
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9:15 am
Date: Thursday, 4 February 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown
Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster (Chair)
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBER

Councillor Swain (Greater Wellington Regional Council)

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The focus of the Committee is to direct growth to where the benefits are greatest and where adverse effects are minimised, and to deliver a quality compact urban environment.

The Committee will also lead and monitor a safe, efficient and sustainable transport system that supports Wellington's economy and adds to residents' quality of life with a strong focus on improving cycling and public transport and enhancing Wellington's walkability.

Quorum: 8 members

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.3 Confirmation of Minutes

The minutes of the meeting held on 9 December 2015 will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Transport and Urban Development Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Transport and Urban Development Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Transport and Urban Development Committee for further discussion.

2. General Business

ORAL UPDATE - COUNCILLOR SWAIN, GREATER WELLINGTON REGIONAL COUNCIL

Purpose

1. The Committee will receive an update from Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee.

Summary

2. At the Council meeting on 26 August 2015, the Council agreed to appoint the Chair of the Sustainable Transport Committee from Greater Wellington Regional Council (GWRC), as a non-voting member of the Council's Transport and Urban Development Committee.
3. GWRC established the Sustainable Transport Committee, which has generally complimentary responsibilities pertaining to transport matters to those of Council's Transport and Urban Development Committee (TUD).
4. This will recognise the critical relationship of GWRC and WCC in relation to developing robust transport options for the city.
5. This will also allow for enhanced collaboration and information sharing between Councils for better outcomes.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Discussion

6. Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee will update the Committee on transport projects.

Attachments

Nil

Author	Antoinette Bliss, Governance Advisor
Authoriser	Anusha Guler, Acting Director Governance

ENHANCING OUR SENSE OF PLACE THROUGH STREET SIGNS

Purpose

1. There are many streets in Wellington named for significant stories, people or events. This paper seeks the Transport & Urban Development Committee's support for the installation of street signs which include brief histories of these stories, people and events.
2. This paper also seeks support for allowing communities in partnership with Wellington City Council to develop symbols that depict the special nature of their neighbourhood that can be used on street signs.
3. In conjunction with these initiatives, the paper also seeks support for the Council to work with the New Zealand Transport Agency (NZTA) to identify further opportunities for unique figures to be installed on city traffic lights, similar to those depicting Kate Sheppard within the Parliamentary precinct.

Summary

4. There is increasing public interest in the history of Wellington, particularly as we celebrate 150 years of being the capital city. In support of this, developing a sense of place is included as one of the initiatives in the Wellington Urban Growth Plan as a means of enhancing Wellington's diversity.
5. Many of Wellington's streets have rich but hidden histories. Telling these stories, and identifying the special nature of our different communities through logos, will keep our stories alive and add to the public's knowledge and enjoyment of our city.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to support the initiative to include brief histories or logos on street signs associated with significant stories, people or events, or which depict the special nature of our communities.
3. Agree to officers working with New Zealand Transport Agency to identify further opportunities for unique figures to be installed on the city's traffic lights, in a similar way to those depicting Kate Sheppard.
4. Agree to officers compiling a list of streets, up to a maximum of 50, which could have brief histories about them included on street name plates, for consideration by the Committee and subsequent immediate action.

Background

6. Wellington City Council has identified 18 streets in Wellington which are named for people, places and events from the First World War. The Council has been working on an initiative to provide information about these people, places and events on street signs to coincide with the centenary of World War One. There has been strong public support for this and as interest in stories about our city grows there is an opportunity to

extend the initiative to streets depicting other significant stories, people or events, or which depict the special nature of our communities.

7. Other cities within the Wellington region have been providing information or artwork on street signs for many years. For example Petone has included explanations about the origin of some of their streets for some time. (*Cuba Street was an early New Zealand survey ship.*) Upper Hutt has for many years used a picture of the piwakawaka (fantail) as a theme for its street signage as a means of welcoming people to Upper Hutt. Now is the time for Wellington city to consider using street signs to tell its stories and identify the special nature of its communities through its art.

Discussion

8. The proposal is to replace existing street name plates, initially for a modest number of particularly significant streets of interest, with street name plates providing a brief history of the street or a logo depicting particular communities. This programme of work would then be progressively rolled out to additional streets of significant interest.
9. Encouraging communities to come together to design logos for their streets is a positive way to promote pride in peoples' neighbourhoods. It allows individual suburbs to adopt their own identifying symbols and is another way of adding to the unique features of the city. Further work will need to be done to establish protocols for working with local communities on this project and determine the order of priority.
10. Developing a sense of place is included as one of the initiatives in the Wellington Urban Growth Plan as a means of enhancing Wellington's diversity. In his speech to the Local Government Conference in July 2015, the Chair of the Wellington Regional Economic Development Agency, Peter Biggs, spoke of lessons from the UK about how cities such as Manchester have led efforts in that country for the rejuvenation of urban areas. When asked what makes the difference for one city over another when competing to attract people and business, Mr Biggs noted that it was about uniqueness and identity and how this is communicated to its residents and visitors, that is, a city's sense of place and identity.
11. There are many ways that this can be done, of which brief histories or logos on street signs is but one. Special lighting is another way to focus on specific streets as a means of telling "our story". Other options include information at bus stops and railway stations. For example the Tawa train station depicts images of Tawa's history and there is an opportunity for the Council to extend this initiative to other stations and bus stops. Greater Wellington Regional Council, which owns some of the bus stops in the city, was supportive of the concept during initial discussions with them.
12. Street name signs are regulated under the Land Transport Rule: Traffic Control Devices 2004 (the TCD Rule) which sets out the requirements to ensure safety and consistency. Street signs can display a small monogram or logo provided it does not detract from the legibility of the sign, distract road users or impact on traffic safety. The design of any brief histories or logos to be included on any street name plates will therefore need to meet the requirements of the TCD Rule.
13. In addition to adding information or logos to street name plates, it is also proposed to work with NZTA to identify further opportunities for unique figures to be installed on the city's traffic lights, in a similar way to those depicting Kate Sheppard in the Parliamentary precinct. There are a wide range of people who could be commemorated in this way, for example John Plimmer and Katherine Mansfield.

14. It is proposed that officers compile an initial list of up to 50 streets which could have brief histories about them included on the street name plate, for consideration by the Committee and subsequent immediate action. Additional streets could then be 're-signed' as they are replaced. A separate, dedicated budget will need to be allocated for this work.

Financial Considerations

15. The Council currently spends around \$74,000 per annum on replacing damaged street name places. Preliminary costings for the creation of new signs which include historic information or logos suggest that because all street name plates are bespoke, as every street name is unique, the additional costs may be relatively small.
16. The cost for altering traffic lights to include a figure depicting Kate Sheppard was relatively inexpensive. However NZTA have indicated that future applications need to be supported by site specific safety assessments and post implementation monitoring. The exact requirements need to be worked through before the level of cost for future changes can be determined.
17. Should the Transport & Urban Development Committee agree to progress these initiatives, officers will report back in March/April with a proposed budget for the initial set of street name plates and traffic light figures for consideration by the Committee.

Next Actions

18. If agreed, officers will compile an initial list of up to 50 streets which could have brief histories about them included on the street name plate, for consideration by the Committee and subsequent immediate action. Additional streets could then be 're-signed' as they are replaced. A separate, dedicated budget will need to be allocated for this work.
19. Officers will also develop a set of design guidelines to determine how best to include brief histories or logos on the street name plate while also meeting the requirements of the TCD Rule.
20. In addition, officers will report back to the Committee in March/April with a proposed budget for the initial set of street name plates and traffic light figures for consideration by the Committee.

Attachments

Nil

Author	Elise Webster, Principal Advisor
Authoriser	Geoff Swainson, Manager Transport and Waste Operations

SUPPORTING INFORMATION

Consultation and Engagement

Encouraging communities to come together to design logos for their streets is a positive way to promote pride in people's neighbourhoods. Further work will need to be done to establish protocols for working with local communities on this project and determine the order of priority.

Treaty of Waitangi considerations

This initiative provides the Council with the opportunity to highlight and commemorate the rich Maori history of Te Whanganui-a-Tara and the city of Wellington. Where Maori people, places or events are featured, these will be discussed with local iwi to ensure these are commemorated appropriately.

Financial implications

The cost for this initiative is not expected to be significant but will be in addition to existing baseline budgets. Officers will report back to the Committee with a proposed budget for this work.

Policy and legislative implications

Street name signs are regulated under the Land Transport Rule: Traffic Control Devices 2004 (the TCD Rule) which sets out the requirements to ensure safety and consistency. The design of any brief histories or logos to be included on any street name plates will therefore need to meet the requirements of the TCD Rule.

Risks / legal

It will be important to ensure that the TCD Rule is complied with so that drivers' safety is not compromised.

Climate Change impact and considerations

There are no specific climate change impacts.

Communications Plan

An information and communications plan about the initiative will need to be developed.