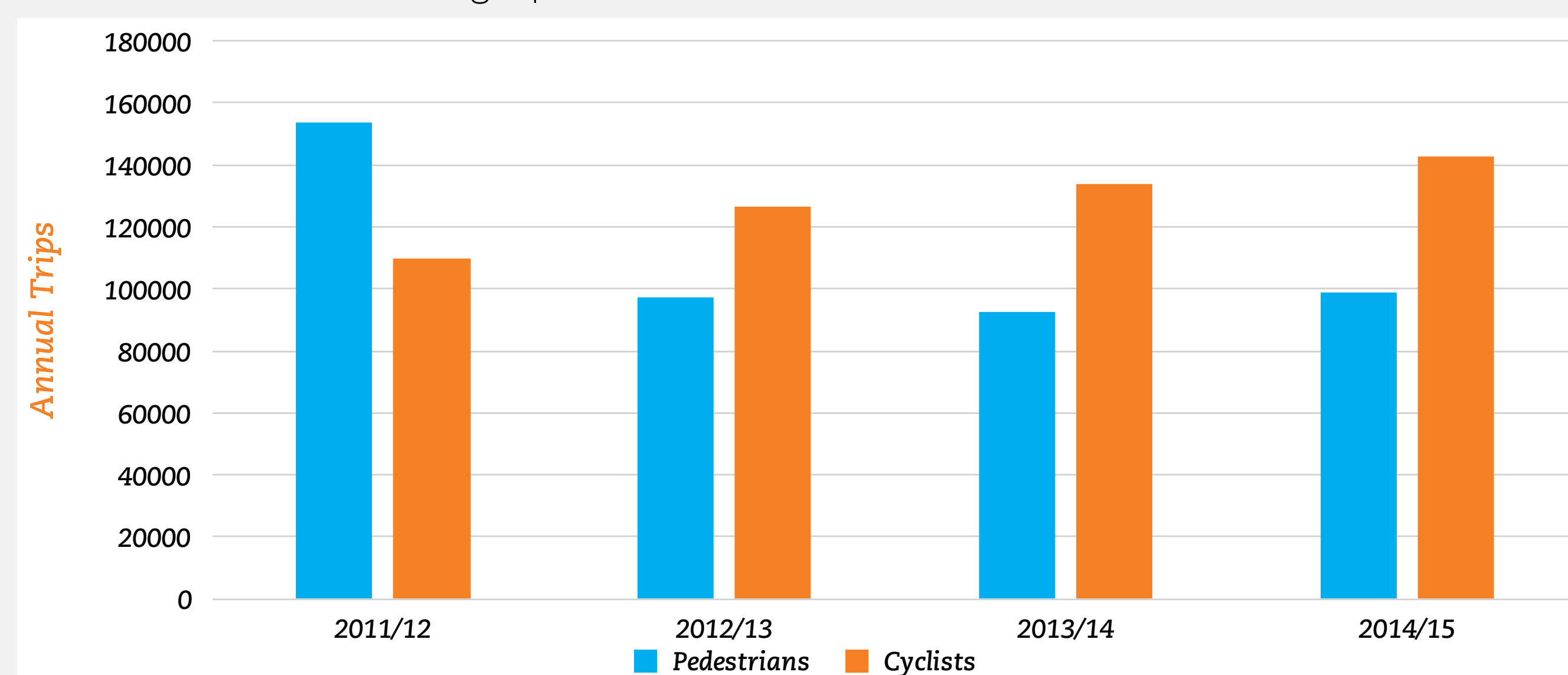


New Plymouth Model Community Evaluation

In 2010 New Plymouth was named as one of two model communities for walking and cycling in New Zealand. The New Plymouth model communities application leveraged off the coastal walkway. The intent of the New Plymouth model community was to build on the enthusiasm created by the coastal walkway and increase the levels of walking and cycling participation. This study sets out the methodology and results of a districtwide economic evaluation of the New Plymouth 'Let's Go' initiatives.

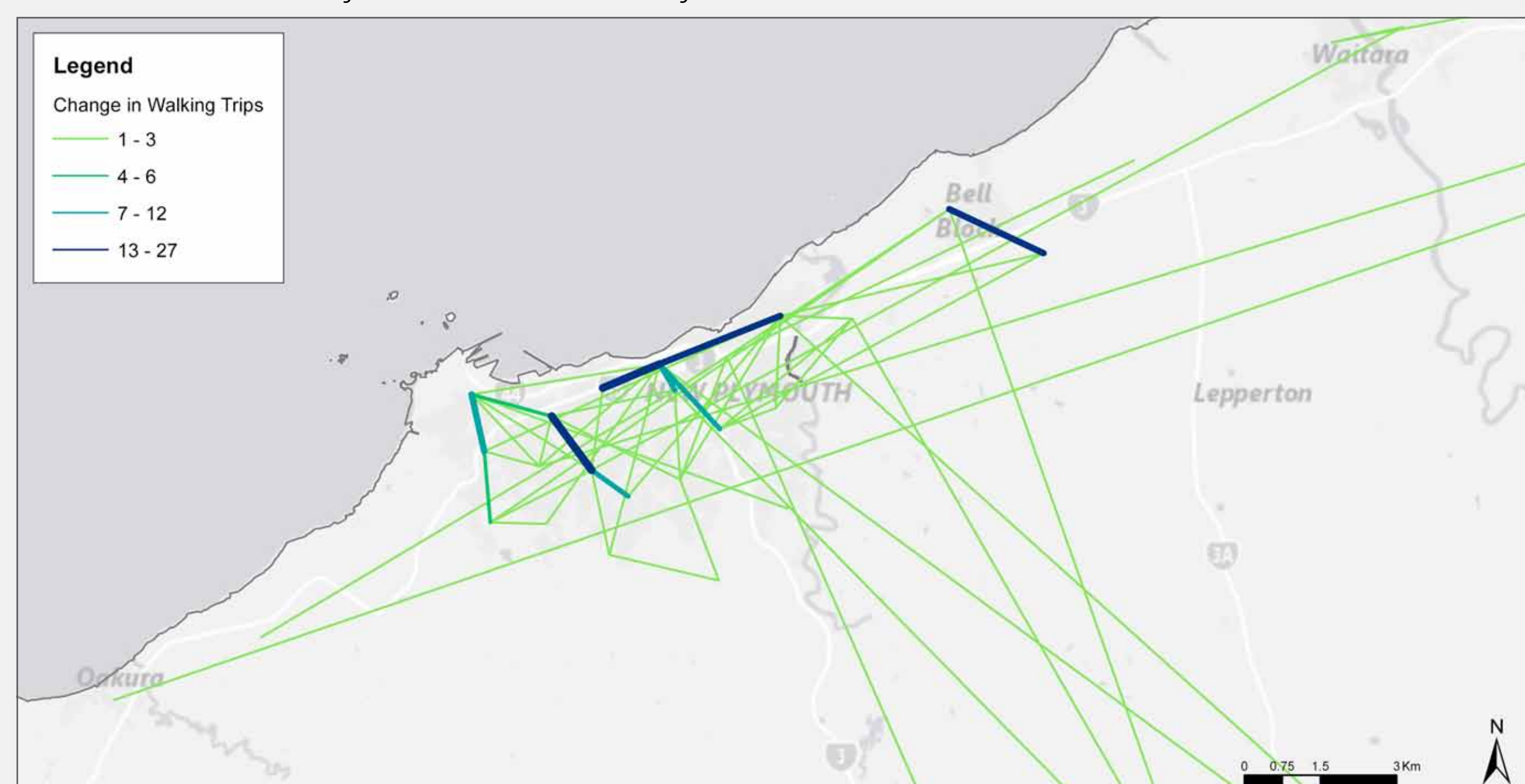
Available Data

New Plymouth District Council collects pedestrian and cyclist counts at a range of sites across the district. Data is collected via automatic and manual counts. Trends over time observed in the manual count data show that generally pedestrian numbers are only increasing on the coastal walkway and in the vicinity of schools. Pedestrian counts on the coastal walkway in 2011 and 2012 were particularly high. This aligns with the opening of the coastal walkway extension. Therefore the lower counts in 2013 – 2015 do not represent a decreasing trend when considered over a longer period of time.

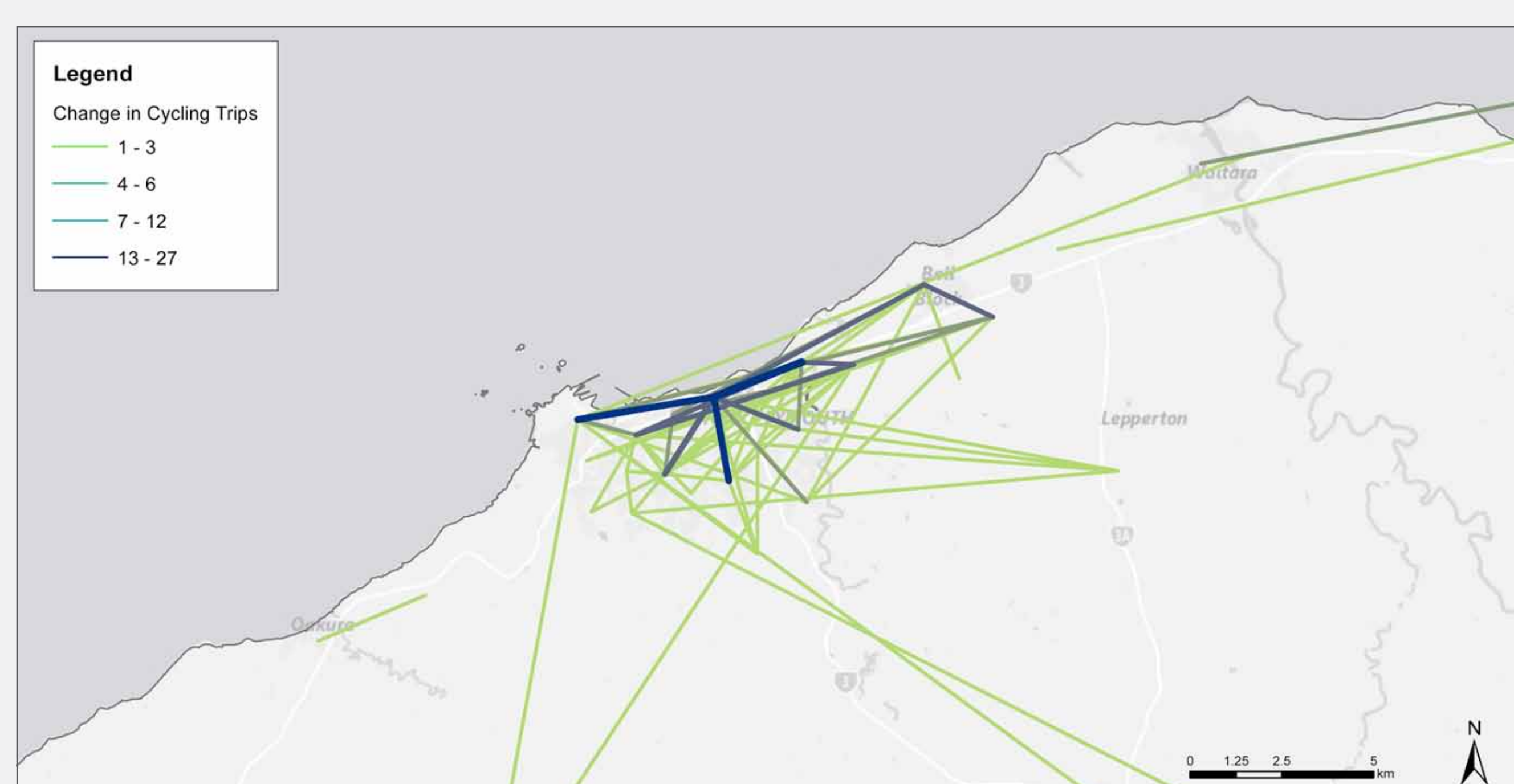


Annual pedestrian and cyclist counts recorded on coastal walkway

Census journey to work data also shows uptake in active modes especially cycling and for residents serviced by the coastal walkway.



Change in number of people walking to work between 2006 and 2013 by origin and destination area unit



Change in number of people cycling to work between 2006 and 2013 by origin and destination area unit (National Census Data)

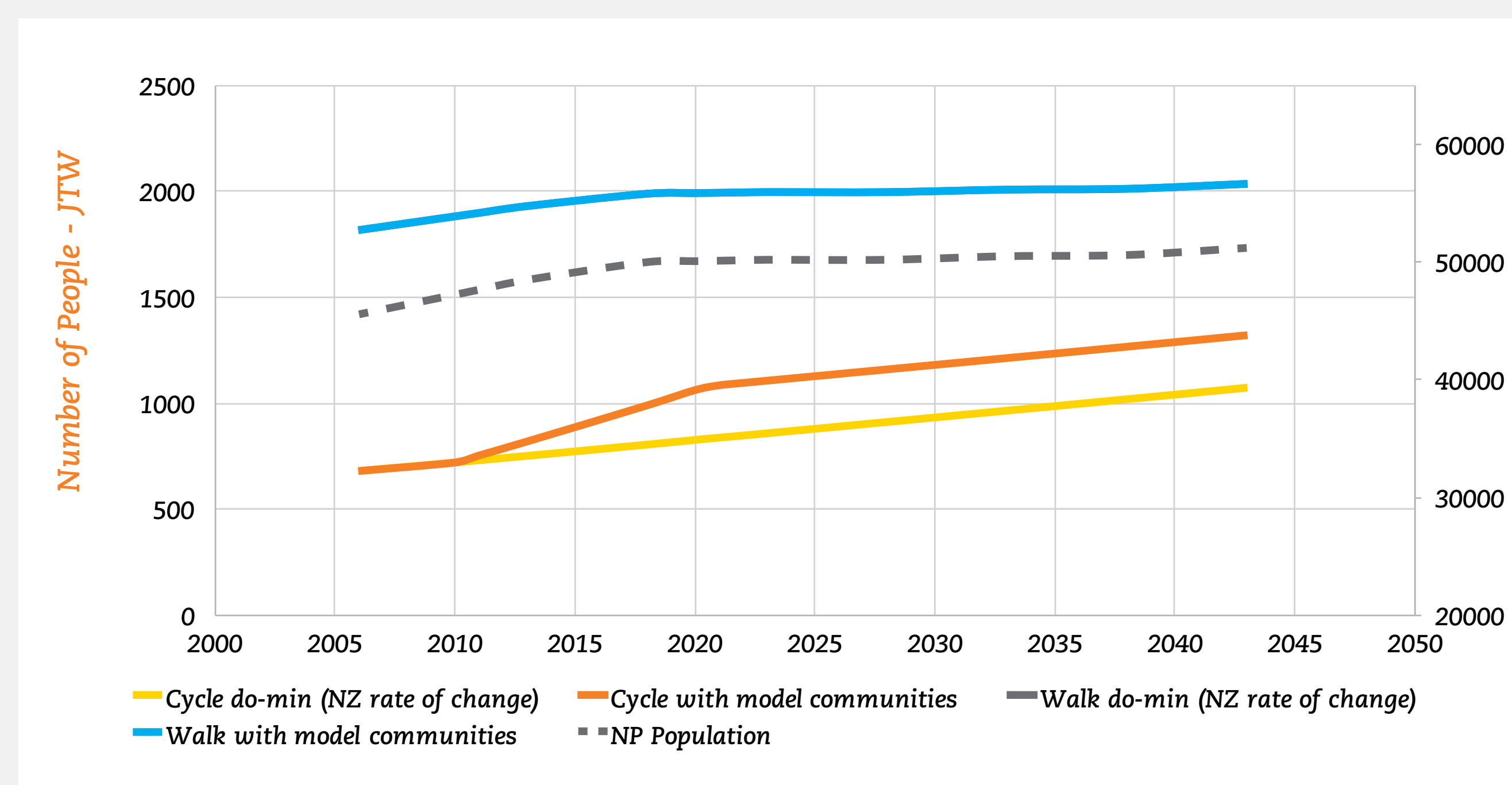
Methodology

Benefits included in the analysis are:

- Health benefits
- Travel time reduction/relative attractiveness benefits (user benefits)
- Crash cost savings
- Road traffic reduction benefits

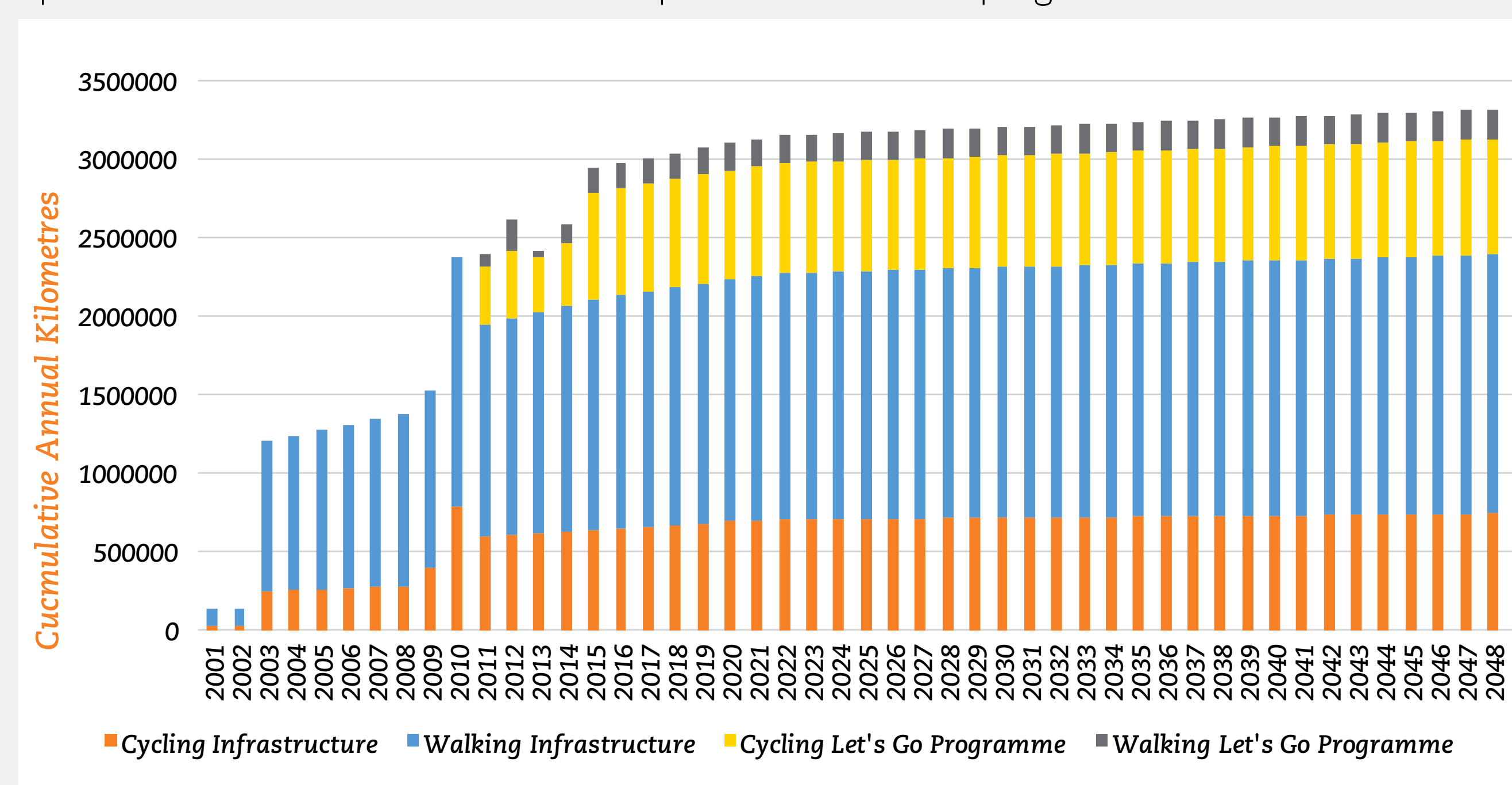
School travel planning benefits over 10 years are also included in the analysis.

Demand estimates going forward are a key variable in the analysis. The assumed changes in demand are shown below.



Assumed change in people who travel to work by active modes over time

Demand estimates on the coastal walkway are calculated separately and attributed to the initial infrastructure investment or Let's Go programme. All growth up to 2010 is attributed to the infrastructure. It is considered that the 'Let's Go' programme assisted with maintaining the growth in trip numbers on the walkway following its implementation. The extension opened in late 2014 is considered to be part of the 'Let's Go' programme.



Assumed kilometres walked and cycled on the coastal walkway per annum

The coastal walkway has been successful in encouraging active commute trips, as well as recreation and other utility trips. It should be noted that there are likely other economic benefits associated with the coastal walkway that are outside the scope of this transport focused evaluation, these could include tourism and benefits to local businesses.

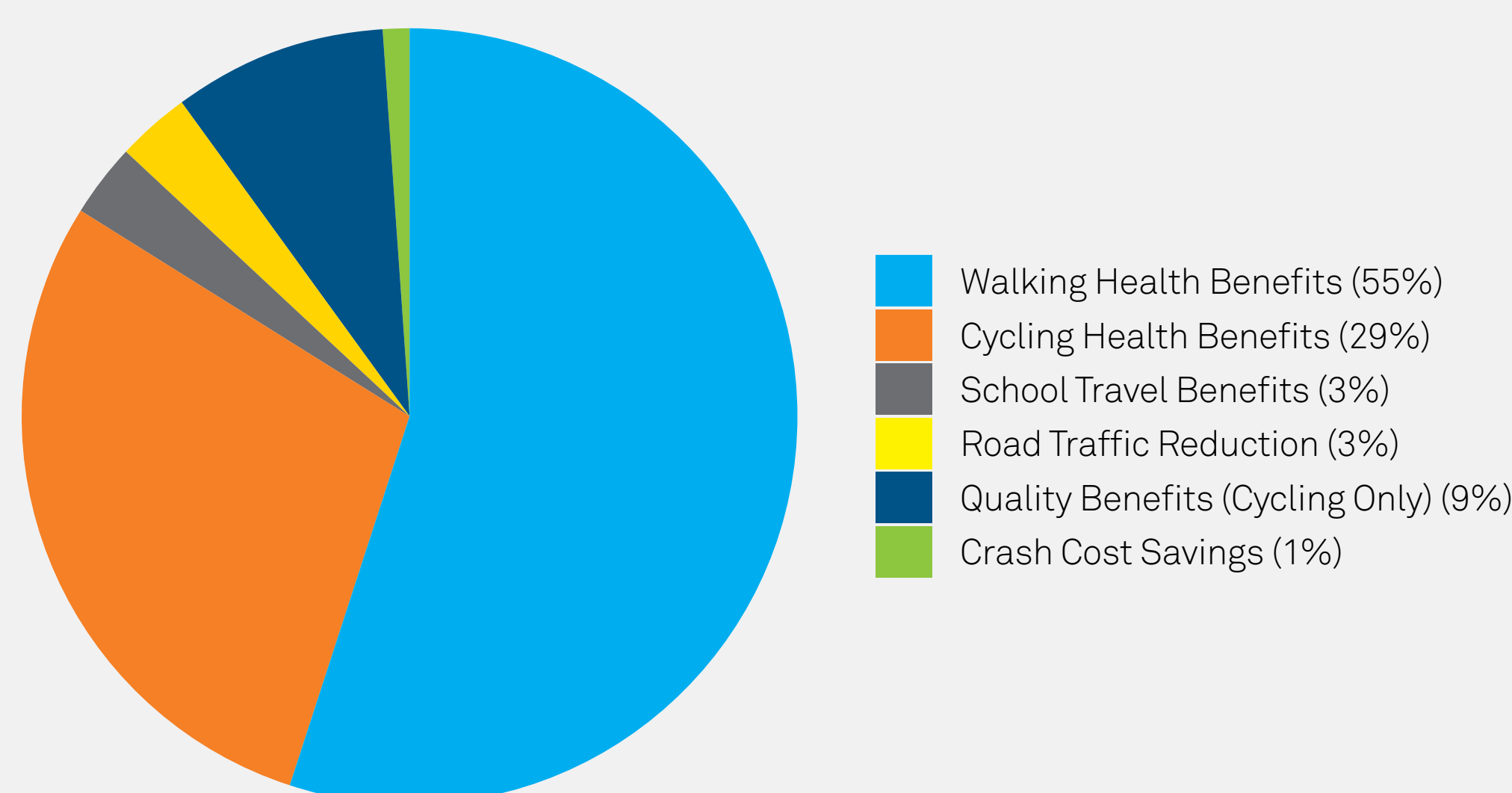
Acknowledgements

We would like to thank New Plymouth District Council and the Let's Go team for supporting the sharing of this information.

Results

The overall benefit cost ratio for the combined 'Let's Go' programme and coastal walkway is 3.8.

Measure	Value
Benefit Cost Ratio	3.8
Present Value Benefits	\$ 97,334,000
Present Value Costs	\$ 25,917,000
Net Present Value	\$ 71,416,000



Contact Information

Dave Smith
Associate
dave.smith@abley.com
T +64 3 367 9001
M +64 21 864 461

Courtney Groundwater
Senior Transportation Engineer
courtney.groundwater@abley.com
T +64 9 281 2178
M +64 27 466 1100

www.abley.com

