

BRI-1390 <sup>s 9(2)(a)</sup> – Housing New Zealand briefing input

Housing New Zealand comments:

This is for the meeting for Minister Twyford who is meeting Mayor Wallace and Ginny Anderson MP this Thursday at 8am. HNZ will be in attendance.

As below, I had been told on Friday late afternoon that the Minister was supposed to meet with NZTA about a transport matter, but the meeting was cancelled. Because of this, transport is likely to be raised at the meeting. I am therefore needing some input into this Ad Hoc from you. I am unaware as to what the transport matter was however.

Is it possible for you to please provide some relevant info in regard to transport? The meeting is around Hutt city redevelopments.

For context, early March, representatives from our Stakeholder Engagement and Asset Development teams met with local MP Ginny Andersen, as well as Deputy Lower Hutt Mayor David Bassett, and Mayor Ray Wallace. The purpose was to keep them informed of HNZ developments. Thursday's meeting will therefore be an update.

Please just give me a call to discuss, I am just after a paragraph or two of any transport related matter that you think could be relevant here.

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NZTA comment:

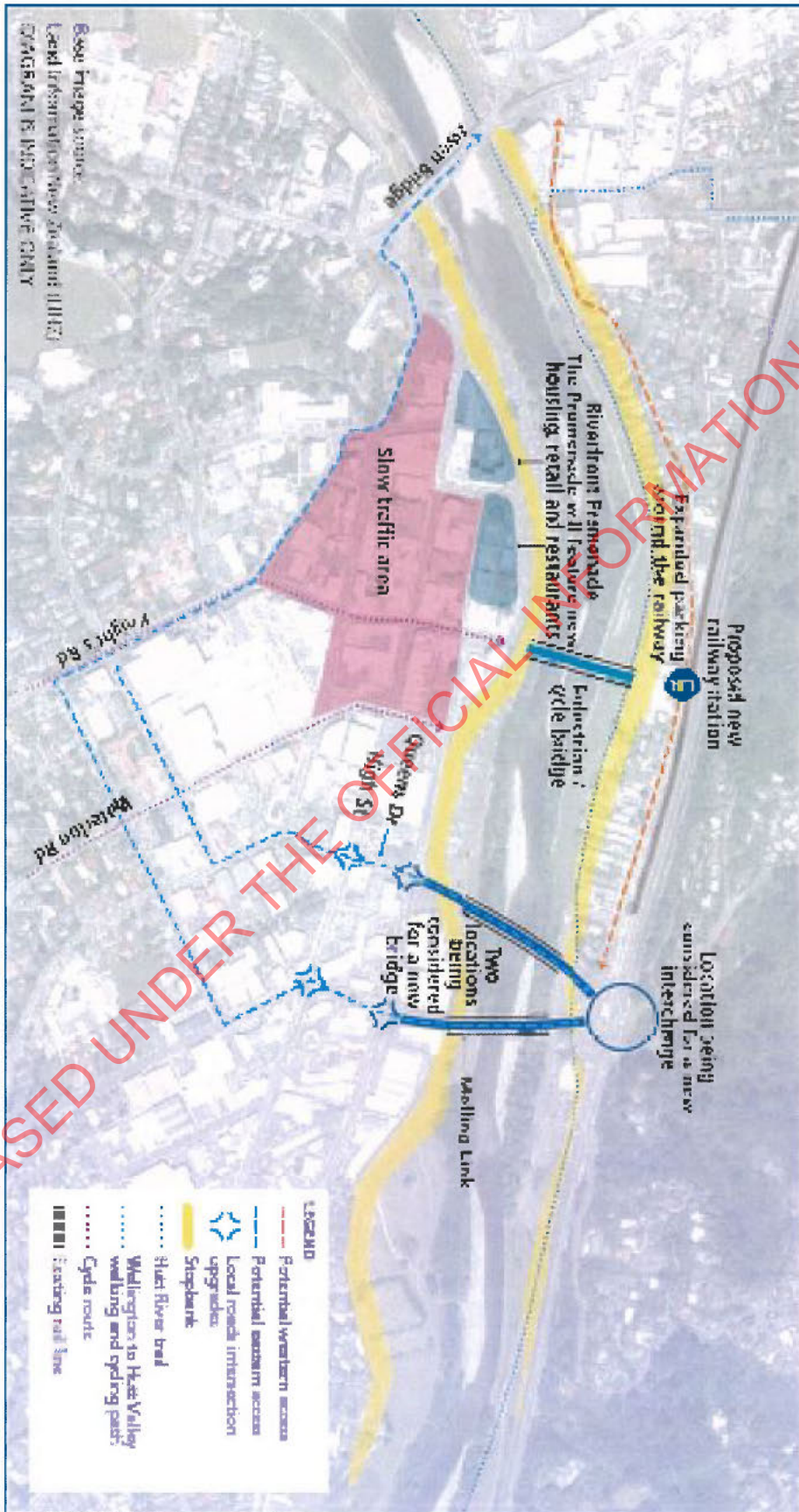
1. As confirmed, the Minister's Office confirmed that the meeting being referred to was scheduled between the Minister and Mayor Wallace and Ginny Andersen MP, and not the NZ Transport Agency (NZTA).
2. In response to the above request, NZTA provides the following information.
3. Since 2014, the NZTA, 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.
4. 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.
5. **Attachment A** sets out the RiverLink programme in more detail.
6. 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.

7. On 7 June 2018, the NZTA, along with its RiverLink partners, completed public engagement on three options for the Melling transport improvements.
8. 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.
9. 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.
10. **Attachment B** shows the three options under consideration.
11. 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.

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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:

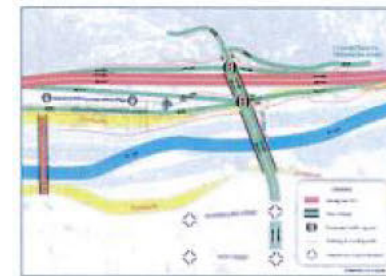
- provides a direct connection onto Queens Drive
- provides good walking and cycling connections into the city centre
- promotes a more compact city centre.



### 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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