

Attachment 2

Tolling Ranges

Te Ahu a Turanga									
Scenario	Light toll	Heavy toll	2025 Forecast Daily Traffic Flows (Light/Heavy)			% Diversion from Te Ahu a Turanga	Modelled safety benefit reduction vs untolled	2025 annual net revenue (\$m) ⁺	NPV revenue, 35 year toll scheme at 6% discount rate
			Te Ahu a Turanga	Saddle Road	Pahiātua Track				
2016 Pre-closure	-	-	7,620	150	2,220	-	-	-	-
2022 Post-closure	-	-	0	3,010	4,470	-	-	-	-
Untolled	\$0.00	\$0.00	9,553/1,349	0/0	1,564/221	-	-	-	-
Willingness to Pay Max	\$1.40	\$2.80	9,553/1,349	0/0	1,564/221	0%	0%	\$2.4m	\$54m
NZTA Status Quo Toll Levels	\$2.80	\$5.60	7,299/1,348	2,039/1	1,779/221	21%	21%	\$6.9m	\$136m
Preferred	\$4.30	\$8.60	5,533/1,323	3,076/12	2,508/235	37%	33%	\$8.1m	\$193m
International Benchmarked ¹	\$4.75	\$9.50	4,773/1,304	3,836/26	2,508/240	44%	36%	\$8.9m	\$223m
Revenue Maximising	\$6.35	\$12.70	2,792/1,174	5,112/95	3,213/301	64%	49%	\$9.2m	\$268m

⁺ 50%ile risk adjusted

¹ https://australasiantransportresearchforum.org.au/wp-content/uploads/2022/05/ATRF2021_Resubmission_122-1.pdf

Ōtaki to north of Levin								
Scenario	Light toll	Heavy toll	Ō2NL Sth of Levin (2039)	Daily traffic flow Existing SH1 south of Levin (2039)	% Diversion from Ō2NL	2039 Annual Crash Costs (\$m)	2030 annual net revenue (\$m)	NPV net revenue, 30 year toll scheme at 4% discount rate
No Ō2NL	-	-	-	17,400 (in 2018)	-	\$15m	-	-
Untolled	\$0.00	\$0.00	24,300	6,400	-	\$7.5m	\$0m	-
Alternative NZTA Status Quo Toll Levels (Two Gantry System)	\$1.25 / \$2.50	\$2.50/\$5.00	17,800	11,500	27%	\$9.5m	\$7.5m	\$99m
Preferred (One gantry simpler scheme)	\$2.50	\$5.00	13,800	15,300	43%	\$10.2m	\$7.0m	\$100m
International Benchmarked ³ (One Gantry)	\$5.00	\$10.00	7,000	21,500	71%	\$11m	\$8.3m	\$143m