



Entered by Board Secretary

AGENDA ITEM 21 NOTING PAPER	
To:	The Board
From:	Graeme Gunthorp, Programme Director
Reviewed:	Dean Kimpton, Chief Executive Murray Burt, Director, Infrastructure & Place Scott Campbell, Director, Strategy & Governance
Date:	22 April 2025
Title:	Time of Use Charging – Programme Update

Aronga / Purpose

1. To provide an update on the Time of Use Charging programme plan.
2. To inform the Auckland Transport (AT) Board (board) of the intention to make public the preliminary scheme design options analysis and findings.

Te whakarāpopototanga matua / Executive summary

3. The Time of Use Charging programme will continue to develop through the remainder of 2025 and the first half of 2026. The timing, scope and activities are subject to legislative development, with the second reading expected in late 2025. Emerging preferred scheme design options are expected to be presented to the board in late 2025/early 2026, ahead of more detailed analysis and public engagement, which may be in collaboration with New Zealand Transport Agency Waka Kotahi (NZTA) as part of the legislative process currently under consideration in the draft legislation.
4. Management supports the preliminary scheme design options analysis and findings to date being publicly released. This analysis was undertaken by the joint Auckland Council (council) and AT Time of Use Charging work programme

in 2024. We support publication in May 2025 following the Select Committee submission and Transport, Infrastructure and Resilience Committee workshop.

5. This analysis will be summarised in a future report to the board and include consultant reports detailing the draft strategic case, options analysis and policy findings.
6. We are working with stakeholders, including the Auckland Mayor, councillors, and NZTA, to manage this release, including timings.

Te horopaki / Background

7. The Time of Use Charging programme continues to be a priority for the Government with a scheme initiation proposal being developed over the remainder of 2025 and into early 2026. The scheme's timing, scope and activities are all subject to legislative design. The second reading of the Land Transport Management (Time of Use Charging) Amendment Bill is expected in late 2025.
8. From June to December 2024, the joint council and AT Time of Use Charging programme team undertook work investigating multiple scheme options to understand the benefits and disbenefits of alternative scheme designs and policy settings. Initial analysis of operating structures and technology solutions was undertaken, and early-stage engagement with partners and key stakeholders has been completed.
9. Throughout the process, findings were shared with the Design and Development Committee, the Political Reference Group, and the Key Stakeholder Reference Group. They have not yet been shared with the Transport, Infrastructure and Resilience Committee, the Governing Body or general public.
10. Some information is now in the public domain, including the insights report from stakeholder engagement, the cost of congestion, and relevant findings included in council's submission to the Select Committee on the Land Transport Management (Time of Use Charging) Amendment Bill.



Entered by Board Secretary

11. The Select Committee submission was endorsed by the Transport, Infrastructure and Resilience Committee on 3 April 2025. Select Committee will report to the House by 4 September 2025.

Me mōhio koe / What you need to know

Programme plan

12. The Auckland Programme is aligned with the staged development of the draft legislation to manage risk and timing. Key timeline/phases for the board to note:

- a. Stage 1 (Q2 to Q4 2024): Initial analysis and knowledge base to inform the enabling legislation.
- b. Stage 2 (Q2 to Q3 2025): Further analysis of options and charges, with a goal to identify emerging preferred options. This stage is deliberately limited while legislation is in development and the NZTA is unavailable for engagement due to its role advising the Select Committee.
- c. Stage 3 (2026): Activities and scope will be agreed following the second reading of the draft legislation; may include impact assessments, detailed policy considerations, financial analysis, and/or public engagement. Alternatively, it may be feasible to move to scheme initiation at this point without further substantive work.

13. It is expected that the full cost of scheme initiation is to be borne by AT.

Public release of findings

14. A significant level of work has been undertaken to date by the programme team and consultants (EY/Arup).

15. Several AT-commissioned reports will be released in parallel to the Select Committee process:

- a. Cost of congestion report (EY/Arup) – *announced by the Mayor of Auckland, 4 March 2025.*

b. Insights report (AT) – *published in agenda for the Transport, Resilience and Infrastructure Committee, 3 April 2025.*

c. Summary report of work to date (AT).

d. Policy papers: Draft strategic case, options analysis, complementary measures, mitigation measures, pricing, partnerships/governance (EY/Arup).

e. Technology analysis (AT).

16. We support publishing these reports for the following reasons:

- a. We believe release of the preliminary work to date is in the public interest and is important to release given the investment to date.
- b. Some councillors not on the Political Reference Group have asked for a briefing on the full analysis to date.

17. The board must note that the Options Report includes descriptions of potential locations a time of use charge could be applied (the options), initial analysis on proposed schemes, as well as reference to work from 2021. The risk of this being misinterpreted by the public is being actively managed by providing context to the future work programme, as well as previous studies.

18. We are working closely with stakeholders to manage the release of the material, with the release currently planned for May 2025 to align with post-Select Committee processes. Specific actions taken by management to ensure a managed release of information include:

- a. Briefing councillors, the Mayor and the Ministry of Transport.
- b. Key stakeholder pre-briefing.
- c. Selected media pre-briefing.
- d. Media release, including publication of documents on AT website.
- e. Media response.

19. A Time of Use Charging scheme is expected to have modest emissions benefits. Modelling to estimate embodied and avoided emissions, and the



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emissions payback period, are expected to be undertaken at the detailed design stage.

Ā muri ake nei / Next steps

- 20. Mid-May 2025: Political Reference Group – Seeking direction on programme update and public release of findings.
- 21. Mid-May: Transport, Infrastructure and Resilience Committee workshop – Inform of programme update, findings to date and public release of findings.
- 22. Late May: Public release of findings.
- 23. May: Select Committee – Presentation of feedback on draft legislation.

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
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