

Ken Ng

From: Craig Nicholson <s 9(2)(a) @gmail.com>
Sent: Monday, 24 February 2020 10:52 pm
To: section 9(2)(a)
Cc: Lonnie Dalzell; Greg Lee
Subject: Re: Te Ahu a Turanga - Tolling Assessment
Attachments: Te Ahu a Turanga - Tolling Assessment - Traffic and Revenue Calcs (with Cars and HCVs separated for Saddle Rd and Pahiatua Track).xlsx

Hi section 9(2)(a)

As per our phone conversation this afternoon, I have updated the tolling analysis spreadsheet to dis-aggregate the traffic volume calculations on Saddle Road and the Pahiatua Track to include separate light and heavy vehicle volumes, as well as the total volumes that were in the previous version of the spreadsheet. I have updated both the 2025 and 2045 tabs in the spreadsheet.

I have also cross-checked the new figures against the old ones, to confirm that the new calculations are completely consistent with the previous ones. The total volumes on each of the three routes at each toll tariff level (and the corresponding toll revenue figures) exactly match the corresponding values in the previous version of the spreadsheet.

Regards,

Craig

On Mon, Feb 24, 2020 at 12:17 PM section 9(2)(a) <@nzta.govt.nz> wrote:

Hi Craig

Can you let me know how to read Saddle Rd traffic volumes for different combinations of light and heavy tariffs?

Eg what is Saddle Rd traffic for \$2.40 light and \$4.80 heavy?

Thanks

section 9(2)

From: Craig Nicholson <s 9(2)(a) @gmail.com>
Sent: Thursday, 30 January 2020 8:58 AM
To: section 9(2)(a) <@nzta.govt.nz>
Cc: Lonnie Dalzell <Lonnie.Dalzell@nzta.govt.nz>; Greg Lee <Greg.Lee2@nzta.govt.nz>
Subject: Te Ahu a Turanga - Tolling Assessment

Hi section 9(2)(a)

Further to our meeting a couple of weeks ago, attached is the toll analysis spreadsheet, which updates the willingness to pay to 2018\$ terms, using the latest EEM cost update factors, and scaled by the ratio of GDP per capita in the Manawatu-Wanganui region vs All of NZ.

As you will see from the graphs, the maximum nett revenue equates to a light vehicle toll of approx. \$3.50 in 2025 (and about \$5.00 in 2045) which seems out of kilter with the current tolls of approx \$2.10 on existing toll roads

(ALPURT B2 and TEL) and also leads to a diversion rate of approximately 50% away from the new route, which seems quite a bit higher than desirable.

Feel free to have a "play" with the spreadsheet, and then maybe we can meet next week to discuss?

Cheers

Craig

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Craig Nicholson

Cranic Consulting

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