Coot Boxesit Disclosure Statement			Pre- consultation
Cost Benefit Disclosure Stateme			
Road and Section name	Birchs Rd from a point generally 90m South-West of Benashet Drive to Tancreds Road.		
Road Classication as per the Land Transport Rule:	Urban Connecto	or	
Setting of Speed limits 2025			
Length (km)	0.3 km		
Average annual daily traffic (AADT) Total	5883 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	80		
Proposed speed limit (km/h)	50		
Estimated safety impacts			
Existing Speed Limit safety impacts:			
Number and severity of crashes on the road. Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road	Crash injury severity	Actual recorded crash number over previous 5 years	Actual crash number per year
operational.	Fatal	(total) 0.00	0.00
	Serious	0.00	0.00
	Minor	1.00	0.20
	Non-Injury	2.00	0.40
	Total	3.00	0.60
Proposed Speed Limit safety impacts:	Total	0.00	0.00
Future safety impacts, estimated for the	Crash	Estimated crash	Estimated crash
number and severity of crashes on the road if	injury severity	number over future 5	number per year
speed limit changes.	, , , , , ,	years	
(Estimated crash numbers, over future 5 years, shown	Fatal	0.00	0.00
as an annual rate, then averaged over 5 years)	Serious	0.00	0.00
Note: non injury crashes aren't calculated for	Minor	0.80	0.16
predicted crashed due to low statistical	Non-Injury	Not calculated	Not calculated
impact.	Total	0.80	0.16
Estimated Percentage (%) reduction of <u>all</u> <u>injury</u> crashes	20% reduction	in injury crashes	_ I
Estimated travel time impacts			
Current Mean operating speed	74 km/h		
Estimated Mean operating speed (post speed limit change)	62 km/h		
Individual vehicle journey time - Light vehicles	daily	3 seconds increase per jo	urney
Aggregated annual travel time increase/decrease?	yearly	1,955 hours increase for al	l 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

Cost Benefit Disclosure Stateme		•	Pre- consultation
Road and Section name	Boundary Road from a point generally 300m South-East of Spring		
	Road to a point generally 725m South-East of Springs Rd		
	-		
Road Classication as per the Land Transport Rule:	Urban Connecto	or Road	
Length (km)	0.43		
Average annual daily traffic (AADT) Total	1878 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	80		
Proposed speed limit (km/h)	50		
Estimated safety impacts			
Existing Speed Limit safety impacts:			
Number and severity of crashes on the road.	Crash injury	Actual recorded crash	Actual crash number
Note: Use 5 years data from CAS, or if new road is	severity	number over	per year
less than 5 years use crash data since road		previous 5 years	
operational.		(total)	
	Fatal	0.00	0.00
	Serious	0.00	0.00
	Minor	0.00	0.00
	Non-Injury	1.00	0.20
	Total	1.00	0.20
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the	Crash	Estimated crash	Estimated crash
number and severity of crashes on the road if	injury severity	number over future 5	number per year
speed limit changes.	Fatal	0.00	0.00
(Estimated crash numbers, over future 5 years, shown	Serious	0.00	0.00
as an annual rate, then averaged over 5 years)	Minor	0.00	0.00
Note: non injury crashes aren't calculated for	Non-Injury	Not calculated	Not calculated
predicted crashed due to low statistical	Total	0.00	0.00
impact.			
Estimated Percentage (%) reduction of <u>all</u>		ury crashes and expected	no changes from the
injury crashes	proposed spee	d limit change	
Estimated travel time impacts			
Current Mean operating speed	64 km/h		
Estimated Mean operating speed (post speed	52 km/h		
Individual vehicle journey time	daily	6 seconds increase per jo	
Aggregated annual travel time	yearly	1128 hours increase for all	vehicles per year
Estimated implementation costs			
Implementation costs may include such things as	\$1000		
planning, road signs and markings, installation costs,			
overheads, and consultation and administration costs.			

Cost Benefit Disclosure Statement Disclaimer

Road and Section name	Gerald Street from a point generally 60m West of James Street to a			
	point generally 60m West of West Belt			
Road Classication as per the Land Transport Rule:	Urban street witl	h significant levels of pedest	rians and/or cycling activi	
Setting of Speed limits 2025	0.40			
Length (km)	0.46			
Average annual daily traffic (AADT) Total	10809 vpd			
Traffic growth rate (% per annum)	2%			
Existing Speed Limit (km/h)	50			
Proposed speed limit (km/h)	40			
Estimated safety impacts				
Existing Speed Limit safety impacts:				
Number and severity of crashes on the road.	Crash injury	Actual recorded crash	Actual crash numbe	
Note: Use 5 years data from CAS, or if new road is	severity	number over	per year	
less than 5 years use crash data since road		previous 5 years		
operational.	Fatal	(total) 0.00	0.00	
	Serious	1.00	0.20	
	Minor	1.00	0.20	
		4.00	0.80	
	Non-Injury Total	6.00	1.20	
Proposed Speed Limit safety impacts:	Total	6.00	1.20	
Future safety impacts, estimated for the	Crash	Estimated crash	Estimated crash	
number and severity of crashes on the road if	injury severity	number over future 5	number per year	
speed limit changes.	lingury Severity	years	number per year	
(Estimated crash numbers, over future 5 years, shown	Fatal	0.00	0.00	
as an annual rate, then averaged over 5 years)	Serious	0.81	0.16	
Note: non injury crashes aren't calculated for	Minor	0.88	0.18	
predicted crashed due to low statistical	Non-Injury	Not calculated	Not calculated	
impact.	Total	1.69	0.34	
Estimated Percentage (%) reduction of all	16% reduction	I in injury crashes		
<u>injury</u> crashes				
Estimated travel time impacts				
Current Mean operating speed	41 km/h			
Estimated Mean operating speed (post speed limit change)	38.5 km/h			
Estimated Mean operating speed (post speed	38.5 km/h daily	3 seconds increase per jo	urney	
Estimated Mean operating speed (post speed limit change) Individual vehicle journey time		3 seconds increase per jo 3,051 hours increase for al		
Estimated Mean operating speed (post speed limit change) Individual vehicle journey time - Light vehicles Aggregated annual travel time increase/decrease?	daily	, ,		
Estimated Mean operating speed (post speed limit change) Individual vehicle journey time - Light vehicles Aggregated annual travel time increase/decrease? Estimated implementation costs	daily	, ,		
Estimated Mean operating speed (post speed limit change) Individual vehicle journey time - Light vehicles Aggregated annual travel time increase/decrease?	daily	, ,		

Cost Benefit Disclosure Statement Disclaimer

Cost Benefit Disclosure Stateme			Pre- consultation
Road and Section name	Springs Road from a point generally 90m South of Waikirikiri Avenue Collins Road.		
Road Classication as per the Land Transport Rule:	Urban Connecto	or	
Setting of Speed limits 2025			
Length (km)	0.79		
Average annual daily traffic (AADT) Total	1705 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. Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road operational.	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	Crash	Estimated crash	Estimated crash
number and severity of crashes on the road if	injury severity	number over future 5	number per year
speed limit changes.	Fatal	years 0.00	0.00
(Estimated crash numbers, over future 5 years, shown	Serious	0.00	0.00
as an annual rate, then averaged over 5 years) Note: non injury crashes aren't calculated for	Minor	0.00	0.00
predicted crashed due to low statistical	Non-Injury	Not calculated	Not calculated
impact.	Total	0.00	0.00
Estimated Percentage (%) reduction of <u>all injury</u> crashes	No reported inj proposed spee	ury crashes and expected d limit change	no changes from the
Estimated travel time impacts			
Current Mean operating speed	66 km/h		
Estimated Mean operating speed (post speed limit change)	53.5 km/h		
Individual vehicle journey time - Light vehicles	daily	10 seconds increase per	ourney
	yearly	1,848 hours increase for a	ll vehicles per year
Aggregated annual travel time increase/decrease?			
increase/decrease?	\$1000		

Cost Benefit Disclosure Statement Disclaimer

Coat Banafit Diaglacura Stateme	not 0 1	D: 4: 40 "	Pre- consultation
Cost Benefit Disclosure Stateme			
Road and Section name	Edwards Street from a point generally 90m North-West of Ebenezer Drive to Ellesmere Road.		
Road Classication as per the Land Transport Rule:	Urban Connecto	or	
Setting of Speed limits 2025			
Length (km)	0.35		
Average annual daily traffic (AADT) Total	8026 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	80		
Proposed speed limit (km/h)	50		
Estimated safety impacts			
Existing Speed Limit safety impacts:	_		
Number and severity of crashes on the road. Note: Use 5 years data from CAS, or if new road is less than 5 years use crash data since road operational.	Crash injury severity	Actual recorded crash number over previous 5 years (total)	Actual crash number per year
	Fatal	0.00	0.00
	Serious	1.00	0.20
	Minor	0.00	0.00
	Non-Injury	0.00	0.00
	Total	1.00	0.20
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the	Crash	Estimated crash	Estimated crash
number and severity of crashes on the road if	injury severity	number over future 5	number per year
speed limit changes.	F-4-1	years	0.00
(Estimated crash numbers, over future 5 years, shown	Fatal	0.00	0.00
as an annual rate, then averaged over 5 years) Note: non injury crashes aren't calculated for	Serious	0.80	0.16
predicted crashed due to low statistical	Minor	0.00	0.00
impact.	Non-Injury	Not calculated	Not calculated
inpuot.	Total	0.80	0.16
Estimated Percentage (%) reduction of <u>all</u> <u>injury</u> crashes	24% reduction	in injury crashes	<u>'</u>
Estimated travel time impacts			
Current Mean operating speed	58 km/h		
Estimated Mean operating speed (post speed limit change)	50.5 km/h		
Individual vehicle journey time - Light vehicles	daily	3 seconds increase per jo	ourney
Aggregated annual travel time increase/decrease?	yearly	2,787 hours increase for a	ll 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

Road and Section name	ent – Selwyn District Council Ellesmere Road from a point generally 435m North-East of Whitehorn			
road and decitor name	Drive to a point generally 330m South West of Edward Street.			
Road Classication as per the Land Transport Rule:	Peri-urban Road	1		
Setting of Speed limits 2025				
Length (km)	1.2 km			
Average annual daily traffic (AADT) Total	2872 vpd			
Traffic growth rate (% per annum)	2%			
Existing Speed Limit (km/h)	80			
Proposed speed limit (km/h)	60			
Estimated safety impacts				
Existing Speed Limit safety impacts:				
Number and severity of crashes on the road.	Crash injury	Actual recorded crash	Actual crash number	
Note: Use 5 years data from CAS, or if new road is	severity	number over	<u>per year</u>	
less than 5 years use crash data since road		previous 5 years		
operational.	Fatal	(total) 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:	Total	2.00	0.40	
Future safety impacts, estimated for the	Crash	Estimated crash	Estimated crash	
number and severity of crashes on the road if	injury severity	number over future 5	number per year	
speed limit changes.	,,	vears	, , , , , , , , , , , , , , , , , , ,	
(Estimated crash numbers, over future 5 years, shown	Fatal	0.00	0.00	
as an annual rate, then averaged over 5 years)	Serious	0.00	0.00	
Note: non injury crashes aren't calculated for	Minor	0.00	0.00	
predicted crashed due to low statistical	Non-Injury	Not calculated	Not calculated	
impact.	Total	0.00	0.00	
Estimated Percentage (%) reduction of <u>all injury</u> crashes	No reported inj proposed spee	I ury crashes and expected d limit change	no changes from the	
injury crashes Estimated travel time impacts			no changes from the	
<u>Injury</u> crashes Estimated travel time impacts Current Mean operating speed			no changes from the	
injury crashes Estimated travel time impacts	proposed spee		no changes from the	
Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed	proposed spee		•	
Injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed limit change) Individual vehicle journey time	74 km/h 66.2 km/h	d limit change	ourney	
Injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed limit change) Individual vehicle journey time - Light vehicles Aggregated annual travel time	74 km/h 66.2 km/h daily	7 seconds increase per jo	ourney	
Injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed limit change) Individual vehicle journey time - Light vehicles Aggregated annual travel time increase/decrease? Estimated implementation costs	74 km/h 66.2 km/h daily	7 seconds increase per jo	ourney	
Injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed limit change) Individual vehicle journey time - Light vehicles Aggregated annual travel time increase/decrease?	74 km/h 66.2 km/h daily	7 seconds increase per jo	ourney	

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