

Ken Ng

From: Craig Nicholson
Sent: Thursday, 25 July 2019 9:17 am
To: section 9(2)(a)
Cc: Greg Lee
Subject: Re: Toll assessment for Te Ahu a Turanga: Manawatu Tararua Highway

Thanks section 9(2)(a)

Craig

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From: section 9(2)(a) @nzta.govt.nz
Sent: Thursday, July 25, 2019 9:08:37 AM
To: Craig Nicholson <Craig.Nicholson@nzta.govt.nz>; section 9(2)(a) @nzta.govt.nz
Cc: Greg Lee <Greg.Lee2@nzta.govt.nz>
Subject: RE: Toll assessment for Te Ahu a Turanga: Manawatū Tararua Highway
Hi Craig

Thanks for the below! Just to let you know, section 9(2)(a) is on leave at the moment, but I'll flag this with him on Monday so you can arrange a time for later in the week.

Cheers

section 9(2)(a)

From: Craig Nicholson
Sent: Thursday, 25 July 2019 8:54 AM
To: section 9(2)(a) @nzta.govt.nz
Cc: Greg Lee <Greg.Lee2@nzta.govt.nz>; section 9(2)(a) @nzta.govt.nz
Subject: RE: Toll assessment for Te Ahu a Turanga: Manawatū Tararua Highway

Hi section 9(2)(a)

My apologies for being so slow (again) to get back to you.

I've been collating the available data from the WSP-Opus analysis about the demands and travel times via the various routes that cross the ranges (i.e. Pahiatua Track, Saddle road and the proposed new route).

WSP-Opus analysed the travel times via the different routes (and therefore calculated travel time savings) for all the "major" O/D pairs (which they defined as those that equate to over 5% of the total traffic crossing the ranges), which are presented in Appendix 1.C of their Transport Assessment report:

<https://www.nzta.govt.nz/assets/projects/sh3-manawatu/NZTA-NOR-Volume-3.1-Transport.pdf>

I intend to use the WSP-Opus analysis of the travel time savings, which covers approx. 72% of the total vehicle movements across the ranges. I am in the process of generating equivalent information for the remaining O/D pairs (i.e. those less than 5% of the total).

Once I've done that, I think you and I can meet to develop an "expert assessment" of the likely traffic diversion rates for each O/D pair for differing toll rates, taking account of the expected travel time saving for that O/D pair. When

we met on 18th June, I believe we agreed that you would source whatever “willingness to pay” information is available and/or relevant, to inform that “expert assessment” process.

I’ll be ready for us to undertake that assessment next week if you’re around? I’m pretty fully occupied on Monday and Tuesday, but I can reshuffle my diary on Wednesday, Thursday and Friday if any of those days suit you? There are 15 O/D pairs, with separately assessed travel time savings for cars and trucks, and I presume we will want to assess the diversion rates for approx. 20 toll rates (for example \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, \$2.25, \$2.50, \$2.75, \$3.00, \$3.25, \$3.50, \$3.75, \$4.00, \$4.25, \$4.50, \$4.75, \$5.00, \$6.00, \$8.00, \$10.00), so I think we should allow 3 or 4 hours if you can spare that much time?

Once that “expert assessment” is done, it will be fairly quick and easy to collate the diversion rates into revenue figures, as we discussed, and produce a brief report about it all.

If we can meet next week, I expect to have a draft report available by mid to late August.

Regards,

Craig

From: section 9(2)(a)
Sent: Monday, 15 July 2019 1:36 PM
To: Craig Nicholson <Craig.Nicholson@nzta.govt.nz>
Cc: Greg Lee <Greg.Lee2@nzta.govt.nz>; section 9(2)(a) <[section9\(2\)\(a\)@nzta.govt.nz](mailto:section9(2)(a)@nzta.govt.nz)>
Subject: RE: Toll assessment for Te Ahu a Turanga: Manawatū Tararua Highway

Hi Craig

Can you please provide an update?

We are reporting to a Governance Group shortly and want to ensure timelines for completing the assessment are reliable.

Thanks, and if you need to discuss please let me know

section 9(2)

From: Craig Nicholson
Sent: Thursday, 4 July 2019 6:16 PM
To: section 9(2)(a) <[section9\(2\)\(a\)@nzta.govt.nz](mailto:section9(2)(a)@nzta.govt.nz)>
Subject: RE: Toll assessment for Te Ahu a Turanga: Manawatū Tararua Highway

Hi section 9(2)(a)

Sorry I’ve been so slow to get back to you... I’ve been flat out on TG for the last couple of weeks. I’ll try to spend some time on the tolling stuff over the weekend, so I’ll aim to get back to you early next week.

Regards,

Craig

From: section 9(2)(a)
Sent: Friday, 28 June 2019 2:20 PM

To: Craig Nicholson <Craig.Nicholson@nzta.govt.nz>

Subject: RE: Toll assessment for Te Ahu a Turanga: Manawatū Tararua Highway

Hi Craig

Can you please provide and update on the scope and timing for this work?

Thanks

section 9(2)

From: Craig Nicholson

Sent: Wednesday, 19 June 2019 11:15 AM

To: section 9(2)(a) <[redacted]@nzta.govt.nz>

Cc: Greg Lee <Greg.Lee2@nzta.govt.nz>; section 9(2)(a) <[redacted]@nzta.govt.nz>

Subject: Toll assessment for Te Ahu a Turanga: Manawatū Tararua Highway

Hi section 9(2)(a)

Just following up our meeting yesterday, the current/latest traffic assessment information for the Te Ahu a Turanga project is available on the RMA / Consenting page of the project website:

<https://www.nzta.govt.nz/projects/sh3-manawatu/rma-consenting/>

In particular, Technical Report 1 is the Transport Assessment (prepared by David Dunlop of WSP-Opus):

<https://www.nzta.govt.nz/assets/projects/sh3-manawatu/NZTA-NOR-Volume-3.1-Transport.pdf>

Of particular relevance are:

- Appendix 1.A is a memo that describes the key traffic assumptions and methodology;
- Appendix 1.B summarises the assessed trip distribution (on key links, rather than by O/D) for Cars and HCVs; and
- Appendix 1.C summarises the travel times savings (via the current routes and the proposed new route) for key O/D pairs.

There is also information in the body of the report about:

- key traffic routes (existing and proposed) – see paragraph 72 onwards; and
- travel to work information (from the 2013 census) – see paragraph 77 onwards.

You may also be interested in David Dunlop's evidence (although it mostly responds to traffic related submissions, etc):

<https://www.nzta.govt.nz/assets/projects/sh3-manawatu/nzta-evidence-nor/06-evidence-of-david-dunlop-transport.pdf>

I will follow up in the next few days with a more detailed proposed toll assessment methodology.

Kind regards,

Craig