















For the purposes of the economic evaluation, it is assumed that the pedestrian volumes are consistent along the length of the sections identified. It has been assumed that the average pedestrian trip length on the facility will be 1km and pedestrians have a walking speed of 1.2m/s. The pedestrian amenity benefits are based on the methodology and values stated in *'Impact on Urban Amenity in Pedestrian Environments, Waka Kotahi, 2020'*.

A 3km/h reduction in average speed along the corridor has been assumed in the calculation of pedestrian amenity benefits.

Whilst the applicability of other pedestrian amenity benefits has been considered, there is not expected to be significant improvement in pedestrian amenity relating to the features considered in *'Impact on Urban Amenity in Pedestrian Environments, Waka Kotahi, 2020'*.

### Sensitivity Testing

Sensitivity testing has been undertaken on the following scenarios:

- High-cost scenario based on the 95<sup>th</sup> percentile capital costs
- High cycle growth scenario where the number of new cyclists generated by the scheme is doubled to approximately 900 new cycle trip from within the direct catchment and a 100% increase in new cyclists generated from Ngā Ūrangaki Pito-One Shared Path Project
- Low cycle growth scenario where the number of new cyclists generated by the scheme is halved to approximately 260 new cycle trip from within the direct catchment and a 10% increase in new cyclists generated from Ngā Ūrangaki Pito-One Shared Path Project
- High and low bus patronage as a result of the scheme with a +/-20% bus patronage numbers
- 25% reduction in through traffic on Thorndon Quay Hutt Road being diverted to the SH1 corridor. This sensitivity test was based on a separate modelling results undertaken on the Thorndon Quay Hutt Road corridor
- Increasing the evaluation period from 60-year evaluation period
- Changes in discount rate to 7% and 8%
- Removal of external delays associated with southbound traffic in the AM peak re-routing onto SH1. This sensitivity test represents where these trips are delayed later in the peak such that there is no additional cost associated with peak spreading.
- Change in SH1 travel time during the AM peak period to achieve a BCR of 1.0 assuming a net change in vehicle operating costs of zero to partially account for changes in travel time.