

**MINISTERIAL BRIEFING NOTE**

<b>Subject</b>	Melling Transport Improvements Project - update and announcement
<b>Date</b>	8 April 2019
<b>Briefing number</b>	BRI-1638

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 <sup>st</sup> contact
Brett Gliddon	General Manager, System Design & Delivery		s 9(2)(a)	✓

**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- Withdrawn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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8 April 2019

**Minister of Transport**

## MELLING TRANSPORT IMPROVEMENTS PROJECT

### Purpose

1. This briefing provides you with an update on the Melling Transport Improvements Project and responds to your request to announce the re-evaluation outcome for this project.

### Summary

2. This follows advice provided to your office in February 2019 which advised that while the Board endorsed the re-evaluation recommendations in November 2018, funding for each phase was to be considered alongside nationwide funding priorities [MIN-2956 refers]. In addition, the Board has indicated that funding for implementation (construction) of this project will be considered beyond 2028.
3. The Transport Agency has now approved funding to complete the detailed business case (DBC). However, a request to bring forward funding for the specimen design and consenting components of the next phase has been put on hold due to unavailability of funding. This is consistent with funding constraints for other re-evaluated projects.

4. s 9(2)(g)(i)

**The Melling Transport Improvements project meets the priorities set out in the 2018 Government Policy Statement, but implementation funding will be considered in the long-term (beyond 2028)**

5. The re-evaluation of the Melling Transport Improvements project has been completed, and the project confirmed as meeting the priorities set out in the 2018 Government Policy Statement on land transport. The Transport Agency Board endorsed the re-evaluation recommendations in November 2018, with funding for each phase to be considered alongside nationwide funding priorities. The Transport Agency Board also signalled that implementation (construction) funding will be considered in the long term (beyond 2028).
6. In December 2018 the Transport Agency Board endorsed the preferred option for the Melling transport improvements – a diamond interchange connecting with Queens Drive [map attached – Appendix C]. This option received the most support in consultation with the community in 2018 and has the greatest fit with planned flood protection measures and provides the best connection to a planned compact city centre. The preferred option was considered early to enable local government partners to coordinate plans for flood protection with the proposed new intersection alignment.

7. However, funding for completion of the DBC, and for the Transport Agency to join a Request for Tender (RFT) process with the Riverlink project partners, Greater Wellington Regional Council and Hutt City Council, was subject to availability of funding.

#### **Update on funding availability for the Melling Transport Improvements project**

8. The Transport Agency has approved \$1.2 million for completion of the DBC. The request for an additional \$2 million to join the specimen design and consenting process with Councils has been placed on hold due to constrained funding. Funding for this could be considered, alongside nationwide funding priorities, after the completion of the DBC.
9. Riverlink partners, Greater Wellington Regional Council and Hutt City Council, issued a Request for Tender (RFT) in February for specimen design and consenting. The RFT has now closed and will be awarded shortly. Due to funding availability, the Transport Agency will not be joining the specimen design and consenting process at this stage. The joint RFT would have provided design, cost and consenting efficiencies for all partners.

10. s 9(2)(g)(i)

11. Councils have indicated that construction of their components of the Riverlink project, not requiring NLTF funding, are likely to commence in 2021/22.

#### **Communicating the outcome to Council partners and potentially affected landowners**

12. A media release is attached for your consideration [Appendix B]. You have indicated that you wish to make this announcement at an event – an event proposal form is also attached for your consideration [Appendix A].
13. Council partners are eager to know the outcome of the Transport Agency processes and need to be able to move forward with some certainty. A letter to the Council Chief Executives from the Transport Agency, which we intend to send the day prior to your announcement, is attached for your information [Appendix D]. Because of the collaborative nature of this project, it is important that project partners are advised of the decisions prior to any public announcement.
14. 50 landowners were advised in early 2018 that they were potentially affected by one of the proposed interchange locations. They have been expecting an update since late 2018 and are yet to be advised of the Board's December decision on the preferred interchange location. Two types of letter to landowners are attached for your information [Appendix E]. We propose sending these a day prior to a media announcement, or a date in consultation with your office.

**Let's Get Wellington Moving and Petone to Grenada**

- 15. While the Let's Get Wellington Moving indicative package is under discussion, the Melling Transport Improvements project is outside the programme area.
- 16. With similar stakeholders to Melling, the Transport Agency anticipates questions about Petone to Grenada will arise. A briefing on the outcome of the re-evaluation of Petone to Grenada was provided to your office on 11 March 2019 [BRI-1609 refers].

**It is recommended that you:**

- 17. **Note** the Transport Agency decisions on the Melling Transport Improvements Project
- 18. **Agree** that you will issue a media release on a date agreed with your office
- 19. **Agree** that the Transport Agency organise an event for the announcement in consultation with your office

s 9(2)(a)



**Brett Gliddon**  
General Manager, System Design and Delivery

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**Hon Phil Twyford, Minister of Transport**

Date: 2019

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## New Melling interchange preferred option – diamond interchange connecting to Queens Drive

### This option:

- Enables greater flood protection and resilience
- Provides a direct connection onto Queens Drive
- Provides good walking and cycling connections into the city centre
- Enables improvements to public transport
- Promotes a more compact city centre

### Safety

The grade separated interchange will be safer for motorists, cyclists and pedestrians. Pedestrians and cyclists will be separated from traffic.

### Transport choice

Access for pedestrians, cyclists and public transport will be improved. The railway station will be moved closer to the city centre and better park and ride facilities provided. The improvements will also future proof for a possible extension of the Melling railway line.

### Reliability

A new interchange and river bridge will reduce congestion during peak travel periods and, combined with new stopbanks, will reduce the risk of flooding in Lower Hutt and around the Melling intersection. Local road improvements, including connecting Tirohanga Road to Harbour View, will be required.

