

10 September

Tim Doyle  
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Dear Tim

**Request made under the Official Information Act 1982**

Thank you for your request of 25 August 2014 for the following information under the Official Information Act 1982:

- '1. The benefit to cost ratio of this road, if the preferred ~\$340 million route is installed, and other BCRs for 'lower' cost options, if calculated.
2. The amount of local traffic that will use the road each day, in each direction - in peak times and off-peak.
3. The amount of time expected to be saved by those local users
4. The number of trucks that will use the route, and the time they will save.
5. The overall benefit to the economy, in dollars, as calculated in the BCRs above.'

All of the information you have requested is available on the NZ Transport Agency's website, contained within the Petone to Grenada Scoping Options Report available at:

[www.nzta.govt.nz/projects/petone-grenada-link-road/docs/p2g-scoping-report-final-2014-part1.pdf](http://www.nzta.govt.nz/projects/petone-grenada-link-road/docs/p2g-scoping-report-final-2014-part1.pdf)  
[www.nzta.govt.nz/projects/petone-grenada-link-road/docs/p2g-scoping-report-final-2014-part2.pdf](http://www.nzta.govt.nz/projects/petone-grenada-link-road/docs/p2g-scoping-report-final-2014-part2.pdf)

In answer to your specific questions please refer to the following sections of the report listed above:

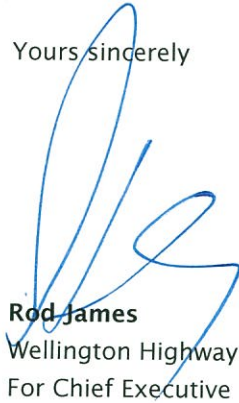
1. Appendix E Preliminary Economic Assessment of Options.
2. Chapter 13 Transportation Modelling. The specific amount of 'local' traffic predicted to use the road is not information held. However, modelling has indicated the origins of traveller demand in the region and the likely usage of the Link Road. (See Figure 13.10.)
3. Chapter 13 Transportation Modelling, section 13.4.4.
4. Appendix C Transportation.
5. Appendix E Preliminary Economic Assessment of Options.

In regard to point 5 above, it is also worth noting that there are significant wider economic benefits associated with the Petone to Grenada Link Road. The Business Case Addendum (see paragraph 5.10.10) sets out the agglomeration benefits associated with the Link Road, in addition to the transportation benefits listed in the scoping options report. The combined transportation and agglomeration benefits associated with the Link Road are therefore around \$660 million. The addendum is available at:

[www.nzta.govt.nz/projects/wellington-northern-corridor/docs/wnc-business-case-addendum-full-report-2013.pdf](http://www.nzta.govt.nz/projects/wellington-northern-corridor/docs/wnc-business-case-addendum-full-report-2013.pdf)

If you would like to discuss this reply with the NZ Transport Agency, please contact Josephine Draper, Principal Transport Planner by email to [Josephine.Draper@nzta.govt.nz](mailto:Josephine.Draper@nzta.govt.nz) or by phone on (04) 8945432.

Yours sincerely



**Rod James**  
Wellington Highway Manager  
For Chief Executive