

RiverLink LTP Briefing





Hutt City Council is working to reinvigorate and change the face of the city centre



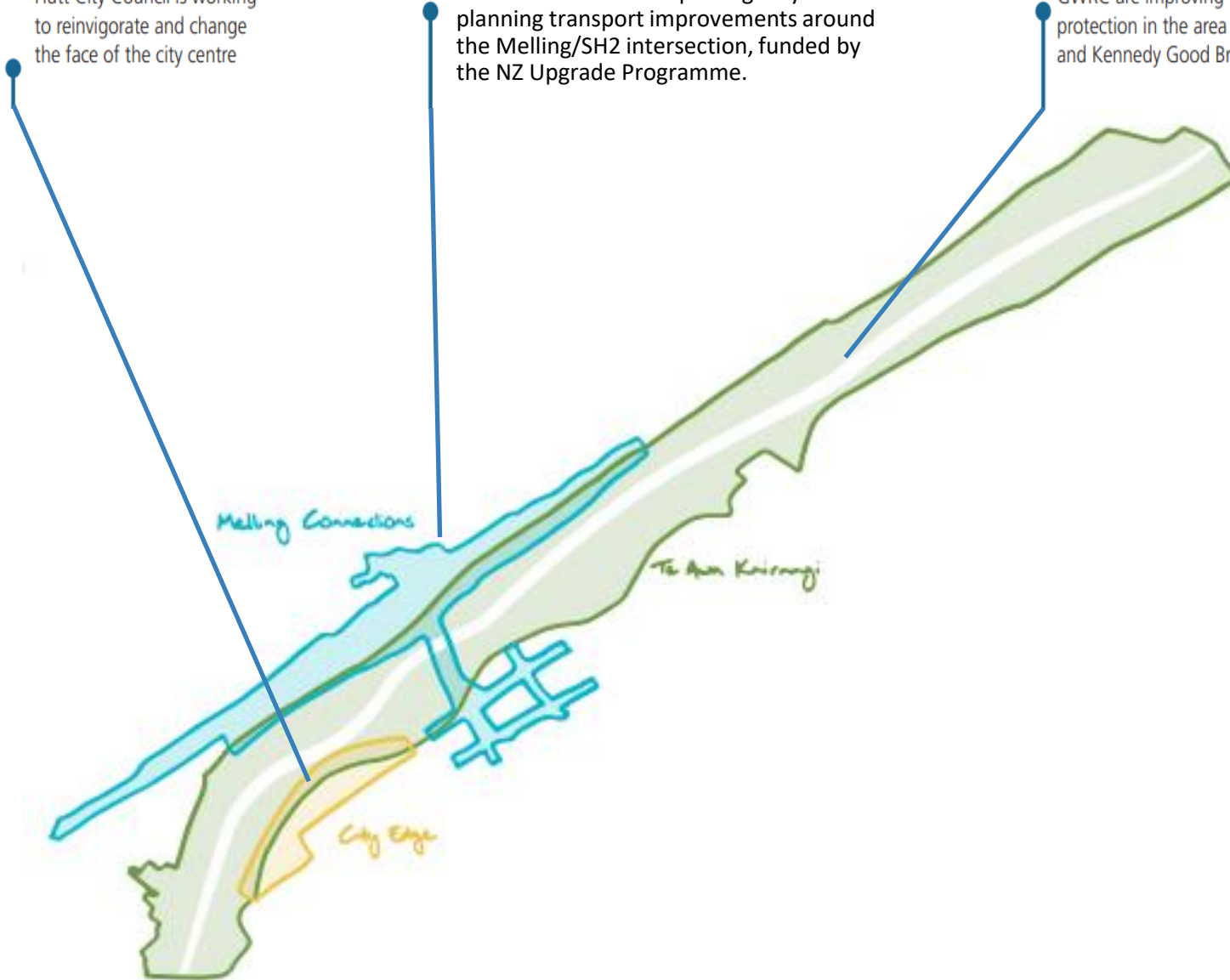
PROUDLY DELIVERING

New Zealand Upgrade Programme

Waka Kotahi NZ Transport Agency is planning transport improvements around the Melling/SH2 intersection, funded by the NZ Upgrade Programme.



GWRC are improving valley flood protection in the area between Ewen and Kennedy Good Bridges





Vibrant

by linking the city to its river and creating opportunities for new businesses, apartments and recreational activities as part of the Council's vision for the city centre.



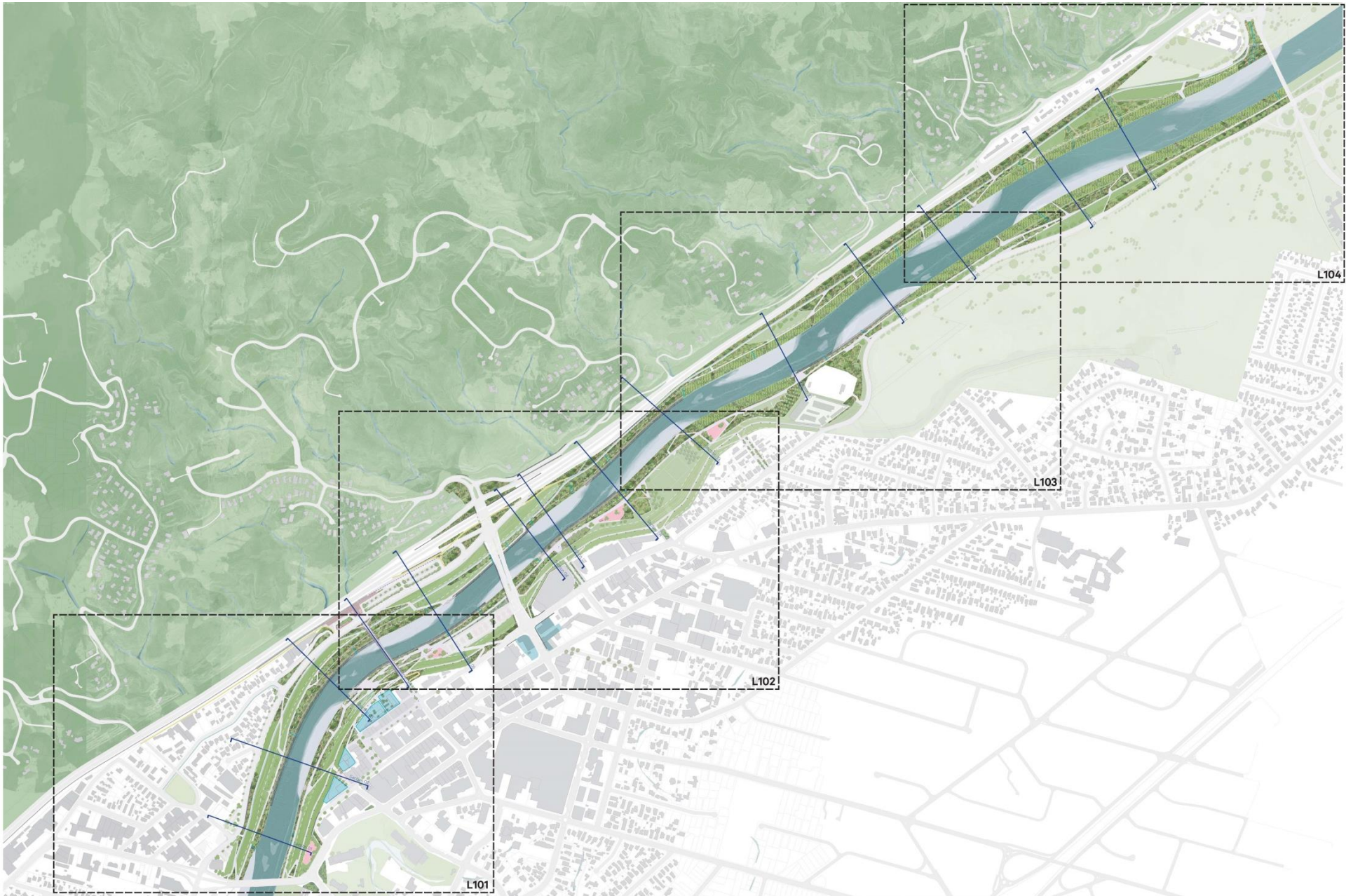
Resilient

by protecting Lower Hutt from flooding with upgraded stopbanks. This will also improve the health of the river and provide greater opportunities for recreational activities along the river.



Connected

by improving safety, resilience and access to central Lower Hutt for walking, cycling and public transport. A new interchange and river bridge, a relocated Melling train station, and safer walking and cycling options.



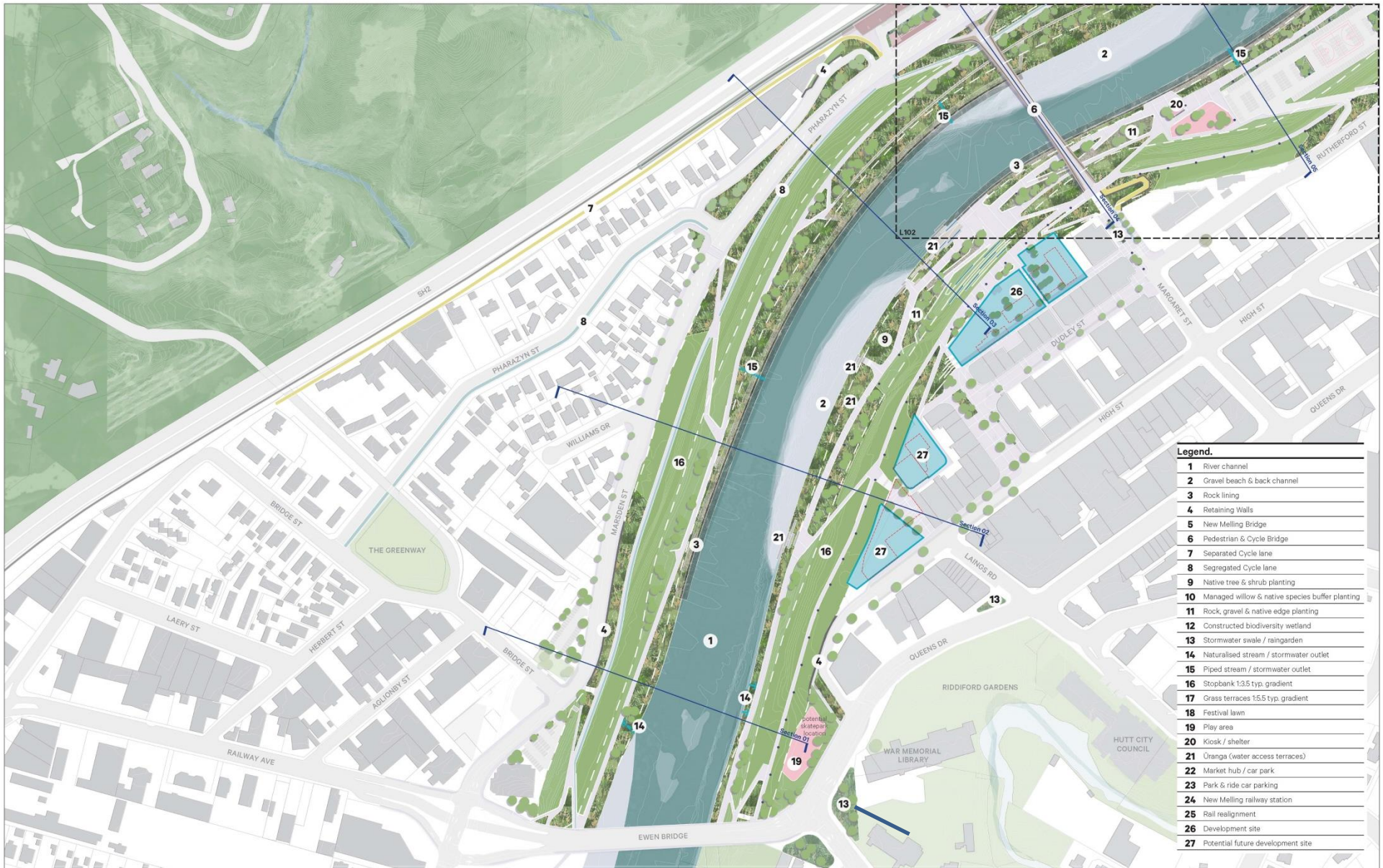
L101

L102

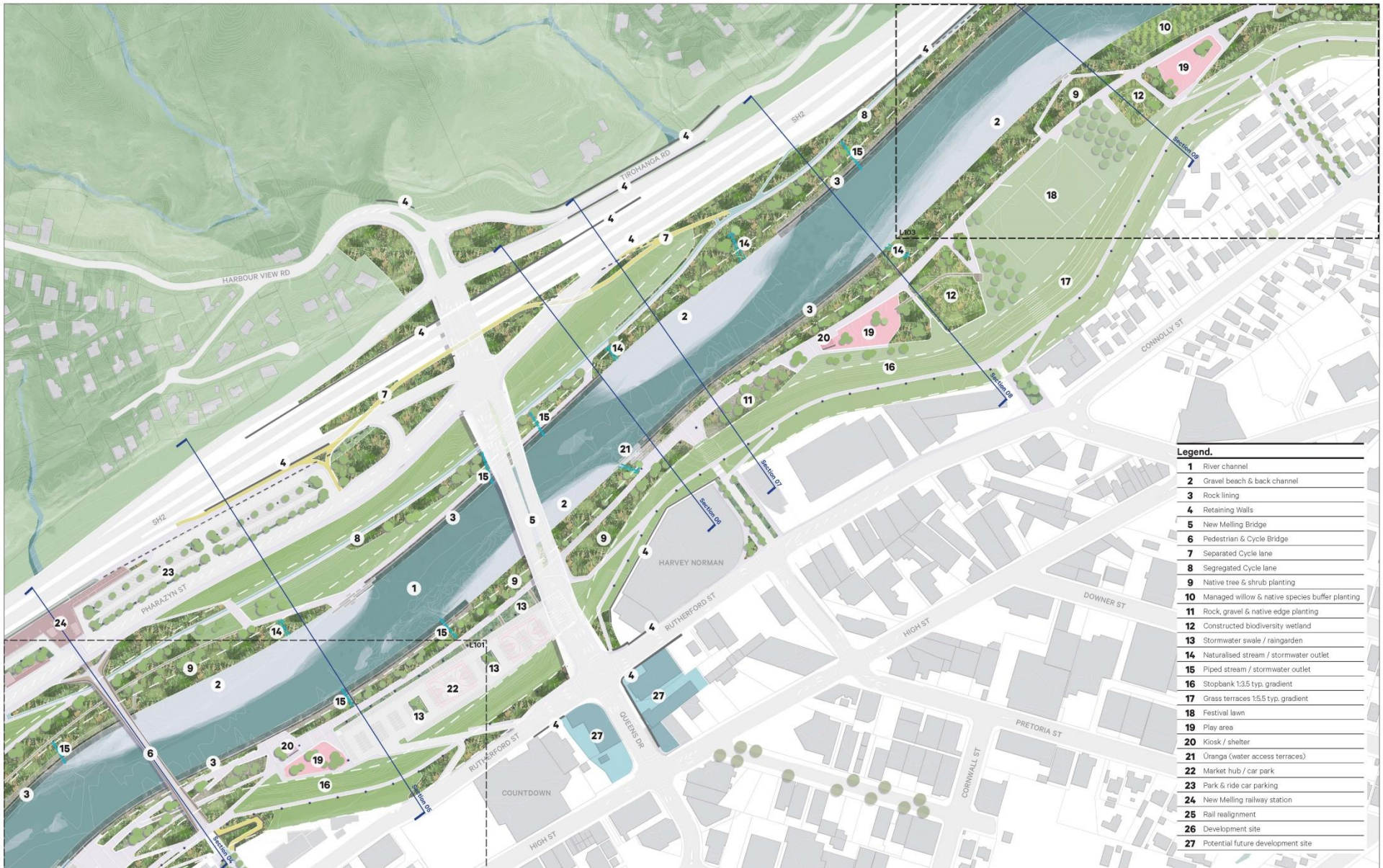
L103

L104





Legend.	
1	River channel
2	Gravel beach & back channel
3	Rock lining
4	Retaining Walls
5	New Melling Bridge
6	Pedestrian & Cycle Bridge
7	Separated Cycle lane
8	Segregated Cycle lane
9	Native tree & shrub planting
10	Managed willow & native species buffer planting
11	Rock, gravel & native edge planting
12	Constructed biodiversity wetland
13	Stormwater swale / raingarden
14	Naturalised stream / stormwater outlet
15	Piped stream / stormwater outlet
16	Stopbank 1:3.5 typ. gradient
17	Grass terraces 15.5 typ. gradient
18	Festival lawn
19	Play area
20	Kiosk / shelter
21	Ūranga (water access terraces)
22	Market hub / car park
23	Park & ride car parking
24	New Melling railway station
25	Rail realignment
26	Development site
27	Potential future development site



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LTP consultation document extracts

- New roading connections
- A pedestrian bridge over the river
- A development site that connects with the new river edge
- River edge enhancements

Draft LTP Budgets

EXPENDITURE

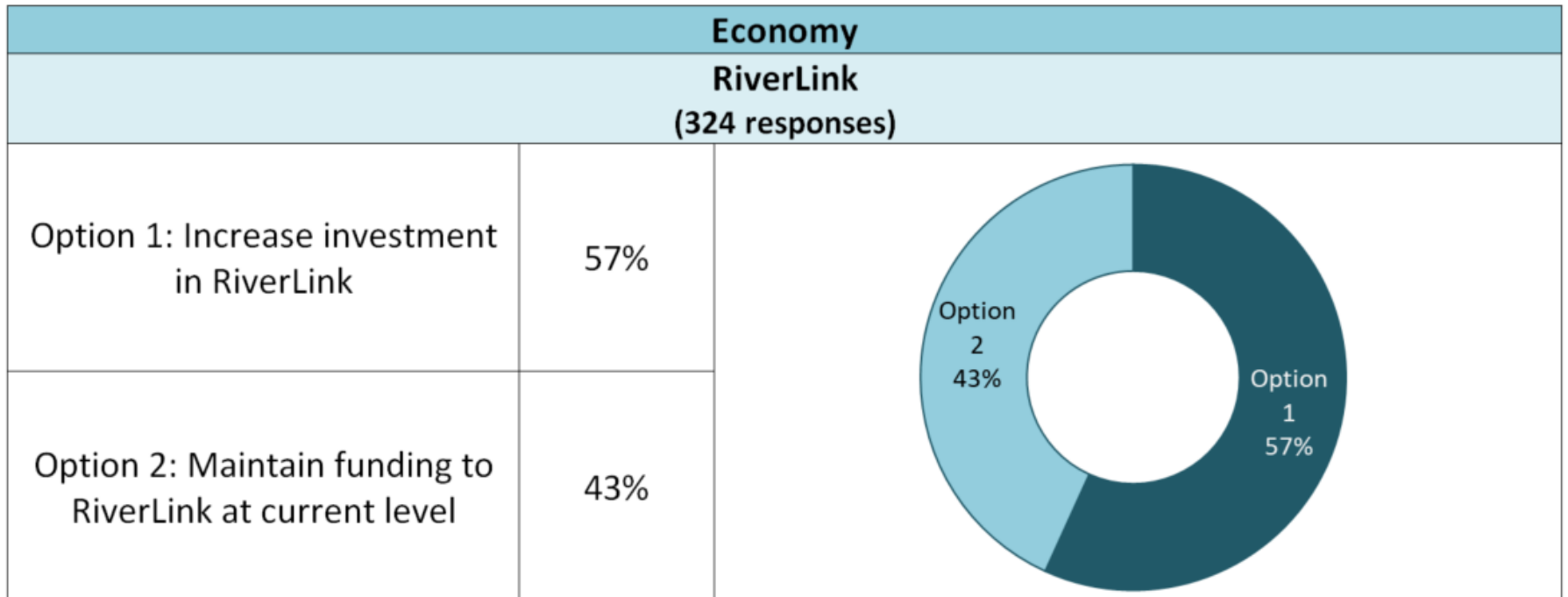
RiverLink - Replacement riverbank car parking	0.8\$m
RiverLink - East Access Route (Subsidy 51%)	3.9\$m
RiverLink - contribution to Melling Bridge Renewal	7.3\$m
RiverLink - Promenade & Urban Improvements	50.0\$m
RiverLink Footbridge (Subsidy 51%)	9.7\$m
Strategic Property Purchases	49.8\$m
GRAND TOTAL	121.5\$m

REVENUE

Waka Kotahi (NZTA) subsidy	7\$m
Property sales	20.3\$m
GRAND TOTAL	27.3\$m

NET = \$94.2m

LTP Consultation Responses



Consultation and engagement

- RiverLink has been widely supported from its early conception as part of Making Places in 2010.
- Over time the community has been asked to provide feedback on various aspects of the project from design to the preferred option for flood prevention.
- Support has continued through a number of engagements since the community agreed a preferred flood protection approach
- The three partners to RiverLink – Hutt City Council, Greater Wellington Regional Council and Waka Kotahi – formed a joint Project Office to deliver the project.

Analysis

- Lower level of support for RiverLink in this engagement is related to the desire to reduce the rates increase, rather than fundamental opposition to the project.
- People stating a lower level of support for this project also support the three waters and transport investment and are looking for savings elsewhere to get a lower rates rise.

Feedback

- Respondents are largely in favour of improving the transport infrastructure.
- Improved and safe accessibility to active transport and micromobility.
- Better connectivity to public transport.
- Melling Interchange mentioned as a desirable and positive investment.
- Of paramount concern is flood protection and resilience.

KEY HCC SCHEME COMPONENTS

1. Intersections
2. Streetscapes
3. Pedestrian Cycle Bridge
4. Riverbank Park
5. Riverbank carpark
6. Strategic property purchases

1. INTERSECTION IMPROVEMENTS

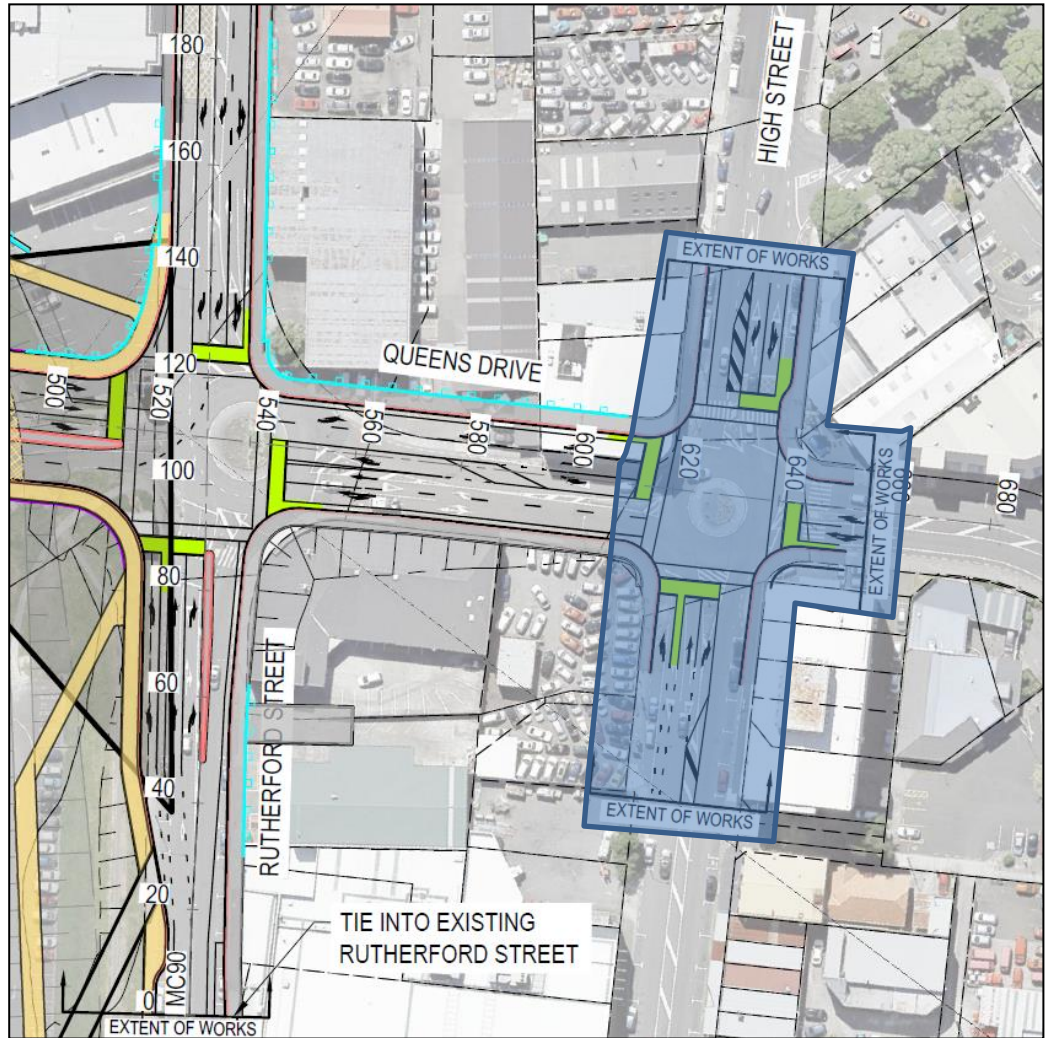


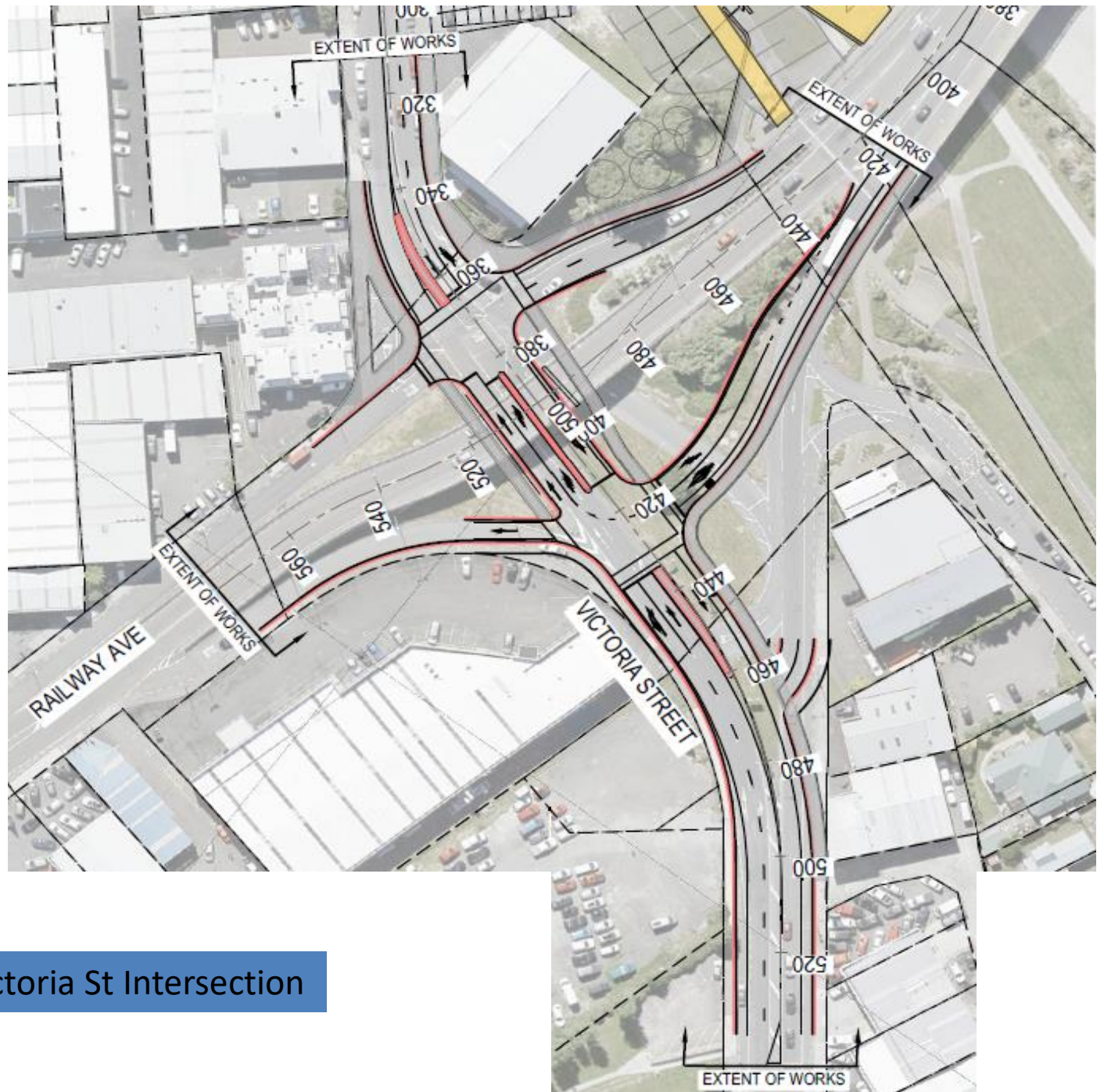
Rutherford/Melling Intersection



High St/Melling Intersection

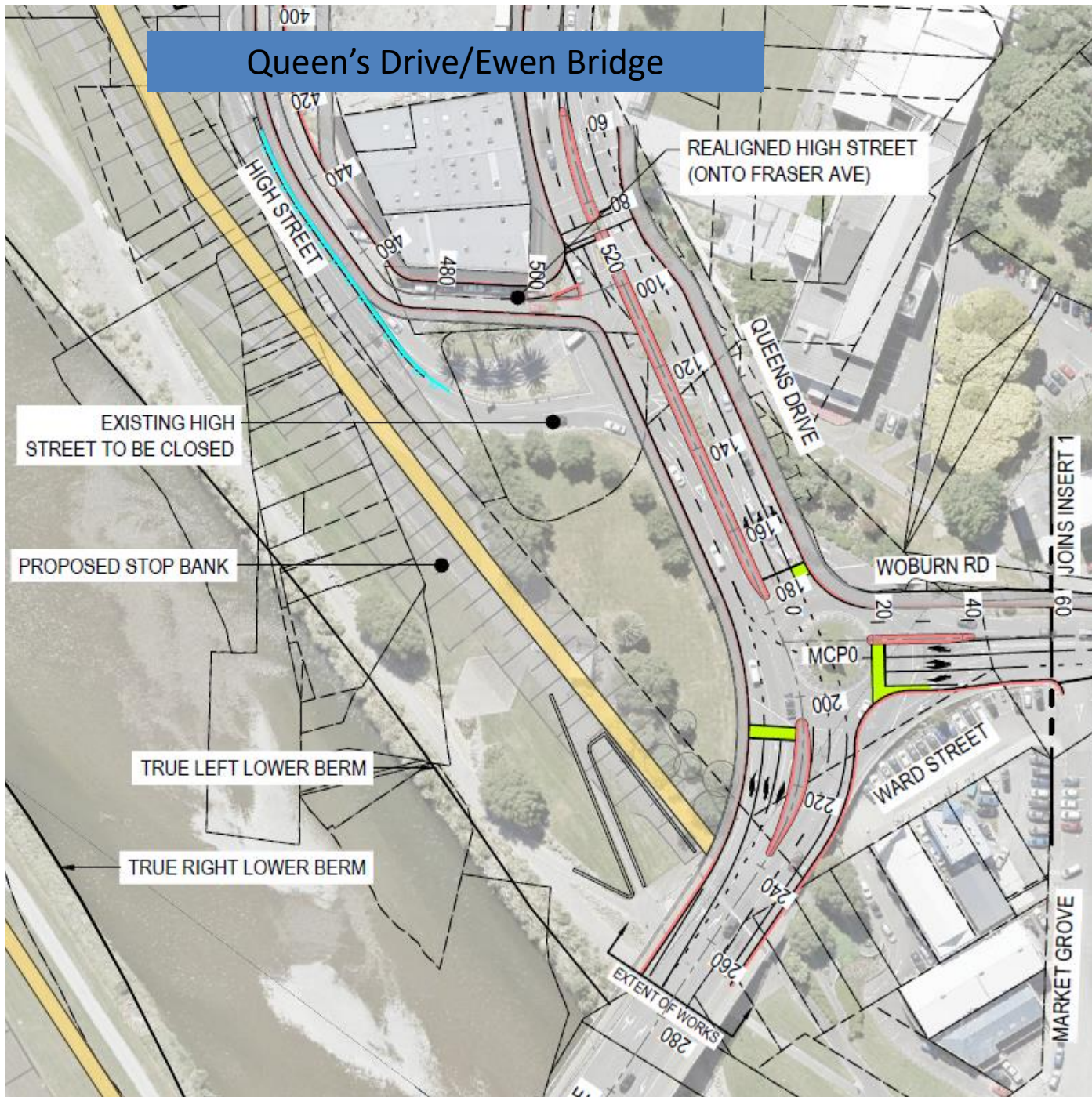
High St/Queens Drive Intersection





Marsden St/Victoria St Intersection

Queen's Drive/Ewen Bridge



EXISTING HIGH STREET TO BE CLOSED

PROPOSED STOP BANK

TRUE LEFT LOWER BERM

TRUE RIGHT LOWER BERM

REALIGNED HIGH STREET (ONTO FRASER AVE)

QUEENS DRIVE

WOBURN RD

MCP0

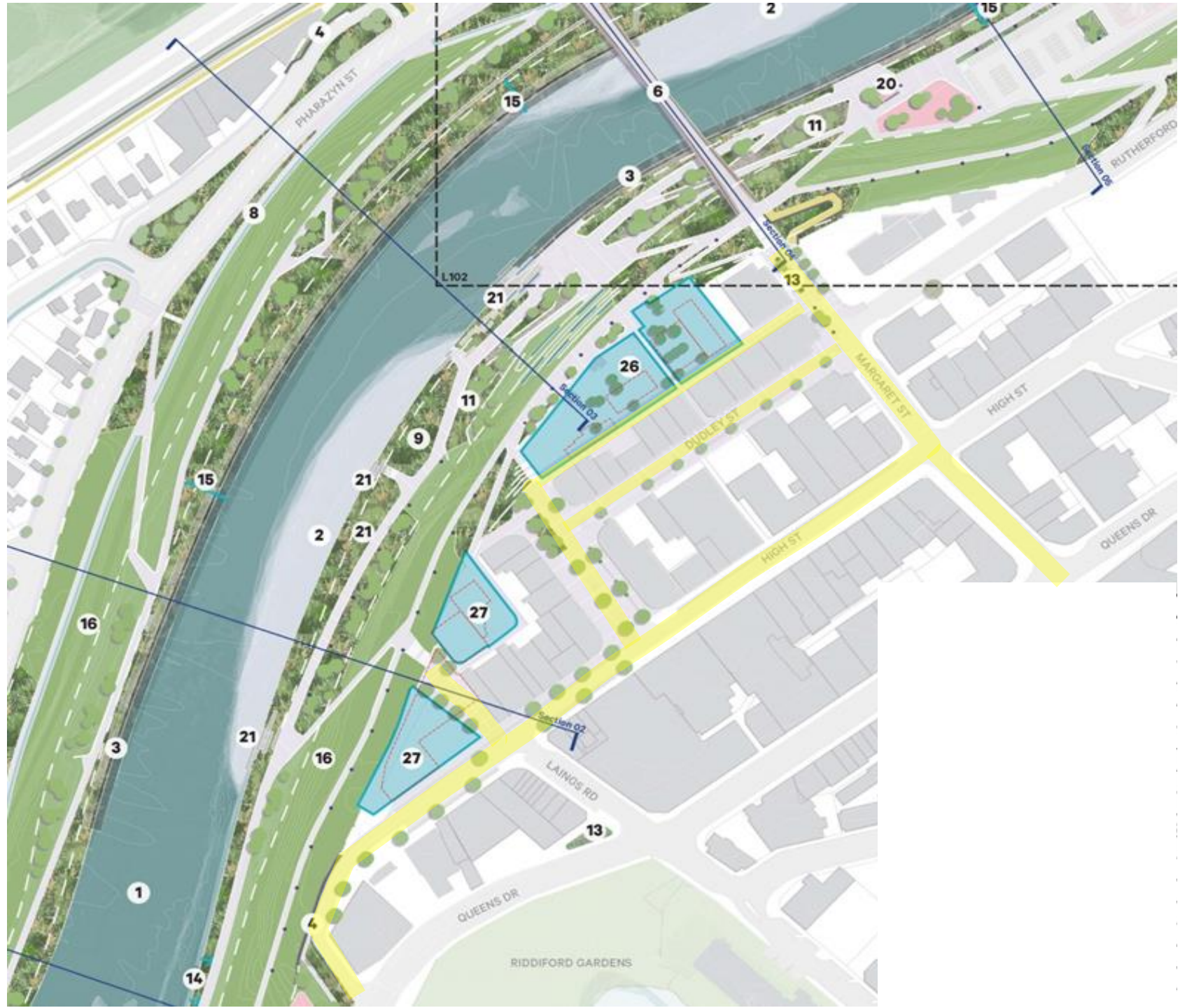
WARD STREET

EXTENT OF WORKS

JOINS INSERT 1

MARKET GROVE

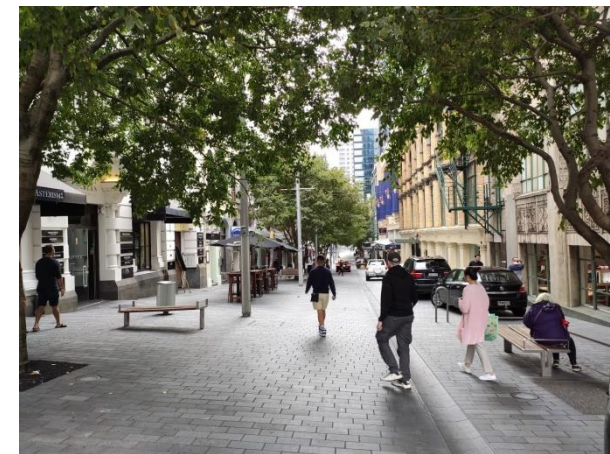
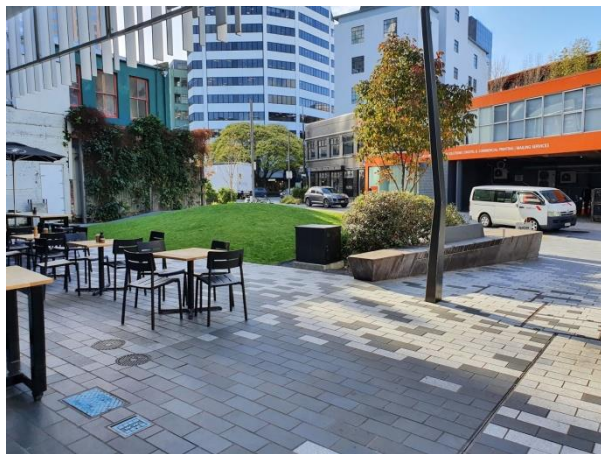
2. STREETScape IMPROVEMENTS



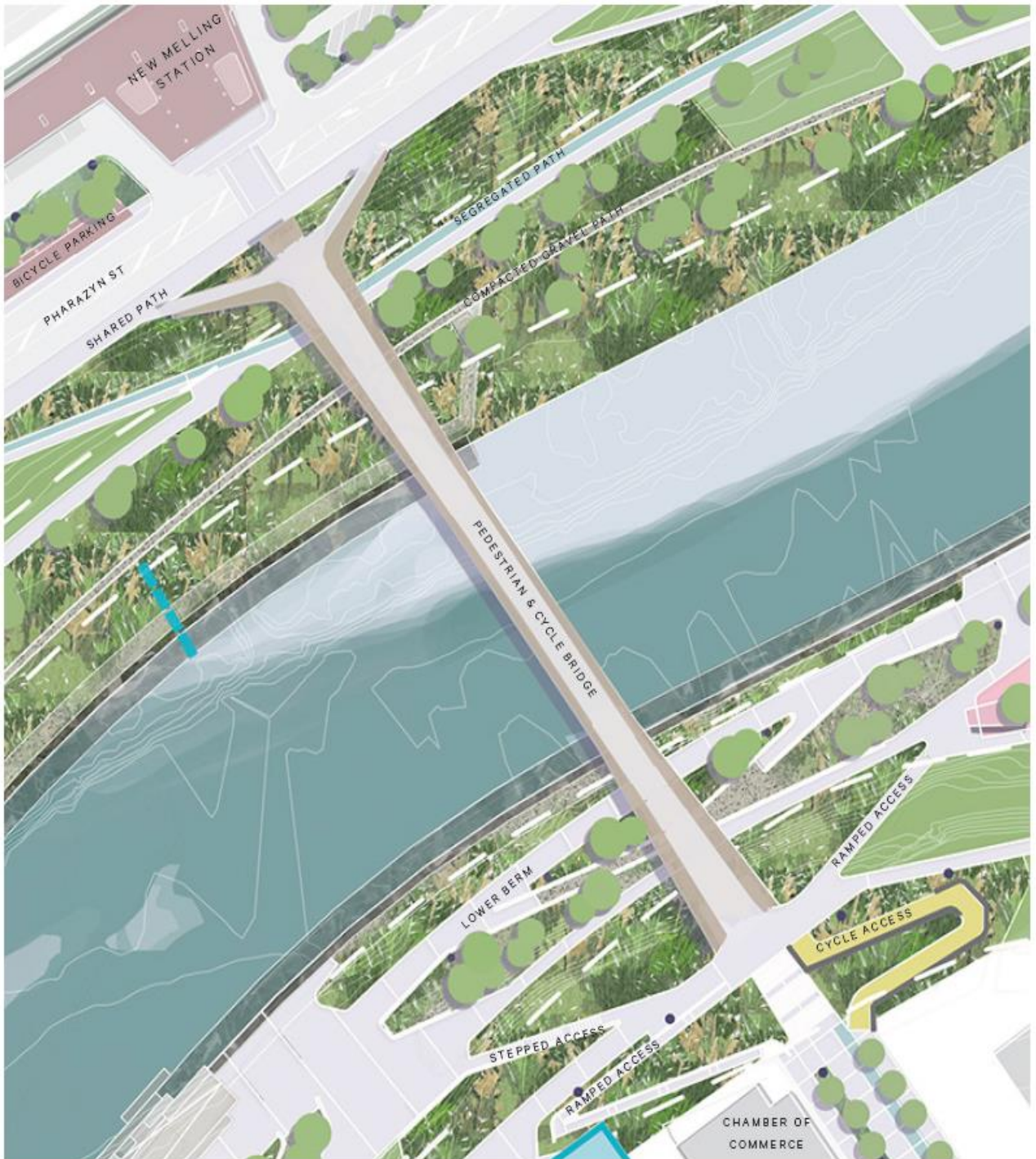
Streetscape improvements examples



- Use & Activation.**
1. Outdoor dining in Melbourne's narrow pedestrian laneways.
 2. Street-based night market.
 3. Innovating streets - eat street temporary public space transformation.
 4. Busking and performance.
 5. Public art providing wayfinding and character to pedestrian laneway.
 6. Food truck market creating a destination urban street-based event.



3. PEDESTRIAN/CYCLE BRIDGE



NEW MELLING STATION

BICYCLE PARKING

PHARAZYN ST

SHARED PATH

SEGRGATED PATH

COMPACTED GRAVEL PATH

PEDESTRIAN & CYCLE BRIDGE

LOWER BEAM

STEPPED ACCESS

RAMPED ACCESS

RAMPED ACCESS

CYCLE ACCESS

CHAMBER OF COMMERCE

4. RIVERBANK PARK





1



2



3



4



5



6

Stair & ramp access.

1. Civic scale stair access connecting city and river.
2. Smaller scale stair connection.
3. Informal access down stopbank riverside.
4. Legible and direct ramped access to city side of stopbank for cycle, pedestrian and mobility access.
5. Simply detailed, ramped access from top of stopbank to river corridor.
6. Ramped access integrated into wider landscape and amenity.

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Access.

7. Legible, clear and direct access.
8. Integration of access and play.

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Primary civic scale river access.

Generous scale stair and pedestrian ramp connection between city and river / top of stopbank.

Located on axis of (Margaret) street, providing direct access to the pedestrian and cycle bridge.

Concrete surface steps and landings extending into adjacent plantings, with handrails to centre (stairs only) and sides.

Planting of city side of stopbank to integrate structures.

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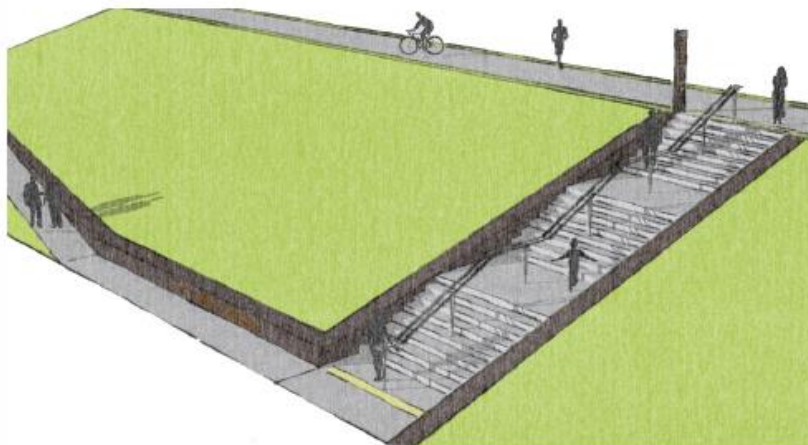


Secondary river access & amenity.

Generous scale stair and ramp connection able to take vehicular access for maintenance and events, connecting city and shared path along top of stopbank.

Concrete surface steps and landings extending to create integrated seating terraces looking back along the street (Andrews Avenue) provide extra amenity.

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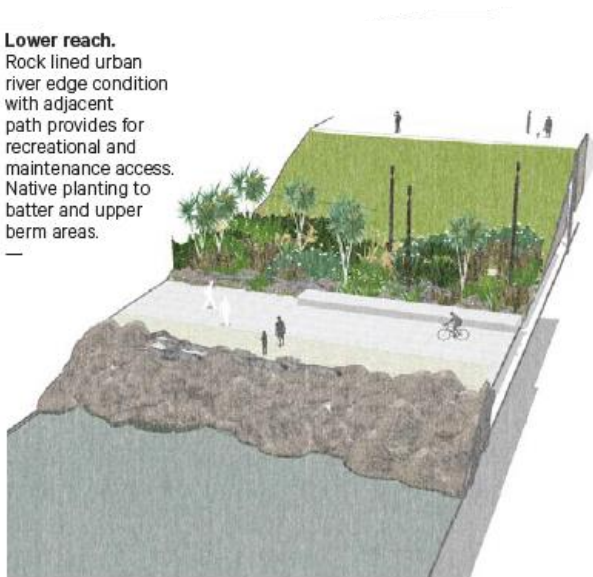
Tertiary / suburban street river access.

A relatively modest scale stair and ramp connecting residential areas to the shared path along top of stopbank and river environment.

Provision for intermittent maintenance access up and over stopbank through modification of contour of adjacent grassed stopbank profile.

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Lower reach.
Rock lined urban river edge condition with adjacent path provides for recreational and maintenance access. Native planting to batter and upper berm areas.



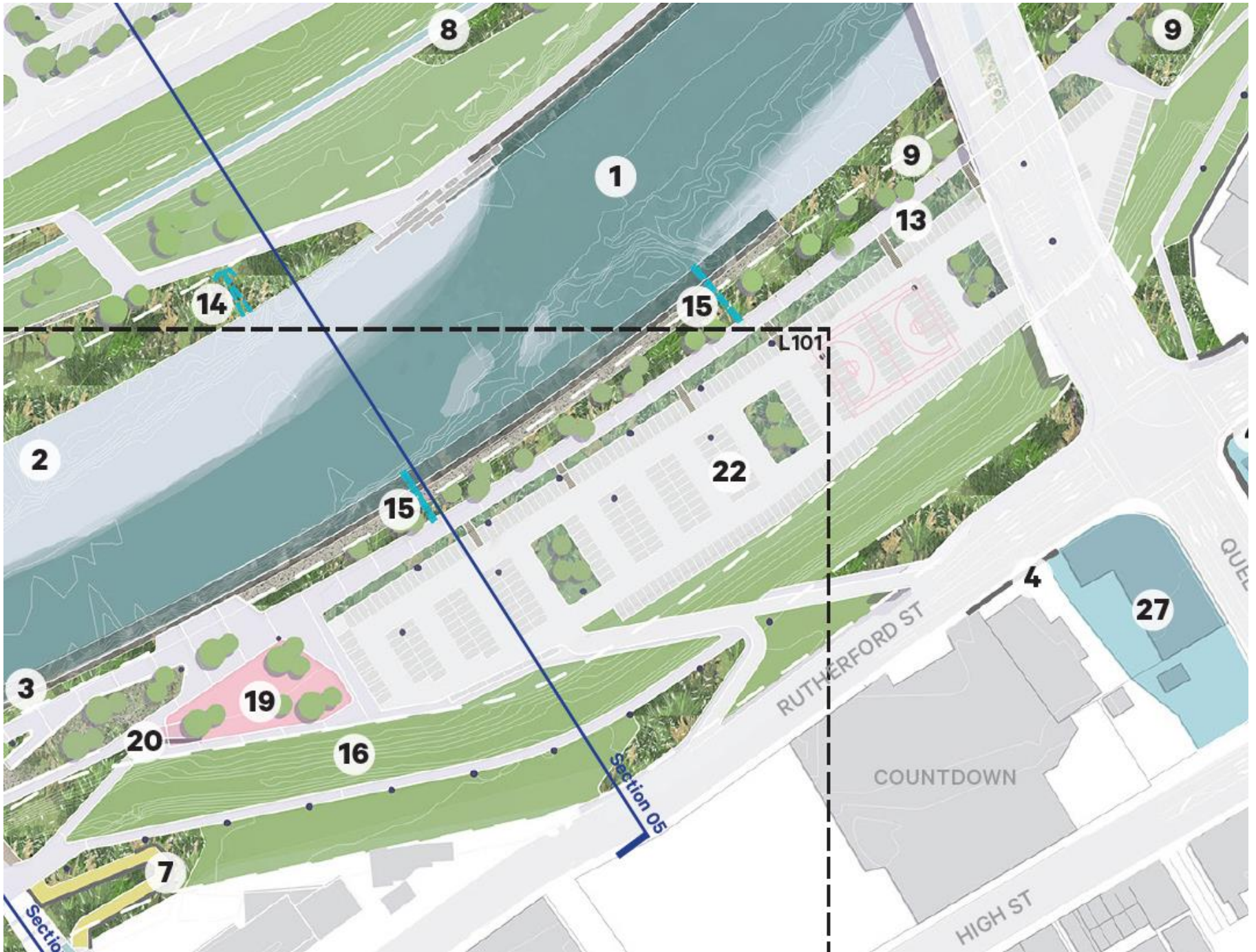
Lower/Upper reach.
Beach access through native planted lower berm and batter.



Upper reach.
Adaptive management of willow to native species bio-engineered river edge.



5. RIVERBANK CAR PARKING



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1

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4

27

20

16

Section 05

RUTHERFORD ST

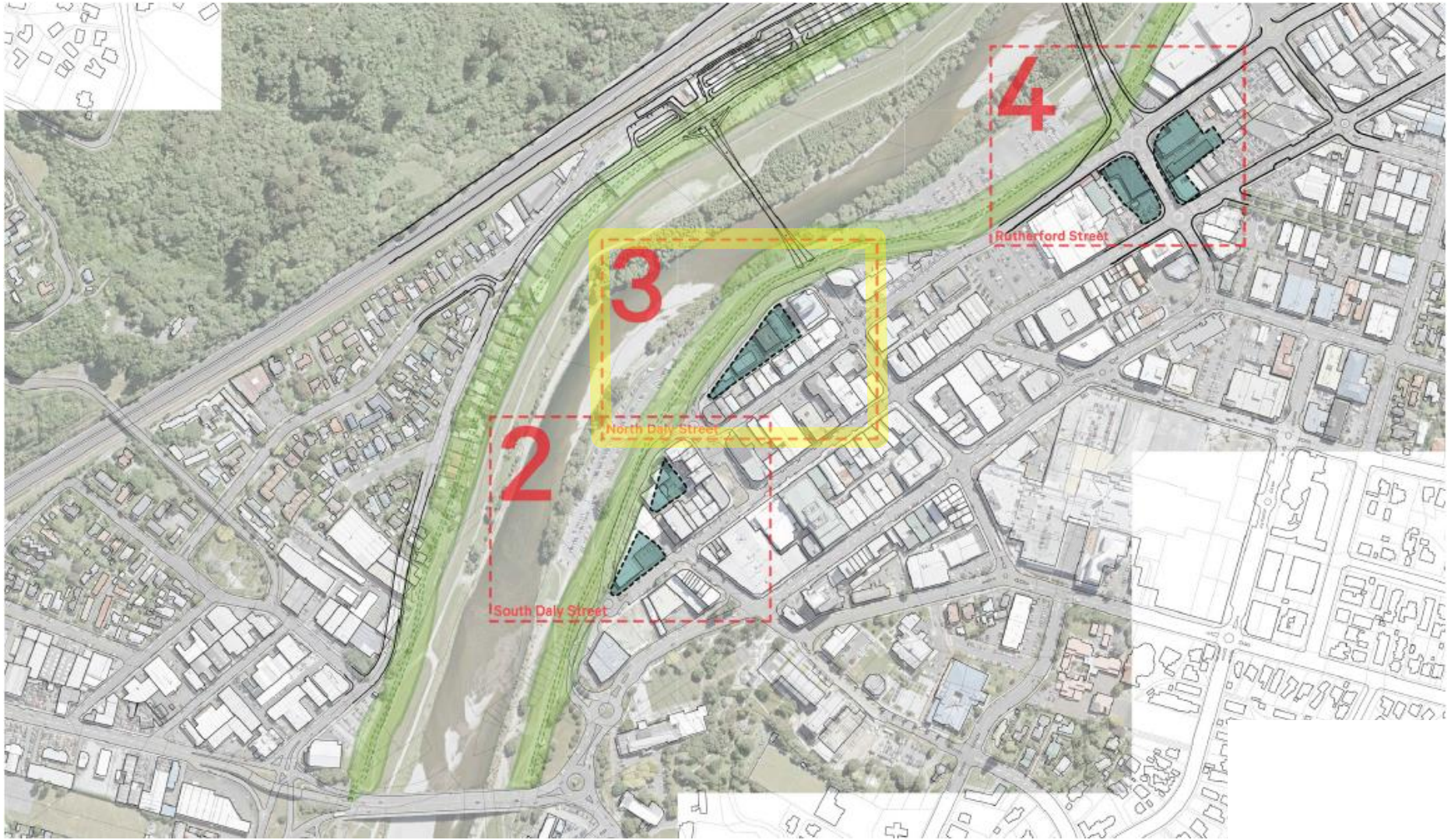
COUNTDOWN

HIGH ST

7

Section 04

6. STRATEGIC PROPERTY PURCHASES



Proposed Final LTP Budgets

EXPENDITURE

RiverLink - Replacement riverbank car parking	2.6\$m
RiverLink - East Access Route (Subsidy 51%)	25.4\$m
RiverLink - contribution to Melling Bridge Renewal	0\$m
RiverLink - Promenade & Urban Improvements	71.2\$m
RiverLink Footbridge (Subsidy 51%)	24.5\$m
Strategic Property Purchases	13.1\$m
GRAND TOTAL	136.8\$m

REVENUE

Waka Kotahi (NZTA) subsidy	25.5\$m
Property sales	17.1\$m
GRAND TOTAL	42.6\$m

NET = \$94.2
(UNCHANGED FROM DRAFT LTP)

QUESTIONS