

RiverLink community engagement report

May – June 2018



July 2018

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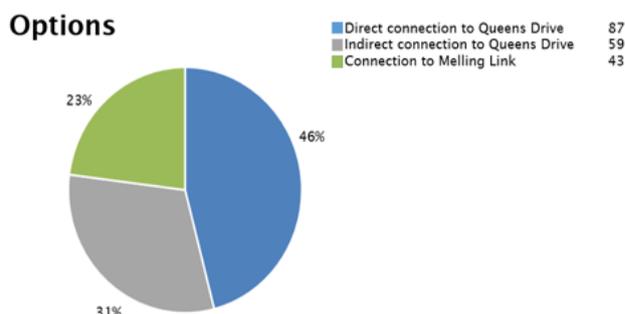
EXECUTIVE SUMMARY

In May and June 2018, the RiverLink team gathered community feedback on three options for a new grade-separated interchange and river bridge at the Melling/SH2 intersection.

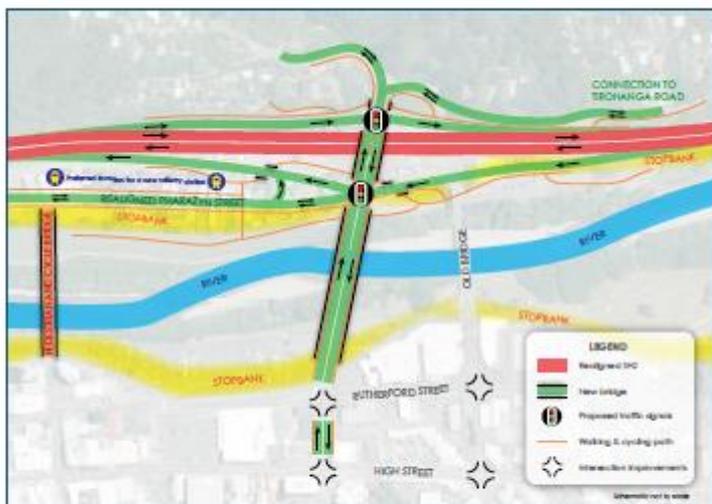
We promoted broad community participation in the engagement through advertising, social media, the RiverLink newsletter and the media. The project team were available to talk with the community at 10 events at three different venues in Hutt City. Events at the Riverbank market and the Queensgate Mall proved an effective way to get feedback from large numbers of local people.

Over the course of the engagement we received 382 responses. Of the 189 people who expressed a preference for an interchange option, 46% of people selected the direct connection to Queens Drive.

Which option people preferred



People who prefer the direct connection to Queens Drive most frequently cited the following reasons:



- has fewer traffic lights
- is easy to navigate
- has better access to the CBD
- minimises disruption during construction.

Thirty-one percent preferred the indirect connection to Queens Drive and the remaining 23% opted for a connection to Melling Link.

Factors that are most important in selecting an interchange include:

- minimising local traffic queues
- ability to accommodate future expansion of rail network
- pedestrian and cyclists safety
- ability to achieve flood protection goals.

DIAMOND INTERCHANGE CONNECTING TO QUEENS DRIVE

The project team now has a greater understanding of what is important to the community and has some new ideas to consider. The RiverLink team are happy with the level of community participation and consider the engagement a success.

PURPOSE OF THIS REPORT

This report describes how the RiverLink project team engaged with the community and documents the feedback received on the shortlisted options for a new Melling interchange and bridge. The engagement ran from 7 May to 10 June 2018.

ABOUT THE COMMUNITY ENGAGEMENT

Project background

Since 2014, the Transport Agency, Hutt City Council (HCC) and Greater Wellington Regional Council (GWRC) have worked collaboratively on a RiverLink programme which involves three separate but interdependent projects – flood protection improvements, the Making Places urban development plan and the Melling transport improvements.

The RiverLink programme seeks to identify a coordinated investment programme to improve flood protection along the Hutt River, to provide better urban amenity connections between the Hutt city centre and the Hutt River and improve the transport connections at Melling.

Purpose of the engagement

The primary goal of this stage of engagement was to seek feedback on the three options for a grade separated interchange and new bridge that were identified in the business case. We also informed the community and key stakeholders about how the SH2 Melling transport improvements project could fit in with the flood protection work being undertaken by the Greater Wellington Regional Council and the Making Places initiative being undertaken by the HCC.

Key communications and engagement objectives were to:

- explain how we arrived at the short list of options
- explain the three interchange options, the outcomes they would deliver and get feedback on them
- raise awareness about this project, its benefits and key deliverables with internal and external stakeholders
- nurture relationships with key influencers/opinion leaders by keeping them informed about the project and invite their input
- set expectations about the indicative timing for project milestones and how the Melling interchange work could fit in with flood protection and city revitalization
- use a range of communication channels to provide clear information to stakeholders and the public
- promote participation and encourage feedback
- follow Transport Agency guidelines about communication style (i.e. tone, plain English, style)
- identify and manage communications risks
- gain support to assist with resource consent/designation applications.

Past engagement

2015

In August/September 2015, we engaged on two options for flood protection and urban development. In December 2015, GWRC announced the selection of their preferred approach to flooding and urban development which broadly involves replacing the Melling Bridge, widening the river channel, increasing the heights of stop-banks, property acquisitions, and proposals to link the CBD to the riverbank as part of the 'Making Places' plan.

2016

In September/October 2016 we held three community design workshops with GWRC and HCC to learn more about the activities and features the public wanted to see in the designs.

Also in October 2016, we carried out research to help us better understand people's local travel patterns around Melling and Hutt City. We wanted to know the places they visit, how they travel, the routes they use and why they use them. We also wanted to find out more about the sort of problems people encounter when using the Melling and Block Road intersections, travelling through and accessing Hutt City, the river area, and the nearby residential areas including Harbour View and Tirohanga.

2017

In April 2017 we updated the community on design work and got feedback on transport preferences to help inform the business case. The engagement was done in concert with the Hutt City Council engagement on their annual plan which collected feedback on the 'Making Places' initiative.

In November 2017, we engaged users of Melling railway station to learn about the impacts of shifting the station south of the current location.

Engagement principles

Public engagement requires a genuine commitment to communicate effectively with individuals and groups, and it is fundamental to the success of a project. When done well, it can improve both the quality of the project and the level of community buy-in to it.

This project aligns with the following engagement principles:

- a commitment to open and honest communications with stakeholders and the wider community
- engagement is a genuine dialogue about a proposal not yet finalised
- provide regular and relevant information on the project to inform affected parties and the wider community, and minimise the risk of misinformation
- allow sufficient time for engagement
- provide opportunities for feedback
- take into account the views received in the feedback
- work to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner and
- a flexible and adaptable engagement approach that meets changing needs.

ENGAGEMENT PROMOTION AND ACTIVITIES

To ensure broad community participation we used a range of channels to inform the public about the engagement and provide information on the proposed options. Engagement activities were promoted through advertising (Hutt News, on trains), social media, the RiverLink newsletter and the media.

Collateral

The engagement was supported by print and online collateral including an engagement guide (Appendix A), display boards (Appendix B), a newsletter (Appendix F) and an online engagement platform. The collateral informed people about the project, explained what we wanted feedback on and how to provide feedback.

Media releases and newspaper advertisements

A media advisory announcing the engagement details was sent 1 May 2018 and a more detailed media release sent 7 May 2018. The engagement received good media coverage including a front page Dominion Post article on 8 May 2018, the day after the engagement opened.

We also received coverage by Radio NZ, Stuff and an opinion piece in Wellington Scoop. Both the Stuff and Wellington Scoop stories generated quite a lot of comments. The media releases are in Appendix D and news clips are in Appendix E.

Newsletter

A RiverLink newsletter was issued to about 1000 print and electronic subscribers on 2 May 2018 and 400 additional newsletters were distributed at engagement events. The newsletter is in Appendix F. During the engagement we also attracted over 100 new subscribers to the newsletter. Another newsletter will be issued following the engagement.

Social media

Seven boosted Facebook posts were made over the course of the engagement. Six posts were initiated by the Transport Agency and one by GWRC. The Transport Agency also posted on Twitter. Posts were liked and shared by partner organisations to extend their reach. Posts that appeared later in the engagement period increased traffic to the RiverLink website. Social media analytics are in Tables 1 and 2.

Table 1: Facebook posts

Date	Organisation	Reached	Reactions	Clicks
7/5/18	NZTA	15,196	98	2,767
10/5/18	NZTA	13,801	118	747
11/5/18	GWRC	8,786	75	161
14/5/18	NZTA	1,872	2	54
17/5/18	NZTA	16,315	111	380
23/5/18	NZTA	19,384	117	1,344
8/6/18	NZTA	1,735	1	39
Campaign totals		77,089	447	5,492

Table 2: NZTA Twitter posts

Date	Reached	Reactions	Clicks
7/5/18	1,410	7	4
10/5/18	2,925	42	15
17/5/18	3,484	48	14
23/5/18	2,861	36	5
4/6/18	4,319	93	42
8/6/18	1,735	1	39
Campaign totals	14,999	226	80

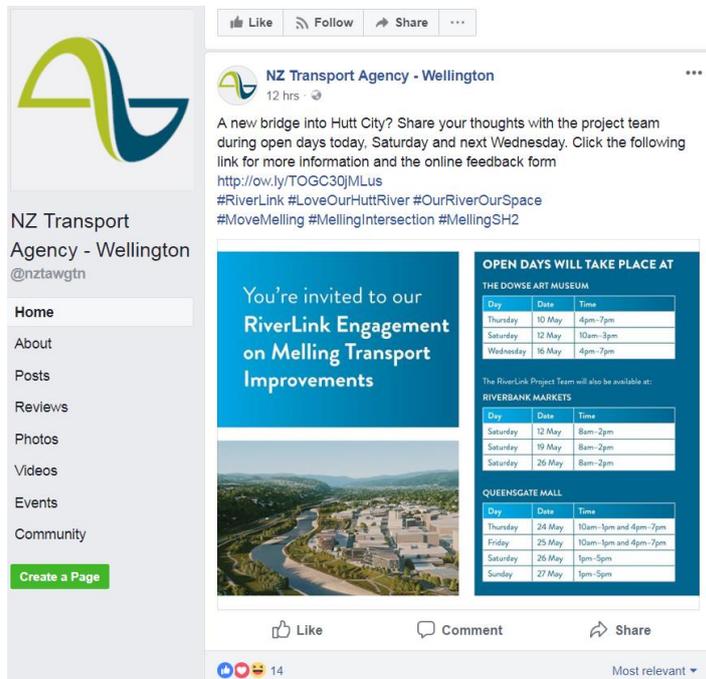
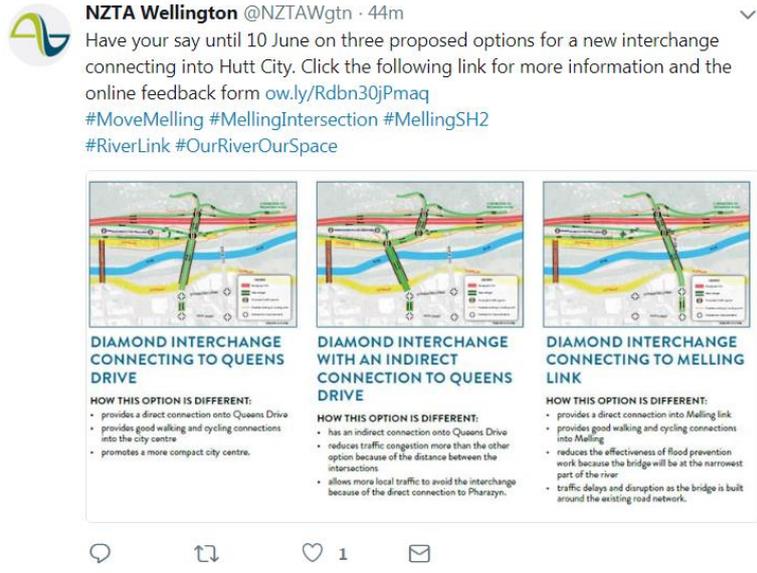


Figure 1: examples of social media posts

Lower Hutt Member of Parliament Chris Bishop mentioned his support for the Melling transport improvements on his Facebook page and generated discussion from followers. The post included a video and petition. See Figure 2.



Figure 2: MP Chris Bishop on Facebook

Website

All communications about the project directed people to visit the RiverLink website. The graphic below shows the spike in visitor¹ numbers following the announcement of the engagement on 7 May. The second graphic shows the source of this traffic and demonstrates the strong role social media has played in driving traffic to the website. The high number of direct visits can be attributed to the media coverage. The timing of social media posts correlates with increased traffic to the website at several points during the engagement period.

Visitors Summary



Figure 3: Visitor numbers to the RiverLink website

¹ Visitor numbers are unique; page views indicates how many pages those visitors looked at

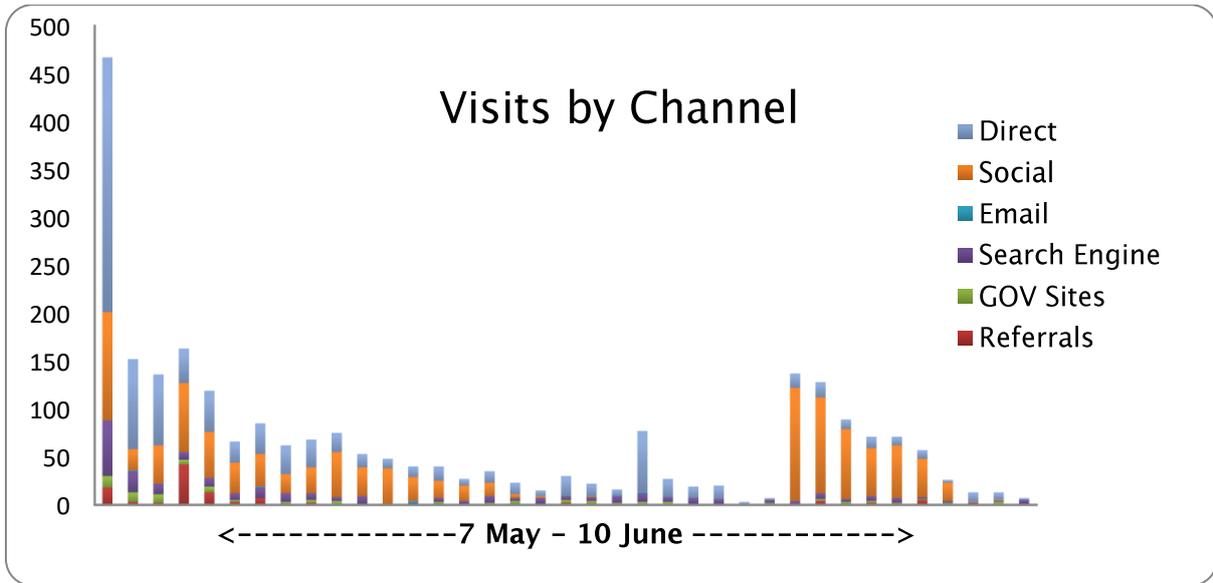


Figure 4: Visitor numbers by channel to the RiverLink website

Online engagement platform

Participants could use the online platform to post comments on an interactive map and submit an electronic feedback form. The platform allows other visitors to like or comment on posts and for the project team to respond to questions about the project.

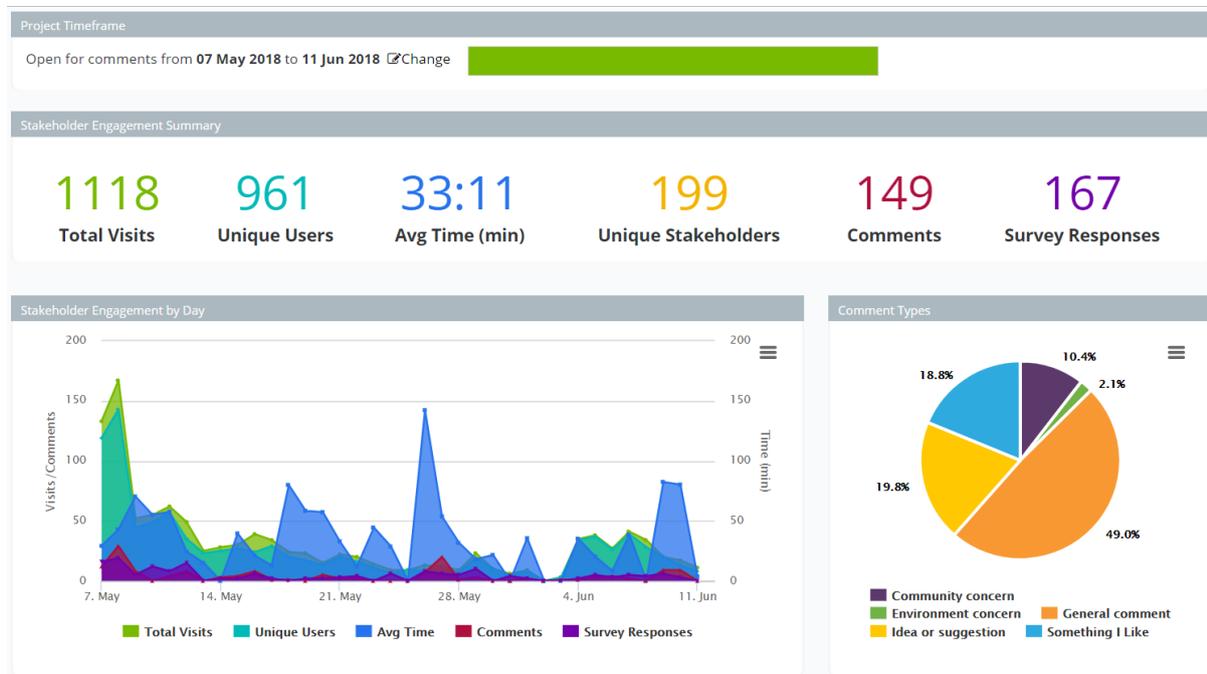


Figure 5: Visitor numbers and page views for the online platform

Key stakeholder emails and meetings

Prior to the engagement opening, we held a briefing for approximately 20 local MPs, mayors and CEOs from Hutt City, Upper Hutt and Wellington to advise them about the engagement and invite them to participate.

An email was sent to transport stakeholders such as AA, Hutt Valley Chamber of Commerce, and Heavy Haulage Association. AA and the Hutt Valley Chamber of Commerce invited the project team to talk with their members about the project. The team also delivered a lunchtime presentation to the Wellington IPENZ group.

Property owners meetings

We wrote to 24 property owners who could potentially be impacted by any of the interchange options and offered to meet with them to discuss the project. We were contacted and subsequently met with six property owners.

GWRC also wrote to 26 property owners who are affected by the flood protection works to update them on the project and offer to meet with them.

Community information events

Over the course of the engagement, the project team and engagement material were available at 10 community open days at three different venues including the Dowse Art Museum, the Riverbank Market and Queensgate Mall. A total of 1,070 people visited the project team and the various venues.

The Riverbank market attracted a large number visitors to the container to talk with the team. The Queensgate Mall also attracted a large number of visitors to talk with the project team and many submitted feedback forms. The Dowse Art Museum drew fewer people but they tended to be better informed about the project and stayed longer talking with the team. See Table 3.

Date	Venue	Number of attendees
10 May	Dowse Art Museum	37
12 May	Dowse Art Museum	41
12 May	Riverbank market	90
16 May	Dowse Art Museum	25
19 May	Riverbank market	260
24 May	Queensgate Mall	91
25 May	Queensgate Mall	90
26 May	Queensgate Mall	120
26 May	Riverbank market	126
27 May	Queensgate Mall	190
	TOTAL	1,070

Table 3: Engagement locations and attendance



Figure 6: Community information event at the Dowse Art Museum



Figure 7: The RiverLink container at the Riverbank Market



Figure 8: Queensgate Mall event

SUMMARY OF FEEDBACK

General comments

By the conclusion of the engagement we received a total of 382 responses. Figure 9 provides a breakdown of how people provided feedback. As a point of comparison, we received a total of 39 submissions during the April 2017 RiverLink engagement.

Appendix G contains a comprehensive list of the themes emerging from the engagement and the project team's responses.

How people provided feedback

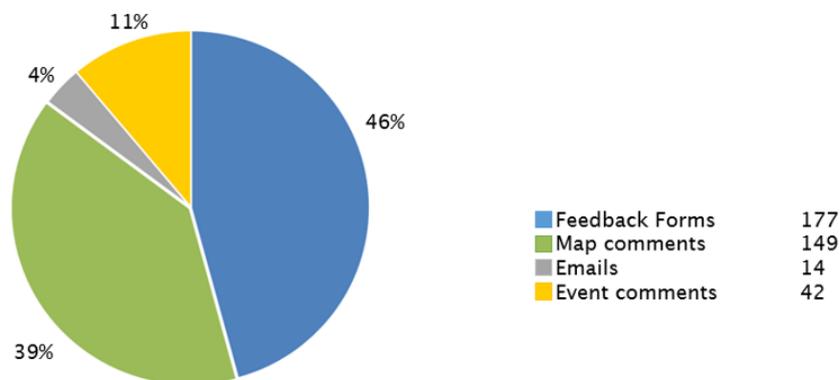


Figure 9: Feedback numbers

The majority of comments focused on transport benefits or engineering concerns relating to the proposed options. There were also comments about RiverLink, flooding and Hutt City centre.

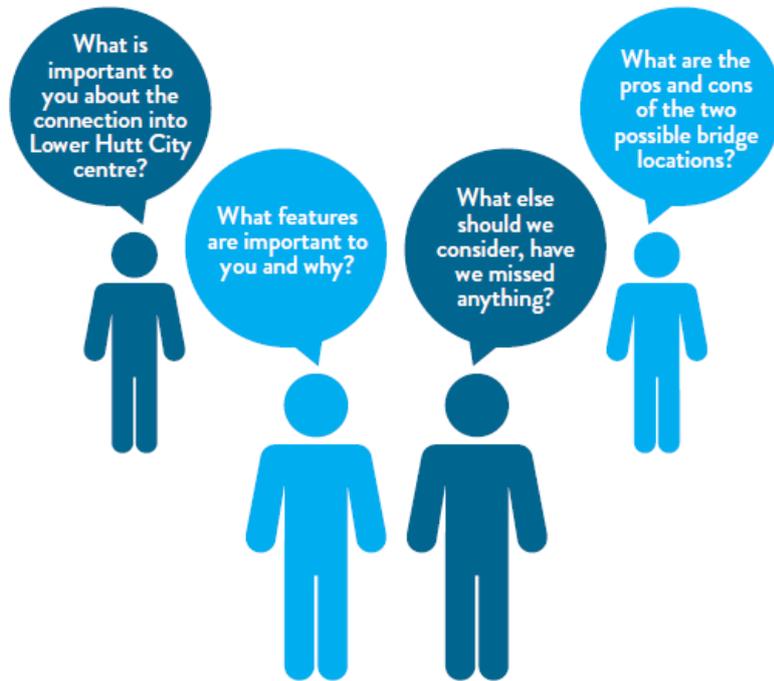
"I have been waiting for the grade separated interchange here for over 20 years. It will double the quality of my life when it is completed."

Key stakeholders who provided feedback were:

- AA – Wellington
- Heavy Haulage
- Hutt Valley Chamber of Commerce

Key stakeholder submissions are in Appendix C.

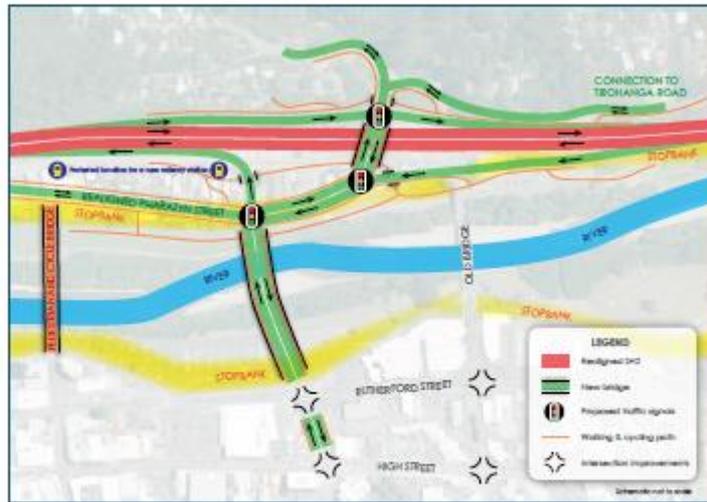
What we asked



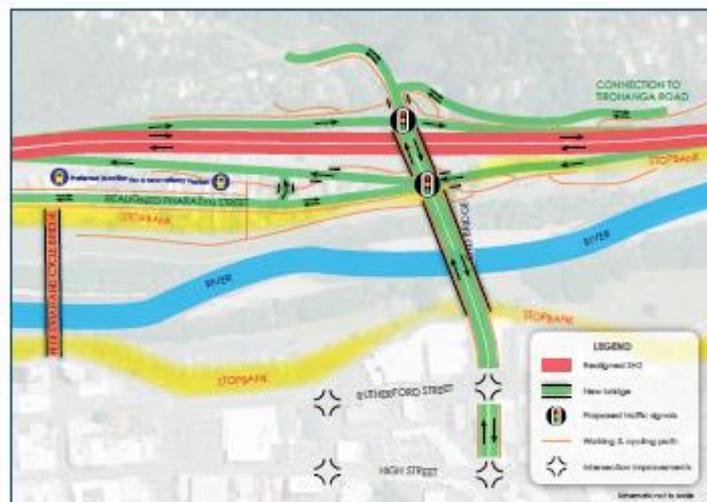
We asked which of the following three options people preferred and why:



DIAMOND INTERCHANGE CONNECTING TO QUEENS DRIVE



DIAMOND INTERCHANGE WITH AN INDIRECT CONNECTION TO QUEENS DRIVE



DIAMOND INTERCHANGE CONNECTING TO MELLING LINK

Option preferences

Of the 189 people selecting a preferred option, the direct connection to Queens Drive is the most popular option with 46% of people selecting it. Thirty-one percent wanted to see an indirect connection to Queens Drive and the remaining 23% opted for a connection to Melling Link.

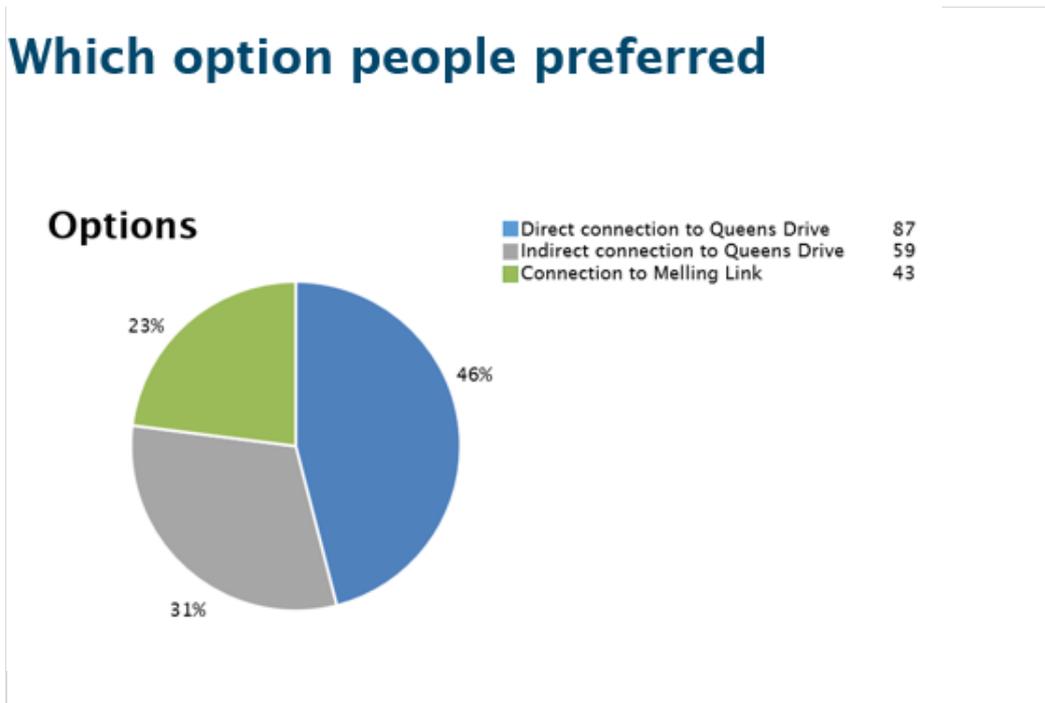


Figure 10: Options breakdown

People who prefer the direct connection to Queens Drive most frequently cited the following reasons:

- has fewer traffic lights
- is easy to navigate
- has better access to the city centre
- minimises disruption during construction

People who preferred the indirect connection to Queens stated that it is more efficient. Most people who prefer the connection to Melling like it because it keeps traffic away from the city centre.

Factors influencing option selections

After selecting a preferred option, people were asked to select the three factors most important to them in a preferred option. Below are the top four preferences in order from the most often selected factor.

- minimising local traffic queues
- ability to accommodate future expansion of rail network
- pedestrian and cyclists safety
- ability to achieve flood protection goals.

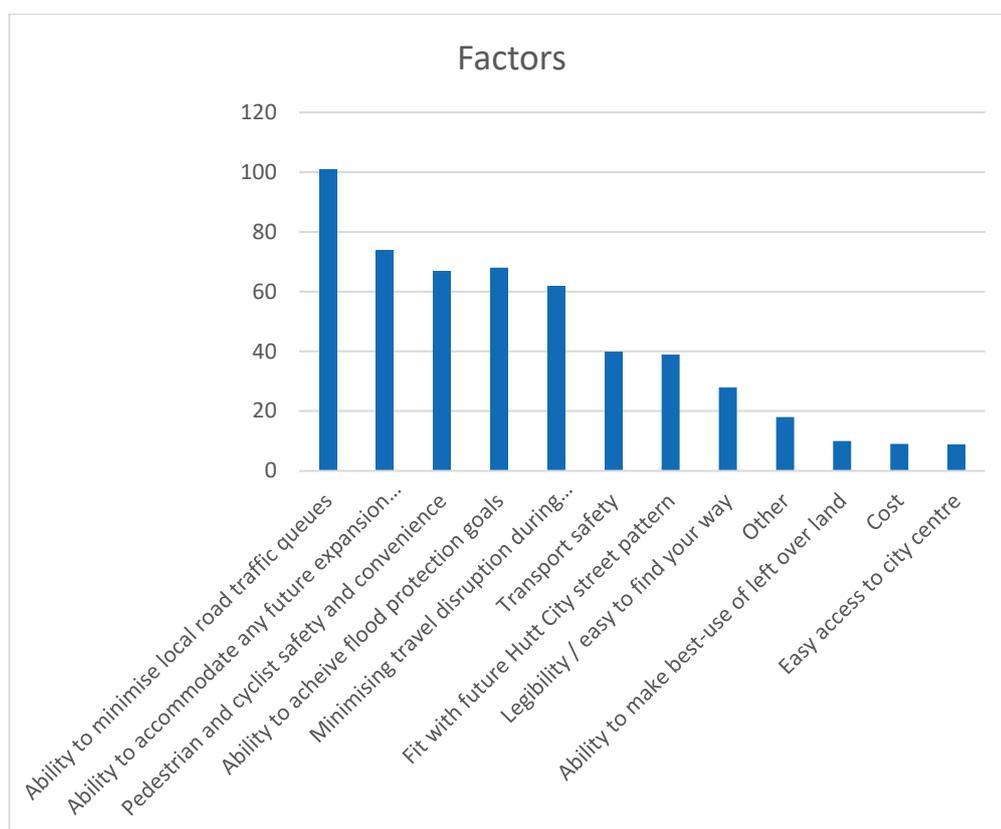


Figure 11: Factor preferences

Ability to minimise local road traffic queues

There were concerns around local traffic movements – congestion city-side on already busy local roads and access from the western hills. People want to understand more about how the western hills would connect into the highway network.

Many people were concerned about the use of traffic lights and expressed a desire to have a roundabout instead. At events, it was easier to explain the reasons for discarding roundabout options. Roundabouts are difficult for pedestrians and cyclists to navigate and would encroach over the stop-bank. The local traffic movements and flow also make a roundabout impractical because the traffic leaving the city centre during the evening peak would block the traffic flows coming into the city from Wellington. The queues would eventually extend back onto the highway which would create a safety hazard. Our work has found that traffic signals are needed to manage the uneven flow of traffic through the interchange especially during peak travel times. Traffic lights will be synchronised to optimise the traffic flows.

Ability to accommodate future expansion of rail network

There were multiple comments and concerns about the railway station and the Melling line. People want to see this line protected for future expansion north and some comments suggested it should come into the city. Train commuters who live in the western hills have concerns about accessing the station when it moves further south.

“The provision/protection of a future northern railway alignment is crucial as it will allow for people from outside the area to commute (this route should actually become the main N/S route for the railway through the Hutt Valley as it would be directly serving the City.”

Pedestrian and cyclist safety and convenience

People who talked about pedestrian and cycling safety, tended to identify this as their preferred mode of transport, they were also likely to mention the importance of public transport too.

“Lower Hutt is currently far too car dominated. The only way to reduce traffic congestion is to make it easy and attractive to use public transport and to walk and cycle. Improving the public transport connection with the pedestrian/cycle bridge combined with increased service frequency on the Melling line will make these modes much more attractive.”

Ability to achieve flood protection goals

When raising the importance of flood protection, comments mentioned historic flooding events and the future impacts of climate change.

“Keep traffic flowing and fix the flood protection - weather events are getting more frequent so we need a resilient transport network.”

Minimising travel disruption during construction

Everyone who selected this factor also chose an option that entered into Queens Drive. There was a link between those who mentioned the current high level of traffic congestion at Melling and being opposed to the additional disruption of building a new bridge at the location of the existing bridge.

“The traffic is already a mess, creating further disruption is not an option.”

Transport safety

People who selected ‘transport safety’ as being an important factor didn’t expand within the comments about exactly why it was important.

Fit with future Hutt City street pattern

Feedback focussed on the desire to avoid creating addition traffic queues and congestion in the CBD and around the shopping area.

“You don’t want to wreck the shopping character of Central Hutt and create parking problems.”

Legibility / easy to find your way

Everyone who selected legibility and being easy to find your way also preferred the direct option into Queens Drive.

Other comments

When people selected ‘other’ as a factor, comments tended to be about the timing of the project, parking, the engagement process, quality of options maps or queries about the information available.

Map feedback

Ideas and suggestions that were posted on the interactive online map included:

- a pedestrian bridge that makes a statement
- a pedestrian mall around Daly/Margaret St
- a pedestrian connection from the western hills to the train station

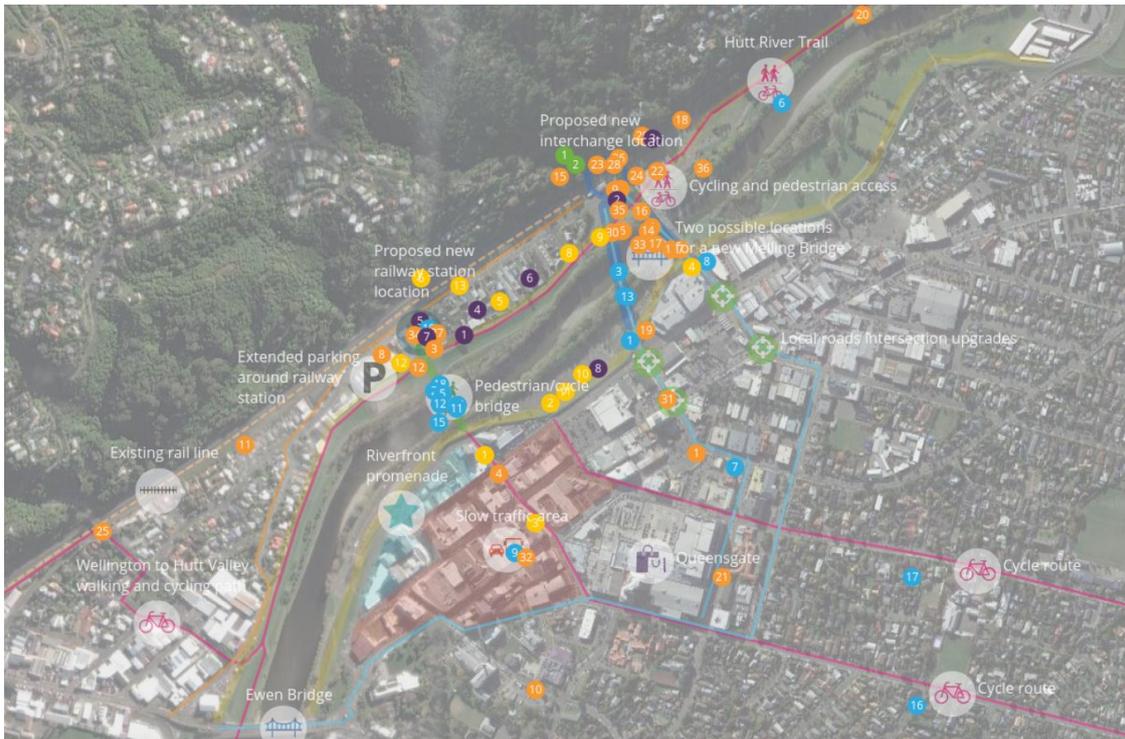


Figure 13: Online engagement platform

NEXT STEPS

We will use the feedback from the engagement, along with our technical and re-evaluation work, to develop a recommendation to present to the Transport Agency Board seek a decision on a preferred option.

APPENDIX A: ENGAGEMENT GUIDE

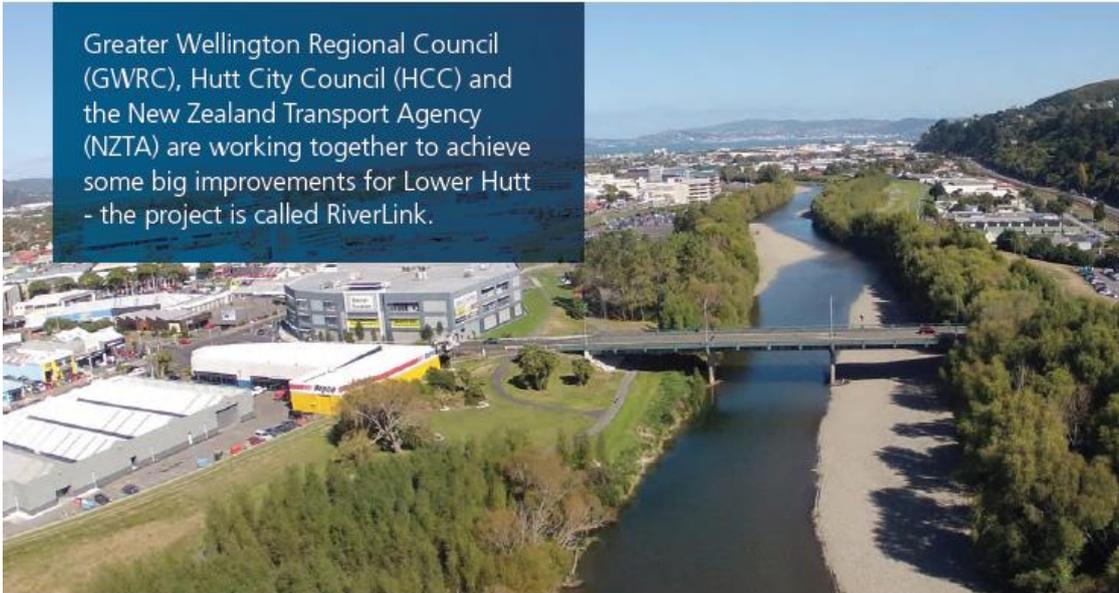


Better flood protection, transport and lifestyle for Lower Hutt

Community engagement guide

May 2018

Greater Wellington Regional Council (GWRC), Hutt City Council (HCC) and the New Zealand Transport Agency (NZTA) are working together to achieve some big improvements for Lower Hutt - the project is called RiverLink.



RiverLink aims to address flood protection, city centre revitalisation and transport objectives.

The purpose of this engagement is to get your input on the transport improvement options we've developed and to provide an update on our flood protection works.

Flood protection

Channel width – A wider channel will reduce the risk of flooding.

Channel constrictions – The Melling Bridge restricts flood flows and traps debris being carried by a flood. We are investigating how and when to replace the Melling Bridge.

Resilience – New stopbanks would reduce the risk of flooding in Lower Hutt and the Melling intersection.

Lifestyle making places

Economic and social needs – City centre revitalisation will attract people and investment and boost the city economy.

Identity – Becoming a 'River City' will strengthen the identity and the sense of who we are for the people of the Lower Hutt. A new Melling Bridge will provide a better "front door" gateway into the city.

Transport

Safety – We aim to make the intersection safer for motorists, cyclists and pedestrians.

Reliability – A new interchange and river bridge will reduce congestion and delay during peak travel periods.

Transport choice – We are seeking to improve access to the city centre for pedestrians, cyclists and those using public transport.



How you helped design the future Melling experience

The team at RiverLink has asked for your input at various stages to help create a new Melling experience that will better meet your needs for getting around and enjoying your community.

Your feedback on Melling

The Transport Agency talked to over 70 people at the Riverbank Saturday market and at Melling railway station and held in-depth face-to-face interviews with local residents and business owners. We asked people about their experience using the Melling intersection and bridge. The word cloud below summarises what people had to say.

Moving the railway station

We also talked with Melling rail commuters about moving the railway station south to make room for a new interchange.

The feedback we received indicated that more people prefer the rail station be moved to opposite the pedestrian/cycle bridge into the city centre.



How we'll address your 'pain points'

Our interviews teased out the points of pain for those accessing the Melling area. The map below shows these pain points and how the transport improvements will help address them.



PEDESTRIANS FEEL UNSAFE

Pedestrians will be separated from traffic.



SPEED OF VEHICLES

Highway traffic will be separated from the interchange traffic so those turning won't be affected by the speed of motorway traffic.



TRAFFIC SIGNALS

There will no longer be at-grade traffic signals on SH2 at Melling.



QUEUE FOR RIGHT TURN INTO MELLING LINK

A grade separated interchange eliminates queuing on SH2 through lanes.



LACK OF PARKING AT MELLING STATION

A new Melling station could have 200 more car parks than the current station.



POOR CYCLING INFRASTRUCTURE

The new interchange will have better cycling connections and separate facilities for both cyclists and pedestrians.



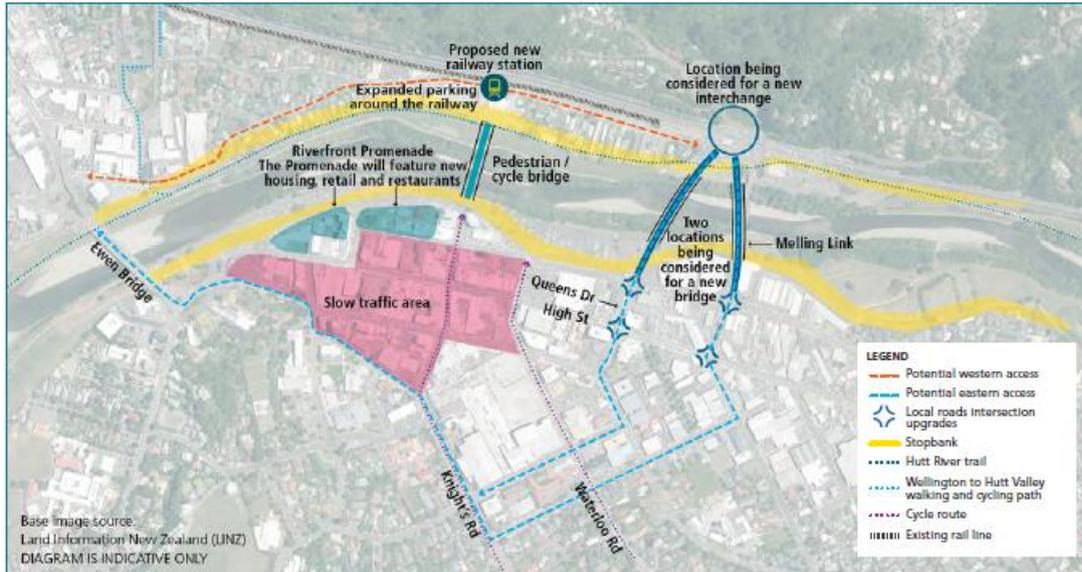
BRIDGE IS TOO NARROW

A new bridge at either location will be wider and allow for more traffic lanes. Pedestrians and cyclists will be separated from traffic.

Transport and urban design changes in Lower Hutt

Over the past few years you've told us how important flood protection is, how we can improve your ability to move around Lower Hutt and what kind of urban experience you're seeking.

This map shows the positive changes RiverLink will deliver when fully implemented.



Melling transport improvements

Our project team has looked at a range of options to improve transport at Melling. We want to share our short list of three options and explain how they were selected.

Things we considered were:

- where to locate a new river bridge and how it connects to Hutt City
- pedestrian and cycling safety
- options for connecting Tirohanga Road and Harbour View Road
- fit with flood protection measures
- impacts to the space for the Hutt River
- location of the Melling railway station
- the interchange form (ie diamond, roundabout, etc).

NZTA has not yet committed funding or determined the timing for the transport improvements.

River corridor

Our project team considered your comments from various community events as we've progressed the preliminary design for the river corridor. We can now show how the river corridor design has brought together the flood protection elements and lifestyle components to produce improved resilience and an enhanced environment.

The Hutt City Council has committed funding in its Long Term Plan (LTP) and the Greater Wellington Regional Council have signaled funding in their draft LTP between 2018 and 2028.

Three options for Melling transport improvements

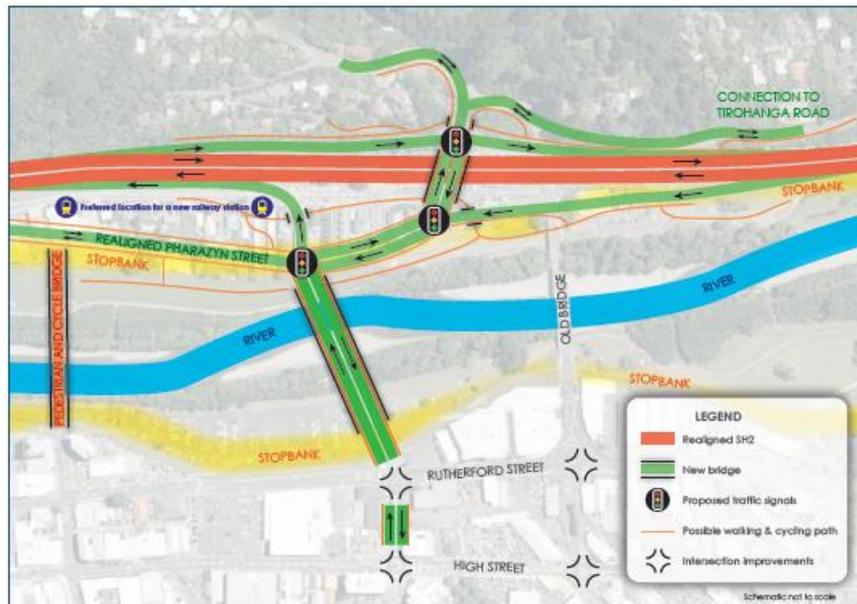
The three options now being considered have the following things in common:

- a grade separated diamond interchange
- a new river bridge
- reduces risk of flooding to the city centre
- reduces traffic congestion
- requires local road improvements
- safer than current intersection
- removes the at-grade traffic signals from SH2
- moves the railway station closer to the city centre and provides better park and ride
- Tirohanga Road connects to Harbour View
- pedestrians and cyclists are separated from traffic
- future proofed for a possible extension of the Melling railway line.

Diamond interchange with an indirect connection to Queens Drive

How this option is different:

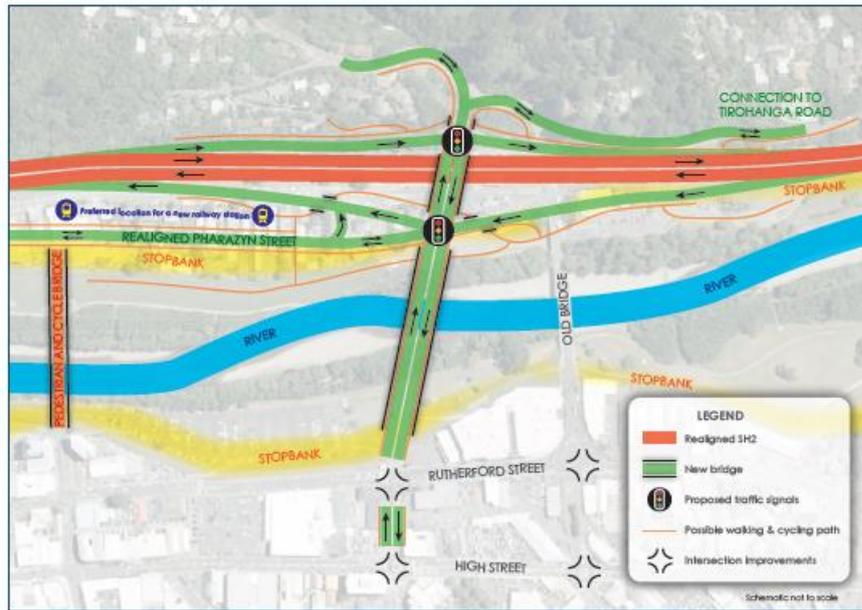
- has an indirect connection onto Queens Drive
- reduces traffic congestion more than the other option because of the distance between the intersections
- allows more local traffic to avoid the interchange because of the direct connection to Pharazyn.



Diamond interchange connecting to Queens Drive

How this option is different:

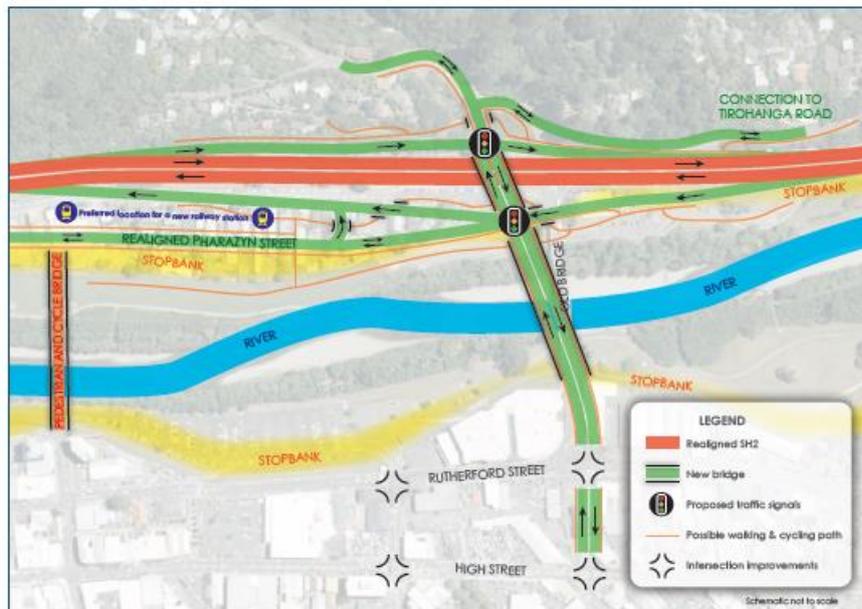
- provides a direct connection onto Queens Drive
- provides good walking and cycling connections into the city centre
- promotes a more compact city centre.



Diamond interchange connecting to Melling Link

How this option is different:

- provides a direct connection into Melling link
- provides good walking and cycling connections into Melling
- reduces the effectiveness of flood prevention work because the bridge will be at the narrowest part of the river
- traffic delays and disruption as the bridge is built around the existing road network.





Update on the river corridor design work

We have confirmed the shape and form of the river corridor to deliver an increased level of flood resilience, an enhanced urban space and improved links in and out of river corridor.

We are ready to start the work needed to prepare resource consent applications for the required consents and then begin construction.

Some parts of the project can begin soon under existing GWRC and HCC statutory approvals. For example, the Belmont Stormwater Treatment Wetland will start taking shape later this year.

Boat landing and linear skate track near Ewen Bridge.



Belmont Stormwater Treatment Wetland



Tell us what you think

We welcome your comments on the options for a new Melling interchange and how a new bridge should connect into Hutt City. There are several ways to get involved:

- Attend a public open day (see the [RiverLink.co.nz](http://www.RiverLink.co.nz) website for more details)
- Go online – www.riverlink.co.nz and give your views
- Send our team an email at melling-improvements@nzta.govt.nz

How we'll use your feedback

We will use your feedback, alongside technical information, to select a preferred option.



Decisions

You should know that funding hasn't been agreed and timing for this project is uncertain. The Transport Agency needs to decide:

- the preferred option
- the timing of the project
- how the project could be funded.

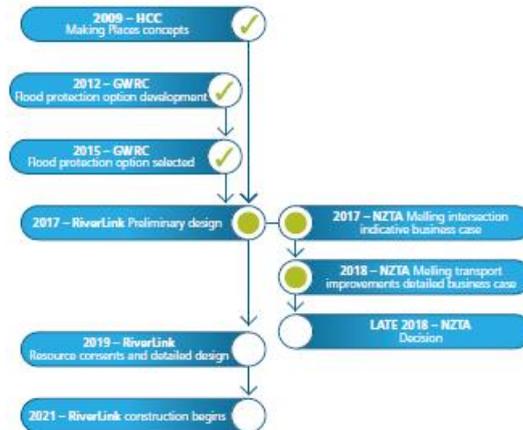
Following this engagement period, the NZTA will:

- work with GWRC and HCC to assess the technical information and the community feedback
- make decisions on the above.

Timeline

GWRC, HCC and NZTA continue to align design and implementation programmes within the RiverLink framework.

More information



- You can check out more information about the RiverLink project on our website at www.riverlink.co.nz
- **Feedback closes on Sunday 10 June 2018**

RiverLink feedback form

After evaluating 43 options for improving transport at the Melling/SH2 intersection, the RiverLink team have arrived at three options. We want your help to ensure that we didn't miss any important issues.

1. Where would you prefer the bridge connection to Hutt City centre to be located?
(tick your preferred option – see diagrams on pages four and five)

- Direct Connection to Queens Drive Indirect Connection to Queens Drive Connection to Melling Link

What makes you prefer this location?

2. Please select the three factors most important to you in selecting a preferred option for a new interchange and bridge.

- minimising travel disruption during construction
- pedestrian and cyclist safety and convenience
- ability to accommodate any future expansion of rail network
- fit with future Hutt City street pattern
- ability to minimise local road traffic queues
- ability to achieve flood protection goals
- cost/value for money
- legibility / easy to find your way
- transport safety
- ability to make best-use of left over land
- easy access to city centre and hospital
- other _____

Why are these factors important to you?

3. What other factors should we consider when selecting a preferred option? Have we overlooked anything?

4. What else would you like RiverLink to consider?

Name _____ Email _____

Suburb/City _____ Would you like to subscribe to project updates? Y N

Complete feedback form, submit it at an open day or by post Melling Interchange PO Box 5084, Wellington 6145 or you can email your feedback to: melling-improvements@nzta.govt.nz. **Feedback closes on Sunday 10 June.**

TEAR FORM OFF HERE

TEAR FORM OFF HERE

Follow Greater Wellington Regional Council, Hutt City Council and NZ Transport Agency



For further information:
www.riverlink.co.nz
info@gw.govt.nz
 or call (04) 384 5708
 or freephone 0800 496 734





APPENDIX B: OPEN DAY DISPLAY BOARDS

1

RiverLink...

WHAT WE ARE TRYING TO ACHIEVE



Greater Wellington Regional Council (GWRC), Hutt City Council (HCC) and the New Zealand Transport Agency (NZTA) are working together to achieve some big improvements for Lower Hutt - the project is called RiverLink.

RiverLink aims to address flood protection, city centre revitalisation and transport objectives.

We are keen to get your feedback to help us progress.

FLOOD PROTECTION

CHANNEL WIDTH
A wider channel will reduce the risk of flooding.

CHANNEL CONSTRICTIONS
The Melling Bridge restricts flood flows and traps debris being carried by a flood. We are investigating how and when to replace Melling Bridge.

RESILIENCE
New stopbanks would reduce the risk of flooding in Lower Hutt and at the Melling intersection.

LIFESTYLE MAKING PLACES

ECONOMIC + SOCIAL NEEDS
City centre revitalisation will attract people and investment and boost the city economy.

IDENTITY
Becoming a 'River City' will strengthen identity and the sense of who we are for the people of the Lower Hutt. A new Melling bridge will provide a better 'front door' gateway into the city.

TRANSPORT

SAFETY
We aim to make the intersection safer for motorists, cyclists and pedestrians.

RELIABILITY
A new interchange and river bridge will reduce congestion and delay during peak travel periods.

TRANSPORT CHOICE
We are seeking to improve access for pedestrians, cyclists and those using public transport.

TIMELINE

GWRC, HCC and NZTA continue to align design and implementation programmes within the RiverLink framework.



RiverLink

GWRC HCC NZTA
RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

2

Give us your feedback on Melling transport improvements

The purpose of this engagement is to get your input on three options under consideration for a new Melling interchange and to share our progress on the river corridor design.

We've talked with you about many aspects of RiverLink over the past few years. Your input is helping shape a project that delivers flood protection, urban revitalisation and transport improvements.

Taking you on the journey...



2015 RIVERLINK STARTED
Community engagement on the RiverLink vision.

OCT 2015 FLOOD PROTECTION OPTIONS
Community engagement about preferred option - agreement to widen the river to provide long-term resilience in the event of flooding.

OCT 2016 TRANSPORT USER EXPERIENCE
Survey of your experience with using SH12/Melling transport system.

OCT 2016 RIVERLINK DESIGN IDEAS
Community engagement about ideas and opportunities to inform design.

APRIL 2017 ENGAGEMENT AND UPDATE
Community engagement about HCC initial plan, location of a new Melling Bridge and an update on the river corridor plans.

NOV 2017 MOVING THE RAILWAY STATION
Engaged with rail commuters about location of a new railway station.

MAY 2018 TRANSPORT IMPROVEMENTS
Community engagement on interchange options and sharing river corridor plans.

RiverLink

GWRC HCC NZTA
RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

How the plans to deliver RiverLink are progressing

MELLING TRANSPORT IMPROVEMENTS

Our project team has evaluated a range of options to improve transport at Melling. Today we want to share our short list of three options and explain how they were selected. We'll also share the designs of some discarded options and explain why they were not selected.

Things we considered were:

- where to locate a new river bridge and how it connects to Lower Hutt City centre
- pedestrian and cycling safety
- options for connecting Tirohanga Road and Harbour View Road
- fit with flood protection measures
- impacts to the space for the Hutt River
- location of the Melling railway station
- the interchange form (ie diamond, roundabout, etc).

RIVER CORRIDOR

We considered your comments from various community events as we've progressed the preliminary design for the river corridor. Today we will show how the river corridor design has brought together the flood protection elements and lifestyle components to produce improved resilience and an enhanced environment.

The Hutt City Council has committed funding in its Long Term Plan (LTP) and the Greater Wellington Regional Council have signaled funding in their draft LTP between 2018 and 2028.



Artist's impression showing how the corridor could look once RiverLink is fully implemented.

How you helped design the future Melling experience

The team at RiverLink has asked for your input at various stages of the project to help create a new Melling experience that will better meet your needs for getting around and enjoying your community.

TALKING WITH YOU ABOUT MELLING

The Transport Agency talked to over 70 people at the Riverbank Saturday market and at Melling railway station and held in-depth face-to-face interviews with local residents and business owners. We asked people about their experience using the Melling intersection and bridge. The word cloud below summarises what people had to say.



HOW WE'LL ADDRESS YOUR 'PAIN POINTS'

Our interviews clearly teased out the points of pain for those accessing the Melling area. The map below shows these pain points and how the transport improvements will help address them.



TALKING WITH YOU ABOUT MOVING THE RAILWAY STATION

To make space for any new interchange at Melling, the railway station needs to be moved. We wanted to learn the best place to put a new station. Your feedback indicated that a new station opposite the planned new cycling/pedestrian bridge is the preferred location. This location provides better access to the planned waterfront promenade, Queensgate and city centre bus stops.

You also told us about your safety concerns and the delays you experience when crossing SH2 from the western suburbs. Lack of parking at the current station was also a frequently cited problem.

Moving the Melling railway station means that we need to reconsider the service frequency which is also affected by service changes on the Hutt Valley line. Based on what you told us, we'll look at providing more carriages and operating trains later at night and on weekends.

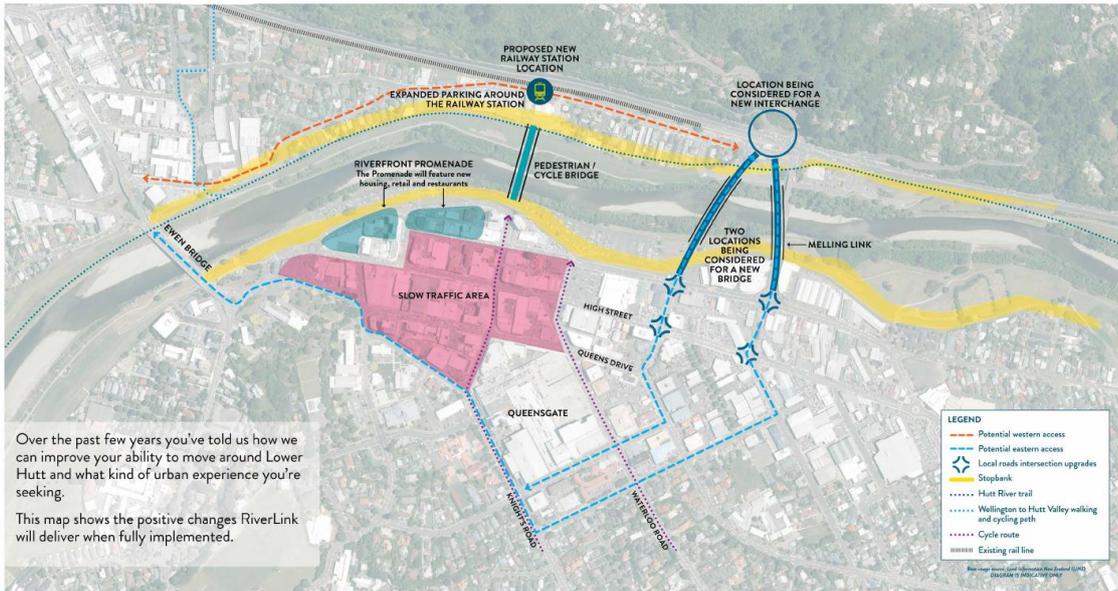
A NEW STATION CREATES OPPORTUNITY

Our survey of rail users revealed that what they'd like most at a new station are weather protected waiting areas, good pedestrian and cycle access and security measures such as cameras and lighting. The photo below shows what a new Melling rail station might look like.



The recently remodelled Tawa railway station. Photo provided compliments of Paul McCredie, photographer and Novack & Middleton Limited, architects.

Transport and urban design changes in Lower Hutt



Over the past few years you've told us how we can improve your ability to move around Lower Hutt and what kind of urban experience you're seeking. This map shows the positive changes RiverLink will deliver when fully implemented.

RiverLink greater hutt region | HUTT CITY | NZ TRANSPORT AGENCY
RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

Designing the transport improvements

All RiverLink partners were involved in narrowing down the interchange options. Working closely together ensured that implications for the stopbanks and urban renewal were considered alongside the transport effects.

STAGE 1

From the outset, the RiverLink team wanted to consider as many options as possible. During this stage 43 options for a new interchange at Melling/SH2 were explored, developed and scored against the following criteria:

 TRANSPORT - EFFECTS ON CONGESTION, JOURNEY TIMES AND RELIABILITY	 OPPORTUNITIES TO INTEGRATE RAIL AND BUS	 PEDESTRIANS AND CYCLISTS	 RESILIENCE TO FLOODING AND EARTHQUAKES
 FIT WITH THE LOCAL ROAD SYSTEM	 SAFETY BENEFITS FOR MOTORISTS, CYCLISTS AND PEDESTRIANS	 ENGINEERING DIFFICULTY - HOW CHALLENGING IS IT TO BUILD?	 URBAN DESIGN OPPORTUNITIES - STRENGTHEN THE CITY CENTRE
		 STAGING - CAN WE START BUILDING A NEW RIVER BRIDGE BEFORE THE INTERCHANGE?	

This process resulted in the following outcomes:

- selection of a grade separated interchange
- a new bridge is needed to achieve flood protection design
- it is necessary to remove the current Melling Bridge and build a new bridge at either Queens Drive or Melling Link
- the rail station needs to move south.

STAGE 2

At the end of stage 1, the options had been narrowed down to 13. During stage 2 the project team:

- selected a diamond interchange design
- agreed that connecting Tirohanga Road via Harbour View Road was the best option for connecting the western hills.

At the end of stage 2, the options were narrowed to three.

RiverLink greater hutt region | HUTT CITY | NZ TRANSPORT AGENCY
RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

Three options for a new Melling interchange

HOW THESE OPTIONS ARE THE SAME

The three options now being considered for a new Melling interchange have the following things in common:

- a grade separated diamond interchange
- a new river bridge
- reduces risk of flooding to the city centre
- reduces traffic congestion
- requires local road improvements
- safer than current intersection
- removes the at-grade traffic signals from SH2
- moves the railway station closer to the city centre and provides better park and ride
- Tirohanga Road connects to Harbour View
- pedestrians and cyclists are separated from traffic
- future proofed for a possible extension of the Melling railway line.



DIAMOND INTERCHANGE CONNECTING TO QUEENS DRIVE

HOW THIS OPTION IS DIFFERENT:

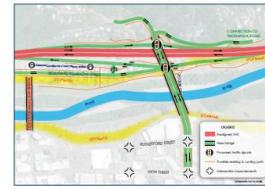
- provides a direct connection onto Queens Drive
- provides good walking and cycling connections into the city centre
- promotes a more compact city centre.



DIAMOND INTERCHANGE WITH AN INDIRECT CONNECTION TO QUEENS DRIVE

HOW THIS OPTION IS DIFFERENT:

- has an indirect connection onto Queens Drive
- reduces traffic congestion more than the other option because of the distance between the intersections
- allows more local traffic to avoid the interchange because of the direct connection to Pharazyn.



DIAMOND INTERCHANGE CONNECTING TO MELLING LINK

HOW THIS OPTION IS DIFFERENT:

- provides a direct connection into Melling link
- provides good walking and cycling connections into Melling
- reduces the effectiveness of flood prevention work because the bridge will be at the narrowest part of the river
- traffic delays and disruption as the bridge is built around the existing road network.

KEY DECISIONS

WHERE TO LOCATE A NEW BRIDGE.

DIRECT OR INDIRECT APPROACH TO THE BRIDGE.

Discarded options

STAGE 1

During stage 1 of the design process the team discarded:

- options with bridges north of Melling Link and south of Queens Drive
- options where SH2 goes over the interchange
- at-grade improvements were discarded because they would not solve safety, efficiency and flooding problems.



The bridge location south of Queens Drive was discarded because it put too much traffic into the city centre and would create conflicts with pedestrians, cyclists and buses. Two bridge locations north of the current bridge were discarded because they are too far from the city centre and do not provide a gateway to Hutt City.



Options that involved SH2 going over the interchange were discarded because the road from the western hills needs access to a bridge over the river. These roads are higher than the highway so it makes sense to keep the state highway at ground level beneath the local road connection.

STAGE 2

During stage 2 of the design process the team discarded:

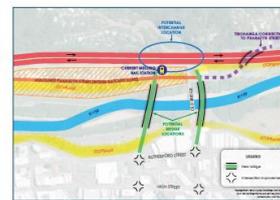
- roundabout style interchanges
- diverging diamond interchange
- connecting Tirohanga Road via another bridge across the highway.



Roundabouts: While good for safety, roundabout options were discarded because they are difficult for pedestrians and cyclists to navigate and it would encroach over the stopbank.



Diverging Diamond: The diverging diamond design has never been built in New Zealand. This option was discarded due to safety concerns and because there isn't enough space to build it. Drivers could find it confusing being on the 'wrong' side of the road.



Connecting Tirohanga Road via Pharazyn Street was discarded because it is less intuitive for drivers making it less safe as people might travel the wrong way down the southbound off-ramp. It also encroaches into the river corridor making it flood risk.

A joined up approach: delivering better results for you

RiverLink is a complex project. By joining together, NZTA, GWRC and HCC can deliver this project more efficiently than by working independently.

Knowing the form and location of the Melling transport improvements will allow other elements of RiverLink to progress with certainty with designs that are integrated with the interchange design.

A new interchange and bridge will:

- enable greater flood protection
- support better urban lifestyle
- enable improvements to public transport and walking and cycling access and safety.

The timing for building the transport improvements hasn't yet been determined. However, once a preferred option is confirmed, the flood protection and urban renewal aspects of RiverLink can be designed to fit in with the new interchange when it is built.



RiverLink

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RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

Update on the river corridor design work

We have confirmed the shape and form of the river corridor to deliver an increased level of flood resilience, an enhanced urban space and improved links in and out of river corridor.

Design is an iterative process. We are ready to start the work needed to prepare resource consent applications for the required consents and then begin construction.

Some parts of the project can begin soon under existing GWRC and HCC statutory approvals. For example, the Belmont Stormwater Treatment Wetland will start taking shape later this year.

Boat landing and linear skate track near Ewen Bridge.



Cross section of the Belmont Stormwater Treatment Wetland.



A cycling/pedestrian bridge will connect to the new Melling railway station, the Hutt River Trail and the city centre. People will be able to access the river from multiple locations on both sides of the river.

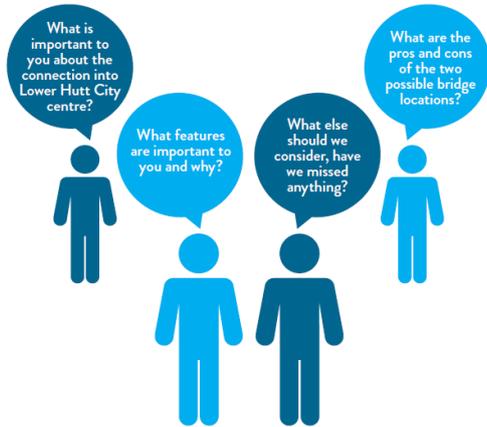
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RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

Transport improvements: next steps

GIVE US YOUR FEEDBACK TO HELP US CHOOSE A PREFERRED OPTION

We want to know:



HOW WE'LL USE YOUR FEEDBACK

We will use your feedback, alongside technical information, to select a preferred option.

DECISIONS

You should know that funding hasn't been agreed and timing for this project is uncertain.

The Transport Agency needs to make decisions on:

- the preferred option
- how we should continue to work with our partners
- the timing of this project
- how this project could be funded.

Following this engagement period, the NZTA will:

- work with GWRC and HCC to assess the technical information and the community feedback
- make decisions on the above.

HOW YOU CAN GIVE US YOUR FEEDBACK

Complete a feedback form at an open day or online at riverlink.co.nz

Email us at riverlink@gw.govt.nz



RiverLink

RIVERLINK COMMUNITY ENGAGEMENT MAY 2018

APPENDIX C: FEEDBACK FROM GROUPS AND ORGANISATIONS

NZ Heavy Haulage

Melling Transport Improvements – Impact on Oversize Transport Operations

Submission made by: NZ Heavy Haulage Association, PO Box 3873, Wellington 6140

This Association is the national representative organisation for specialised transport operators that move large indivisible freight items that are overdimension and overweight.

The Association has been in existence for over 50 years and we have a wide range of experience in advocating that the roading system in NZ is fit for the purpose of transporting large loads around the nation.

While the number of these large loads may be small as a proportion of the total traffic that uses the roading network, the ability to transport oversize loads is a necessity as these loads are often key to infrastructure projects, are used in important industries (such as forestry or construction or quarries), or are pre-fabricated items that are transported to the final location. In addition, the use of recycled houses and buildings contributes to the nation's houses stock, while new homes are able to be delivered straight to site.

The Association is the primary advocate in NZ for the maintenance and identification of new oversize routes as new roading projects are completed. In many places around NZ there is only one haul route for oversize loads, and it is crucial that these routes are retained and where possible envelope clearances are improved.

The simple reality is that it is a constant battle to try to keep routes open, and without the input of the Association many of the routes would be compromised.

Melling Interchange Links

The current Melling Interchange route on SH2 is the primary route in the area for both overdimension and overweight loads. This provides access through to the Seaview industrial areas as well as the main route for relocated houses in/out of the Lower Hutt area as well as all the way to Wainuiomata.

From the Association's perspective, it is key that this new interchange and its connections are designed and operates as an oversize route as there are no practical alternatives. Therefore it is important to understand the loads that travel through here both on a regular basis as well as some of the abnormal loads that need to utilise this route.

Use of the Melling Interchange by Oversize Loads

Oversize loads (both overdimension and overweight) use SH2 both south/north and the design of the bridge over SH2 needs to be sufficiently high to allow this to continue.

Oversize loads that need to move into the built up areas of the Hutt CBD (eg construction, pile drilling, demolition equipment) will need to travel through the new Melling Interchange to this area, as well as prefabricated items such as concrete tilt panels, construction beams and long-run iron.

New and recycled homes are transported through this area, and the Melling area provides the link to areas from Petone to Wainuiomata and to the Central Hutt Valley area.

The routes from Melling Link-Pretoria Street through to Cornwall Street are currently used for oversize loads, and access to Cornwall must be maintained in the new design.

Options for Melling

1. Diamond Interchange – Indirect connection to Queens Drive

This option is least preferred for oversize load transport. This is primarily because the sharp corner from the realigned Pharazyn Street on and off the new bridge across the river. This sharp turn would make it difficult for large transporters to negotiate the corner, along with infrastructure for traffic signals at this intersection.

If this option was chosen, then for an oversize route, then this would need to have the following design requirements:

- Height clearance of at least 6m for the new overhead bridge over SH2, so that this provides the same consistent height clearance, as at Dowse and SH58.
- The three new sets of traffic signals need to be designed to cater for oversize loads, having at least 6m height clearance for any overhead signals; that there are no centre of the road traffic signal poles; and that the placement of the roadside poles are such that they provide sufficient width clearances for overwidth loads.
- That the bridge structures are designed to cater for overloads, ie that that are to the HN-HO72 standard
- That the on/off ramps on SH2 are designed wide enough for wide loads to negotiate them without infrastructure clutter eg signage or vegetation.
- That any infrastructure (such as overhead light poles and signage) are placed in locations that will not hinder the transport of oversize loads
- That the local road connections, being at Rutherford Street and High Street are designed so that oversize loads can manoeuvre through them – especially if they are one lane roundabouts - to access to Cornwall Street.

2. Diamond Interchange connecting to Queens Drive

This option is the second preference for the oversize industry. This option provides a more direct route into the city, without the difficult alignment of the previous option, has less traffic signals, and so is more preferred.

If this option was chosen then for an oversize route, then this would need to have the following design requirements:

- Height clearance of at least 6m for the new overhead bridge over SH2, so that this provides the same consistent height clearance, as at Dowse and SH58.
- The two new sets of traffic signals need to be designed to cater for oversize loads, having at least 6m height clearance for any overhead signals; that there are no centre of the road traffic signal poles; and that the placement of the roadside poles are such that they provide sufficient width clearances for overwidth loads.
- That the bridge structures are designed to cater for overloads, ie that that are to the HN-HO72 standard
- That the on/off ramps on SH2 are designed wide enough for wide loads to negotiate them without infrastructure clutter eg signage or vegetation.
- That any infrastructure (such as overhead light poles and signage) are placed in locations that will not hinder the transport of oversize loads
- That the local road connections, being at Rutherford Street and High Street are designed so that oversize loads can manoeuvre through them – especially if they are one lane roundabouts - to access to Cornwall Street.

3. Diamond Interchange connecting to Melling Link

This option would be the preferred one for the oversize industry. This utilises the existing route for oversize loads, and is one block further away from the CBD which is preferable. It is a straighter and direct route and has less traffic signals.

If this option was chosen then for an oversize route, then this would need to have the following design requirements:

- Height clearance of at least 6m for the new overhead bridge over SH2, so that this provides the same consistent height clearance, as at Dowse and SH58.
- The two new sets of traffic signals need to be designed to cater for oversize loads, having at least 6m height clearance for any overhead signals; that there are no centre of the road traffic signal poles; and that the placement of the roadside poles are such that they provide sufficient width clearances for overwidth loads.
- That the bridge structures are designed to cater for overloads, ie that that are to the HN-HO72 standard
- That the on/off ramps on SH2 are designed wide enough for wide loads to negotiate them without infrastructure clutter eg signage or vegetation.
- That any infrastructure (such as overhead light poles and signage) are placed in locations that will not hinder the transport of oversize loads
- That the local road connections, being at Rutherford Street and High Street, when they are upgraded are designed so that oversize loads can manoeuvre through them

– especially if they are one lane roundabouts - to provide continued access to Cornwall Street.

Summary

In summary, this area is a key one for the oversize industry and it is crucial to maintain oversize load routes through here. Therefore it is important that the design of the roundabout in particular is suitable for both overdimension and overweight loads.

The Association is adept at assessing the detail of roading projects for the impact on transporting oversize loads and we request to be involved in this process. However a key aspect at this early stage is the scope and overall design of the roading project, and we trust that the above comments help to inform our position.

We are very keen to be involved from a national perspective as an Association, but we also have local member operators that can provide detailed info about usage and detailed design aspects. We look forward to further involvement as this project proceeds.

Contact:

Jonathan Bhana-Thomson
Chief Executive
NZ Heavy Haulage Association
jonathan@hha.org.nz
04 472 0366

New Zealand Automobile Association



8 June 2018

Attention: Riverlink Project Team

RiverLink@gw.govt.nz

New Zealand Automobile Association Inc.

342-352 Lambton Quay
Wellington
New Zealand
PO Box 1
Wellington
New Zealand

T. +64 4 931 9971
F. +64 4 931 9960

Riverlink and SH2 Melling Intersection Improvements Project

This submission is made by the Wellington District Council of the New Zealand Automobile Association. The District Council represents over 190,000 members.

We were very grateful to hear the detailed presentation of options for Melling Intersection Improvements presented by Roger Burra and Angus Gabara at our May Council meeting. We had not realised that they have investigated about 40 options before shortlisting down to the 3 options out for consultation.

We accept that the steep hills on the western side and the Hutt River on the eastern side restrict options such as a full elevated interchange as has been constructed at both Dowse and SH58 Haywards Interchanges. Consequently at this concept stage we consider the 1st or 2nd options linking to Queens Drive to be our preferred options.

However, following discussion at our Council meeting we would like to add the following additional comments to our submission:

1. The roading designs presented appear to have been restricted because Greater Wellington Regional Council had already decided to move the stop bank further west to increase river capacity. From the aerial plans it is apparent that the restriction on the existing river capacity is due to a narrowing in the river channel on the *eastern side* of the river. We therefore ask the question why not widen the river on this eastern side as this would then give more space for a conventional elevated interchange on SH2 at Melling. Moving the stop bank eastward would also create more space for a future extension of the rail line northwards towards Kelson.
2. All the proposed solutions have traffic lights which have a poor record of accidents compared to roundabouts. We accept that eliminating traffic lights on the through traffic on SH2 will be a major safety and capacity improvement but some motorists run red lights with the potential to injure innocent road users. If a full elevated roundabout interchange was built this risk would disappear. However, we also note that roundabouts have a poor safety record for cyclists and if roundabouts are proposed we request separate facilities (eg underpasses) be provided for cyclists similar to the SH2/SH58 Interchange. If roundabouts are not possible we request that red-light cameras be incorporated into the design to reduce the incidence of red-light running.

GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.
New Zealand Automobile Association



We thank you for the opportunity to comment on the proposed SH2 Melling improvements and look forward to further discussions with NZTA on this project in the future.

Yours sincerely,



Michael Gross
Chairman Wellington District

Hutt Valley Chamber of Commerce



Melling Interchange/Bridge
NZTA
P O Box 5084
WELLINGTON 6145

10 June 2018

SUBMISSION/FEEDBACK ON RIVERLINK TRANSPORT OPTIONS

Introduction

The Hutt Valley Chamber of Commerce & Industry Incorporated (HVCCI) welcomes this opportunity to provide feedback on the RiverLink transport improvements comprising a Melling Interchange at SH2 connected to a replacement River Bridge and repositioned Melling Railway Station and associated Pedestrian/Cycleway River Bridge.

The HVCCI has long been an advocate for improved roading and transport infrastructure to encourage efficiencies and resilience not only to meet the needs of the business community it represents (700 Businesses) but also in satisfying the expectations of the wider community.

The RiverLink project provides a once in a lifetime opportunity to address and transform this key area of the City and the principal stakeholders (NZTA/GWRC/HCC) should be striving for the most effective outcomes this project can deliver. Suboptimal compromises should not be considered when addressing issues of long term flood protection and transport efficiency.

Feedback on SH2/Melling Interchange Options

The HVCCI understands that over 40 options for the Melling/SH2 intersection improvement have been evaluated and we are pleased that a grade separated interchange at SH2 is included in all three favoured options.

We would have thought that a consistent interchange design similar to those at Dowse and SH58, with elevated roundabout, would have featured as one of the options promoted. It has been indicated through enquiries we have made that, in addition to issues around pedestrian and cyclist

safety, there are two other factors which discount this option being; restricted area availability (distance between the hills and river) and the mismatched directional traffic feeds at this location. If this is not correct then we would seek a further consideration of this option over traffic light options.

Subject to our preceding comment we have a preference for the “Direct Connection to Queen Drive” option. This option provides a number of benefits over the other two options with the key ones being;

1. It removes the conflicts to traffic movements during construction that the Melling Link option would have. ie the existing bridge would remain fully operational whilst the new bridge was being constructed.
2. The Indirect Queens Drive connection option appears confusing and includes an additional set of traffic lights which could impede traffic flows and safety.

There are, however, a number of areas that the HVCCI would see as matters to be considered in ensuring the success of the “Direct Connection to Queens Drive “option. These include;

1. That the river bridge includes a minimum of two traffic lanes in each direction with separated and non-conflicting pedestrian/cycling capacity.
2. That the interchange approach ramp from SH2 north bound be two lanes to provide capacity at the traffic lights to minimise any traffic tailback onto SH2.
3. Practicality of the bridge providing for traffic to be at grade on Rutherford Street due to the increase in stop bank height and short distance available between that intersection and the new stop bank..
4. That the traffic management arrangement on the Hutt (CBD) side of the bridge must provide for the efficient movement of traffic to and from the bridge. HVCCI considers the following aspects to be crucial;
 - a. That the Queens Drive Link road be a minimum of two lanes in each direction.
 - b. That the intersections at Rutherford Street and High Street be designed to provide for the most efficient traffic flows. ie if roundabouts are the optimum solution then they should be installed – this could necessitate land acquisition to achieve.
 - c. Consideration should be given to traffic flows beyond the immediate Queens Drive Link Road to ensure efficient dispersal and receipt of traffic and extend to addressing a whole variety of solutions including possible one way roading options.

Feedback on Melling Railway Station and Pedestrian/Cycling Bridge

The HVCCI sees the repositioning of the Melling Railway Station to a location adjacent to the Hutt City CBD as a positive outcome. We envisage that this will provide a much improved public transport link to the Hutt City shopping area, the business precinct and will provide additional transport options for existing Hutt City CBD area residents and those envisaged to occupy apartments to be established as part of the RiverLink Project.

The positioning of the new Melling railway station should be immediately adjacent to the envisaged pedestrian/cycling bridge to provide access across the river to link with the CBD at Daly Street north. The protection of users of the bridge from frequent inclement weather is essential to ensure maximum acceptance and use of the bridge connection.

Conclusion

The HVCCI is keen to see progress in the effecting of these key infrastructural transport solutions and is happy to provide feedback and assistance in furtherance of their delivery.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'N. Hyde', with a large, stylized flourish at the end.

Neville Hyde
President and Acting CEO
Hutt Valley Chamber of Commerce & Industry Inc.

APPENDIX D: MEDIA STATEMENT

7 May 2018 10:00 am | NZ Transport Agency

The RiverLink project team is seeking public feedback on three options for a new interchange at the SH2/Melling intersection and a new river bridge.

The transport improvements are important to the success of the overall RiverLink project which aims to improve flood protection, improve the flow and efficiency of traffic and contribute to the revitalisation and economic growth of Lower Hutt’s city centre.

“RiverLink is one of the most ambitious transformation projects ever undertaken in Lower Hutt – a once-in-a-lifetime opportunity to greatly strengthen the protection of the lives, property and businesses from flooding,” Lower Hutt Mayor Ray Wallace says.

“I have no doubt it will also stand to breathe new life and confidence into the central city.”

The RiverLink team developed and rigorously explored 43 options for a new interchange at Melling/SH2 and has narrowed the options to three designs for a diamond interchange.



DIAMOND INTERCHANGE CONNECTING TO QUEENS DRIVE

HOW THIS OPTION IS DIFFERENT:

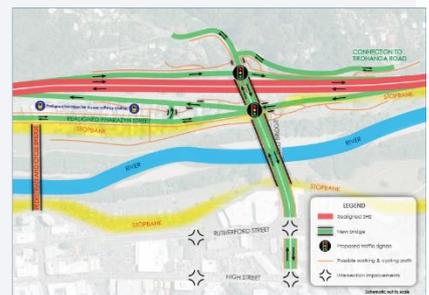
- provides a direct connection onto Queens Drive
- provides good walking and cycling connections into the city centre
- promotes a more compact city centre.



DIAMOND INTERCHANGE WITH AN INDIRECT CONNECTION TO QUEENS DRIVE

HOW THIS OPTION IS DIFFERENT:

- has an indirect connection onto Queens Drive
- reduces traffic congestion more than the other option because of the distance between the intersections
- allows more local traffic to avoid the interchange because of the direct connection to Pharazyn.



DIAMOND INTERCHANGE CONNECTING TO MELLING LINK

HOW THIS OPTION IS DIFFERENT:

- provides a direct connection into Melling link
- provides good walking and cycling connections into Melling
- reduces the effectiveness of flood prevention work because the bridge will be at the narrowest part of the river
- traffic delays and disruption as the bridge is built around the existing road network.

[View larger image \[PDF, 1.9 MB\]](#)

“These options are safer and more efficient for drivers than the current intersection and meet objectives to reduce flood risk, improve access for walking and cycling and maintain local road connections,” NZTA’s Director of Regional Relationships Emma Speight says.

Many options were discounted because they didn't solve safety, efficiency and flooding problems or did not have appropriate connections into the city. At-grade improvements, roundabouts, and a diverging diamond interchange were discarded for these reasons.

"We will use the feedback from our stakeholders and the community, along with technical information, to identify a preferred option," Ms Speight says.

"Selecting a preferred option will then allow Greater Wellington Regional Council and the Hutt City Council to integrate the interchange design with their plans for improved stopbanks and an enhanced city centre."

Community engagement will be open from Monday 7 May until Sunday 10 June 2018.

The community is invited to give feedback and can attend one of three open days at the Dowse Art Museum. The project team is also available to discuss the project at the Riverbank Market and the Queensgate Mall at selected dates in May.

Details and the online feedback form can be found at www.RiverLink.co.nz (external link)

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

APPENDIX E: MEDIA CLIPS

Melling interchange designs for Hutt Valley choke point put to the people

THOMAS MANCH · 18:46, May 07 2018



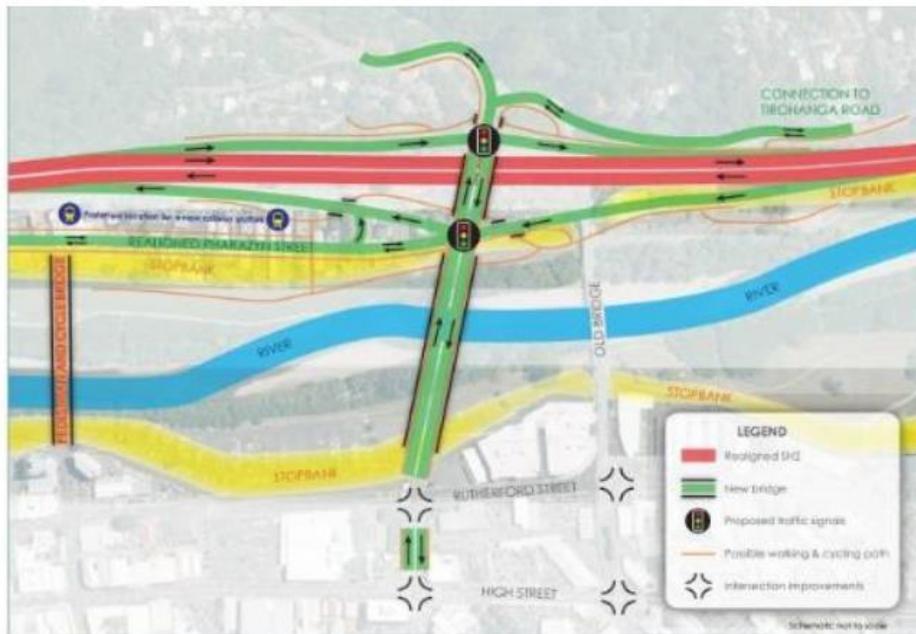
STUFF

The Melling intersection on State Highway 2 is a choke point.

A clear run through the traffic-clogged Melling intersection on State Highway 2 is a step closer.

Three diamond interchange designs for the congested Lower Hutt turn-off were announced on Monday.

The New Zealand Transport Agency (NZTA), which has not yet funded the project, is seeking public feedback on designs which will realign the highway and build a new bridge across the Hutt River.



NZTA/SUPPLIED

New Zealand Transport Agency has chosen three options for a new State Highway 2 interchange at Melling, Hutt Valley. This is the first option, a diamond interchange connecting to Queens Dr, which "promotes a more compact city centre" and has good walking and cycling connections, NZTA says.

NZTA regional relationships director Emma Speight said the proposals were safer, reduced flood risk, and were accessible to walkers and cyclists.

READ MORE:

- * [MP Chris Bishop fears Lower Hutt road plans will suffer from Labour's land transport policy](#)
- * [Design work for Melling interchange won't start until June 2017](#)
- * [Government to invest in road safety and rapid rail](#)
- * [Lower Hutt commits to \\$39m river promenade](#)

NZTA scrapped 40 alternate options, such as a reworking of the existing intersection, for failing to solve safety, efficiency and flooding problems.



NZTA/SUPPLIED

This second option is an indirect diamond connection to Queens Drive, which NZTA says will reduce traffic congestion more than other options, and allow for more local traffic to avoid the intersection.

All of the proposed interchanges have on-and off-ramps from State Highway 2, and a separate pedestrian and cycleway overbridge.

The first proposal has two traffic light intersections on a new bridge over the Hutt River to Queens Dr. This would provide good walking and cycling connections, and a more compact city centre, NZTA said.

The second proposal would disconnect the Queens Dr bridge from that over the highway, and have three traffic light intersections. The indirect connection onto Queens Dr would reduce traffic more than the first option.



NZTA/SUPPLIED

This third option has a diamond interchange to the Melling Link, which NZTA says offers good walking and cycling connections into Melling, but reduces the of flood prevention work as the bridge will be at the narrowest part of the river.

A third proposed interchange has a diamond interchange, like the first proposal, but instead bridging over the river to Melling Link, the location of the existing bridge. This proposed bridge, over the narrowest part of the river, would be at increased flood risk.

As the bridge would be built around existing roading, traffic would be disrupted during construction.

After collecting public submissions, NZTA will decide which is the preferred option and prepare a business case. This will be considered by the NZ Transport Agency Board, which will decide on funding.



ROSS GIBLIN/STUF

Lower Hutt Mayor Ray Wallace said the Melling intersection was a "nightmare", and hoped for urgent action to address it.

If the go-ahead is given, construction is anticipated to begin in 2020.

The RiverLink project team – a conglomerate of NZTA, Hutt City Council and Greater Wellington Regional Council – intends to improve flood protection, efficiency of traffic and contribute to the revitalisation of Lower Hutt's city centre.

In addition to the interchange, the Melling railway station will be shifted south and cycleways improved.

Lower Hutt Mayor Ray Wallace said he had been informed a decision from the NZTA board will come in November.

"We really need to see some urgent action on this ... It will give us a level of comfort and confidence that we will be progressing with this."

While an indicative cost of the project won't be known until July, the council expected NZTA would provide funding.

2

² This article incorrectly stated that construction was anticipated to begin in 2020. This was not the position of the Transport Agency at that time. The 2020 construction referred to in RiverLink timelines was associated with flood protection work.



by Glen Smith

The New Zealand Transport Agency has put forward three plans to improve traffic flow on State Highway Two at the congested Lower Hutt turn off across Melling Bridge. Improvements at this intersection deserve support since the aim should be to improve the efficiency of all transport modes and to reduce the potential for accident related deaths and injuries.

However the evidence from here and overseas is very clear: road improvements that aren't balanced by corresponding improvements in public transport lead to increased total car trips and, inevitably, to accelerating congestion.

Professional modelling of the effects of road projects proposed by the NZTA under the previous National Government confirm this effect.

The Opus TN24 Baseline Forecasting report, which forecasts the effects of these proposed road schemes, predicted

50,000 extra road trips by 2041 producing an overall increase in congestion across the city of nearly 90% and a staggering 405% in the am and 434% in the pm to and from the Hutt (see table 6-4 from the report below). It is hard to imagine congestion at this level but that is the modelled prediction.

The closest we've come to this sort of congestion was during the 2013 Hutt Rail washout which saw commuters from the Hutt delayed by up to several hours daily at an economic cost of around \$1.3 million per day.

Table 6-4: Amount of Travel (Veh-km) in Congested Conditions (<LOS D)

	2011	2021		2031		2041	
	Value	Value	% Diff*	Value	% Diff*	Value	% Diff*
Wairarapa							
AM	20,569	55,956	172%	83,842	308%	79,897	288%
IP	-	-	-	224	-	-	-
PM	21,035	49,554	136%	82,139	290%	78,558	273%
Kapiti							
AM	8,143	7,474	-8%	-	-	309	-96%
IP	-	-	-	-	-	-	-
PM	8,592	6,950	-19%	676	-92%	1,035	88%
Hutt							
AM	4,902	6,381	30%	26,225	435%	24,778	405%
IP	-	-	-	208	-	207	-
PM	5,868	7,422	26%	31,993	445%	31,310	434%
Porirua							
AM	14,623	14,414	-1%	634	-96%	631	-96%
IP	-	-	-	-	-	-	-
PM	14,830	14,535	-2%	1,626	-89%	1,667	-89%
Upper Hutt							
AM	10,777	21,304	-98%	28,919	168%	27,648	157%
IP	-	-	-	8,161	-	4,976	-
PM	13,358	24,360	82%	42,910	221%	42,231	216%
Wellington							
AM	108,169	100,467	-7%	162,807	51%	194,942	80%
IP	6,070	8,433	39%	7,533	24%	7,911	30%
PM	84,873	85,020	0%	81,421	-4%	98,616	16%
Total							
AM	167,183	205,995	23%	302,427	81%	328,204	96%
IP	6,070	8,433	39%	16,125	166%	13,094	116%
PM	148,556	187,842	26%	240,764	62%	253,416	71%

* Percentage difference relative to 2011

To counter escalating congestion, significant improvements in public transport are required. An efficient and attractive service with accurate and predictable timetabling will be increasingly impossible for non segregated public transport, particularly buses on public roads, as congestion climbs. Dedicated corridors are required.

Lower Hutt has a dedicated public transport corridor in the form of the Melling rail line which has the theoretical capacity up to 8 lanes of traffic. However the line is hamstrung by a number of limiting factors which means it is grossly underutilised, with only one train per hour during non peak periods. To minimise future congestion, the aim should be to maximise use of this line.

Probably the most important limiting factor is that the Melling Station is over a kilometre from the main Hutt city centre on the opposite side of the river. Replacement of the Melling Bridge offers an ideal opportunity to rectify this deficiency.

The NZTA plans to move the Melling Station and construct a new pedestrian and cycle bridge that will bring the station closer to the city centre. However major destinations will still be over half a kilometre from the station and on the opposite side of the river, a major deterrent to utilisation. The pedestrian/ cycle bridge is unlikely to be engineered to carry the weight of rail, however the new Melling Road Bridge will be engineered for heavy traffic. The cost of adding a single 3m wide corridor for rail is likely to be insignificant and would allow rail to reach to the very centre of Lower Hutt.

The question then would be how best to utilise this rail corridor.

The Green party proposes, at an unspecified time in the future, to utilise this line for light rail running from Island Bay to Epuni Station. This proposal would appear to face some significant challenges.



A dedicated light rail to Island Bay would be hugely expensive and destructive. A non-dedicated light rail line is unlikely to be sufficiently superior to buses to justify the large extra cost, given current transport volumes. In the foreseeable future, Island Bay is logically best serviced by buses.

Rail through Lower Hutt would have to travel through busy multipurpose spaces and would have to be at the 'light' end of the rail spectrum. There are major practical issues around running such truly 'light' rail units on the same lines as 'heavy' rail between Petone and the Wellington Railway Station.

More importantly, there is a limitation on the number of rail units per hour that can be safely accommodated just north of the Wellington station. Some relatively simple alterations in the layout and functioning of the rail corridors in the area between the Railway Station and the separation point of the Wairarapa Line and North Island Main Trunk line could significantly increase unit capacity in this area. However this doesn't seem to even be on planners' radars, despite the inevitability of such changes and the logic of undertaking them now. Even if undertaken, any increase in the number of rail units per hour would be more logically used to remove mode transfer at the station for commuters to the Airport from the Hutt and Kapiti lines.

The alternative is to aggregate demand on the Melling/Lower Hutt line onto larger multi-unit trains servicing the Hutt/ Wairarapa Line. Unfortunately the Melling Line joins the Hutt/Wairarapa line mid way between stations near Mill Road in northern Petone, meaning light rail units would still have to travel amongst 'heavy' rail units as far as Petone Station. However Petone station and the next

station north, Ava Station, are suboptimally spaced at around 2km apart, leaving an area of north Petone poorly serviced.

The logical solution is a new station servicing northern Petone and Maungaraki while acting as a transfer station to the new Lower Hutt light rail.



On the Lower Hutt side of the new Melling Bridge, a range of routes would be possible. The key question here is what purpose rail would be serving. Buses already provide extensive services and the primary aim shouldn't be to try to replace these since rail can never achieve the coverage of buses, and attempting to do so generally imposes additional transfer penalties on commuters. Instead the aim should be to provide rapid high quality rail based transportation to the Lower Hutt CBD and Queensgate Mall from Wellington and Upper Hutt on a fully dedicated corridor, without any 'steel to rubber' transfer disincentive.

The key destination in Lower Hutt should be the main Queensgate bus stop in Bunny Street. The aim would be to reach this with minimal interaction with main road routes and minimising loss of parking. The diagram below shows my suggested route.



Rail commuters from the north wouldn't want to travel around to Petone to access Lower Hutt. The sensible solution is to continue the light rail corridor to a station to the east. The largest closest station which is serviced by all trains including express units is Waterloo Station. This is a straight run along Knights Road from Lower Hutt and Queensgate. The best overall route therefore in my view would be as shown below.



This route is only 4.8 kilometers of which only 2.3 kilometers is new line, most of this being a straight run down Knights Road likely using the central median strip for width.

Congestion isn't solved by building new roads. It is solved by providing high quality public transport that encourages commuters out of their motor vehicles for trips where cars aren't essential.

Despite this fact, history has demonstrated that our 'Transport' Agency has an illogical bias towards road based solutions, a prejudice that only serves to increase congestion in the longer term. They appear willing to proactively plan high quality public transport only when severe congestion, such as seen in Auckland and increasingly here in Wellington, forces them to do so.

I encourage the NZTA to reconsider their Melling Bridge proposals and to seize the opportunity to establish a truly high quality, rapid, dedicated, rail based public transportation corridor to the Lower Hutt CBD.

By doing so they will help to avoid the rapid and hugely expensive increase in congestion that is projected to increasingly cripple our region in the coming decades.

Thanks to everyone who visited the RiverLink project team and shared their views on the three proposed options for a new Melling interchange and bridge. You can still have your say at the following link <https://t.co/b1zWYtxmWZ#RiverLink> pic.twitter.com/pfo7iQVvC9

— NZTA Wellington (@NZTAWgtn) [May 16, 2018](#)

Article taken from [Wellington.scoop.co.nz](http://wellington.scoop.co.nz) - <http://wellington.scoop.co.nz>

URL to article: <http://wellington.scoop.co.nz/?p=109306>

APPENDIX F: NEWSLETTER



Better flood protection, transport and lifestyle for Lower Hutt

Newsletter 10
May 2018



COMMUNITY ENGAGEMENT OPENING SOON

The RiverLink team invite you to give us your feedback on options for a new Melling Interchange and river bridge and get an update on our progress with the flood protection design work.



The diagram shows how the key elements of RiverLink fit together.

OPEN DAYS WILL TAKE PLACE AT

THE DOWSE ART GALLERY:

- Thursday 10 May from 4pm to 7pm
- Saturday 12 May from 10am to 3pm
- Wednesday 16 May from 4pm to 7pm

The RiverLink Project Team will also be available at the following locations.

RIVERBANK MARKETS:

- Saturday 12 May 8am to 2pm
- Saturday 19 May 8am to 2pm
- Saturday 26 May 8am to 2pm.

QUEENSGATE MALL 24-27 MAY:

- Thursday 24 May 10am to 1pm and 4pm to 7pm
- Friday 25 May 10am to 1pm and 4pm to 7pm
- Saturday 26 May 1pm to 5pm
- Sunday 27 May 1pm to 5pm

Public engagement will be open from 7 May to 10 June 2018. Feedback can be provided online at RiverLink.co.nz, by emailing us at RiverLink@gw.govt.nz or by completing a feedback form at an open day, the Riverbank Market or the Queensgate Mall.

RIVERLINK SUMMER ENGAGEMENT PROGRAMME

The RiverLink Summer events programme showcased the Te Awa Kairangi / Hutt River as a destination while promoting the vision for RiverLink.

The Riverbank beach provided a fantastic backdrop for casual conversations to occur at the information container on market days, after people had bought their veggies for the week. Plenty of people making use of the Hutt River Trail stopped to find out what the container was all about as well. With the RiverLink container having a presence over the summer, the team got to know some of the families regularly using the space – which was lovely.

Over the lazy summer days, (with a few downpours to keep us on our toes) all sorts of issues were covered such as transport linkages, city growth, the future of the market, the Hutt River's water depth and toxic algae. There was also interest around associated projects including the Te Awa Kairangi / Hutt Environmental Strategy Action Plan and Hutt Central City spatial planning.



RIVERLINK EASTER ROCK HUNT – 1 APRIL 2018

The RiverLink Easter Rock Hunt was buckets of fun on Easter Sunday.

Kids searched the beach for a blue rock, and then with chocolate in hand decorated their rocks with splendid creativity. The last event in our summer series, 240 people (adults and kids) enjoyed the space with us on a glorious sunny day. While the kids were out hunting it gave their parents a chance to pop in for a coffee and chat about the RiverLink project with the project team.

We had such a great time together at the River and there's no doubt that the Riverbank beach will be teeming with locals next summer too.



RAMBLE ON OVER!

Due to a severe weather warning the RiverLink Ramble scheduled for April was postponed then later cancelled. Thank you to everyone who registered.

RiverLink would like to extend an open invitation for groups (minimum 10 people) for a guided walking tour of the RiverLink city section between Ewen and Melling Bridges. Get your friends together and once we have the minimum number we will send out an invitation to arrange a date and time.

It's an opportunity to stand in the space and visualise where things will be and how it all fits together.

Register your interest at RiverLink@gw.govt.nz

RiverLink Ramble

Locations on the RiverLink Ramble

1 Riverbank beach	6 Riverside Trail	11 Black Road	16 Carpark
2 Flood Pile	7 Pharaon St properties	12 Melling Intersection	17 Pedestrian cycle bridge (east side)
3 Ewen Bridge	8 Open Green space	13 Melling Bridge	18 Daily St Promenade
4 Mandan/Bridge St	9 Pedestrian cycle bridge (western side)	14 Aquifer outfall	19 Daily St stopbank/ river's edge
5 Mandan St	10 Top of stopbank at Pharaon St	15 Proposed carpark wetland	20 Riverbank beach

Wetland Cross-section
 Lookalike based on the wetland design of the existing water depths & corresponding plant palette



Follow
 Greater Wellington
 Regional Council,
 Hutt City Council and
 NZ Transport Agency



For further information:

www.riverlink.co.nz
info@gw.govt.nz
 or call (04) 384 5708
 or freephone 0800 496 734



APPENDIX G: FEEDBACK THEMES

The following table sets out specific points raised by the community during the community engagement in May and June 2018.

It also sets out how the project team has taken these points into account during the current phase of investigations. This information will be used to inform subsequent design stages including any mitigation that might be needed.

Area of Interest: commentary provided by the submitter	Comment by Project Team
Transport benefits	
We ask that red-light cameras be incorporated into the design to reduce the incidence of red-light running.	This will be considered during detailed design.
There needs to be a direct [cycling] connection from the Melling bridge (whichever option is chosen) to the Melling to Petone cycle path. The current dog leg along the river bank and up Bridge street is as clunky as it looks.	We are currently in discussions with the Melling to Petone team to understand the issues through this section.
Cycling options on the river bank (especially the Hutt City side) should consider commuter, not just recreational cyclists, and therefore adhere to cycle-only cyclepath standards, allowing comfortable bidirectional travel and separation from pedestrians (and their dogs).	The paths along the riverbank will be much wider than present to allow for two way flow.
Please encourage cycle, walking and rail use	All three interchange options have off-road walking and cycling facilities and signal controlled crossings that will make crossing SH2 safer.
There needs to be a clear documented plan of how to deal with the congestion as it exists at Rutherford Street and crosses High Street. Congestion is already an issue, imagine what it will be like in 2021 when construction may commence.	All options include upgrades to the intersections of Rutherford Street and High Street with Melling Link and Queens Drive to better manage traffic flows through this part of the city.
Please think about remaining Pharazyn Street residents and help reduce excess speed in our street – which is already a problem.	This will be considered during detailed design.

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>A solution along the lines of what Greater Auckland proposed would be great – https://www.greaterauckland.org.nz/2018/04/20/improving-wellingtons-rail-network-part-4/</p>	<p>We believe similar benefits can be had by relocating the train station south opposite Margaret Street and building a pedestrian and cycle bridge to connect to the CBD. This provides similar benefits (the station is only 200m away) without the significant costs of building a heavy rail bridge on a skew angle over a large river.</p>
<p>How about a new pedestrian bridge from/near the end of Gaskill Grove to the proposed Train station? This will reduce the need for as many carparks at the station and reduce traffic drop off congestion. In addition to offsetting the increased time it would take to reach the new station from the Western hills.</p>	<p>This will be considered by the project team during this phase.</p>
<p>Did you consider locating a single pedestrian/vehicle bridge at the end of Waterloo road instead? It would be a much more direct route for both traffic into the CBD and cross town traffic down Waterloo Road. A short link road would sort the other end for Harbour View and Tirohanga traffic. It would also help define a more compact CBD. You could even future proof it for light rail to the CBD and linking to the hospital and/or Waterloo station as it avoids tight bends and goes past the CBD.</p>	<p>The continuation of Waterloo Road would be a bridge in the vicinity of Margaret Street. A bridge in this location was considered but discounted as it put too much traffic into the middle of the CBD where HCC want to prioritise pedestrian and cycle movements.</p>
Fit with local road system	
<p>Not clear about which roads on the eastern side will become through-routes. For parties which have commitments since before this consultation, that prevent them from relocating away, someone may owe them compensation eventually.</p>	<p>HCC are looking to re-inforce the eastern arterial route which would utilise two different routes depending on the bridge location:</p> <ul style="list-style-type: none"> • from Melling Link – Pretoria, Cornwall, Knights to Ewen Bridge • from Queens Drive – Kings, Bloomfield, Knights to Ewen Bridge

Area of Interest: commentary provided by the submitter	Comment by Project Team
I am not convinced that enough thought has been given to what happens to the traffic when it arrives at Queens Drive. I realise that this would be a Hutt CC issue, however there needs to be a holistic approach to resolving the congestion. My concern would be that we are just moving the congestion bottle neck. Has there been any thought to one way systems and widening roads to double lanes both ways in the CBD to handle the traffic. It is very likely that traffic will increase between now and the completion of the project, has this extra capacity been built into construction design within the CBD.	All options include upgrades to the intersections of Rutherford Street and High Street with Melling Link and Queens Drive to better manage traffic flows through this part of the city. For the options that land at Queens Drive, the link between Rutherford Street and High Street would be four lanes. We have modelled this arrangement for future years as well.
Could there be a cycle lane going along the motorway?	Wider shoulders will be provided on SH2 to allow cycling and cycle bypasses of the interchange (e.g. like SH2/58 interchange) are being investigated.
Shame to lose the separation of Pharazyn Street/Block Road and the bridge. Is there a way to have the Southbound offramp split into two – one ramp going up to the traffic light intersection with the bridge, and the other ducking under the bridge to provide a seamless merge into Pharazyn Street/Block Road as in the current layout?	This option has not been retained as it does not allow access to Pharazyn Street from the south or west. Or vice versa. It also keeps Block Road within the floodway which is not ideal for either the floodway or the road.
Natural hazards management fit	
Why not widen the river on the eastern side as this would then give more space for a conventional elevated interchange on SH2 at Melling. Moving the stopbank eastwards would also create more space for a future extension to the rail line.	The diamond interchange is a conventional elevated interchange. Even if space was available for a roundabout interchange it would not be progressed as it is not as efficient for traffic and is less safe for pedestrians and cyclists.
What about the natural flow and characteristics of the river? Please increase the flood areas wither side by stopping development so close to the river and riparian planting.	This is part of the RiverLink programme.
How will you deal with slips here? This area is already steep and slips blocking the roads are frequent.	This is a big consideration for us and is being considered as part of the next design phase.
Land-use effects	
Moving Melling station south might be great for Hutt Retail area but not for the commuters of Harbour View, Tirohanga Rd. Boulcott and other western hills residents.	This was the subject of a dedicated engagement exercise and the results of this are here: RiverLink Newsletter 9

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>Has any thought been given to providing light rail from Melling to the city & further to Waterloo Station?</p>	<p>This is outside the current project scope but will be raised with the GW public transport team</p>
<p>Please consider reducing water take consents to help increase the flow and flush away cyanbacteria and other algae</p>	<p>Reducing water takes will make very little difference, if any, in terms of flushing away cyanobacteria.</p> <p>A more detailed report on ‘Benthic cyanobacteria blooms in rivers in the Wellington Region – Findings from a decade of monitoring and research’ can be found here: http://www.gw.govt.nz/assets/council-reports/Report_PDFs/2016.428a2.pdf</p> <p>At the Hutt River at Taita Gorge a flushing flow required to remove cyanobacteria is roughly 42.5 m³/s (3x the median flow). At this flow, surface water takes cease because the water is turbid and requires additional treatment/processing. Even if takes didn’t cease, it’s very unlikely that the volume of water taken would affect the frequency of flushing flows.</p> <p>One possible negative effect of water abstraction at Kaitoke Weir is a reduction in the capacity of the river to dilute downstream nutrient inputs, particularly in the reaches downstream of the Pakuratahi and Mangaroa river confluences. This may result in modest increases in nitrogen concentrations and could facilitate Phormidium blooms downstream.</p> <p>Increased water volume during summer low flows, as result of reducing takes, will result in increased water level and volume. This will help to reduce water temperatures and photosynthetic active radiation on the riverbed – this can only but help reduce cyanobacteria growth rates and abundance. Increased water volume/flow will also have benefits for ecology, habitat, etc.</p>
<p>Recreational use of the river corridor isn't mentioned in the above list of factors, but it should be considered as part of the completed project. River as a floodplain, ecology should also be an important aspect.</p>	<p>Recreational impacts and ecology are being considered in the design of the river corridor works.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
Are you aware there is a school in Matuhi St (off Tirohanga Rd) with 300+ students and has the foot and vehicle traffic associated with this been taken into consideration?	Yes.
Urban design opportunities	
We swim all thru summer where the Promenade is, so encourage this to not be over engineered	Noted
We use the west bank of river every day for running/biking, so option 2 also seems to allow more space there. We really encourage the path system here to be retained, and for a minimum of intervention of the river and banks itself – the rivers the best thing about the Hutt and can be spoiled by too much engineering	The path system will be improved. The river and banks will be upgraded as part of the flood protection works.
We think priority should be given to allowing for a market; massive icon of the Hutt; where will the market accommodated?	The market operator contract expires August 2019. From then HCC will likely seek a smaller scale boutique operation with better consistency of quality. This market type could be decentralised to two or three sites across the city. A model for this is the Victoria Street Market in Wellington.
Please, please cover in the proposed pedestrian bridge for weather protection.	This will be considered in the next phase of design.
Make sure there are few areas for anti-social people to gather and drink alcohol. E.g. like the picnic table at Melling and Govand Buller park by Ewen Bridge.	This will be considered in the next phase of design.
Could public toilets be sited somewhere here? They would need to be open dawn–dusk, Mon – Sun, so ideally not part of Melling Station itself, but perhaps nearby. Currently there are no public toilets along this section of the Hutt River Trail (until you get all the way to Avalon Park)	This will be considered in the next phase of design.
Could we put in a well-designed skatepark/skate path/snake run that could also act as an overland flow path during periods of high flow. Skaters, bmx riders, and scooter riders would always happily clean debris away of their own accord so they could use the area.	It is envisaged that a skatepark or similar facility will be created as part of the RiverLink project.

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>Proposed use of traffic light control</p> <p>1. The Melling interchange is in some ways unique in that the bulk of the traffic tuning off the highway goes to the east. In particular the traffic coming from Wellington has to intersect with the traffic going from Lower Hutt to Upper Hutt. I believe that finding a way to avoid the use of a traffic light particularly on the West side of the overpass would improve traffic flows considerably.</p> <p>2. The interchange is also unique in that the West side traffic is already at an elevated level.</p> <p>Proposed Solution</p> <p>I would therefore like to suggest a configuration similar to that shown in the attached diagram. (I am assuming that, since the stop bank is to be raised, that the bridge will be at a similar level to the SH2 overpasses).</p> <p>In the attached diagram, Wellington to Lower Hutt traffic travels under to first overbridge and then rises to go over the second overbridge, while Lower Hutt to Upper Hutt traffic goes over the first (south) overbridge and then descends to go under the second overbridge and merges with the north going traffic. This will avoid the most significant traffic flows to and from Lower Hutt having to cross each other at the same level. Lower Hutt to Wellington traffic will flow down from the bridge and under the southernmost overpass, while Lower Hutt to Upper traffic travels over this overpass and descends to merge with the north going traffic.</p> <p>I have been able to include most of the minor traffic flows but some are disadvantaged in that the Pharazyn Street to Lower Hutt traffic will have to circuit both overpasses and the Belmont to Pharazyn St traffic will need to circuit over the river bridge to the High Street roundabout but I think this extra distance is better than waiting for long light signals.</p>	<p>Our work has found that traffic signals are needed to manage the uneven flow of traffic through the interchange especially during peak travel times. The traffic lights will be synchronised to optimise the traffic flows.</p> <p>The solution proposed by this submitter has a lot of good elements including separating the right turn flows, which have very high demands at this location. However, there simply is not enough space in this constrained environment for this design to be progressed.</p>
<p>Can you please tell me how the improvements will affect the residents of Tirohanga? Are we going to have to go through Harbour View to get in and out (a major inconvenience)? If not, will the set of lights at the bottom of Tirohanga Road remain? It's hard to tell from the map. Without those lights it will be very dangerous to come off the hill.</p>	<p>Residents from Tirohanga will continue to travel down the hill. At the bottom, instead of joining traffic lights at SH2, they will skirt around the hill and join Harbour View Road, 50m or so up the hill from SH2. From there they will be able to access the new signalised interchange and cross on a new bridge over SH2 and the river to Hutt City, or use one of the on-ramps to travel north or south on SH2.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
	Because the SH2 traffic will not be going through the traffic signals, we expect the signals to allow more time for Tirohanga and Harbour View residents to exit the hill suburbs.
<p>All three options involve downhill traffic on Tirohanga and Harbour View Roads merging just before a set of traffic lights. Tirohanga traffic will be turning and have to give way to traffic coming down Harbour View Road. When that traffic is held up by the lights, it will back up Harbour View Road and prevent anything getting in from Tirohanga Road.</p> <p>This could be a problem especially at peak times when there can be many vehicles waiting to come out of Tirohanga Road.</p> <p>Is it possible to incorporate a roundabout, or some other solution, at this point?</p>	We don't expect this to be a problem. Because the SH2 traffic will not be going through the traffic signals, we expect the signals to allow more time for Tirohanga and Harbour View residents to exit the hill suburbs.
The river bridge includes a minimum of two traffic lanes in each direction with separated and non-conflicting pedestrian/cycling capacity.	Our current design does include two traffic lanes in each direction with separated pedestrian and cycle facilities.
The interchange approach ramp from SH2 north bound be two lanes to provide capacity at the traffic lights to minimise any traffic tailback onto SH2.	Our design will include at least two lanes at the approach to this intersection.
Practicality of the bridge providing for traffic to be at grade on Rutherford Street due to the increase in stop bank height and short distance available between that intersection and the new stop bank.	This is a big consideration of the project team. We will likely need to raise Rutherford Street slightly to enable traffic to come down off the bridge at a reasonable grade.

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>The traffic management arrangement on the Hutt (CBD) side of the bridge must provide for the efficient movement of traffic to and from the bridge. HVCCI considers the following aspects to be crucial;</p> <ul style="list-style-type: none"> a. That the Queens Drive Link road be a minimum of two lanes in each direction. b. That the intersections at Rutherford Street and High Street be designed to provide for the most efficient traffic flows. i.e. if roundabouts are the optimum solution then they should be installed – this could necessitate land acquisition to achieve. c. Consideration should be given to traffic flows beyond the immediate Queens Drive Link Road to ensure efficient dispersal and receipt of traffic and extend to addressing a whole variety of solutions including possible one way roading options. 	<ul style="list-style-type: none"> a) For the Queens Drive options, Queens Drive will be widened to two lanes in each direction between Rutherford Street and High Street b) Our current analysis shows that traffic signals provide better outcomes for traffic flow at these intersections c) Our analysis is looking at the four intersections of Queens Drive, Melling Link, Rutherford Street and High Street. Our modelling shows that traffic disperses past these intersections
<p>The current Melling Interchange route on SH2 is the primary route in the area for both overdimension and overweight loads; it is key that this new interchange and its connections are designed and operates as an oversize route as there are no practical alternatives.</p>	<p>Our design will ensure that these vehicles are catered for.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>A Diamond Interchange – Indirect connection to Queens Drive is least preferred for oversize load transport. This is primarily because the sharp corner from the realigned Pharazyn Street on and off the new bridge across the river. This sharp turn would make it difficult for large transporters to negotiate the corner, along with infrastructure for traffic signals at this intersection. If this option was chosen, then for an oversize route, then this would need to have the following design requirements:</p> <ul style="list-style-type: none"> – Height clearance of at least 6m for the new overhead bridge over SH2, so that this provides the same consistent height clearance, as at Dowse and SH58. – The three new sets of traffic signals need to be designed to cater for oversize loads, having at least 6m height clearance for any overhead signals; that there are no centre of the road traffic signal poles; and that the placement of the roadside poles are such that they provide sufficient width clearances for overwidth loads. – That the bridge structures are designed to cater for overloads, i.e. that that are to the HN-HO72 standard – That the on/off ramps on SH2 are designed wide enough for wide loads to negotiate them without infrastructure clutter e.g. signage or vegetation. – That any infrastructure (such as overhead light poles and signage) are placed in locations that will not hinder the transport of oversize loads – That the local road connections, being at Rutherford Street and High Street are designed so that oversize loads can manoeuvre through them – especially if they are one lane roundabouts – to access to Cornwall Street. 	<p>If this option is selected, our design will ensure that these vehicles are catered for.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>Diamond Interchange connecting to Queens Drive is the second preference for the oversize industry. This option provides a more direct route into the city, without the difficult alignment of the previous option, has less traffic signals, and so is more preferred.</p> <p>If this option was chosen then for an oversize route, then this would need to have the following design requirements:</p> <ul style="list-style-type: none"> - Height clearance of at least 6m for the new overhead bridge over SH2, so that this provides the same consistent height clearance, as at Dowse and SH58. - The two new sets of traffic signals need to be designed to cater for oversize loads, having at least 6m height clearance for any overhead signals; that there are no centre of the road traffic signal poles; and that the placement of the roadside poles are such that they provide sufficient width clearances for overwidth loads. - That the bridge structures are designed to cater for overloads, i.e. that that are to the HN-HO72 standard - That the on/off ramps on SH2 are designed wide enough for wide loads to negotiate them without infrastructure clutter e.g. signage or vegetation. - That any infrastructure (such as overhead light poles and signage) are placed in locations that will not hinder the transport of oversize loads - That the local road connections, being at Rutherford Street and High Street are designed so that oversize loads can manoeuvre through them – especially if they are one lane roundabouts – to access to Cornwall Street. 	<p>If this option is selected, our design will ensure that these vehicles are catered for.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>Diamond Interchange connecting to Melling Link would be the preferred one for the oversize industry. This utilises the existing route for oversize loads, and is one block further away from the CBD which is preferable. It is a straighter and direct route and has less traffic signals. If this option was chosen then for an oversize route, then this would need to have the following design requirements:</p> <ul style="list-style-type: none"> - Height clearance of at least 6m for the new overhead bridge over SH2, so that this provides the same consistent height clearance, as at Dowse and SH58. - The two new sets of traffic signals need to be designed to cater for oversize loads, having at least 6m height clearance for any overhead signals; that there are no centre of the road traffic signal poles; and that the placement of the roadside poles are such that they provide sufficient width clearances for overwidth loads. - That the bridge structures are designed to cater for overloads, i.e. that that are to the HN-HO72 standard - That the on/off ramps on SH2 are designed wide enough for wide loads to negotiate them without infrastructure clutter e.g. signage or vegetation. - That any infrastructure (such as overhead light poles and signage) are placed in locations that will not hinder the transport of oversize loads - That the local road connections, being at Rutherford Street and High Street, when they are upgraded are designed so that oversize loads can manoeuvre through them - especially if they are one lane roundabouts - to provide continued access to Cornwall Street. 	<p>If this option is selected, our design will ensure that these vehicles are catered for.</p>
<p>Two traffic lights is much preferable to three, as the current Melling set up with two lights is not ideal. Three would be awful particularly for people travelling to/from Western Hills or heading north on SH2. There are already long queues at 5 pm on Block Road, and in the morning heading into Lower Hutt/Melling. Going through 3 sets of lights would make this much worse.</p>	<p>Noted</p>
<p>Option 3 could be built NORTH of the existing bridge (bottom of Tirohanga to VIC Roundabout). That means the stopbanks would be wider (NO narrow riverbanks) and NO disruption to the existing bridge traffic during construction.</p>	<p>Bridge locations north of Melling Link were considered and discounted as traffic would be too far away from the CBD. In addition, the distance between the stopbanks and the escarpment is narrower in this location which means an interchange cannot fit here.</p>

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<p>None of these options avoid the need for traffic lights though. A roundabout option (e.g Dowse/SH58 interchange) would be vastly superior to any of these options.</p>	<p>Our work shows that if we build a roundabout, the traffic leaving Hutt City centre in the evening peak would block the traffic flows coming into Hutt City from Wellington. The queues would eventually extend back onto the highway which would create a safety hazard. Roundabouts – while they minimise conflicts for motorised traffic, don’t handle unbalanced traffic flows well and are difficult for pedestrians and cyclists to navigate. Further, the size of the roundabout required in this location would result in it encroaching over the stopbank. Our work has found that traffic signals are needed to manage the uneven flow of traffic through the interchange especially during peak travel times. The traffic lights will be synchronised to optimise the traffic flows.</p>
<p>I think you should look at my suggested 4th option. Going slightly further north and coming through the back of the engineering company near the new Birthing Building. That would allow all that traffic to flow away to hospital and along river stop bank by Boulcott Golf club.</p>	<p>Bridge locations north of Melling Link were considered and discounted as traffic would be too far away from the CBD. In addition, the distance between the stopbanks and the escarpment is narrower in this location which means an interchange cannot fit here.</p>
<p>With all three options I am concerned about the number of traffic lights adding to congestion. For example the traffic coming north off SH2 over the bridge into the CBD will be held up by three sets of lights.</p>	<p>Our work has found that traffic signals are needed to manage the uneven flow of traffic through the interchange especially during peak travel times. The traffic lights will be synchronised to optimise the traffic flows.</p>
<p>It is far from obvious why Option 1 promotes a more compact city centre than Option 2. This needs to be explained. If there is no difference then falsely implying that Option 1 promotes a more compact city centre than Option 2 unfairly skews opinion and feedback in favour of Option 1.</p>	<p>Key arterial routes are physical and can work as boundaries between land use areas. It will encourage more dense development on the CBD side with less dense development away from the CBD. Queens Drive feeds into a more logical, direct and tighter route around the edge of the proposed CBD limit, The existing Melling Link, being a block further north requires a more circuitous route around the CBD and makes it more difficult to accurately define the edge of the CBD.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
<p>The new bridge and ramps should be an attractive feature – not ugly stained concrete like the Dowse and Haywards ones. A steel arch bridge from the bottom of Tirohanga to the VIC could be longer...improving the flood plain....and "cleaner" leaving parkland and a future rail extension easier.</p> <p>look at</p> <p>https://www.google.com/search?q=korean+veterans+bridge+nashville&client=firefox-b&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKEwiW7PDv5_faAhUiy7wKHZoMBs8QsAQIjg&biw=1172&bih=583</p> <p>or</p> <p>https://www.nashvilledowntown.com/go/korean-war-veterans-memorial-bridge</p>	<p>Various bridge options will be considered during the next phase of design.</p>
<p>Long merging areas are needed where Nth & Sth bound traffic join onto SH2, so that people do not just pull straight into SH2 traffic as alot seem to think they have the right to without looking and merging like a Zip!</p>	<p>This will be included in our design.</p>
<p>What will the cycleways on Knights Road and Waterloo Road look like?</p>	<p>The design has not been done yet though adjustments are likely across the wider road network to achieve, areas more friendly to walking and cycling, including removing conflicts with buses.</p>
<p>Merge/diverge bypasses for cyclists need to be</p> <ul style="list-style-type: none"> • Direct/straight • Large diameter curves (for 30kmph) • Max 5% gradient 	<p>These will be considered in the next phase of design.</p>
<p>You say that you are removing track to north of the new station but are leaving space for the line to continue north. You can't have it both ways, either there is space for the line and you should leave it as or stop saying you can extend the line north?</p>	<p>There is likely to be a delay between the two elements and the line extension will need to be on a slightly different horizontal and vertical alignment to thread through the interchange.</p>
<p>Have the bridge options been futureproofed for reinstalling the old railway up towards Belmont, or do the new designs preclude this as an option in the event of further population growth on the Western Hills?</p>	<p>All of the interchange/bridge options will preserve the ability to extend the train line further north in the future if this idea is progressed further.</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team
Cost	
Do not allow the cost to unnecessarily influence the best solution – this is a multi-generational asset and borrowing the funds is the best way to spread the cost over future generations.	Noted
Affected properties should have fair compensation, whether being acquired for the project or affected by the construction phase. Is there any indication of what properties would need to be acquired under each option?	Potentially affected property owners have been contacted and once a designation is in place, negotiations will commence.
One aspect that seems to be missing is the anticipated construction time / cost / disruption that each option would entail. Having these details available, even as rough estimates, would help in choosing a preferred option.	This information is still being developed. Our initial thinking is that construction time and cost are likely to be similar for all options. Disruption will be greatest for the Melling Link option due to the need to temporarily close the Melling Link whilst traffic is changed from one bridge to the other.
Other	
Timing: I believe this project needs to be fast tracked, if it had been done earlier the congestion which we are now experiencing would not exist.	Noted
Parking: We note that all the car parks will be lost from the river bank; not sure where people will find new/replacement car parks.	This is currently being worked through with Hutt City Council
Images: the way it's represented is not very clear. 3D model or graphics could be used. Elevation views of new bridge concept intersection with pedestrian walkways.	Noted.
Process: Keep up the good work and open communications.	Thank you.
Further consultation is wanted with the market users: Could be a good opportunity to do an intercept survey on why people come to the market and where they travel from.	Noted.