

MINISTERIAL BRIEFING NOTE

Subject	State Highway 2 Melling Transport Improvements
Date	20 June 2018
Briefing number	BRI-1383

Contact(s) for telephone discussion (if required)				
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Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

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20 June 2018

Minister of Transport

State Highway 2 Melling Transport Improvements

Purpose

1. This briefing updates you on the State Highway 2 Melling transport improvements. The New Zealand Transport Agency (NZTA) has recently engaged with the public on Melling interchange options as part of the wider RiverLink programme.
2. This information has been requested by your office in advance of your attendance at an event at Melling railway station with the Hutt City Council (HCC) Mayor Ray Wallace and Ginny Andersen MP on Thursday 21 June 2018.
3. This briefing is in addition to the short update you received on community engagement plans prior to your meeting with Mayor Wallace in late March 2018 (refer to BRI-1271).

Context

4. Since 2014, the NZTA, HCC and Greater Wellington Regional Council (GWRC) have worked collaboratively on a RiverLink programme that involves three separate, but interdependent projects, these are:
 - Flood protection improvements – led by GWRC
 - CBD Making Places urban development plan – led by HCC, and
 - Melling transport improvements – led by the NZTA.
5. The RiverLink programme seeks to identify a coordinated investment programme to improve flood protection along the Hutt River, to improve urban amenity connections between the Lower Hutt CBD and the Hutt River, as well as improve the transport connections to and from the Lower Hutt CBD.
6. **Attachment A** sets out the RiverLink programme in more detail.
7. At present, the Melling transport improvements project, along with a number of other projects, has been identified in the NZTA's draft Transport Agency Investment Proposal (TAIP) as requiring re-evaluation to determine its alignment with the draft Government Policy Statement (GPS) on Land Transport. Further information on the re-evaluation process is provided below.

Three options for Melling transport improvements

8. On 7 June 2018, the NZTA, along with its RiverLink partners, completed public engagement on three options for the Melling transport improvements.
9. Below is a description of each option and some of its features:
 - a) Diamond interchange connecting directly to Queens Drive.
 - b) Diamond interchange with an indirect or dogleg connection to Queens Drive.
 - c) Diamond interchange connecting directly to Melling link.

10. All options under consideration include the following:

- Replacing the Melling Bridge to improve flood protection. This will need to tie into a new grade-separated diamond interchange at the State Highway 2 Melling intersection to improve access to Lower Hutt.
- New pedestrian and cyclist facilities integrated with the Lower Hutt network, river trails and adjacent walking and cycling connections.
- Relocation of Melling railway station to be closer to the CBD and improvements to the facilities.
- Increased park and ride capacity.

11. **Attachment B** shows the three options under consideration.

12. During the recent engagement, the NZTA made it clear that the timing and funding for constructing a new Melling interchange is uncertain. However, selecting a preferred option will allow HCC and GWRC to integrate the interchange design into the stopbank design and Making Places plans.

Next steps

13. As noted above, the State Highway 2 Melling interchange project has been identified in the draft TAIP as requiring re-evaluation to align with the draft GPS.

14. Where a project is being re-evaluated, the NZTA will look at the whole transport system along the corridor and consider what works can be undertaken in line with the Government's new priorities, particularly those that manage safety and resilience on that highway.

15. The re-evaluation process and associated timeframes are currently being finalised. Once they are confirmed, the NZTA will update key stakeholders and the community on the next steps.

Additional note: Petone to Grenada

16. **Out of Scope**



It is recommended that you:

17. **Note** the contents of this briefing in preparation for your event with Mayor Wallace and Ginny Andersen MP.

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Vanessa Browne

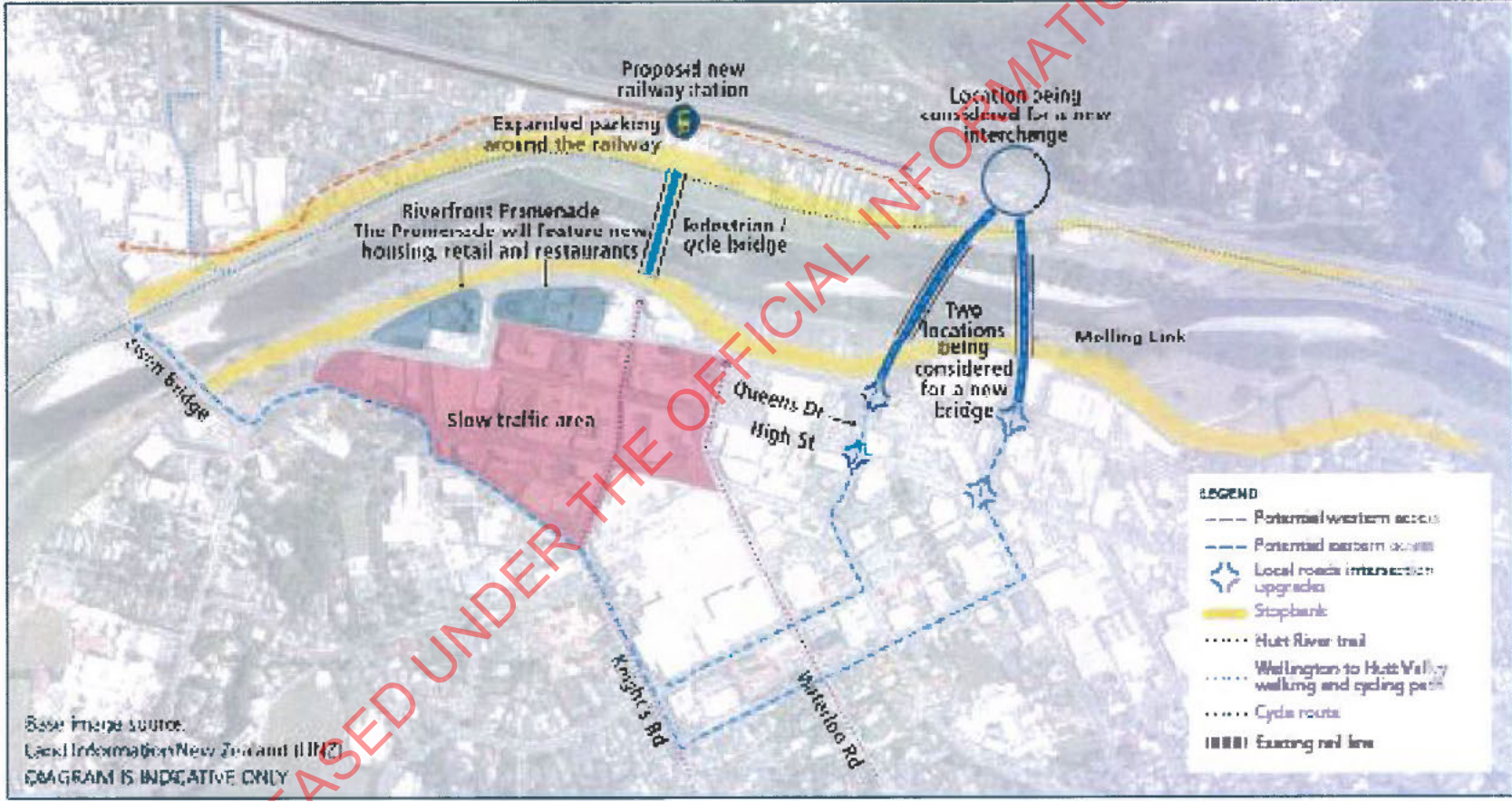
General Manager, System Design & Delivery

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Hon Phil Twyford, Minister of Transport

Date: 2018

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Attachment A



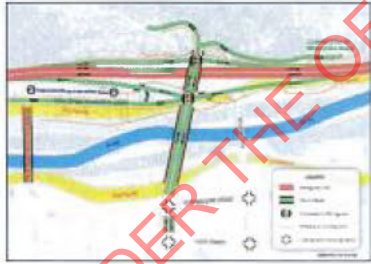
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Three options for a new Melling interchange

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 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.

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