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.

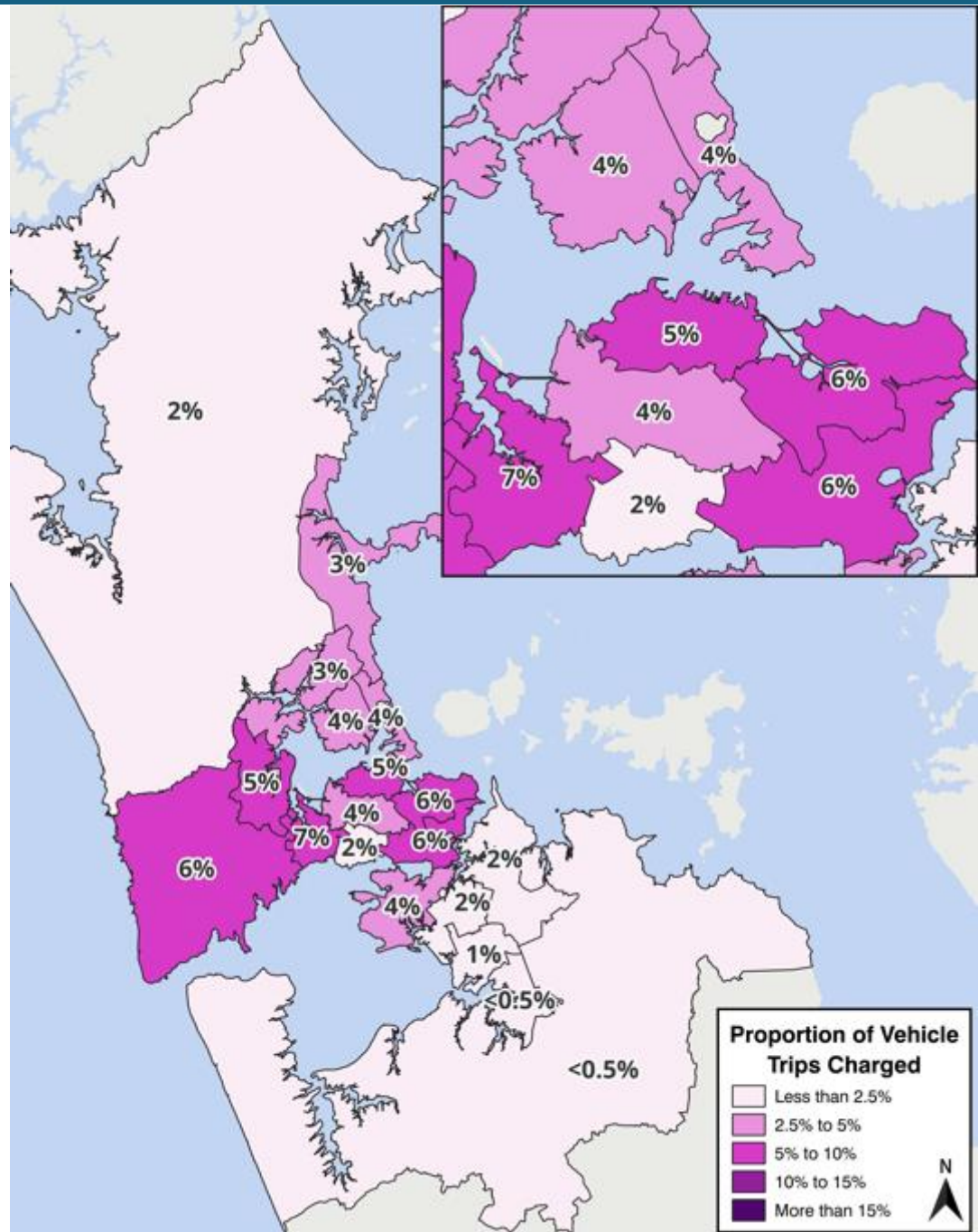
This deck provides a detailed assessment of the three options being consulted on. If you would like background information on the options and the proposed scheme, please visit the **AK Have Your Say** website before reading further.

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

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

Overall, around **3.5%** of all morning trips are expected to pay the charge for Option A.

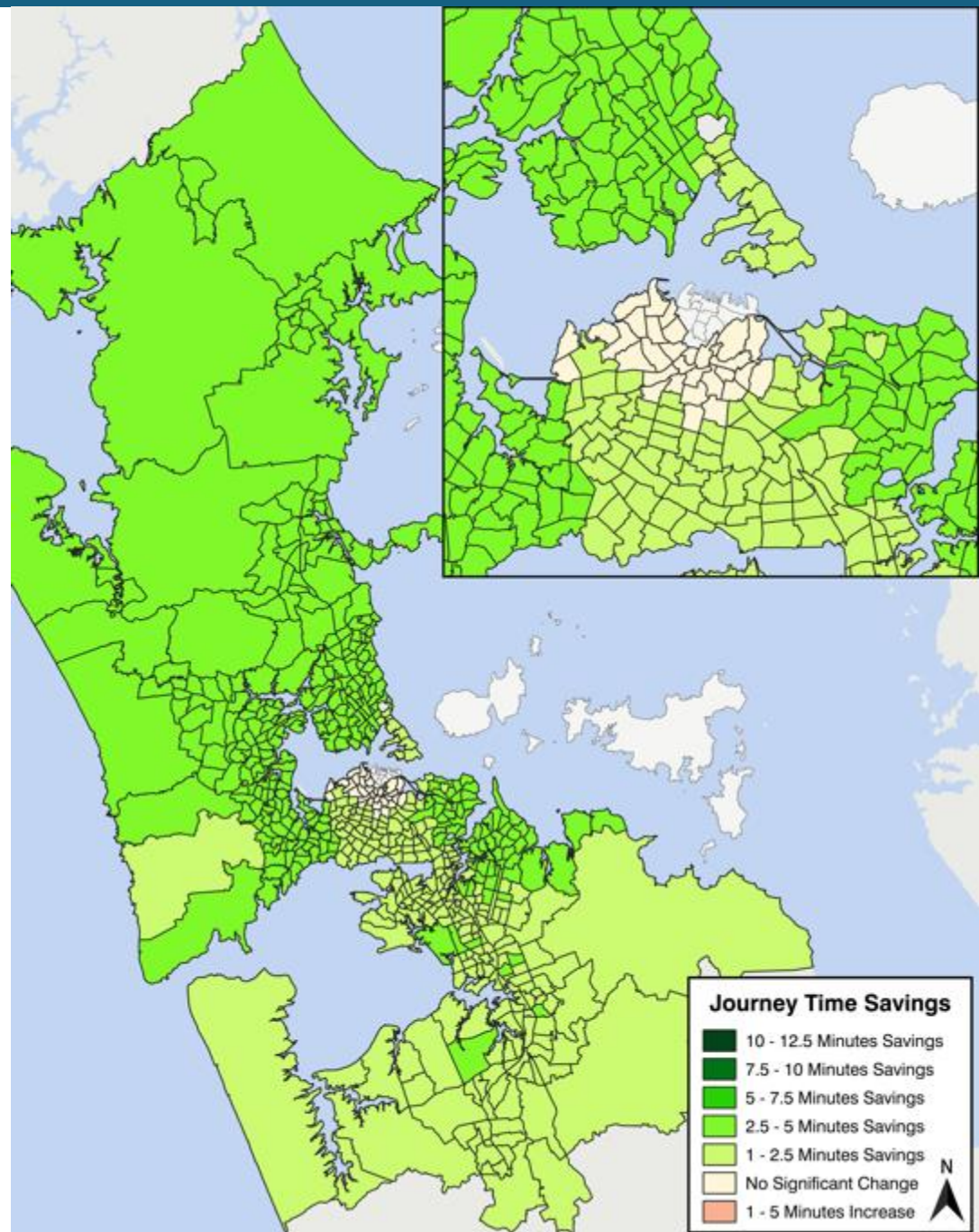
Example: *Of all morning peak vehicle journeys taken from Rodney, only 2% are forecast to travel into Option A cordon area and be charged.*



Estimated Time Savings for Charged Drivers

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

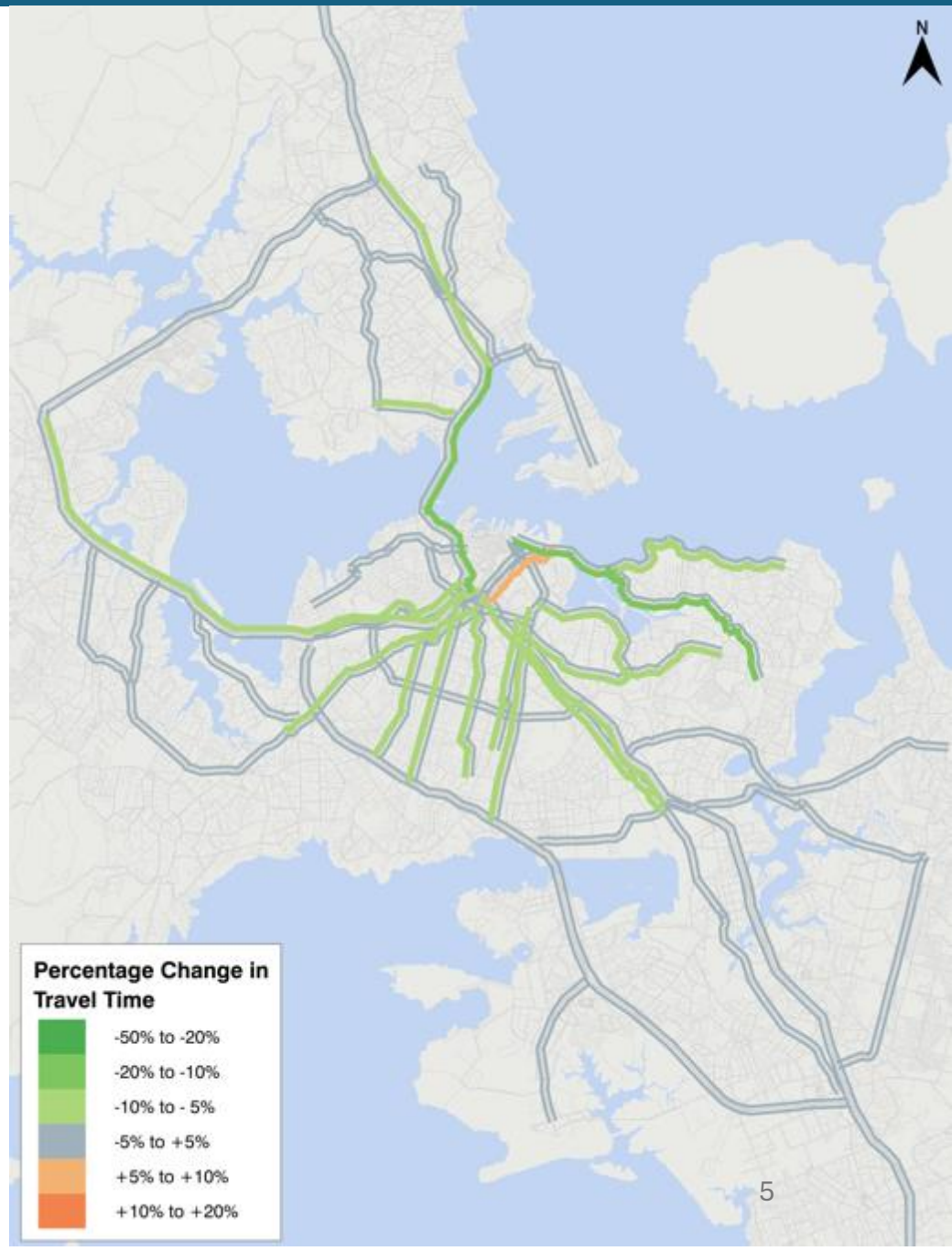
Example: *Drivers travelling from Glen Innes into the cordon area during the morning peak period are estimated to save between 2.5 and 5 minutes on their total journey time under* ***Option A****.*



Projected change in morning peak travel times on major road corridors

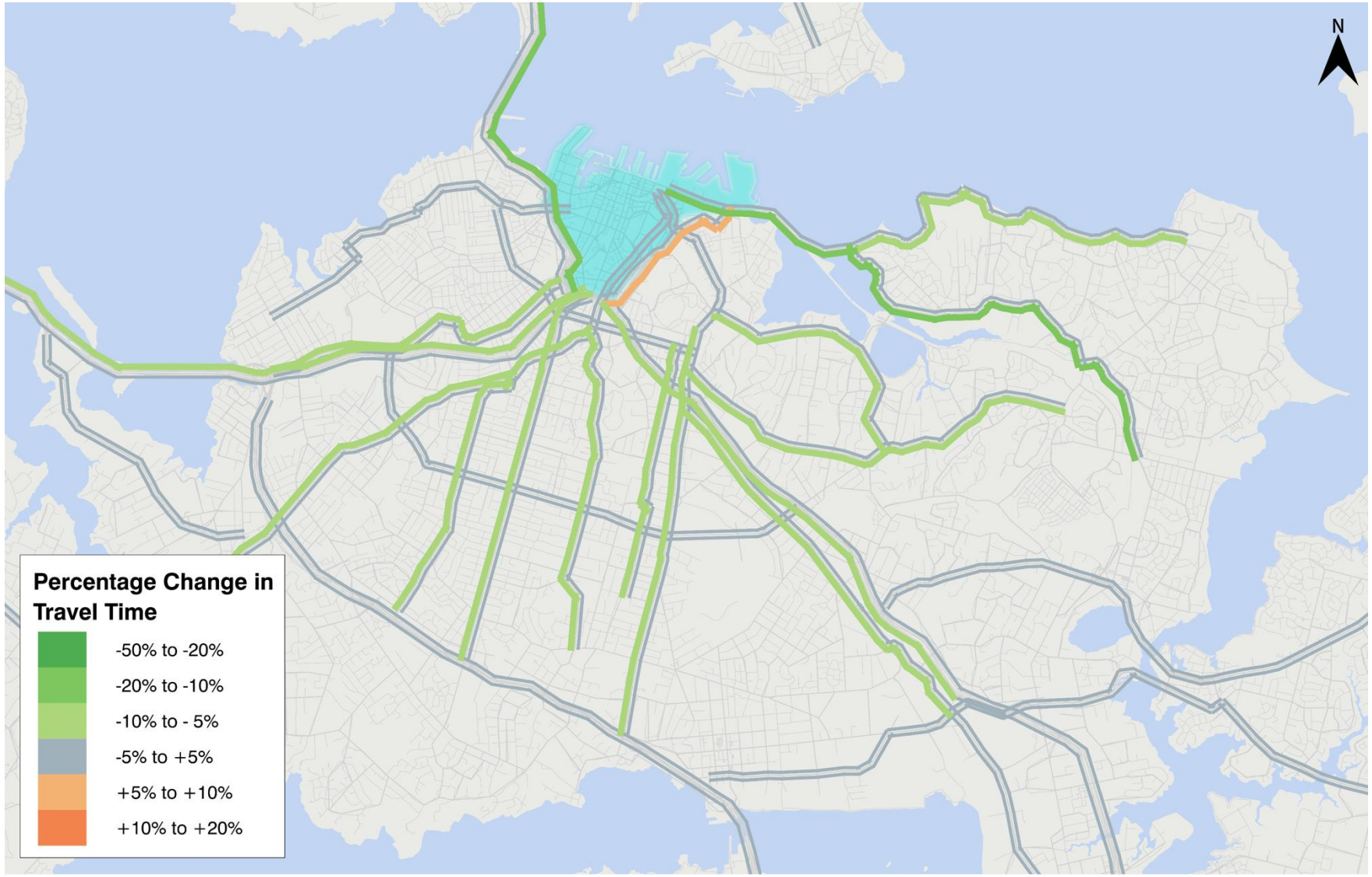
This map shows how the introduction of the **Option A** cordon will change vehicle travel times for Auckland's major road corridors during the morning peak. The map is showing the percentage change in travel time for that section of road.

- For example, trips towards the city centre via State Highway 1 over the Harbour Bridge and via Kepa Road and Tamaki Drive will be **10–20% faster** under Option A.
- The majority of other major arterials passing through central Auckland will experience moderate reductions (**5–10% time saving**).
- **All drivers travelling on these roads will experience the time savings benefits**, not just those paying the charge. Overall, around **a quarter** of all drivers who do not pay the charge are still expected to receive a faster and more reliable trip.
- **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.
- ***SH16*** *from Tamaki Drive to the Central Motorway Junction is expected to experience an* ***increase in travel time of between 5 and 10%*** *as a result of traffic diverting around the charging area.*



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

Option A 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 A is currently forecast to provide **limited 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.

- Final decisions on additional public transport services for each option will need to be agreed by **Council and the Minister of Transport**.

