



Three agencies work closely together

The RiverLink project reflects intense co-operation between its partners Greater Wellington Regional Council, Hutt City Council and the NZ Transport Agency.

While each partner has a particular focus – flood protection for Greater Wellington; urban rejuvenation for Hutt City; and better regional transport links for the NZ Transport Agency, each agency relies on the other. As a result, we are increasingly coordinating our discussion and decision-making to ensure all parts work together to deliver the benefits recognised by RiverLink to the people of Lower Hutt.

Take for example, improving river flow through the tight narrows under Melling Bridge is vital for flood protection and effectively requires the bridge to be replaced. However, doing so will fundamentally affect transport links into Lower Hutt gateway, which raises questions for the NZ Transport Agency about how any future SH2 interchange could be integrated with a new bridge. The location for a new bridge and its potential effect on traffic flows within Lower Hutt's city centre is also of key interest to Hutt City Council's transport team who manage the local road network for cars, cycles, buses and pedestrians.

City rejuvenation is also touched by each partner. Greater Wellington's stopbank design needs to account for the aspirations of Hutt City Council's transformational Making Places strategy, as does the interface between local streets and the stopbanks, and improvements to the SH2 intersection at Melling, all of which will support Hutt City's future and growth.

They are just some of the examples of interdependency, there are many others, and as we move closer to final designs strong links between the partners will be vital.

"Ultimately, continued tight coordination between partners is beneficial to the delivery of RiverLink. The increasing progress we're making is a great reward for the additional complexity of working together. Our original promise to the fourth partner in the project, the community, was that the sum of our activities would be greater than its parts. I believe, as the project takes shape, that we are on course for honouring that promise" says Hutt Valley Flood Management Subcommittee Chair, Cllr. Prue Lamason.



A CBD in Motion

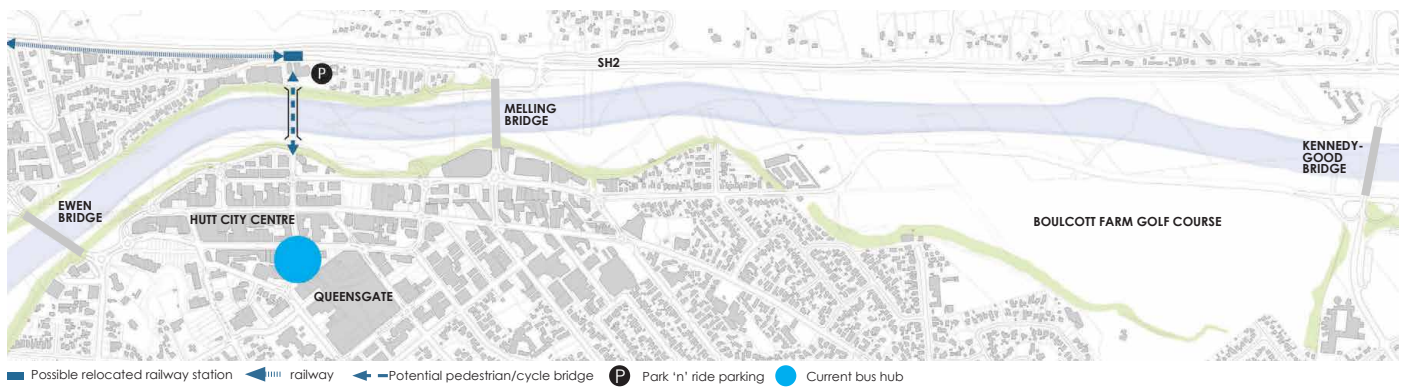
Hutt City's plan to create exciting and prosperous residential and business communities along the city-side of the Te Awa Kairangi / Hutt River partly depends on making the CBD an easier place to get around.

The Promenade will feature multi-storey buildings accommodating apartments, cafes, restaurants and shops lining the wider and higher stopbanks on the city-side of the river. They will overlook belts of wetland and park and provide the benchmark for quality and style for follow-on investment and development of the western part of the CBD.

Council's Urban Design Manager Paki Maaka says the aim is to then complement those developments, by creating a more pedestrian and cycle-friendly environment in the core CBD – so that transport routes become not just an efficient means of getting from A to B – but popular destinations in themselves.

An important focus will be providing efficient access between the Promenade and the rest of the CBD, as well as between the proposed new train station, via a planned pedestrian bridge across the river in line with Margaret Street, to Queensgate, bus services and the civic precinct.

BUSES AND TRAINS



DRIVING AND PARKING



NB: Local road changes will be undertaken in a staged manner as the overall project progresses.

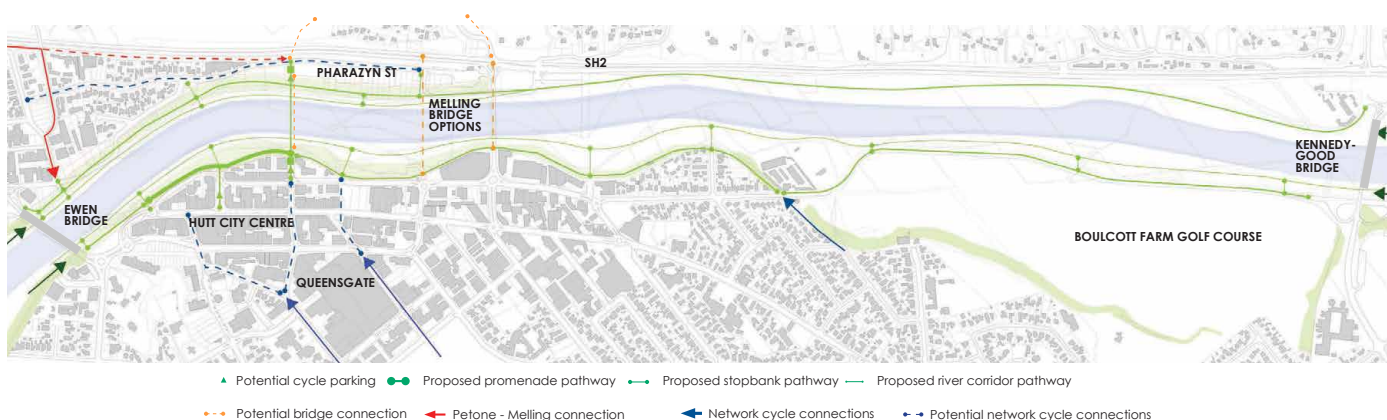
Revitalising existing laneways as pedestrian routes from the Promenade to Dowse Square is one option being explored. Paki sees the possibility of the lanes being lined with boutique eateries, specialty stores and bars in a style seen in Melbourne and parts of Wellington.

Similarly, Andrews Avenue offers the possibility of being not only a transport link but a place for pedestrians to pause, a venue for small-scale events and an opportunity for specialty hospitality and retail businesses.

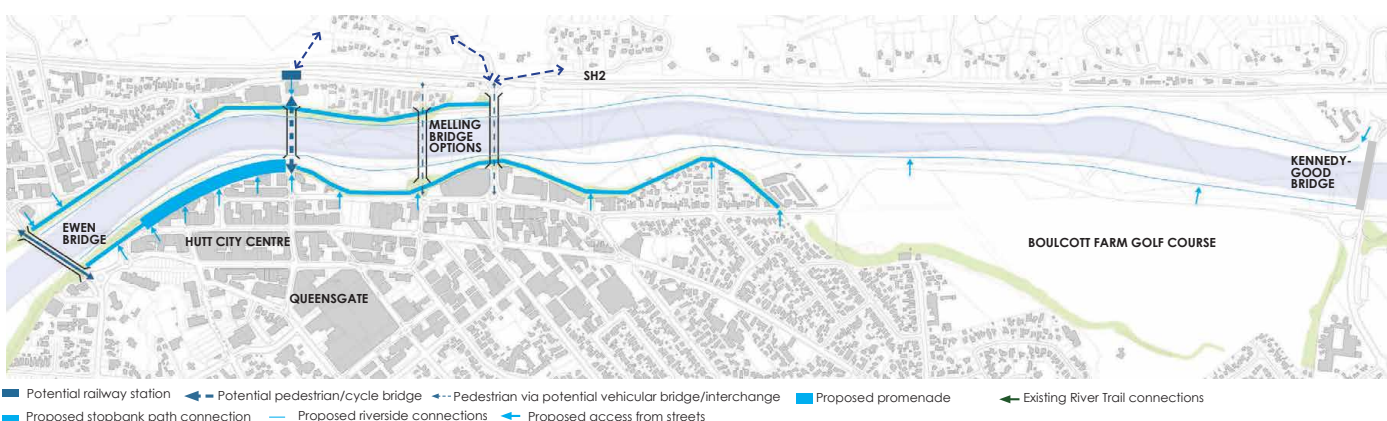
“We want to make the CBD friendlier and more stimulating for people living along and near the Promenade,” Paki says.

A number of international studies show that slowing traffic and providing safer and more visually interesting and liveable transport routes can make urban areas more desirable to residents and retailers, attracting investment and stimulating economic growth.

CYCLING AND WHEELED MOBILITY



WALKING



Shifting railway station creates opportunities

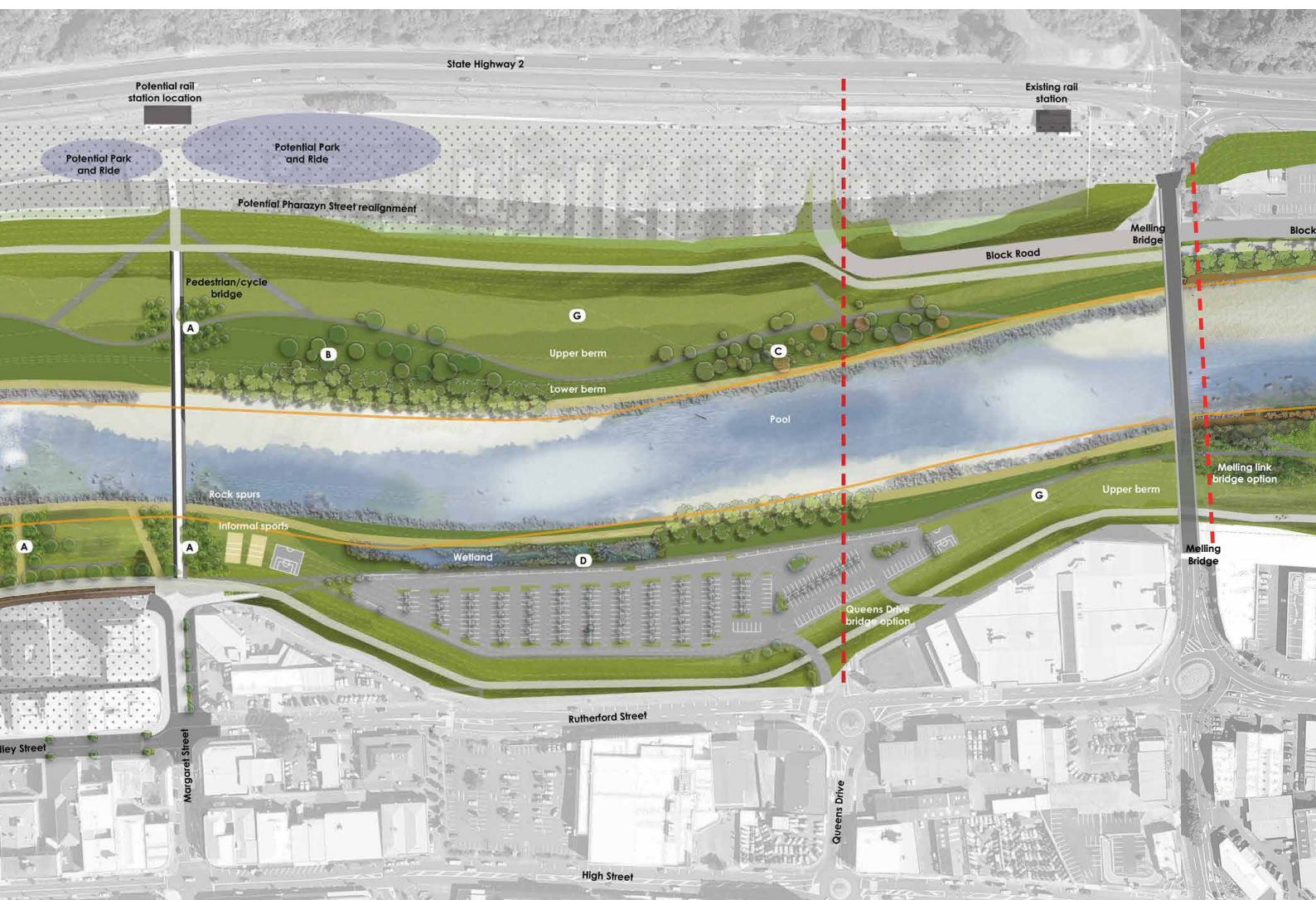
Imagine, at the end of your daily commute, taking a short stroll from a modern new Melling railway station over Te Awa Kairangi / Hutt River and into a vibrant CBD. That could become reality if the Melling railway station is rebuilt opposite the city centre and we're keen to hear your ideas.

A new Melling station would link to the city centre via pedestrian/cycle bridge over the river, and function more like a metro station than it currently does. Moving the station could also result in more station parking - around 400 car parks compared to the 150 currently available.

The move would also be an opportunity to integrate different types of transport and provide better access to and from the station for pedestrians and cyclists in the Western Suburbs and the CBD. A vibrant and human connection between the city and railway station would attract businesses to locate near the station, particularly those that service commuters - think coffee!

We're in the early stages of considering what moving the station might mean and how we can build on the opportunities emerging from the city's Making Places programme and any future improvements to the SH2 intersection at Melling.

While we are in the investigation phase, we want to know what railway station amenities are most important to improve your journey. We have developed a short survey so you can rank the importance of amenities like weather protected waiting areas, public artwork, and security cameras. Take our online survey here <http://bit.ly/2wGcbXa>



The image above shows the existing Melling rail station in the top right corner. The image also shows the potential new rail station in the top left corner linking in with the pedestrian/cycle bridge that leads into Margaret street on the CBD side.

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For further information:

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