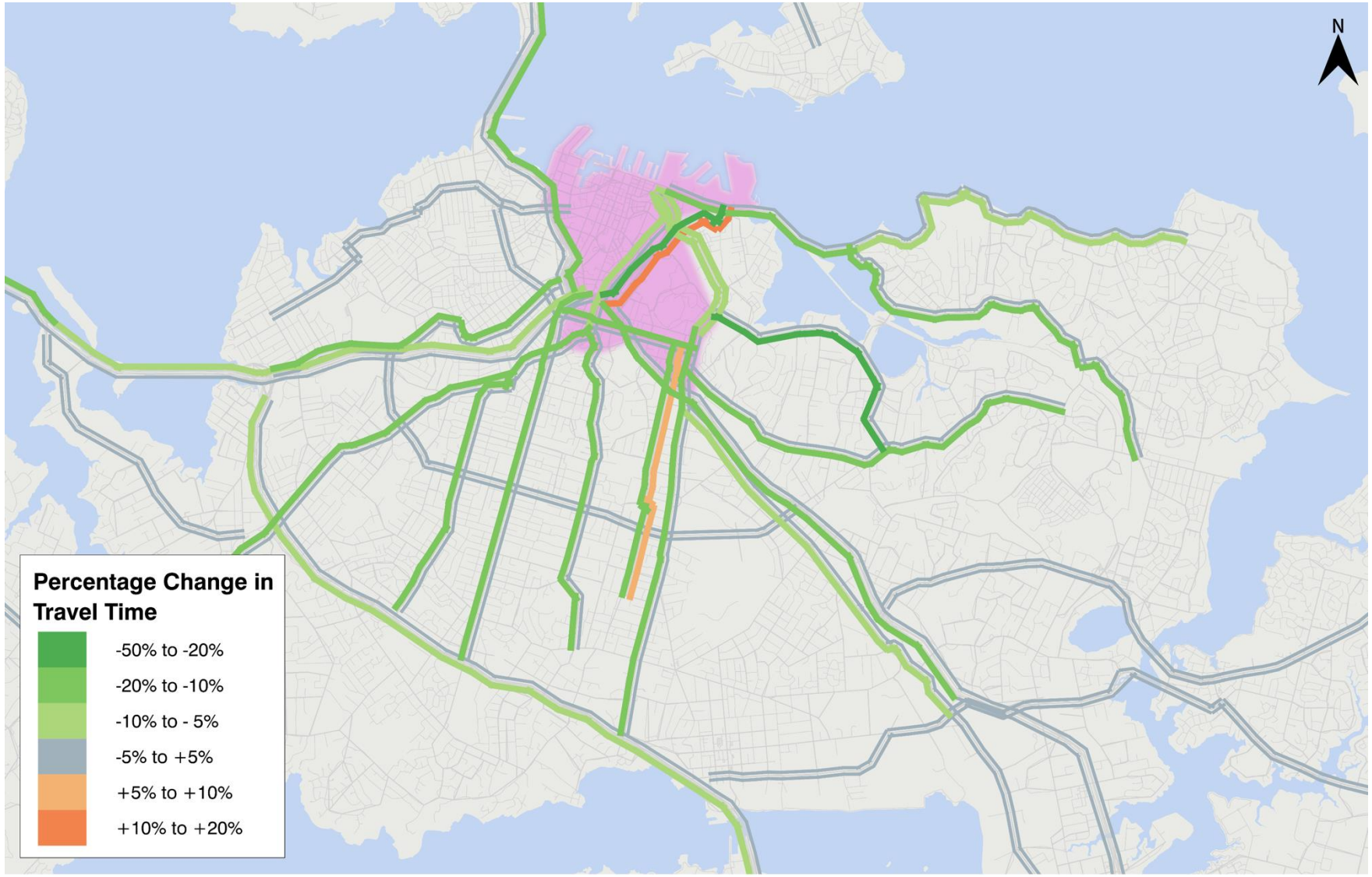
- time savings are **larger**, with many of the roads into central Auckland experiencing savings of between **10–20%**.
- savings extend **more widely** around the network, for example travel on State Highway 20 through the Waterview Tunnel is expected to be slightly faster.
- **Corridors further away** from the charged area are not forecast to be affected. Trips travelling away from the city centre (the counter-peak direction) in the morning are also not expected to be affected.
- Due to the redistribution of trips around the road network, **State Highway 16** between Tamaki Drive and the Central Motorway Junction and Gillies Avenue are expected to see slower trips.

All drivers travelling on these roads will experience the time savings benefits, not just those paying the charge. Overall, around **a third** of all drivers who do not pay the charge are still expected to experience a faster and more reliable trip.



Projected change in morning peak travel times on major road corridors:

Option B Close Up



Illustrative Public Transport Improvements

Additional public transport services are planned for each option to provide greater capacity and more opportunities for people to change how they travel.

- The extent of any additional services will depend on the **revenue available** from each option after direct project costs have been covered.
- Initial public transport priorities associated with each option are identified in the **supporting project map**.

Option B is currently forecast to provide **modest net revenue**. As a result, additional public transport improvements would likely be focused on providing additional capacity on routes that may become crowded due to the increase in public transport patronage.

- Some improved services to provide more competitive alternatives for charged trips may also be possible with Option B.
- Final decisions on additional public transport services for each option will need to be agreed by **Council and the Minister of Transport**.

