

## Juliet Esposito

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**From:** Emma Speight  
**Sent:** Friday, 25 January 2019 8:16 AM  
**To:** Glenn Bunting; Harry Wilson  
**Subject:** Re: Rainbow Crossing Monitoring Update

Hi

Thanks for your feedback Glenn. I've requested the monitoring data from WCC. I have a meeting with David Chick next Friday, so will discuss our position on the exemption then.

E

Emma Speight  
Director Regional Relationships, Lower North Island  
Office of the Chief Executive

s9(2)(a)

E emma.speight@nzta.govt.nz /W nzta.govt.nz

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**From:** Glenn Bunting <glenn.bunting@nzta.govt.nz>  
**Sent:** Thursday, January 24, 2019 1:23 PM  
**To:** Emma Speight; Harry Wilson; Jasmine Higginson; Andrew Knackstedt; Richard May  
**Cc:** Robyn Fisher; Mark Edwards  
**Subject:** RE: Rainbow Crossing Monitoring Update

Hi Emma – yes, it would be interesting to see the data behind the pedestrian compliance and travel speed observations.

s9(2)(g)(i)

clause 8.5(2A) which specifically notes "A road controlling authority may not mark a pedestrian crossing in an area controlled by traffic signals". At this location there are traffic signals and call boxes/buttons in the middle of the crossing markings. We were keen to work with them on alternative design, but that did not eventuate. s9(2)(g)(i)

section 166 of the Land Transport Act 1998. Specifically section 166(2) requires that "the Agency must be satisfied in the circumstances of each case that the risk to safety will not be significantly increased by the granting of the exemption **and that:**

- (a) the requirement has been substantially complied with and that further compliance is unnecessary; or
- (b) the action taken or provision made in respect of the matter to which the requirement relates is as effective or more effective than actual compliance with the requirement; or
- (c) the prescribed requirements are clearly unreasonable or inappropriate in the particular case; or
- (d) events have occurred that make the prescribed requirements unnecessary or inappropriate in the particular case".

Cheers, GB

Glenn Bunting / Manager Network Safety  
Safety and Environment

s9(2)(a)

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**From:** Emma Speight  
**Sent:** Thursday, 24 January 2019 1:03 PM  
**To:** Harry Wilson <Harry.Wilson@nzta.govt.nz>; Glenn Bunting <Glenn.Bunting@nzta.govt.nz>; Jasmine Higginson <Jasmine.Higginson@nzta.govt.nz>; Andrew Knackstedt <Andrew.Knackstedt@nzta.govt.nz>; Richard May <Richard.May@nzta.govt.nz>  
**Cc:** Robyn Fisher <Robyn.Fisher@nzta.govt.nz>  
**Subject:** FW: Rainbow Crossing Monitoring Update

Hi all

See below. It's great to get the update, however I'm wondering whether there is any data/report behind the summary in the email. I'm keen to go back to David and request the supporting info/analysis – any suggestions or comments before I do so?

E

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**From:** David Chick <[David.Chick@wcc.govt.nz](mailto:David.Chick@wcc.govt.nz)>  
**Sent:** Wednesday, 23 January 2019 7:00 PM  
**To:** Emma Speight <[Emma.Speight@nzta.govt.nz](mailto:Emma.Speight@nzta.govt.nz)>  
**Cc:** s9(2)(a)  
**Subject:** Rainbow Crossing Monitoring Update

Hi Emma

Happy New Year. I look forward to our catch-up next week. In the meantime please find below the outcomes from the most recent monitoring of the Cuba / Dixon crossing. As reported below, the installation of the modified crossing treatment has not created or increased any negative safety risks to pedestrians. In addition it is also observed that the installation of the speed cushion has created larger gaps and slower speed in the vehicular flow, which is clearly beneficial from a broader safety perspective.

Given the provision of this review information as requested, we look forward to the formal exemption of this treatment at NZTA's earliest convenience. I will be attending a wedding overseas until Wednesday 30 January, if you have any further questions, please feel free to contact s9(2)(a) who is cc'd into this email.

Kind regards

David

**From:** s9(2)(a)  
**Sent:** Tuesday, 22 January 2019 4:46 p.m.  
**To:** s9(2)(a)  
**Cc:** s9(2)(a)  
**Subject:** RE: Rainbow Crossing CCTV footage

Hi s9(2)(a)

We have completed another 'after' monitoring of pedestrian crossing behaviour at the above site last week.

The additional data showed that the percentages of pedestrians crossing during the Flashing Red Human Symbol and Steady Red Human Symbol are similar to the previous 'after' monitoring.

It is also noted that the percentages of pedestrians crossing between traffic from this additional data have not changed compared to the 'before' and previous 'after' monitoring data

It can be concluded that the implementation of the rainbow marking has not increased the percentages of pedestrians crossing between traffic for the 'before' and 'after' pedestrian crossing behaviour.

It is also observed that the installation of the speed cushion has created larger gaps and slower speed in the vehicular flow which resulted in more opportunity for pedestrians to cross Dixon Street during the Flashing Red Human Symbol and Steady Red Human Symbol.

Based on these 'before' and 'after' monitoring data on pedestrian crossing behaviour, we are of the opinion that the implementation of the rainbow marking has not created or increased any negative safety risks to pedestrians.

Please discuss if you have any questions.  
Regards,

s9(2)(a)

Manager, Network Operations | CPEng (Civil), CMEngNZ | Wellington City Council

s9(2)(a)

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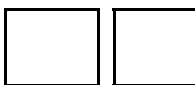
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**David Chick**

Chief City Planner | Wellington City Council

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**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke



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