

CBDS as per requirements in the Land Transport Rule Setting of Speed Limits 2024, Section 3.3

Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Reynolds Road from Two Chain Road to Burdons Road		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Rural connector		
Length (km)	1.1 km		
Average annual daily traffic (AADT) Total	944 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
Proposed speed limit (km/h)	80		
Estimated safety impacts			
Existing Speed Limit safety impacts:			
Number and severity of crashes on the road. <i>Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road operational.</i>	Crash injury severity	Actual recorded crash number over previous 5 years (total)	Actual crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	1.00	0.20
	Non-Injury	0.00	0.00
	Total	1.00	0.20
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the number and severity of crashes on the road if speed limit changes. <i>(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)</i> Note: non injury crashes aren't calculated for predicted crashed due to low statistical impact.	Crash injury severity	Estimated crash number over future 5 years	Estimated crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.77	0.15
	Non-Injury	Not calculated	Not calculated
	Total	0.77	0.15
Estimated Percentage (%) reduction of all injury crashes	23% reduction in injury crashes		
Estimated travel time impacts			
Current Mean operating speed	63 km/h		
Estimated Mean operating speed (post speed limit change)	55.2 km/h		
Individual vehicle journey time - Light vehicles	daily	9 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	929 hours increase for all vehicles per year	
Estimated implementation costs			
Implementation costs may include such things as planning, road signs and markings, installation costs, overheads, and consultation and administration costs.	\$1000		

Cost Benefit Disclosure Statement Disclaimer

Please note these figures are estimates, calculated using NZTA Cost Impact Analysis Tool. Unexpected or random events can result in variations to expected outcomes.

CBDS as per requirements in the Land Transport Rule Setting of Speed Limits 2024, Section 3.3

Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Telegraph Road from a point generally 10m North-West of State Highway 1 to a point generally 150m North-West of Two Chain Road.		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Rural connector		
Length (km)	2.85 km		
Average annual daily traffic (AADT) Total	3,564 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
Proposed speed limit (km/h)	80		
Estimated safety impacts			
Existing Speed Limit safety impacts:			
Number and severity of crashes on the road. <i>Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road operational.</i>	Crash injury severity	Actual recorded crash number over previous 5 years (total)	Actual crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	1.00	0.20
	Non-Injury	0.00	0.00
	Total	1.00	0.20
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the number and severity of crashes on the road if speed limit changes. <i>(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)</i> Note: non injury crashes aren't calculated for predicted crashed due to low statistical impact.	Crash injury severity	Estimated crash number over future 5 years	Estimated crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.84	0.17
	Non-Injury	Not calculated	Not calculated
	Total	0.84	0.17
Estimated Percentage (%) reduction of <u>all injury</u> crashes	16% reduction in injury crashes		
Estimated travel time impacts			
Current Mean operating speed	91 km/h		
Estimated Mean operating speed (post speed limit change)	83.6 km/h		
Individual vehicle journey time - Light vehicles	daily	11 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	3,917 hours increase for all vehicles per year	
Estimated implementation costs			
Implementation costs may include such things as planning, road signs and markings, installation costs, overheads, and consultation and administration costs.	\$1000		

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Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Two Chain Road from intersection of Telegraph Road to Reynolds Road.		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Rural road		
Length (km)	3.5 km		
Average annual daily traffic (AADT) Total	417 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
Proposed speed limit (km/h)	80		
Estimated safety impacts			
Existing Speed Limit safety impacts:			
Number and severity of crashes on the road. <i>Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road operational.</i>	Crash injury severity	Actual recorded crash number over previous 5 years (total)	Actual crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.00	0.00
	Non-Injury	0.00	0.00
	Total	0.00	0.00
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the number and severity of crashes on the road if speed limit changes. <i>(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)</i> Note: non injury crashes aren't calculated for predicted crashed due to low statistical impact.	Crash injury severity	Estimated crash number over future 5 years	Estimated crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.00	0.00
	Non-Injury	Not calculated	Not calculated
	Total	0.00	0.00
Estimated Percentage (%) reduction of all injury crashes	No reported injury crashes and expected no changes from the proposed speed limit change		
Estimated travel time impacts			
Current Mean operating speed	59 km/h		
Estimated Mean operating speed (post speed limit change)	51.2 km/h		
Individual vehicle journey time - Light vehicles	daily	33 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	1,504 hours increase for all vehicles per year	
Estimated implementation costs			
Implementation costs may include such things as planning, road signs and markings, installation costs, overheads, and consultation and administration costs.	\$1000		

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Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Burdons Road from Reynolds Road to a point generally 1500m South-West of Aylesbury Road		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Rural connector		
Length (km)	1.57 km		
Average annual daily traffic (AADT) Total	1070 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
Proposed speed limit (km/h)	80		
Estimated safety impacts			
Existing Speed Limit safety impacts:			
Number and severity of crashes on the road. <i>Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road operational.</i>	Crash injury severity	Actual recorded crash number over previous 5 years (total)	Actual crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.00	0.00
	Non-Injury	2.00	0.40
	Total	2.00	0.40
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the number and severity of crashes on the road if speed limit changes. <i>(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)</i> Note: non injury crashes aren't calculated for predicted crashed due to low statistical impact.	Crash injury severity	Estimated crash number over future 5 years	Estimated crash number per year
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.00	0.00
	Non-Injury	Not calculated	Not calculated
	Total	0.00	0.00
Estimated Percentage (%) reduction of all injury crashes	No reported injury crashes and expected no changes from the proposed speed limit change		
Estimated travel time impacts			
Current Mean operating speed	62 km/h		
Estimated Mean operating speed (post speed limit change)	54.2 km/h		
Individual vehicle journey time - Light vehicles	daily	14 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	1555 hours increase for all vehicles per year	
Estimated implementation costs			
Implementation costs may include such things as planning, road signs and markings, installation costs, overheads, and consultation and administration costs.	\$1000		

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