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NZ Transport Agency – Tolling consultation
via email
bopprojects@nzta.govt.nz

SUBMISSION FROM THE AA ON PROPOSED SECOND TOLL POINT ON THE TAURANGA EASTERN LINK

1. The NZ Automobile Association (AA) appreciates the opportunity to submit on the proposal to install a second toll point on the Tauranga Eastern Link.

Position on proposed second toll point

2. The AA supports the proposal to install a second toll point on the Tauranga Eastern Link.
3. The AA's view is that everyone who chooses to use a toll road benefits from it and therefore should contribute to its costs. In the absence of a second toll point, motorists who use the Tauranga Eastern Link to only travel between the Domain Road Interchange and the new Papamoa East Interchange (in either direction) would not be subject to a toll.
4. We are comfortable with the toll prices that are proposed, and are pleased to hear that the revenue raised will contribute towards debt repayments on the road. The projection that the end date of the tolling scheme is expected to be brought forward by a year as a result of the additional trips taken on the road will be welcome news to motorists.
5. We understand there will be a toll-free period of 12 months for motorists who travel between the Domain Rd Interchange and the new Papamoa East Interchange. We expect this is to allow time to install tolling infrastructure, recognising the off-ramp is opening earlier than originally planned, at Tauranga City Council's request. Throughout the toll-free period, we feel it is important that NZTA take all reasonable steps to ensure motorists are aware that the toll-free period is only temporary.

Availability of information as part of the consultation

6. For transparency, the AA considers NZTA should have made clear in the consultation material that light vehicles that travel only between the new Papamoa East Interchange and the Paengaroa Roundabout (in either direction) will be subject to a \$2.30 toll (i.e. the same toll that applies to light vehicles that travel the full length of the Tauranga Eastern Link).
7. While this information wasn't proactively made available, we would like to sincerely thank NZTA's tolling team for responding to our question on this matter, along with our other questions on the consultation, thoroughly and in a timely manner. It was very much appreciated.

Travel between the Rangiruru Interchange and the Paengaroa Roundabout

8. We are interested to understand whether consideration has been given to installing an additional toll gantry at the southern end of the Tauranga Eastern Link, to capture trips that travel only between the new Rangiruru Interchange and the Paengaroa Roundabout (in either direction). We expect the Rangiruru Business Park will generate many trips that use this section of the Tauranga Eastern Link, and if these trips are not going to be subject to a toll, we're keen to understand why this is the case.

Affordability for frequent (non-commercial, light vehicle) users of toll roads

9. The AA supports the use of tolling when it means motorists benefit from roads earlier than they otherwise would. However, as more and more motorists rely on toll roads, tolling has the potential to raise affordability issues for frequent users.
10. The AA's view is that NZTA should introduce a \$50 cap on the toll charges that any non-commercial light vehicle can incur in a single week. Our view is that a \$50 weekly cap is unlikely to result in significant revenue loss, and would improve affordability for the heaviest toll road users and help to build public support for tolling.
11. We note that New South Wales has a \$60 weekly cap on toll charges for residents.

Closing comment

12. Thanks again for the opportunity to comment on the proposal. We would appreciate NZTA confirming receipt of this submission.

Yours sincerely



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