Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Burnham School Road from a point generally 210m West of Dunns Crossing Road to a point generally 1170m West of Dunns Crossing Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Peri urban		
Length (km)	0.97 km		
Average annual daily traffic (AADT) Total	607 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	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	69 km/h		
Estimated Mean operating speed (post speed limit change)	53 km/h		
Individual vehicle journey time - Light vehicles	daily	15 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	998 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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ROLLESTON

Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Brookside Road from a point generally 200m South-West of Dunns Crossing Road to Edwards Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Peri urban		
Length (km)	0.96 km		
Average annual daily traffic (AADT) Total	268 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	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	58 km/h		
Estimated Mean operating speed (post speed limit change)	42 km/h		
Individual vehicle journey time - Light vehicles	daily	23 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	655 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	Edwards Road from Brookside Road to a point generally 1200m South of Brookside Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Peri urban		
Length (km)	1.2 km		
Average annual daily traffic (AADT) Total	45 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	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	52 km/h		
Estimated Mean operating speed (post speed limit change)	36 km/h		
Individual vehicle journey time - Light vehicles	daily	37 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	179 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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ROLLESTON

Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Dunns Crossing Road from a point generally 60m South of Arbor Green Boulevard to Goulds Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Street		
Length (km)	1.02 km		
Average annual daily traffic (AADT) Total	1,897 vpd		
Traffic growth rate (% per annum)	5%		
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	2.00	0.40
	Total	2.00	0.40
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	61 km/h		
Estimated Mean operating speed (post speed limit change)	53.5 km/h		
Individual vehicle journey time - Light vehicles	daily	8 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	1,723 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.	$1,000		

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ROLLESTON

Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Goulds Road from a point generally 60m south of Shillingford Boulevard to a point generally 60m south of Selwyn Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	1.46 km		
Average annual daily traffic (AADT) Total	2,339 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	1.00	0.20
	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. (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	0.86	0.17
	Non-Injury	Not calculated	Not calculated
	Total	0.86	0.17
Estimated Percentage (%) reduction of all injury crashes	**14% reduction in injury crashes**		
Estimated travel time impacts			
Current Mean operating speed	65 km/h		
Estimated Mean operating speed (post speed limit change)	57.5 km/h		
Individual vehicle journey time - Light vehicles	daily	11 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	2,655 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.	$1,000		

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Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Lincoln Rolleston Road from a point generally 60m south east of Lowes Road to a point generally 1780m south east of Lowes Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	1.72 km		
Average annual daily traffic (AADT) Total	4,501 vpd		
Traffic growth rate (% per annum)	2%		
Existing speed limit (km/h)	60		
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	3.00	0.60
	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. (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	58 km/h		
Estimated Mean operating speed (post speed limit change)	55.5 km/h		
Individual vehicle journey time - Light vehicles	daily	5 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	2,330 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.	$1,000		

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Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Lincoln Rolleston Road from a point generally 1,780m south east of Lowes Road to a point generally 60m North-East of Selwyn Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	1.16 km		
Average annual daily traffic (AADT) Total	3,621 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	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. (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	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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Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Selwyn Road from a point generally 80m South-West of East Maddisons Road to a point 80m South of Lincoln Rolleston Road.		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	3.3 km		
Average annual daily traffic (AADT) Total	4,822 vpd		
Traffic growth rate (% per annum)	2%		
Existing speed limit (km/h)	60		
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	1.00	0.20
	Serious	0.00	0.00
	Minor	2.00	0.40
	Non-Injury	7.00	1.40
	Total	10.00	2.00
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	0.90	0.18
	Serious	0.00	0.00
	Minor	1.90	0.38
	Non-Injury	Not calculated	Not calculated
	Total	2.80	0.56
Estimated Percentage (%) reduction of all injury crashes	**7% reduction in injury crashes**		
Estimated travel time impacts			
Current Mean operating speed	61 km/h		
Estimated Mean operating speed (post speed limit change)	58.5 km/h		
Individual vehicle journey time - Light vehicles	daily	8 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	4,320 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.	$2,000		

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Cost Benefit Disclosure Statement – Selwyn District Council - Pre Consultation			
Road and Section name	Selwyn Road from a point generally 80m South of Lincoln Rolleston Road to a point 130m North-East of Lincoln Rolleston 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	8,731 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	2.00	0.40
	Non-Injury	2.00	0.40
	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	1.75	0.35
	Non-Injury	Not calculated	Not calculated
	Total	1.75	0.35
Estimated Percentage (%) reduction of all injury crashes	**13% reduction in injury crashes**		
Estimated travel time impacts			
Current Mean operating speed	75 km/h		
Estimated Mean operating speed (post speed limit change)	67.5 km/h		
Individual vehicle journey time - Light vehicles	daily	1 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	1,002 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	Selwyn Road from a point generally 80m South-West of East Maddisons Road to a point 80m South-West of Goulds Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	1.2 km		
Average annual daily traffic (AADT) Total	1,375 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	1.00	0.20
	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. (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	0.85	0.17
	Non-Injury	Not calculated	Not calculated
	Total	0.85	0.17
Estimated Percentage (%) reduction of all injury crashes	**15% reduction in injury crashes**		
Estimated travel time impacts			
Current Mean operating speed	61 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	1,469 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	Selwyn Road from a point generally 80m South-West of Goulds Road to a point 460m South-West of Goulds Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	0.38 km		
Average annual daily traffic (AADT) Total	886 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	74 km/h		
Estimated Mean operating speed (post speed limit change)	54 km/h		
Individual vehicle journey time - Light vehicles	daily	20 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	11,581 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	Springston Rolleston Road, from a point generally 60m south of Dynes Road to a point generally 60m south of Selwyn Road		
Road Classication as per the Land Transport Rule: Setting of Speed limits 2025	Urban Connector		
Length (km)	1.7 km		
Average annual daily traffic (AADT) Total	6,198 vpd		
Traffic growth rate (% per annum)	2%		
Existing speed limit (km/h)	60		
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	4.00	0.80
	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	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	56 km/h		
Estimated Mean operating speed (post speed limit change)	53.5 km/h		
Individual vehicle journey time - Light vehicles	daily	5 seconds increase per journey	
Aggregated annual travel time increase/decrease?	yearly	3,407 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.	$2,000		

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