

23 May 2019

Chris Bishop
MP for Hutt South
Christopher.Bishop@parliament.govt.nz

REF: OIA-5015

Dear Chris

Request made under the Official Information Act 1982

Thank you for your email of 18 April 2019 requesting the following information under the Official Information Act 1982 (the Act):

- *All briefing notes, aide-memoires and internal NZTA documents produced by NZTA staff relating to the Melling Interchange project since September 2017.*
- *A copy of the evaluation done on the Melling project following the publication of the Govt GPS (as mentioned in the project update attached)*
- *Papers that went to the NZTA Board relating to the Melling Interchange project re-evaluation and announcement of next steps in the project update.*

On 21 May 2019, the timeframe available to respond to your request has been extended, as allowed for under section 15A of the Act.

The documents in scope and their release status are outlined in the Document Schedule attached to this letter.

Please note that some information has been withheld under the following sections of the Act:

- Section 9(2)(a) of the Act to protect the privacy of natural persons
- section 9(2)(f)(iv) of the Act to maintain the current constitutional conventions protecting the confidentiality of advice tendered by Ministers and officials
- section 9(2)(g)(i) of the Act, to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty.

Some information has been refused under section 18(d) of the Act as the information requested is publicly available. Information out of scope has also been redacted.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold some information and to refuse parts of this request. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

If you would like to discuss this response with the Transport Agency, please contact official.correspondence@nzta.govt.nz.

Yours sincerely

s9(2)(a)

A large black rectangular redaction box covers the signature area. The text 's9(2)(a)' is written in red at the top left corner of the redaction.

Kevin Reid
Senior Manager System Design

OIA-5015 Document Schedule

Briefings advice and internal documents

REF	Document name	Date	For release?	Information being withheld/reason for withholding
1.	BRI-1383 Interchange Design Options – State Highway 2 Melling Transport Improvements	20/06/2018		Hon Phil Twyford has already responded to you regarding these documents in his response to your OIA-5026, and the documents that could be released were released to you on 22 May 2019.
2.	BRI-1390 – Housing New Zealand briefing input	25/06/2018		
3.	BRI-1354 – TAIP Project Re-evaluations	06/07/2018		
4.	BRI-1502 – Re-evaluation project – Tranche-2	02/11/2018		
5.	MIN-2939 Update on Melling announcement	03/12/2018		
6.	BRI-1560 Including re-evaluated SH activities into the NLTP	15/02/2019		
7.	MIN-2956: Update on the Melling Transport Improvements Project	15/02/2019		
8.	MIN-3007 – Urgent questions from Minister Twyford	27/02/2019		
9.	BRI-1621 (internal) – Wellington Transport Update (briefing note to Chair)	13/03/2019	Yes	Some information has been withheld under section 9(2)(g)(i) of the Act, to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty. Information out of scope has also been redacted.

10.	BRI-1621 (internal) - Wellington Transport Update (briefing note to Chair)	14/03/2019	Yes	Some information has been withheld under section 9(2)(g)(i) of the Act, to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty. Information out of scope has also been redacted.
11.	BRI-1638 Melling Transport Improvements Project - update and announcement	08/04/2019		Hon Phil Twyford has already released these documents to you in his response to your OIA-5026.
12.	BRI-1642 Re-evaluation programme update	15/04/2019		

Technical documents

REF	Document name	Date	For release?	Information being withheld/reason for withholding
13.	TAIP Checkpoint meeting notes	30/08/2018	Yes	Information out of scope has been redacted.
14.	Workshop summary - Re-Evaluation Tranche 2	13/09/2018	Yes	Information out of scope has been redacted.
15.	SH2 Melling Accelerated Report 20181016 Final v2	16/10/2018	No	Withheld under section 9(2)(g)(i) of the Act, to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty.
16.	Melling Project TAIP Re-evaluation Work Proposal Proforma - V3 - 10.05.18		Yes	Some information has been withheld under section 9(2)(b)(ii) of the Act to protect the commercial position of the person who supplied the information or who is the subject of the information.

Re-evaluation of the Melling Interchange project

REF	Document name	Date	For release?	Information being withheld/reason for withholding
17.	Melling Re-evaluation Detailed Findings Report 20181128 ISSUE	November 2018	No	Refused under section 18(d) of the Act as the information requested is publicly available on the Transport Agency's website at https://www.nzta.govt.nz/projects/melling-transport-improvements/publications?stage=Live

Board papers

REF	Document name	Date	For release?	Information being withheld/reason for withholding
18.	Extract from 2018/08/1269 National Land Transport Programme (NLTP) - Adoption of NLTP 2018-2021	20/08/2018	Yes	Only slide 7 has been released. Information out of scope has been redacted.
19.	2018/11/1299 Re-evaluation Findings for State Highway (SH) 2 [...] Melling Interchange	05/10/2018	Yes	Some information has been withheld under section 9(2)(g)(i) of the Act, to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty. Information out of scope has also been redacted.
20.	2018-12-1328_Inclusionof_Re-evaluated_Activities_in_the_NLTP	14/12/2018	No	Withheld in full under section 9(2)(f)(iv) of the Act to maintain the current constitutional conventions protecting the confidentiality of advice tendered by Ministers and officials.

21.	2018/12/1329 Melling Transport Improvements – Recommended Option	14/12/2018	Yes	Some information has been withheld under section 9(2)(g)(i) of the Act, to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty.
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Wellington transport update

This briefing provides you with an update on the collaborative work underway by the NZ Transport Agency to provide solutions to transport challenges in Wellington ahead of your meeting with Wellington Mayors on 18 March 2019.

13 March 2019

2

Out of scope



Out of Scope

RELEASE

RELEASE

Re-evaluations - Petone to Granada and Riverlink/Melling

- The Melling and Petone to Granada projects are two of a number of projects which are being reviewed by the NZ Transport Agency, to evaluate whether it aligns with the new vision for our transport network. In considering investment priorities for the 2018-21 National Land Transport Programme, we balance improving safety and access, protecting the environment, and value for money. This means the construction timing, and form of the project will depend on growth and funding priorities across the country. The Wellington councils have raised concerns about not having certainty about these projects.

Riverlink/Melling

- The Melling Transport Improvements project is part of the multi-agency (NZTA, Greater Wellington Regional Council and Hutt City Council) Riverlink Programme. The project is in DBC phase and was put on hold due to re-evaluation project in July 2018. The re-evaluation report recommended finishing the DBC and progressing to designation and consenting in the short term (within 3 years).

s 9(2)(g)(i)

2

- Our partners' (GWRC and HCC) preliminary design was completed in March 2018 and they have since been waiting for NZTA to complete the DBC and identify a preferred option so it can be integrated with their project elements.
- The recommended option of "Queens Drive Direct" for the Melling Transport Improvements included
 - A new Grade separated interchange
 - A replacement river bridge with separated space for motorised traffic, walking and cycling
 - Relocating Melling Railway Station providing a direct walking and cycling route from Hutt CBD
 - Enhanced Park and Ride facilities
 - Enhanced provisions for Walking and Cycling

Out of Scope

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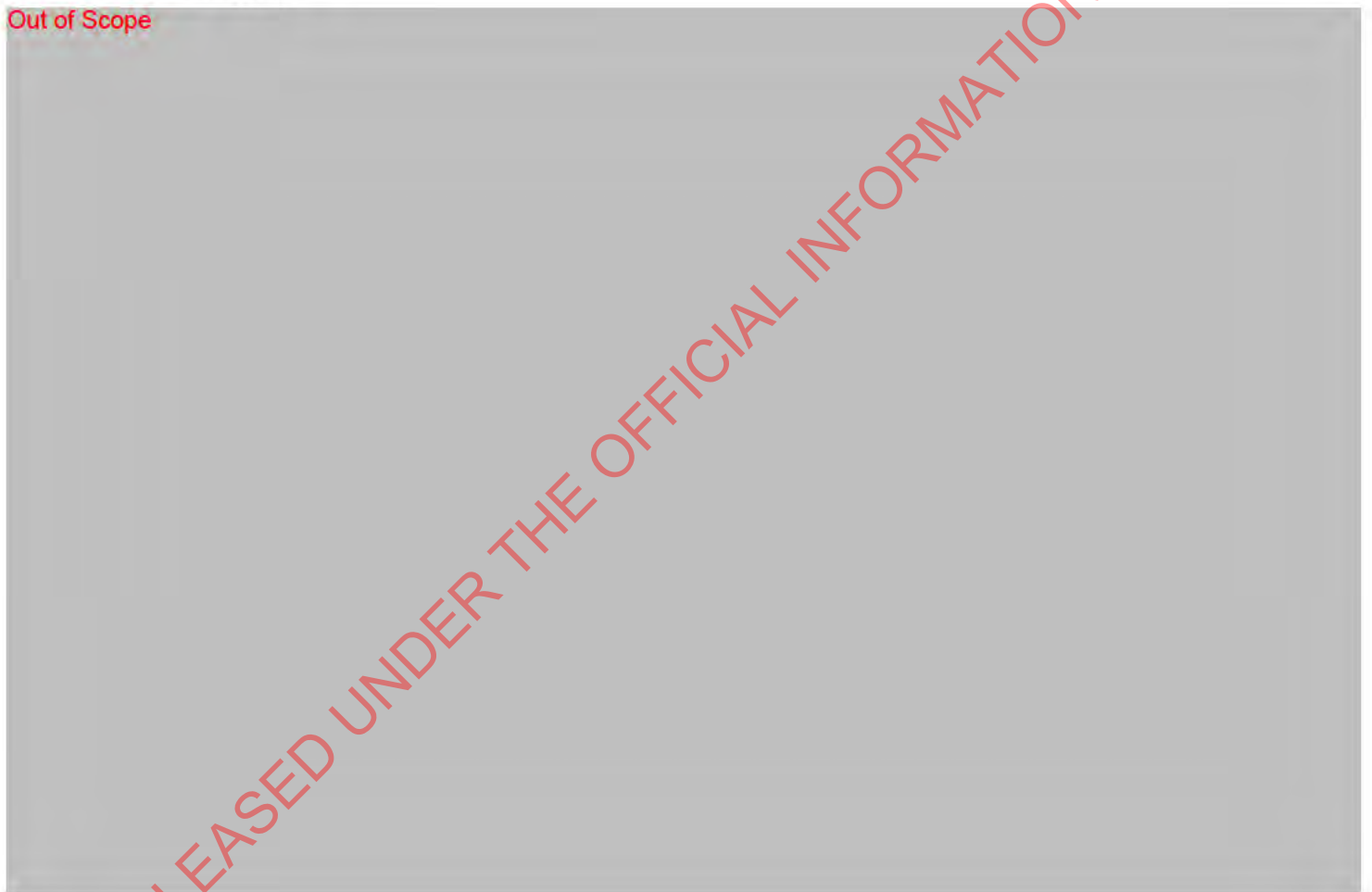
Wellington transport update

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14 March 2019

Main Themes

Out of Scope



Re-evaluations – Petone to Granada and Riverlink/Melling

Riverlink/Melling

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TAIP CHECKPOINT MEETING NOTES

TAIP RE-EVALUATION CHECK POINT MEETING

MEETING DATE: 30 AUGUST 2018

ATTENDEES: Kevin Reid, Mayurie Gunatilaka, Bob Alkema, Pete Clark, Chris Gasson, Kesh Keshaboina, Brigid Stephenson, Ben Peacey, William McGill. Apologies received from Vanessa Browne and James Llewellyn. Pete Clark attended until 2.30pm

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Item 6: SH2 Melling Riverlink

Wider context very important. The transport project is considered an enabler for the wider resilience (flood improvement) objectives and a desire to change Hutt’s urban form. In DBC phase and on hold pending re-evaluation. 43 options were identified in the IBC and three options were developed further in the DBC. These three options were considered wider by the community and stakeholders in May/June 2018. The project team is yet to finalised the preferred option.

The problem statements are logical and link from the SC to the DBC. They are multi-modal and don’t appear to have biases. Benefit statement are quite well aligned and there is good alignment with the GPS outcomes.

Consideration of wider opportunities will be critical to encourage increased modal shift and support the wider package of Hutt CBD reformation. As such, the connection between the town centre and the rail station will need some improvement and increased pedestrian safety.

Direction to consider

In proceeding it will be important to ascertain the commitment of partners to invest to achieve the wider programme objectives of greater resilience, improved multi-modal access and improved urban amenity. Intent signalled through LTP commitments and changes

to the District Plan to support the land use change is likely to be necessary. This is particularly so to avoid the risk of stranded transport assets.

Exploration of what (if any) short term safety measures might be necessary was encouraged. Identify where the intersection sits nationally in terms of safety performance. This will help manage issues in the short term, likewise other opportunities that enhance outcomes. Taking a NZ Inc perspective will be critical, whereby transport is a key enabler, however, it is not the lead.

Include supporting evidence regarding the future rail extension plans and investment commitments.

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SH2 Melling

Recognised that Melling was part of a wider Riverlink regeneration project and an enabler of enhanced flood mitigation to enable land use redevelopment. As such the Melling activity is well aligned to the 2018 GPS.

The investment objectives as defined do not emphasise the wider connection enough and focus on safety only. The safety record does not, of itself, justify the level of investment proposed and so the investment story becomes disconnected. It is recommended the objectives be revisited and re-prioritised as part of completing the DBC.

The Melling project includes development of a DBC for SH grade separation, a new river bridge, local intersection improvements adjacent to the new bridge and relocation of Melling Train station (\$110m-\$215m). This is supported by the wider Riverlink project which also includes pedestrian and walking /cycling access improvements including additional river crossings.

The Agency should restate its support for Riverlink and the Melling improvements given its alignment the 2018 GPS but seek clarity around the triggers for investment as part of the DBC. The Agency's existing Investment Assurance Processes will confirm whether the project scope as proposed by the DBC offers the best value for money option and the process should re-commence.

Short term (2018-21)	Medium term (2021-27)	Long term (beyond 10 yrs)
<ul style="list-style-type: none">• Complete the DBC including defining the triggers for implementation and outlining the co-investment plan• Route protect the preferred option• Agency to continue to be a partner to the Riverlink project to understand and guide the full investment picture• Work with partners to ensure commitments are carried through	<ul style="list-style-type: none">• Monitor triggers	<ul style="list-style-type: none">• Implement preferred option

Assumptions/issues to test or investigate

It was not clear what the Melling package consisted of or how the wider transport investment proposals for Riverlink would be advanced to enable the Agency to understand the full investment story.

TAIP: SH2 Melling Efficiency and Safety Improvements Project Re-evaluation Work Proposal (Draft)

Baseline Information	Name of Project: SH2 Melling Efficiency and Safety Improvements																																																			
	Project Manager: Eddie Anand & Roger Burra																																																			
	Portfolio Manager: Kesh Keshaboina																																																			
	Region: Wellington		Phase: Detailed Business Case, Consultation on short listed options. Preferred option to be presented to NZTA Board in November 2018.																																																	
	Approvals received: SH2 PBC in 2016. Melling Transport Improvements IBC completed and presented to VAC in 2017. VAC approved to progress DBC in 2017.																																																			
	Contractual commitments: Stantec and Forty 1 South contractually committed to deliver DBC in 2018. Funding approved for DBC. To complete the DBC by November 2018, remaining funds to be cash-flowed from 2017/18 to 2018/19. These funds have been forecasted in SAP across both financial years.																																																			
	Investment Assessment Framework Profile: TBC. TAIP rating is 4																																																			
	Capital Cost (\$m):TBC		Opening Year: TBC. NZTA Board 2016 decision placed implementation of SH2 PBC beyond 2026. 2018 DBC will be submitted to NZTA Board in November 2018 for decision on next phases of this project.																																																	
Proposed Tasks and Timescales	<ul style="list-style-type: none"> Review Problem statement Review Objectives Review all Option types from GPS priorities perspective including discarded options Reconfirm that the proposed options meet investment objectives. Review the IAF profile Deliver Detailed Business Case, encompassing re-evaluation findings <p>The programme set out below indicates how long might be needed for each task and is provided to indicate scale and sequencing. It will be necessary for the outputs from the tasks to be verified and tested with identified Independent Reviewer, IQA Lead and I&F support.</p>																																																			
			<table border="1"> <thead> <tr> <th rowspan="2">Task</th> <th colspan="4">Duration/Weeks</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> </tr> </thead> <tbody> <tr> <td>1. Review problem statement</td> <td style="background-color: #d9e1f2;"></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. Review objectives (and amend)</td> <td style="background-color: #d9e1f2;"></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. Review strategic programme options</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td> 3.a Check criteria used for assessment</td> <td></td> <td style="background-color: #d9e1f2;"></td> <td></td> <td></td> </tr> <tr> <td> 3.b Check options (add if needed)</td> <td></td> <td style="background-color: #d9e1f2;"></td> <td></td> <td></td> </tr> <tr> <td> 3.b Re-run assessment</td> <td></td> <td style="background-color: #d9e1f2;"></td> <td></td> <td></td> </tr> <tr> <td>4. Identify programme options</td> <td></td> <td></td> <td style="background-color: #d9e1f2;"></td> <td></td> </tr> <tr> <td>5. Review the IAF profile</td> <td></td> <td></td> <td></td> <td style="background-color: #d9e1f2;"></td> </tr> </tbody> </table>		Task	Duration/Weeks				1	2	3	4	1. Review problem statement					2. Review objectives (and amend)					3. Review strategic programme options					3.a Check criteria used for assessment					3.b Check options (add if needed)					3.b Re-run assessment					4. Identify programme options					5. Review the IAF profile			
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Risks and Mitigation (maximum of 5)	Risk: Stakeholder relationships are compromised by delay in completing DBC phase and identification of		Mitigation: Keep our stakeholders including Riverlink Governance informed of the impact of delay in																																																	

TAIP: SH2 Melling Efficiency and Safety Improvements Project Re-evaluation Work Proposal (Draft)

	<p>preferred option. The preferred option is needed as critical input into Regional Council's stopbank design in 2018.</p>	<p>completing the DBC phase.</p>
	<p>Risk: Political risks given local support and project being number one priority for Hutt City Council.</p>	<p>Mitigation: Provide certainty as to timeframes for consideration and allow council officer involvement in the process.</p>
	<p>Risk: Property effects – A number of commercial properties located under consultation options which are blighted.</p>	<p>Mitigation: These property owners are advised about NZTA decision in December 2018/January 2019. Ensure re-evaluation process impacts are communicated to effected property owners.</p>
<p>Resources and Costs</p>	<p>s 9(2)(b)(ii)</p>	
<p>Community Engagement</p>	<p>This project is currently in the process of community consultation on three proposed options that commenced on 7th May and will close on 10th June. The project team is also meeting with number of affected business owners whose land may be required if the project proceeds to Pre-implementation phase. An MCA workshop is organised on 19th June with key stakeholders (Greater Wellington Regional Council & Hutt City Council) including local Iwi groups.</p>	
<p>Team of Teams</p>	<p>I&F, DPS, P&I, SDD, CEB, SPP has been thoroughly involved in the business Case work completed to date and their endorsements have been documented.</p>	
<p>Decision Required</p>	<p>To be included in the 2018/21 RLTP/NLTP to allow consideration as part of BAU when the DBC phase is completed as programmed in 2018.</p> <p>In November 2018, the NZTA Board will be asked to endorse a preferred option and to confirm the timing and pathway for future stages. Our project partners need to understand the Transport Agency's proposals so as to be able to complete their re-design of the city centre and stopbank works. We expect there will be four scenarios and a recommendation that the board will be asked to consider:</p> <ul style="list-style-type: none"> • confirm preferred option only; • confirm preferred option and agree to progress consenting; • confirm preferred option, agree to progress consenting and agree timetable for progressing the rail improvements; • confirm preferred option, agree to progress consenting, agree timetable for progressing the rail improvements and transport improvements proposed in the preferred option. 	

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BOARD PAPER

Paper no:	2018/08/1269
Meeting date:	20 August 2018
Prepared by:	Gareth Hughes, NLTP Development Programme Lead Bob Alkema, Senior Manager, Investment Assurance
Recommended by:	Jenny Chetwynd, General Manager, Strategy Policy & Planning Howard Cattermole, General Manager Investment & Finance
Board function:	Setting sector and organisational direction
Subject:	National Land Transport Programme (NLTP) – Adoption of 2018 – 2021 NLTP

The proposed investment levels take into account the State Highway re-evaluations

- The 12 State Highway corridors (16 activities) are being re-evaluated. These projects are at various stages of development. None had implementation phases with contracts let in the forthcoming NLTP period
- An allowance of \$4 million has been made in the NLTP for the costs of re-evaluation. A provisional sum of \$450 million has been included in the “over-programming” of projects for improvements to State Highways to allow for the potential for re-evaluated projects to be included in the NLTP
- Once the Transport Agency Investment Proposal (TAIP) re-evaluations have been completed, the projects that are proposed for inclusion in the NLTP will be submitted to the Board for decision in December 2018. These projects will then have to compete for available funding with the rest of the State Highway and Regional Improvement programmes based on the contribution they make to the GPS outcomes

BOARD PAPER

Paper no:	2018/11/1299
Meeting date:	9 November 2018
Prepared by:	Chris Gasson, System Design Manager, System Design & Delivery
Recommended by:	Brett Gliddon, General Manager System Design & Delivery
Board function:	Significant planning, investment and operational matters
Subject:	Re-evaluation Findings for Out of Scope SH2 Melling Interchange

It is recommended that the NZ Transport Agency Board resolves to ...

- **Endorse** the proposed revised approaches for:

Out of Scope



- SH2 Melling Interchange,
noting that re-evaluation for these corridors is now complete.

The second tranche of re-evaluated projects is complete, with the final tranche to be presented at the December 2018 Board meeting

- Twelve State Highway (SH) corridors (16 activities) were identified for re-evaluation to ensure they:
 - align to government direction;
 - achieve the right transport outcomes; and
 - ensure value for money
- The first tranche of re-evaluated projects was endorsed by the Board in October 2018; and the third tranche (an update on the East West Link and Petone to Grenada projects) will be presented in December 2018
- Advice on including the re-evaluated activities in the National Land Transport Program (NLTP) will be presented separately in December 2018
- The direction for each corridor has been revised prioritising safety, access to social and economic opportunities, transport choice, and resilience. The direction has been tested against the intervention hierarchy, the Government Policy Statement on Land Transport (GPS) themes, the Investment Assessment Framework (IAF), and the transport outcomes framework
- Within the revised direction, additional capacity or offline alignment are considered where:
 - additional capacity is necessary to support transport choice and liveability outcomes, particularly where there are significant impacts in reallocating existing road space; and/or
 - there is improved value for money by managing corridor constraint via an offline alignment

Out of Scope

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The re-evaluation findings mean refocusing the direction of projects to improve safety, resilience, and value for money

Corridor	Previous direction	Revised direction
Out of Scope		
SH2 Melling interchange	Improving travel time reliability and safety through improving the interchange	Supporting enhanced flood mitigation and enabling land use development by designating the longer term replacement of the Melling Bridge and improvement of the interchange to enable safe multi-modal access

█ Z Transport Agency will work with partners to share the revised direction and key messages immediately after Board decisions

Corridor

Key message

Out of Scope

SH2 Melling interchange

With partners, the Transport Agency is to complete the business case and investigations to enable co-ordinated designation application for enhanced flood protection, improving the city centre, and the Melling Bridge and Interchange; with a view to undertaking the bridge replacement and interchange in the longer term to support the ongoing enhanced flood protection and city centre revitalisation

The revised programme of activity will deliver the right outcomes, and value for money

Corridor

Shift in programme direction

Out of Scope

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The revised programme of activity will deliver the right outcomes, and value for money

continued

Corridor

Shift in programme direction

Out of Scope

SH2
Melling

The business case will be completed to enable joint designation of the enhanced flood protection and the longer term replacement of the current Melling Bridge and interchange. Board endorsement of the business case will be sought in December 2019

The bridge and interchange improvements will support enhanced multimodal access and livability within the planned for revitalised Hutt City central business district (CBD) and between the relocated Melling train station. The Melling improvements will not preclude extensions to the Melling Line

Implementation will take place in the long term (2027+) and will be in support of committed investment to improve the CBD and flood protection enhancements

The immediate next steps, subject to funding, are outlined below

Corridor	Immediate activities	By
Out of Scope		
SH2 Melling interchange	- Complete business case - Start detailed business and designation process with partners	Dec 2018 Feb 2019

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Attachments and supporting information

- **Attachment One**

Out of Scope



- **Attachment Two**

Out of Scope



- **Attachment Three**

SH2 Melling Interchange: Revised Programme Summary

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BOARD PAPER

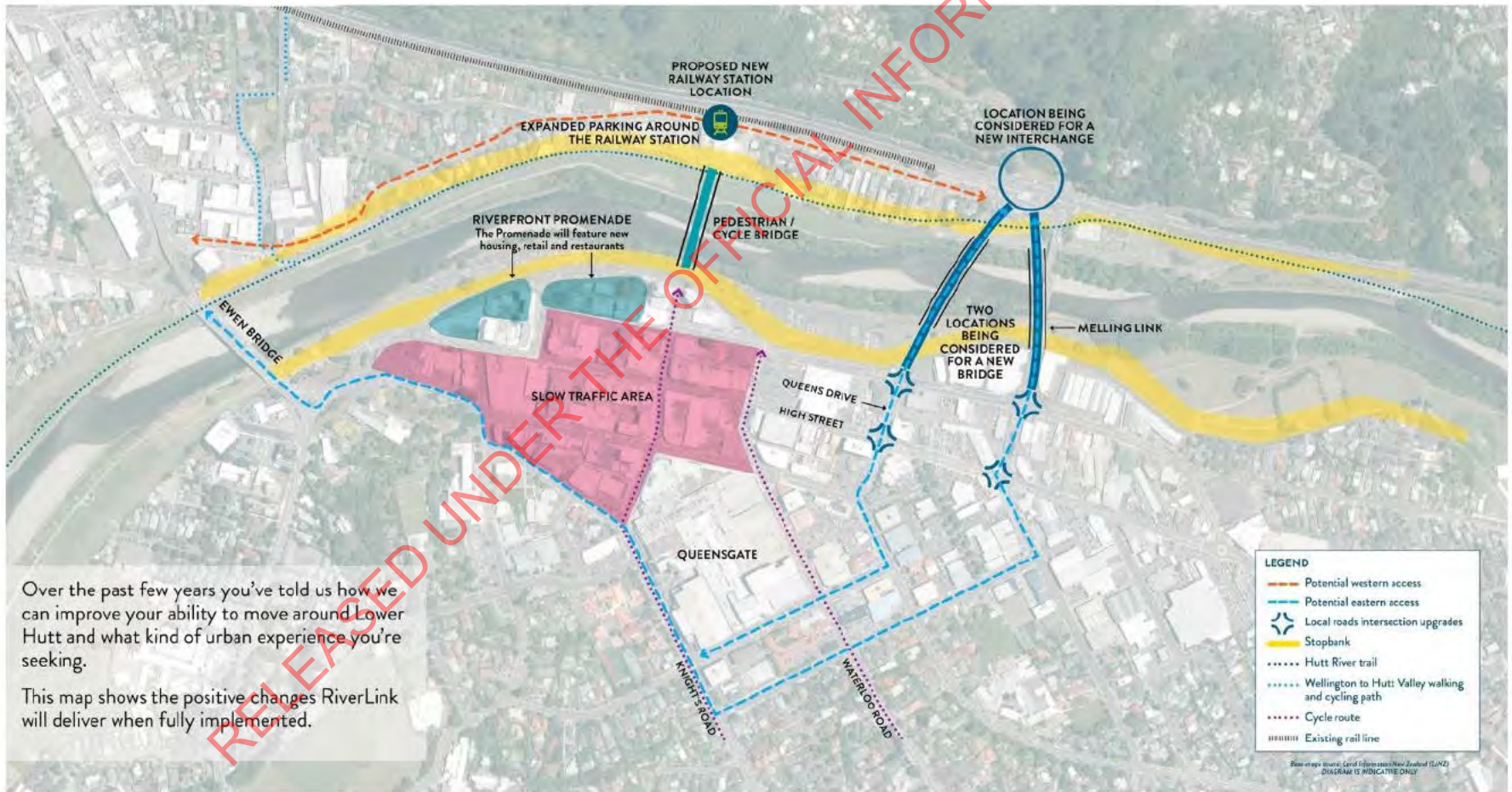
Paper no:	2018/12/1329
Meeting date:	14 December 2018
Prepared by:	Eddie Anand, Principal Transport Planner
Recommended by:	Brett Gliddon, General Manager, System Design & Delivery
Board function:	Significant planning, investment and operational matters
Subject:	Melling Transport Improvements - Recommended Option

It is recommended that the NZ Transport Agency Board resolves to ...

- **Endorse** the “Queens Direct” option as the recommended option for the Melling Transport Improvements.
- **Note** that the NZ Transport Agency Board will consider the full Detailed Business Case (DBC) for the Melling Transport Improvements in mid-2019.
- Subject to Board endorsement of Board paper 2018/12/1328, **approve** funding of:
 - \$1.1 million to complete the Melling Transport Improve DBC phase, and
 - \$2.0 million to advance the specimen design work from the Pre-Implementation phase, in order to meet the RiverLink Programme timeline
- **Note** the estimated costs for the implementation phase has an expected cost between \$120 million and \$175 million (50th – 95th percentile range). These costs are based on estimates completed at the Indicative Business Case stage. The re-evaluation project recommends the implementation works in the long term beyond the year 2028.
- **Note** the intention to publicly announce these decisions in January 2019.

Melling Transport Improvements Project: Location Map

The SH2/Melling intersection (Melling Link) is located within Lower Hutt metropolitan area, which is 16 kilometres north of Wellington CBD. The Melling Link provides access via Melling Bridge to Hutt CBD, Hutt Hospital, residential areas and Melling railway station, including park and ride facility. The study area is shown below



Over the past few years you've told us how we can improve your ability to move around Lower Hutt and what kind of urban experience you're seeking.

This map shows the positive changes RiverLink will deliver when fully implemented.

Melling Transport Improvements Project: Progress

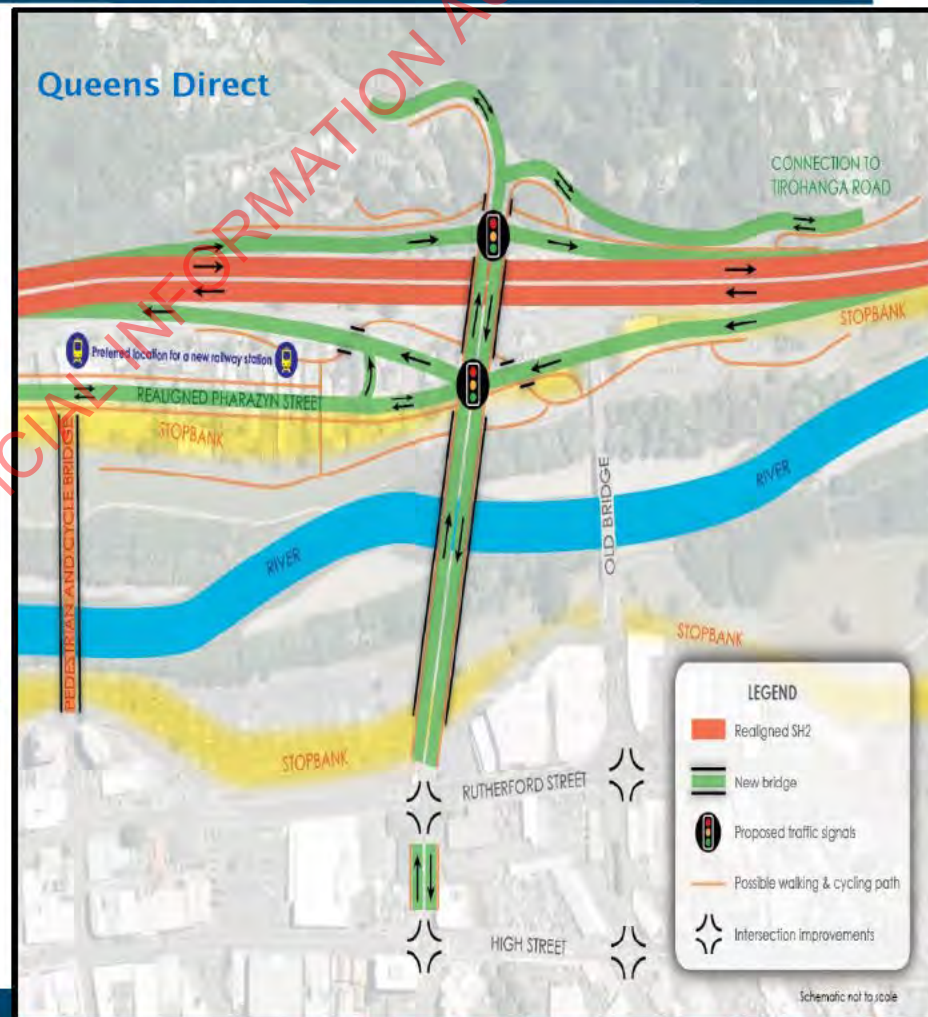
- The Melling Transport Improvements Project was recommended as a short term priority by the State Highway (SH) 2 Ngauranga to Te Marua Programme Business Case in October 2016
- The project was subsequently included in the multi-agency RiverLink Programme involving the NZ Transport Agency, Greater Wellington Regional Council (GWRC) and Hutt City Council (HCC) that seeks to :
 - improve protection from Hutt River flood events
 - deliver better access to Hutt City and Melling railway station by all modes
 - improve liveability and quality of life for people working and living in Hutt CBD
- In August 2018, HCC endorsed the Hutt Story, jointly developed with the Transport Agency. This strategy confirmed the key land use and transport challenges faced by Hutt City and agreed the desired outcomes

Hutt Story Agreed Problems	Hutt Story Agreed Outcomes	Melling Alignment
Poor resilience and vulnerability to major events and climate change impacts	Access – Resilience & social and economic opportunities	resilience, social and economic opportunities
Poor multi-modal network performance	Liveability, amenity & Safety	Safety, access to alternative modes, journey time variability

- The Detailed Business Case (DBC) commenced in November 2017 and proposed three shortlisted options for public engagement in May and June 2018 (refer to Attachment One)

Recommended option is an outcome of a rigorous options assessment process

- The Transport Agency has followed a comprehensive option assessment process, using a range of assessment criteria (including fit with the local road system, visual and landscape impacts, consentability, urban design and recreational opportunities, engineering difficulty, ability to be staged, costs, recreational amenity)
- Through the process, the recommended option, “Queens Direct”, was identified
- Its key design features include:
 - a new grade separated interchange
 - enhanced provision for walking and cycling
 - a replacement river crossing with separated space for walking, cycling and motorised traffic
 - relocating Melling Railway Station and enhanced park and ride facilities



RiverLink Programme and Timing

- Both RiverLink partners are progressing with the Pre-Implementation phase (specimen design, consenting and designation) for the flood protection and city revitalisation projects in early 2019
- The RiverLink partners have requested of the Transport Agency that the Pre-Implementation phase of RiverLink Programme be integrated and jointly procured in early 2019
- To meet the RiverLink Programme timeline, the Transport Agency needs endorsement of the recommended option, funding approval to complete the DBC and approval to advance the specimen design for the recommended option (from the Pre-Implementation phase). This will align the Pre-Implementation works with the RiverLink Programme and specimen design can then be completed in parallel with the completion of the DBC



Councils, Stakeholders and Hutt Residents support the Recommended Option

- In May 2018, the Transport Agency carried out public engagement on three improvement options. In respect of these three options, the majority of the public who engaged supported the recommended option of ‘Queens Direct’
- Both councils supported the recommended option of “Queens Direct” through the public engagement processes
- A draft funding agreement with GWRC and HCC has been developed. This agreement would see both councils contributing to the implementation costs of a new river bridge, public transport improvements and park & ride facilities. These contribution percentages have not yet been endorsed by the councils. This funding agreement will be finalised as part of completing the remaining DBC
- Both GWRC and HCC have committed a combined \$150 million in their long term plans for delivery of the flood protection and urban revitalisation elements of RiverLink
- Key stakeholders (such as AA, RTA, local cycling advocacy groups) have indicated support for the transport elements of the RiverLink Programme

Costs and Benefits of the Recommended Option

- Indicative cost estimates for the recommended option in 2017 (that is, as identified in the 2017 Indicative Business Case) were between \$120 million and \$175 million, with a Benefit Cost Ratio (BCR) sensitivity range from 0.8 to 1.4. Costs and benefits will be subject to further refinement during the DBC
- Previous indicative cost estimates are similar for all three shortlist options
- The benefits of approving the recommended option at this stage include:
 - Opportunity to align consenting process with RiverLink Programme
 - Progress a single council hearing for all parties Notice of Requirement applications
 - Reduce consenting costs for all three partners
 - Reduce consenting risk for all three partners

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The Transport Agency will communicate the Board's decision and confirm the next steps

If the Board agrees to the recommendations in this paper, then prior to the confirmation and ratification of the Minutes of the 14 December 2018 Board meeting, the Transport Agency will:

- communicate the decision and notify project partners and the public, as per the re-evaluated projects communication plan in January 2019
- commence the DBC
- release the joint Request For Tender (RFT) to the market, to procure specimen design works with project partners in January 2019
- make the following information available on the Transport Agency website:

The NZ Transport Agency approves, which has been approved on the basis that this project meets the objectives set out in the GPS 2018-28 and meets the criteria set out in the Investment Assessment Framework 2018-21 as below:

Access to opportunities (thriving regions) – This activity enables transport choice, access and resilience by addressing a significant resilience gap to a nationally important social and economic connection

Access to opportunities (liveable cities) – This activity enables transport choice, access and resilience

Attachment One:

Shortlisted Options

- Public Engagement on these short listed options was undertaken in May 2018 to June 2018
- All options included: integrated land use, integrated transport links, mode neutrality, relocated railway station with improved multi-modal access and resilience improvements
- Key design differences: River bridge location (Melling Link and Queens Drive), and interchange approach (direct or indirect)

