

Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Leeston Dunsandel Road from a point generally 380m West of Pound Road to a point generally 220m East of Harmans Road		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	0.5 km		
Average annual daily traffic (AADT) Total	587 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
Proposed speed limit (km/h)	50		
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	0
	Serious	0	0.0
	Minor	0	0.0
	Non-Injury	0	0.0
	Total	0	0.0
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	0
	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 <u>all injury</u> crashes	No reported injury crashes and expected no changes from the proposed speed limit change		
Estimated travel time impacts			
Current Mean operating speed	60 km/h		
Estimated Mean operating speed (post speed limit change)	47.5 km/h		
Individual vehicle journey time - Light vehicles	daily	8 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	499 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.	\$0		

**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.

Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Station Street from Cunningham Street to High Street		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban Street		
Length (km)	0.3 km		
Average annual daily traffic (AADT) Total	918 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	60		
Proposed speed limit (km/h)	50		
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	0
	Serious	0	0.0
	Minor	0	0.0
	Non-Injury	1	0.2
	Total	1	0.2
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	0
	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 <u>all injury</u> crashes	No reported injury crashes and expected no changes from the proposed speed limit change		
Estimated travel time impacts			
Current Mean operating speed	56 km/h		
Estimated Mean operating speed (post speed limit change)	53.5 km/h		
Individual vehicle journey time - Light vehicles	daily	1 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	89 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.	\$0		

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