



Inquiry into congestion pricing in Auckland

Report of the Transport and Infrastructure Committee

August 2021

Contents

Summary of recommendations	2
Introduction to our inquiry.....	3
Background.....	3
The Congestion Question project's reports	4
Initial investigation into congestion pricing	4
Technical investigation report	4
Submitters' thoughts on congestion pricing	6
Our engagement with submitters	6
Equity should be considered if implementing congestion pricing.....	6
Some industries want to be exempt from congestion pricing	7
Revenue should be reinvested into other transport options	8
Congestion pricing could also reduce transport emissions.....	9
Concerns about "rat running".....	10
Congestion needs to be reduced in Auckland.....	10
Congestion pricing in other jurisdictions	11
We engaged with other jurisdictions about congestion pricing	12
Concluding comments.....	12
Appendix A—Committee procedure and members	13
Appendix B—List of submitters	14

Inquiry into congestion pricing in Auckland

Summary of recommendations

The Transport and Infrastructure Committee has conducted an inquiry into congestion pricing in Auckland and recommends that the Government:

- progress legislation to enable New Zealand cities to use congestion pricing as a tool in transport planning (page 11)
- implement a congestion pricing scheme in Auckland, including, as described in the Congestion Question technical report:
 - a region-wide strategic corridors scheme starting in the city centre
 - an access charge that would apply once per journey in peak times
 - the use of automatic number plate recognition (ANPR) technology to identify vehicles that incur a charge (page 11)
- undertake broad public engagement to help people understand the costs and benefits of a specific scheme (page 11)
- consider whether existing schemes could be used to reduce inequity caused by a congestion charge (page 7)
- use any revenue raised by a congestion pricing scheme to:
 - mitigate equity impacts (page 7)
 - reinvest in public and active transport in the region where the charge applies (page 9)
- undertake research into whether changes to, or the removal of, the Auckland regional fuel tax may be appropriate if congestion pricing is implemented (page 9)
- investigate the potential for any enabling legislation for congestion pricing to also provide for low-emission zones (page 10)
- closely monitor the effectiveness of any congestion pricing scheme, and act promptly to mitigate any unintended congestion in areas not included in the network. (page 10)

Introduction to our inquiry

On 18 March 2021, the Transport and Infrastructure Committee initiated an inquiry into congestion pricing. Our inquiry was guided by the following terms of reference:

- Using the Congestion Question reports as a base, developing a thorough understanding of how a congestion regime could be implemented, including: the use of technology, which routes would be included, and how charging could be structured and facilitated.
- Through the submissions process, leading a constructive public dialogue to ensure all affected groups and individuals have an opportunity to have their say.
- Ensuring that equity and mitigation issues are identified and how any scheme could be structured to ensure that any one group, particularly those on lower incomes, are not unreasonably impacted.
- Focusing on how any revenue raised would be used and would integrate with other revenue streams derived from fuel taxes, road user charges, and other fiscal factors.
- Identifying and evaluating comparative congestion charging models internationally, and identifying best practice.
- Confirming the likely behavioural change and benefits from a congestion charge in Auckland outlined in the Congestion Question technical report, including evaluating the impact of behavioural change on existing alternative transport modes, especially public transport.
- Through the submissions process, providing the opportunity for those outside Auckland to engage with the issue.
- Understanding the impact of a congestion charge on emissions and air quality.
- Understanding the options for legislative change to enable congestion pricing.

Background

A number of reports have acknowledged Auckland's growing population, and the effect this has on increasing traffic congestion within the city. The Auckland Transport Alignment Project (ATAP) was initiated in 2015 to address the challenge an increasing population presents to Auckland's transport network. ATAP is a cross-agency partnership which includes the Ministry of Transport, Waka Kotahi NZ Transport Agency, KiwiRail, the Treasury, Auckland Council, Auckland Transport, and the State Services Commission (now the Public Service Commission).

In 2016, ATAP released a report with its recommended strategic approach.¹ The report concluded that significant capital investment in infrastructure, and demand management strategies like congestion pricing (described as "smarter pricing" in the report) would be required to improve Auckland's transport system. The Congestion Question project (originally called the Auckland Smarter Transport Pricing Project) was established to

¹ <https://www.transport.govt.nz/assets/Uploads/Report/ATAP-Recommended-Strategic-Approach.pdf>

undertake an investigation into congestion pricing.² The purpose of its investigation was to support a decision on whether congestion pricing should be implemented in Auckland. The agencies involved in the project are the Ministry of Transport, Auckland Council, Waka Kotahi NZ Transport Agency, Auckland Transport, the Treasury, and the Public Service Commission.

The Congestion Question project's reports

Initial investigation into congestion pricing

The Congestion Question project released its first report in 2017.³ This report was an initial investigation into congestion pricing as a means to reduce traffic congestion in Auckland. It included a definition of congestion pricing as:

Charging vehicles for use of specific roads during specific times and days, in order to reduce the severity and duration of congestion on the network. Revenues from such charging are not necessarily linked to any road or transport infrastructure costs.

The initial report noted that Auckland has experienced rapid growth, and that although investment into Auckland's transport system has increased over the years, traffic congestion is worsening. It highlighted that congestion in Auckland causes greater unreliability, reduced access, reduced productivity, and ultimately a lower quality of life for people living there. Without congestion pricing, modelling indicated that severe congestion could increase by up to 38 percent for cars, and by 50 percent for the freight network, by 2046.

The report reviewed the use of congestion pricing internationally, finding that it has typically reduced congestion by between 15 and 30 percent in peak travel periods. Case studies were undertaken for Stockholm and Gothenburg, Singapore, and London, where congestion pricing is used. The report suggested policies based on international experiences, and highlighted the different challenges that Auckland presents in comparison. The report also included a review of possible technology that could be used to implement congestion pricing, looking at both existing and emerging technology.

The report recommended that the project move into its second phase, which would focus on the social and network impacts of various congestion pricing scheme options, and their technical requirements. The Government and Auckland Council agreed with this recommendation, and the project is currently in this second phase.

Technical investigation report

The project released its second report, a technical investigation into Auckland congestion pricing, in 2020.⁴ This report in particular helped inform our inquiry. It provided more detailed investigation into many factors contributing to the need for a congestion pricing scheme in Auckland, such as population growth, the types and frequencies of car trips taken, the future

² <https://www.transport.govt.nz/assets/Uploads/Other/Auckland-Smarter-Transport-Pricing-Project-ToR.pdf>

³ <https://www.transport.govt.nz/assets/Uploads/Report/The-Congestion-Question-Report.pdf>

⁴ <https://www.transport.govt.nz/assets/Uploads/Report/TheCongestionQuestionsTechnicalReport.pdf>

of Auckland's road network, and the environmental impact of congestion. It also included more in-depth research into congestion pricing schemes around the world, and congestion pricing policy.

The report thoroughly investigated some of the practicalities of introducing a congestion pricing scheme, such as where and how drivers could be charged congestion pricing.

Areas where congestion pricing could be implemented in Auckland

The technical report included a longlist of 26 options that could reduce congestion in Auckland. These options went through various evaluations, and the report concluded that two congestion pricing options were the preferred schemes to investigate further. They are:

- a “city centre cordon” option, in which congestion pricing would be implemented in Auckland Central, with State Highway 1 and State Highway 16 acting as the borders where a congestion charge would be incurred
- a “strategic corridors” option, in which congestion pricing would be implemented on 220 km of state highways and main arterial roads in the wider Auckland region.⁵

The Congestion Question recommends a combination of these in a region-wide strategic corridors scheme that would apply to the main arterial roads and motorways, targeting the most congested corridors. It proposes rolling this out over time, beginning with the city centre. Congestion could reduce by an estimated 8 to 12 percent by implementing this strategic corridors scheme.

Drivers would be charged for accessing roads with congestion pricing

The report noted two ways drivers could be charged congestion pricing: a point-based charge, or an access charge:

- In a point-based charge system, drivers are charged for crossing a boundary inward or outward, and the charge can vary depending where in the system the driver crosses the boundary. It is a cumulative charge, meaning more charges can be added the longer a person uses a route or routes with congestion pricing.
- An access charge approach charges all drivers the same amount regardless of where they cross the boundary. A charge is incurred each time a driver enters a congestion pricing route. There are not cumulative charges for staying on the route.

In both options, the exact amount charged may vary depending on the time of day. It is expected that charges would be higher at times when routes are typically more congested. This time-adjusted pricing can encourage people to consider whether they need to travel at times when the roads are more congested.

Automatic number plate recognition can identify vehicles for congestion pricing

The technical report investigated various technology options for implementing congestion charging. It found automatic number plate recognition (ANPR) to be the most cost-effective and robust method of implementing congestion pricing. ANPR involves the use of roadside

⁵ Maps of these areas are available in The Congestion Question technical report, pp. 138–139.

cameras to capture images of all passing vehicles. Images of number plates are recognised and converted into text.

ANPR technology is currently used on New Zealand's three toll roads with 98 percent accuracy, and in many overseas jurisdictions which use congestion pricing. Improvements over time have resulted in ANPR systems where images are captured more frequently, are of higher quality, and require fewer cameras than in the past.

The technical report concluded that there is a strong case for implementing congestion pricing in Auckland to manage demand on the transport network. However, it recommended comprehensive stakeholder and public engagement before any final decisions are made.

Submitters' thoughts on congestion pricing

Our engagement with submitters

We accepted written submissions on our inquiry from people anywhere in New Zealand, and internationally. We recognise that people outside Auckland also have a strong interest in this subject, as other New Zealand cities also consider implementing congestion pricing.

We held a hearing in Auckland for submitters who wished to speak to us, as we believe it was important to hear in person from people living there. We also held a hearing in Wellington for people who could not attend in Auckland, where we heard from submitters in person and on Zoom videoconference.

Submitters raised some common themes:

- concerns about equity of access to areas that might have congestion charges
- the potential for exemptions from congestion charges
- the capacity and reliability of public transport options in Auckland
- how revenue from congestion pricing should be used
- the potential for congestion pricing to lead to a reduction in transport emissions
- concerns that "rat running" could lead to increased congestion on roads not included in a congestion pricing scheme
- agreement that congestion in Auckland is a significant problem.

Equity should be considered if implementing congestion pricing

Many submitters were concerned about the equity of a congestion charge. We heard that a congestion charge might not be affordable or reasonable for some people, including those with low incomes, people doing shift-based work (noting that Māori, Pasifika, and ethnic communities are overrepresented in this group), people with disabilities or different mobility needs, and women.

Submitters noted that people on low incomes would be disproportionately affected by a congestion charge. They said that it is people with low incomes who would have to change their behaviour the most, because people with more disposable income would be able to pay the charge and continue using their cars. Moreover, within the low income group are many

shift workers. Shift workers tend to have fewer alternative travel options than people who work typical business hours because of limited public transport schedules. Many submitters concerned about this recommended that there should be some way to exempt people with low incomes from a congestion pricing scheme. We are particularly concerned that as far as practical any scheme should take into account the impact on the city's lower-paid workers.

Congestion pricing could also negatively affect people with disabilities or different mobility needs. Some people with disabilities receive discounts on their travel through the Total Mobility scheme, which provides subsidised door-to-door transport services. However, we heard that many disabled people have to make frequent trips, so their overall travel costs are still significant. We heard that a congestion pricing scheme could become another barrier for people with disabilities or different mobility needs.

We also heard that women may be more affected than other groups. This is because they are more likely to be in caregiving roles which require more trips. Submitters described taking children to school and hobbies, or taking elderly family members to hospital or other appointments, as examples of frequent trips that could be difficult to take by public transport.

We acknowledge these concerns, and we agree that some groups could be disproportionately affected by congestion pricing. However, we consider that this would need to be balanced against the fact that a high number of exemptions would increase the relative operating costs of a congestion pricing scheme, and could reduce its effectiveness.

We note that some schemes already provide support to people with low incomes and disabled people, such as the Community Services Card administered by Work and Income New Zealand, and the Total Mobility scheme administered by Waka Kotahi NZ Transport Agency. Consideration could be given to compensating for congestion charges through these schemes.

Recommendation

We recommend that the Government:

- consider whether existing schemes could be used to reduce inequity caused by a congestion charge
- use the revenue raised by a congestion pricing scheme to mitigate the scheme's effects on equity, in addition to reinvesting in public and active transport in the region where the charge applies.

Some industries want to be exempt from congestion pricing

Some submitters said they believe their industries should be exempt from congestion charging. This is because their businesses rely on the road network, and they do not think they could avoid using roads included in a congestion pricing scheme.

We consider that industries which rely on the road network will experience some of the most significant benefits of reduced congestion. We therefore do not consider that industry-specific exemptions to a congestion pricing scheme would be appropriate.

Revenue should be reinvested into other transport options

Many submitters raised concerns about the current public transport options available in Auckland. Submitters mainly commented on the time public transport takes compared to a car, the reliability of public transport, the limited public transport options in some areas of Auckland, and the cost of public transport.

We heard from some submitters that, if they were to make their regular commute by public transport, it would take significantly longer than travelling by car. They said this is because the routes used by public transport are much less direct. Some submitters said they would need to make multiple transfers to get to their destination. We also heard that public transport is not available at the times some people need to travel, particularly shift workers. Other submitters said there were no public transport options at all which could replace their regular commute. People also said that public transport is too expensive and not reliable enough. Overall, many submitters expressed concern that current public transport options are not convenient or competitive enough when compared to travelling by car.

Many submitters who raised these issues suggested that the revenue from a congestion charge should be reinvested into public and active transport in Auckland. This could involve expanding or improving existing public transport, contributing to funding new public transport initiatives, developing walking and cycling infrastructure, or reducing the cost of public transport. Such improvements would make them more likely to use public transport, and they were keen to see this happen.

We agree that reinvestment into public and active transport would be a reasonable and effective use of the revenue generated from a congestion pricing scheme. We also believe that how revenue from congestion pricing is used should be transparent for the people paying the charge. It is important that people clearly understand how any revenue from a congestion pricing scheme is spent.

We also thank submitters for highlighting the need for improved public transport options in Auckland. Congestion pricing is one tool which can encourage people to think about using methods of transport other than a private car, but we acknowledge that there must be other viable options people can use for it to be effective.

We note that a number of Auckland-based transport projects are under way or being investigated, and we believe these could provide people with more options in the future. For example, City Rail Link (CRL) is due to be completed in 2024. CRL is expected to at least double rail capacity in Auckland. Other projects currently being investigated include Auckland Light Rail, and a second Auckland harbour crossing, which we have heard is likely to be public-transport-focused. We hope to see these projects progress, and we believe the status of these projects should be considered alongside potential timelines for implementing congestion pricing.

The Auckland regional fuel tax may be unnecessary in addition to congestion pricing

Some submitters said that, if a congestion pricing scheme was implemented, they do not think the Auckland regional fuel tax should still apply. The Auckland regional fuel tax was implemented in July 2018, adding 10 cents a litre (plus GST) on petrol, diesel, and their bio-

variants. It applies to the entire Auckland Council region except the Great Barrier Local Board Area. Revenue from the tax is used to support transport projects. This spending is approved by Auckland Council.

We note that the main aims of the Auckland regional fuel tax differ from those of a congestion pricing scheme. The purpose of the regional fuel tax is to raise revenue, whereas the purpose of congestion charging is to reduce congestion. We believe there should be further investigation into whether changes to the Auckland regional fuel tax may be necessary if congestion pricing is implemented.

Recommendation

We recommend that the Government:

- use revenue raised by a congestion pricing scheme to reinvest in public and active transport in the region where the charge applies
- undertake research into whether changes to, or the removal of, the Auckland regional fuel tax may be appropriate if congestion pricing is implemented.

Congestion pricing could also reduce transport emissions

We heard from some submitters that they were supportive of a congestion pricing scheme because it could also lead to a reduction in transport emissions. They noted that the transport sector contributes significantly to New Zealand's overall CO₂ emissions, and that New Zealand's current car fleet includes many high-emitting vehicles. A reduction in private car trips could be an important step towards reducing these emissions. Some submitters suggested that the scope of a congestion pricing scheme should be expanded to include reducing emissions, and some thought reducing emissions could become the main aim of congestion pricing.

We believe it is important to work towards reducing emissions in the transport sector, and we agree that reduced emissions are a welcome additional benefit of congestion pricing. Currently, over 50 percent of car trips taken in Auckland are for less than six kilometres. Congestion pricing could encourage people to reconsider whether active modes of transport, or public transport, may be able to replace some shorter car trips. However, we consider it important to remain clear that the main goal of congestion pricing would be to reduce congestion.

We note that other jurisdictions with congestion pricing have reported improvements to transport emissions and air quality in areas where it has been implemented. This is as result of fewer short trips being taken, and increased use of public transport. The Congestion Question considers that similar improvements to levels of emissions and air quality would also be seen in Auckland.

Some other jurisdictions have implemented low emissions zones, which are areas where the use of vehicles which do not meet certain emissions standards are restricted or deterred. Low emissions zones also typically result in improvements to air quality. While this is

different from congestion pricing, we are interested in whether low emissions zones could complement a congestion pricing scheme.

Recommendation

We recommend that the Government investigate the potential for any enabling legislation for congestion pricing to also provide for low-emission zones.

Concerns about “rat running”

“Rat running” is when drivers use residential side streets, or other secondary roads, to avoid traffic congestion. Some submitters were worried that people might use rat running techniques to avoid being charged under a congestion pricing scheme. They expressed concern that this might lead to increased congestion on residential streets, causing danger for residents and significantly reducing the effectiveness of a congestion pricing scheme.

We received advice that, while rat running is possible, it likely would not be an effective strategy in the proposed congestion scheme. The access charge style discussed in the Congestion Question technical report means that a driver’s number plate would only need to be captured at one point along the network of roads included in a congestion pricing scheme for them to incur a charge. Because the destinations people travel to at peak times are usually located on or near a strategic corridor, it would be difficult for drivers to avoid passing through a congestion pricing route on their trip.

We also heard that residential roads could quickly be added to the congestion pricing scheme if they became congested due to rat running, to discourage the practice. The ANPR cameras used to capture number plates can be added or reduced for a low marginal cost. This means the exact makeup of roads included in the scheme could be adjusted as congestion levels change.

We understand submitters’ concerns about rat running. We believe it is important that people feel confident that congestion will not simply move from main roads into residential areas which are not designed for high volumes of traffic. We encourage wider public engagement to help people understand why this would not be an effective strategy. We consider that any congestion pricing scheme would need to be designed in a way that is flexible enough to respond swiftly to any indications that rat running is occurring.

Recommendation

We recommend that the Government closely monitor the effectiveness of any congestion pricing scheme, and act promptly to mitigate any unintended congestion in areas not included in the network.

Congestion needs to be reduced in Auckland

The majority of submitters we heard from in this inquiry agreed that traffic congestion in Auckland is a significant problem that needs to be addressed. Many submitters described how congestion negatively affects their daily life in Auckland, and expressed frustration at

the current situation. Some people were not supportive of a congestion pricing charge because they do not want to incur charges. Of those who agreed with the idea of congestion pricing, many were generally supportive of the Congestion Question's recommended congestion pricing scheme.

We believe it is important to note the benefits that congestion pricing can provide for people who will be using the affected routes. While we understand that a charge can be viewed by some as punitive, we want to highlight that people being charged will also be experiencing the benefit of the charge—that is, reduced congestion. As noted earlier in this report, congestion pricing is expected to reduce congestion by 8 to 12 percent. This is a similar decrease in congestion to what is usually seen during the school holidays, when typically far fewer car trips are taken during peak travel times.

We consider that an 8 to 12 percent decrease in the amount of time drivers spend waiting in traffic could allow for significant increases in efficiency. While this may be particularly beneficial for people using their vehicle for work purposes, it could also provide a positive outcome for many people taking personal trips. We heard from overseas jurisdictions using congestion pricing that, despite initial doubts, the public have become supportive of the measures because of the benefits they have experienced.

A congestion pricing scheme would require new legislation. We are aware that other cities in New Zealand have expressed interest in congestion charging schemes, and believe that legislation should be developed in a way that would allow congestion pricing to be implemented in other regions in the future. The development of legislation would need to take into consideration the roles of central and local government in a congestion pricing scheme.

Recommendation

We recommend that the Government:

- progress legislation to enable New Zealand cities to use congestion pricing as a tool in transport planning
- implement a congestion pricing scheme in Auckland, including, as described in the Congestion Question technical report:
 - a region-wide strategic corridors scheme starting in the city centre
 - an access charge that would apply once per journey in peak times
 - the use of automatic number plate recognition (ANPR) technology to identify vehicles that incur a charge
- undertake broad public engagement to help people understand the costs and benefits of a specific scheme.

Congestion pricing in other jurisdictions

The Congestion Question technical report included information about congestion pricing schemes in a number of cities around the world. The report provides a summary of the

different ways congestion pricing has been implemented, and the effects of the schemes. We were keen to speak with officials and political leaders from some of these jurisdictions about their experiences with congestion pricing.

We engaged with other jurisdictions about congestion pricing

As part of our consideration, we talked with representatives from Vancouver, which is planning to implement congestion pricing, and from Sweden, where congestion pricing schemes have been in place in Stockholm since 2007, and in Gothenburg since 2013. We noted a number of themes from these discussions, in particular the need for clear and consistent engagement with the public about what congestion pricing is, what its purpose is, and how it can be implemented.

We were interested to hear that representatives from Sweden did not consider a trial to be a necessary part of gaining support for congestion pricing. We heard that the main thing which led to an increase in support for congestion pricing was people's experience of less congested roads once the scheme was implemented. Taking into account the set-up costs and legislation that would be necessary for a trial, we do not consider that a trial would be necessary. However, we believe the scheme should be reviewed after a set period of time.

We also heard that it is important for people to be able to see how the revenue from a congestion pricing scheme is used. Using revenue to reinvest in transport infrastructure that will further benefit people affected by congestion pricing can increase support for a congestion pricing scheme.

We wish to express our thanks to the representatives we talked with for the insights they provided into the processes they have undertaken and the outcomes they have experienced.

Concluding comments

We thank the submitters on this inquiry, and representatives we talked with, for raising a number of issues for our consideration. We share many of the concerns submitters raised, and we hope to see these issues thoroughly considered should a congestion pricing scheme progress.

We believe public input on this matter is important, and emphasise the need for continued public engagement. We also believe it is important that information about the benefits of a congestion pricing scheme is shared widely with the public. If implemented, congestion pricing in Auckland would be the first scheme of its kind in New Zealand, and could be implemented in other New Zealand cities in the future. People should feel informed about this matter, and information about it should be easily available to the many groups it may affect.

We believe the research undertaken by the Congestion Question project team and the information we have gathered through our inquiry support the case for a congestion pricing scheme in Auckland. We hope to see the Government progress a congestion pricing scheme, taking into account the points and recommendations we have made.

Appendix A—Committee procedure and members

Committee procedure

We met between 18 March and 26 August 2021 to consider the inquiry. We called for public submissions with a closing date of 20 May 2021. We received 435 submissions from organisations and individuals and heard oral evidence from 41 submitters. We heard evidence in Auckland, as well as Wellington.

Committee members

Greg O'Connor (Chairperson)

Paul Eagle

Hon Julie Anne Genter

Shanan Halbert

Christopher Luxon

Dr James McDowall

Hon Mark Mitchell

Terisa Ngobi

Helen White

Advice and evidence received

The documents we received as advice and evidence for this inquiry are available on the Parliament website, www.parliament.nz.

Appendix B—List of submitters

We considered submissions from the following individuals and organisations:

Aadil Basha	Luan You
Abby Hirst	Lynette Brokenshire
Adam Amos	M Claffey
Adam Parkinson	M Jones
Adam Van Kampen	Malcolm Greenwood
Adriana Kaurin	Manuel Pou Family Whanau Trust
Ady Reid	Manurewa Youth Council
Ailsa Perkins	Marian Hudson
Al Ritchie	Mark Hall
Alan Matthew Simmons	Mark Hansen
Alanah Mullin	Mark Thorn
Alannah Flitcroft	Mark Weenink
Alex Duncan	Marty Yates
Alexandra Ward	Mary Whitehouse
Alexey Brylevskiy	Mateusz Zebrowski
Ali Levitt	Matt Irwin
Alice Allfree	Matthew Bailey
All Aboard Aotearoa	Matthew Newman
Amber Miller	Megan Giri
Amputee Society of Auckland and Northland	Megan Hills
Amy Wang	Melanie Hawkins
Andrea Gilling	Melissa Strickett
Andrew Bartlett	Michael Eagle
Andrew Jackson	Michael Yip
Andy Hipkiss	Michal Chudzinski-Pawlowski
Angela Scott-Scadden	Michele Harpham
Angelique Ward	Michelle Blau
Anne Macindoe	Michelle Li
Annette Mackay	Michelle Robertson
Annie Poulin	Michelle Squire
Anonymous C	Mike Farrell
Antonia Hunt	Milica Dobson
Arianna Brennan	Mitchell Palmer
Artem Muravev	Moha Man
Arup New Zealand Limited	Morgan Grey
Aspi Bilia	Morgan McGregor
Aswin Krishna Radha krishnan	MOVEMENT
Auckland Business Forum	MRCagney (New Zealand) Limited
Auckland Council	Murray Frew
Bailey Davies	Myles and Lesley Opie
Ben Fox	Nagarjun Yerram
Ben Halliwell	Name Withheld

Ben McQuay	Naomi Hutchison
Benjiman Law	Natalie Hachache
Bernard Budel	Natasha Geo
Bevan Jenkins	National Council of Women of New Zealand
Bike Auckland	National Road Carriers Association
Bill Holland	Neeraj Agarwal
Blair Kent	Neeraj Patel
Blake Quartly	Neil Jones
Blind Citizens NZ	Nelson Tasman Climate Forum Transport Group
Bob Atkinson	Nelson Transport Strategy Group (Nelsust) Inc.
Bob Leveloff	New Zealand Automobile Association
Bradley McKinley	New Zealand Post Limited
Brendan McEnroe	Newmarket Business Association
Brent Nicholson	Nick Cartel
Brian Carpenter	Nick Hanson
Brian Lenehan	Nicky Wang
Briar McGhie	Nicola Bitossi
Briarlee Tutauha	Nicola Daggar
BRONZ (Bikers Rights Organisation New Zealand)	Oliver Krollmann
Bruce Xie	Paayal Patel
Bryce Pearce	Pamela Fleming
Brynley McDonald	Parnell Business Association
Business North Harbour	Patrick Kelly
C Sills Ltd	Patrick Lee
Camila Ferrari	Patrick O'Rourke
Campaign for Better Transport Incorporated	Paul Christian
Cara Torrance	Paul Ellis
Carolyn Mortland	Paul Hangartner
Cath Burnett	Paul Marshall
Cath Handley	Paul Minett
Catherine Woodley	Paul Tudor
Chand Sahrawat	Pete Williams
Charles Johnston	Peter Daly
Charlotte Reed	Peter Allard
Charlotte Sellars	Peter Chambers
Chris Barningham	Peter Longdill
Chris Butcher	Peter Maxwell
Chris Morahan	Peter Neilson
Chris Street	Peter Watson
Chris Wilson	Petra Kent
Christian Hartinger	Phil Harrison
Christina Frueh	Pol O'Fearghail
Christopher Boyd	Property Council New Zealand
Christy Cooper	Ptolemy Mortimer-Webster
Claudia Reynolds	Q-Free Australia
Clayton Elsley	Qiuyue Liao
Cliff Brown	Quality Consumables Ltd
Codymo Lawyers	Rachel Wallis
	Raewyn Pakenham

Colin Watson	Rajan Patel
Conan Butler	Rajesh Chandan
Conor King	Rajesh Kumar
Conrad Gillon	Raymond Waas
Craig Chitty	Rebecca Lindegger
Craig Stanton	Reece Williams
Cycling Action Network (CAN)	Renee Railton
Dale Anthony	Richard Ashurst
Dan Brady	Richard Brown
Dan Redman	Richard Still
Dan Roberts	Ricky Mossman
Daniel Olesen	Robyn Plummer
Danique Faber	Roger Henderson
Dave Cousins	Rong Tang
Dave Lewis	Rory Tait
David Barker	Rosemary Clark
David Hopkins	Ryan Browne
David Robinson	Ryan Nicholls
David Smitham	Ryan Reed
David Stuteley	Ryan Sweeney
David Willmott	Saffron Dunlop
Debbie Lockart	Sally Nicholls
Denise Jamieson	Sam Cowper
Diana Murray	Sam Mojel
Dieter Katz	Samuel Goodliffe
Dominic Soljan	Samuel Sherlock
Dylan Garrod	Sandra Mower
Edward Smart	Sandra Waring
Egis Group	Sarah Clements
Elizabeth Young	Sarah Hughes
EMA	Sarah Menzies
Engineering New Zealand Transportation Group	Sarah Thorne
EROAD Ltd	Sarah Woodward
Ethan Seagar	Saren Currie
Evelyn Buffara	Sarsha Rose
Federated Farmers of New Zealand (Auckland Province) Incorporated	Scott Gamble
Felix Zhao	Scott Kelly
Fiona Lee	Scott Ruddy
Francis Reid	Scott Wilson
Fraser Purves	Selena Reid
Frazer Walters	Sergiy Onishchuk
Fullers Group Limited	Serviceworks Group Ltd
Gafatasi Endemann	Shalini D
Gareth Hull	Shane Grabham
Gareth Voigt	Shannon Ruddell
Garth Roberts	Sharon McCavana
Gayde Tayler	Shiraz Munshi
Genevieve Pearl	Shuai Liu
	Simon Coleman

Geoff Fowke	Simon Hampson
George Sedaris	Simon Hooker
George Weeks	Simun Balajic
Gerrard Liddell	Sophie Wheeler
Grant Buchan	Sriramana Mankal
Grayson Hardcastle	Stephanie Barker
Greater Auckland	Stephanie Clarke
Greater East Tamaki Business Association (GETBA)	Stephanie Sue
Greater Wellington Regional Council	Stephen Benham
H.J C	Stephen Oldfield
Hamish Buckley	Steve Nielsen
Hamish Muir	Stevenn Santos
Hannah Larsen	Stuart Barnard
Hanno Willers	Stuart Donovan
Harish Patel	Stuart Johnston
Heart of the City	Stuart Reader
Heather Smith	Susan Wann
Heidi Kwan-Tsang	Su-Wuen Ong
Horticulture New Zealand	Takapuna Beach Business Association
Hugh Cronwright	Tate Dooner
Hugh Maguire	Te Waihangā New Zealand Infrastructure Commission
Ian Chesterman	Terence Harpur
Infrastructure New Zealand	Terry Bourke
Isabel O'Mara	Terry Wilson
Issac Rudd	Tess Wingfield
Jacob Dodds	The Aquarium Project
Jacob Hamlin	The NZ INITIATIVE
Jade Watson	Tiffany Robinson
Jaidev Patel	Tim Clark
Jake Cannan	Timothy Hughes
James Beattie	Tomorrows World
James Broderick	Tourism Waiheke
James Burton	Tracey Pilgrim
James Havenga	Two Magpies Ltd
James Markwick	Vanessa Rogers
James Page	Vincent Williams
James Parsons	Vinko Buzak
Jamie Lunn	Vivek Anand
Jamie Walker	Wade Alexander
Jasmine Croft	Warrick Johnston
Jason Simpson	Wellington City Council
Jean Goodbrand	William Foster
Jed Rogers	William Liando
Jen Macindoe	William Miller
Jena Niquidet	William Oosterman
Jennifer Green	Wyatt Burrows
Jenny Parsons	Wynyard Quarter Transport Management Association
Jerzy Nowacki	

Jesse Runge Jessica Bell Jessica De hein Jo Barningham Joanna Tindling Joanne Hyslop Joanne Paterson Joe Rich Joel Haydon John Mulrennan Jonathan Hudson Jonathan Reshef Jordan Jamieson Josephine Draper Joshua Thompson Josie Duncan Judy Wang Julia Cornfield Jungho Hong Justin Arblaster Kaipatiki Voice Karen Bright Katherine Boag Katie Betanzo Katrina Jordan Katrina McDermott Keith Ward Kendall Clements Kevin Palmer Khushbir Singh Kramer Pierce Kristina Naden Kurt Story Lance Wiggs Laura Foote Leo Li Leo Yang Liesel Watkins Lilian Marais Lisa McMillan Lisa Tay Llewellyn Giles Logan O'Callahan Lorelle Young Louis Barningham	Zihan Wang
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