

Ken Ng

From: Craig Nicholson <s 9(2)(a) @gmail.com>
Sent: Saturday, 14 March 2020 9:23 am
To: section 9(2)(a)
Cc: Lonnie Dalzell; Greg Lee
Subject: Re: Te Ahu a Turanga - Tolling Assessment

Hi section 9(2)(a)

I'm just following up on whether or not you want/need me to do anything else for the toll assessment for Te Ahu a Turanga.

You will recall I sent you the analysis spreadsheet in January, for you to review and provide feedback, but you then (unexpectedly) had to pull together the tolling briefing paper at short notice a few weeks later, before we had caught up. I made a few changes to the spreadsheet to provide some additional information for your paper, but you weren't sure at that time whether there would be any need for any final reporting of my analysis, and if so how extensive it would need to be. I think you may have planned to discuss that with Brigid or someone else in the tolling team.

I'm happy to write up a summary report if it's useful, but I can't see any real point spending Lonnie's project funds on writing a report if it's not useful, given that you have already written the tolling briefing paper.

There's no great rush from my perspective, but can you let me know at some stage whether you want/need a final report, or not?

Thanks,

Craig

On Tue, Feb 25, 2020 at 2:01 PM section 9(2)(a) @nzta.govt.nz wrote:

Brilliant, thanks Craig

From: Craig Nicholson <s 9(2)(a) @gmail.com>
Sent: Monday, 24 February 2020 10:52 PM
To: section 9(2)(a) @nzta.govt.nz
Cc: Lonnie Dalzell <Lonnie.Dalzell@nzta.govt.nz>; Greg Lee <Greg.Lee2@nzta.govt.nz>
Subject: Re: Te Ahu a Turanga - Tolling Assessment

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\(2\)\(a\) <\[REDACTED\]>](#) [@nzta.govt.nz](mailto:[REDACTED]@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\(2\)\(a\) <\[REDACTED\]>](#) [@gmail.com](mailto:[REDACTED]@gmail.com)

Sent: Thursday, 30 January 2020 8:58 AM

To: [section 9\(2\)\(a\) <\[REDACTED\]>](#) [@nzta.govt.nz](mailto:[REDACTED]@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

section 9(2)(a)

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