Cost Benefit Disclosure Stateme			Pre- consultation	
Road and Section name	Runners Road from intersection of Two Chain Road to end of formed section of road			
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Rural Road			
Length (km)	1.07	1 07		
Average annual daily traffic (AADT) Total	187 vpd			
Traffic growth rate (% per annum)	1%			
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.	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	Severity	previous 5 years	per year	
operational.		(total)		
	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.		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	0.00	0.00	
predicted crashed due to low statistical impact.	Non-Injury	Not calculated	Not calculated	
impact.	Total	0.00	0.00	
Estimated Percentage (%) reduction of <u>all</u> <u>injury</u> crashes	No reported inj proposed spee	l ury crashes and expected d limit change	no changes from the	
Estimated travel time impacts				
Current Mean operating speed	55 km/h			
Estimated Mean operating speed (post speed limit change)	47 km/h			
Individual vehicle journey time - Light vehicles	daily 12 seconds increase per journey		ourney	
Aggregated annual travel time increase/decrease?	yearly 262 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

Cost Benefit Disclosure Stateme	nt – Selwyn		Pre- consultation
Road and Section name	Walkers Road from intersection of SH1 to a point approximately 100m North of Two Chain Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Peri-urban Road		
Length (km)	0.87		
Average annual daily traffic (AADT) Total	2244 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
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 less than 5 years use crash data since road operational.	severity	number over previous 5 years (total)	per year
	Fatal	0.00	0.00
	Serious	1.00	0.20
	Minor	3.00	0.60
	Non-Injury	5.00	1.00
	Total	9.00	1.80
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 speed limit changes.	injury severity	number over future 5 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	0.54	0.11
Note: non injury crashes aren't calculated for	Minor	2.05	0.41
predicted crashed due to low statistical	Non-Injury	Not calculated	Not calculated
impact.	Total	2.59	0.52
Estimated Percentage (%) reduction of <u>all</u> <u>injury</u> crashes	35% reduction	in injury crashes	-
Estimated travel time impacts			
Current Mean operating speed	61 km/h		
Estimated Mean operating speed (post speed limit change)	45 km/h		
Individual vehicle journey time - Light vehicles	daily 18 seconds increase per journey		ourney
Aggregated annual travel time increase/decrease?	yearly 4409 hours increase for all vehicles per year		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

Charles Danielli Diaglace and District	4		Pre- consultation
Cost Benefit Disclosure Stateme			
Road and Section name	Two Chain Road from a point generally 100m East of Walkers Roa		
	a point generally	y 100m West of Walkers Roa	ad
Road Classication as per the Land Transport Rule:	Per-urban Road		
Setting of Speed limits 2025	l ci-uibaii itoau		
Length (km)	2.25		
Average annual daily traffic (AADT) Total	2244 vpd		
Traffic growth rate (% per annum)	2%		
Existing Speed Limit (km/h)	100		
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	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	3.00	0.60
	Non-Injury	1.00	0.20
	Total	4.00	0.80
Proposed Speed Limit safety impacts:	lo .	le e e e	Te e e e
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. (Estimated crash numbers, over future 5 years, shown	Fatal	<b>years</b> 0.00	0.00
as an annual rate, then averaged over 5 years)	Serious	0.00	0.00
	Minor	2.23	0.45
I INDIE. HOH HIJUTY CLASHES ALEH I CAICUIALEU IOI			
Note: non injury crashes aren't calculated for predicted crashed due to low statistical	Non-Injury	Not calculated	Not calculated
	Non-Injury Total	Not calculated 2.23	Not calculated  0.45
predicted crashed due to low statistical	_ , ,		
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all	Total		
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes	Total	2.23	
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes  Estimated travel time impacts	Total 26% reduction	2.23	
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes  Estimated travel time impacts  Current Mean operating speed	Total  26% reduction  76 km/h	2.23	
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes  Estimated travel time impacts	Total 26% reduction	2.23	
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes  Estimated travel time impacts  Current Mean operating speed  Estimated Mean operating speed (post speed)	Total  26% reduction  76 km/h	2.23	0.45
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes  Estimated travel time impacts  Current Mean operating speed  Estimated Mean operating speed (post speed limit change)  Individual vehicle journey time  - Light vehicles	Total  26% reduction  76 km/h  60 km/h  daily	in injury crashes  28 seconds increase per juli	0.45
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all injury crashes  Estimated travel time impacts  Current Mean operating speed  Estimated Mean operating speed (post speed limit change)  Individual vehicle journey time	Total  26% reduction  76 km/h 60 km/h	2.23 in injury crashes	0.45
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all 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	Total  26% reduction  76 km/h  60 km/h  daily	in injury crashes  28 seconds increase per juli	0.45
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all 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?	Total  26% reduction  76 km/h  60 km/h  daily	in injury crashes  28 seconds increase per juli	0.45
predicted crashed due to low statistical impact.  Estimated Percentage (%) reduction of all 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	Total  26% reduction  76 km/h 60 km/h  daily  yearly	in injury crashes  28 seconds increase per juli	0.45

#### Cost Benefit Disclosure Statement Disclaimer

Cost Benefit Disclosure Stateme		•	Pre- consultation
Road and Section name	Railway Road from 420m North-West of Jones Road to Jones Road		
Road Classication as per the Land Transport Rule:	Urban Street		
Setting of Speed limits 2025	lo 4 loss		
Length (km)	0.4 km		
Average annual daily traffic (AADT) Total	85 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.	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.	Fotol	(total)	0.00
	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:	1	,	_
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 as an annual rate, then averaged over 5 years)	Serious	0.00	0.00
Note: non injury crashes aren't calculated for		0.00	0.00
predicted crashed due to low statistical	Minor		
impact.	Non-Injury	Not calculated	Not calculated
impaos.	Total	0.00	0.00
Estimated Percentage (%) reduction of <u>all</u> <u>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	27 km/h		
Estimated Mean operating speed (post speed limit change)	27 km/h		
Individual vehicle journey time - Light vehicles	daily Not expecting any changes to travel time		s to travel time
Aggregated annual travel time increase/decrease?	yearly Not expecting any changes to travel time		
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

CDDO as per requirements in the Land Transport		•	
Cost Benefit Disclosure Stateme	ent – Selwyn	<b>District Council</b>	Pre- consultation
Road and Section name	Wards Road from a point generally 100m North-East of Two Chain Road to the intersection of Two Chain Road.		
Road Classication as per the Land Transport Rule:	Peri urban		
Setting of Speed limits 2025			
Length (km)	0.1 km		
Average annual daily traffic (AADT) Total	1514 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.	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.	F	(total)	
	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:	1	1=	T=
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	0
(Estimated crash numbers, over future 5 years, shown 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.		0.00	0.00
	Total	0.00	0.00
Estimated Percentage (%) reduction of <u>all</u> injury 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 2 seconds increase per journey		rney
Aggregated annual travel time increase/decrease?	yearly 257 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

Cost Benefit Disclosure Stateme	ent – Selwyn	District Council	Pre- consultation	
Road and Section name	Maddisons Road from a point generally 175m North-East of Hoskyns			
	Road to Hoskyns Road.			
Road Classication as per the Land Transport Rule:	Urban Connector			
Setting of Speed limits 2025				
Length (km)	0.2 km			
Average annual daily traffic (AADT) Total	1433 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 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.	F-4-1	(total)	0.00	
	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:	Ia .	I=	<del></del>	
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 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		Not calculated	Not calculated	
impact.	Non-Injury	0.00	0.00	
	Total	0.00	0.00	
Estimated Percentage (%) reduction of <u>all</u> <u>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	70 km/h			
Estimated Mean operating speed (post speed limit change)	58 km/h			
Individual vehicle journey time - Light vehicles	daily 2 seconds increase per journey		urney	
Aggregated annual travel time increase/decrease?	yearly 359 hours increase for all vehicles per year			
Estimated implementation costs				
Implementation costs may include such things as	\$0			
	Ŧ •			
planning, road signs and markings, installation costs.				
planning, road signs and markings, installation costs, overheads, and consultation and administration costs.				
overheads, and consultation and administration costs.				

# Cost Benefit Disclosure Statement Disclaimer