

Date: Thursday 6 March 2025
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
 301-305 Queen Street
 Auckland

**Te Komiti mō te Tūnuku, mō te Manawaroa me te
 Tūāhanga /
 Transport, Resilience and Infrastructure
 Committee**

OPEN ATTACHMENTS

**ADDITIONAL ATTACHMENTS
 UNDER SEPARATE COVER**

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Auckland Transport Road Controlling Authority Notice

From: Auckland Transport
Date: 12 February 2025
Subject: **Temporary traffic management at worksites on the Auckland Transport road network: Access to arterials, regional roads and roads in & near town centres**

This notice is given as the Road Controlling Authority (RCA) for the Auckland Transport (AT) road network and AT's authority to manage access to this road network.

AT is working to reduce congestion and improve journey times for Auckland's road customers, which include public transport, freight, commercial and private passenger vehicles.

Reducing the impact of disruption caused by planned works across the road network is critical to achieving this objective, particularly as we head into the busy March period, and especially during peak hours. Alongside the shift to full implementation of New Zealand Guidance on Temporary Traffic Management (NZGTTM), effective November 2024, we are reviewing new and existing Corridor Access Approvals, to ensure appropriate mitigation measures are implemented.

Effective immediately, AT will not approve new applications where planned works propose lane closures on an arterial road or near / in town centre roads during any part of a peak period. This is to ensure these roads remain prioritised for movement of vehicles.

Peak periods are generally defined as 7am - 10am and 4pm - 7pm on weekdays. Exceptions to this rule may be considered based on actual [traffic volume data](#). Arterial roads in this context refers to the ONRC categories of Regional and Arterial (any type), as shown in [Mobile Road](#).

New applications

New Corridor Access Request applications for work that has not yet started will be tested against these principles and will not be approved until the requirements have been met. Limited exceptions may apply, and these will be considered on a case-by-case basis.

Existing applications

Any Persons Conducting Business or Undertaking (PCBU) holding existing approvals for lane closures and/or resulting in significant delays on arterial roads or near / in town centres during peak periods are required to reassess present and future activity plans and resubmit within 3 weeks of the date of this notice.

Applications are to be resubmitted with appropriate mitigations to ensure movement of vehicles on arterials and regional roads during peak periods is maintained. This may require adjustments to work methodology and / or hours of work and may result in increased work duration in the corridor.

Existing approvals will be reviewed by the AT Corridor Access Requests team and Work Access Permits (WAPs) may be declined where work has not yet started and where the impact on vehicle movement during peak hours has not been adequately addressed. Where works have started, the Corridor Access Team will review with the PCBU measures to mitigate impacts for immediate

effect. For existing work on arterials, regional roads and town centres, this review will be completed within 5 working days of receipt of complete documentation. For all other sites, this will be completed within existing service level agreements.

Applications for an extension (if approved work is not finished before the conditions expire) will be subject to the above restrictions as if it were a new application.

Any inspected worksite that has an existing approval for a lane closure on an arterial or roads in / near a town centre during a peak will be referred to the AT Corridor Access Requests team for immediate reassessment. Note that this will include all types of approvals including Site specific, Generic and Global approvals.

Where a Contracting PCBU believes they have reasonable grounds for an exception, please contact the Corridor Managers, Laurence Jones: Laurence.Jones@at.govt.nz or Gavin Aranky: Gavin.Aranky@at.govt.nz. Note that there will need to be significantly compelling reasons for an exception to be considered.

Emergency Works

The initial response to an emergency is exempted and can impose a lane closure, if necessary, on any road at any time. The [National Code of Practice for Utility Operators' Access to Transport Corridors](#) defines Emergency Work as:

“Works that require an immediate response to restore the integrity of the Utility Structure or secure the situation for the safety of the Public and relates to:

- *restoration of supply following an unplanned outage or interruption of supply;*
- *rectification of a dangerous situation including support requested by an emergency service; or*
- *unplanned events that have a significant impact on a Road, a Railway, a bridge, public health, public safety or the security of supply to a network”*

Note Auckland Transport expects that the initial response is an Emergency Work only until work activity ceases for any reason and any time period (for example overnight, over the weekend or even until a subsequent work activity/phase can be provisioned). A Corridor Access Request is then required (submitted immediately after the temporary ceasing of the activity) and a WAP is required to be in place before the next activity/active shift commences. This work will not be considered to be Emergency Work and will be subject to the restrictions Auckland Transport have set as relevant to the location / type of road.

TTM Equipment Removal

When work is not being conducted on a site, either TTM equipment should be removed or signage put in place that clearly explains why it remains in place with no work occurring. This applies to all roads including arterial roads and those in / near town centres.

In addition, no TTM equipment is permitted to be stored on the road reserve.

Immediately upon completion of work (where work / activity risks no longer exist), all TTM equipment is to be removed from the road reserve.

Contracting PCBU are reminded of their obligations for monitoring of worksites on Level 2, 2LS and 3 roads.



Signage for Works in Road Corridors

As per the [Auckland Transport Activities in the Road Corridor Bylaw 2022](#) and the [National Code of Practice for Utility Operators' Access to Transport Corridors](#), signage is required on all AT (as the Contracting PCBU) worksites. A 3-week transition period is provided for works either underway or immediate commencement.

For all other Contracting PCBU, signage is required for all Major Works (work in the road corridor) and Projects (work exceeding 28 days in duration). This is a requirement for attended and unattended worksites. AT as RCA will be monitoring and enforcing this requirement in addition to any monitoring / enforcement undertaken by the Contracting PCBU.

Signage must clearly and succinctly identify:

- who is doing the work (including appropriate branding and logos)
- What the work is delivering
- When the work is expected to be complete
- Who to contact with any issues.

Signage should be minimum A0 size, and all information must be legible from 15 meters away and for motorists driving past. Designs should meet the guidelines of the [Transport Design Manual](#) and materials should be sturdy and weatherproof (e.g. corflute) and positioned at an appropriate height and locations to ensure visibility for motorists in either direction and at the beginning and end of the works.

Traffic Management Plans

This is a reminder to all PCBU undertaking activities on Auckland Transport roads that a Traffic Management Plan is required wherever Traffic Control Devices are required to mitigate the risks to workers or road users. This is a requirement of the Activities on Road Corridor Bylaw and the New Zealand Guidance on Temporary Traffic Management (NZGTTM), to which new applications should conform. Traffic Management Plans must be approved/authorised by Auckland Transport prior to any implementation on the road network.

Point of contact - Auckland Transport's Corridor Managers:

Laurence Jones: Laurence.Jones@at.govt.nz or Gavin Aranky: Gavin.Aranky@at.govt.nz





Date: Wednesday, 12 February 2025
Time: 10.00am
Meeting Room: Room 1, Level 26
Venue: Te Wharau o Tāmaki - Auckland House
135 Albert Street
Auckland

**Te Komiti mō te Tūnuku, mō te Manawaroa me te
Tūāhanga /
Transport, Resilience and Infrastructure
Workshop - Time Of Use Charging programme**

CLOSED AGENDA

MEMBERSHIP

Chairperson	Cr Andrew Baker	
Deputy Chairperson	Cr Christine Fletcher, QSO	
Members	Cr Josephine Bartley	Cr Kerrin Leoni
	Houkura Member Billy Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	Houkura Member Pongarauhine Renata
	Cr Angela Dalton	Cr Greg Sayers
	Cr Chris Darby	Deputy Mayor Desley Simpson, JP
	Cr Julie Fairey	Cr Sharon Stewart, QSM
	Cr Alf Filipaina, MNZM	Cr Ken Turner
	Cr Lotu Fuli	Cr Wayne Walker
	Cr Shane Henderson	Cr John Watson
	Cr Richard Hills	Cr Maurice Williamson
	Cr Mike Lee	

Lata Smith
**Kaitohutohu Mana Whakahaere Matua / Senior
Governance Advisor**

5 February 2025

Contact Telephone: 027 202 0586
Email: lata.smith@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Workshops enable staff to explore options with elected members before ideas are fully developed, and to receive feedback and guidance on policy development or project design. No resolutions or decisions are made by elected members at workshops and so the requirements of the Local Government Official Information and Meetings Act 1987 relating to local authority meetings do not apply.

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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Agenda Items

1 Ngā Tamōtanga | Apologies

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

Transport, Resilience and Infrastructure Workshop
12 February 2025



CLOSED Workshop: Time Of Use Charging programme – progress and submission to Select Committee

File No.: CP2025/00570

Item 3

Item 14

Interests:	This is a complex and political issue so Councillors will have an opportunity to ask questions and make suggestions outside the direct public gaze. As it involves pricing issues, a public audience would be intimidating and result in self-censure and reduced ability to properly debate options.
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Note 1: This workshop has been called by the chairperson in consultation with the staff.

Note 2: No working party/workshop may reach any decision or adopt any resolution unless specifically directed to do so.

Te take mō te pūrongo
Purpose of the report

1. Provide analysis of the Land Transport Management (Time of Use Charging) Amendment Bill and recommendations for a Select Committee submission.
2. Seek guidance on the nature of resolutions to be put to the Transport, Resilience and Infrastructure committee meeting on 6 March 2025.

Whakarāpopototanga matua
Executive summary

3. The following will be covered in the workshop:

Item
<p>Time of Use Charging Programme – Study summary</p> <p>Outline of the programme activity to date, with initial findings and feedback from partners and stakeholders.</p>
<p>Analysis of draft legislation</p> <p>Assessment of the Land Transport Management (Time of Use Charging) Amendment Bill, with recommended council responses for inclusion in a Select Committee submission.</p> <p>Link to Bill: Land Transport Management (Time of Use Charging) Amendment Bill</p>
<p>Proposed resolutions to Transport, Resilience and Infrastructure committee</p> <p>Draft resolutions to be put before the meeting on 6 March 2025.</p>

Attachment C

Transport, Resilience and Infrastructure Workshop
12 February 2025



Presenters will be the programme team:

Mark Lambert, Executive General Manager Integrated Networks (Auckland Transport)

Graeme Gunthorp, Programme Director (Auckland Transport)

Hamish Bunn, Group Manager System Strategy and Policy (Auckland Transport)

Chris Gulik, Manager Systems Strategy & Advocacy (Auckland Transport)

Michael Roth, Lead Transport Advisor (Auckland Council)

A presentation will be provided for the workshop covering all topics.



**Time of Use Charging
Programme update &
analysis of draft legislation**

12 February 2025
Transport, Resilience & Infrastructure committee workshop

Think before you print

AT

Time of Use Charging **Purpose of this paper**

This workshop is to discuss the key points of the council's submission to Select Committee on Time of Use Charging legislation. This is a precursor to the Transport, Resilience and Infrastructure Committee meeting on 6 March, which will seek endorsement of the submission.

This workshop provides an update on:

- Background and summary of the work to date
- Analysis of the draft Time of Use Charging legislation
- Recommended responses to form the Council's submission

Feedback is requested on:

- Recommended response to legislation





Background & summary of work Council decisions & guidance

A joint AT/AC project team was established in 2023 to progress Time of Use Charging for Auckland.
This work has been guided by an Auckland Council Political Reference Group.

Planning Committee, May 2021

Submission to Select Committee on The Congestion Question

- Support Time of Use Charging in principle, conditional on:
- Mitigation of equity impacts
 - Provide public transport alternatives
 - Revenue to pay for costs of the scheme and be used to replace Regional Fuel Tax

Transport & Infrastructure Committee, Nov 2023

Establish a Time of Use Charging programme

- Agreed to formation of a joint AT/AC work programme to:
- progress Time of Use Charging as soon as practicable
 - Understand the benefits and disbenefits, and wider issues of equity

Transport & Infrastructure Committee, June 2024

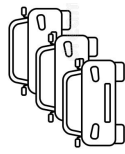
Programme objective and next steps

- Agreed Objective: To manage travel demand to achieve an improvement in road network performance by:
- Reducing congestion
 - Increasing the throughput of people and goods
 - Improving the reliability of the road network
- Requested AT/AC:
- Undertake detailed assessment of potential scheme options
 - Progress engagement with local boards, mana whenua and key stakeholders
- Referred to the council's 2021 submission to Select Committee as policy context

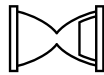


Cost of congestion

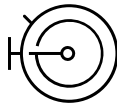
Understanding the impact of congestion on Auckland



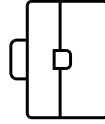
29 million
hours stuck in congestion
per annum



\$1.9 billion
value of time lost in
congestion per annum



66 hours
delay per commuter
per annum



\$700 million
macro-economic
impact per annum
Lost productivity, reduced spending
and tax revenue



\$120 million
additional vehicle operating
costs per annum



\$9 million
additional greenhouse gas
emission costs per annum
on top of other transport emissions



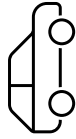
As at 2026 with no congestion pricing in place.
Source: Auckland's Cost of Congestion, EY & Arup, 2025
Informed by Auckland Forecasting Centre & TomTom data

Cost of congestion

What congestion means for Aucklanders

Congestion creates real stress on commuters, business, productivity, and our quality of life.

Drivers



Equivalent of **2 ½ days stuck in traffic** each year for commuters

Pain at the pump and repair shop from **\$120 million** in higher fuel and maintenance costs

Business



Hiring less staff, purchasing less goods/services as inputs, and struggling to expand or grow

Tradies building in 'buffer' time for travel

Freight vehicles making fewer deliveries in a day

Congestion creates:

- **\$800 million** in additional costs to construction sector
- Costs of **\$130 million** to freight sector on top of supply chain disruption



As at 2026 with no congestion pricing in place.
Source: Auckland's Cost of Congestion, EY & Arup, 2025
Informed by Auckland Forecasting Centre & TomTom data

Policy framework Establishing the settings for a successful scheme

A policy framework was developed to supplement the primary objective and provide a consistent approach to assessment. This was informed by council decisions, *The Congestion Question* and international experience.

Objective

Reduce congestion

Core policy principles

Effective

Improve network performance

Fair

Minimise/mitigate adverse social impacts and ensure benefits and costs are fairly distributed across users

Simple

Be understandable and avoid complexity

Feasible

Socially, politically and financially realistic

Secondary outcomes

Improved public transport, active modes, emissions, air and water quality, net revenue

Assessment criteria

Congestion & Reliability
Accessibility & Productivity (incl. PT)
Through-put

Fairness and Distribution of Impacts
Mana Whenua Assessment
Safety
Local Economy Performance & Prosperity

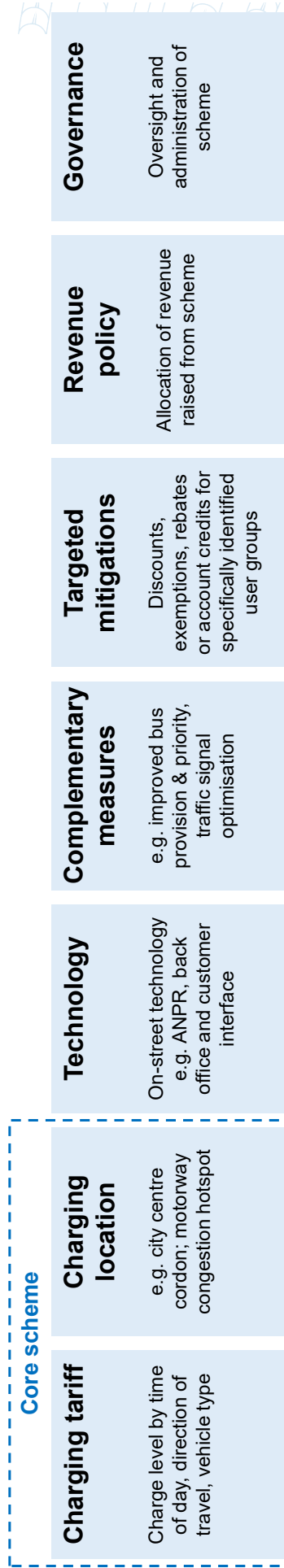
Public Interpretability & Understanding
User Experience

Flexibility, Privacy, Integrity, Deliverability
Public Perspectives
Stakeholder Perspectives
Technical Implementation
Capital Costs, Lifecycle Costs & Revenue

Greenhouse Gas Emissions
Local Pollution (e.g. air & water)
Public Transport Usage
Active Travel Usage
Agglomeration
Move to more productive jobs

Policy framework
Charging scheme is a package of elements working together

Work programme undertook sufficient initial work on each element to inform the submission on legislation. Further work is needed on scheme design options.



Draft legislation is focused on governance, revenue and limiting mitigations

Analysis & findings Insights from the programme

Work programme included significant modelling and lessons from international schemes. This provides the basis for the draft submission.

Charging tariff

- Pricing must be set at **minimum level** to achieve the congestion reduction goals, and **not be revenue-raising**.
- Charging should occur only when there is congestion.

Charging location

- Confirmation there is potential for a successful scheme in Auckland.
- Significant **localised congestion reduction** and time savings benefits within the charging area.
- Smaller positive region-wide impacts outside the charging area.
- Traffic will divert to avoid charging area if possible.
- **Integrated design approach needed** across local roads and state highways.
- Larger schemes increase decongestion benefits, but not proportionally to the number of vehicles charged, while adding complexity.
- Lower mode shift to public transport when charging outside the city centre, reflecting more complex trip patterns and less competitive alternative travel options.

Complementary measures & targeted mitigations

- **Complementary measures needed** to enhance and support a scheme e.g. improved public transport, traffic calming.
- Complementary measures and mitigations (e.g. for certain user groups or vehicle types) have been critical to the success of international schemes.
- Some complementary measures are required from day one.
- Social licence is an important element in the success and failure of international schemes.

Governance

- Local roads, public transport and state highway network are interlinked, requiring **joint decision-making** for design, operation and oversight.

Revenue

- International schemes demonstrate that the use of revenue is a critical part of **achieving public acceptability**.
- All schemes use revenue on complementary measures and mitigations.

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Analysis & findings

Views from partners & stakeholders

Engagement has informed the study as well as the draft submission

Feedback received from

- Local Boards x 20
- Mana whenua iwi x 12
- Houkura IMSB
- Strategic business group (7 members)
- Freight reference group (12 members)
- Public transport & capital project accessibility groups (9 members)
- Other stakeholder/advocacy groups x 10
- Community panels x 2 (26-30 members of public on each panel)

Key themes

- Congestion is a significant issue for Aucklanders and requires intervention
- Time of Use Charging is a reasonable idea if designed and implemented properly
 - For example it needs to: focus on reducing congestion; be adaptable; be easy to understand, and avoid rat-running
- Public transport and other travel alternatives must support a scheme
 - Providing alternative travel choices
 - Revenue from the charge should be invested into improved public transport
- A scheme needs to consider user affordability, dependent road users and behaviour change
- The impact on Māori, including access to places of significance, must be assessed and considered

International example New York: Congestion Relief Zone

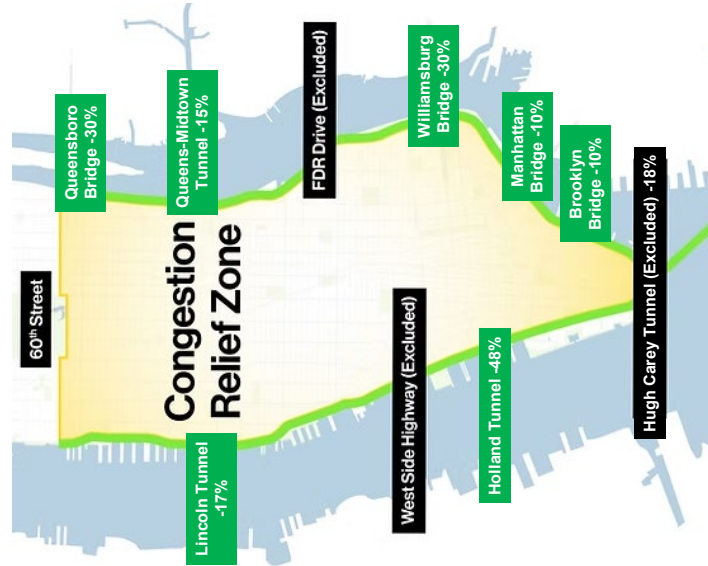
- Aims to **reduce gridlock**, encourage **public transit use**, fund **US\$15 billion in transit infrastructure** improvements.
- Significant political hurdles: city, state, federal governments
- Pricing reduced from US\$15 to US\$9 per day
- Charged inbound only

Major improvements in journey times

- Between 10-48% improvement on weekdays on inbound routes
- Improvements on roads outside the zone, particularly leading towards Manhattan
- Trip times within zone reduced on most streets
- Subway ridership up 7% weekdays and 12% weekends
- Express bus journeys up to 10 minutes faster, with 6% higher ridership on weekdays and 21% weekends



11



% improvement weekday inbound travel times

Source: [Congestion Relief Zone Tolling, January 29, 2025 Update, MTA](#)

