

Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Halkett Road from a point 1150 metres generally East of Weedons Ross Road to a point 730 metres generally East of Weedons Ross		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Peri Urban Road		
Length (km)	0.4 km		
Average annual daily traffic (AADT) Total	1125 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. <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 <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	74 km/h		
Estimated Mean operating speed (post speed limit change)	66 km/h		
Individual vehicle journey time - Light vehicles	daily	2 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	312 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

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Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Birchs Rd from a point generally 90m South-West of Benashet Drive to Tancred's Road.		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
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. <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	2.00	0.40
	Total	3.00	0.60
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	0.80	0.16
	Non-Injury	Not calculated	Not calculated
	Total	0.80	0.16
Estimated Percentage (%) reduction of <u>all</u> injury crashes	20% reduction in injury crashes		
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 journey	
Aggregated annual travel time increase/decrease?	yearly	1,955 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	Boundary Road from a point generally 300m South-East of Springs Road to a point generally 725m South-East of Springs Rd		
Road Classification as per the Land Transport Rule:	Urban Connector 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. <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	1.00	0.20
	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	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	64 km/h		
Estimated Mean operating speed (post speed	52 km/h		
Individual vehicle journey time	daily	6 seconds increase per journey	
Aggregated annual travel time	yearly	1128 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	Gerald Street from a point generally 60m West of James Street to a point generally 60m West of West Belt		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban street with significant levels of pedestrians and/or cycling activity		
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. <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	1.00	0.20
	Minor	1.00	0.20
	Non-Injury	4.00	0.80
	Total	6.00	1.20
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	0.81	0.16
	Minor	0.88	0.18
	Non-Injury	Not calculated	Not calculated
	Total	1.69	0.34
Estimated Percentage (%) reduction of <u>all</u> <u>injury</u> crashes	16% reduction in injury crashes		
Estimated travel time impacts			
Current Mean operating speed	41 km/h		
Estimated Mean operating speed (post speed limit change)	38.5 km/h		
Individual vehicle journey time - Light vehicles	daily	3 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	3,051 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	Springs Road from a point generally 90m South of Waikirikiri Avenue to Collins Road.		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
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. <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	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 journey	
Aggregated annual travel time increase/decrease?	yearly	1,848 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	Edwards Street from a point generally 90m North-West of Ebenezer Drive to Ellesmere Road.		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
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. <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	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 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	0.80	0.16
	Minor	0.00	0.00
	Non-Injury	Not calculated	Not calculated
	Total	0.80	0.16
Estimated Percentage (%) reduction of <u>all injury</u> crashes	24% reduction in injury crashes		
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 journey	
Aggregated annual travel time increase/decrease?	yearly	2,787 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	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		

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Cost Benefit Disclosure Statement – Selwyn District Council			Pre- consultation
Road and Section name	Lincoln Rolleston Road from a point generally 1780m south east of Lowes Road to Selwyn Road.		
Road Classification as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	1.16		
Average annual daily traffic (AADT) Total	3621 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. <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	1.00	0.20
	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	0.00	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	76 km/h		
Estimated Mean operating speed (post speed limit change)	68.5 km/h		
Individual vehicle journey time - Light vehicles	daily	6 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	2,345 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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