

National Context: The Auckland Road Pricing Evaluation Study

In February 2007, the Ministry of Transport released the submission analysis of the Auckland Road Pricing Evaluation Study and announced that further work is to be undertaken on the issue over the course of 2007, due to report back in March 2008.

Approximately 800 submissions were received on the first stage of the study, with about 25% support for road pricing. This was a slightly higher positive result than international experience at a similar early stage of consultation. The main reasons for opposing road pricing were based on the inadequate state of Auckland's public transport network, the lack of a north/south "ring" road as well as a general aversion to pricing roads that are perceived to have already been funded through existing taxes.

The further analysis being carried out this year is focussing on the following issues:

- Addressing adverse social impacts through measures such as additional PT, exemptions and other initiatives such as car pooling;
- Economic impacts, including the effect that pricing has to CBD retailers;
- Sustainability issues;
- The investigation of a road pricing scheme with the primary objective of generating revenue (rather than addressing congestion such as the Wellington study);
- Analysing the effect of reduced congestion on the 80% of Aucklanders who would not face a direct financial cost; and

Aligning the analysis with the outcome of the Auckland Transport Strategic Alignment Project.