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## **PROPOSED ROAD CLOSURES - MARCH 2013**

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### **1. Purpose of report**

To seek approval of the Regulatory Processes Committee for the temporary closure of roads in the Wellington District.

### **2. Executive summary**

The Wellington City Council has received an application from an event organiser for approval to hold an event involving a temporary road closure. Details of the event and the expected impact on traffic are attached to this report as an appendix.

- Homegrown/Harbourside Market – Sunday 03 March 2013 (Appendix I)

### **3. Recommendations**

Officers recommend that the Regulatory Processes Committee:

1. *Receive the information.*
2. *Agree to close the following road for the event as shown, to vehicles only, subject to the conditions listed in the Proposed Temporary Road Closure Impact Report:*
  - (a) *For the Homegrown/Harbourside Market, Sunday 03 March 2013, from Midnight to 5pm:*
    - (i) *Barnett Street (Provision will be made for vehicles requiring access to Te Papa's loading facilities and exiting the Te Papa carpark).*
3. *Note that the recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.*

### **4. Background**

The Council has received a request for a public road to be closed for an event (as detailed in the impact report attached). This request has been processed, and this report to the Regulatory Processes Committee has been prepared, in accordance with the procedures that were approved by the Committee on 15 December 2010.

## **5. Discussion**

### **5.1 Consultation and Engagement**

Affected stakeholders were notified that the Council was going to consider the proposed temporary road closures through an advertisement in the Dominion Post. The New Zealand Police and the Ministry of Transport have also been consulted with. Any correspondence received in response to the proposed closures has been included in the attached reports. The traffic management plans for each event will show how any objections raised are to be managed.

### **5.2 Financial considerations**

There are no significant financial considerations to be addressed in regards to the proposed closures.

### **5.3 Traffic Impact Assessment**

The Chief Transport Planner, acting as the Council's Traffic Engineer, has assessed the proposed closure with regards to expected impact on traffic. The Traffic Engineer has provided a professional opinion as to whether the resulting impact on traffic is likely to be reasonable or unreasonable. The proposed closure, if implemented according to the proposed traffic management plan and in accordance with any specific conditions set by the Traffic Engineer, should not result in unreasonable impact on traffic. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Council may be revoked and the event organiser may be required to open the road at the direction of the Council's Traffic Engineer.

### **5.4 Long-term plan considerations**

The City Events Team has assessed the proposed event with regard to their contribution towards the Council's strategies and policies. The proposed event supports the Council's strategy to be the "events capital" of the country and will contribute to the economic success of the city.

## **6. Conclusion**

Approval is required from the Regulatory Processes Committee to allow for the temporary closure of roads in the Wellington District for events supported by the Wellington City Council. This will ensure that the Wellington City Council is complying with the requirements of the Local Government Act 1974 for the temporary closure of roads within its jurisdiction.

Contact Officer: *Maria Taumaa – Street Activities Co-ordinator*

## SUPPORTING INFORMATION

### 1) Strategic fit / Strategic outcome

Temporary road closures for events contribute to the council's desire to be the events capital of New Zealand. Specific council strategies that are supported by this include:

- More liveable – through prudent management of the road network.
- More eventful – some events may not be possible without temporary road closures.
- More actively engaged – affected stakeholders will have the opportunity to provide feedback on proposed closures.
- Better connected – through better management of traffic flows. Conversely road closures could sever key transport routes.
- More prosperous – the film industry relies on road closures, and other types of events increase commercial activity.

### 2) LTP/Annual Plan reference and long term financial impact

Administration of the proposed closures is budgeted for under Annual Plan Project C481 Network Activity Coordination. There will be no long term financial impact to the Council resulting from these closures.

### 3) Treaty of Waitangi considerations

No significant Treaty implications.

### 4) Decision-making

This is not considered to be a significant decision.

### 5) Consultation

#### a) General consultation

Key event organisers and other stakeholders (such as public transport and emergency services) have been consulted with to determine whether they would be impacted by the proposed closures, and where appropriate any traffic management plans have been modified accordingly.

#### b) Consultation with Maori

No specific consultation with Maori was carried out.

### 6) Legal implications

The process used to consider the proposed closures for approval is in accordance with the advice provided by the council's lawyers.

### 7) Consistency with existing policy

The plans for the proposed closures and this report have been prepared in accordance with the Code of Practice for Temporary Traffic Management and the process approved by the Regulatory Processes Committee.