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# Estimating Demand for Selwyn's Cycleways

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# Selwyn District

- South and west of Christchurch
- Fastest-growing district in NZ



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# Outline

- Background and proposed facilities
- “Simplified Procedure 11” for demand estimation
- New demand estimation method
- Costs and benefits
- Current status of project
- Conclusions



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## Background

- Seven projects from SDC 2009 walking and cycling strategy action plan
- 26 km of proposed off-road cycle paths alongside roads
- Significant community and local political support



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## Proposed facilities

1. Lowes Rd (Rolleston towards Burnham; 3 km)
2. Edward St (Lincoln to Rail Trail; 1.1 km)
3. Coalgate to Glentunnel (2.6 km)
4. Lincoln to Springston (3 km)
5. Lincoln to Rolleston (8.5 km)
6. Rolleston to Templeton (8 km)
7. Leeston Road bridge

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## New demand estimation method (1)

- Used data from existing Birchs Rd cycleway (Prebbleton to Lincoln)
- Existing traffic = 120 cyclists per day
- SP 11 predicted only 73 cyclists per day
- We modified SP 11 to better match data
  
- Method not yet approved by NZTA

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## New demand estimation method (2)

- Simplified buffer structure – just two
  - 800 m with a multiplier of 0.26
  - 1600 m with a multiplier of 0.13)
- Included population and school & uni rolls



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## Results of predictions

	Original SP 11 AADT prediction	Modified SP 11 AADT prediction
Lowes Rd	107	126
Edward St	49	78
Coalgate to Glentunnel	8	9
Lincoln to Springston	46	90
Lincoln to Rolleston	83	148
Rolleston to Templeton	116	156
Leeston Rd Bridge	1	2

- AADT = Annual Average Daily Traffic – cyclists per day
- Calculations also done for pedestrians

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## Costs vary; average \$350,000/km

- Off-road paths seems cheap, but design will be relatively expensive
- Bridges can be “pinch points” and expensive to fix



## Benefit / cost ratio

- Benefits from modified SP 11 = \$97 M
- Cost of all projects = \$9 M (\$350,000/km)
- Benefit / cost (B/C) ratio = ~11



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## Current status of project

- Funding declined in RLTP (Aug 09)
- Three paths on “Reserve A” list for possible funding:
  - Lowes Road (Rolleston towards Burnham)
  - Edward Street (Lincoln to rail trail)
  - Lincoln to Springston
- SDC to resubmit for “LTP Online” review

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# Conclusions

- Methodology considered to improve on SP 11 as it:
  - is simpler (2 buffers instead of 3)
  - uses school / uni rolls, not just population
  - is calibrated against a local facility
- Healthy B/C ratios possible even for rural projects; no guarantee of funding



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## If you build it, they will come...



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