

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

| Cost Benefit Disclosure Statement – State Highways | | Pre-Consultation | | | | |
|---|--|--|---|--|--|--|
| Region | Canterbury | | | | | |
| State highway number | SH1S | | | | | |
| State highway section general description | Temuka North -From north of Donald Street to south of Lachlan Street | | | | | |
| Class of Road (as per 'the Rule') * | Urban Connector | | | | | |
| Length (km) | 0.473 km (approximate) | | | | | |
| Average annual daily traffic (AADT) Total | 9910.5 vpd | | | | | |
| - Average annual daily traffic – light vehicles | 8232 vpd | | | | | |
| - Average annual daily traffic - HCVs | 1679 vpd | | | | | |
| Traffic growth rate (% per annum) | 2 % | | | | | |
| Heavy Commercial Vehicle (HCV) % | 16.94 % | | | | | |
| Existing Speed Limit (km/h) | 70 km/h | | | | | |
| Proposed speed limit (km/h) | 50 km/h | | | | | |
| 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 | <u>Actual</u> recorded crash number over <u>previous 5 years</u> (total) | Actual crash number <u>per year</u> | | | |
| | Fatal | 0 | 0.00 | | | |
| | Serious | 0 | 0.00 | | | |
| | Minor | 1 | 0.20 | | | |
| | Non-Injury | 1 | 0.20 | | | |
| | Total | 2 | 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. <i>(Estimated crash numbers, over future 5 years, shown as an annual rate, then averaged over 5 years)</i> <i>Note: non injury crashes aren't calculated for predicted crashes due to low statistical impact.</i> | Crash injury severity | Estimated crash number over future 5 years | Estimated crash number <u>per year</u> | | | |
| | Fatal | 0 | 0 | | | |
| | Serious | 0 | 0.00 | | | |
| | Minor | 0.76 | 0.15 | | | |
| | Non-Injury | Not calculated | Not calculated | | | |
| | Total | 0.76 | 0.15 | | | |
| Estimated Percentage (%) of <u>all</u> injury crashes | 24% reduction in injury crashes | | | | | |
| Estimated travel time impacts | | | | | | |
| Current Mean operating speed | 64 | km/h | | | | |
| Estimated Mean operating speed (post speed limit change) | 56 | km/h | | | | |
| Individual vehicle journey time - Light vehicles | daily | 4 | seconds increase per journey | | | |
| Individual vehicle journey time - Heavy vehicles | daily | 4 | seconds increase per journey | | | |
| Collective vehicle journey times | daily | 11 | hours increase for all vehicles per day | | | |
| Aggregated annual travel time increase/decrease? | yearly | 162 | 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. | \$10,000 (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: 28 November 2025