

Email sent from Eden Christie (NZTA) to MoT officials dated 5/04/2024

Subject: CAB-549 RESPONSE RE: Consultation doc and Cab paper

The body of the email had no material in scope however, extracts of relevant feedback from NZTA are provided below.

**Extracts of relevant feedback from NZTA on the Ministry of Transport's draft "Consultation document"**

Page number	NZTA comments
3 of 15	Olivia Kitson: <i>We've suggested amendments to the first sentence, as we note that retaining higher speed limits and/or reversing speed limits will also have the effect of requiring additional infrastructure to manage risks.</i>
	Olivia Kitson: <i>In the second paragraph on crashes causes travel delays and network disruptions - we suggest it is also important to note that crashes, deaths and serious injuries all have significant costs to the economy. We also note that the net could potentially be lower average travel times but less predictability around such times.</i>
4 of 15	Anna Cleary: <i>Suggest also noting reversals will incur costs</i>
10 of 15	Eden Christie: <i>The current static variable sign (R.1.6.1) does not meet minimum font legibility requirements for an urban area or rural area. An amendment to the TCD Rule would be required to increase the minimum font size of these signs e.g. currently the school days and times of operation text is 80mm. This is permitted because they can only be used on give way or stop controlled side roads. However, minimum font requirements for an urban environment are 120mm and 160mm in a rural environment. An increase in the size of the signs would increase the cost of the signs.</i>

**Extracts of relevant feedback from NZTA on the Ministry of Transport's draft Cabinet paper titled *The new Setting of Speed Limits Rule: Public consultation* (reference number: unknown)**

Page number	NZTA comments
3 of 8	Eden Christie: <i>The current static variable sign (R.1.6.1) does not meet minimum font legibility requirements for an urban area or rural area. An amendment to the TCD Rule would be required to increase the minimum font size of these signs e.g. currently the school days and times of operation text is 80mm. This is permitted because they can only be used on give way or stop controlled side roads. However, minimum font requirements for an urban environment are 120mm and 160mm in a rural environment. An increase in the size of the signs would increase the cost of the signs.</i>
5 of 8	Anna Cleary: <i>FYI we have no evidence to support static variable speed limits improving safety for school children. You may wish to remove this point.</i>
6 of 8	Fabian Marsh: <i>There is strong evidence available regarding the correlation between higher average speeds and worsened road safety outcomes. Whilst further work would be required there is also sufficient evidence to estimate these impacts based on various scenarios. This information could be made available.</i>