

Te Awa Kairangi ki Tai. Streetscape Strategy. Hutt City Council.

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Isthmus.

 Tonkin+Taylor

 **HUTT CITY**
TE AWA KAIRANGI



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Executive Summary.

“Our city centre connects with and supports Te Awa Kairangi, our people and the whenua. Together our mouri grows.

Our city centre nurtures our people and our beautiful urban riverside, connecting and supporting our diverse businesses and communities to put roots down and thrive.”

Te Pokapū o Te Awa Kairangi ki Tai
City Centre Framework

Te Awa Kairangi ki Tai Lower Hutt’s city centre is set to undergo substantial and transformative change with the Te Wai Takamori o Te Awa Kairangi programme of works commencing, including stopbank upgrades, a new State Highway 2 Melling interchange and bridge, a new pedestrian and cycle bridge (the City Link Bridge) linking the relocated Melling train station to the city centre, and a riverside park. These changes are set to bring new life into the city. Improvements to the city centre’s streets are needed to enable their integration and best support the urban revitalisation and transport improvements that come with them.

Streetscape upgrades have been identified as a key initiative that can enhance the vibrancy of the city, support local businesses, boost investor confidence, and attract both current and potential new residents to spend more time in the city centre. Guided by the vision, objectives and outcomes set out in the City Centre Framework, and informed by contextual analyses, traffic modelling insights, multi criteria assessment of potential improvement options and feedback from community engagement, this Streetscape Strategy seeks to inform future streetscape upgrades and assist Council in making decisions on where and how to invest.

The geographical scope for the Streetscape Strategy is outlined on the map shown to the left, covering the extent of the city centre’s streets and connecting to key future changes, including the City Link Bridge landing location and Melling Bridge tie-ins.

Through an iterative Investment Logic Mapping (ILM) process, and shaped by ongoing stakeholder feedback, three investment objectives were created, setting out the strategic outcomes against which any potential solutions were measured against. These are:

- **Te Wai o Takamori o Te Awa Kairangi.**
To enable the integration of the stopbank upgrades and the new City Link Bridge with the city centre streets to optimise accessibility by all modes.
- **Movement and Safety.**
To create a safe and inclusive movement network that optimises all transport modes and provides universal access within the city centre by 2030.
- **Place, Environment and Economic Vitality.**
To create people-centred streets and spaces that encourage community and business activity, enhancing the attractiveness and vibrancy of the city centre.

As the first step towards improvement of the city centre’s streets, this Streetscape Strategy presents recommendations for the allocation and prioritisation of HCC’s available funding for street upgrades within the city centre, seeking value for money by prioritising strategic, affordable, and place-responsive solutions that deliver the greatest benefit. The strategy establishes the future function and experience of streets identified for improvements, and outlines how they can best support movement through the city for all users.

A recommended scope of upgrades that focuses on three key areas for improvement is proposed:

- High Street South.
Extension of the existing High Street improvements to the south to uplift the amenity of the core retail area and support more outdoor dining and cafes.
- Andrews Ave.
Transformation of Andrews Ave into a high amenity civic space that serves as a key connector between the city and river, supporting a diverse range of activities including events or markets.
- Daly Street, Margaret Street & Bunny Street.
Enhanced cross-city connectivity from the new City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct with safer, easier, and more appealing links for pedestrians, cyclists and those with mobility challenges.

Building upon the City Centre Framework’s vision for the city centre’s future direction, the strategy sets the foundation for the design phase of streetscape upgrades.





01. Overview.

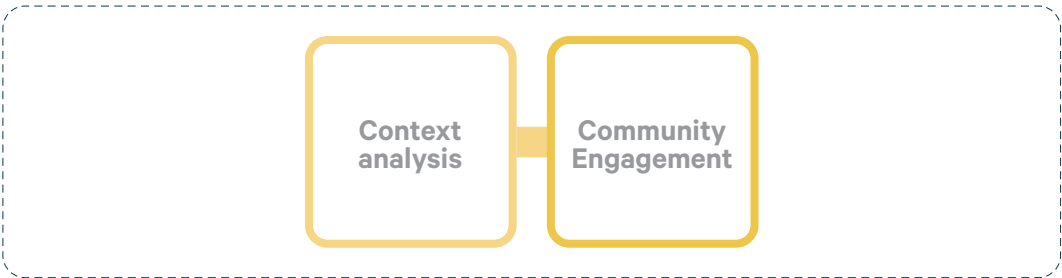
Process Summary.

This Streetscape Strategy has been developed using a two-phase approach. Phase 1 has comprised both broad and detailed contextual analysis. Phase 2 has focused on the optioneering of both project longlist and scenario development, culminating in a preferred scenario.

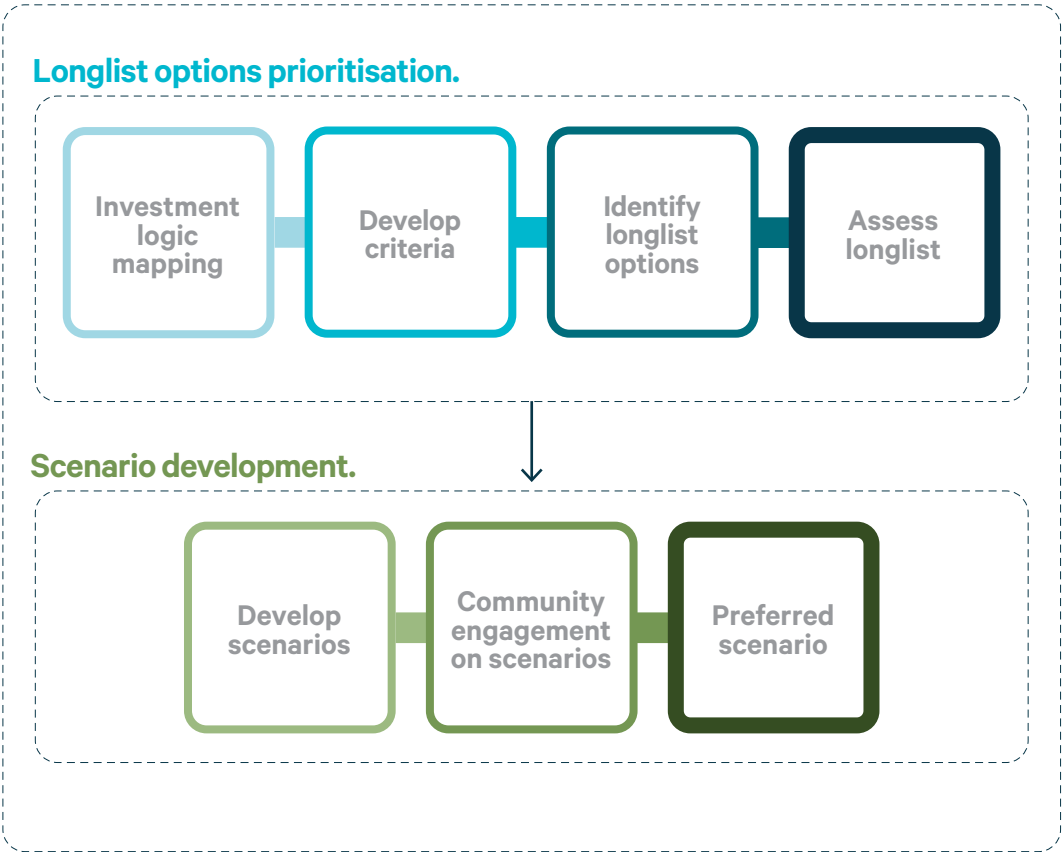
Phase 1: The first phase involved analysing the wider context, including land use, transport, and environmental factors. Together with community engagement, these analyses established a baseline for planning future changes associated with the integration of Te Wai Takamori o Te Awa Kairangi (see Section 02—Context & Network).

Phase 2: The second phase focused on developing, testing, and refining a long list of options and scenarios. This process resulted in a recommended scenario, informed by multi-criteria assessment (see Appendix A), expert advice, and feedback from community engagement sessions conducted by Hutt City Council.

Phase 1: Analysis



Phase 2: Optioneering



02. Context & Network.



Te Wai Takamori o Te Awa Kairangi.

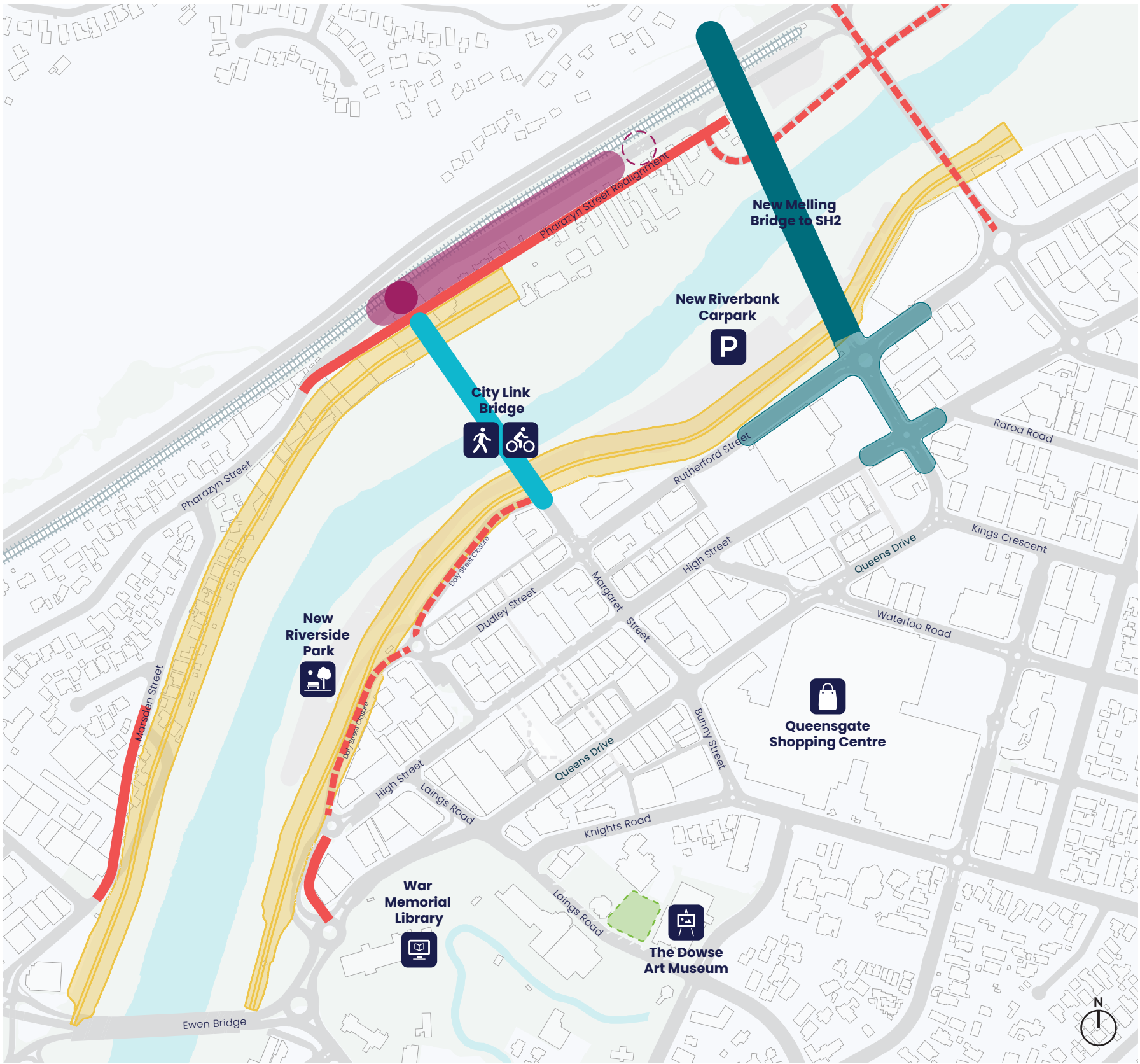
Scope of Changes.

The construction of Te Wai Takamori o Te Awa Kairangi brings with it a number of transformational changes for Hutt City.

- Two new bridges connect a transport network that will undergo significant change;
- the new Melling Link bridge and associated interchange connects to Queens Drive on the city side of the river
 - the City Link Bridge provides a pedestrian and cycle connection between the relocated Melling Station and Margaret Street.

Flood protection works, including realigned stopbanks of increased heights, result in the closures or realignment of some streets directly adjacent.

The most impactful road removal is that of Daly Street. Current vehicular traffic flows use this stopbank-adjacent road as a bypass route around the city centre. Daly Street's removal and the impacts on traffic flows in the Streetscape Strategy study area are identified on the Traffic Model Insights mapping.



Te Wai Takamori o Te Awa Kairangi.

Traffic Model Insights.

The Wellington Transport Analytics Unit provided outputs of the Wellington Transport Strategic Model (WTSM) to inform the Streetscape Strategy. At the time of writing, this work is currently being optimised. The results are therefore indicative and subject to change.

The model (WTSM) is calibrated to represent an average March weekday, and covers three scenarios;

- 2024 as the current state,
- 2033 without Te Wai Takamori o Te Awa Kairangi
- 2033 with Te Wai Takamori o Te Awa Kairangi, which includes the new Melling interchange and bridge, and the closure of Daly Street.

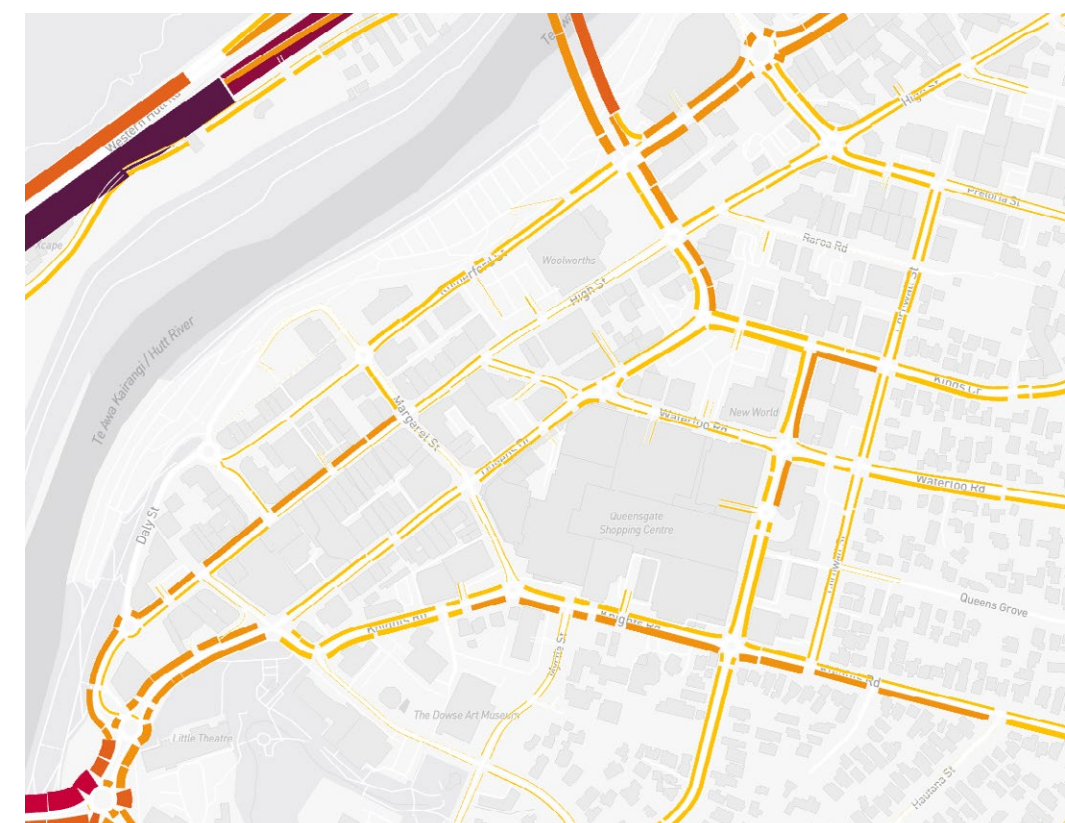
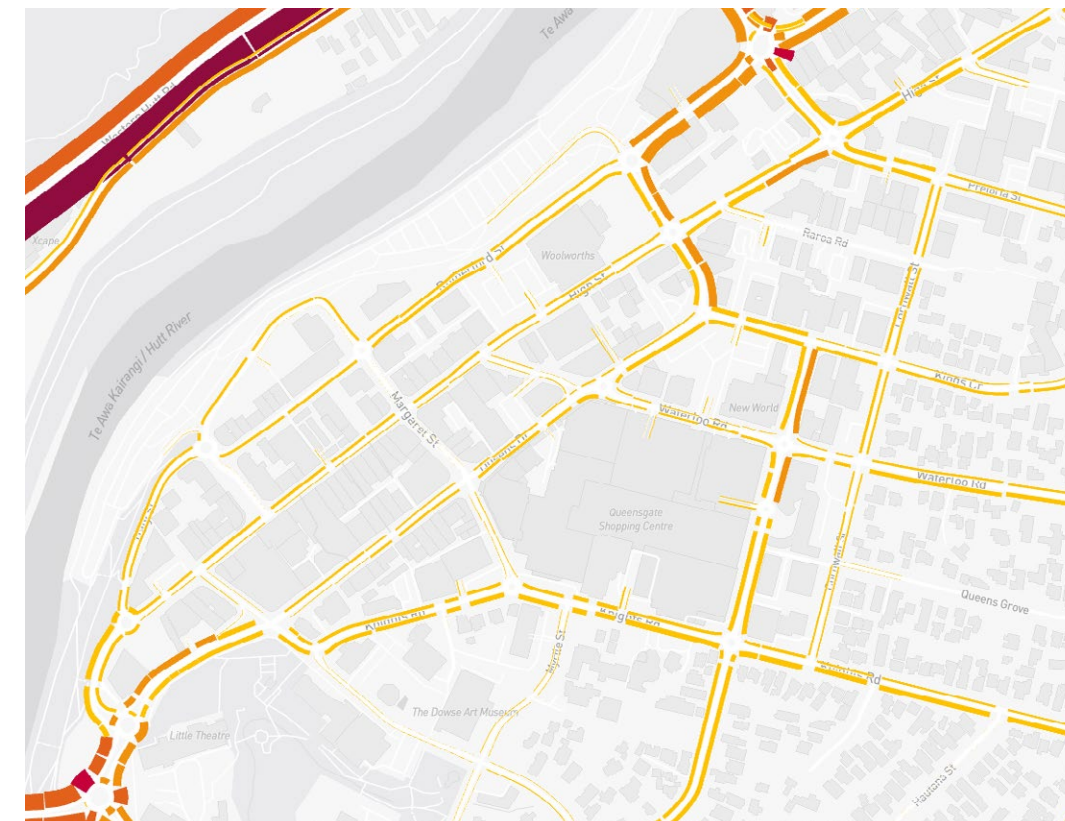
The future state models predict driver route choice based on the desirability of a route. This is influenced by multiple attributes, such as travel time, distance, and driver perception.

Based on the model results, traffic flows across the city centre are predicted to be impacted by the construction of Te Wai Takamori o Te Awa Kairangi, particularly the removal of Daly street. The following impacts are predicted from the modelling:

- Private and heavy vehicles can no longer use Daly St as an alternate access route to get across the city centre. Without intervention, removing this link pushes more traffic through High Street and Queens Drive for a north-to-south connection.
- The relocation of the Melling Link bridge will see the transfer of traffic to Queens Drive and Rutherford Street within close proximity to the bridge.
- Knights Road will continue to act as a bypass road with a slight increase in traffic flows, providing east-to-west connectivity.

Based on the model results, traffic volumes are anticipated to grow in line with regional development

trends. Changes in overall traffic volumes within the city centre as a result of Te Wai Takamori o Te Awa Kairangi are expected to be minor. However, the closure of Daly Street will re-direct north-south movements onto High Street and Queens Drive, increasing traffic volumes on these routes. Meanwhile Knights Road will continue as a key route for east-west connectivity.



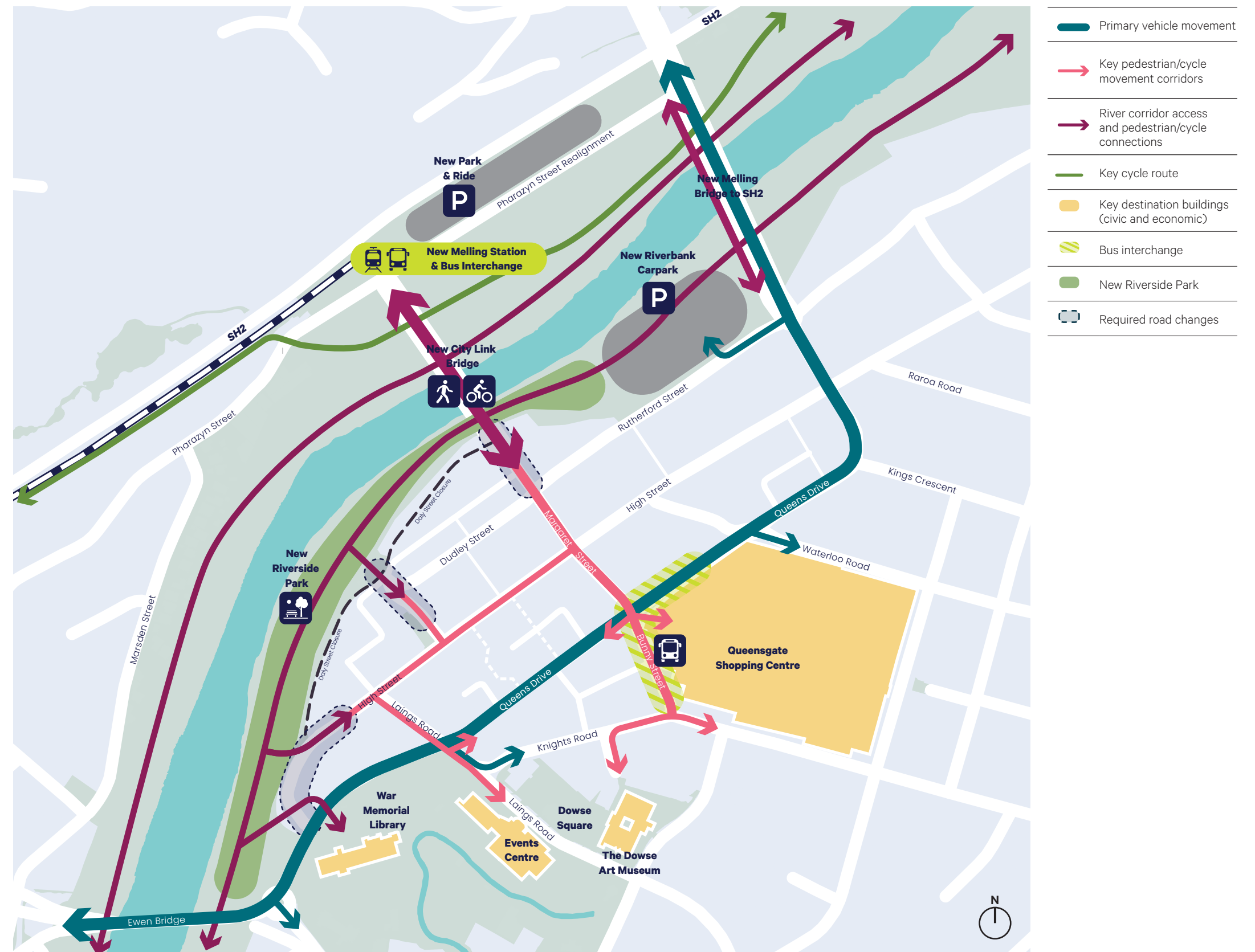
Te Wai Takamori o Te Awa Kairangi.

Proposed City Centre Movement.

The key destinations and movements are shown on the accompanying image. This considers where pedestrian, active modes, and vehicle paths overlap, particularly in response to the changes associated with Te Wai Takamori o Te Awa Kairangi.

The new City Link Bridge will create an important corridor and new access point for pedestrians and other active modes into the city centre. This infrastructure will enhance cross-city connections and enable better pedestrian and active travel movements to key destinations such as the Queensgate Shopping Centre and the Civic Precinct (War Memorial Library, Riddiford Gardens, and the Dowse).

Additionally, the closure of Daly Street and the reduction of through-traffic for private vehicles present a significant opportunity to shift travel behaviour. These changes present an opportunity to strengthen pedestrian and active travel connections and enhance access points to Te Awa Kairangi and the new Riverside Park, creating better connections between the city centre and its river.



03. Optioneering Process.

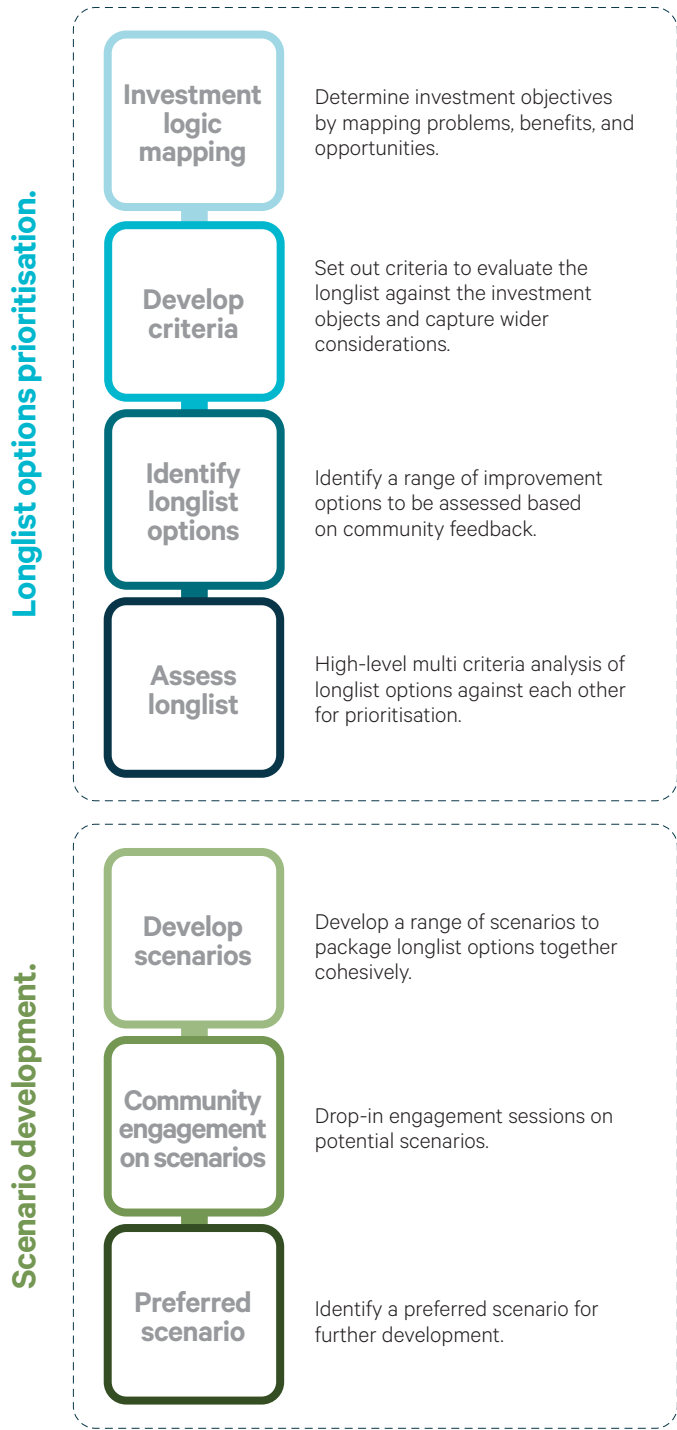


Optioneering Process.

The optioneering process has been divided into two stages: **longlist option prioritisation**, and **scenario development**. The first stage identifies, develops and prioritises the potential “options” that can be considered, with the second stage used to package options together cohesively.

The following sections briefly summarise the development and prioritisation of the longlist options. It incorporates investment logic mapping, long list creation, criteria development, culminating in the preparation of a multi-criteria analysis (MCA) to compare options against one another and ultimately help inform the scenario development. Two rounds of community engagement also informed the process.

The first phase of engagement helped to define the longlist of options. The second phase of engagement helped to identify priority areas for upgrades.



Above: HCC community engagement drop-in session. Image supplied by HCC.

Longlist Options Prioritisation.

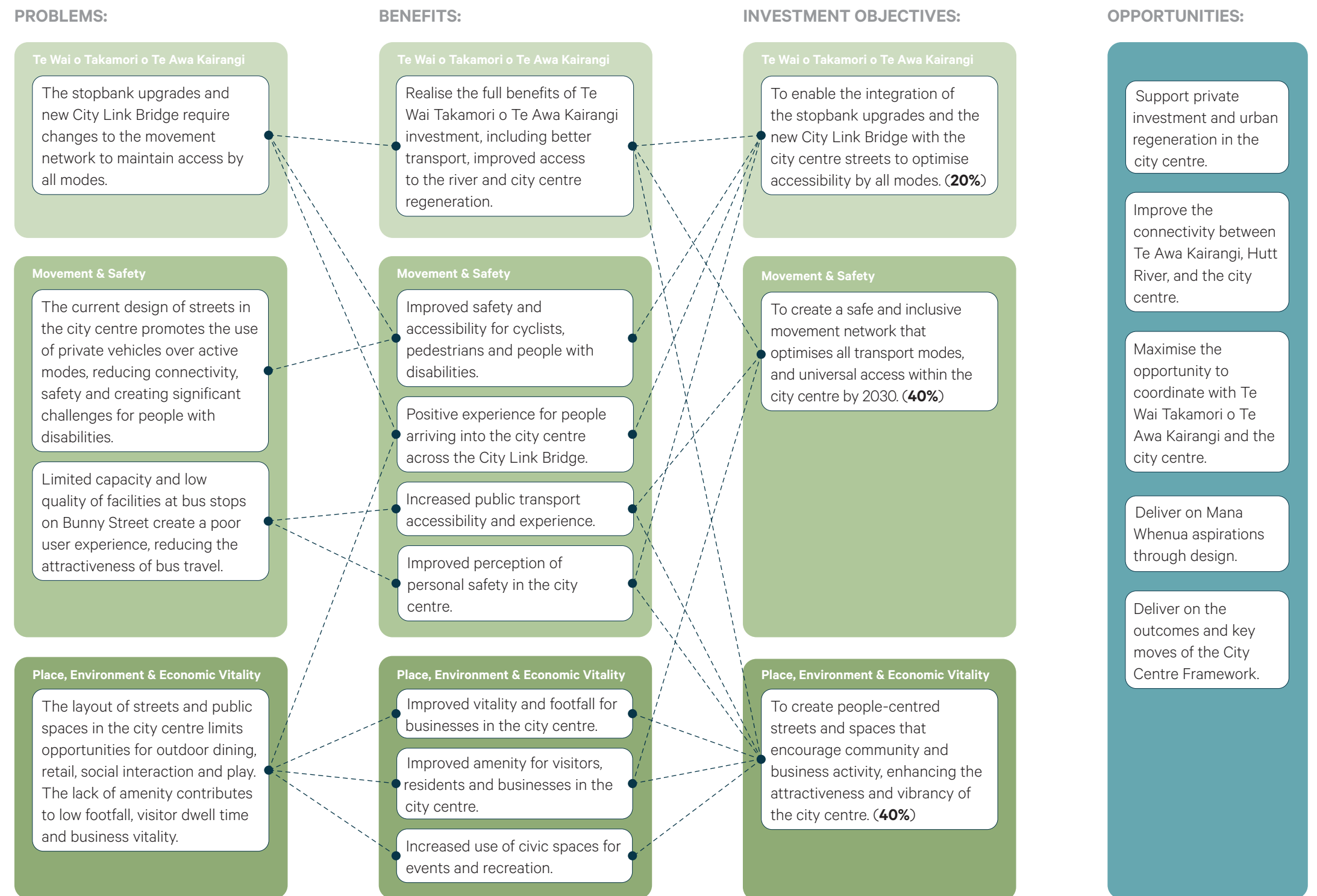
Investment Logic Mapping.

Investment logic mapping (ILM) was used to identify key problems, benefits, investment objectives, and opportunities to guide prioritisation and develop investment criteria.

The three investment objectives were confirmed as:

- **Te Wai o Takamori o Te Awa Kairangi:** To enable the integration of the stopbank upgrades and the new City Link Bridge with the city centre streets to optimise accessibility by all modes **(20%)**
- **Movement and Safety:** To create a safe and inclusive movement network that optimises all transport modes, and universal access within the city centre by 2030 **(40%)**
- **Place, Environment and Economic Vitality:** To create people-centred streets and spaces that encourage community and business activity, enhancing the attractiveness and vibrancy of the city centre **(40%)**

Weightings were applied to the investment objectives to prioritise outcomes based on strategic alignment, stakeholder consensus, and potential impact. A summary of the problems, benefits, investment objectives and opportunities are shown in the summary diagram (right).



Longlist Options Prioritisation.

Develop Criteria.

Criteria were developed through an iterative process in a series of workshops. These drew from the investment objectives, implementation requirements, and any wider opportunities and considerations. Criteria were grouped into Investment Objective or Implementation categories as relevant. The following tables outline the identified criteria. The full assessment of the longlist is contained in Appendix A.

EFFECTS ASSESSMENT

Criteria	Description
I01: Te Wai o Takamori o Te Awa Kairangi	
Mending the movement network	Improves connectivity to the river, new Melling station and wider transport network, supporting Te Wai Takamori o Te Awa Kairangi.
Safe, convenient, and welcoming landing to the City Link Bridge	Ability to provide a safe, convenient, and welcoming landing to people using the City Link Bridge, Riverside Park, and its immediate connections to access the city centre.
I02: Movement & Safety	
Pedestrian level of service	Impact on pedestrian level of service: - Connectivity, safety (road user safety and CPTED), amenity, comfort
Cyclist/micro mobility level of service	Impact on cycling level of service: - Connectivity, continuity, legibility, safety (road user safety and CPTED), amenity, comfort, appeal to wide range of people who cycle relating to both confidence and interest
Accessibility for all	Impact on accessibility and mobility considerations for the disability community and other people such as parents with prams and elderly. Availability of accessible parking.
Public Transport level of service	Impact on public transport level of service, within the scope of this project: - Accessible, safe (road user safety and CPTED), efficient, supports mode shift and urban design
Vehicle network impacts	Allows for vehicle movements into the city or through the city, and for access to businesses. - Travel time, delays, access route and intersection approach movement availability, one-way/two-way
I03: Place, Environment, and Economic Vitality	
Increase space for outdoor dining and retail	Potential availability of space that can be allocated and designed to enable outdoor dining and retail, contributing to the vitality and amenity of the city.
Increase space for social interactions, play and events	Potential availability of space that can be allocated and designed to enable gatherings and play, contributing to the vitality and amenity of the city.
Potential to increase comfort and visual quality	Potential to increase comfort and visual quality within design, contributing to the vitality and amenity of the city.
Environment	Potential to increase greening of the city centre. Assess availability of road width and presence of underground utilities.
Potential to incorporate Mana Whenua values / design	Potential to incorporate Mana Whenua values and makaurangi (identity) in the design
Impact on parking	Number of parking spaces removed
Impacts on local properties and business	Potential to accommodate vehicular access to businesses and Properties within the city centre.

IMPLEMENTABILITY ASSESSMENT

Criteria	Description
Implementability assessment	
Consentibility/ Approvals	High level indicative and comparative assessment of feasibility from a planning perspective, including undertaking impact assessments.
Constructibility	High level indicative and comparative assessment of: - Spatial constraints - Engineering complexity
Construction impacts	High level indicative and comparative assessment of impacts of disruption during delivery.

Longlist Options Prioritisation.

Project Longlist.

The longlist of options was informed by site walkovers and community feedback. The list includes must-do works in response to the scope of Te Wai Takamori o Te Awa Kairangi, such as changes to connect the new City Link Bridge.

What we must do

- A1** High Street/Queens Drive intersection reconfigured e.g. roundabout removed and left-in access only onto High Street. Existing pedestrian signals remain. Footpath improvement and access to Riverside Park through stairs/ramps.
- A2** Remove Andrews Avenue / Daly Street roundabout, reconfigure laneway access and provide active mode access to Riverside Park (stairs / ramps).
- A3** Integrate City Link Bridge landing with existing street. Create a safe and welcoming environment for bridge users. Remove Dudley Street / Margaret Street roundabout.

What we could do*

- B1** Improve south end of High Street to provide same level of amenity (e.g planting, street furniture and paving) as between Andrews Avenue and Margaret Street e.g. wider footpath on the east side (sunny side), seating, lighting, etc.
- B2** Reduce wait time for pedestrians at traffic signals. Remove left-turn lane onto Laings Road.
- B3** Reconfigure Andrews Avenue layout to improve amenity (e.g planting, street furniture and paving) and public space usability. Improve accessibility of crossing at High Street / Andrews Avenue intersection.
- B5** Dudley Street amenity (e.g planting, street furniture and paving) improvements.
- B6** Improve High Street crossing to connect Queens Arcade and High Street Quarter laneways and improve amenity (e.g planting, street furniture, paving and lighting) in laneways.
- B7** Re-allocate road space to improve safety for all road users and improve amenity (e.g planting, street furniture and paving) and reduce crossing distances
- B8** Add mid-block pedestrian crossings and improve amenity (e.g planting, street furniture and paving) and safety in laneway between Knights Road and Queens Drive.
- B9** Create new bus stop to improve bus efficiency on Queens Drive. New seating, shelter, etc for bus users.
- B10** Improve Margaret Street between High Street and Dudley Street to improve amenity (e.g planting, street furniture and paving).
- B11** Improve seating on Margaret Street between Queens Drive and High Street.
- B13** Improve Bunny Street between Knights Road and Queens Drive to improve amenity (e.g planting, street furniture and paving).
- B14** Changes to Knights Road / Bunny Street intersection to improve safety for pedestrians, cyclists and people with mobility impairments.



***Note:** Project Options B4 and B12 were omitted during scoring and development of project longlist.

Scenario Development.

Develop Scenarios.

Three scenarios were developed for public engagement. All include the mandatory moves required to connect with Te Wai Takamori o Te Awa Kairangi.



Cross-City Connections.

Making it safer, easier and more appealing for pedestrians, cyclists and disabled people to move through our city centre streets.

This scenario focuses on:

- Connecting the new City Link Bridge users to Dudley Street, High Street, Queens Drive, the shopping centre, and bus interchange, and providing opportunities for outdoor seating and cafes along the way.
- Improving the linkages between our laneways with safe street crossing from Dowse Square to the river, and tidying up the laneways.
- Making it easier for pedestrians, cyclists and disabled people to access the city centre from Laings Road and Riddiford Garden.



Civic Connections.

Strengthening links between civic, cultural and retail attractions so city centre businesses benefit and visitors can enjoy multiple experiences in one trip.

This scenario focuses on:

- Building on Queensgate's regional attraction to benefit the wider city centre businesses.
- Better connecting the Dowse Art Museum, War Memorial Library and Riddiford Gardens with Queens Drive and High Street to encourage multiple visits in one trip.
- Improving bus movements and efficiency around Bunny Street.



Riverside Precinct.

Expanding previous High Street upgrades into surrounding streets to support outdoor dining and events and enhancing the area for residents and businesses.

This scenario focuses on:

- Expanding the previous High Street improvements to adjoining streets to support more outdoor dining and cafes, and to refresh the look of the core retail area.
- Creating a space for events, markets or food trucks in Andrews Avenue.
- Creating a more attractive environment for residents, businesses and visitors on Dudley Street.
- Improving access to the river from the city centre.

Scenario Development. Engagement Feedback.

Engagement was led by Hutt City Council across 2 phases with feedback sought using a range of different methods, including an online mapping feedback tool, in-person workshops and meetings with community and disability advocacy groups, workshops with rangatahi, visits to city centre businesses, and public drop-in sessions.

Phase 1 of engagement focussed on people's experience of the city centre and ideas for improvements. Phase 2 focussed on the three possible investment scenarios outlined on the previous page.

Details of all engagement activities undertaken across both phases and the feedback received can be found in Appendix B, HCC's Streetscape Strategy – Engagement Summary (September 2025). This feedback has informed the development of the preferred scenario on the following page. Engagement with community and businesses will continue throughout subsequent design phases.

HCC's summary of engagement feedback notes that key themes that came through all engagement activities are:

- **Improve the route between the new Melling station, bridge, bus, and city centre** making it safe for pedestrians, disabled people and cyclists.
- **Crossing on Knights Road** is needed to better connect The Dowse with the rest of the city centre.
- **Refresh tired spaces** rather than areas more recently invested in.
- **Parking is important** and more choice is needed, e.g. accessible parking spaces, drop off/loading zones, a mix of short stay and longer stay.
- **Amenities, events and outdoor activities** particularly on Margaret Street, High Street and Andrews Avenue.
- **Create strong connections to the river.**

HCC's engagement feedback on the investment scenarios (Phase 2 drop-ins) is summarised as follows;

“Cross-city Connections” was the most popular scenario, with feedback focussing on the projects connecting the new City Link Bridge, Queensgate and The Dowse. Reasons given were:

- It supports those without cars to move between the Melling station and the city centre.
- It connects the city centre to public transport (bus and train) most efficiently.
- It encourages people into the surrounding area.
- The roundabout at Knights Road and Bunny St is very dangerous to cross (this scenario includes an upgrade of this intersection).

“Riverside Precinct” was the second most popular scenario. The most important projects in this scenario included High Street, Andrews Ave and the Queens Arcade Laneway. Some businesses were in support of works outside their business, while others had concerns about the impact of the disruption. Reasons given for support of the “Riverside Precinct” scenario were:

- The area is very tired.
- It encourages investment in the new developments that will be coming to this area.
- It creates more of an outdoor community space that focuses on our river.
- It would provide opportunities for events & outdoor dining to support retail and hospitality businesses in the area. This would help drawing more people in from outside Lower Hutt.

Those that selected “Civic Connections” as their preferred scenario gave reasons of improving pedestrian experience. In particular, they valued improvements to the connectivity between The Dowse and the rest of the city centre.

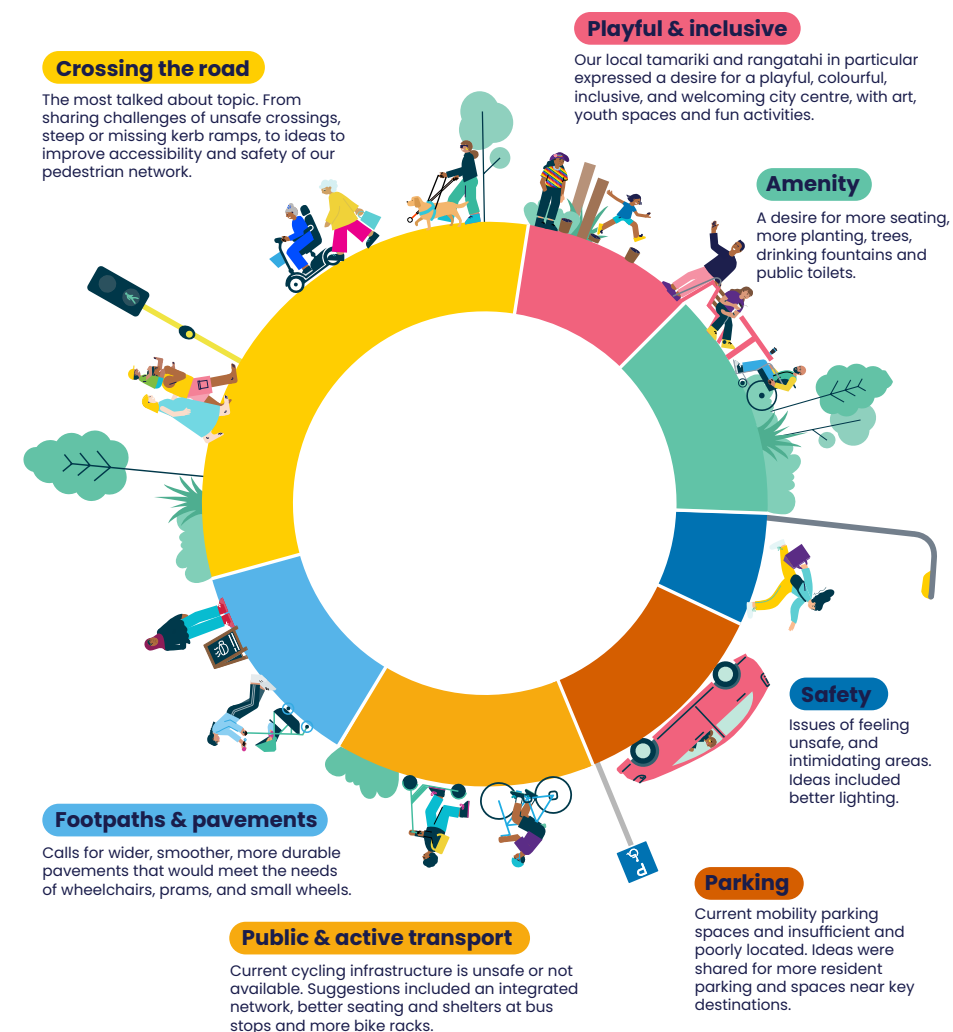
What we've heard

Our community and businesses helped inform our vision for the city centre – a beautiful urban riverside, where businesses and communities thrive.

This was recently adopted as the **City Centre Framework**.

During our most recent engagement we asked people to share their experiences of our city centre.

The feedback and ideas we have gathered will continue to be used as our work in the city centre progresses.



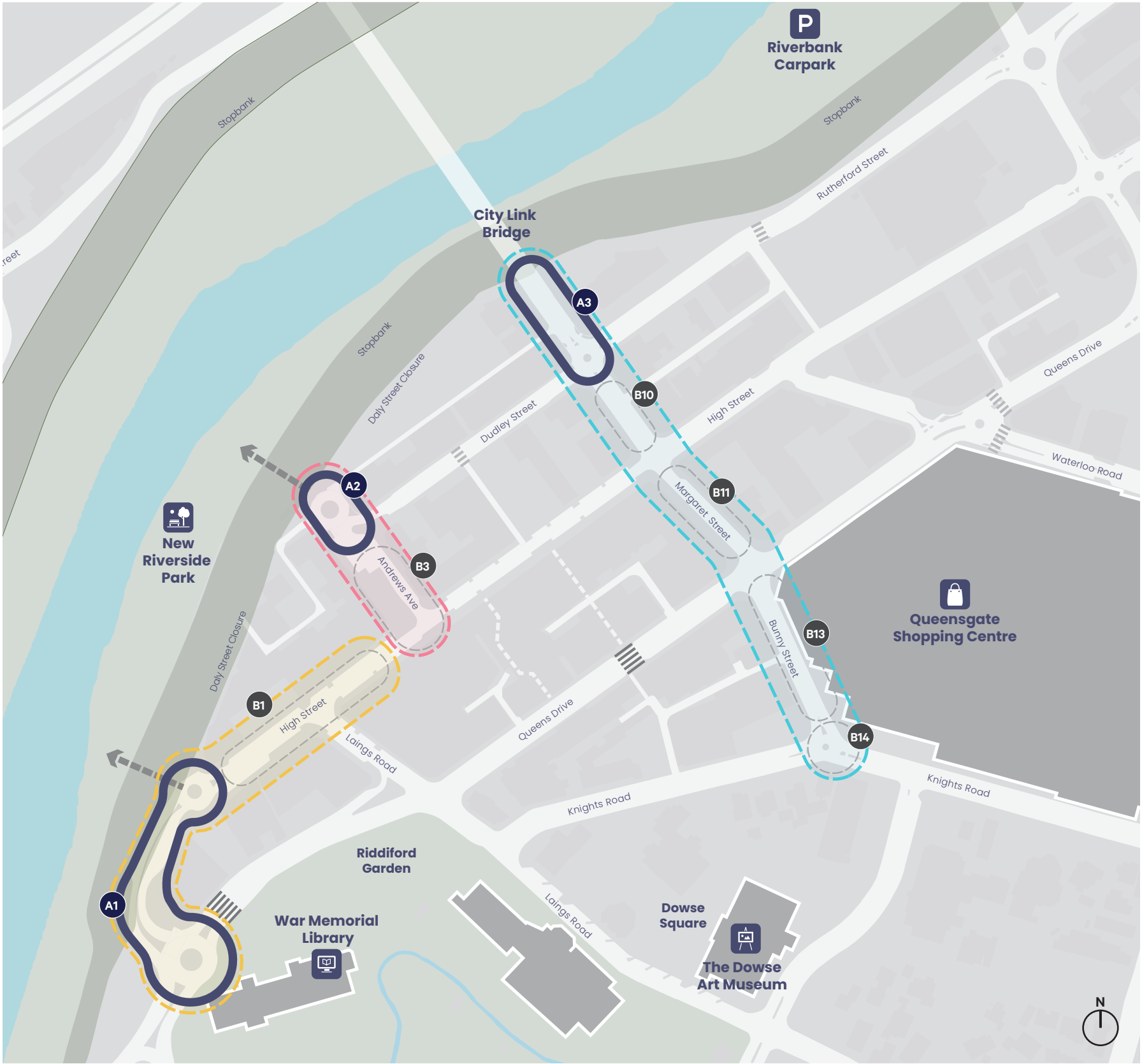
Left: HCC Streetscape Introduction poster for community engagement drop-in session.

Scenario Development.

Recommended Programme of Upgrades.

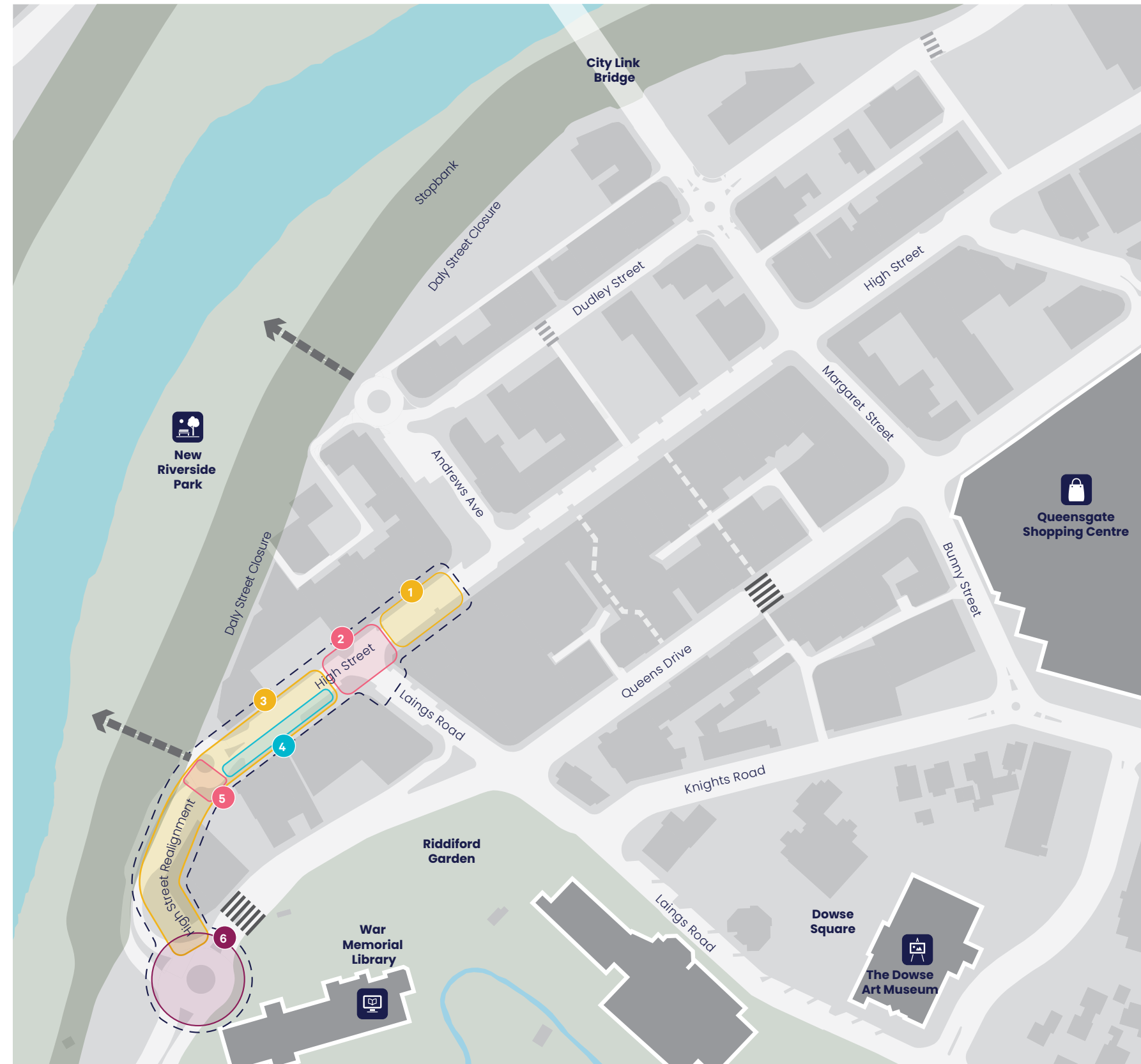
The Recommended Programme has been identified by combining the results of the multi-criteria analysis of the long list options with the community and business feedback on the three scenarios.

- High Street South**
Extending the existing High Street improvements to the south to uplift the amenity of the core retail area and support more outdoor dining and cafes.
- Andrews Ave**
Transforming Andrews Ave into a high amenity civic space that serves as a key connector between the city and river, and supports a diverse range of activities, such as events or markets.
- Daly Street, Margaret Street & Bunny Street**
Enhancing cross-city connectivity from the new City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct, with safer, easier, and more appealing links for pedestrians, cyclists and disabled people.



High Street South. Future State.

High Street is a pedestrian-friendly retail spine that supports local businesses with wide footpaths, slower traffic, and convenient parking and service access. Street trees, spill-out spaces for cafes and restaurants and street furniture to create a lively street environment that encourages people to spend time.

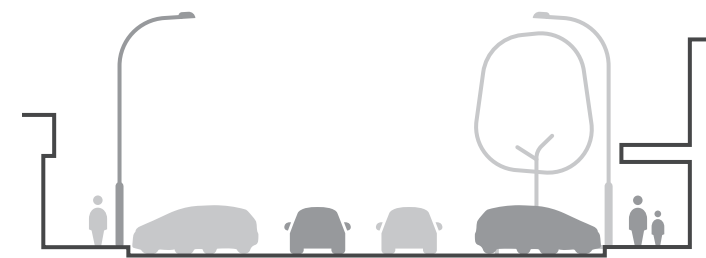


- 1 Reconfiguration of High Street, kerb realignment, upgrades to footpaths, and reconfiguration of parking.
- 2 Upgrade of High Street crossing facilities.
- 3 Reconfiguration of High Street, kerb realignment, upgrades to footpaths, and reconfiguration of parking.
- 4 Amenity upgrades, including street furniture, street trees, and planting.
- 5 Improved crossing facilities and connection to new riverside park.
- 6 Removal of roundabout and realignment of intersection, with left turn in/left out access to High Street only. Existing signalised crossing to remain.

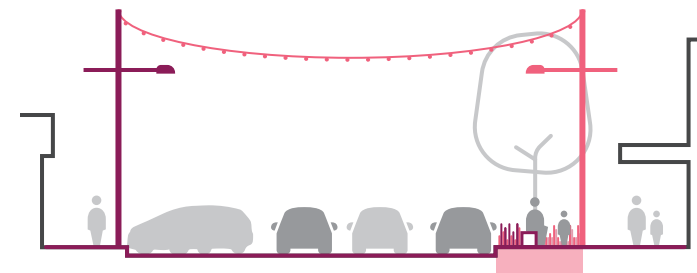
High Street South.

Improvement Outcomes

- High amenity streetscape that support active frontages and spill out spaces that encourage people to dwell.
- Low speed, people-focused street environment.
- Removal of Queens Drive roundabout and reconfiguration of the intersection to allow left-in/left out access only.
- Improved accessibility to crossing at High Street / Laings Road intersection.
- Remove roundabout at Daly Street / High Street, with improved pedestrian connection to new Riverside Park.
- Provision of parking and drop-off areas to support local businesses.
- Reconfiguration of the carriageway to enable widened footpaths.
- Kerb realignment to eastern side of street and provision of high quality surface treatments.



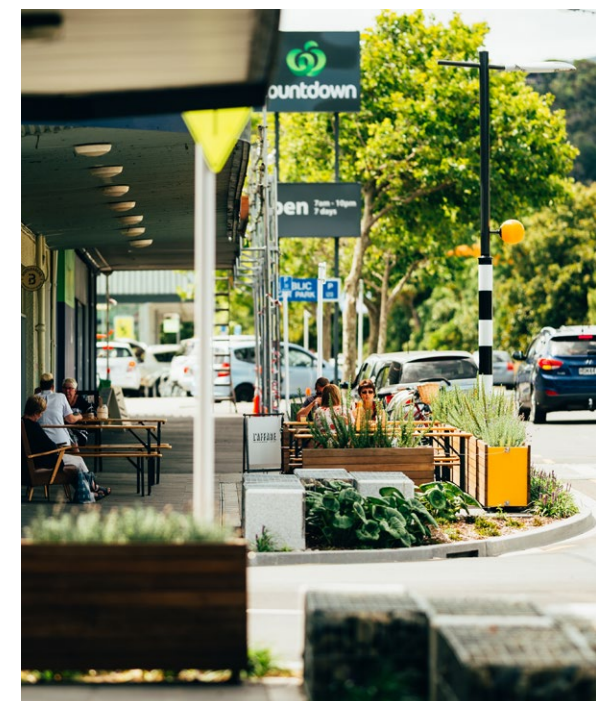
Typical Section - Existing
High Street South



Typical Section - Indicative Future State
High Street South

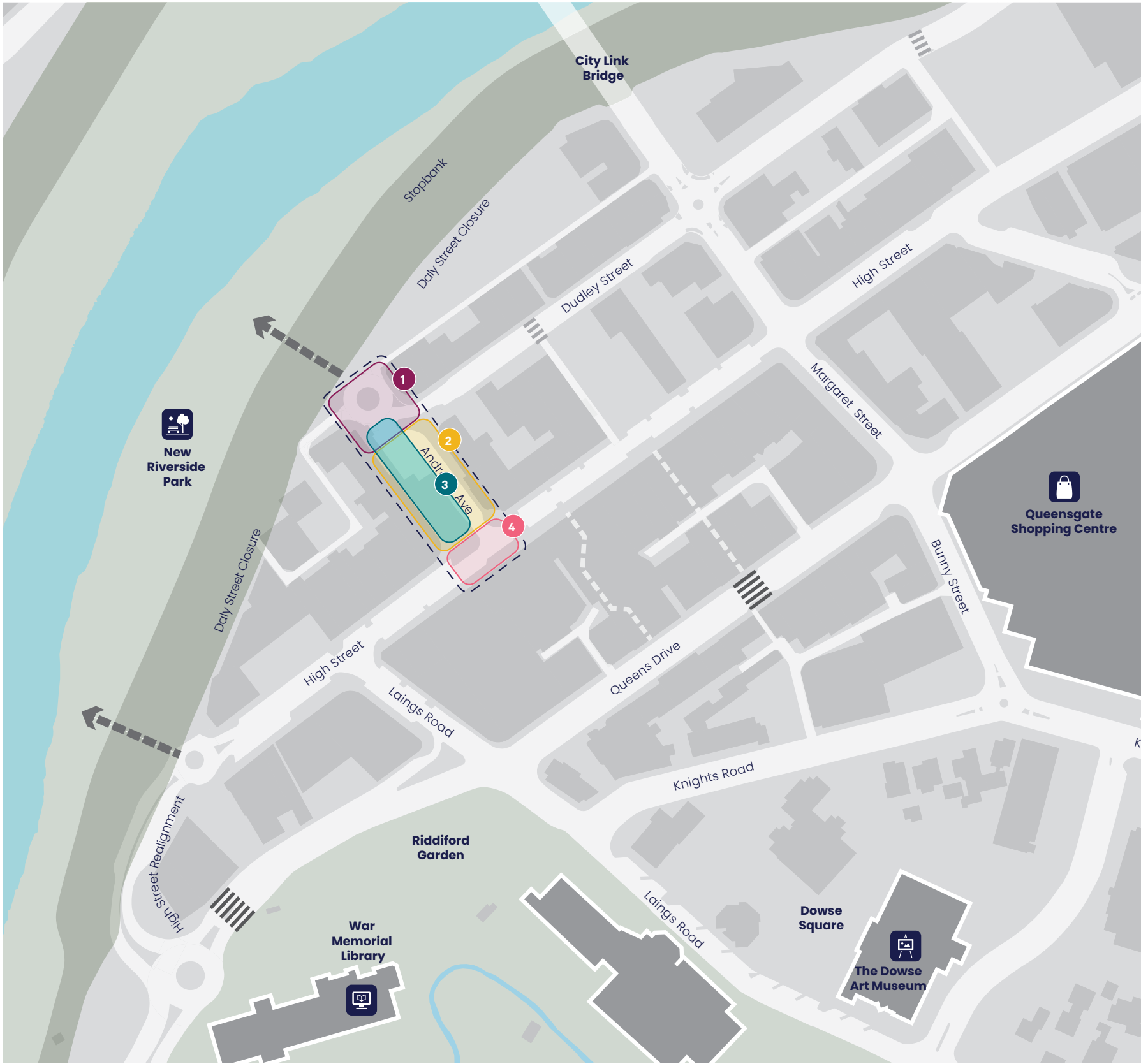


Top:
Elizabeth Street,
Tauranga
Bottom Left:
High Street, Lower
Hutt
Bottom Right:
Princes St, Whakatiki
Upper Hutt



Andrews Ave. Future State.

Andrews Ave functions a high amenity civic space and serves and a key connector between the city and river. The street supports a diverse range of uses — movement for all modes, spaces to pause, nature play, and civic events. Street trees, integrated raingardens that treat stormwater, seating, and public art enhance the street experience and contribute to a sense of place and character.

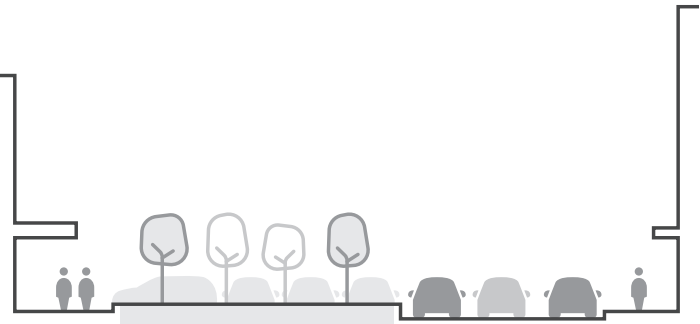


- 1 Reconfiguration of intersection between Dudley Street and service lanes.
- 2 Road realignment and upgrade. Kerb realignment, parking reconfiguration and surface treatment improvement.
- 3 High quality amenity upgrades and open space renewal.
- 4 Upgrade of High Street crossing facilities.

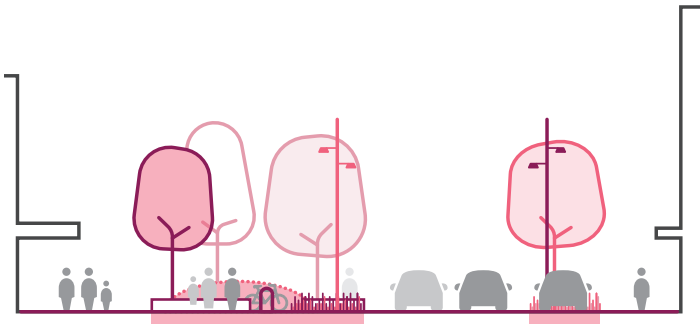
Andrews Ave.

Improvement Outcomes

- High amenity, flexible civic space that prioritises pedestrian activity and encourages people to dwell.
- Low speed, people focused street environment. Two-way vehicular movement maintained.
- Removal of Daly Street roundabout and reconfiguration of the intersection to maintain vehicular access to future Daly St development site and existing off-street carparking.
- Improved accessibility to crossing at High Street / Andrews Avenue intersection.
- Provision of parking and drop-off areas to support local businesses.
- Kerb realignment and provision of high quality surface treatments.
- Street tree planting to provide human scale, improve microclimate and add comfort and amenity for street users.
- Potential for raingardens providing at-source treatment of stormwater within the road reserve and amenity to street users.
- Improved connectivity to the river corridor.
- Potential for integrated play opportunities.



Typical Section - Existing
Andrews Avenue



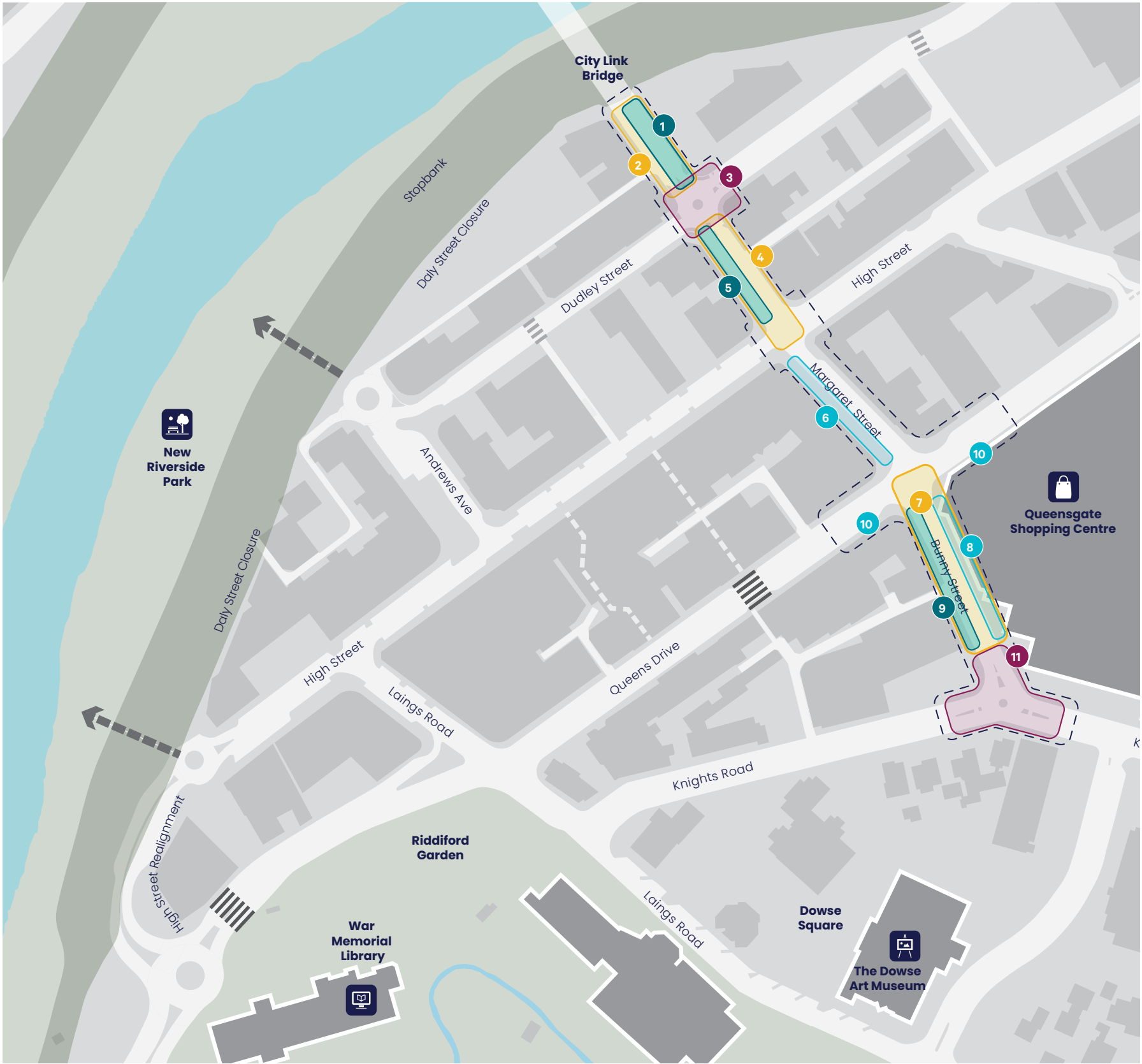
Typical Section - Indicative Future State
Andrews Avenue



Top Left:
Elizabeth Street,
Tauranga
Top Right:
Daly Street Linear
Park, Tāmaki Makaurau
Auckland
Bottom:
Esk Street, Waihōpai
Invercargill

Daly Street, Margaret Street & Bunny Street. Future State.

Daly Street, Margaret Street and Bunny Street form a key movement corridor that connects the City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct. The corridor supports walking, cycling, public transport and vehicle movement, while enhanced street tree planting and street furniture improve the overall experience and amenity for all.

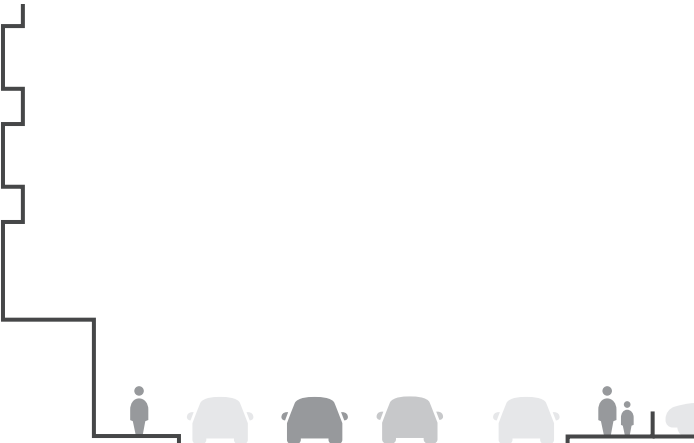


- 1 High amenity bridge landing, with street trees, amenity planting, and seating.
- 2 Reconfiguration of Daly Street section into shared space.
- 3 Upgrade to signalised intersection with improved crossing facilities.
- 4 Reconfiguration of Margaret Street, kerb realignment and parking reconfiguration, allowing for widening of footpath on sunny side of the street. Intersection alignment upgrades to be confirmed during design.
- 5 Amenity improvements, including seating, street trees, and planting.
- 6 Amenity upgrades to seating and street furniture, to match wider Margaret Street upgrade character.
- 7 Bunny Street reconfiguration, kerb realignment and road redistribution, allowing for wider footpath area on sunny side of the street. Intersection alignment upgrades to be confirmed during design.
- 8 Amenity improvements and lighting upgrades to bus stop.
- 9 Amenity improvements, including seating, street trees, and planting.
- 10 Potential new bus stops.
- 11 Upgrade to signalised intersection with improved crossing facilities.

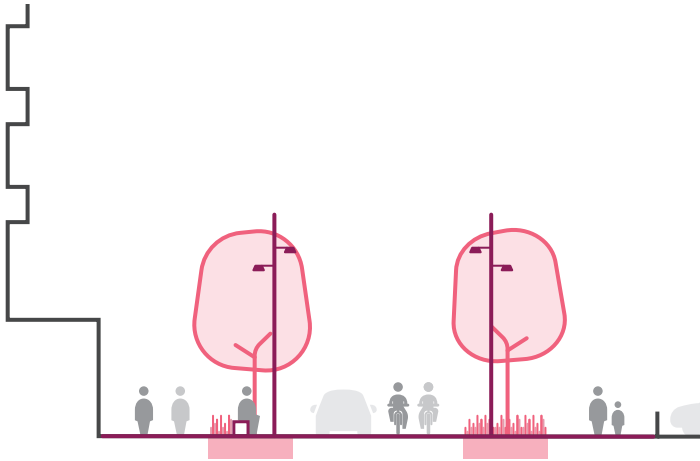
Daly Street.

Improvement Outcomes:

- Integration of City Link Bridge with street to create a safe and welcoming arrival experience for bridge users.
- High amenity shared space that prioritises pedestrian and cyclist movements while maintaining low speed vehicular access to service local businesses and properties.
- Removal of Dudley/Margaret Street roundabout and reconfiguration to a signalised intersection.
- Potential for flush/kerbless street surface with activity zones, including shared carriageway and pedestrian only areas, defined by changes in materials, furniture placement and planted areas.
- Street tree planting to provide human scale, improve microclimate and add comfort and amenity for street users.
- Potential for raingardens providing at-source treatment of stormwater within the road reserve and amenity to street users.



Typical Section - Existing
Daly Street (to Margaret Street)



Typical Section - Indicative Future State
Daly Street (to Margaret Street)



Top:
Quay Street, Tāmaki
Makaurau Auckland
Bottom:
Esk Street, Waihōpai
Invercargill



Margaret Street.

Improvement Outcomes

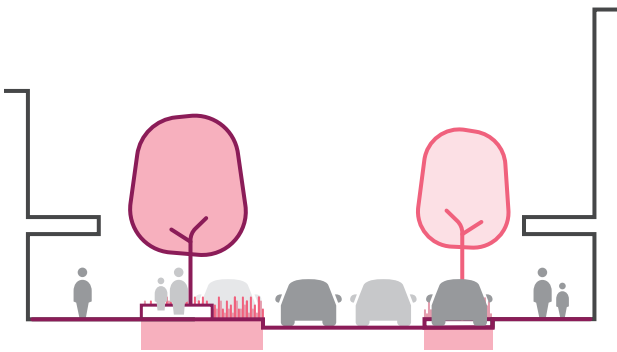
- Widening of footpaths between High Street and Dudley Street. Focus widening on sunny (south) side
- Amenity improvements, including street trees, planting, and street furniture.
- Maintained parallel parking to support local businesses.



Top & Left:
Don Street, Waihopai
Invercargill



Typical Section - Existing
Margaret Street (Dudley to High Street)



Typical Section - Indicative Future State
Margaret Street (Dudley to High Street)

Bunny Street.

- Improvement Outcomes**
- Amenity improvements to bus area, including planting, street furniture, lighting and paving upgrades.
 - Widening of footpaths.
 - Access for local property and businesses to be maintained.

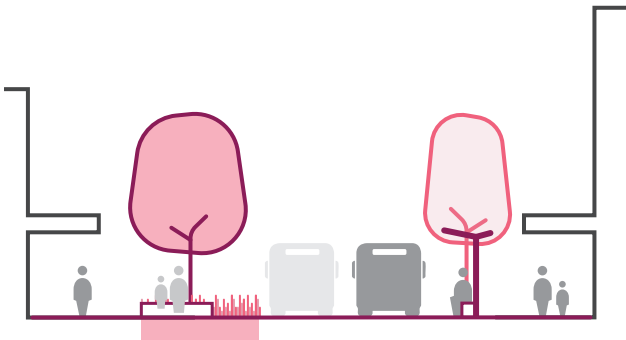


Top Left:
Lambton Quay, Te Whanganui a Tara Wellington

Bottom:
George Street, Ōtepoti Dunedin



Typical Section - Existing
Bunny Street



Typical Section - Indicative Future State
Bunny Street

Next Steps.

The anticipated next steps are:

- Approval of the Recommended Programme of Upgrades by Council
- Concept design, including community engagement
- Detailed design for tendering and construction.



Appendix A - Multi Criteria Analysis

Project name **Te Wai Takamori o Te Awa Kairangi Streetscape**

Date	8/08/2025	18/08/2025	18/08/2025	20/08/2025	29/08/2025	12/09/2025	18/09/2025
Version	0.1	0.2	1.0	1.1	2.0	2.1	2.2
Description	Initial draft of longlist MCA with placeholder values	Draft following client and technical review - New definitions and dropdowns structure - New scoring structure which weights scores as per investment objectives	Draft for HCC comment	MCA summary sheet added	Draft for review	Update following HCC comments received on 11/09/2025	Update for finalisation with preferred scenario
Edited by	D. Fong	D. Fong		D. Fong	D.Fong, C. Drayton	M Hoggard, C Drayton	M Hoggard
Checker		J. Noering, C. Drayton					
Reviewer		J. Sziklasi, J. Dyer			T. Cook, J. Noering	J Noering	J Noering

Multi-criteria Analysis

This multi-criteria analysis is used to assess and prioritise longlist options. Ratings are comparative and indicative, and are intended for discussion and validation with key stakeholders

Sheet	Description
MCA summary	Summary outputs: - Investment objective summary - Total combined weighted scores, indicative costs, implementation score - Scenario lists
Definitions	Criteria and scoring definitions
MCA scoring	Live scoring sheet: - Review and amend inputs here - Weightings and combined score breakdowns provided - Indicative costs to be recorded - Select options for scenarios

MCA Summary outputs		
Project name:		Te Awa Kairangi Streetscape Longlist Options MCA
Commentary		- MCA output summary relating to investment objectives, indicative cost, and implementation - Scenario selection

		Investment objective summary										
		Weightings	20%	40%	40%							
Option number	Longlist option	Enabled by	IO1 Te Awa Kairangi	IO2 Movement and Safety	IO3 Place, Environment, and Economic Vitality	Total weighted score (out of 100)	Cost Range Low	Cost Range High	Implementation score	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)	Recommended Programme
A03.b	Integrate City Link Bridge landing		Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	85	\$3.58M	\$4.52M	Negative (-ve)	11	15	☒
A02	Remove Andrews Ave / Daly St roundabout, improve connection to		Highly positive (+ve)	Highly positive (+ve)	Neutral	77	\$2.12M	\$2.68M	Negative (-ve)	0	0	☒
B03.b	Revise Andrews Ave layout and High St / Andrews Ave intersection	A02, B05	Positive (+ve)	Positive (+ve)	Positive (+ve)	72	\$3.31M	\$4.18M	Negative (-ve)	6	13	☒
B10	Improve Margaret St between High St and Dudley St		Positive (+ve)	Positive (+ve)	Positive (+ve)	68	\$1.86M	\$2.34M	Negative (-ve)	0	0	☒
A01	Revise High St / Queens Dr intersection		Highly positive (+ve)	Positive (+ve)	Neutral	66	\$3.58M	\$4.52M	Negative (-ve)	0	0	☒
B01	Improve south end of High St	A01	Neutral	Positive (+ve)	Positive (+ve)	65	\$2.78M	\$3.51M	Negative (-ve)	6	9	☒
B07	Knights Rd improvements		Neutral	Positive (+ve)	Positive (+ve)	64	\$2.39M	\$3.01M	Negative (-ve)	0	0	☐
B13.b	Bunny St amenity improvements (HIGH)		Neutral	Positive (+ve)	Positive (+ve)	62	\$2.65M	\$3.35M	Highly negative (-ve)	7	7	☒
B08	Queens Dr to Knights Rd laneway improvements , and Knights Rd		Neutral	Positive (+ve)	Neutral	61	\$1.20M	\$1.51M	Neutral	4	6	☐
B09.b	Bus stop relocation - Queens Dr		Neutral	Positive (+ve)	Neutral	61	\$0.27M	\$0.34M	Neutral	0	0	☒
B05.b	Dudley St amenity improvements (HIGH)	B04	Neutral	Positive (+ve)	Neutral	61	\$2.78M	\$3.51M	Negative (-ve)	2	2	☐
B14.a	Improve Knights Rd / Bunny St intersection (LOW)		Neutral	Positive (+ve)	Neutral	56	\$1.72M	\$2.18M	Negative (-ve)	0	2	☐
B14.b	Improve Knights Rd / Bunny St intersection (HIGH)		Neutral	Positive (+ve)	Neutral	56	\$1.72M	\$2.18M	Negative (-ve)	0	2	☒
B11	Improve Margaret St amenity between Queens Dr and High St		Positive (+ve)	Neutral	Neutral	56	\$0.40M	\$0.51M	Neutral	0	0	☒
B06	High St crossing, laneway and arcade improvements		Neutral	Positive (+ve)	Neutral	55	\$0.80M	\$1.01M	Negative (-ve)	2	2	☐
B05.a	Dudley St amenity improvements (LOW)	B03	Neutral	Positive (+ve)	Neutral	55	\$0.53M	\$0.67M	Negative (-ve)	2	2	☐
B13.a	Bunny St amenity improvements (LOW)		Neutral	Neutral	Neutral	52	\$1.46M	\$1.84M	Neutral	7	7	☐
B02.a	Improve Laing's Rd / Queen's Dr intersection (LOW)		Neutral	Neutral	Neutral	50	\$1.20M	\$1.51M	Neutral	0	0	☐
B02.b	Improve Laing's Rd / Queen's Dr intersection (HIGH)		Neutral	Neutral	Neutral	50	\$2.39M	\$3.01M	Neutral	0	0	☐

Recommended Programme							
Option number	Longlist option	Total weighted score (out of 100)	Cost Range Low	Cost Range High	Implementation score	Loss of potential parking spaces (LOW)	Loss of potential parking spaces (HIGH)
A01	Revise High St / Queens Dr intersection	66	\$3.58M	\$4.52M	Negative (-ve)	0	0
A02	Remove Andrews Ave / Daly St roundabout, improve connection to	77	\$2.12M	\$2.68M	Negative (-ve)	0	0
A03.b	Integrate City Link Bridge landing	85	\$3.58M	\$4.52M	Negative (-ve)	11	15
B01	Improve south end of High St	65	\$2.78M	\$3.51M	Negative (-ve)	6	9
B03.b	Revise Andrews Ave layout and High St / Andrews Ave intersection	72	\$3.31M	\$4.18M	Negative (-ve)	6	13
B09.b	Bus stop relocation - Queens Dr	61	\$0.27M	\$0.34M	Neutral	0	0
B10	Improve Margaret St between High St and Dudley St	68	\$1.86M	\$2.34M	Negative (-ve)	0	0
B11	Improve Margaret St amenity between Queens Dr and High St	56	\$0.40M	\$0.51M	Neutral	0	0
B13.b	Bunny St amenity improvements (HIGH)	62	\$2.65M	\$3.35M	Highly negative (-ve)	7	7
B14.b	Improve Knights Rd / Bunny St intersection (HIGH)	56	\$1.72M	\$2.18M	Negative (-ve)	0	2
Total Costs (Low-High)			\$22.27M	\$28.13M	Loss of potential parking (Low-High)	30	46

Definitions

Investment objectives			
Name and description	Further comment	Rating guidelines	Reference
IO1 Te Awa Kairangi (20%) To enable the integration of the stopbank upgrades and the new City Link Bridge with the city centre streets to optimise accessibility by all modes.	Improves connectivity to the river and wider transport network by supporting Te Wai Takamori o Te Awa Kairangi works and investment.	Effects assessment criteria (table below) have been grouped to represent each Investment Objective and provide a combined score	Investment objective workshop
IO2 Movement and Safety (40%) To create a safe and inclusive movement network that optimises all transport modes, and universal access within the city centre by 2030.	Considers how well the streets work and the level of service for everyone - disabled people, people walking, cycling, taking public transport, driving.		Investment objective workshop
IO3 Place, Environment, and Economic Vitality (40%) To create people-centred streets and spaces that encourage community and business activity, enhancing the attractiveness and vibrancy of the city centre.	Provides opportunity for local business and community activity, and improves the visual and environmental quality of streets.		Investment objective workshop

Effects assessment criteria				
	Description	Rating guidelines	Measurements/Questions	Reference
IO1 Te Awa Kairangi				
Mending the movement network	Improves connectivity to the river, new Melling station and wider transport network, supporting Te Wai Takamori o Te Awa Kairangi.	- Highly positive: Remediates and improves the movement network - Positive: Remediates the movement network that has been altered by Te Wai Takamori o Te Awa Kairangi works - Neutral: Impacts from Te Wai Takamori o Te Awa Kairangi works are limited, and require limited remediation - Negative: Worsened movement network - Highly Negative: Significantly worsened/broken network (FATAL FLAW)	- Is this a key route from the river to the city centre for walking and cycling? - Is there a requirement to reallocate vehicular space to other uses following the stopbank or bridge works?	- Current design details, where available
Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Ability to provide a safe, convenient, and welcoming landing to people using the City Link Bridge, Riverside Park, and its immediate connections to access the city centre.	- Highly positive: High realisation of opportunities for safety, convenience, and amenity - Positive: Realisation of opportunities for safety, convenience, and amenity - Neutral: Left in same condition post Te Wai Takamori o Te Awa Kairangi works - Negative: Worsened outcomes relating to criteria - Highly Negative: Significantly worsened outcomes relating to criteria	- Does this enable a seamless transition with the city centre street network from the City Link Bridge?	- Current design details, where available
IO2 Movement and Safety				
Pedestrian	Impact on pedestrian level of service: - Connectivity, safety (road user safety and CPTED), amenity, comfort	- Highly positive: Significantly positive impact on pedestrian LOS - Positive: Positive impact on pedestrian LOS - Neutral: No impact on pedestrian LOS - Negative: Negative impact on pedestrian LOS - Highly Negative: Highly negative impact on pedestrian LOS	- Is this or will this be a key route within the City Centre for pedestrians? - Would this address any known issues e.g. slow traffic signals? - Would this address a gap in network e.g. no midblock crossing? - Is there space to widen paths?	
Cyclist/micro mobility	Impact on cycling level of service: - Connectivity, continuity, safety (road user safety and CPTED), amenity, comfort, appeal to wide range of people who cycle relating to both confidence and interest	- Highly positive: Significantly positive impact on cycling LOS - Positive: Positive impact on cycling LOS - Neutral: No impact on cycling LOS - Negative: Negative impact on cycling LOS - Highly Negative: Highly negative impact on cycling LOS	- Is this or will this be a key route within the City Centre for cyclists? - Would this address any known issues e.g. accident hotspots? - Is there a gap in network? - Is there space to provide paths or safer cycle conditions?	
Accessibility for all	Impact on accessibility and mobility considerations for the disability community and other people such as parents with prams and elderly. Availability of accessible parking.	- Highly positive: Significantly positive impact on accessibility and mobility - Positive: Positive impact on accessibility and mobility - Neutral: No impact on accessibility and mobility - Negative: Negative impact on accessibility and mobility - Highly Negative: Highly negative impact on accessibility and mobility	- Would this address known mobility issues e.g. inaccessible crossings/mobility parking? - Is there space to widen paths, introduce ramps or mobility parking bays?	
Public Transport	Impact on public transport level of service, within the scope of this project: - Accessible, safe (road user safety and CPTED), efficient, supports mode shift and urban design	- Highly positive: Significantly positive impact on PT LOS - Positive: Positive impact on PT LOS - Neutral: No impact on PT LOS - Negative: Negative impact on PT LOS - Highly Negative: Highly negative impact on PT LOS	- Would this address a known issue with bus stops or the interchange e.g. congestion on Bunny Street, space on Queens Drive? - Is this a key route for public transport?	

Effects assessment criteria				
	Description	Rating guidelines	Measurements/Questions	Reference
Vehicle network impacts	Allows for vehicle movements into the city or through the city, and for access to businesses. - Travel time, delays, access route and intersection approach movement availability, one-way/two-way	- Highly positive: Significantly positive impact on vehicle network - Positive: Positive impact on vehicle network - Neutral: No impact on vehicle network - Negative: Negative impact on vehicle network - Highly Negative: Highly negative impact on vehicle network		-Expected vehicle movements, given Te Wai Takamori o Te Awa Kairangi works. E.g., expected vehicle movement post-completion of Te Wai Takamori o Te Awa Kairangi works are considered a baseline on which our option may have a positive/neutral/negative impact.
IO3 Place, Environment, and Economic Vitality				
Increase space for outdoor dining and retail	Potential availability of space that can be allocated and designed to enable outdoor dining and retail, contributing to the vitality and amenity of the city.	- Highly positive: high potential availability of flexible spaces outside of circulation needs near to businesses - Positive: some availability of flexible space for outdoor dining and retail - Neutral: no net opportunity to increase space for outdoor dining and retail - Negative: existing areas of outdoor dining and retail is reduced - Highly Negative: high net loss of existing areas of outdoor dinner and retail	-Does the width of the corridor enable increased outdoor dining and retail?	
Increase space for social gathering, play and events	Potential availability of space that can be allocated and designed to enable gatherings and play, contributing to the vitality and amenity of the city.	- Highly positive: High availability of quality areas for events, gatherings, or play. - Positive: Increases or creates new areas suitable for events, gathering, or play. - Neutral: Does not increase event, gatherings, or play spaces. - Negative: Reduces existing spaces used for events, gatherings or play. - Highly Negative: Significantly reduces or removes existing spaces use for events, gatherings or play.	-Does the width of the corridor enable social interactions, play and events?	
Potential to increase comfort and visual quality	Potential to increase comfort and visual quality within design, contributing to the vitality and amenity of the city.	- Highly positive: Significantly improves comfort/ visual quality through quality furniture, paving and streetscapes - Positive: Improves comfort and visual quality through increase or improved furniture, quality paving and streetscapes - Neutral: Does not significantly improve comfort or visual quality - Negative: Reduced comfort/ visual quality through quality furniture, paving and streetscapes - Highly Negative: Significantly reduced comfort/ visual quality through quality furniture, paving and streetscapes	- Does this address a known comfort/visual quality gap in the network E.g. poor quality, lack of lighting.	
Environment	Potential to increase greening of the city centre. Assess availability of road width and presence of underground utilities.	- Highly positive: high potential to incorporate planting, minimal constraints, high net gain in greening - Positive: some potential for planting, some constraints, some net gain in greening - Neutral: no net opportunity to add plantings - Negative: removal of a few trees likely required without replacement, net loss in greening - Highly Negative: removal of many trees / section of treest required without replacement, high net loss in greening	- Width of corridor - Are there constraints that would prevent improvements e.g. utilities? - Would this improve connectivity of green networks/corridors?	-Known vegetation, permeable surfaces, and water treatment.
Potential to incorporate Mana Whenua values / design	Potential to incorporate Mana Whenua values and makaurangi (identity) in the design	- Highly positive: Significantly delivers on mana whenua values or supports design opportunities - Positive: Supports mana whenua values or design opportunities - Neutral: Does not meaningful impact mana whenua values or include design elements - Negative: Removes existing mahi toa or conflicts with mana whenua values - Highly Negative: Removes existing mahi toa or significantly conflicts with mana whenua values	- Does the width of corridor provide sufficient space for expression of makaurangi (identity) in features? - Is the function of the location meaningful from a Mana Whenua perspective e.g. connection to the Riverside Park?	-Will require partnership with Mana Whenua prior to and throughout the design process
Impact on parking	Number of parking spaces removed	- Highly positive: Potential to add significant number of parking spaces (e.g., new parking lane or parking area) - Positive: Potential to add a small number of parking spaces - Neutral: Does not add or remove parking spaces - Negative: Likely to remove a small number of parking spaces - Highly Negative: Likely to remove a significant number of parking spaces (e.g., removes a parking lane or parking area)	- How many parking spaces are assumed to be removed or added?	-Known existing parking spaces, given expected Te Wai Takamori o Te Awa Kairangi works. E.g., if parking spaces were already to be removed, then this is considered a baseline on which our option may have a positive/neutral/negative impact.
Impacts on local properties and businesses	Potential to accommodate vehicular access to businesses and properties within the city centre. This can only be rated Neutral, Negative or Highly Negative.	- Highly positive: Potential for highly positive impacts for local properties and businesses - Positive: Potential for positive impacts for local properties and businesses - Neutral: Likely to have limited impact - Negative: Potential for negative impacts for local properties and businesses - Highly Negative: Potential for highly negative impacts for local properties and businesses		-Known existing civic spaces, corridor widths, and service access. Expected desire lines from pedestrians and all other road users considering now Te Awa Kairangi works.

Implementability assessment			Reference
Consentibility/ Approvals	High level indicative and comparative assessment of feasibility from a planning perspective, including undertaking impact assessments.	Can only be rated Neutral, Negative, or Highly Negative. - Neutral: Negligible complexity expected - Negative: Some complexities expected - Highly Negative: Numerous or major complexities expected	High level indicative and comparative assessment
Constructability	High level indicative and comparative assessment of: - Spatial constraints - Engineering complexity	Can only be rated Neutral, Negative, or Highly Negative. - Neutral: Negligible design complexity expected - Negative: Some design complexities expected - Highly Negative: Numerous or major design complexities expected	High level indicative and comparative assessment
Construction impacts	High level indicative and comparative assessment of impacts of disruption during delivery.	Can only be rated Neutral, Negative, or Highly Negative. - Neutral: Negligible construction impacts expected - Negative: Some construction impacts expected, consider potential duration and location of closures - Highly Negative: Numerous or major construction impacts expected, consider potential duration and location of closures	High level indicative and comparative assessment

Cost	
Cost Low - High	Indicative costs were derived using built-up rates per square metre from a comparable projec. These rates were applied to estimated areas for roading, pavement, and streetscape components across each project. To reflect uncertainty, a cost range was established by applying a -5% to +20% variation to the base estimate.

Scoring system key

Scores are all positive integers to allow for appropriate scaling and weighting

Scoring system key	MCA Score
Highly positive (+ve)	4
Positive (+ve)	3
Neutral	2
Negative (-ve)	1
Highly negative (-ve)	0
Fatal Flaw	F

Investment objective summary key

Scoring system key	Combined Score (per Investment Objective)
Highly positive (+ve)	80% - 100% of full score
Positive (+ve)	60% - 80% of full score
Neutral	40% - 60% of full score. NOTE: may indicate trade-offs rather than being truly neutral.
Negative (-ve)	20% - 40% of full score
Highly negative (-ve)	0% - 20% of full score
Fatal Flaw	F

Longlist MCA Scoring

			Effects (Refer to Definitions page for further detail)																					
			IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation									
Option #	Longlist option	Indicative details	Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals	Constructability	Construction impacts	Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)
A01	Revise High St / Queens Dr intersection	High Street / Queens Drive intersection reconfigured e.g. roundabout removed and left-in access only onto High Street. Existing pedestrian signals remain. Footpath improvements and access to Riverside Park (stairs / ramps). - Assumed ability to incorporate parallel parking, may require reallocation of space through Fraser St. Some reduction in parking is estimated. However impacts are assumed neutral due to being a result of the Te Wai Takamori o Te Awa Kairangi stop bank. - Assumed improved connection to Ewen Bridge - positive impact on accessibility. - Note this option is space constrained by Te Wai Takamori o Te Awa Kairangi batters - A neutral score is given for vehicle network impact as Queens Dr traffic may increase but movements down High St will improve. - Higher construction impact due to Queens Drive. - Approximately 6 - 13 car parking spaces removed	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	66	\$3.58M	\$4.52M	6	13
A02	Remove Andrews Ave / Daly St roundabout, improve connection to Riverside Park	Remove Andrews Avenue / Daly Street roundabout, reconfigure laneway access and provide active mode access to Riverside Park (stairs / ramps). - Assumes improved movement for vehicles compared to the River Link baseline of Daly St closure - Assumes tree planting would be scored under B03 - Assumes parking impacts would be scored under B03 - Assumes service lane upgrades included with future development.	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Neutral	Positive (+ve)	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Negative (-ve)	77	\$2.12M	\$2.68M	0	0
A03.b	Integrate City Link Bridge landing	Integrate City Link Bridge landing with existing street. Create a safe and welcoming environment for bridge users. Remove Dudley Street / Margaret Street roundabout. Signalised intersection. - Comprehensive amenity improvements to promote shared pedestrian and cycle space, excluding tree planting. Assumed removal of 11-15 car parks on Daly St - Approximately 11-15 car parking spaces removed on Daly St to accommodate amenity planting and the signalised intersection	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	85	\$3.58M	\$4.52M	11	15
B01	Improve south end of High St	Improve south end of High Street to provide same level of amenity as between Andrews Avenue and Margaret Street e.g. wider footpath on the east side (sunny side), seating, lighting, cycle racks. Removal of angle parking, converting to parallel parking on east side (reducing conflict) and at the junction with Laings Rd removes approximately 6-9 car parking spaces -Enabled by A01	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	65	\$2.78M	\$3.510M	6	9
B02.a	Improve Laing's Rd / Queen's Dr intersection (LOW)	- LOW: Revise signal design to reduce wait time for pedestrians at traffic signals. - Assume signal timing changes have some negative impact on private vehicles and buses - Assume improved pedestrian wait time.	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	50	\$1.2M	\$1.51M	0	0

Longlist MCA Scoring

			Effects (Refer to Definitions page for further detail)																					
			IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation									
Option #	Longlist option	Indicative details	Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals	Constructability	Construction impacts	Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)
B02.b	Improve Laing's Rd / Queen's Dr intersection (HIGH)	- HIGH: Remove left-turn lane onto Laings Road. Revise signal design to reduce wait times for pedestrians. - Assume signal timing changes have some impact on private vehicles and buses. - Bus routes do not utilise slip lane, assume removal of slip lane can be accommodated by signal design. - Assume removal of slip lane frees up minimal space for local businesses and streetscape opportunities due to building access required - Minimal disruption expected from slip lane closure. - Approximately 3 - 7 car parking spaces removed	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Negative (-ve)	Neutral	50	\$2.39M	\$3.01M	3	7
B03.b	Revise Andrews Ave layout and High St / Andrews Ave intersection	Reconfigure Andrews Avenue layout to improve amenity and public space usability. Improve accessibility of crossing at High Street / Andrews Avenue intersection with raised table intersection. - Assumed two-way configuration retained due to large development proposed on Council-owned land on Daly Street - Assumed minimal impact on vehicle network due to existing low volume low speed environment. - With improved amenity through seating upgrades, street furniture etc. Integration of realignment with Daly St roundabout, and reconfiguration of existing amenity area. - Widening of pedestrian areas on Andrews Ave through kerb realignment, amenity planting. Assume some vehicle lane space will need to be reprioritised. Integration of realignment with Daly St roundabout - Opportunity to update the current parking configuration on the west side of Andrews Ave, and change to parallel parking, resulting in net reduction but improved clarity - Approximately 6-13 car parking spaces removed - Enabled by A02 and B05	Neutral	Highly positive (+ve)	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Negative (-ve)	72	\$3.31M	\$4.18M	6	13
B05.a	Dudley St amenity improvements (LOW)	Dudley Street amenity improvements. Maintaining existing one-way traffic is proposed. - LOW: Level of investment. Streetscape upgrade focusing on improved crossing facilities. Includes raised zebra crossing, with small planted buffers either side. - Approximately 2 car parking spaces removed. - Enabled by B03	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	55	\$0.53M	\$0.67M	2	2
B05.b	Dudley St amenity improvements (HIGH)	Dudley Street amenity improvements. Maintaining existing one-way traffic is proposed. - HIGH: Level of investment. Streetscape upgrade, with differing street finish to highlight slow speed/shared environment. -traffic calming and narrowing at entry with streetscape planting. -Improved crossing facilities (raise zebra crossing) and planting, and wayfinding between laneways. -Street trees and amenity planting. - Assumed no removal of car parking spaces due to wide traffic lane - Two-way traffic was considered, but is understood to introduce prohibitive complexity considering the existing needs and desires of residents and businesses. - Approximately 2 car parking spaces removed - Enabled by B04	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Positive (+ve)	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	61	\$2.78M	\$3.51M	2	2

Longlist MCA Scoring

			Effects (Refer to Definitions page for further detail)																					
			IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation									
Option #	Longlist option	Indicative details	Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals	Constructability	Construction impacts	Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)
B06	High St crossing, laneway and arcade improvements	Improve High Street crossing to connect Queens Arcade and High Street Quarter laneways and improve amenity in laneways (lighting and streetscape design for laneway). - Raised pedestrian zebra crossing at current pram crossing location, requiring potential removal of 2 car parking spaces. Assume limited impact on vehicle movement as the existing location is already a crossing point and key pedestrian desire line, and mean operating speeds are low - 35 km/h on NZTA MegaMaps. - Note signalised intersection at this location not deemed appropriate. - Construction impact due to higher traffic volumes during road closures, however effects are localised. - Approximately 2 car parking spaces removed	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	55	\$0.8M	\$1.01M	2	2
B07	Knights Rd improvements	Re-allocate road space to improve safety for all road users and improve amenity e.g. street trees, reduce crossing distances. - Assume no removal of car parking spaces due to wide traffic lane available. - Narrowing of carriageway may slow vehicles down, however based on existing speed environment (mean operating speeds of 40 km/h on NZTA MegaMaps) it is assumed to be minor. - Improvements to Knights Rd / Laings Rd intersection also achieved through narrowing of corridor - Assume local property access not impacted through accommodations in design. - Potentially require relocation of on street bus depot (construction impact also considers this) - appetite for this TBC with Metlink.	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Highly positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	64	\$2.39M	\$3.01M	0	0
B08	Queens Dr to Knights Rd laneway improvements , and Knights Rd midblock crossing	- Upgrade service lane/laneway into slow speed pedestrian priority environment and shared space. (Maintain vehicle access). Streetlights, surface treatment, amenity and comfort improvements. - Add corresponding raised pedestrian midblock zebra crossing on Knight's Rd. - May produce minor impacts on vehicle movements, as there is no existing crossing point. However, it is on a key pedestrian desire line, and mean operating vehicle speeds are assumed to already be relatively slow. - Note construction impacts on busy corridor are localised. - Approximately 4-6 car parking spaces removed	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Neutral	Neutral	Neutral	Negative (-ve)	61	\$1.2M	\$1.51M	4	6
B09.b	Bus stop relocation - Queens Dr	Create new bus stop on eastern side of Queens Dr to improve bus efficiency. New seating, shelter, etc for bus users. - Assume no changes to road layout. - Assume shortening of taxi rank and no removal of car parking spaces - Allow for surrounding streetscape improvements (street furniture). - Assume minimal construction impacts - This location is in line with Metlink improvement suggestions	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	61	\$0.27M	\$0.34M	0	0

Longlist MCA Scoring

			Effects (Refer to Definitions page for further detail)																					
			IO1 - Te Awa Kairangi		IO2 - Movement and safety					IO3 - Place, environment, and economic vitality						Implementation								
Option #	Longlist option	Indicative details	Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals	Constructability	Construction impacts	Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)
B10	Improve Margaret St between High St and Dudley St	Improve Margaret Street between High St and Dudley Street to improve amenity. - Assume widened footpaths to both sides, but significant widening on southern side with improved footpath treatment. - Assumed amenity improvements, including street tree and amenity planting, and other amenity items. (E.g., slow speed environment, seating, lighting etc) - Assumed removal of turning lane, and tightening of road width. - Assume redistribution of parallel parking to accommodate kerb changes. Assumed no net loss. - Assume minor construction impacts due to kerb realignment and street tree planting.	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Highly positive (+ve)	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Negative (-ve)	68	\$1.86M	\$2.34M	0	0
B11	Improve Margaret St amenity between Queens Dr and High St	Improve seating on Margaret Street between Queens Drive and High Street. - Assume minor amenity improvements to match wider Margaret Street - Assume no significant implementability impacts	Neutral	Positive (+ve)	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	56	\$0.4M	\$0.51M	0	0
B13.a	Bunny St amenity improvements (LOW)	Improve Bunny Street between Knights Road and Queens Drive to improve amenity. - Bus stop amenity improvements - new street furniture and minor streetscape design - Retain private vehicle access - Remove car parking spaces to enable footpath widening on southern side. - Assume minor amenity improvements to southern side, include street furniture, lighting, and amenity planting. - Approximately 7 short term car parking spaces will be removed - Police car parking space will be lost - captured in impacts on local properties. - Assume no significant implementability impacts	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Neutral	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Neutral	52	\$1.46M	\$1.84M	7	7
B13.b	Bunny St amenity improvements (HIGH)	Improve Bunny Street between Knights Road and Queens Drive to improve amenity. - HIGH: prohibit private vehicle traffic. Alternative routes are available for vehicle traffic (hence not Highly Negative for vehicle movements). - Bus stop amenity improvement, new street furniture and streetscape design. Widen footpaths on both sides. Improved lighting. - Assume no significant implementability impacts - Assume ability to plant street trees and amenity planting. - Approximately 7 short term car parking spaces will be removed - Police car park space will be lost - captured in impacts on local properties. - This is the only option where public vehicle access (e.g., excluding local property and business owners) would be completely prohibited, hence conservatively indicating Approvals may be more challenging.	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Highly positive (+ve)	Negative (-ve)	Positive (+ve)	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Negative (-ve)	Negative (-ve)	Negative (-ve)	Negative (-ve)	Highly negative (-ve)	62	\$2.65M	\$3.35M	7	7

Longlist MCA Scoring

			Effects (Refer to Definitions page for further detail)																				
			IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation								
Option #	Longlist option	Indicative details	Mending the movement network Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals	Constructability	Construction impacts	Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)
B14.a	Improve Knights Rd / Bunny St intersection (LOW)	Changes to Knights Road / Bunny Street intersection to improve safety for pedestrians, cyclists and people with mobility impairments through a raised intersection and zebra crossings. - Assumed to address known accessibility issues at this location. - It is assumed bus and vehicle movements are negligibly impacted with the appropriate design. E.g. Swedish speed tables. - Approximately 0-2 car parking spaces will be removed, although this is assumed to be mitigated through design. - May require localised changes to nearby business access but mitigated through design. - Assume higher construction impacts due to multiple modes impacted during construction closure.	Neutral	Positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Negative (-ve)	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	56	\$1.72M	\$2.18M	0	2
B14.b	Improve Knights Rd / Bunny St intersection (HIGH)	Changes to Knights Road / Bunny Street intersection to improve safety for pedestrians, cyclists and people with mobility impairments via adding a signalised intersection - Assumed to address known accessibility issues at this location. - It is assumed bus and vehicle movements are somewhat impacted due to wait times. - Approximately 0-2 car parking spaces will be removed, although this is assumed to be mitigated through design. - May require localised changes to nearby business access but mitigated through design. - Assume higher construction impacts due to multiple modes impacted during construction closure.	Neutral	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	56	\$1.72M	\$2.18M	0	2

Appendix B

Streetscape Strategy – Engagement Summary

September 2025

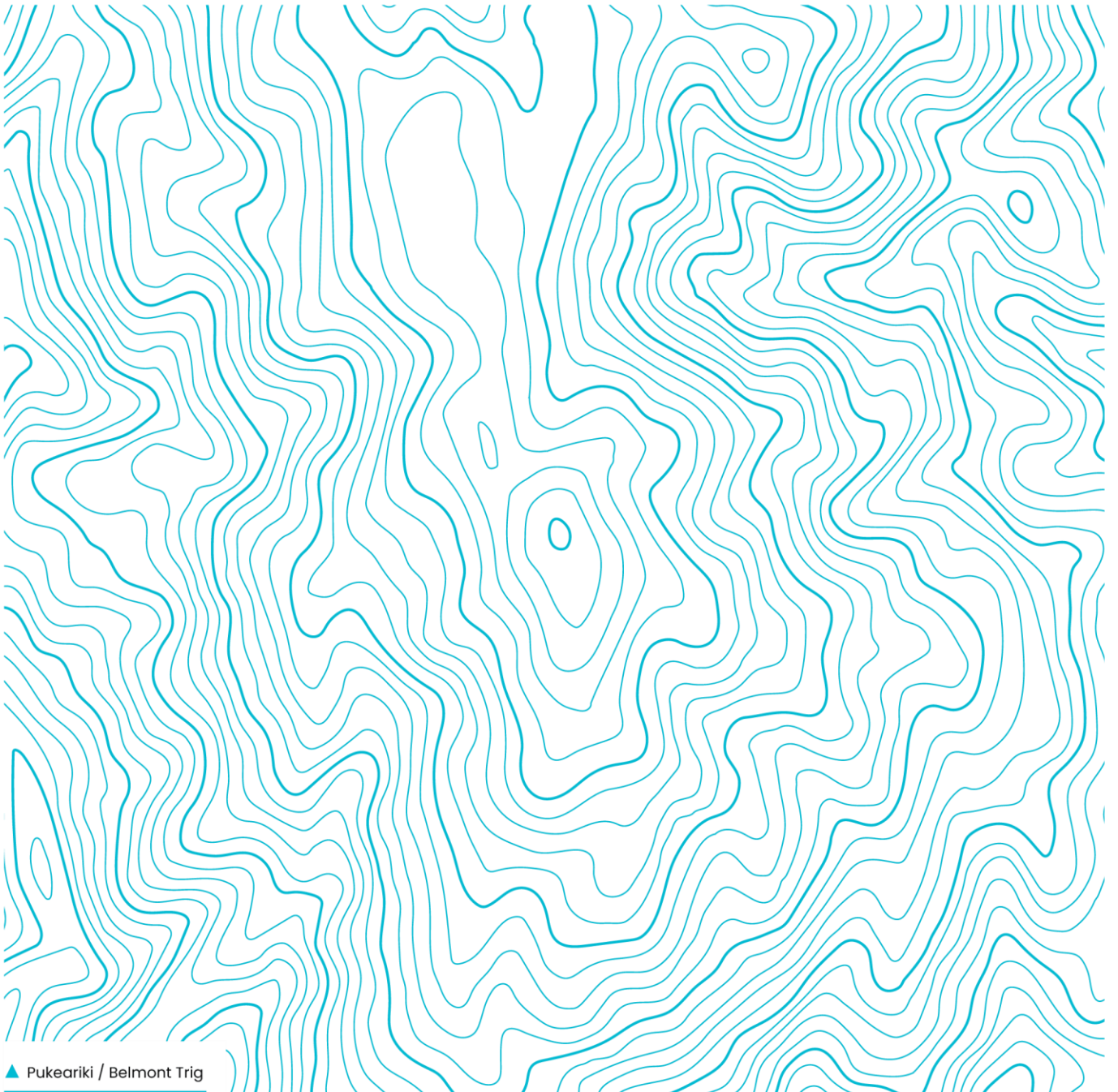


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Background

Te Wai Takamori o Te Awa Kairangi

Te Wai Takamori o Te Awa Kairangi (RiverLink) is a once-in-a-generation programme to protect Lower Hutt from flooding, make it easier and safer to get around, and revitalise our city centre.

Greater Wellington Regional Council is leading the flood protection works and NZ Transport Agency Waka Kotahi is leading the State Highway interchange and Melling station relocation works.

Hutt City Council is leading the parts of the programme that shape our city centre and support the people who live, work, visit, or run a business here.

This includes:

- upgrading city centre streets
- delivering the City Link Bridge – a direct pedestrian and cycle connection between the new Melling Station and the city centre.
- delivering a new riverside park between the stopbank and the river edge on the city side
- supporting businesses and residents through the construction period.

Streetscape Strategy and City Centre Framework

The Streetscape Strategy aims to identify priorities for street upgrades in the city centre.

This works follows the adoption of the City Centre Framework (July 2025) which sets the vision for future development and improvements in the city centre.

Earlier this year, our community and businesses helped inform the Framework – a vision for a city centre with a beautiful urban riverside, and where businesses and communities thrive.

Purpose

To help identify the priority street upgrades, a series of businesses and community engagement activities, both in-person and online, were held between August and September 2025.

Phase 1 of engagement focussed on people's experience of the city centre and ideas for improvements.

Phase 2 of engagement focussed on potential investment scenarios for street upgrades.

This document summarises the feedback received from these engagement activities.

Phase 1 engagement

Engagement Activities

The community was invited to share feedback on their experiences and ideas for our city centre streets through:

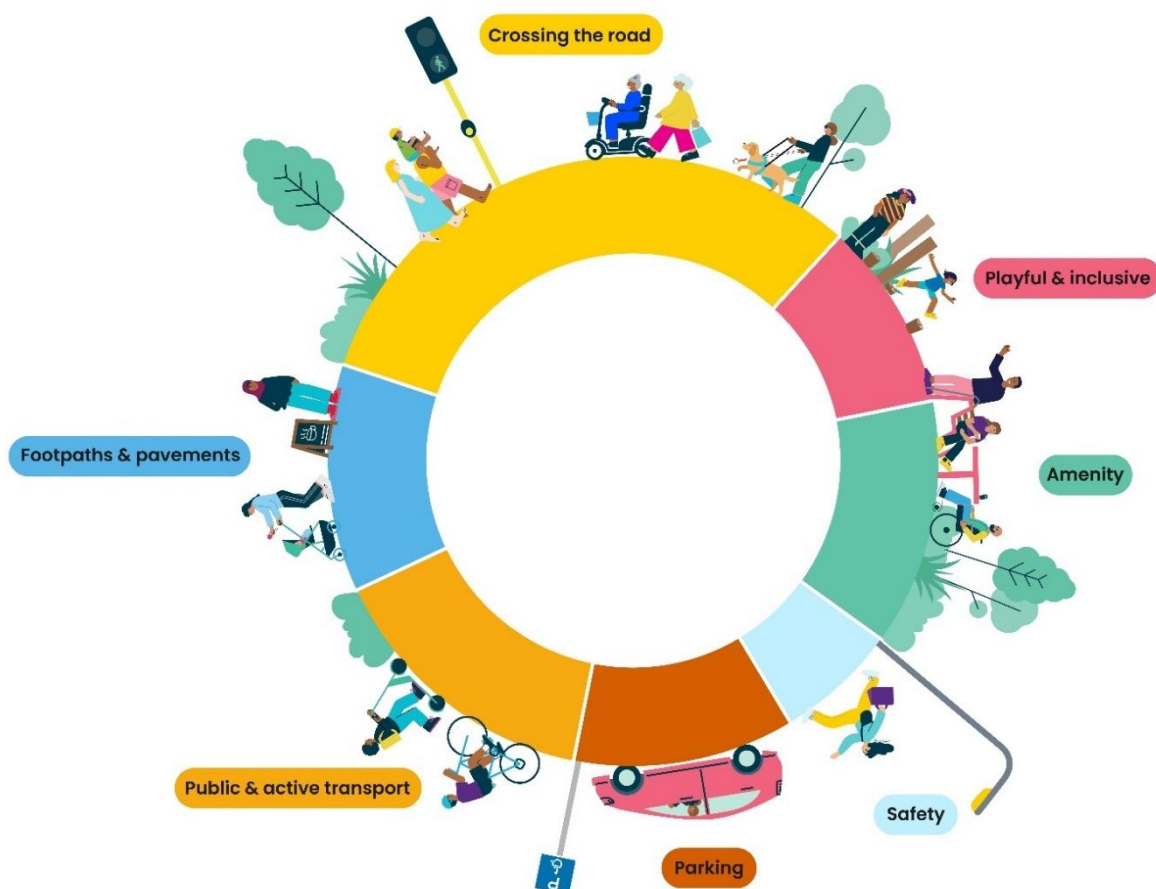
- An online mapping tool (4 August to 1 September 2025) through Council's 'Kōrero mai | Have your say' portal: **125 comments from around 35 people and 138 reactions** were received.
- In-person workshops and meetings with community groups, disability Advocacy groups and disabled people e.g. FERNZ, Manaaki Ability, Community Connections, CCS Disability and MASH trust: **8 workshops/meetings** with around **50 people**.
- One hīkoi around the city centre with a disability advocate in a mobility scooter.
- Three workshops with rangatahi (young people) and tamariki (children) from Hutt Valley High, Sacred Heart College and Hutt Central School: **around 70 attendees**.
- 2 stands/stalls at Riverbank Market (8 August and 30 August 2025).
- 3 visits to venues and events around the city centre to gather feedback and direct people to our online engagement (Food Truck Night Market 7 August 2025, War Memorial Library 12 August 2025 and Lower Hutt Park Run on 23 August 2025): **around 80 people talked to**.

Overall feedback themes

The key themes from phase 1 feedback are:

- **Crossing the road:** The most talked about topic. From sharing challenges of unsafe crossings, steep or missing kerb ramps, to ideas to improve accessibility and safety of our pedestrian network.

- **Footpaths and pavements:** There were calls for wider, smoother, more durable pavements that would meet the needs of wheelchairs, prams and small wheels.
- **Amenity:** Desire for more seating, more planting, trees, drinking fountains and public toilets.
- **Public & active transport:** Current cycling infrastructure is unsafe or not available. Suggestions included an integrated network, better seating and shelters at bus stops and more bike racks.
- **Parking:** Current mobility parking spaces are insufficient and poorly located. Ideas were shared for more resident parking and spaces near to key destinations.
- **Safety:** Issues were shared of feeling unsafe, and intimidating areas were mentioned. Ideas included better lighting.
- **Playful & Inclusive:** Our local tamariki (children) and rangatahi (young people) in particular expressed a desire for a playful, colourful, inclusive and welcoming city centre with art, youth spaces and fun activities.



The graphic above illustrates the proportion of feedback for each key theme.

Detailed feedback

Online Mapping Tool

For the first time, Council used the online Engagement HQ mapping tool to gather feedback.

They were asked:

- ♥ Share **what you love** about our city centre. What's working well that you don't want to lose?
- ✕ Share **what you find challenging** when you move about our city centre. What isn't working well and needs to change?
- ★ Share your **ideas for our streets**! Have you seen something cool in another city? Share a photo!

Community members were able to add pins onto our map to tell us about their experiences in the city centre.

35 people pinned **125 comments** across locations around our city centre map.

Feedback from the online mapping tool is summarised under “Overall feedback themes” above, however the top three themes that came through online were:

- **Cycling & active transport:** Many called for safer cycleways, east–west cycling links, and better pedestrian/bike priority streets, especially linking to the new bridge and transport hubs. Provide more bike parking.
- **Events & activation:** Calls for more events, food truck markets, street art, music festivals, and outdoor spaces to bring vibrancy beyond the mall.
- **Crossing the road & pedestrian safety:** Frequent mentions of unsafe or inconvenient crossings. Suggestions included ‘Barnes Dance’ phases, more signals, upgraded crossings, and pedestrian–priority phases.

Disabled experience

Council held **7 workshops/meetings** and went for **1 hīkoi** around our city centre, with disability advocacy groups and disabled people.

The following is a summary of the feedback received:

- **Universal design:** More consistency in accessibility features is needed (for example, tactile surfaces, crossing–button locations, maximum steepness of kerb ramps) to ensure that users with sensory or mobility impairments

can anticipate and rely on them. However, for aspects like seating, variety is essential to accommodate the diverse range of abilities and preferences among users.

- **Crossings:** A key concern was a lack of ability to safely cross the road in certain locations e.g. Knights Road/Bunny Street. For disabled people important aspects were having enough time to cross, clear visibility, appropriate kerb ramps, and button placement that works for wheelchair users.
- **Footpaths:** For those using wheels rough and bumpy surfaces are a concern e.g. small unit pavers on Bunny Street. Inconsistent obstacles on footpaths (sandwich boards, poles, café seating) cause problems for mobility / vision-impaired people. Slippery materials were also mentioned as a hazard.
- **Seating and rest in public spaces:** People want comfortable, varied, well-designed seating offset from busy walkways. Seating should be varied in height and consider mobility aids e.g. space for walkers. Armrests should be included, along with backrests designed for leaning against for those who may find it challenging to sit. These groups liked the recently installed table and seats on High Street, requesting more provision like this whilst making some simple modification suggestions to make them even more inclusive.
- **Accessible parking:** The availability, size, location, and design of accessible parking spaces was a key topic. Access for disabled people is limited or prevented when the space is too small, incorrectly positioned, or when the transition from car to pavement is unsafe.
- **Accessible toilets:** Requests were made for accessible public toilets in our city centre. Specific conflicts were mentioned around features like baby-change tables which, if left down, obstruct disabled use. There needs to be more 'real-user' input and consultation into public toilet designs.

Tamariki and rangatahi voices

Council held **3 workshops** with **around 70 tamariki and rangatahi** at Hutt Valley High School, Sacred Heart College and Hutt Central School.

The following is a summary of the feedback received:

Tamariki

- **Play & fun:** Wanted more fun things to do in the city centre e.g. playgrounds, swings, bike tracks, climbing, spaces to kick a ball and sports facilities.

- **Green & colourful:** Requested more trees, flowers and a big park with fountains.
- **Lighting & atmosphere:** Loved fairy lights, colourful lights and decorations.
- **Events & markets:** Suggested craft markets for kids to run stalls, festivals, concerts and rainbow performers.
- **Accessibility & basics:** Asked for smooth and wide footpaths, mobility scooter access, clean toilets and more bins.
- **Safety:** Emphasised wanting safe, clean and welcoming spaces.
- **Inclusive identity:** Called for rainbow crossings and LGBTQ-friendly hangouts.

Rangatahi

- **Things to do:** Called for youth spaces, study hubs, markets, swings, skate/bike/sport areas, amusement ideas and picnic areas.
- **Greenery & art:** Wanted more trees, colour, murals and cultural/artistic representation.
- **Crossings & road safety:** Repeated concerns were raised about unsafe crossings (Knights Rd/Bunny St, Margaret/Dudley, Andrews Ave).
- **Transport & bus stops:** Complaints about irregular buses and unattractive/unsafe bus stops (Bunny St, Queensgate).
- **Seating & amenities:** Positive mentions of recently installed High Street seating and the Riddiford Garden swings; requests for picnic tables, water fountains, rubbish bins.
- **Lighting & ambience:** Liked decorative lighting in some areas but also described some laneways as poorly lit and unsafe.
- **Personal safety:** Concerns about unsafe public transport and parts of the city centre.

Phase 2 engagement

Purpose

During September 2025 engagement focussed on potential investment scenarios for street upgrades. These included essential works – like the closure of Daly Street and changes to connect the new City Link Bridge (walking and cycling bridge).

Alongside these must-do works, we asked city centre businesses and the wider community to help prioritise potential upgrades by looking at three possible

scenarios. We wanted to know: which scenario is preferred, and why? And beyond the essentials, which works should be prioritised for investment?

Below are the three scenarios.

Cross City Connections

This scenario aims to make it safer, easier, and more appealing for pedestrians, cyclists and disabled people to move through our city centre streets.

This scenario focuses on:

- connecting the new City Link Bridge users to Dudley Street, High Street, Queen's Drive, the shopping centre, and bus interchange, and providing opportunities for outdoor seating and cafes along the way
- improving the linkages between our laneways with safe street crossings from Dowse Square to the river, and tidying up the laneways
- Making it easier for pedestrians, cyclists and disabled people to access the High Street from Laings Road

Cross-City Connections

Making it safer, easier, and more appealing for pedestrians, cyclists and disabled people to move through our city centre streets.

This scenario focuses on:

- Connecting the new City Link Bridge users to Dudley Street, High Street, Queens Drive, the shopping centre, and bus interchange, and providing opportunities for outdoor seating and cafes along the way.
- Improving the linkages between our laneways with safe street crossings from Dowse Square to the river, and tidying up the laneways.
- Making it easier for pedestrians, cyclists and disabled people to access the High Street from Laings Road and Riddiford Garden.



Civic Connections

This scenario aims to strengthen links between civic, cultural and retail attractions so city centre businesses benefit and visitors can enjoy multiple experiences in one trip.

This scenario focuses on:

- building on Queensgate's regional attraction to benefit the wider city centre businesses
- better connecting the Dowse Art Museum, War Memorial Library and Riddiford Gardens with Queen's Drive and the High Street to encourage multiple visits in one trip
- Improving bus movements and efficiency around Bunny Street

Civic Connections

Strengthening links between civic, cultural and retail attractions so city centre businesses benefit and visitors can enjoy multiple experiences in one trip.

This scenario focuses on:

- Building on Queensgate's regional attraction to benefit the wider city centre businesses.
- Better connecting the Dowse Art Museum, War Memorial Library and Riddiford Gardens with Queens Drive and the High Street to encourage multiple visits in one trip.
- Improving bus movements and efficiency around Bunny Street.



Riverside Precinct

This scenario aims to expand previous High Street upgrades into surrounding streets to support outdoor dining and events, and to enhance the area for residents and businesses.

This scenario focuses on:

- Expanding the previous High Street improvements to adjoining streets to support more outdoor dining and cafes, and to refresh the look of the core retail area
- Creating a space for events, markets or food trucks in Andrews Avenue
- Creating a more attractive environment for residents, businesses and visitors on Dudley Street
- Improving access to the river from the city centre

Riverside Precinct

Expanding previous High Street upgrades into surrounding streets to support outdoor dining and events, and enhancing the area for residents and businesses.

This scenario focuses on:

- Expanding the previous High Street improvements to adjoining streets to support more outdoor dining and cafes, and to refresh the look of the core retail area.
- Creating a space for events, markets or food trucks in Andrews Avenue.
- Creating a more attractive environment for residents, businesses and visitors on Dudley Street.
- Improving access to the river from the city centre.



Engagement activities

Our city centre businesses and wider community were invited to share feedback on our city centre streets through:

- Drop-in sessions: **around 50 attendees**, held at 174 High Street on:
 - Tuesday 9 September 2025 at 7:30am–10am and 3pm–6pm
 - Wednesday 10 September 2025 at 3pm–6pm
 - Thursday 11 September 2025 at 7:30am–10am
- In person visits to businesses from Council staff or First Retail Group: **105 city centre businesses visited, with 21 giving feedback.**
- Email feedback: **3 people responded with feedback.**

Drop-in feedback

“Cross-city Connections” was the most popular scenario, with feedback focussing on the projects connecting the new City Link Bridge, Queensgate and The Dowse. Reasons given were:

- It supports those without cars to move between the Melling station and the city centre.
- It connects the city centre to public transport (bus and train) most efficiently.
- It encourages people into the surrounding area.
- The roundabout at Knights Road and Bunny St is very dangerous to cross (this scenario includes an upgrade of this intersection).

“Riverside Precinct” was the second most popular scenario. The most important projects in this scenario included High Street, Andrews Ave and the Queens Arcade Laneway. Some businesses were in support of works outside their business, while others had concerns about the impact of the disruption. Reasons given for support of the “Riverside Precinct” scenario were:

- The area is very tired.
- It encourages investment in the new developments that will be coming to this area.
- It creates more of an outdoor community space that focuses on our river.
- It would provide opportunities for events & outdoor dining to support retail and hospitality businesses in the area. This would help drawing more people in from outside Lower Hutt.

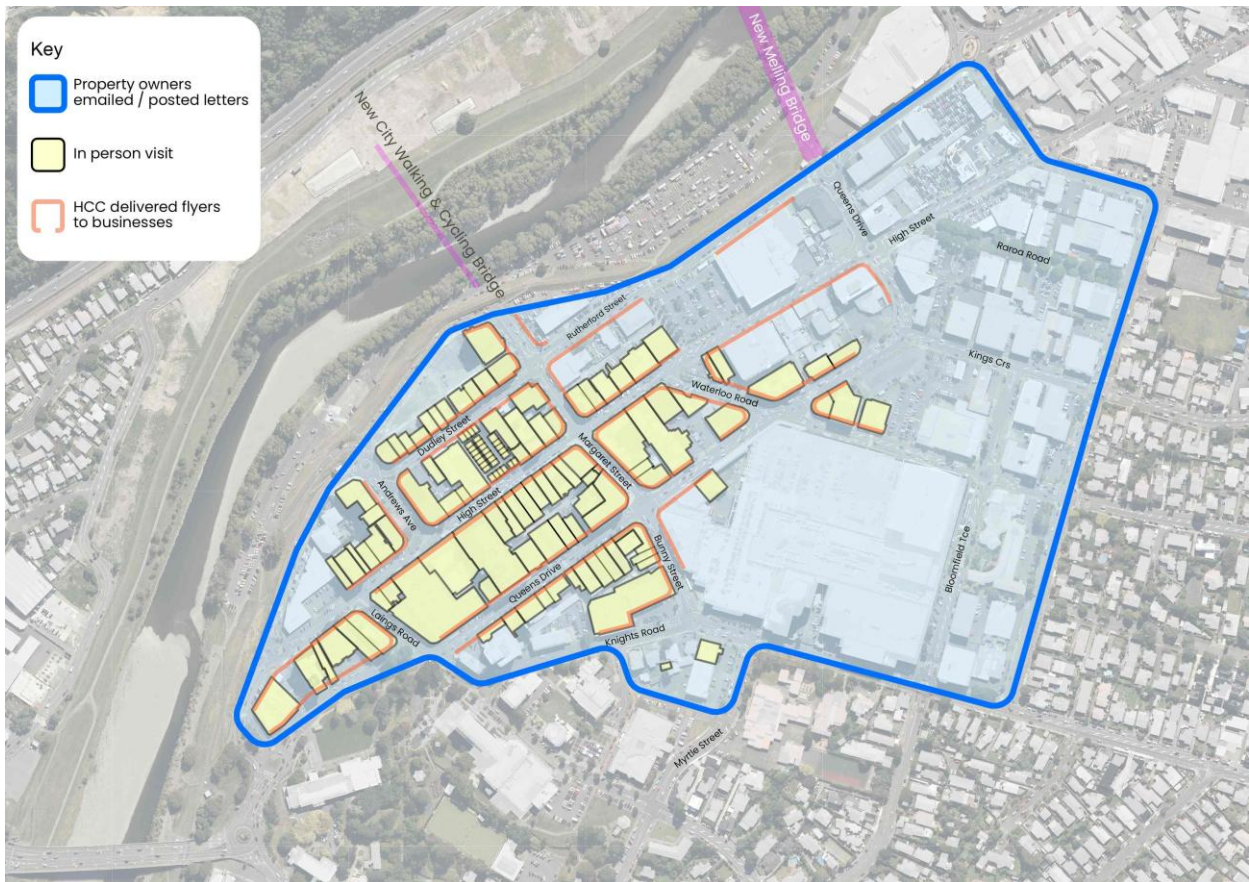
Those that selected “Civic Connections” as their preferred scenario gave reasons of improving pedestrian experience. In particular, they valued improvements to the connectivity between The Dowse and the rest of the city centre

In person visits

Prior to the drop-ins Council staff handed leaflets to businesses around the city centre. Emails and letters sharing information about the drop-ins were also sent to property owners.

On behalf of Council, First Retail Group visited businesses in person the day before or during the drop-ins. Businesses were encouraged to visit the drop-in but also offered the opportunity to feedback then and there if they had time. A number of businesses were also visited in person by Council staff.

The map below shows which properties were sent a letter or email, which received a flyer, and which were visited in person.



In person feedback themes

- **Parking:** Businesses want short-term parking spaces (10-15 minutes) for quick stops like picking up coffee or online orders. They also want to see clearly marked drop-off zones, particularly for businesses catering to customers with mobility challenges. The current time limits on paid parking are seen as a barrier by some.
- **Safety and environment:** There is a strong need for a safer and cleaner environment. Businesses reported instances of antisocial behaviour and assaults on staff and customers. The installation of security cameras and better management of these issues are seen as crucial.
- **Activation of spaces:** There is a desire for activating underused areas, such as the proposed demolition site next to Buzz Café or the gravel lot near Cycle Science. Businesses want to see temporary solutions that beautify these spaces and encourage foot traffic, rather than leaving them as vacant construction zones.
- **Wayfinding:** Businesses feel there is a lack of clear signage to guide people and encourage them to explore the various businesses within the

city centre. They want to see collective efforts to highlight what the city has to offer.

- **Support for diverse needs:** The feedback highlights the need to support a wide range of businesses and customers, from those with bulky goods to those with longer appointment times. The needs of staff, including safe and affordable parking, are also a significant concern.

Conclusion

Key themes that came through all engagement activities are:

- **Improve the route between the new Melling station, bridge, bus, and city centre** making it safe for pedestrians, disabled people and cyclists.
- **Better crossing on Knights Road** is needed to make it safe for pedestrians and disabled people to access the bus interchange, shopping centre, civic precinct (including The Dowse Art Museum) and connect to the wider area.
- **Refresh tired spaces** rather than areas more recently invested in.
- **Parking is important** and more choice is needed e.g. accessible parking spaces, drop off/loading zones, a mix of short stay and longer stay.
- **Amenities, events and outdoor activities** particularly on Margaret Street, High Street and Andrews Avenue.
- **Create strong connections to the river.**

Council will proceed with investigating and combining elements of the top two scenarios (Cross-city Connections and Riverside Precinct), as well as incorporating the key themes and other feedback about project prioritisation. This work will inform the Streetscape Strategy before its adoption by Council.

Once the Streetscape Strategy is adopted we will move to the design of the upgrades and will continue to engage with the community and businesses throughout the design process.