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.

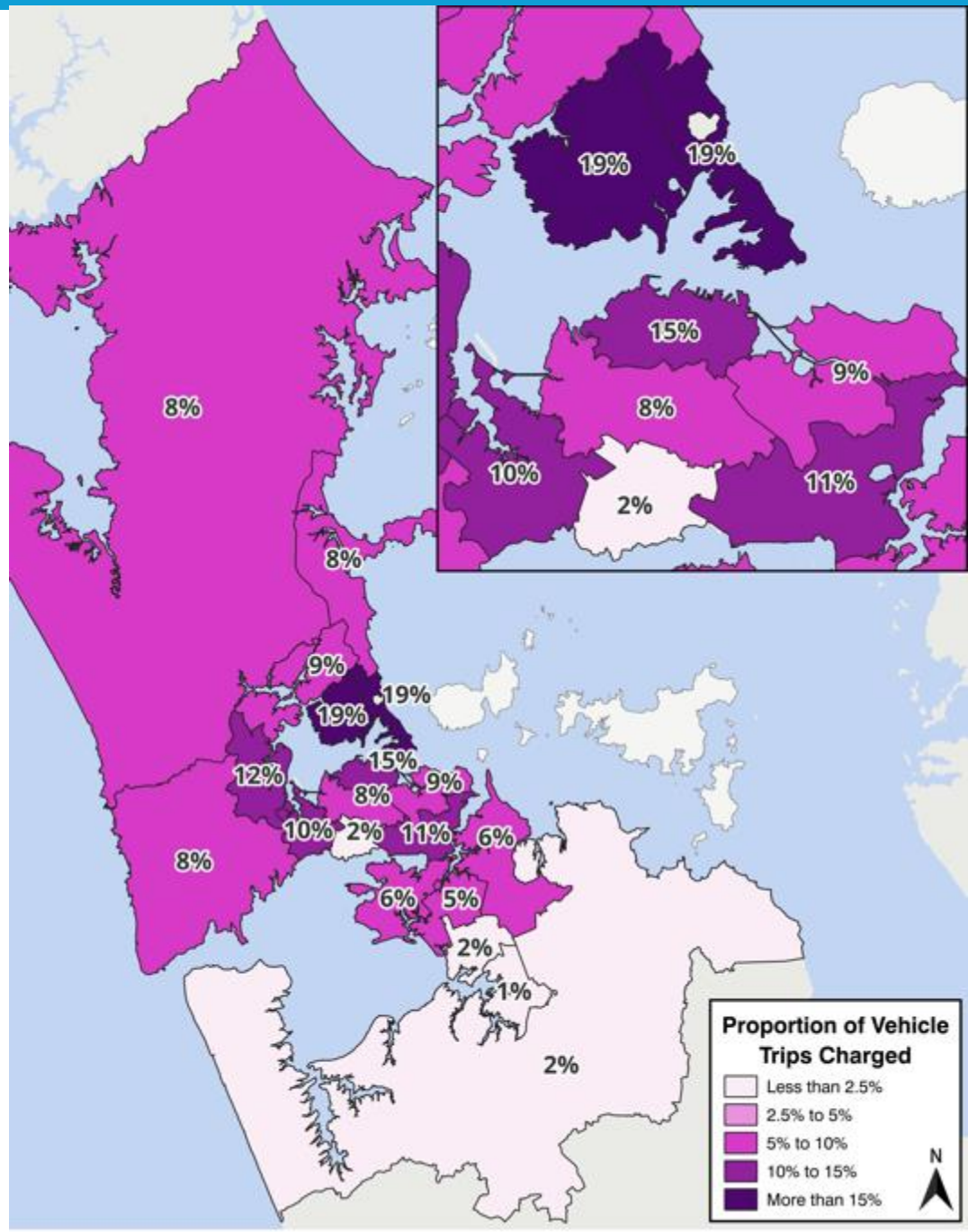
This deck provides a detailed assessment of the three options being consulted on. If you would like background information on the options and the proposed scheme, please visit the **AK Have Your Say** website before reading further.

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 C** charged area, during the morning peak period.

Overall, around **8.5%** of morning peak vehicle trips are expected to pay the charge under Option C.

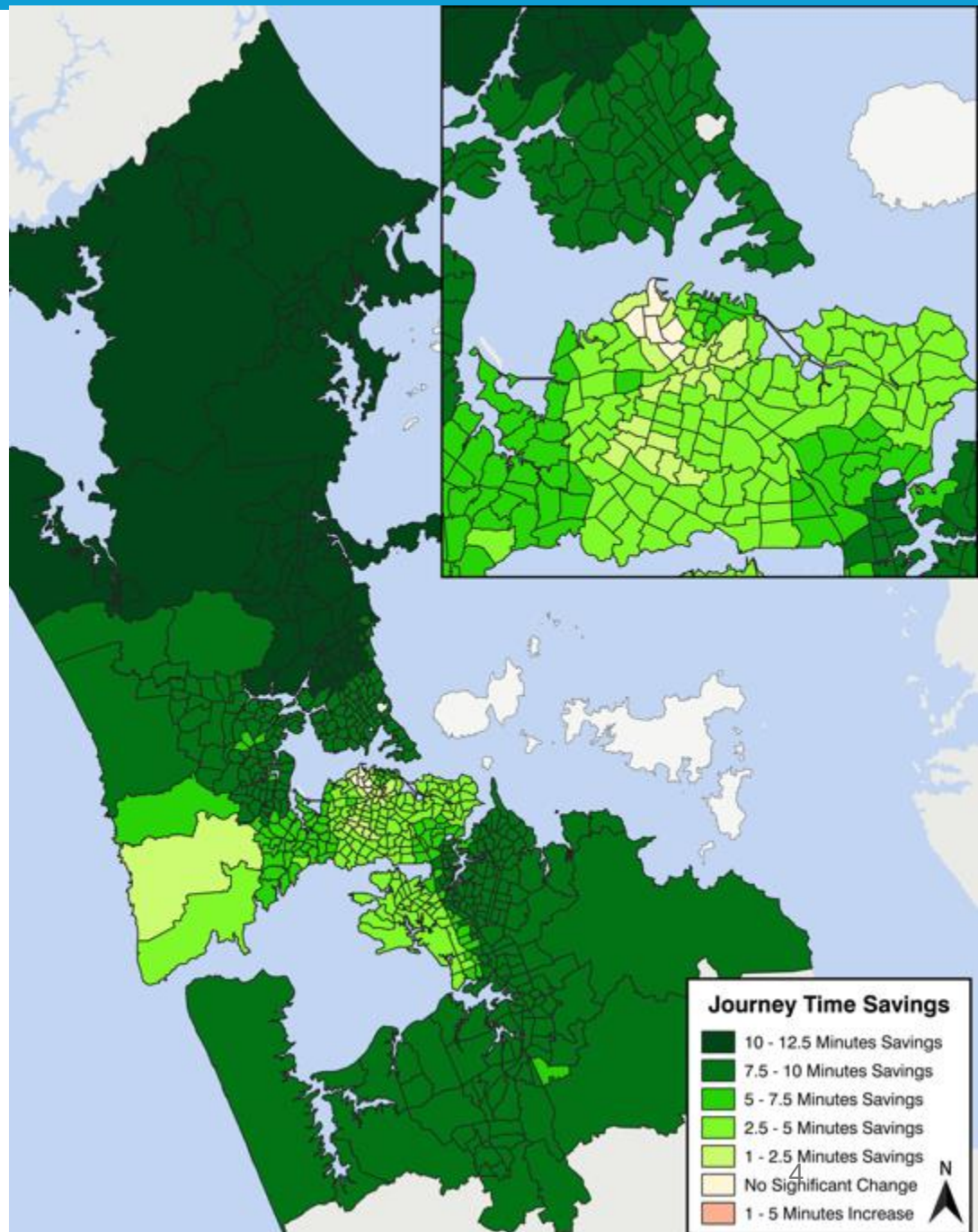
Example: *Of all the morning peak vehicle journeys taken from the Whau local board area, 10% are forecast to travel into Option C area and be charged.*



Estimated Time Savings for Charged Drivers

This map shows the estimated time that drivers will save if they are travelling into the **Option C** charged area during the morning peak period. Time savings are based on where drivers' trips start from.

- Option C provides **larger time savings** than the other two options, with longer trips using the motorways receiving the biggest savings. For example:
  - trips from Howick, Flatbush and Franklin would experience savings of between **7.5 and 10 minutes**
  - trips from the northern North Shore and Hibiscus coast would experience savings of between **10 and 12.5 minutes**
- Meanwhile, **shorter trips** from the central isthmus and Māngere area would experience savings of between **2.5 and 5 minutes**.



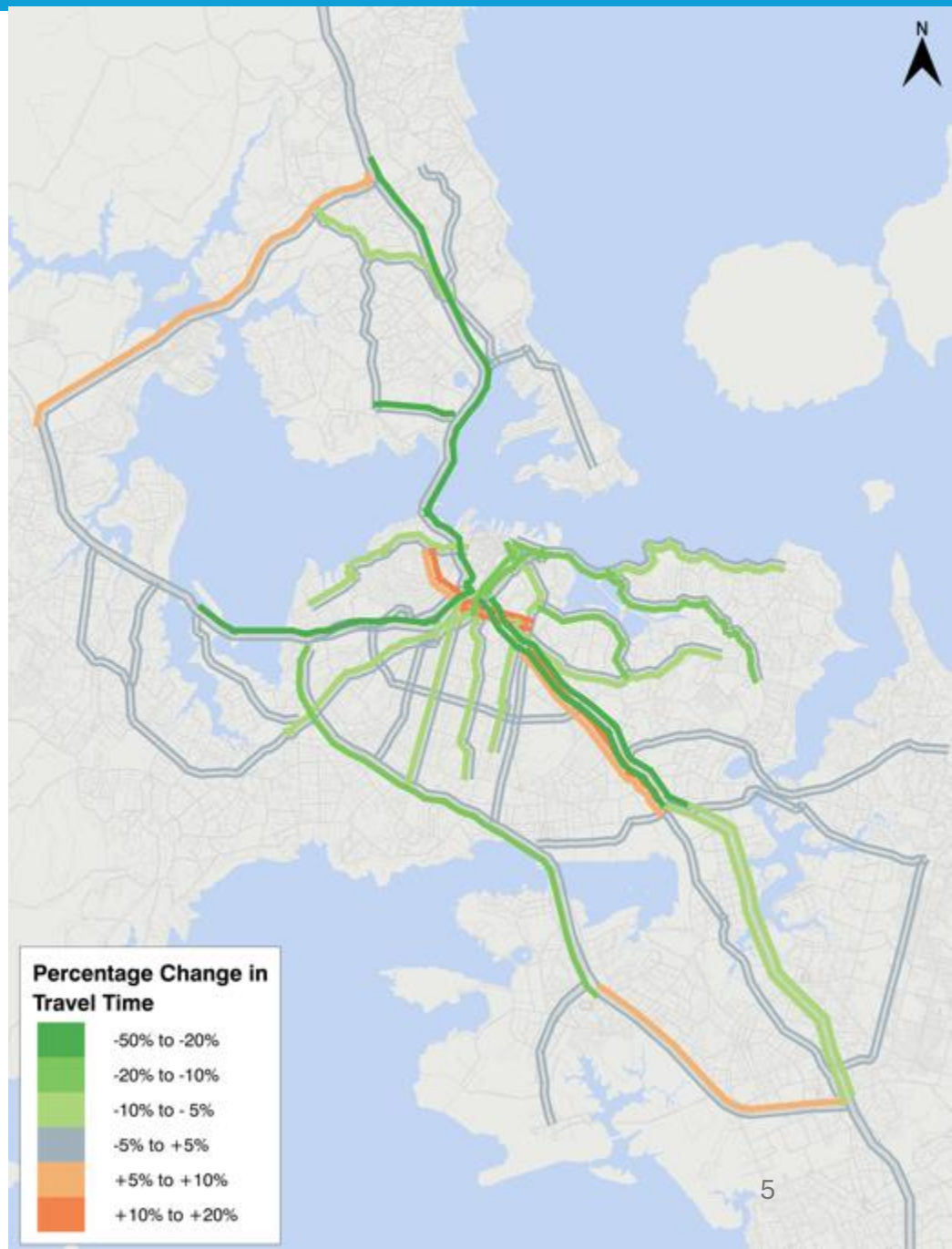
Projected change in morning peak travel times on major road corridors

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

- Compared to Options A and B, time savings are **larger**, with many of the roads into central Auckland experiencing savings of between **20% and 50%**.
- **All drivers travelling on these roads** will experience the time savings benefits, not just those paying the charge.

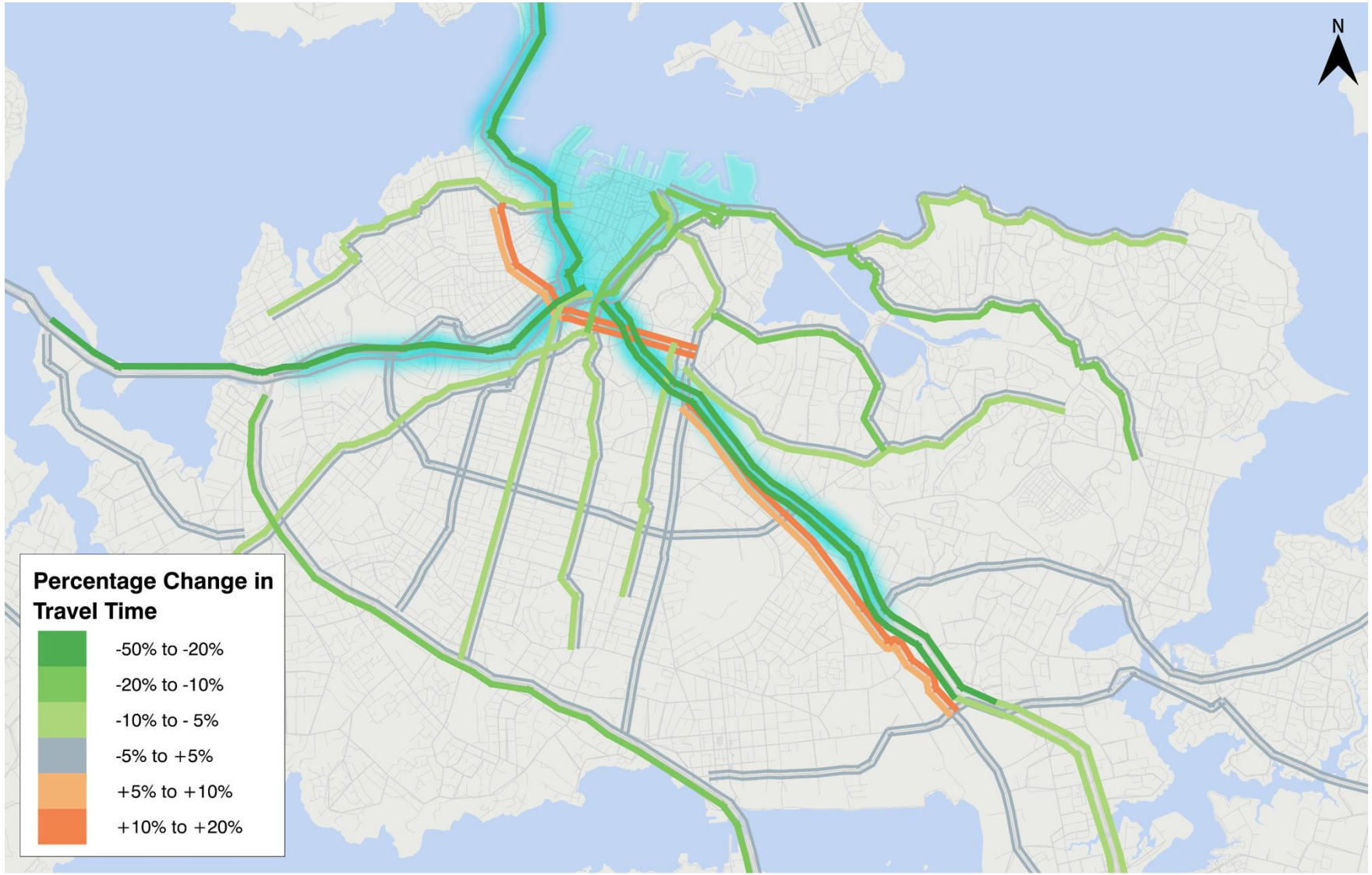
However, with Option C there is a **greater redistribution of traffic** around the road network, so a few more roads are expected to experience delays. For example, Kyber Pass Road, Great South Road and some sections of the Western Ring Route are forecast to experience delays.

- **Overall**, under Option C around **a third** of drivers would not pay the charge but would still receive a faster, more reliable trip. However, because of the redistribution of traffic with this option, around **14%** of drivers would receive a slower, less reliable trip.



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

Option C 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 C is forecast to provide **significant net revenue**. As a result, under this option additional public transport services could be provided to:

- add capacity on routes that may become crowded due to the increase in public transport patronage
- provide more competitive alternatives for charged trips
- generally enhance the public transport network, with improvements to rapid transit bus routes paralleling the central motorways

- Under Option C, there would also likely be enough revenue to bring forward other public transport or roading infrastructure projects, but these would be identified in further work.
- Final decisions on additional public transport services for each option will need to be agreed by **Council and the Minister of Transport**.

