

**PROPOSED ROAD CLOSURES – JANUARY 2013 TO MARCH  
2013**

**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 applications from event organisers for approval to hold events involving temporary road closures. Details of each event and the expected impact on traffic are attached to this report as appendices.

- Island Bay Festival Events – Saturday 9 to Saturday 16 February 2013 (Appendix 1)
- AMI Round the Bays – Sunday 17 February 2013 (Appendix 2)
- Newtown Fair – Sunday 3 March 2013 (Appendix 3)
- Oceania Orienteering World Cup Qualification Sprint Race – Monday 7 January 2013

**3. Recommendations**

Officers recommend that the Regulatory Processes Committee:

1. *Receive the information.*
2. *Agree to close the following roads for the events as shown, to vehicles only, subject to the conditions listed in the Proposed Temporary Road Closure Impact Reports:*
  - (a) *For the Island Bay Festival – Parade, Saturday 9 February 2013, from 12noon to 3pm:*
    - (i) *Avon Street – between Clyde Street and The Parade (Parade assembly only – no through traffic – resident access only).*
  - (b) *For the Island Bay Festival – ‘Day in the Bay’ event, Sunday 10 February 2013, from 6am to 6pm:*
    - (i) *Reef Street – between The Esplanade and The Parade.*
    - (ii) *The Esplanade – between Derwent Street and Brighton Street.*
  - (c) *For the Island Bay Festival – Ribble Street Races event, Saturday 16 February 2013, 9am to 4.30pm:*
    - (i) *Ribble Street – all of Ribble Street.*

- (d) *For the AMI Round the Bays Fun Run event, Sunday 17 February 2013:*
- (i) *Customhouse Quay – southbound lanes, Whitmore Street to Jervois Quay, from 6.30am to 11am.*
  - (ii) *Jervois Quay – southbound lanes, Customhouse Quay to Cable Street, from 6.30am to 11am.*
  - (iii) *Cable Street – Jervois Quay to Oriental Parade, from 7am to 11am (right hand lane open from Chaffers Street to Kent Terrace)*
  - (iv) *Oriental Parade – from 7.45am to 11am.*
  - (v) *Evans Bay Parade - Oriental Parade to Cobham Drive, from 7.45am to 12noon.*
  - (vi) *Evans Bay Parade – Cobham Drive to Kilbirnie Crescent, from 8am to 1pm.*
  - (vii) *Wellington Road – One Way (east) between Crawford Road and Ruahine Street, from 8am to 11.30am.*
  - (viii) *Shelly Bay Road – all of Shelly Bay Road, from 8am to 12noon*
  - (ix) *Massey Road – Shelly Bay Road and Point Gordon, from 8am to 12noon.*
- (e) *For the Newtown Fair event, Sunday 3 March 2013, 6am to 8pm:*
- (i) *Riddiford Street – Mein/Hall Street Intersection to a point just south of Donald McLean Street.*
  - (ii) *Rintoul Street – Riddiford Street to Colombo Street.*
  - (iii) *Constable Street – Riddiford Street to Daniell Street.*
  - (iv) *Emmett Street – all of Emmett Street.*
  - (v) *Green Street – all of Green Street.*
  - (vi) *Newtown Avenue – for approximately 80 metres east of the Riddiford Street intersection.*
  - (vii) *Normanby Street – for approximately 80 metres east of the Riddiford Street intersection.*
  - (viii) *Donald McLean Street – for approximately 80 metres east of the Riddiford Street intersection.*
  - (ix) *Colombo Street – for approximately 30 metres west of the Rintoull Street intersection (note that this is a contingency to facilitate safe pedestrian access to and from event space due to wet weather).*
- (e) *For the Newtown Fair event, Sunday 3 March 2013, 6am to 9.30pm:*
- (i) *Wilson Street – for approximately 80 metres east of the Riddiford Street intersection, including the public carpark.*
- (f) *For the Oceania Orienteering World Cup Qualification Sprint Race event, Monday 7 January 2013, 12noon to 5.30pm*
- (i) *Hill Street – Molesworth Street to the Wellington Urban Motorway Overbridge.*

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 number of requests for the public road to be closed for events (as detailed in the impact reports attached). These requests have 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 Manager, Transport Network, acting as the Council's Traffic Engineer, has assessed the proposed closures with regard 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 closures, if implemented according to the proposed traffic management plans 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 Services and Events Directorate have assessed each of the proposed events with regard to their contribution towards the Council's strategies and policies. The proposed events support 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: Charles Agate – 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.