CBDS as per requirements in the Land Transport Rule Setting of Speed Limits 2024, Section 3.3

Cost Benefit Disclosure Stateme	ent – 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 Classication as per the Land Transport Rule:	Peri Urban Road				
Setting of Speed limits 2025					
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:	Ta	T	1		
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 operational.		previous 5 years			
орегацина.	Fatal	(total) 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:	10141	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	0.00	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</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	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 jo	urney		
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

Please note these figures are estimates, calculated using NZTA Cost Impact Analysis Tool. Unexpected or random events can result in variations to expected outcomes.

CBDS as per requirements in the Land Transport Rule Setting of Speed Limits 2024, Section 3.3

0 (D C'(D' 1 0()		speed Limits 2024, Section	Pre- consultation	
Cost Benefit Disclosure Stateme				
Road and Section name	Weedons Ross Road from a point generally 90m South-East of Kingsdowne Drive to a point generally 275m North-West of Johnson			
	_	Road		
Road Classication as per the Land Transport Rule:	Peri urban			
Setting of Speed limits 2025	i on arban			
Length (km)	0.78 km			
Average annual daily traffic (AADT) Total	2419 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	
	Serious	0	0.0	
	Minor	0	0.0	
	Non-Injury	0	0.0	
	Total	0	0.0	
Proposed Speed Limit safety impacts:	Total	<u> </u>	0.0	
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	
	1	vears	. ,	
speed limit changes.		lycars		
speed limit changes. (Estimated crash numbers, over future 5 years, shown	Fatal	0	0	
(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)	Fatal Serious		0.00	
(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		0		
(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	Serious	0 0.00 0.00 Not calculated	0.00 0.00 Not calculated	
(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	Serious Minor	0 0.00 0.00	0.00	
(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.	Serious Minor Non-Injury Total	0 0.00 0.00 Not calculated 0.00	0.00 0.00 Not calculated 0.00	
(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	Serious Minor Non-Injury Total	0 0.00 0.00 Not calculated 0.00 ury crashes and expected	0.00 0.00 Not calculated 0.00	
(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. Estimated Percentage (%) reduction of all	Serious Minor Non-Injury Total No reported inj	0 0.00 0.00 Not calculated 0.00 ury crashes and expected	0.00 0.00 Not calculated 0.00	
(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. Estimated Percentage (%) reduction of all injury crashes	Serious Minor Non-Injury Total No reported inj	0 0.00 0.00 Not calculated 0.00 ury crashes and expected	0.00 0.00 Not calculated 0.00	
(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. Estimated Percentage (%) reduction of all injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed)	Serious Minor Non-Injury Total No reported inj proposed spee	0 0.00 0.00 Not calculated 0.00 ury crashes and expected	0.00 0.00 Not calculated 0.00	
(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. Estimated Percentage (%) reduction of all injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed limit change)	Serious Minor Non-Injury Total No reported inj proposed spee 77 km/h 69 km/h	0 0.00 0.00 Not calculated 0.00 ury crashes and expected d limit change	0.00 0.00 Not calculated 0.00 no changes from the	
(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. Estimated Percentage (%) reduction of all injury crashes Estimated travel time impacts Current Mean operating speed Estimated Mean operating speed (post speed)	Serious Minor Non-Injury Total No reported inj proposed spee	0 0.00 0.00 Not calculated 0.00 ury crashes and expected	0.00 0.00 Not calculated 0.00 no changes from the	
(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. 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	Serious Minor Non-Injury Total No reported inj proposed spee 77 km/h 69 km/h	0 0.00 0.00 Not calculated 0.00 ury crashes and expected d limit change	0.00 0.00 Not calculated 0.00 no changes from the	
(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. 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	Serious Minor Non-Injury Total No reported inj proposed spee 77 km/h 69 km/h daily	0 0.00 0.00 Not calculated 0.00 ury crashes and expected dlimit change	0.00 0.00 Not calculated 0.00 no changes from the	
(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. 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	Serious Minor Non-Injury Total No reported inj proposed spee 77 km/h 69 km/h daily yearly	0 0.00 0.00 Not calculated 0.00 ury crashes and expected dlimit change	0.00 0.00 Not calculated 0.00 no changes from the	
(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. 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?	Serious Minor Non-Injury Total No reported inj proposed spee 77 km/h 69 km/h daily	0 0.00 0.00 Not calculated 0.00 ury crashes and expected dlimit change	0.00 0.00 Not calculated 0.00 no changes from the	

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