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	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		
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. *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 number and severity of crashes on the road if speed limit changes. *(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)* 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	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	
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

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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	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. *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	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 number and severity of crashes on the road if speed limit changes. *(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)* 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	0.54	0.11
	Minor	2.05	0.41
	Non-Injury	Not calculated	Not calculated
	Total	**2.59**	**0.52**
Estimated Percentage (%) reduction of all injury 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	
Aggregated annual travel time increase/decrease?	yearly	4409 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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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	Two Chain Road from a point generally 100m East of Walkers Road to a point generally 100m West of Walkers Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Per-urban Road		
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. *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	3.00	0.60
	Non-Injury	1.00	0.20
	Total	4.00	0.80
Proposed Speed Limit safety impacts:			
Future safety impacts, estimated for the number and severity of crashes on the road if speed limit changes. *(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)* 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	2.23	0.45
	Non-Injury	Not calculated	Not calculated
	Total	**2.23**	**0.45**
Estimated Percentage (%) reduction of all injury crashes	**26% reduction in injury crashes**		
Estimated travel time impacts			
Current Mean operating speed	76 km/h		
Estimated Mean operating speed (post speed limit change)	60 km/h		
Individual vehicle journey time - Light vehicles	daily	28 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	3,515 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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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	Railway Road from 420m North-West of Jones Road to Jones Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Street		
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. *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 number and severity of crashes on the road if speed limit changes. *(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)* 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	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	
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		

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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	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: Setting of Speed limits 2025	Peri urban		
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. *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	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. *(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)* 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 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	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	
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		

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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	Maddisons Road from a point generally 175m North-East of Hoskyns Road to Hoskyns Road.		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
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. *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 number and severity of crashes on the road if speed limit changes. *(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)* 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	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	
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 planning, road signs and markings, installation costs, overheads, and consultation and administration costs.	$0		

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