ISZ

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

Cost Benefit Disclosure Statement – Intersection Speed Zone (ISZ) - State Highways			**Pre-consultation**
Region	Canterbury		
State highway number	SH1S		
State highway section description	SH1/ Norwood Road/ Telegraph Road ISZ		
Class of Road (as per 'the Rule') *	Interregional Connector		
Length (km)	**0.5** km		
Average annual daily traffic (AADT) Total	14,650 vpd		
-Average annual daily traffic – light vehicles	13,108 vpd		
-Average annual daily traffic - HCVs	1,542 vpd		
Traffic growth rate (% per annum)	2 %		
Heavy Commercial Vehicle (HCV) %	10.53 %		
Existing Speed Limit (km/h)	**100** km/h		
Proposed variable speed limit (km/h)	**60** km/h (when ISZ is operating)		
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	1	0.2
	Minor	1	0.2
	Non-Injury	5	1
	Total	**7**	**1.4**
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 crashes due to low statistical impact.*	**Crash injury severity**	**Estimated crash number over future 5 years**	**Estimated crash number per year**
	Fatal (69% reduction)	0	0
	Serious (69% reduction)	0.31	0.062
	Minor (28% reduction)	0.72	0.144
	Non-Injury	Not calculated	Not calculated
	Total	1.03	0.206
Estimated Percentage (%) of all injury crashes	**49% reduction in injury crashes**		
Estimated travel time impacts			
Current Mean operating speed	98	km/h	
Estimated Mean operating speed (when VSL operating)	90	km/h	
Individual vehicle journey time - Light vehicles	daily	2	seconds increase per journey
Individual vehicle journey time - Heavy vehicles	daily	0	seconds increase per journey
Collective vehicle journey times	daily	6	hours increase for all vehicles per day
Aggregated annual travel time increase/decrease?	yearly	90	days 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.	**$400,000 (estimated)**		
CBDS Disclaimer: Please note these figures are estimates, based on reported and predicted data drawn from existing locations throughout the country. While we do our very best to give accurate information, every region and road is different and unexpected or random events can result in variations to expected outcomes.			

Finalised on: 21 November 2025