

Streetscape Upgrades



Streetscape Upgrades – Purpose

- **To integrate the stopbank and City Link Bridge** with the city centre street network
- **To make the city centre more accessible, attractive and welcoming** to support investment by third parties leading to urban revitalisation.



Streetscape Upgrades – Stages



Engagement Activities to Date

- **Early 2025** – engagement on City Centre Framework includes feedback relevant to streetscapes
- **August 2025** – Engagement with the community on their experience of city centre streets and ideas for improvements
- **September 2025** – Engagement with businesses and the community on priority areas for upgrades (“Investment Scenarios”)
- **Disabled community** – 9 workshops and 1 hīkoi with disability advocacy groups and disabled people
- **Tamariki and rangatahi** – 3 workshops with around 70 tamariki and rangatahi at Hutt Valley High School, Sacred Heart College and Hutt Central School.



Feedback on street experience & ideas

Difficulties crossing the road – unsafe crossings, steep or missing kerb ramps, etc.

Footpaths – wider, smoother footpaths for wheelchairs, prams and small wheels.

Amenity – more seating, planting, trees, drinking fountains and public toilets.

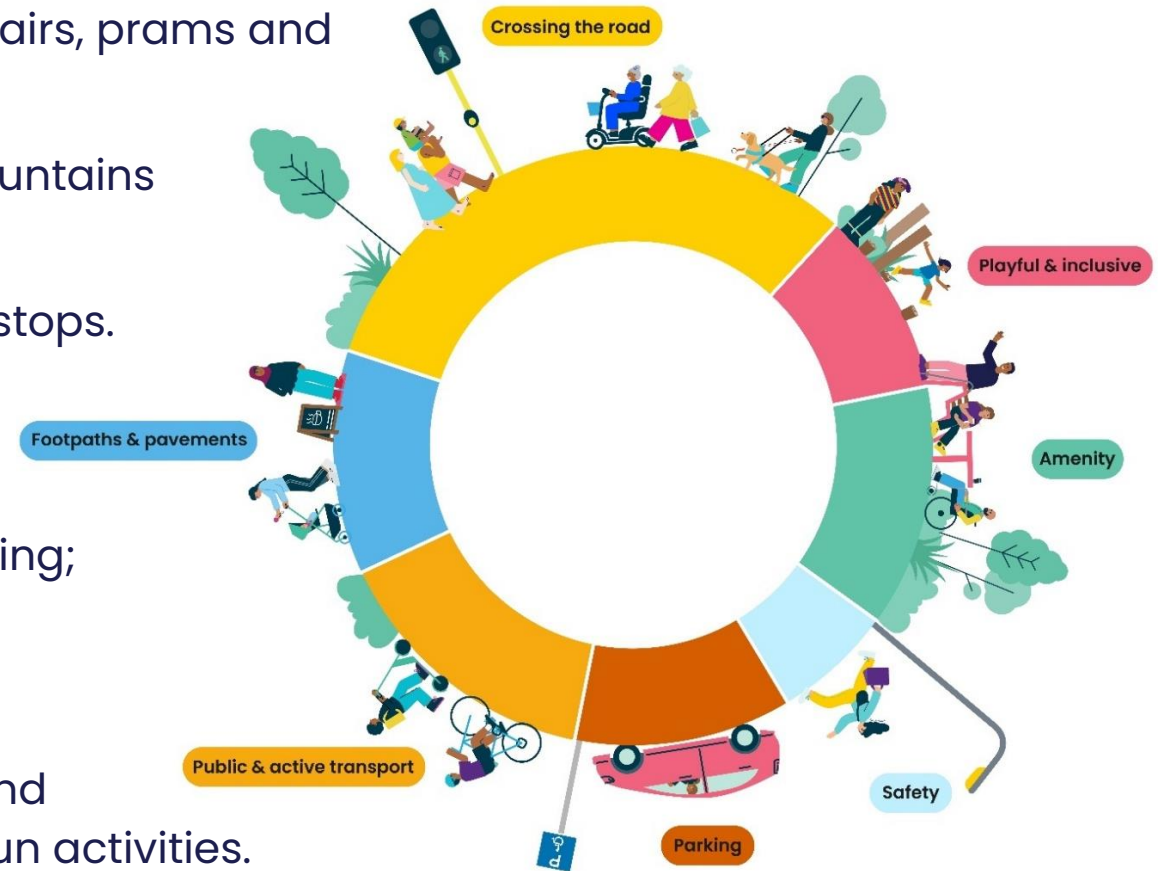
Public transport – better seating & shelters at bus stops.

Active transport – better cycling infrastructure and bike racks.

Parking – insufficient / poorly located mobility parking; more varied parking options.

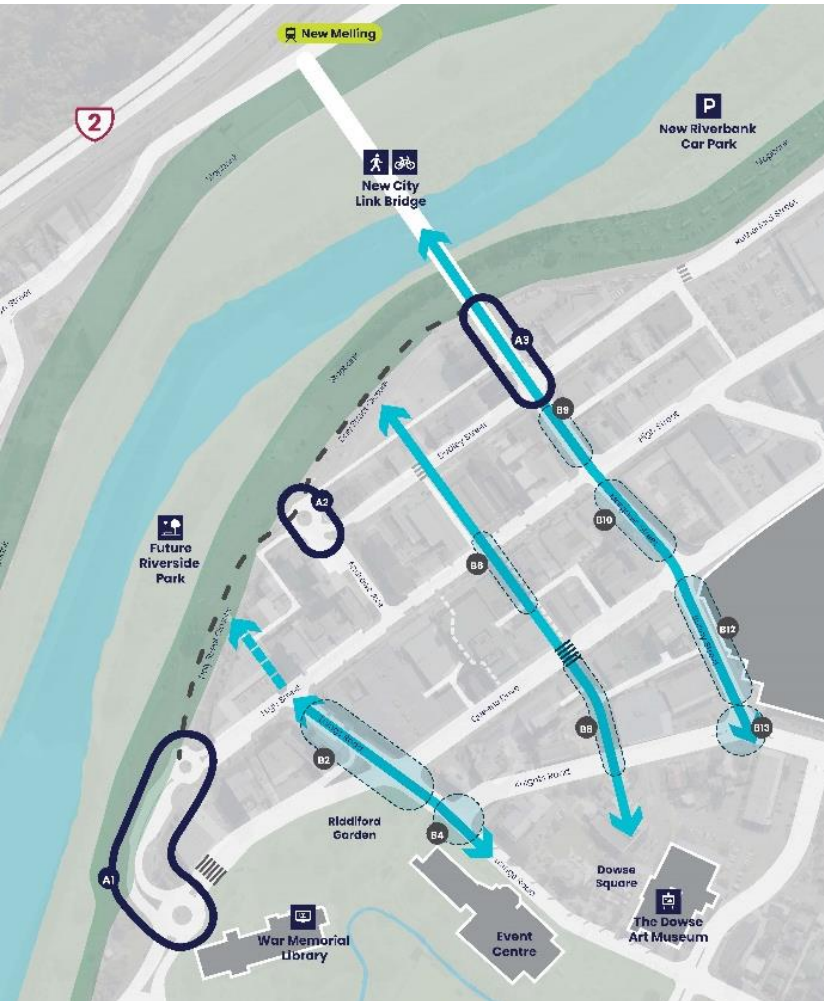
Safety – intimidating areas; better lighting.

Playful & Inclusive – a playful, colourful, inclusive and welcoming city centre with art, youth spaces and fun activities.

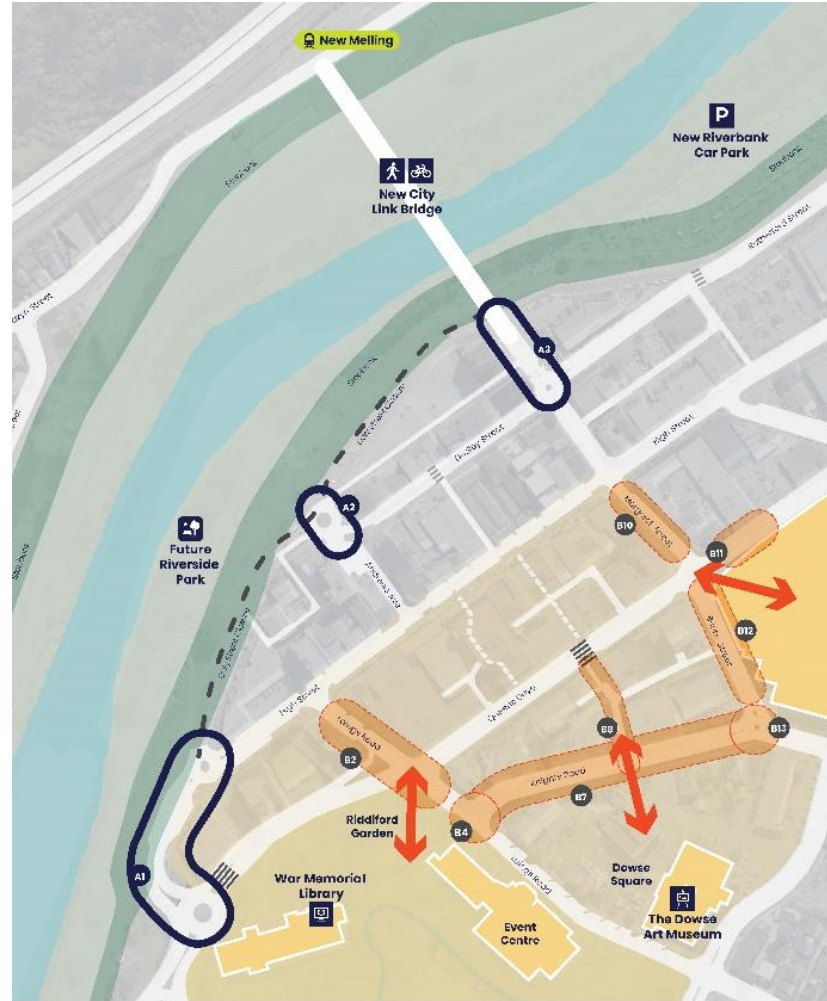


Engagement on Investment Scenarios

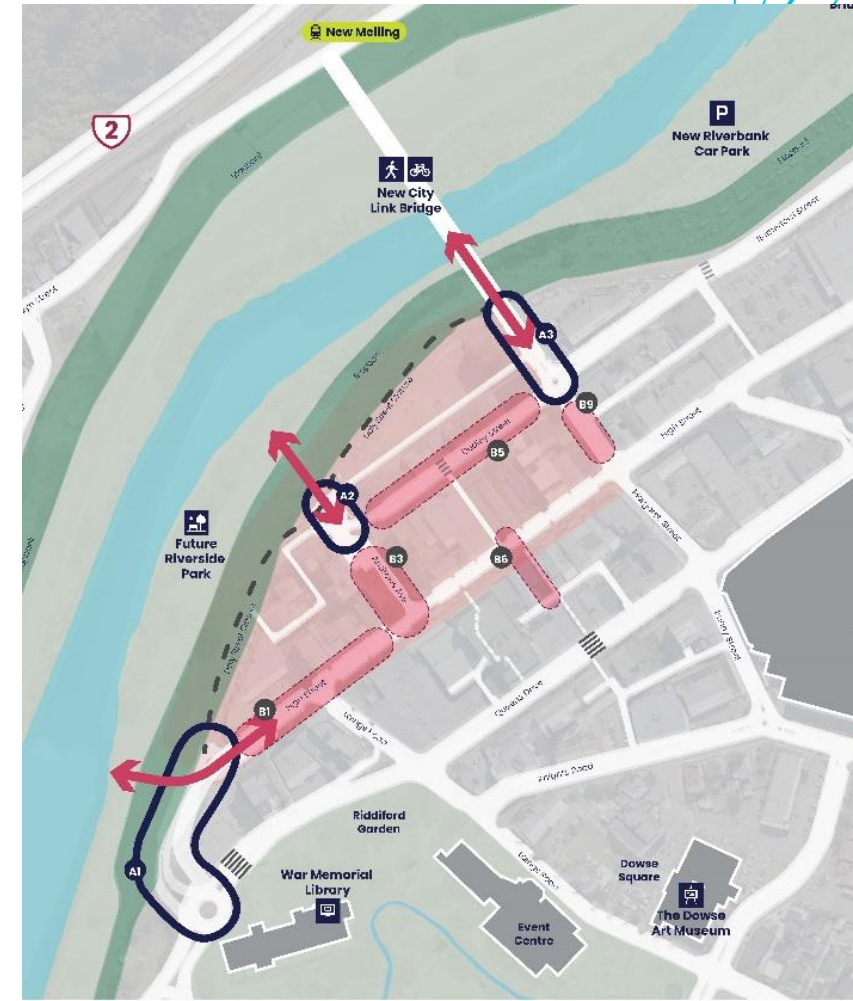
Cross City Connections



Civic Connections



Riverside Precinct



Feedback on Investment Scenarios

- **Improve the route between the new Melling station and city centre** – for pedestrians, disabled people and cyclists
- **Better crossing on Knights Road** – make it safe for pedestrians and disabled people to access the bus interchange, shopping centre, civic precinct and the Dowse, and to connect to the wider area
- **Refresh tired spaces** – rather than areas more recently invested in
- **Parking is important** – more variety in mobility 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.**



Technical Assessments of Potential Upgrades

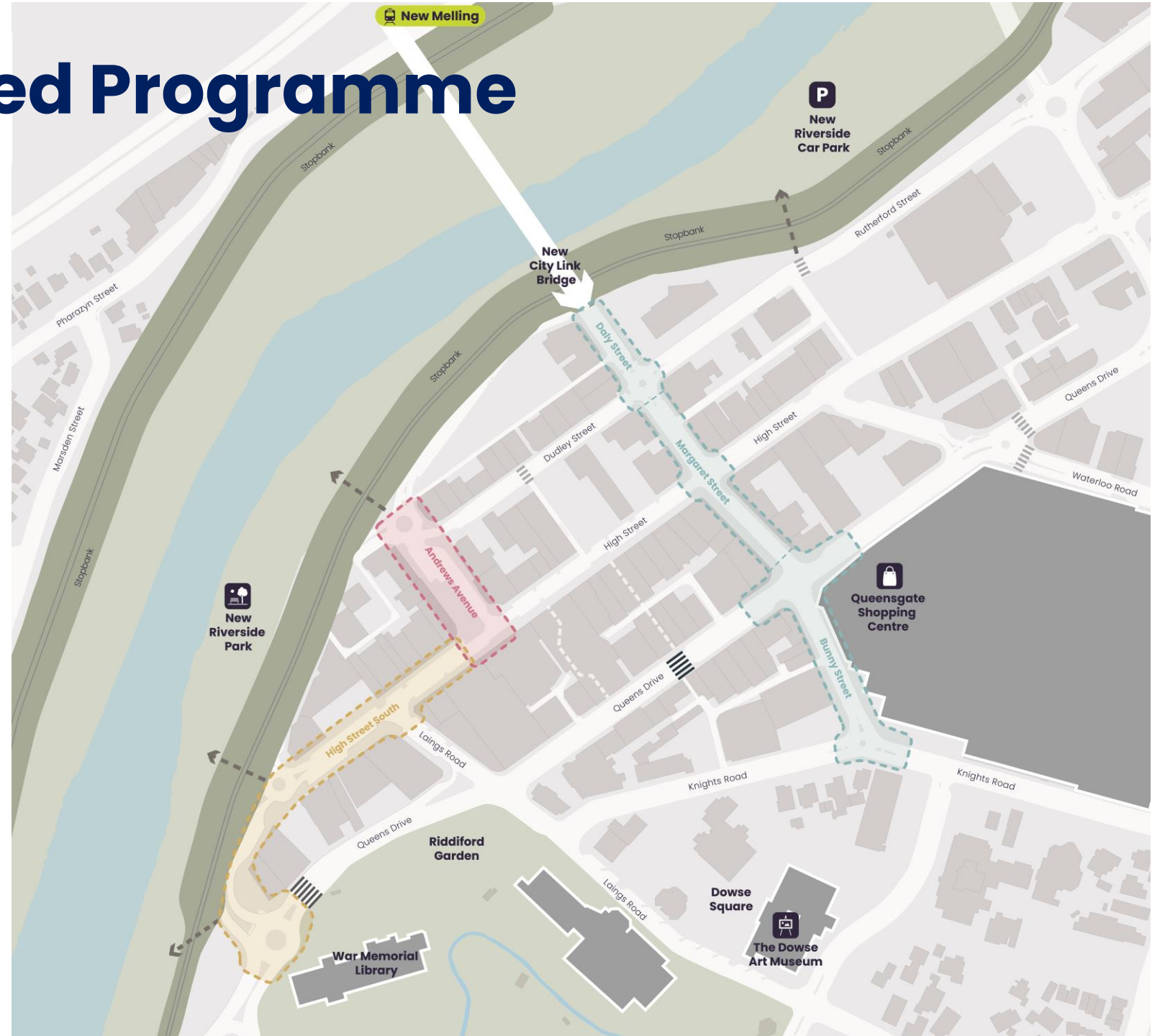
| IO1 - Te Awa Kairangi | | IO2 - Movement and safety | | | | | IO3 - Place, environment, and economic vitality | | | | | | | Implementation | | | Total combined weighted score (out of 100) |
|--|-----------------------|---------------------------|------------------------|-----------------------|------------------|-------------------------|---|---|--|----------------|--|-------------------|--|---------------------------|------------------|----------------------|--|
| 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 | |
| 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 |

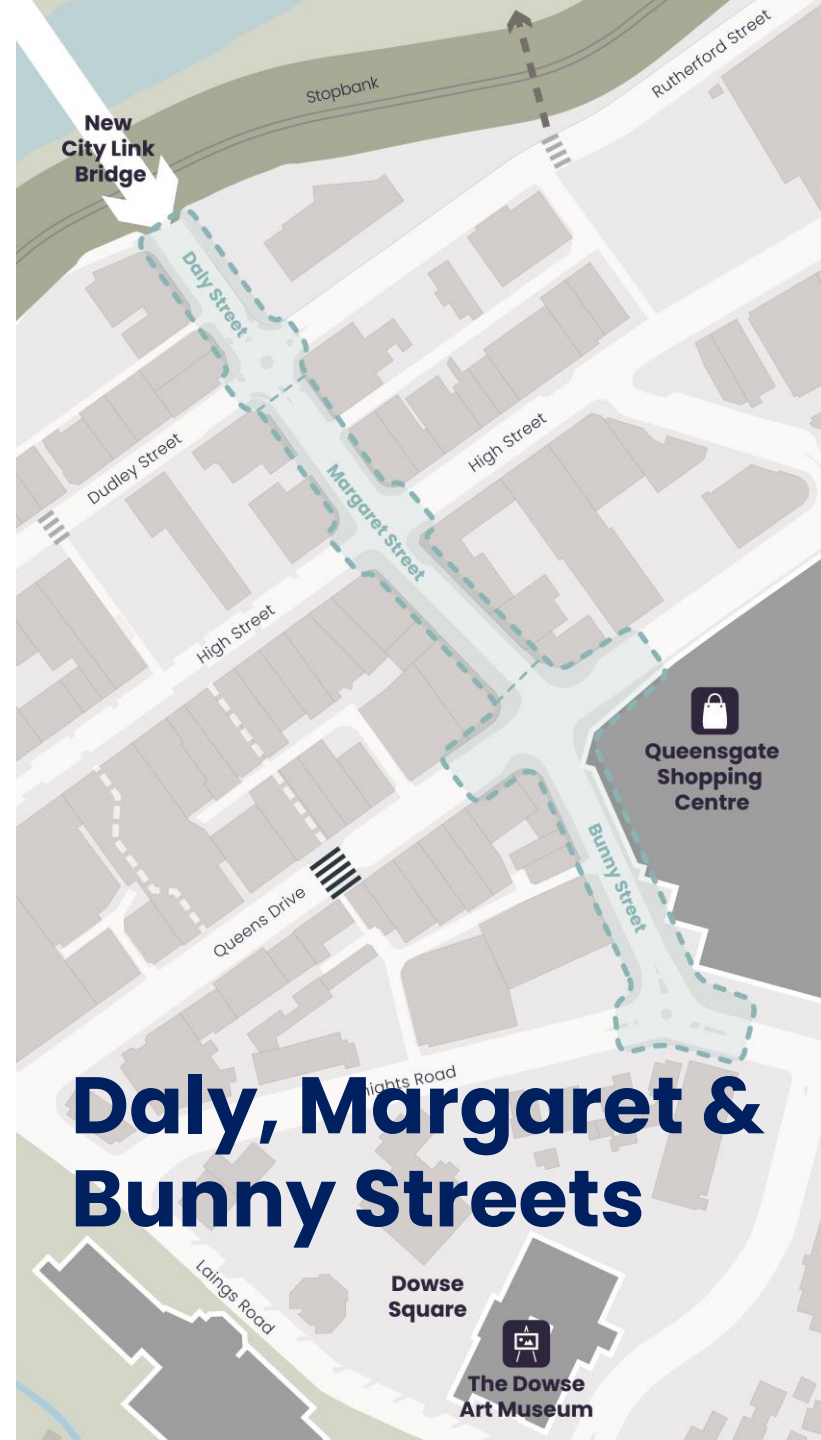


Recommended Programme

Upgrades in 3 areas:

- Daly, Margaret and Bunny streets
- Andrews Avenue
- High Street South





Upgrade:

- Amenity @ CLB landing
- Crossings
- Wider footpaths
- Paving
- Furniture
- Planting

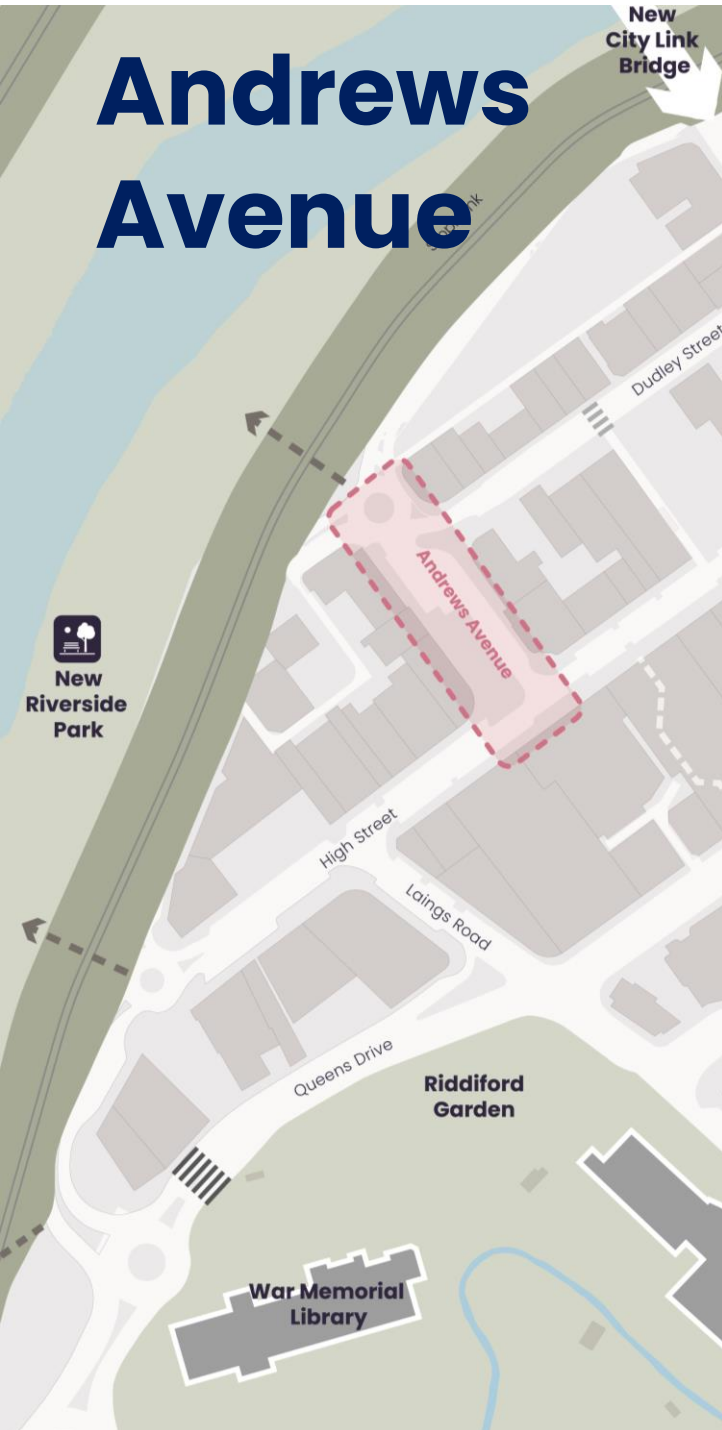


Reconfigure:

- Dudley St / Margaret St intersection
- Some parking
- Bunny St + bus stops
- Knights Rd / Bunny St intersection



Andrews Avenue



Upgrade:

- Space usability
- Paving
- Furniture
- Planting
- Crossings @ High St

Reconfigure:

- Dudley St / Andrews Ave intersection
- Some parking



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

High Street South



Upgrade:

- Crossings
- Paving
- Furniture
- Planting

Reconfigure:

- High St / Queens roundabout
- Some parking



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



Streetscape Upgrades – Budget

- Budget is **\$46M (capex)**
- Recommended Programme preliminary cost estimate of **\$22M to \$28M**
(Note: High-level estimate only as no detailed designs are available to cost)
- The difference allows for cost escalation, contingency and risks due to the early stage of the project
- The full budget is expected to be needed to deliver the project



Next Steps

5 March 2026 – Seek committee approval (Infrastructure & Regulatory) of Recommended Streetscape Upgrades Programme.

March / April 2026 – Community & business engagement on concept design.

September 2026 – Seek committee approval (Infrastructure & Regulatory) of concept design and traffic resolution.

October 2026 onwards – Detailed design.



Riverside Park



Purpose & Function

- Supports flood protection and urban revitalisation objectives of Te Wai Takamori o Te Awa Kairangi
- Extends from Ewen Bridge to the new Melling Bridge on the city side of the river
- Provides for recreation, biodiversity and movement so people can connect with and enjoy the river from the city centre.



Timeline

- **September** – Park design started to inform GWRC’s stopbank design
- **November** – Targeted engagement with events organisers, active mode advocates, rangatahi and disability groups
- **December to March** – Concept design incorporating early feedback
- **March / April** – Community engagement combined with Streetscape Upgrades.

