

Time of Use Charging in Tāmaki Makaurau

Join the conversation.
Explore the options.
Have your say.

11 November – 11 December 2026.

Congestion is a big problem in Auckland with everyday impacts. The time we spend sitting in traffic is time we're not working, learning or spending time with whānau. It costs us valuable minutes and dollars.

As Auckland continues to grow, our congestion problem is only projected to get worse.

We want your feedback on the Time of Use Charging options and what they mean for you.

Search **AK Have Your Say**

Time of Use Charging

Time of Use Charging is a tool to help ease traffic congestion. At some of the busiest times, on some of the busiest roads, a charge applies. Some people might travel earlier, later, use public transport, or share a ride.

For drivers that pay the charge, roads are less congested making journey times faster, more reliable with less stop-start traffic. Even a small reduction in trips can improve traffic flow across the network. Think school holidays every day.

It's a part of a wider plan to reduce congestion, alongside the City Rail Link, Eastern Busway and smarter use of our road space to improve travel choices.

Money collected from Time of Use Charging would be prioritised for transport improvement in and around the charging area.

Have your say now

We are now seeking Aucklanders' views on three options. If a proposal is taken forward, any final design must go through a public consultation process, so Aucklanders can have their say before any final decisions are made.

For a more complete overview of the proposed timings, see the back page.

The options for Auckland.

We have narrowed a dozen options down to three, removing alternatives that had a significant social and affordability impact. The shortlist focuses on well-connected central areas.

Drivers would generally pay when entering the area during the morning peak or leaving during the afternoon peak. Modelling for these options used a charging rate from $2 to $7.

Option A

City Centre.

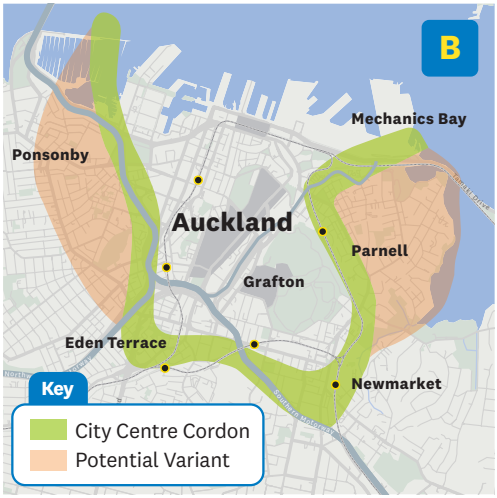
Trips are charged when crossing into the cordon in the morning rush and leaving in the afternoon rush. Motorway trips and travel within the cordon are not charged.



Option B

City Fringe.

Expanded area from Option A to include commercial areas and some neighbourhoods adjacent to the city centre. Motorway trips and travel within the cordon are not charged.

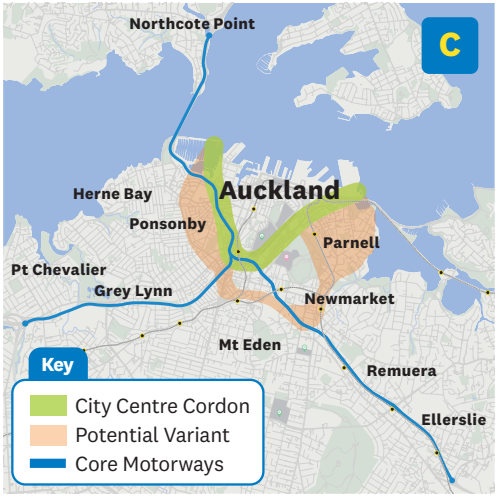


Option C

Core Motorways + City Centre.

Trips crossing into the city centre or travelling on core motorway sections will be charged in congested conditions. Only one charge if travelling from the motorway into the city centre.

For more information on the options search AK Have Your Say.



Indicative Programme Timeline

Council led phase

AK HAVE YOUR SAY

Public engagement on three options

Nov – Dec 2026

Key considerations:

- Understanding Auckland's congestion problem
- Considering how Time of Use Charging could reduce congestion
- Consider opportunities and challenges of the three options

March 2027

Council decision on preferred option

Scheme Board led phase

A combined Auckland Council and NZTA team will be established to progress detailed design of Time of Use Charging.

2027

Development of detailed plans

Late 2027

Public consultation on detailed plans

Early 2028

Council decision (Ratification)

Mid 2028

Minister decision (Approval)

2030 – 2031

Time of Use Charging goes live in Auckland

Key considerations:

- Exact charging hours
- Exact charge levels
- Mitigations or caps for some drivers
- Additional public transport services and other projects.