

# MELLING TRANSPORT IMPROVEMENTS ENGAGEMENT 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. Following this, a preferred option was selected using both feedback from the community and input from relevant technical specialists.

## HOW DID WE ENGAGE?

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, approximately 1070 people attended community information events to talk about the project with our team. Over 950 people visited our website where they had the opportunity to learn about the project and provide feedback if they wished

## WHAT DID WE ASK?

We asked people which of three options for the interchange that they most supported, out of the following:

- Diamond interchange connecting directly to Queens Drive
- Diamond interchange connecting indirectly to Queens Drive
- Diamond interchange connecting to Melling Link

We then asked people to write down why they preferred the option they selected.

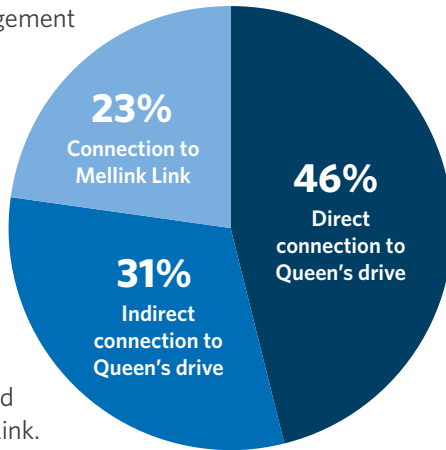
We also asked which factors were the most important when selecting a preferred option for a new interchange and bridge.



## WHICH OPTION WAS MOST SUPPORTED?

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.

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



## WHY DID PEOPLE SUPPORT THE DIAMOND INTERCHANGE CONNECTING DIRECTLY TO QUEENS DRIVE?

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.

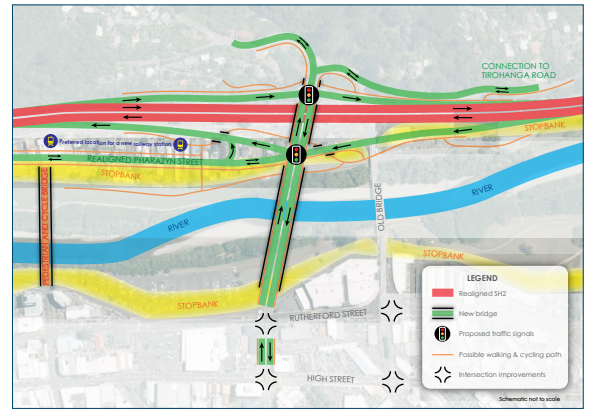
People told us these factors were most important when selecting an interchange design:

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

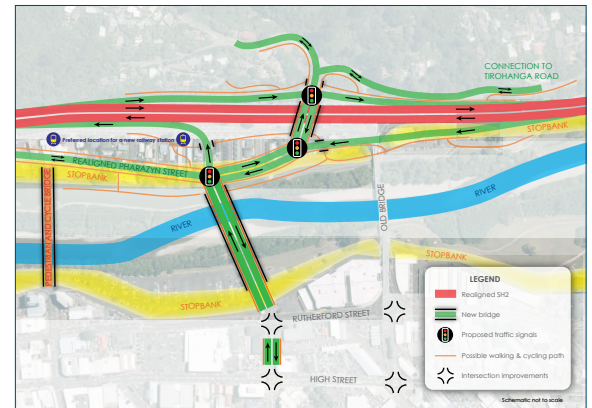
## HOW WAS THE FEEDBACK USED?

We took the community's and stakeholders' feedback into consideration alongside input from relevant technical specialists. We didn't simply consider the number of comments in favour of each option, but the reasons people gave for their preference and the insights they shared about the area. The diamond interchange connecting directly with Queens Drive was then selected as the preferred option.

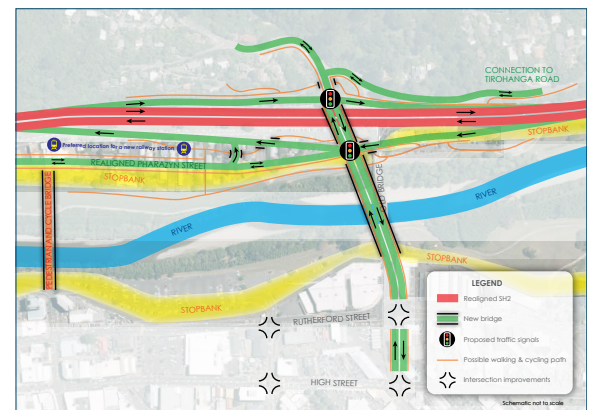
This option has been endorsed by the NZ Transport Agency Board, and the Transport Agency will now work to complete the detailed business case for the project, which includes preliminary design.



DIRECT CONNECTION TO QUEEN'S DRIVE



INDIRECT CONNECTION TO QUEEN'S DRIVE



CONNECTION TO MELLINK LINK



You can learn more about the RiverLink project at [www.riverlink.co.nz](http://www.riverlink.co.nz) or send our team an email at [melling-improvements@nzta.govt.nz](mailto:melling-improvements@nzta.govt.nz) or [riverlink@gw.govt.nz](mailto:riverlink@gw.govt.nz)

**RiverLink**