

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

AGENDA

Time: 9:30am
Date: Wednesday, 21 November 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Lee
Councillor Sparrow (Chair)

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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy 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 Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions.

The committee will have responsibility for:

- Resource Management Act (RMA) Commissioners – Approve List and Appointment Guidelines
- Dog Objections and Fencing of Swimming Pools
- Road Stopping
- Temporary Road Closures
- Liquor Ban Bylaw Appeals
- Development Contributions Remissions.
- Approving leases under the “Leases Policy for Community and Recreation Groups”
- Suburb boundary amendments

Quorum: 3 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 10 October 2018 will be put to the Regulatory Processes Committee for confirmation.

The minutes of the meeting held on 6 November 2018 will be put to the Regulatory Processes Committee for confirmation.

1.4 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 Regulatory Processes Committee.

The Chairperson shall state to the meeting:

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.

The item may be allowed onto the agenda by resolution of the Regulatory Processes Committee.

Minor Matters relating to the General Business of the Regulatory Processes Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Regulatory Processes Committee for further discussion.

1.5 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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

BACKGROUND TO ORAL SUBMISSIONS: PROPOSED ROAD STOPPING AND LAND EXCHANGE - LEGAL ROAD TO MINISTRY OF EDUCATION ADJOINING 16- 24 TURNBULL STREET, THORNDON (THORNDON SCHOOL)

Purpose

1. The purpose of this report is to provide the Committee with background information to the oral submissions to be heard today on the proposal to stop and transfer 142m² legal road land in Turnbull Street, adjoining 16-24 Turnbull Street, Thorndon (the 'Land') in exchange for acquiring 22m² of Thorndon school land to facilitate the construction of a vehicle turning area.

Summary

2. On 26 April 2018 Council declared the Land surplus subject to the road stopping process being successfully completed, and the outcome of public notification.
3. Public notification was undertaken between 21 August and 2 October 2018. Written objections were received from nine objections against and 83 submissions in favour of the proposal.
4. Four of those objectors have withdrawn their objections after the Ministry of Education (MOE) advised them that school did not intend to prevent the informal access through the school grounds currently enjoyed by local residents. The formalisation of the access is not possible as this would conflict with the school and MOE duty of care obligations under the Education Act and Vulnerable Children's Act.
5. Four of the remaining five objectors wish to make an oral submission to today's Committee further to their written submission.
6. Two supporters of the proposal, along with the Thorndon school principal and MOE Project Delivery Manager will also make an oral submission to today's Committee.
7. No decisions are expected from the Committee on the day of the oral submissions. Following the oral hearing a final report will be prepared by officers, to enable the Committee (at its 13 February 2019 meeting) to make a decision on whether or not to uphold any objection.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Thanks all oral submitters.
3. Advise submitters that it will consider the matter and make a decision on whether to uphold any objections, at the next available meeting of the Regulatory Process Committee.

Background

8. The Regulatory Processes Committee meeting of 18 April 2018 and the Council meeting of 26 April 2018 agreed to proceed with the road stopping proposal. Refer to **Attachment 1** for the previous report that went to the Regulatory Process Committee and the minutes of the Council meeting that approved the road stopping.
9. Public notification on the proposed road stopping was undertaken during 21 August and 2 October 2018. Refer to the **Supporting Information** section for detail about this process.
10. By the close of the public notification period on 2 October 2018 at 5pm, nine written submissions had been received objecting to the proposal and 37 in favour of the proposal. A further 56 supporting submissions were received after the close date and by 8 October 2018 in favour of the proposal.
11. Of the nine objectors, four consented to direct contact with MOE regarding the future of the informal access via the school grounds. As a result of the contact four of those objectors have withdrawn.
12. The following four objectors have requested to make an oral submission to the Committee in further to their written submission:
 - Marion Cowden on behalf of the Thorndon Residents Association
 - Marilyn Powell (as an individual)
 - Richard Powell (as an individual)
 - Richard Murcott (as an individual)
13. The following four supporters have requested to make an oral submission to the Committee in further to their written submission:
 - Deb Taylor on behalf of the Ministry of Education (MOE)
 - Alistair du Chatenier as principal of Thorndon School
 - Tyler Ross and Shan Ng Lee (combined)

Please refer to **Attachment 2** for copies of the written submissions that are being orally supported by those submitters and heard by the Committee today.

Discussion

14. The objection grounds primarily relate ensuring that the informal pedestrian access through the school grounds remains (this is fee simple Crown land for education purposes) and further requesting that Council formalise pedestrian and even vehicular access over the Crown's land.
15. MOE have advised that there is no intention by the school to change the status quo of Thorndon residents informally walking through the school grounds between Hobson Crescent and Turnbull Street.
16. Formal access is unable to be given over the Thorndon school grounds (Crown land) as this would contravene the School's and MOE duty of care obligations that it has

under the Education Act and Vulnerable Children’s Act. Any such formal access would require the land owner’s permission and this has not been given.

17. Four of the objectors have withdrawn their objections after being contacted by Deb Taylor of MOE confirming that there is no intention to prevent access over the school grounds and advising of their duty of care obligations.
18. Four of the remaining five objectors did not want contact from MOE in relation to their requests to formalise access over the school grounds between Hobson Crescent and Turnbull Street, preferring that Council deal with that directly.

Next Actions

19. After officers briefed the Committee they requested a site visit to further familiarise themselves on the situation and location. At the time of preparing this report, this has been arranged for 14 November 2018.
20. Once the Committee hears the oral submissions, officers will present a further report for the Committee’s next available meeting.
21. The Committee will then consider the submissions and final report, in order to make a recommendation to Council on whether or not to uphold the objections.
22. If the Committee’s decision is to uphold any objection and full Council agrees, then the road stopping proposal is effectively ended and the Land will not be stopped and sold.
23. If the decision reached is to not uphold (i.e. reject) the objections and to proceed with the road stopping process, any objector who wishes their objection to remain, and if the applicant wishes to proceed, the road stopping proposal and the objection(s) will be referred to the Environment Court for a decision.

Attachments

- | | | |
|---------------|--|---------|
| Attachment 1. | April 2018 Council Meetings and Report to Regulatory Processes Committee ↓  | Page 11 |
| Attachment 2. | Schedule of Oral Submissions ↓  | Page 25 |
| Attachment 3. | Written Submissions ↓  | Page 26 |

Author	John Vriens, Senior Property Advisor
Authoriser	Wendy O'Neill, Property Services Manager David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Public notification for the road stopping proposal was undertaken during 21 August and 2 October 2018.

- Letters were sent to owners and occupiers of properties in Turnbull Street near the road stopping site in Turnbull Street, and the local residents association.
- Public notices were placed in the Dominion Post on 21 August and 4 September 2018. Signage was placed on the Land, as required under the Tenth Schedule of the Local Government Act 1974.

Information was also available from Council's website, the Central Library and Service Centre at 101 Wakefield Street.

Treaty of Waitangi considerations

No Iwi consultation specific to the road stopping proposal was undertaken. The land is not located in a Māori precinct, or other area identified as significant to Māori. The land is not being disposed on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no significant financial considerations in this proposal as the applicant; MOE is responsible for all of its related costs.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council, and in accordance with the legislative requirements the road stopping is being undertaken under.

Risks / legal

The road stopping process is consistent with legislative, and the Council's requirements.

Any legal agreement, or possible action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications for this road stopping.

Communications Plan

Officers will keep all parties fully informed while submissions are being considered, and any Environment Court referral necessary.

Health and Safety Impact considered

If this road stopping proposal is successful the land exchange can proceed and MOE will finalise construction of a vehicle turning area which will improve traffic and pedestrian safety in this street and provide a safer environment for the school users.

COUNCIL
26 APRIL 2018

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

ORDINARY MEETING
OF
WELLINGTON CITY COUNCIL
MINUTES

Time: 09:30
Date: Thursday, 26 April 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

PRESENT

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Lee
Councillor Marsh
Councillor Pannett
Councillor Sparrow
Councillor Woolf

COUNCIL
26 APRIL 2018Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke**3. Committee Reports****3.1 Report of the Regulatory Processes Committee Meeting of 18 April 2018****Road Stopping and Exchange - Legal Road in Turnbull Street Adjoining 16-24 Turnbull Street (Thorndon School)**

Moved Councillor Sparrow, seconded Councillor Calvi-Freeman

Resolved

That the Council:

1. Agrees that approximately 141m² (subject to survey) of formed road land in Turnbull Street, Thorndon, shown highlighted orange on **Attachment 1** (the Land), and adjoining 20-24 Turnbull Street, Thorndon (Lot 1 DP 5859; Lot 1 DP 5443 and Part Lot 1 Application Plan 648 CFR 782543) is not required for a public work and is surplus to Council requirements.
2. Agrees to dispose of the Land by sale and exchange for approximately 22m² of the owners adjoining land currently part of 16 and 18 Turnbull Street (Lot 1 DP 4659 and Lot 17 Deeds Plan 27 CFR 782543) shown highlighted orange in **Attachment 1** (the Applicant's Land).
3. Agrees to acquire the Applicant's Land.
4. Delegates to the Chief Executive Officer all powers necessary to conclude this transaction including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale and exchange, imposing any reasonable covenants, and anything else necessary.
5. Notes that if objections are received to the road stopping and the applicant wishes to continue with the road stopping, a further report will be presented to the Committee for consideration.
6. Notes that the land exchange will formalise the construction of a vehicle turning area (underway) in Turnbull Street, with all related costs to be met by the applicant (MOE).

A division was required, voting on which was as follows:

For:

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Gilbert
Councillor Marsh
Councillor Pannett
Councillor Sparrow
Councillor Woolf

Against:

Councillor Free

Majority Vote: 12:1

Carried

REGULATORY PROCESSES COMMITTEE
18 APRIL 2018

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Item 2.2

ROAD STOPPING AND EXCHANGE - LEGAL ROAD IN TURNBULL STREET STREET ADJOINING 16-24 TURNBULL STREET (THORNDON SCHOOL)

Purpose

1. This paper asks the Committee to recommend that the Council:
 - a. Stops and sells approximately 141m² of Council-owned legal road adjoining Thorndon School at 16-24 Turnbull Street, Thorndon, Wellington (the Land); and
 - b. Acquires approximately 22m² of the applicants' land for the purposes of road (refer land exchange plan shown in **Attachment 1**).
 - c. This will facilitate the construction of a vehicle turning area at the (new) end of Turnbull Street at the cost of the applicant - Ministry of Education (MOE).

Summary

2. The Ministry of Education (MOE) owns Thorndon School at 16-24 Turnbull Street (also 19-23 Turnbull Street) and has applied to purchase 141m² of formed legal road adjoining their property at the end of Turnbull Street. The proposed road stopping area of 141m² is shown highlighted orange in **Attachment 1**.
3. In exchange for the above, Council will acquire 22m² of MOE land at 16 and 18 Turnbull Street (the Applicants' Land) highlighted orange in **Attachment 1**. MOE will pay for all relocation or termination of service utilities and the costs to construct the vehicle turning area and street end (shown in **Attachment 2**) and all transaction costs.
4. Utility providers, relevant Council business units and WREMO have been consulted. All support the proposal subject to standard utility conditions (where applicable).
5. Officers met with the two affected neighbours on the opposite side of Turnbull Street to discuss the proposal. Both support the turning area and land exchange proposal.
6. If the Council approves officers' recommendations then public notification will commence. At that time neighbours, and any other member of the public, will have an opportunity to make a submission.

Recommendations

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to Council that it:
 - a. Agrees that approximately 141m² (subject to survey) of formed road land in Turnbull Street, Thorndon, shown highlighted orange on **Attachment 1** (the Land), and adjoining 20-24 Turnbull Street, Thorndon (Lot 1 DP 5859; Lot 1 DP 5443 and Part Lot 1 Application Plan 648 CFR 782543) is not required for a public work and is surplus to Council requirements.
 - b. Agrees to dispose of the Land by sale and exchange for approximately 22m² of the owners adjoining land currently part of 16 and 18 Turnbull Street (Lot 1 DP 4659 and Lot 17 Deeds Plan 27 CFR 782543) shown highlighted orange in **Attachment 1** (the Applicant's Land).

Item 2.2

REGULATORY PROCESSES COMMITTEE
18 APRIL 2018Absolutely Positively
Wellington City Council
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- c. Agrees to acquire the Applicant's Land.
- d. Delegates to the Chief Executive Officer all powers necessary to conclude this transaction including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale and exchange, imposing any reasonable covenants, and anything else necessary.
- e. Notes that if objections are received to the road stopping and the applicant wishes to continue with the road stopping, a further report will be presented to the Committee for consideration.
- f. Notes that the land exchange will formalise the construction of a vehicle turning area (underway) in Turnbull Street, with all related costs to be met by the applicant (MOE).

Background

7. The Ministry of Education (MOE / the Applicant) owns 16-24 Turnbull Street, Thorndon and has applied to acquire an area of legal formed road at the end of Turnbull Street which is bordered on three sides by Thorndon School. This 141m² area is shown outlined orange in **Attachment 1** (the Land).
8. The Land is proposed to be amalgamated with 20-24 Turnbull Street legally described as Lot 1 DP 5859, Lot 1 DP 5443 and Part Lot 1 Application Plan 648 on CFR 782543.
9. In exchange for the Land, MOE has agreed to sell 22m² of its land to Council, being parts of 16 and 18 Turnbull Street (the Applicant's Land). This is for the purposes of creating a vehicle turning area (shown in **Attachment 2**) that is deemed to be an important facility to service this narrow street and adjacent properties.
10. MOE has arranged and will pay for the construction (underway) of the new vehicle turning area and reform the stopped road land to include a gate, paving, seating and planters in order to provide a safe transitional area from the main school buildings to the playing field on the west side of (now) Turnbull Street.

Discussion

11. Road Stopping is provided for under sections 319(1)(h) and 342(1)(a) of the Local Government Act 1974 (LGA).
12. The Council, under section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work.
13. Advisors from Council's Transport Team have confirmed the Land is not required for future road purposes, and support the proposal as the acquisition of the Applicant's land, as part of the land exchange, provides for a necessary vehicle turning area in the street.
14. As part of the road stopping, the applicant consulted with service authorities and officers with affected internal business units. All have granted consent with only standard conditions applying.
15. There are only two affected neighbours in the street (the Royal Society of NZ and a private individual) at 9-15 and 17 Turnbull Street. They have been consulted by way of onsite meetings with officers to fully discuss the land exchange and turning area proposal. Both neighbours support the land exchange in order to provide a vehicle

REGULATORY PROCESSES COMMITTEE
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Item 2.2

turning area in this narrow street. The Wellington Regional Emergency Management Office (WREMO) has also been consulted and supports the proposal.

16. If Council approves the above, officers will establish whether any offerback obligations under section 40 of the PWA exist, although exclusions are likely to apply.

Options

17. The alternative to undertaking the road stopping is to retain the Land as legal road. In the long term this will incur maintenance and retention costs on land that Council no longer requires.
18. There is no alternative to acquiring the Applicant's Land in order to create a vehicle turning area in Turnbull Street and the safety of school and street users would be reduced.

Next Actions

19. Conclude an investigation in accordance with section 40 PWA.
20. Initiate the public notification process.
21. Prepare a survey plan and conclude a land exchange agreement with MOE.
22. Construction of the vehicle turning area at the new end of Turnbull Street.

Attachments

Attachment 1.	Aerial of Land Exchange area in Turnbull Street ↓	Page 43
Attachment 2.	Views of vehicle turning area ↓	Page 45
Attachment 3.	Location Plan ↓	Page 47

Authors	John Vriens, Senior Property Advisor Charles Kingsford, Principal Traffic Engineer
Authoriser	Steve Spence, Chief Advisor, Transport and Infrastructure David Chick, Chief City Planner

SUPPORTING INFORMATION**Engagement and Consultation*****Community***

Initial consultation meetings have been undertaken with the only two other neighbours in Turnbull Street, and they have advised us they have no concerns and support the vehicle turning area proposal. Consultation on the proposed Parking changes was completed 30 March 2018 and is to be presented to City Strategy Committee on 19 April 2018 to the proposed parking changes required.

Utility Provider and Council Business Units

All relevant utility providers and Council business units have been consulted and none objected to the proposed road stopping. Those that have assets in the subject road land have provided their conditions of relocation or termination to the new street end.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The subject road land is not located in a Māori Precinct, or other area identified as significant to Māori. The land is not being disposed on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no significant financial considerations related to this recommendation as the applicant, MOE, is paying for all the costs of the new turning area construction, relocation of services (as required) in the road to be stopped and the road stopping / land exchange transaction costs (survey, legal, valuation and advertising, etc.).

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council; the road stopping is also being undertaken in accordance with legislative requirements.

This is not a significant decision. This report sets out the Council's options under the 2011 Road Encroachment and Sale Policy.

This proposed road stopping and exchange has no significant impact on the Long Term Plan.

Risks / legal

The road stopping process is consistent with legislative, and the Council's requirements. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications for this road stopping and exchange.

Communications Plan

Public consultation in accordance with the Schedule 10 of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

There are no Health and Safety Impact considerations for this proposed road stopping and exchange except that the provision of a vehicle turning area in Turnbull Street will provide

REGULATORY PROCESSES COMMITTEE
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Item 2.2

improved traffic safety for all street users (both vehicle and pedestrian) and provide a safer environment for the predominant Thorndon Primary School users.

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Me Heke Ki Pōneke

REGULATORY PROCESSES COMMITTEE
18 APRIL 2018

Item 2.2 Attachment 1

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Lot 100
06106 27
WN18C1464

Area 1006
140m²

Area 1007
140m²

Part Lot
44m²

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THORNDON SCHOOL for Ministry Of Education

TH07 A Proposed Land Swap

Scale: 1:2000 A3 - Project 228/2018 - Project No: 1741

20 Turnbull St, Thorndon WELLINGTON

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**MCKENZIE
HIGHAM
ARCHITECTS**
Level 1, 177 The Strand, Te Aro, Wellington
Phone 04 384 9400

TH03 B Proposed Turning Head
Scale: 1:100 of A2 Printed 24/02/18 Project No. 17141

2. Turnbull Street - Perspective View Looking East

THORNDON SCHOOL for Ministry Of Education
20 Turnbull St., Thornndon WELLINGTON

Item 2.2 Attachment 2

Item 2.1 Attachment 1

Item 2.2 Attachment 3



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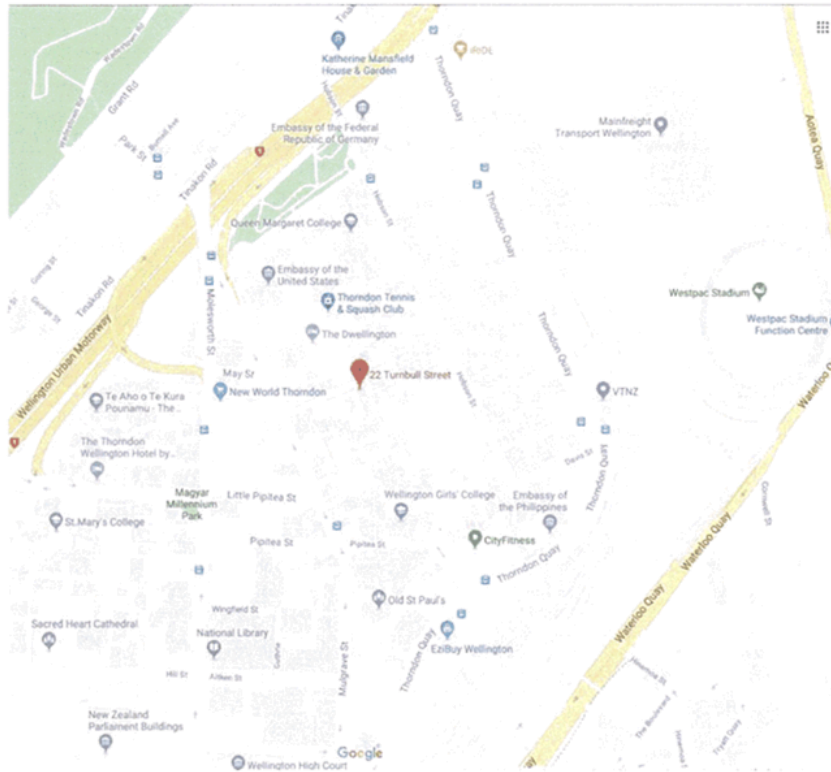
1. Turnbull Street - Perspective View Looking South

MCKENZIE HIGHAM
ARCHITECTS
Level 10, 100, The Terrace, Wellington 6142
Phone: 04 474 4444

TH02 F Proposed Turning Head
Scale: 1:100 at A3 Printed 28/02/18 Project No. 1741

THORNDON SCHOOL for Ministry of Education
20 Turnbull St, Thorndon WELLINGTON

Location Plan



Road Stopping and Exchange (Turnbull Street Adjoining Thorndon School)
Schedule of Oral submissions

Time.	Submitter name	Page
9.40am	Deb Taylor (Ministry of Education)	
9.50am	Richard Murcott	7
9.55am	Tyler Ross & Shan	2
10.00am	Marion Cowden (Thorndon Residents Association)	5
10.10am	Richard Powell	9
10.15am	Marilyn Powell	3
10.20am	Alistair du Chatenier (Thorndon School)	

**Road Stopping and Exchange - Legal Road in Turnbull
Street Adjoining Thorndon School**Written submissions for oral hearing

**Notice of information withheld under Local Government
Official Information and Meetings Act 1987**

Some information supplied by submitters has been withheld in accordance with provisions in the Local Government Official Information and Meetings Act 1987 (LGOIMA) as follows:

- Contact information of submitters has been withheld in order to protect the privacy of natural persons, including that of deceased natural persons [LGOIMA s7(2)(a)]; and

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Sub no.	Submitter name	Page
1	Tyler Ross & Shan Ng Lee	2
2	Marilyn Powell	3
3	Marion Cowden (Thorndon Residents Association)	5
4	Richard Murcott	7
5	Richard Powell	9

**Subject: Submission on Road Stopping and exchange – Legal road in
Turnbull St adjoining Thorndon School**

- **your name, postal address and telephone number**

Tyler Ross & Shan Ng

█ Glenmore Street, Thorndon 6011, Wellington

█ █

- **details of the proposal you are submitting on**

Road stopping - Turnbull St, Thorndon

The proposal is to stop a 142m² portion of legal road in Turnbull Street, Thorndon.

- **whether you support or oppose the proposal**

We SUPPORT the proposal.

- **what aspects of the proposal you are neutral towards (if any)**

Support all aspects of the proposal.

- **your submission statement, with reasons**

We believe that the stopping proposal as presented is the best option to ensure the safety of young and vulnerable school children who attend Thorndon School to move between the school area, and the fields on the opposite side, and the Noddy House located along the current alignment of Turnbull Street where the youngest students first attend. Our daughter has attended Thorndon School since she was five (she is now 12) so we recall how the road operated prior to the temporary closure in place currently. We observed rat-running at peak hours when school children are arriving at school, inappropriate speeds in non-peak hours, and parking issues. These have not been prevalent with the temporary closure, and it is a much safer environment that will only be enhanced by the proposal.

We have also anecdotally observed more walking and active mode travel to the school since the temporary road closure. Children are either dropped off away from the school, or travel from their homes if nearby, and are more confidently using the footpaths along Turnbull Street to then cross into the school where it has been temporarily closed. We believe that the proposal will lead to more active travel by children attending the school, and provide additional benefits for traffic movements in the area, by reducing side friction from Turnbull Street, and the Thorndon Pool carpark.

- **The decision you would like Wellington City Council to make.**

To proceed with the road stopping and exchange – Legal road in Turnbull Street adjoining Thorndon School.

- **Whether you would like to make an oral submission to Councillors, to support your written submission.**

Yes

From: [Marilyn Powell](#)
To: [John Vriens](#)
Subject: Turnbull Street road stoppage
Date: Saturday, 29 September 2018 3:48:08 p.m.

Name: Marilyn Powell
 Address: [REDACTED] Hobson Street, Thorndon, Wellington 6011
 [REDACTED]

WCC Proposal: Road Stoppage of part of Turnbull Street

Type of Submission: Oppose

Any neutral aspects: I understand the reasons for stopping through vehicular traffic. I would prefer vehicular traffic to continue but it makes sense for a school straddling the road to not want vehicles being driven through.

Submission Statement with reasons:

- This notice to stop a road proposal should have been notified via the letterboxes of residents and workers with an interest in Hobson Street, Hobson Crescent, Davis Street and Thorndon Quay. I almost didn't read the sign attached to a pole in the Turnbull Street area under discussion, because I thought it was just a school notice. An affected person I spoke to thought it was a missing cat notice. A neighbour told me just last week that she had not seen the sign although she walks through the area regularly. So there has been a lack of notification to affected parties.
- It is not stated on the notice how this affects pedestrians walking between Murphy Street and Hobson Crescent. An affected person I spoke to thought it only meant vehicular traffic was stopped. So there has been a lack of detail of the implications.
- Until 2011 Turnbull Street was a through street between Murphy Street and Hobson Crescent. This was very convenient as a left turn and avoided the Wellington Girls High corner, plus being much quicker than going the long way round. I understand the rationale for closing that end of Turnbull Street to traffic, because Thorndon School, with the removal of Kimi Ora School, now straddles the road; so I did not protest that.
- A few years ago Thorndon School erected a gate and fence across the Hobson Crescent carpark, which has been a big inconvenience for carrying groceries through and often an umbrella and a shopping trundle at the same time. This has made this no longer an accessible route in terms of wheelchair access.

More recently Thorndon School had been padlocking this gate, generally only during school hours, and directing by signage, pedestrians to walk through the often muddy playing field where Kimi Ora school buildings used to be. I found this completely unacceptable. I do not want to be hit in the head with a sports ball nor interfere in the path of running children, nor do I want muddy shoes. The reason, my neighbours told me, was because "a man was said to have touched a child". Non-evidenced, anti-male anecdotes like this are hard to refute, and go against my view that having so many members of the public walking through the area actually keeps it safer. By my looking at a child bullying another as I walked through, the bully desisted merely by my being a witness. Members of the public being visible improves school security, gives children role models and a sense of community.

- If access is barred then residents' ability to access the bus stop, railway station, supermarket, chemist, doctors' surgery, hairdressers etc. is very much thwarted. The alternative of walking via Pipitea and Moturoa Street is a lot of hill climbing and becomes a major expedition. The alternative route to Pipitea/Moturoa Streets would be Fitzherbert Terrace past the epileptic-seizure-inducing type of fence outside the

USA embassy and of a much greater distance.

- Wellington is rightly well regarded and famous for its walkways: if this pedestrian access is cut off then more people will have to drive and there will be a resulting lack of independence for the aging population and parents of young children. We want less use of cars: more people walking.
- A valued right is being taken away from rate-paying residents, to the detriment of the wellbeing of the community.

Decision desired:

- Unimpeded public pedestrian and wheelchair/pushchair access be guaranteed in perpetuity on a level, well lit, ungated path.
- If the school wants to fence itself off then the school can construct an overbridge or tunnel for its children. Farmers routinely have an underpass for their stock when their properties straddle both sides of a road. An overbridge would probably be enjoyed by children.

Decision desired:

- That a direct walkway from Turnbull Street into Hobson Crescent, without a gate, be maintained for pedestrians. That this walkway be suitable for wheelchairs and be well lit.

Oral submission: I am willing to make an oral submission, but if dozens of others are willing to speak against the proposal, then I will not need to.



John Vriens
Senior Property Advisor
Property Services
Wellington City Council

By email: john.vriens@wcc.govt.nz

Dear Sir

PROPOSED ROAD STOPPING AND LAND EXCHANGE AT 16-24 TURNBULL STREET, THORNDON

The Thorndon Residents' Association Inc submits to the Wellington City Council, for its consideration, the following:

1. Many Thorndon residents currently walk between Hobson Crescent and Turnbull Street using a pedestrian access way through Thorndon School. From Hobson Crescent it begins with a footpath which leads from the staff car park of Thorndon School on to the playing field north of the Thorndon School buildings and proceeds by way of the playing field to the footpath on Turnbull Street.
2. The proposed road stoppage and subsequent sale could result in pedestrians no longer having access to this access way. At our meeting with the Principal of Thorndon School he assured us that this is not intended. The proposals we make below, with which the Principal is in agreement and which were assisted by Chris Ward of Walking Access who attended our meeting with the Principal should make this pedestrian access way much clearer for everyone.
3. The Thorndon Residents' Association proposes:
 - a) that the footpath on the north of the proposed Turnbull Street sale land be retained for pedestrian traffic allowing the pedestrians to continue to be able to walk between Hobson Crescent and Turnbull Street.

Thorndon Residents' Association PO Box 12587 Wellington 6144

b) that a low fence be inserted along the footpath from the beginning of the school property to direct pedestrian traffic away from the current carriageway and the school grounds.

c) that the pathway then continue around the rear of the emergency water tank at the corner of the playing field and that this pathway be paved and also fenced off from the playing field and that the fence continue along the current pathway at the side of the playing field until the path reaches the gate leading to the path to Hobson Crescent.

d) that the path be continued along the whole of the boundary of number 27 Hobson street and fenced off from the parking area and a new entry way be created through the fence on Hobson Crescent.

See the attached map for a representation of these proposals.

These changes would make the pathway much clearer. They would direct pedestrian traffic through the school grounds and way from the car park. They would also make pedestrian access available to wheel chair traffic.

5. The Thorndon Residents Association also suggests that, as part of the envisaged exchange, The Council negotiate with the Ministry of Education for an appropriate contribution for maintaining and improving the access way with the additional pathways and fencing we have proposed.

6. The Walking Access Commission support this proposal.

7. We would be happy to discuss our suggestions with the responsible Council Officer(s).

Yours faithfully



Marion Cowden

Chair

From: [REDACTED]
To: [John Vriens](#)
Subject: Objection to the proposal to "stop" and sell legal road - Turnbull St, Thorndon
Date: Saturday, 29 September 2018 8:30:04 p.m.

Hello John

Please acknowledge my **objection** to the proposed stopping of part of Turnbull St, Thorndon.

Reasons for my Objection

After approximately half a century of open public passage, it would seem timely to formalise a route as a legal public access right between Turnbull St and Hobson Crescent.

[Photograph of drivable access in 1978.](#)

The land uses have changed during the last five decades, and with the current evolutions of the Thorndon School site it would now seem timely to secure and formalise a public accessway between Turnbull St and Hobson Cres.

The area of Turnbull St proposed for stopping forms at least part of the route needed to formalise public access between Turnbull St and Hobson Cres i.e. please incorporate part of this legal road into a solution to formalise the entire route between these two parts of the suburb.

Background

I have a long association with Thorndon. I've resided in the Hobson precinct since 1981. My wife and I have been ratepayers for our family residence in Hobson St since 1993. Like numerous other residents in the Hobson precinct, I have always had passage between Hobson Crescent and Turnbull St.

It is only in relatively recent years, since Kimi Ora departed, that a metal fence and two gates have prevented vehicular passage. (*it was very convenient on the weekends*) Presently, I walk or cycle between Turnbull St and Hobson Crescent every day, 7 days a week.

My case to formalise public access

This is the direct route for many Hobson precinct residents to many important amenities:

- supermarket
- medical centre, pharmacy, bank, coffee shops, takeaways, workplaces, etc

The route has been a feature (benefit) for the community for the duration of most residents in the suburb. Many will assume a public right to pass already exists. It is timely to make it so.

But it is also the route that reminds residents where the Community Emergency Hub is situated (Thorndon School), and where the community emergency water supply tank (25,000 Litres) is sited ([half way between Turnbull St and Hobson Cres](#)), and near where WREMO operate from, etc.

This route is especially important for linking parts of Thorndon.

And it encourages resilience by enabling these connections and helping people become familiar with their sense of place and how to navigate across this part of the suburb. This

familiarly only grows with use i.e. as long as folk can regularly access them.

Recommendation

That the proposed land exchange of part of Turnbull St does not progress, until there is an agreed formalisation of a public access easement (of some form) between Hobson Cres and Turnbull St that is adequate to accommodate the considerable regular pedestrian count, including a path adequate for wheelchairs and cyclists, and that enables, without any ambiguity, unfettered access between the existing streets.

And that the public access easement is consulted with all residents in the wider vicinity (entire Hobson precinct) prior to anything actually changing.

Observation

The present proposal to stop the end of Turnbull St was consulted with just two immediately affected neighbours, in Turnbull St.

Yet clearly, in comparison, the 'affected' population is huge. Therefore I feel that the consultation process has been flawed. The wider needs of the community for passage between Turnbull St and Hobson St seem to have been overlooked.

It would appear that it is timely to settle this situation with an enduring solution. The Education Ministry (i.e. Crown Land) has public good obligations. It is hoped that they can collaborate with Council and help devise a way to remove any ambiguity about rights of public passage, by formally defining them.

Please devise a plan that ensures public access between the two streets is obvious, safe for all, and so that the right for the public to pass is made clear and enduring.

Presentation of Submission

If an opportunity existed I would be happy to personally represent my submission.

Thank you
Richard Murcott
[REDACTED]
Thorndon
[REDACTED]

From: [Richard Powell](#)
To: [John Vriens](#)
Cc: [Councillor Nicola Young](#)
Subject: Turnbull Street road stoppage
Date: Sunday, 30 September 2018 3:59:02 p.m.

Name: Richard Powell
Address: [REDACTED] Thorndon, Wellington 6011

WCC Proposal: Road Stoppage of part of Turnbull Street
Type of Submission: OPPOSE

Any neutral aspects: I understand the reasons for stopping through vehicular traffic. I would prefer vehicular traffic to continue but it makes sense for a school straddling the road that they would not want vehicles being driven through.

Submission Statement with reasons:

- This notice, to stop the road proposal, should have been notified via the letterboxes of residents and workers with an interest in Hobson Street, Hobson Crescent, Davis Street and Thorndon Quay. I only read the sign attached to a pole in the Turnbull Street area under discussion, by chance, as I thought it was a missing pet notice. A neighbour told me just last week that she had not seen the sign although she walks through the area regularly. So there has been a lack of notification to affected parties.
- It is not stated on the notice how this affects pedestrians walking between Murphy Street and Hobson Crescent. There has been a lack of detail of the implications.
- Until 2011 Turnbull Street was a through street between Murphy Street and Hobson Crescent. This was very convenient as a left turn and avoided the Wellington Girls High corner, plus being much quicker than going the long way round. I understand the rationale for closing that end of Turnbull Street to traffic, because Thorndon School, with the removal of Kimi Ora School, now straddles the road; so I did not protest that.
- A few years ago Thorndon School erected a gate and fence across the Hobson Crescent carpark, which has been a big inconvenience when carrying bags etc. This route is no longer independent wheelchair accessible. It now requires someone to open the gate.
- More recently Thorndon School had been padlocking this gate, generally only during school hours, and directing by signage, pedestrians to walk through the often muddy playing field where Kimi Ora school buildings used to be. This is completely unacceptable. The reason, my neighbours told me, was because "a man was said to have touched a child". Non-evidenced, anti-male anecdotes like this are hard to refute, and go against my view that having so many members of the public walking through the area actually keeps everyone safer. By my looking at a child bullying another as I walked through, the bully desisted merely by my being a witness. Members of the public being visible improves school security, gives children role models and a sense of community.

- If access is barred, then residents' ability to access the bus stop, railway station, supermarket, chemist, doctors' surgery, hairdressers etc. is very much thwarted. The alternative of walking via Pipitea and Moturoa Street is a lot of hill climbing and becomes a major expedition. The alternative route to Pipitea/Moturoa Streets would be along Fitzherbert Terrace past the epileptic-seizure-inducing type of fence outside the USA embassy and of a much greater distance.
- Wellington is rightly well regarded and famous for its walkways: if this pedestrian access is cut off then more people will have to drive and there will be a resulting lack of independence for the aging population and parents of young children. We want less use of cars: more people walking.
- A valued right is being taken away from rate-paying residents, to the detriment of the wellbeing of the community.

Decision desired:

- That a direct walkway from Turnbull Street into Hobson Crescent be maintained giving unimpeded public pedestrian and wheelchair/pushchair access and this be guaranteed in perpetuity on a level, well lit, ungated path.
- If the school wants to fence itself off then the school can construct an overbridge or tunnel for its children. An overbridge would probably be enjoyed by children.

Oral submission: I am willing to make an oral submission.

ROAD CLOSURES

Purpose

1. This report asks the Regulatory Processes Committee to approve the temporary closure of roads to enable events to take place.

Summary

2. Applications have been made to temporarily close roads for the following events:
 - a. Johnsonville Christmas Parade, Saturday 1 December 2018, 6am to 1.30pm
 - b. Kilbirnie Christmas and Kaleidollision, Sunday 2 December 2018, 6am to 12pm
 - c. Capital City Duathlon, Sunday 23 December 2018, 6am to 12pm
 - d. Island Bay Festival Day in the Bay, Sunday 10 February 2019, 6am to 6pm
 - e. Wellington Round The Bays ,Sunday 17 February 2019, 6.30am to 1.00pm
 - f. Wellington Lantern Festival, Saturday 23 February 2019, 4am to Monday 25 February 2019 5am
 - g. Pride Parade, Saturday 16 March 2019, 3.00pm to 8.00pm
 - h. Newtown Festival, Sunday 3 March 2019, 5.30am to 9.30pm
 - i. St Anthony's Fair, Sunday 17 February 2019, 8am to 4pm
3. Under Schedule 10 of the Local Government Act 1974, the Council is required to approve these closures for them to be effective. Authority to grant these approvals is delegated to the Regulatory Processes Committee.

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Notes that 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.
3. Agrees to close the following roads and sections of the roads for the events (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Temporary Road Closures Impact Reports:
 - a. Johnsonville Christmas Parade

Saturday 1 December 2018	
Wanaka Street	6:00am – 1:30pm
Dr Taylor Terrace	6:00am – 1:30pm
Moorefield Road (between Haumia Street and Johnsonville Road roundabouts)	10:45am – 12:00pm
Moorefield Road (between Johnsonville Road and Middleton Road roundabouts)	11:00am – 12:30pm

Rotoiti Street (closed to through traffic)	11:00am – 12:30pm
Broderick Road (Phillip Street to Johnsonville Road)	11:00am – 12:30pm
Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout)	11:00am – 12:30pm
Frankmoore Avenue (between Earp Street and Moorefield Road)	11:00am – 12:30pm

b. Kilbirnie Christmas and Kaleidollision

Sunday 1 December 2018	
Bay Road (between Rongotai Road and Coutts Street)	6:00am – 12:00pm
Rolling closure of Mahora Street, Rongotai Road and Coutts Street	

c. Capital City Duathlon

Sunday 23 December 2018	
Massey Road (Scorching Bay to northern entrance of Shelly Bay Base)	6:00am – 12:00pm

d. Island Bay Festival / Day in the Bay

Sunday 10 February 2018	
Reef Street (between The Esplanade and The Parade)	6:00am – 6:30pm
The Esplanade (between Derwent Street and Brighton Street)	
The Parade (between Reef Street and Derwent Street)	

e. Wellington Round the Bays

Sunday 17 February 2018	
Customhouse Quay (southbound lanes from Whitmore Street to Jervois Quay)	6:30am – 11:00am
Jervois Quay (southbound lanes from Customhouse Quay to Cable Street)	6:30am – 11:00am
Cable Street (between Jervois Quay and Oriental Parade, with the exception of the right-hand lane which will be open from Chaffers Street to Kent Terrace allowing traffic from Chaffers New World to turn right into Kent Terrace)	7:00am – 11:00am
Oriental Parade (all of Oriental Parade)	7:15am – 11:00am
Oriental Parade (and all joining roads Herd Street, Freyberg Pool carpark, Oriental Terrace, Hay Street, and Grass Street closed to Carlton Gore Road)	7:15am – 11:00am
Evans Bay Parade (between Oriental Parade and Cobham Drive)	7:15am – 12:00pm

Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent)	7:15am – 12:00pm
Wellington Road (one way east between Crawford Road and Ruahine Street)	7:15am – 12:00pm
Shelly Bay Road (all of Shelly Bay Road)	7:30am – 12:00pm
Massey Road (between Shelly Bay Road and approximately Point Gordon)	7:30am – 12:00pm
Kilbirnie Crescent (northbound lane from Hamilton Road/Wellington Road intersection to Evans Bay Parade/Wellington Road intersection)	7:15am – 12:30pm
Kilbirnie Crescent (southbound lane from Hamilton Road/Wellington Road intersection to Evans Bay Parade/Wellington Road intersection)	7:15am – 11:30am
Cobham Drive/Wellington Road intersection to Troy Street roundabout	7:15am – 11:30am
Taurima Street and Goa Street	7:15am – 11:30am
Wellington Road (east lane between Crawford Road roundabout and Ruahine Street)	7:15am – 12:00pm
Shelly Bay Road (between Miramar Ave and Massey Road)	7:30am – 12:00pm
Massey Road (between Miramar Ave and Massey Road)	7:30am – 12:00pm

f. Wellington Night Market Lantern Festival

Saturday 23 February 2019 – Monday 25 February 2019	
Dixon Street (between Eva Street and Christeson Lane)	4:00am 23 February – 5:00am 25 February
Cuba Street (between Dixon Street and Wakefield Street)	

g. Pride Parade

Saturday 16 March 2019	
Tennyson Street (Tory Street to Cambridge Terrace)	3:00pm – 8:00pm

h. Newtown Festival

Sunday 3 March 2019	
Arney Street (all)	5:00am – 9:00pm
Colombo St (Saturday, 2 March 2019 from 6pm to 11.30pm)	
Constable Street (between Riddiford and Daniell Street)	
Donald Mclean Street (between Riddiford and Ferguson Street)	

Emmett Street (All)	
Ferguson Street (for approximately 60m of Donald McLean Street)	
Florence Street (All)	
Gordon Place (All)	
Gordon Street (All)	
Green Street (All)	
Hall Street (60 metres West of Riddiford Street)	
Newtown Avenue (Riddiford Street and 150 metres East)	
Normanby (Riddiford Street and 80 metres East).	
Riddiford Street (Between Mein Street and Rhodes Street)	
Rintoul Street (Riddiford Street to Millward Street)	
Wilson Street (Riddiford to number 17 including off street public carpark.	5:00am – 11:30pm
<p>A proposed temporary one-way traffic scheme to bypass the fair will be set up as follows:</p> <ul style="list-style-type: none"> • Daniell Street (one way south from Mein Street to Constable Street) • Owen Street (one way from Mein Street to Constable Street) 	

i. St Anthony's Fair

Sunday 17 February 2019	
Ludlam Street (between Ferry Street and Falkirk Avenue)	8:00am – 4:00pm

Background

- The Council receives numerous requests throughout the year for public roads to be closed for public and private events. In order for the closures to have effect, under Schedule 10 of the Local Government Act 1974, council approval is required.
- The authority to approve requests for road closures is made under Schedule 10, clause 11(e), of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965. This authority is delegated to the Regulatory Processes Committee.
- This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:
 - An event organiser applies for a road closure where a proposed event requires one.
 - Council officers receive the proposal and assess the merits and need for a road closure.

- The Council advertises its intention to close the road in the public notice column of the local newspaper and on social media.
- Together with the event organiser, Council officers ensure consultation with affected stakeholders is carried out and a communication plan is formulated.
- Any objections are followed up and resolved as far as practical.
- The event organiser works together with Council officers who modify any plans in response to public submissions and prepare an impact report for the Committee.
- Council officers recommend any conditions that should apply to the approval.
- The Committee deliberates on the proposed road closure
- A Council officer notifies the event organiser of the Committee's decision. If the proposed closure is approved, Council officers ensure the event organisers follow the agreed communications plan including notifying the public and affected parties. The event is also monitored to ensure the traffic management plan is adhered to and any associated conditions are followed to keep the public safe and to avoid any unreasonable impact on traffic.

Discussion

Johnsonville Christmas Parade

7. The Johnsonville Christmas Parade is a long standing event held in the community and hosted by the Lions Club. It has been successfully managed in the past by the Lions Club, local police and volunteers. The parade is well supported by local business and community and attracts thousands of spectators.
8. To hold the parade a number of local streets are closed to vehicle traffic and detour routes are set up. To also help with the management of traffic a number of parking restrictions are put in place. This is all managed to a traffic management plan that is agreed prior to the event.

Kilbirnie Christmas and Kaledollision

9. The Kilbirnie Santa Parade and is organised by The Newtown Business Network. The event draws off local community participation to provide a community focused event.
10. All activities are contained within Bay Road and the parade itself is held under a rolling closure of Mahora Street, Rongotai Road and Coutts Street.

Capital City Duathlon

11. The Capital City Duathlon is run in association with the Wellington Triathlon Club to provide an opportunity for local athletes of all abilities to experience a triathlon. It has been successfully run in this format for a number of years and is easily managed on Massey Road where a number of events are held.

Island Bay Festival / Day in the Bay

12. This festival has been run in Island Bay for more than 26 years. The festival programme runs over several days covering the Festival parade, the Day in the Bay

street festival and the Ribble Street races. These activities are centred around Island Bay beach and Shorland Park. The road closures allow activities to expand into surrounding streets creating a safe environment for community participation.

Wellington Round the Bays

13. Wellington Round the Bays is fun run incorporating a full and half marathon. This is a popular event run by Sport Wellington which attracts in excess of 10,000 people each year. It starts in Frank Kitts park and finishes in Kilbirnie Park. There are extensive road closures involved to allow the event to operate. The timing of the road closures is staggered to minimise any inconvenience to the wider public.

Wellington Night Market Lantern Festival

14. The Lantern Festival is one of Wellington Night Market's annual events. Lower Cuba Street is transformed into a wonderland lined with hundreds of handmade lanterns. This is proving to be a popular event and the road closures cause little impact on the community.

Pride Parade

15. The Pride street parade is part of the Wellington Pride Festival, Tu Whakahihi e Te Whanganui-a-Tara designed to foster inclusion of the people in a diverse community.
16. While the parade itself is carried out on the road it doesn't require a street closure but a number of parking restrictions will apply as part of the traffic management plan. A road closure is however required so that performers and floats can be safely assembled ahead of the parade.

Newtown Festival

17. The Newtown festival has been successfully run for a number of years. It is a very popular community event and attracts very large crowds. To accommodate the event a number of local streets are closed and traffic detours are put in place. To also help with the management of traffic a number of parking restrictions apply. This is all managed to a traffic management plan that is agreed prior to the event.

St Anthony's Fair

18. The organisers have successfully run nine previous fairs, which is held every two years and is a fundraiser for St Anthony's School. The school has very small grounds and wants to use the extra space in Ludlam Street for entertainment stalls, and activities.

Public Notification, Consultation and Engagement

19. The following actions have been undertaken for each event.
20. Members of the public have been advised of the road closures and informed of their right to object.
21. A public notices advising that the Council was proposing to consider these closures were published in the Dominion Post newspaper
22. The same notice was posted on Social Media via:
 - Facebook

- Twitter
 - Neighbourly
23. Event organisers are working with resident groups where applicable, community groups, local retailers and businesses and have advised them of their intention to close the road.
24. Event organisers have also consulted with the following government agencies and associated organisations:
- New Zealand Police
 - Fire and Emergency New Zealand
 - Wellington Free Ambulance
 - Public Transport Operators
 - Relevant Council Business Units e.g. Roading, Communications, WREDA.
25. Members of the public will again be advised of the road closures prior to the event through:
- Advanced road side signage
 - Media releases
 - Council Website
 - Council social media channels.

Objections

26. No objections have been received for any of the proposed events.




Impact Assessment

27. A temporary traffic management plan will be prepared by a Council approved traffic management company for approval by Council prior to the event.
28. Any objections as a result of the road closure will be dealt with before the event.
29. The proposed closures (when implemented according to the approved temporary traffic management plan) are generally considered unlikely to unreasonably impede traffic. A detailed impact report for each event, including conditions place on the event organiser is attached in **Attachments 1 through 18**.

Next Actions

30. If the proposed road closures are approved, the event organiser will issue further public notices advising of the approved closures, implement the approved traffic management plan, run the event and clean the site. Council officers will monitor the impact of the closures and debrief with the organisers following the conclusion of the event.

Attachments

- | | | |
|---------------|--|---------|
| Attachment 1. | Attachment 1 Jville Xmas Pde ↓  | Page 47 |
| Attachment 2. | Attachment 2 Jville Xmas Pde Map ↓  | Page 51 |
| Attachment 3. | Attachment 3 Kilbirnie Xmas ↓  | Page 52 |

REGULATORY PROCESSES COMMITTEE

21 NOVEMBER 2018

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Attachment 5.	Attachment 5 Capital City Duathlon ↓ 	Page 57
Attachment 6.	Attachment 6 Capital City Duathlon Map ↓ 	Page 60
Attachment 7.	Attachment 7 Island Bay Festival ↓ 	Page 61
Attachment 8.	Attachment 8 Island Bay festival Map ↓ 	Page 65
Attachment 9.	Attachment 9 RTB ↓ 	Page 66
Attachment 10.	Attachment 10 RTB Map ↓ 	Page 71
Attachment 11.	Attachment 11 Lantern Festival ↓ 	Page 72
Attachment 12.	Attachment 12 Lantern Festival Map ↓ 	Page 76
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Attachment 14.	Attachment 14 Pride Parade Map ↓ 	Page 81
Attachment 15.	Attachment 15 Newtown Festival ↓ 	Page 82
Attachment 16.	Attachment 16 Newtown Festival Map ↓ 	Page 86
Attachment 17.	Attachment 17 St Anthony's Fair ↓ 	Page 87
Attachment 18.	Attachment 18 St Anthony's Map ↓ 	Page 90

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Stephen Harte, Implementation Manager, Network Improvements Brett North, T/L Transport Asset Perf David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Council's intention to consider the proposed temporary road closures was notified through an advertisement in the Dominion Post and posted on Council's social media channels. These advertisements invited the public to make submissions on the proposed road closures.

Event organisers have also consulted with the following government agencies and associated organisations:

- New Zealand Police
- Ministry of Transport
- Fire and Emergency New Zealand
- Wellington Free Ambulance
- Public Transport Operators
- Relevant Council Business units, e.g. Roothing, Communications, WREDA.

Any correspondence received in response to the proposed closures has been included in the attached impact reports.

The City Events Team has assessed the proposed events with regard to their contribution towards Council's strategies and policies. The proposed events support the Council's strategy of being the "Events Capital" and will contribute to the economic success of the city.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

The administration of events is managed under project C481. There are no unforeseen costs associated with these events.

Policy and legislative implications

A Council Traffic engineer has assessed the proposed road closures with regard to the expected impact on traffic. This information is part of the impact reports.

Risks / legal

Nil

Climate Change impact and considerations

N/A

Communications Plan

Residents and Retailers affected by the Road Closure will be notified by letter drop or contacted by the event organiser.

Event organisers will continue to work with Residents Associations, Community groups and local businesses to address any outstanding issues if the proposed road closures are approved.

Affected stakeholders will be notified of any approved road closures by way of letter drop, social media, advertising and site signage.

Health and Safety Impact considered

Health and safety is covered by the event management plan submitted to Council for approval prior to the event. This is assessed together with the traffic management plan to ensure the event and associated road closures are managed safely.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

REGULATORY PROCESSES COMMITTEE

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

JOHNSONVILLE CHRISTMAS PARADE SATURDAY 1 DECEMBER 2018

1. Description of Event

The Northern Wellington Festival will this year be held on the 1 December 2018. The highlight of the weekend of events is always considered to be the Lions Club of Johnsonville Christmas Parade – proposed this year to be held on Saturday 1 December 2018. This non-profit event is similar to that run in previous years and seeks to bring the community together in an enjoyable pre-Christmas celebration. The event is well supported by the community, including local businesses and the local Police. The Johnsonville Lions Club has a core of very dedicated members, organisers and marshals who put a large amount of un-paid time and effort into this event. The Christmas Parade itself attracts thousands of spectators and involves many local participants and floats. The proposed road closures are required for the parade set-up, the parade itself and for the temporary traffic detour route.

The proposed road closures are:

- **Wanaka Street** (6am to 1.30pm)
- **Dr Taylor Terrace** (6am to 1:30pm)
- **Moorefield Road** (between Haumia Street and Johnsonville Road roundabouts – 10.45am to 12:00pm)
- **Moorefield Road** (between Johnsonville Road and Middleton Road roundabouts - 11am to 12:30pm)
- **Rotoiti Street** (closed to through traffic - 11am to 12:30pm)
- **Broderick Road** (Phillip Street to Johnsonville Road - 11am to 12:30pm)
- **Johnsonville Road** (from Fraser Avenue intersection to Moorefield Road roundabout – 11am to 12:30pm)
- **Frankmoore Avenue** (between Earp Street and Moorefield Road - 11am to 12:30pm).

No Parking 6.30am to 3pm unless specified

Moorefield Road (western side from Wanaka Street to Frankmoore Avenue).

No Parking 7am to 1pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1.

The event does cause some disruption to traffic in the area for a period of approximately 2 hours. There are also extensive no parking areas to allow for the traffic detour route, the parade route and the parade set-up. The temporary road closures, no parking areas, detour route and the Parade itself will be managed by a combined team of the local Police, Lions Club marshals, a registered traffic management company and Parking wardens. Council officers have worked with the organisers to

identify areas of the event that need improvement from year to year. Pedestrian access will not be restricted and emergency services will have immediate access to the area if required.

Approved public information signage will be in place well ahead of the event. Residents affected by the road closures, detour and no parking areas will be notified by way of letter drops and notification signage. Public transport providers have changed since 2017, and the event organiser is consulting with the new transport provider concerning bus diversions.

2. Events (Business Development) Support

The Events Business Unit has no connection with, and no objection to, this event.

3. Proposal Notice and Consultation

The public notice that the Council is proposing to consider this closure was published in the following newspaper, Dominion Post Saturday on 6 October 2018 and posted on Social Media via:

- Facebook
- Twitter
- Neighbourly
- Johnsonville Community Groups

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implement Manager Network Improvements, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to the plans provided, is likely to impede traffic flows on a major route. The proposed conditions below will mitigate some of the expected traffic congestion during the road closures. The expected congestion during the road closures is part of facilitating a public event and ensuring safety for the general public. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes

Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The road closures for the parade route only will start at 10:30am and finish at 1:00pm.
- The detour route is to be clearly signed during road closures.
- No public vehicular traffic will be allowed within the road closure area to ensure public safety is not compromised.
- The event organiser will publicise the event via media releases, letter drops and advanced signage to notify the public of the road closures.
- The event organiser is responsible for the ongoing maintenance of the temporary traffic management plan during the road closures.
- The event organiser is responsible for maintaining public safety within the road closure area.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops.
- The event organiser is to ensure that the emergency services (Police, Fire and Ambulance Services) have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- Information signs must be installed 10 working days before the event.
- The event organiser is to provide Council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all Health and Safety risks associated with the event.

Signed 

Stephen Harte
Implement Manager Network Improvements

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By: 
Maria Taumaa
Street Activities Coordinator

Dominion Post, Saturday 6 October 2018 p. C16

Page 1 of 2

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events.

Johnsonville Christmas Parade Saturday 1 December 2018

Wanaka Street (6am to 1.30pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts - 11am to 12:30pm)

Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm)

No Parking 6.30am to 3pm unless specified - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No Parking 7am to 1pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1.

Kilbirnie Christmas and Kaleidollision 6am to 12pm, Sunday 2 December 2018

Bay Road (between Rongotai Road and Coutts Street)

Capital City Triathlon 6am to 12pm, Sunday 23 December 2018

Massey Road (Scorching Bay to Northern entrance to Shelly Bay Base)

Island Bay Festival 6am to 6.30pm, Sunday 10 February 2019

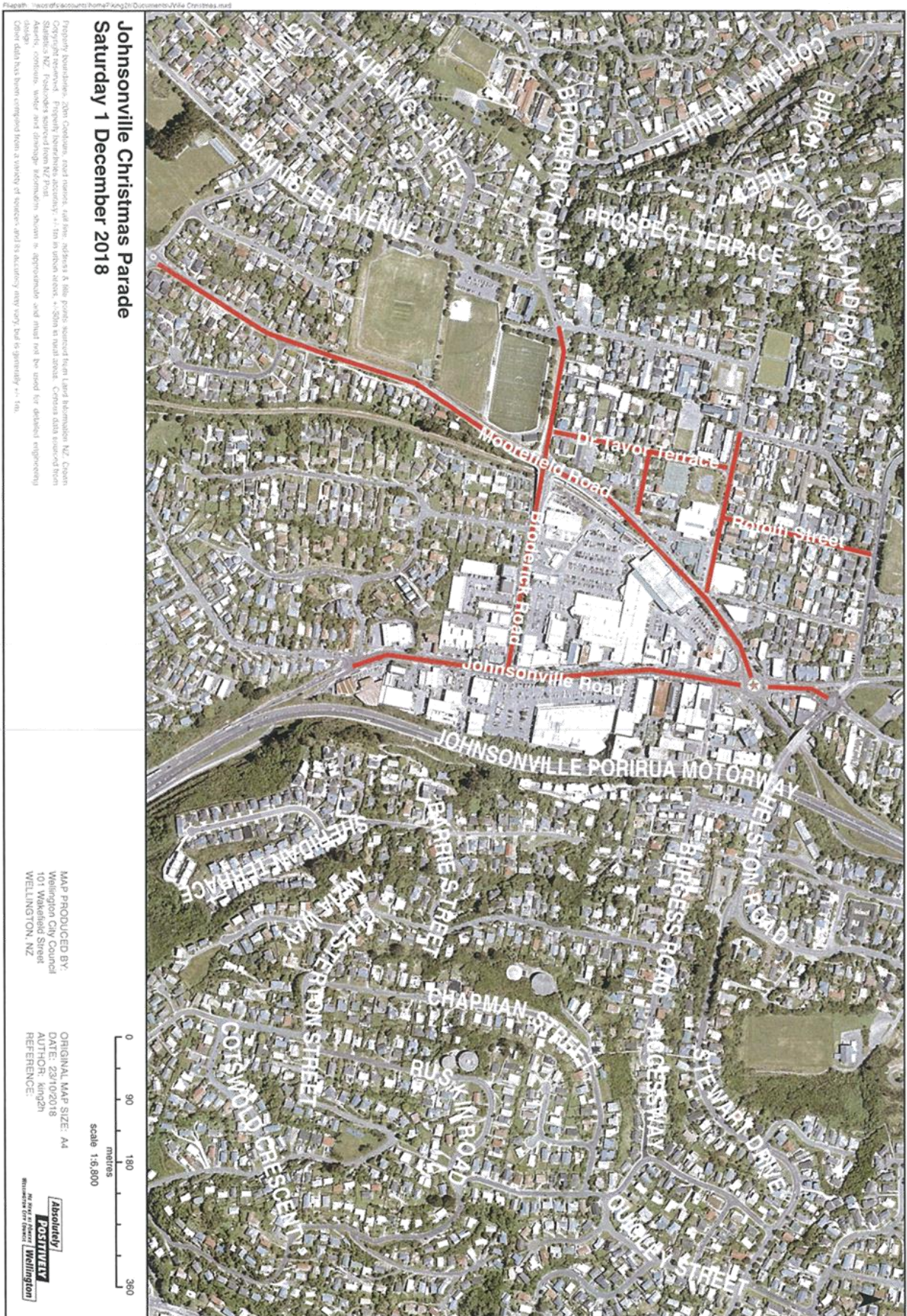
Reef Street (between the Esplanade and The Parade)

The Esplanade (between Derwent Street and Brighton Street)

The Parade (between Reef Street and Derwent Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm on Friday 19th October 2018. Please send any correspondence to Maria Taumaa at mailing address below, by email maria.taumaa@wcc.govt.nz.

<http://www.pressreader.com/wcl.idm.oclc.org/new-zealand/the-dominion-post/201810...> 10/10/2018



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

*KILBIRNIE CHRISTMAS KALEIDOLLISION**SUNDAY 2 DECEMBER 2018 6.00AM TO 12NOON***1. Description of Event**

The Kilbirnie Business Network wish to organise the Kilbirnie Santa Parade for 3 December 2018. Drawing from past experience they are looking for more local community participation to provide a community focussed event. The parade will run from approximately 10.00am to 12noon by way of a rolling road closure. All activities will be contained within Bay Road and adjoining spaces.

The proposed road closure is: Sunday 2 December 2018 6.00 am to 12 noon

- Bay Road (between Rongotai Road and Coutts Street)
- Rolling road closure (Mahora Street, Rongotai Road, Bay Road, Coutts Street)

The road closure is to be carried out under a temporary traffic management plan - the details of which will be subject to approval prior to the event.

Road closure notification signs will be placed at each end of the closure at least 10 working days prior to the event. Residents and local businesses will receive a letter drop advising them of the road closure and the parking restrictions. The road closure is to be traffic managed by a qualified traffic management company. Emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate has no connection with, and no objection to this event.

3. Proposal Notice and Consultation

The public notice advising that the Council is proposing to consider this closure was published in the

Dominion Post on Saturday 6 October 2018 and also posted on Social Media via:

- Facebook
- Twitter
- Neighbourly
- Kilbirnie Residents Association
- Kilbirnie Retailers Association

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implementation Manager, Network Improvements, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The road closure is to be in place from 6.00am to 12noon
- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to provide marshalled vehicle access to all properties affected by the closure.
- The event organiser is to work with the public transport operations to provide alternative public transport routes and bus stops if required.
- The event organiser is to consult with emergency services on the road closure and ensure the TMP includes their specific requirements.
- The event organiser is to provide Council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all the Health and Safety risks associated with the event.


Signed 

Stephen Harte
Implement Manager Network Improvements

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By:
Maria Taumaa
Street Activities Coordinator



Dominion Post. Saturday 6 October 2018 p. C16

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Proposal to Close Roads

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Wanaka Street (6am to 1.30pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

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Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm)

No Parking 6.30am to 3pm unless specified - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No Parking 7am to 1pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1.

Kilbirnie Christmas and Kaleidollision 6am to 12pm, Sunday 2 December 2018

Bay Road (between Rongotai Road and Coutts Street)

Capital City Triathlon 6am to 12pm, Sunday 23 December 2018

Massey Road (Scorching Bay to Northern entrance to Shelly Bay Base)

Island Bay Festival 6am to 6.30pm, Sunday 10 February 2019

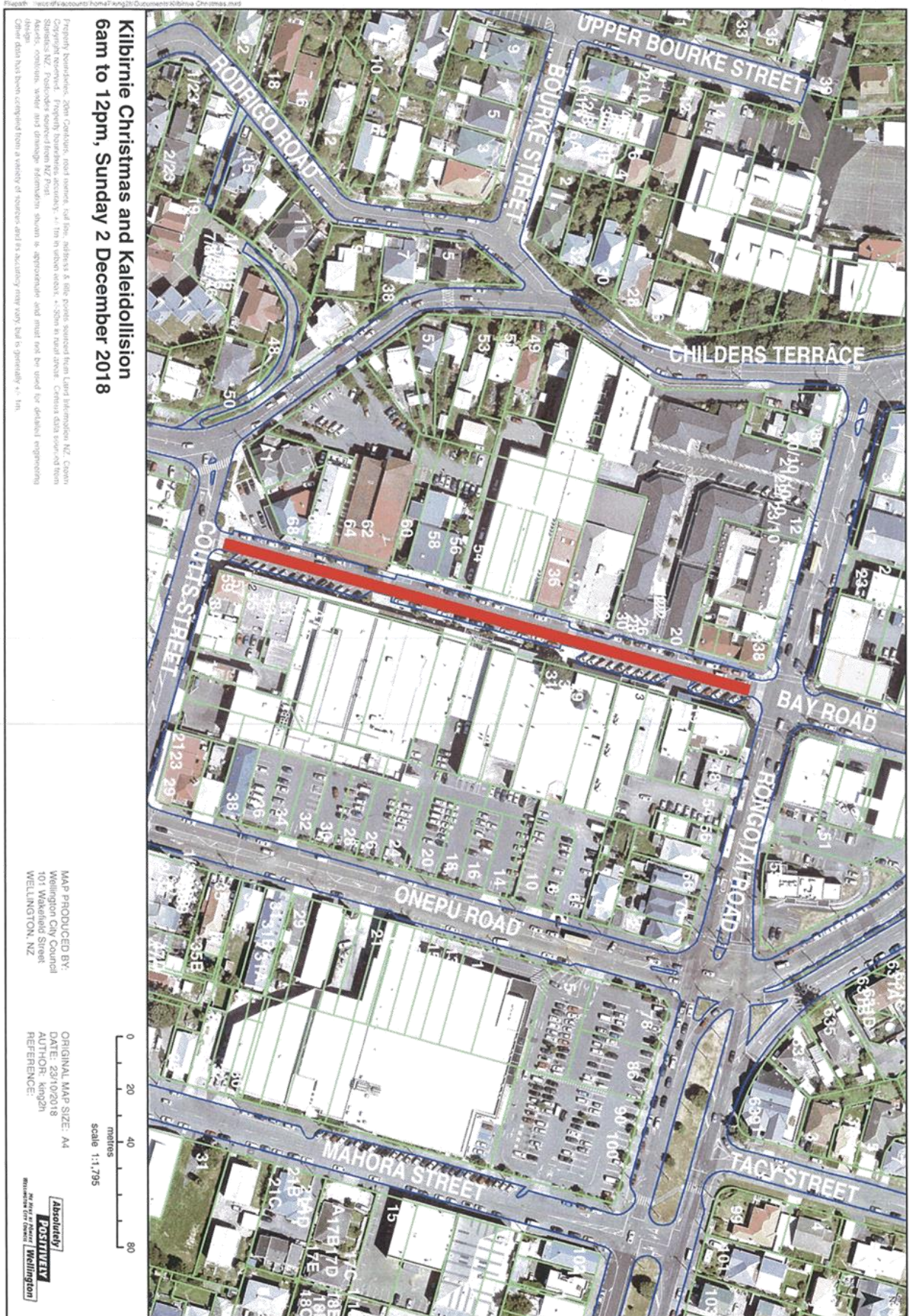
Reef Street (between the Esplanade and The Parade)

The Esplanade (between Derwent Street and Brighton Street)

The Parade (between Reef Street and Derwent Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm on Friday 19th October 2018. Please send any correspondence to Maria Taumaa at mailing address below, by email maria.taumaa@wcc.govt.nz.

<http://www.pressreader.com/wcl.idm.oclc.org/new-zealand/the-dominion-post/201810...> 10/10/2018



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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CAPITAL CITY DUATHLON
SUNDAY 23 DECEMBER 2018 6AM TO 12PM

1. Description of Event

Capital City Triathlon was formed in 2017 after Scorching Events ended their 13 year event series in Wellington. Duathlon and triathlon events are run in association with the Wellington Triathlon Club to ensure that Wellington triathletes have access to local races. The events are designed to be low key and informal to ensure that new and/or nervous athletes can participate in a relaxed, unintimidating and friendly environment. They cater for all abilities and the aim is to encourage more people into triathlon, as well as allowing those with a triathlon on their "bucket-list" to take part.

The proposed road closure to accommodate the event is: Sunday 23 December 2018, 6am to 12pm

- Massey Road (Scorching Bay to Northern entrance of Shelley Bay Base)

Road closure notifications boards will be placed at each end of the closure at least 10 working days prior to the event. Residents and retailers will receive a letter or be contacted, to advise them of the proposed road closures and parking restrictions during the event. The road closure will be managed by a qualified traffic management company.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

A public notice advising that the Council is proposing to consider this closure was published in the

Dominion Post on Saturday 6 October 2018 and posted on Social Media 6/10/2018 via:

- *Facebook*
- *Twitter*
- *Neighbourly*

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment**Prior Closures**

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implementation Manager, Network Improvements, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

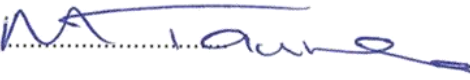
- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to ensure that Emergency Services, (Police, Fire, and Ambulance) have been consulted with and that the TMP includes their specific requirements.
- The road closure is valid from 6am to 12pm.
- It is the event organisers responsibility to ensure the Traffic Management Company follow the approved Temporary Traffic Management Plan.
- Information signs are to be installed 14 working days before the event.
- The event organiser is to provide Council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all Health and Safety risks associated with the event.

Signed 

Stephen Harte
Implementation Manager, Network Improvements

6. Attachments

- Map of proposed closure
- Copy of the Dom Post Public notice

Prepared By: 
Maria Taumaa
Street Activities Coordinator

Dominion Post. Saturday 6 October 2018 p. C 16

Page 1 of 2

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events.

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Wanaka Street (6am to 1.30pm)

Dr Taylor Terrace (6am to 1:30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabouts - 10.45am to 12:00pm)

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Rotoiti Street (closed to through traffic - 11am to 12:30pm)

Broderick Road (Phillip Street to Johnsonville Road - 11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road - 11am to 12:30pm)

No Parking 6.30am to 3pm unless specified - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No Parking 7am to 1pm - Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street), Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street), Earp Street.

Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1.

Kilbirnie Christmas and Kaleidollision 6am to 12pm, Sunday 2 December 2018

Bay Road (between Rongotai Road and Coutts Street)

Capital City Triathlon 6am to 12pm, Sunday 23 December 2018

Massey Road (Scorching Bay to Northern entrance to Shelly Bay Base)

Island Bay Festival 6am to 6.30pm, Sunday 10 February 2019

Reef Street (between the Esplanade and The Parade)

The Esplanade (between Derwent Street and Brighton Street)

The Parade (between Reef Street and Derwent Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm on Friday 19th October 2018. Please send any correspondence to Maria Taumaa at mailing address below, by email maria.taumaa@wcc.govt.nz.

<http://www.pressreader.com/wcl.idm.oclc.org/new-zealand/the-dominion-post/201810...> 10/10/2018



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ISLAND BAY FESTIVAL/DAY IN THE BAY

SUNDAY 10 FEBRUARY 2019

1. Description of Event

The Island Bay Enhancement Trust has successfully run festival events in Island Bay for more than 26 years. The festival programme is planned to span seven days, with three major events in the programme being the Festival Parade, the Day in the Bay street festival and the Ribble Street Races.

The proposed road closures to vehicles only, are as follows;

Day in the Bay Festival – Sunday 10 February 2019, 6am to 6.30pm

- Reef Street (between The Esplanade and The parade
- The Esplanade (between Derwent Street and Brighton Street
- The Parade (between Reef Street and Derwent Street

The event centres activities on Island Bay beach and it is planned to hold concerts and other events in the adjacent Shorland Park. It is also planned to have family friendly activities and food and craft stalls on the proposed closed roads.

The Trust will engage a qualified traffic management company to safely manage the road closures. Road closure notification signs will be placed at each end of the closures, at least one week prior to the events. Residents and local businesses will receive a letter drop advising them of the events and the proposed road closures. The event is also to be advertised in the Wellingtonian in the week preceding the derby, parade and festival.

Pedestrian access will not be restricted and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposal.

2. Events Directorate Support

The Events Business Unit has no connection with, and no objection to, this event.

3. Proposal Notice and Consultation

The public notice notifying that the Council is proposing to consider this closure was published in the following newspaper:

Dominion Post Saturday 6 October 2018 and posted on Social Media on 6/10/2018 through:

- Facebook
- Twitter
- Neighbourly

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implement Manager Network Improvements, acting as the Council's Traffic engineer, the proposed closures, if implemented according to an approved traffic management plan, are unlikely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to notify the public via newspaper advertisement, letter drop to affected parties, advanced signage and media releases.
- The event organiser is to ensure that emergency services (Police, Fire and Ambulance Services) have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- The event organiser is to ensure that the affected property owners along the road closures are consulted with (in particular Ribble Street, Reef Street, The Parade Reef Street to Derwent Street and The Esplanade.)
- The event organiser is to obtain Council approval on the details of the traffic management plan prior to the event.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.

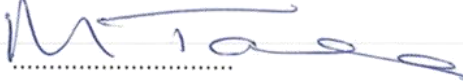
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- Detour routes are to be provided and clearly signed during the road closures – in particular the Esplanade.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops.
- The information signs must be installed 14 working days before the event.
- The event organiser must provide Council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all Health and Safety risks associated with the event.

Signed 

Stephen Harte
Implement Manager Network Improvements

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By: 
Maria Taumaa
Street Activities Coordinator

Dominion Post. Saturday 6 October 2018 p. C16

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Proposal to Close Roads

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Broderick Road (Phillip Street to Johnsonville Road -

11am to 12:30pm)

Johnsonville Road (from Fraser Avenue intersection

to Moorefield Road roundabout - 11am to 12:30pm)

Frankmoore Avenue (between Earp Street and

Moorefield Road - 11am to 12:30pm)

No Parking 6.30am to 3pm unless specified - Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

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Detour Route - Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road, Phillip Street, Frankmoore Avenue, Earp Street, Ironside Road, Middleton Road and State Highway 1.

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Regulatory Processes Committee

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

*WELLINGTON ROUND THE BAYS
SUNDAY 17 FEBRUARY 2019 6.30AM TO 1PM*

1. Description of Event

Sport Wellington has applied to hold the annual Wellington Round the Bays Fun Run and Half Marathon. The proposed event is the same as the 2018 event - starting at Frank Kitts Park and finishing at Kilbirnie Park. It also includes, for the seventh time, a half-marathon event to Scorching Bay, which then returns to finish in Kilbirnie Park. The whole event is strongly supported by in excess of 10,000 people each year, with a broad cross section of the community running and walking the course.

The proposed road closures, proposed for **Sunday 17 February 2019**

- **Customhouse Quay.** (southbound lanes, from Whitmore to Jervois Quay) from 6.30am and 11.00am.
- **Jervois Quay.** (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.
- **Cable Street.** (between Jervois Quay and Oriental Parade – with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am.
- The Right hand lane is to remain open allowing traffic from Chaffers New World to turn Right into Kent Terrace.
- **Oriental Parade** (all of Oriental Parade) from 7.15am to 11.00am.
- **Oriental Parade and all joining roads (Herd St/Freyberg Pool Carpark/Oriental Terrace/Hay Street/Grass Terrace) Closed to Carlton Gore Road 7.15am to 11.00am**
- **Evans Bay Parade.** (between Oriental Parade and Cobham Drive) from 7.15 am to 12noon.
- **Evans Bay Parade.** (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 1.00pm.
- **Wellington Road,** (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm
- **Shelly Bay Road.** (all of Shelly Bay Road) from 7.30am to 12noon.
- **Massey Road.** (between Shelly Bay Road and approximately Point Gordon), from 7.30am to 12noon
- Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade Wellington Road intersection, northbound lane closure from 7.15am to 12.30pm. Southbound lane closure 7.15am to 11.30pm
- Cobham Drive/Wellington Rd/Wellington road intersection. From this intersection to Troy street roundabout. Full closure from 7.156am till 11.30am This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open before the stated time.
- Hataitai – Taurima St and Goa St. No entry into Hataitai from 7.15am till 11.30am. Traffic can exit from Hataitai.

- Wellington Road, East lane closed (making Wellington Road one-way east between Crawford Road roundabout and Ruahine Street), from 7.15am to 12.00noon.
- Shelly Bay Road, closed between Miramar Ave and Massey road – detour route in place, from 7.30am to 12noon
- Massey Road, Closed (Between Shelly Bay Road and approximately Point Gordon). From 7.30am to 12noon

In addition, State Highway 1, Cobham Drive from the Wellington Road/Hamilton Road intersection to Troy Street roundabout will be closed from 7.15am to 11.30am. Arterial roads adjoining Oriental Parade and Evans Bay Parade will be affected by these closures, as will intersections adjoining the State Highway along Ruahine Street at Taurima Street, and Goa Street. Alternative entry routes to Hataitai will be provided at the Hamilton Road/Wellington Road intersection, the Wellington Road/Moxham Avenue intersection and via Roseneath/Mt Victoria. Traffic will still be able to exit Hataitai. The street closures affecting the State Highway will require separate approval from NZTA. As in previous years, the closures will remain in place for the minimum duration, with the roads being opened at the earliest, safe opportunity.

There will be areas designated as “No Stopping” to assist with the finish line set-up and the diverted traffic flow around Kilbirnie Park and the general Kilbirnie area. Notification signs will be placed at points along the proposed closures at least one week prior to the event advising of the road closures and the parking restrictions. Residents and local businesses will also receive a letter drop advising them of the road closures and parking restrictions. The event is to be traffic managed by a qualified traffic management company and emergency services will have immediate access to the area if required.

2. Events (Business Development) Support

This is an annual event organised by Sport Wellington and is supported by the Events Business Unit.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was published in the Dominion Post on Saturday 16 September 2018 and posted on social media via:

- Facebook
- Twitter
- Neighbourly
- Oriental Bay Residents Association

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been No Objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implement Manager Network Improvements, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to the plans provided, will impede traffic flows on several major routes. The proposed conditions below will go some way to mitigate the expected traffic congestion during the road closures. The expected congestion during the road closures is considered acceptable to facilitate a public event and ensure the safety of the general public. An approved traffic management plan is required and will attempt to minimise disruption. Further conditions listed below will also be required to be adhered to, to assist in managing the event.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to publicly notify the event via letter drop, newspaper advertisement, advanced signage and media releases.
- The event organiser is to ensure that the emergency services (Police, Fire and Ambulance Services) have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- The event organiser is to ensure that the affected property owners and businesses along the road closures are consulted with and access options are arranged for affected parties.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to work with the public transport operators to provide alternative public transport route and bus stops.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide details of the Traffic Management Plan to Council for approval prior to the event.
- The event organiser is to provide further details to the Wellington City Council with a separate detailed Traffic Management Plan for the diverted State Highway traffic onto City Council managed streets in particular Kilbirnie Crescent, Rongotai Road and Troy Street. The management of the diverted traffic onto City Council streets will be controlled by Wellington City Council rather than the New Zealand Transport Agency.
- The event organiser is to provide Variable Message Signs on major routes to advise driver of the road closures, in particular routes between the CBD and the Airport and the Regional Hospital.
- The event organiser is to ensure safe and reasonable access for affected parties and have regular updates and contact with on-site marshals and City Council representatives.
- The event organiser is to install information signs 10 working days before the event starts.

- The event organiser is to provide Council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all the Health & Safety risks associated with the event.

Signed 
Stephen Harte
Programme Manager Transport Network Development

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By: 
Maria Taumaa
Street Activities Coordinator

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events.

**Wellington Round the Bays
6.30am to 1pm, Sunday 17 February 2019**

- Customhouse Quay (Southbound lanes, from Whitmore Street to Jervois Quay) from 6.30am and 11.00am
- Jervois Quay (South bound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am
- Cable Street (between Jervois Quay and Chaffers Street - with exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am
- Right hand lane is to remain open allowing traffic from Chaffers New World to turn right into Kent Terrace
- Oriental Parade (all of Oriental Parade) from 7.15am to 11.00am
- Oriental Parade and all joining roads (Herd St/Freyberg Carpark/Oriental Terrace/Hay Street/Grass Street) Closed to Carlton Gore Road 7.15am to 11.00am
- Evans Bay Parade (between Cariton Gore/Oriental Parade and Cobham Drive) from 7.15am to 12 noon
- Evans Bay Parade (between Cobham Drive and Kibirnie Crescent) from 7.15am to 1.00pm
- Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm
- Shelly Bay Road (all of Shelly Bay Road) from 7.30am to 12 noon
- Massey Road (between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12 noon
- Kibirnie Crescent/Hamilton Road/Wellington Road intersection to Evans Bay Parade Wellington Road intersection, northbound land closure from 7.15am till 12.30pm, southbound lane closure from 7.15am to 11.30am
- Cobham Drive/Wellington Road intersection from this intersection to Troy Street roundabout, full closure from 7.15am to 11.30am

This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open as soon as possible before the stated time.

All arterial roads joining Evans Bay Parade, these roads to be closed from 7.15am and reopening approx. 12.00 noon. If all participants have cleared off Evans Bay Parade before this time road closures will be removed.

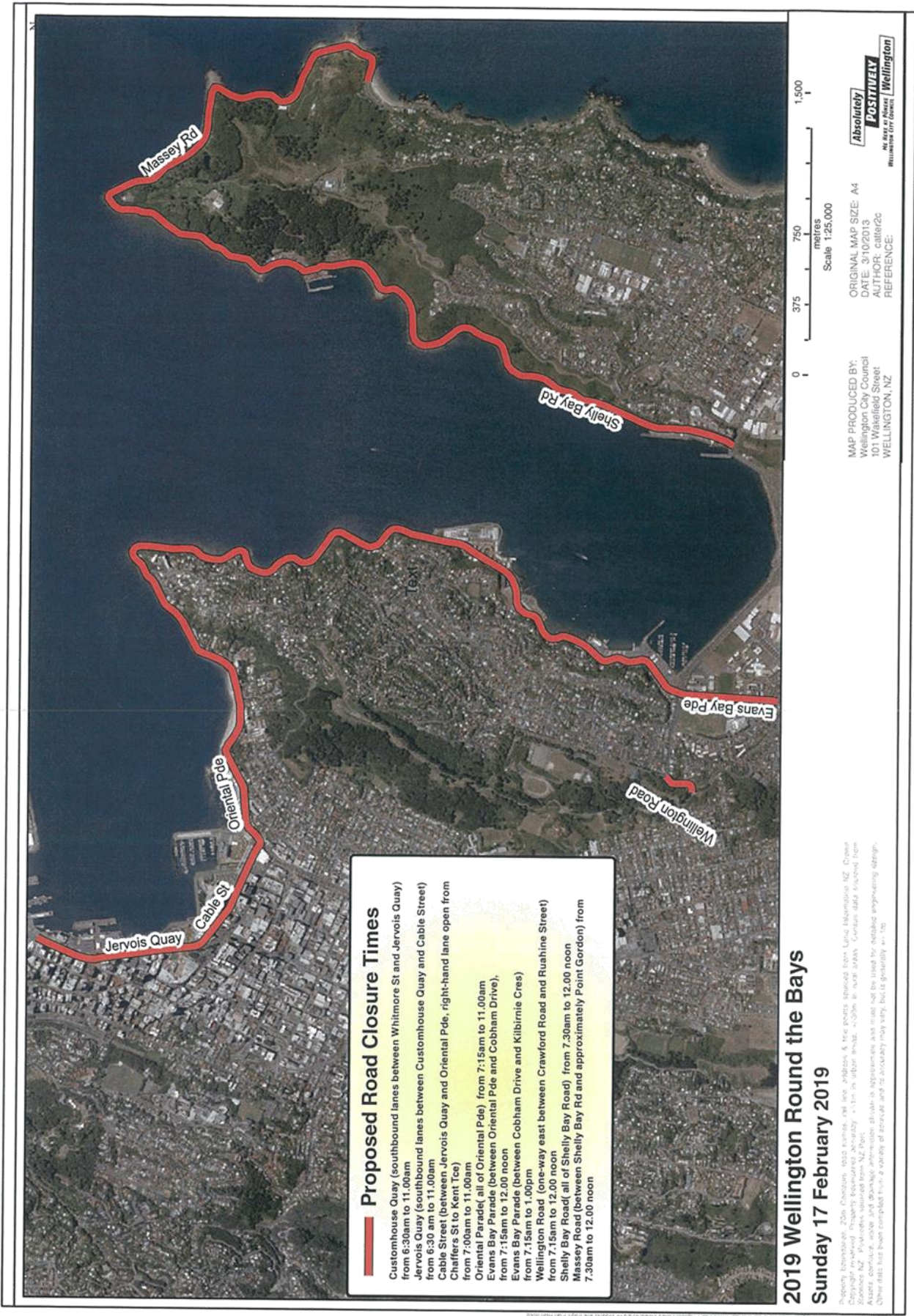
**Newtown Festival
5am to 9pm, Sunday 3 March 2019**

- Riddiford Street (between Mein Street and Rhodes Street)
- Rintoul Street (Riddiford Street and Millward Street)
- Rintoul Street (at Colombo Street Saturday 2 March 2019 at 6.00pm to 11.30pm)
- Constable Street (Riddiford Street to Daniell Street)
- Hall Street (for approx 30m west of Riddiford Street)
- Emmett Street (all)
- Green Street (all)
- Wilson Street (approx 100m east off Riddiford Street)
- note: closure of Wilson Street extended to 11.30pm
- Newtown Avenue (approx 100m east off Riddiford Street)
- Normanby Street (approx 80m east off Riddiford Street)
- Donald McLean Street (approx 150m east off Riddiford Street)
- Gordon Street (all)
- Gordon Place (all)
- Florence Street (all)
- Ferguson Street (for approximately 60m south off Donald McLean Street)
- Colombo Street (Saturday 2 March 2019 at 7.00am to Sunday 3 March 11.30pm)
- Arney Street (all)

No parking on the above and some surrounding streets from 5.00am to 9.00pm. A one-way system for Bus Services and vehicular traffic will operate on Mein, Daniell and Owen Street's.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 28 September 2018. Please send correspondence to Maria Taumaa at mailing address below, by fax 801 3009 or by email

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REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WELLINGTON NIGHT MARKET LANTERN FESTIVAL 2019
SATURDAY 23 FEBRUARY 2019 4AM TO MONDAY 25 FEBRUARY 2019 5AM

1. Description of Event

The Coolest Capital of the World. The Lantern Festival is one of Wellington Night Market's annual events. Over the past three the event organisers have transformed Lower Cuba Street into a wonderland lined with hundreds of handmade lanterns. 2019 they are looking to expand the Lantern Festival along Dixon Street creating a walkway connection to Te Papa.

The proposed road closure is for **Dixon Street** (between Eva Street and Christeson Lane)
Cuba Street (between Dixon Street and Wakefield Street)

Road closure notification boards will be placed at each end of the closure at least 10 working days week prior to the event.

The event will be managed by a qualified temporary traffic management company. Pedestrian access will not be restricted and emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

A public notice advertising that the Council is proposing to consider this closure was published in the Dominion Post on Saturday 20 October 2018, also posted on Social Media via:

- Facebook
- Twitter
- Neighbourly

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment**Prior Closures**


Lower Cuba Street has been closed each Saturday from 3pm to 11.30pm for the past two years to accommodate the Night Market. This has caused little disruption to the traffic and buses. Dixon street has also been closed for different events held in the City. The Wellington Lantern Festival has grown over the years and the organisers are looking to hold the event without to much interruptions to the city.

Traffic Impact

In the opinion of Stephen Harte Implementation Manager, Network Improvements, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The road closures will start at 4am Saturday 23 February 2019 to 5am Monday 25 February 2019.
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.
- The detour route is to be clearly signed during road closures.
- Only authorised vehicles will be allowed within the road closure area, travelling at no more than Walking speed (3km/h) to ensure public safety is not compromised.
- The event organiser will publicise the event via media releases, letter drops and advanced signage to notify the public of the road closures.
- The event organiser is responsible for the ongoing maintenance of the temporary traffic management plan during the road closures.
- The event organiser is to ensure buses are able to enter Manners St during the road closure timeframe.
- The event organiser is responsible for maintaining public safety within the road closure area.
- The event organiser is to consult with emergency services on the proposed road closure and ensure the TMP includes all of their special requirements.
- The event organiser is to ensure that the traffic management company adheres to the approved traffic management plan.
- Information signs must be installed 10 working days before the event.
- The event organiser is to provide Council with an event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all the Health and Safety risks associated with the event.

Signed 

Stephen Harte
Implementation Manager, Network Improvements

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By:
Maria Taumaa
Street Activities Coordinator



Notice of Extraordinary Meeting

This is to advise that an Extraordinary meeting of the City Strategy Committee has been scheduled as follows:

Date: Thursday 25 October 2018

Time: 9.30am

Venue: Committee Room 1, Ground Floor, Council Offices, 101 Wakefield Street

Business: To hold an oral hearing in relation to the Alcohol Control Bylaw Review before the next scheduled City Strategy Committee meeting on 8 November 2018.

Notice of Meeting

Regulatory Process Committee

This is to advise that a meeting of the Regulatory Process Committee has been scheduled as follows:

Date: Tuesday 06 November 2018

Time: 1:30pm

Venue: Committee Room 1, Ground Floor, Council Offices, 101 Wakefield Street

Business: The Regulatory Process Committee will be holding an additional meeting to resolve a proposal for closure of two roads around Pukehau Park for Armistice Day on Sunday 11 November 2018.

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events.

Wellington Night Market Lantern Festival 2019
4am, Saturday 23 February 2019 to 5am, Monday 25 February 2019

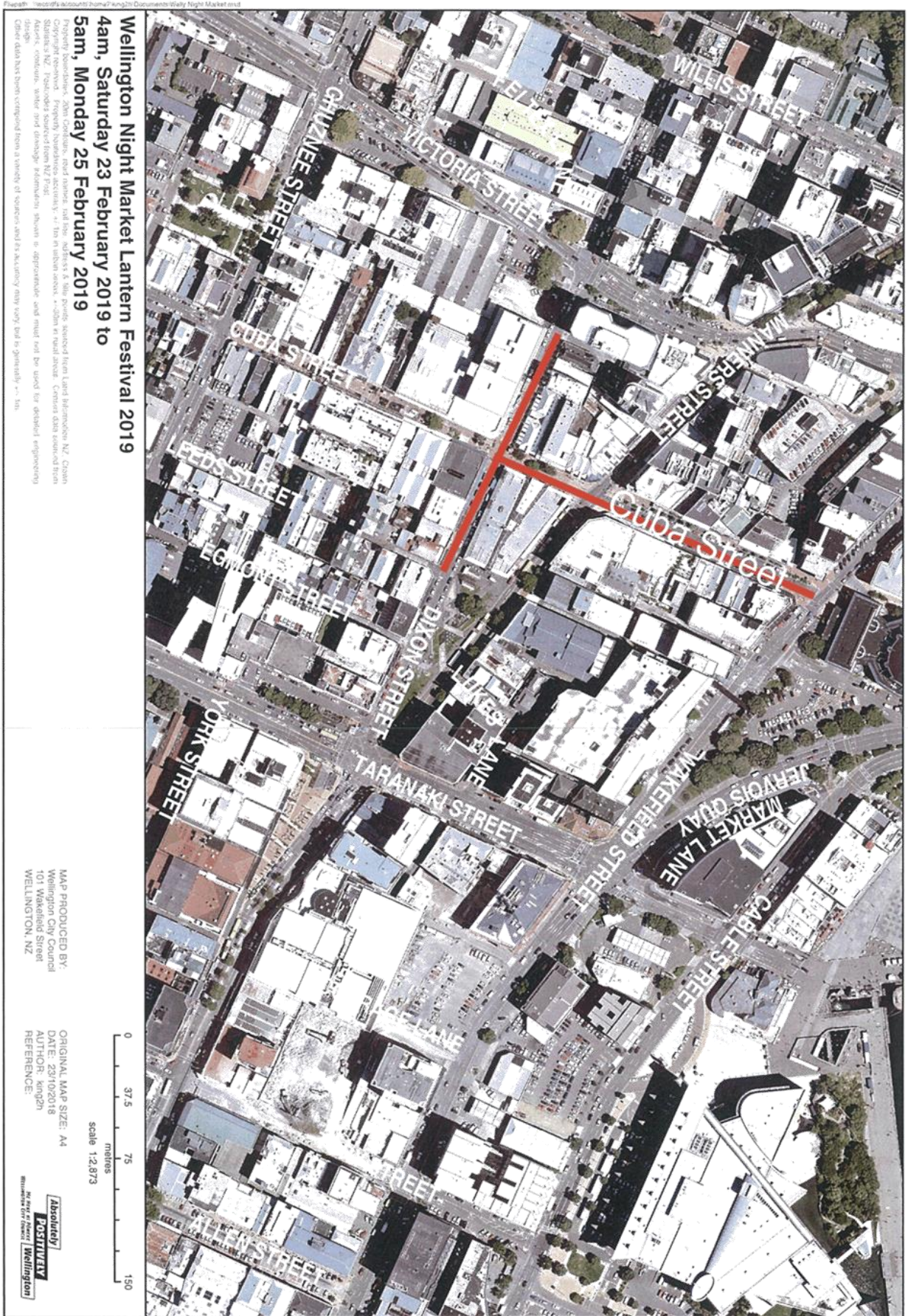
Lower Cuba Street (between Dixon Street to Wakefield Street)
Dixon Street (between Eva Street to Christeson Lane)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 2 November 2018. Please send correspondence to Maria Taumaa at mailing address below; by fax 801 3009 or by email maria.taumaa@wcc.govt.nz

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

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*Dominion Post, Saturday 20 October, 2018.
page C19.*



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

PRIDE PARADE
SATURDAY 16 MARCH 2019 3.00PM TO 8.00PM

1. Description of Event

As part of the Wellington Pride Festival, Tu Whakahihi e Te Whanganui-a-Tara the organisers wish to hold a street parade to promote visibility of our diverse community, to celebrate the uniqueness of our Pride network and to create inclusion rather than exclusion. Major milestones for our queer community in Wellington in the past two years, have strengthened the drive to promote our Wellington GLBTIQ community to capitalise on our Wellington City – it's people – it's diversity – it colourful history and leadership.

The organisers do not require a street closure for the parade itself but require a safe assembly area for the performers and floats.

The proposed road closure is: **Saturday 16 March 2019, 3.00pm to 8.00pm**

- **Tennyson Street** (Tory Street to Cambridge Terrace)

The parade is to be carried out on the open road under a temporary traffic management plan – the details of which will be subject to approval prior to the event.

Road closure notifications boards will be placed at each end of the closure at least one week prior to the event. Residents and local businesses will receive a letter drop advising them of the road closure and the parking restrictions. The closure is also to be advertised in the Wellingtonian in the week preceding the parade. The road closure and the street parade are to be traffic managed by a qualified traffic management company. Residents and business owners will have marshalled access and emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

The public notice advising that the Council is proposing to consider this closure was published in the

Dominion Post Saturday on 6 October 2018 and posted on Social Media on 6/10/2018 through :

- Facebook
- Twitter
- Neighbourly

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures


None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implement Manager Network Improvements, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The road closure will be in place from 3pm to 8pm
- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is to obtain Council approval on the details of traffic management plan prior to the event (in particular the Tennyson Street closure).
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to provide marshalled vehicle access to all properties affected by the closure for the parade assembly.
- The event organiser is to consult with emergency services on the proposed road closure and ensure the TMP includes all of their special requirement.
- The event organiser is to work with the public transport operations to provide alternative public transport routes and bus stops.
- Information signs must be installed 14 working days before the event.
- The event organiser is to provide Council with and Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all the Health and Safety risks associated with the event.

Signed

 Stephen Harte
 Implement Manager Network Improvements

6 Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By:

Maria Taumaa

Street Activities Coordinator



Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events.

Pride Parade

Saturday 16 March 2019, 3pm to 8pm

Road Closure

Tennyson Street (Tory Street to Cambridge Terrace)

Rolling Road Closure approximately 6.45pm

Tennyson Street, to Cambridge Terrace, to Courtenay Place, to Taranaki Street, to Taranaki Street Wharf.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 5 October 2018. Please send correspondence to Maria Taumaa at mailing address below, by fax 801 3009 or by email maria.taumaa@wcc.govt.nz

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

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REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

NEWTOWN FESTIVAL

Sunday 3 March 2019

1. Description of Event

The Annual Newtown Festival and Fair is a successful community event attracting very large crowds.

The proposed road closures, to vehicular traffic only, are for Sunday 3 March 2019, from 5.00am to 9.00pm.

The proposed road closures are as follows;

- o Arney Street (All)
 - o Colombo Street (Saturday 2 March 2019 at 6pm to 11.30pm)
 - o Constable Street (between Riddiford Street and Daniell Street)
 - o Donald Mclean Street (between Riddiford Street and Ferguson Street)
 - o Emmett Street (All)
 - o Ferguson Street (for approximately 60m south of Donald McLean Street)
 - o Florence Street (All)
 - o Gordon Place (All)
 - o Gordon Street (All)
 - o Green Street (All)
 - o Hall Street (60 metres West of Riddiford Street)
 - o Newtown Avenue (Riddiford Street and 150 metres east)
 - o Normanby (Riddiford Street and 80 metres east).
 - o Riddiford Street (between Mein Street and Rhodes Street)
 - o Rintoul Street (Riddiford Street to Millward Street)
 - o Wilson Street (Riddiford Street to number 17 including off street public carpark. Wilson Street will be closed till 11.30pm to facilitate the removal of fair infrastructure).
- Proposed temporary one-way traffic scheme to bypass the fair:**
Daniell Street (One-way south from Mein Street to Constable Street)
Owen Street (one-way from Mein Street to Constable Street)

Parking restrictions are proposed on the above and some surrounding streets. A one-way system for Eastern and some Southern bus services will operate on Daniell Street and Owen Street via Mein Street, which remains two-way at all times. Buses to and from Island Bay will be diverted to the number 4 route which runs via Adelaide Road. The traffic diversion, emergency procedures and the fair footprint are an established format that Council officers, the local community emergency services and the traffic management company have collectively reviewed and used on previous occasions.

Road closure notification signs will be in place at least one week prior to the event, as well as electronic variable message boards on the event day. Residents and local businesses will receive a letter drop advising them of the event, the road closures and the parking restrictions.

The event is also extensively advertised by posters in local shops, a variety of other media and an advertisement in the Wellingtonian in the week preceding the fair. The event is to be traffic managed by a qualified traffic management company and emergency services will have immediate access to the area if required. Public transport operators have been notified and consulted with over the road closures. Agreement has been reached on suitable temporary bus stops and detour routes for the event.

Events Directorate Support

The Newtown Festival is a long running community event and is regarded as the most successful festival of its type in the city. Wellington City Council provides support for the event through a community Festivals Grant and additional funding from the Events Business Unit.

2. Proposal Notice and Consultation

The public notice notifying that the Council is proposing to consider this closure was published in the Dominion Post Saturday 15 September 2018 and posted on Social Media via:

- Facebook
- Twitter
- Neighbourly
- Newtown Resident's Association

The New Zealand Police and the Ministry of Transport have also been consulted with.

3. Objections

There have been NO objections to this closure request.

4. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Implement Manager Network Improvements, acting as the Council's Traffic engineer, the proposed closure, if implemented according to the plans provided, will impede traffic flows on several major routes. The proposed conditions below will go some way to mitigate the expected traffic congestion during the road closures. The expected congestion during the road closures is considered acceptable to facilitate a public event and ensure the safety of the general public. An approved traffic management plan is required and will attempt to minimise disruption. Further conditions listed below will also be required to be adhered to assist in managing the event.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to publicly notify the event via letter drop, newspaper advertisement, advanced signage and media release.
- The event organiser is to ensure that the emergency services (Police, Fire, and Ambulance Services) have been consulted with and that the Traffic Management Plan includes all of their specific requirements.
- The event organiser is to ensure that the affected property owners and businesses along the road closures are consulted with and access options are arranged for affected parties.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised (in particular the road closures at the ends of Riddiford Street, Constable Street and Rintoul Street).
- Detour routes are to be provided and clearly signed during the road closure period.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops.
- The event organiser is to provide further details of the Traffic Management Plan to Council for approval prior to the event, including details of detour routes.
- The event organiser is to provide Variable Message Signs on major routes to advise drivers of the road closures, in particular routes between the CBD and the Airport and the Regional Hospital.
- Event Information signs must be installed 10 working days before the event.
- The event organiser is to provide council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all the Health & Safety risks associated with the event.



Signed
Stephen Harte
Implement Manager Network Improvements

5. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared
Maria Taumaa
Street Activities Coordinator



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job: WN38122	size: 37 x 3col	run date	publication
Cancellation of adverts booked with media will incur a media cancellation fee of \$50.		your contact: Sarah	

15/9/2018

Sarah Medley
22/9/2018

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events.

Wellington Round the Bays
6.30am to 1pm, Sunday 17 February 2019

- Customhouse Quay** (Southbound lanes, from Whitmore Street to Jervois Quay) from 6.30am and 11.00am
- Jervois Quay** (South bound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am
- Cable Street** (between Jervois Quay and Chaffers Street - with exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am
- Right hand lane is to remain open allowing traffic from Chaffers New World to turn right into Kent Terrace
- Oriental Parade** (all of Oriental Parade) from 7.15am to 11.00am
- Oriental Parade and all joining roads (Herd St/Freyberg Carpark/Oriental Terrace/Hay Street/Grass Street) Closed to Carlton Gore Road 7.15am to 11.00am
- Evans Bay Parade** (between Carlton Gore/Oriental Parade and Cobham Drive) from 7.15am to 12 noon
- Evans Bay Parade** (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 1.00pm
- Wellington Road** (one way east between Crawford Road and Ruahine Street) from 7.15am to 12.00pm
- Shelly Bay Road** (all of Shelly Bay Road) from 7.30am to 12 noon
- Massey Road** (between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12 noon
- Kilbirnie Crescent/Hamilton Road/Wellington Road** intersection to Evans Bay Parade Wellington Road intersection, northbound land closure from 7.15am till 12.30pm, southbound lane closure from 7.15am to 11.30am
- Cobham Drive/Wellington Road** intersection from this intersection to Troy Street roundabout, full closure from 7.15am to 11.30am

This stretch of SH1 will open as soon as it is safe and practical to do so, with the aim to have it open as soon as possible before the stated time.

All arterial roads joining Evans Bay Parade, these roads to be closed from 7.15am and reopening approx. 12.00 noon. If all participants have cleared off Evans Bay Parade before this time road closures will be removed.

Newtown Festival
5am to 9pm, Sunday 3 March 2019

- Riddiford Street** (between Mein Street and Rhodes Street)
- Rintoul Street** (Riddiford Street and Millward Street)
- Rintoul Street** (at Colombo Street Saturday 2 March 2019 at 6.00pm to 11.30pm)
- Constable Street** (Riddiford Street to Daniell Street)
- Hall Street** (for approx 30m west of Riddiford Street)
- Emmett Street** (all)
- Green Street** (all)
- Wilson Street** (approx 100m east off Riddiford Street)
- note: closure of Wilson Street extended to 11.30pm
- Newtown Avenue** (approx 100m east off Riddiford Street)
- Normanby Street** (approx 80m east off Riddiford Street)
- Donald McLean Street** (approx 50m east off Riddiford Street)
- Gordon Street** (all)
- Gordon Place** (all)
- Florence Street** (all)
- Ferguson Street** (for approximately 60m south off Donald McLean Street)
- Colombo Street** (Saturday 2 March 2019 at 7.00am to Sunday 3 March 11.30pm)
- Arney Street** (all)

No parking on the above and some surrounding streets from 5.00am to 9.00pm. A one-way system for Bus Services and vehicular traffic will operate on Mein, Daniell and Owen Street's.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 28 September 2018. Please send correspondence to Maria Taumaa at mailing address below, by fax 801 3009 or by email maria.taumaa@wcc.govt.nz

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 PO Box 2199, Wellington 6140
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REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ST ANTHONY'S FAIR
17 FEBRUARY 2019 8AM TO 4PM

1. Description of Event

The Organiser of St Anthony's School Fair has applied for a road closure to enable them to hold their event. The school has very small grounds and wants to use the extra space in Ludlam Street for entertainment stalls and activities. The organisers have successfully run nine previous Fairs. The proposed closure is from 8am to 4pm Saturday 17 February 2019.

The proposed road closures are:

Ludlam Street (between Ferry Street and Falkirk Avenue)

Road closure notification boards will be placed at each end of the closure at least 10 working days prior to the event. Residents and businesses within the proposed closure will receive a letter drop advising them of the event and the road closure 10 working days before the event

The event will be traffic managed by a qualified traffic management company according to a Council approved Traffic Management Plan. Emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

A public notice advising that the Council is proposing to consider this closure was published in the following newspaper:

Dominion Post Saturday on 10 November 2018 and posted on social media via:

- Twitter
- Facebook
- Neighbourly

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment**Prior Closures**

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Brett North, Team Leader, Asset Performance, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to notify the public via , letter drop, advanced signage and media releases.
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to provide marshalled vehicle access to all properties affected by the closure if required.
- The event organiser is to ensure that the residents and businesses affected by the road closure are consulted with and access options are arranged as required.
- The event organiser is to consult with emergency services and ensure the traffic management plan includes all of their special requirements.
- The event organiser is to provide Council with an Event Hazard/Risk management plan 10 working days prior to the even that describes in full how the event organiser will manage all the Health and Safety Risks associated with the event.

Signed

Brett North Team Leader, Asset Performance.....

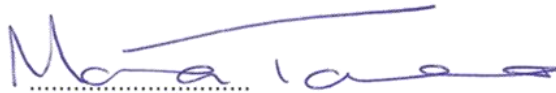

6. Attachments

- Map of proposed closure
- Copy of the Dom Post Public notice

Prepared By:

Maria Taumaa

Street Activities Coordinator



Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 21 November 2018 to consider the following temporary road closures for events. Or will be taken to the next Regulatory meeting that is held.

St Anthony's School Fair Sunday 17 February 2019, 8am to 4.00pm

Ludlam Street (between Falkirk Avenue and Ferry Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 23 November 2018. Please send correspondence to Maria Taumaa at mailing address below, by fax 801 3009 or by email maria.taumaa@wcc.govt.nz

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Dominion Post. Saturday 10 November, page C19.



PROPOSED ROAD STOPPING - LAND ADJOINING 146 COCKAYNE ROAD, KHANDALLAH

Purpose

1. This report asks the Regulatory Processes Committee to recommend that the Council stops and sells approximately 130m² (subject to survey) of unformed legal road adjoining 146 Cockayne Road, Khandallah. Refer Attachment 1 for location plan.

Summary

2. The owner of 146 Cockayne Road, Khandallah has applied to purchase the area outlined in red in Attachment 2 (the Land).
3. Utility providers and the Council's internal business units have been consulted. All support the proposal subject to standard conditions (where applicable).
4. Initial consultation letters have been sent to ten immediate neighbours. At the time of writing this report only one reply had been received, with that party not opposing the proposed stopping.
5. If the Council approves officers' recommendation then public notification will commence. Neighbours and any other member of the public will then have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to the Council that it:
 - a) Declares that approximately 130m² (subject to survey) of unformed legal road land in Cockayne Road, Khandallah, shown outlined red on Attachment 2 (the Land), and adjoining 146 Cockayne Road (being Lot 23 DP 16298 CFR WN45C/673) is not required for a public work and is surplus to Council requirements.
 - b) Agrees to stop the legal road and dispose of the Land referred to above.
 - c) Declares that approximately 1m² (subject to survey) of unformed legal road land in Cockayne Road, Khandallah, highlighted blue on Attachment 1 and adjoining 146 Cockayne Road (being Lot 23 DP 16298 CFR WN45C/673) is not required for road.
 - d) Agrees to stop approximately 2m² (subject to survey) of unformed legal road (shown blue on Attachment 2) for use as two isolation strips.
 - e) Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, impose any reasonable covenants, and anything else necessary.

3. Notes that if objections are received to the road stopping, and the applicant wishes to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Background

6. The Land is level with the the formed carriage way and footpath, containing lawn, vegetation and small trees. It also contains the applicant's single garage under encroachment licence. (View from Cockayne Road in Attachment 3).
7. Should the road stopping proposal be successful the Land would be amalgamated with 146 Cockayne Road.
8. The applicant is interested in purchasing the Land to increase their options for future subdivision and development.

Discussion

9. Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
10. The Council, under section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work. Section 345(1)(a)(i) of the Local Government Act 1974 provides council with the statutory power to dispose of stopped road.
11. Advisors from Council's Transport Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to legal road width of 20m being retained which is consistent with the remainder of the street. Isolation strips would be required on the extensions of the 142/146 and 146/148 Cockayne Road side boundaries as shown blue on Attachment 2.
12. Relevant Council business units have been consulted and none wish to retain the Land.
13. As is normal practise in the early stages of the road stopping process officers have written to the ten immediate neighbours notifying them that Council had received this road stopping application. At the time of preparing this report no response had been received, these owners will be consulted again when the formal public consultation is carried out later in the road stopping process.
14. If Council approves the above, officers will establish whether any offer back obligations under section 40 of the Public Works Act 1981 exist.

Options

15. The alternative to undertaking the road stopping is to retain the Land as unformed legal road. In the long term this will incur maintenance and retention costs on land that Council no longer requires.

Next Actions

16. Conclude an investigation in accordance with s40 PWA.
17. Initiate the public notification process.

18. Prepare a survey plan and Sale and Purchase contract.

Attachments

Attachment 1.	Location Plan ↓ 	Page 96
Attachment 2.	Aerial ↓ 	Page 97
Attachment 3.	Views from street ↓ 	Page 98

Author	Paul Davidson, Property Advisor
Authoriser	Wendy O'Neill, Property Services Manager David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Community

In December 2017 letters were sent to ten immediate neighbours of the land proposed to be stopped. At the time of writing this report only one reply had been received, with that party not opposing.

These owners will be consulted again when the formal public consultation is carried out later in the road stopping process.

Utility Provider and Council Business Units

The applicant is obliged to obtain comments from utility providers prior to submission of the application. None have objected to the road stopping. Vodafone, Wellington Electricity Lines Limited, and WCC Street Lighting advised they had assets in the vicinity. Exact location relative to the Land will be confirmed by survey, and if they are located in the Land in question, the assets will either be relocated or an easement registered on the title (at the expense of the new owner).

Several relevant Council business units were consulted in addition to Transport Planning: i.e. Parks, Sport and Recreation, Transport, District Plan Policy, Planning, Vehicle Access, Urban Design and Heritage. None objected to the road stopping.

City Planning and Design supported on the condition that the approximately 130m² parcel of road to be stopped adjoining 146 Cockayne Road is to be amalgamated with that property. Also if the proposal is successful it would result in the site area of 146 Cockayne Road increasing to being more than 800m², which would change how the District Plan infill rule 5.6.2.7.1 would be applied to the combined site. Accordingly the owners of all properties adjoining 146 Cockayne Road would need to be consulted with.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The land is not located in a Māori Precinct, or other area identified as significant to Māori. The land is not being disposed on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land are borne by the applicant or subtracted from sale proceeds per the 2011 cost sharing initiative.

In August 2011 a new cost sharing incentives for road stoppings were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council; the road stopping is also being undertaken in accordance with legislative requirements.

This is not a significant decision. This report sets out the Council's options under the 2011 Road Encroachment and Sale Policy.

This proposed road stopping has no significant impact on the Long Term Plan.

Risks / legal

The road stopping process is consistent with legislative, and the Council's requirements.

Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications for this road stopping.

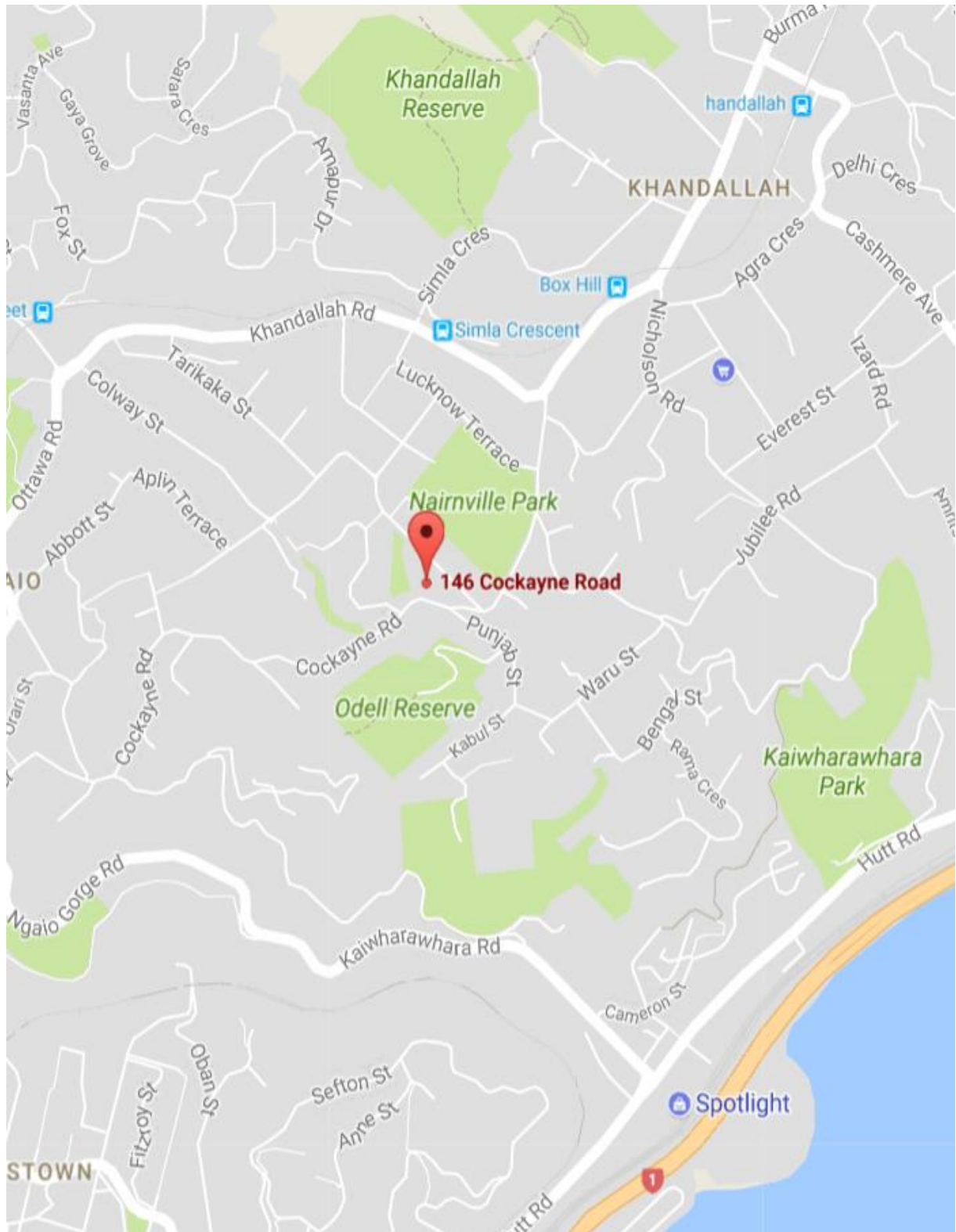
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

Officers are not aware of any negative health and safety impacts relating to this proposal.

Location Plan



Aerial



Views from street

