

From: [Glenn Bunting](#)
To: [Mark Edwards](#); [Richard Bean](#)
Subject: FW: "Rainbow Crossing"
Date: Wednesday, 26 September 2018 1:20:27 PM
Attachments: [UD81_LGBT_CD_100_REV_E_Dixon_ST_Xing_BT-01.jpg](#)
[UD81_LGBT_CD_100_REV_F_Dixon_ST_Xing_BT-01.jpg](#)
[UD81_LGBT_CD_100_REV_E3_Dixon_ST_Xing.pdf](#)
[UD81_LGBT_CD_100_REV_E4_Dixon_ST_Xing.pdf](#)

From: Emma Speight
Sent: Tuesday, 24 July 2018 8:32 AM
To: Harry Wilson ; Glenn Bunting
Cc: Samantha Callen
Subject: FW: "Rainbow Crossing"

Hi team

Updated designs and covering email from WCC. Can you let me know when would be a good time for a catch up to confirm what the next steps are from our perspective?

Thanks

Emma

From: s 9(2)(a)
Sent: Monday, 23 July 2018 4:40 PM
To: Emma Speight s 9(2)(a)
Subject: "Rainbow Crossing"

Hi Emma

I trust that you have had an enjoyable break? Thanks once again for your email regarding the alternative designs for the proposed rainbow crossing. This is an important project for the City, which reflects our commitment to diversity and celebrates the history of the pride movement in Wellington.

As you will be aware this location was chosen not just for its relevance to the pride movement but also for the following safety reasons:

- traffic volumes are already relatively low at 6000 vehicles per day,
- traffic speeds are also low - 85% of vehicles travel at or less than 35km/h,
- the street is one-way with a single lane of traffic,
- the existing crossing is controlled with traffic signals, which would continue to be the case,
- crashes statistics are low with 3 in 5 years which includes 1 minor pedestrian injury. This is low considering the very high pedestrian volumes in this part of the City.

As I'm sure you will appreciate when it comes to matters pertaining to transport in an urban environment we have considerable technical and professional expertise within Council. Our transport team have reviewed and assessed the proposal and are entirely comfortable with the appropriateness of the site from a health and safety perspective.

In saying that following our engagement with NZTA we have added in additional safety measures including:

- reducing rainbow stripes to exclude main crossing points (previous version had treatment through the formal crossing points),
- changing the design of the crossing to remove horizontal stripes,
- adding cycle stop boxes,
- adding a speed cushion in advance of the crossing in order to further reduce speeds, and
- as part of the installation, installing signs notifying the public that the crossing layout has changed.

Please find attached the proposed alternative designs for the rainbow crossing. We have taken on board your feedback that the original design might be confusing for pedestrians as colourful

horizontal stripes might be confused to resemble the horizontal stripes found on a zebra crossing. We have therefore developed four alternative designs, which we are now going through a process to determine a preference.

We appreciate NZTA's focus on health and safety, including the support of s 9(2)(a) upcoming Healthy Streets Seminar (which incidentally highlights a similar colourful crossing example through NZTA's Facebook promotion of this event) and are keen to support you in this work. We believe the additional measures you have suggested, which we have incorporated, speak to that commitment. We look forward to continuing to work with NZTA to deliver projects that deliver on the environmental, cultural, social, and economic wellbeing of Wellingtonian's and Wellington City.

Kind regards

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(a)

Chief City Planner | | Wellington City Council

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