

A real problem with real life consequences

July 2025



Congestion in Auckland creates real stress on commuters, business, productivity, the environment and our quality of life.

The time we spend sitting in traffic is time we're not working, learning or spending time with whānau.



Cost of traffic congestion by 2026

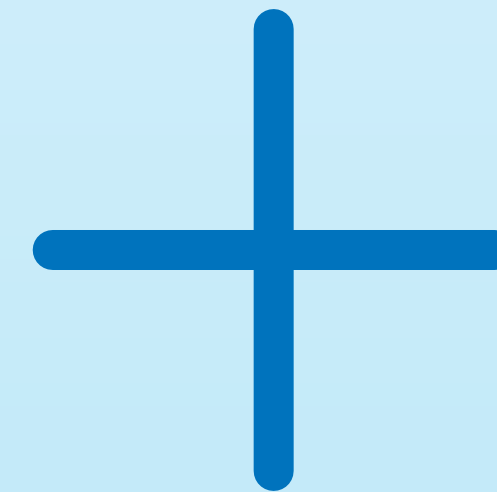
Cost of time delays

This time could be spent elsewhere and comes at a cost of \$1.9 billion in lost opportunities.

Macroeconomic costs

The impacts congestion has on our overall economy is estimated to cost Auckland and New Zealand economy \$707 million per year.

\$1.9 billion



\$0.7 billion

= \$2.6 billion

Local traffic modelling estimates that Aucklanders sit in traffic for **29 million hours a year**.



Worst traffic in NZ and Australia



Auckland now has the 77th worst congestion globally, out of 500 cities in 62 countries.

A TomTom study shows that Auckland commuters lose an average of 66 hours each year stuck in traffic – more than two and a half days – based on a return trip at peak time each weekday.

This is more than Sydney and Melbourne, even though both cities have roughly triple Auckland's population.

The negative impact of congestion



Drivers

Each minute in traffic is paid for at the pump and added wear and tear to vehicles. Congestion creates additional vehicle operating costs including higher fuel and car maintenance costs.

\$120 million p/a



Businesses

For businesses, sitting in traffic reduces productivity, negatively affecting profitability and funds available for spending.

\$1.4 billion p/a



Economy

Reduced expenditure from consumers, business and government caused by congestion decreases Auckland's GRP each year. Lost time sitting in traffic hinders our ability to consume goods and services, and limits business confidence to invest in the future.

\$3 billion p/a



Environment

Car flow break downs and start/stop movements cause the costs of greenhouse gas emission to rise.

\$9 million p/a

By 2026 Auckland congestion will:

Reduce employment by **1,200 FTEs**



Cost the construction sector **\$800 million**



Cost the freight sector **\$130 million** on top of supply chain disruption



What is Time of Use Charging?



Time of Use Charging is an important tool to help ease excessive traffic congestion.

People who use certain roads at peak times would pay a fee.

It can be targeted to areas, such as the centre of a city, or it can be applied to individual roads like a motorway, or it can be a mix of both.

It's been done in places such as Stockholm, London and Singapore.

A congestion solution



Time of Use Charging is a part of the congestion solution to provide Aucklanders with a network of transport choices that work together to move us around. This includes the **City Rail Link and the Eastern Busway.**



It will make us think more about how we travel – whether that's **taking public transport, carpooling, or driving outside rush hour.**



For those that pay the charge, roads are less congested making **journey times faster** and **more reliable.**

What we've heard so far

1

Congestion is a significant issue for Aucklanders and requires intervention.

2

Considerations are required to address user affordability, dependent road users, and necessary behaviour change.

3

Time of Use Charging is a reasonable idea if designed and implemented properly.

4

Time of Use Charging implementation requires better public transport access and other alternatives.

What's next?

Before any plan moves forward in Auckland, **Parliament needs to approve** legislation to set the framework for Time of Use Charging across the country. That is currently in progress.

As the pathway becomes clearer, **Aucklanders will be engaged** to discuss any plans.

After a **law is passed**, Auckland Council can decide if they wish to pursue Time of Use Charging.