

19 June 2019

Chris Bishop  
MP for Hutt South  
[Christopher.Bishop@parliament.govt.nz](mailto:Christopher.Bishop@parliament.govt.nz)

REF: OIA-5016

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 correspondence (including emails and letters) to and from the NZTA from parties external to NZTA relating to the Melling Interchange improvement project since September 2017.*
- *All emails between NZTA staff relating to the Melling Interchange improvement project since September 2017.*

On 30 April 2019 you refined your request as follows:

- *All correspondence (including emails and letters) to and from the NZTA from Councils, MPs, lobby groups, or businesses relating to the Melling Interchange improvement project since January 2019.*
- *All emails to/from CE and tier 2 managers relating to the Melling Interchange improvement project since January 2019.*

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 sections 9(2)(a) and 9(2)(g)(i) of the Act to protect the privacy of natural persons and the free and frank expression of opinions between employees of any department in the course of their duty. We are also refusing your request in relation to three documents (1, 6 and 17) as these documents are correspondence between yourself and the Transport Agency which you already hold copies of, under section 18(d) of the Act.

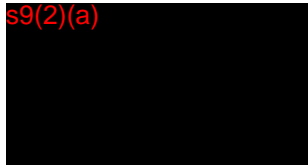
With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

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](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with the Transport Agency, please contact Leisa Coley, Manager Ministerials, by email to [leisa.coley@nzta.govt.nz](mailto:leisa.coley@nzta.govt.nz) or by phone on **s9(2)(a)**.

Yours sincerely

**s9(2)(a)**

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

**Kevin Reid**  
Senior Manager System Design

**OIA-5016 Document Schedule**

**All correspondence (including emails and letters) to and from the NZTA from Councils, MPs, lobby groups, or businesses relating to the Melling Interchange improvement project since January 2019.**

REF	Document name	Date	For release?	Information being withheld/reason for withholding
1.	NZT-3533 Letter from Michael Stiassny, NZTA Chair, to Chris Bishop MP	14/01/2019	No	As this information is already held by you, we are refusing this part of your request under section 18(d) of the Act.
2.	Emails between Rachel Dahlberg, NZTA, and Sue Faulkner, GWRC	01/03/2019	Yes	Released in full.
3.	Email from Sue Faulkner, GWRC, to NZTA re geotechnical communications	13/03/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
4.	Emails between Sue Faulkner, GWRC, and Rachel Dahlberg, NZTA	13/03/2019	Yes	Released in full.
5.	Emails between the NZTA and Sue Faulkner, GWRC	14/03/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
6.	NZT-3780 Correspondence between Chris Bishop MP and Michael Stiassny NZTA Chair	28/03/2019 16/04/2019	No	As this information is already held by you, we are refusing this part of your request under section 18(d) of the Act.
7.	Emails from Roger Burra, NZTA, to the GWRC and others	08/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
8.	Meeting invitation: to discuss the upcoming meeting between HCC, GWRC and Minister Twyford	16/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
9.	Email from Rachel Dahlberg, NZTA, to Sue Faulkner GW Council	17/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
10.	Eddie Anand's (NZTA) letter to the affected landowner (Business)	17/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
11.	Eddie Anand's (NZTA) letter to the affected landowner (Business) #2	17/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.

12.	Email from Emma Speight, Director Regional Relationships, NZTA, to the Mayors and Councillors	17/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
13.	Email from the NZTA to the affected landowners	17/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
14.	Eddie Anand's, NZTA, letter to the Business #3	17/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
15.	NZT-3875 Correspondence between Cameron Evans, President of BRIA Association, and Emma Speight, Regional Director, NZTA	24/04/2019 24/05/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
16.	Email from Rachel Dahlberg, NZTA, to Sue Faulkner, GWRC	30/04/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons.
17.	NZT-3892 Correspondence between John Milford, Chris Bishop MP, Mayor Ray Wallace and Mayor Wayne Guppy and Michael Stiassny NZTA Chair	30/04/2019 29/05/2019	No	As this information is already held by you, we are refusing this part of your request under section 18(d) of the Act.

***All emails to/from CE and tier 2 managers relating to the Melling Interchange improvement project since January 2019.***

REF	Document name	Date	For release?	Information being withheld/reason for withholding
18.	Emails between Raewyn Bleakley GM and Mark Ratcliffe CE	14/02/2019	Yes	Personal details have been withheld under section 9(2)(a) to protect the privacy of natural persons. Information has also been withheld under section 9(2)(g)(i) of the Act, to protect the free and frank expression of opinions between employees of any department in the course of their duty

## Jurgita Klein

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**From:** Rachel Dahlberg  
**Sent:** Friday, 1 March 2019 1:42 PM  
**To:** 'Sue Faulkner'  
**Subject:** RE: Melling Interchange Update

Thanks...

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**From:** Sue Faulkner <Sue.Faulkner@gw.govt.nz>  
**Sent:** Friday, 1 March 2019 1:21 PM  
**To:** Alistair Allan <Alistair.Allan@gw.govt.nz>; Eddie Anand <Eddie.Anand@nzta.govt.nz>; Rachel Dahlberg <Rachel.Dahlberg@nzta.govt.nz>  
**Subject:** Fwd: Melling Interchange Update

FYI guys this just came through.

Begin forwarded message:

**From:** Chris Bishop <[chris.bishop@national.org.nz](mailto:chris.bishop@national.org.nz)>  
**Date:** 1 March 2019 at 1:08:22 PM NZDT  
**To:** Sue Faulkner <[sue.faulkner@gw.govt.nz](mailto:sue.faulkner@gw.govt.nz)>  
**Subject:** Melling Interchange Update



Dear Sue --

I'm writing to give you a quick update on the proposed new Melling Interchange, a critical project for the Hutt.

**I wish I could write with good news, but I can't.**

Last year I presented my petition to the New Zealand Transport Agency asking them to fund the project, and it went to the NZTA Board for a decision in December.

Since then there has been radio silence from NZTA and the government. In fact it's worse than that – [the Hutt News reported](#) this week that the Hutt City Council's draft annual plan states that the Melling bridge has been "[pushed back one year](#)".

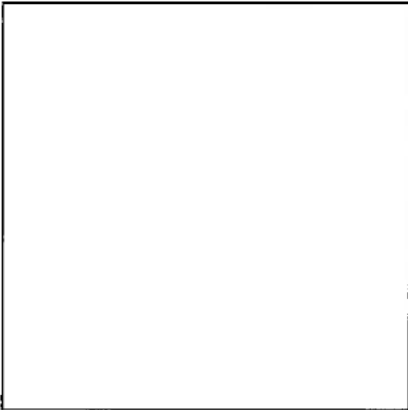
You may remember that the previous National-led Government committed to fast-tracking the new interchange, but the project was 're-evaluated' in May last year following the Government Policy Statement on Transport.

**Now in late February 2019 we still have no certainty over whether the project will happen or not, and when.**

It's just totally unacceptable. The new interchange is a key part of the RiverLink project, which is focused on making better use of our wonderful Hutt River, upgrading its flood protection and transforming the Hutt CBD. Without improvements at Melling being funded, the whole RiverLink project is at risk.

You can rest assured I will keep pushing for this important project and as soon as I hear news, I'll let you know.

Kind regards



Chris Bishop  
MP for Hutt South

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This email was sent to [sue.faulkner@gw.govt.nz](mailto:sue.faulkner@gw.govt.nz). We believe that email is one of the best ways to stay in touch with our members & supporters, but you can [click here if you would like to unsubscribe](#) from these messages.

If you're not interested in continuing to receive email updates, there are other ways to stay connected. You can follow us on [Facebook](#) or [Twitter](#).

Authorised by G Hamilton, 41 Pipitea St, Wellington.

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## Jurgita Klein

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**From:** Sue Faulkner <Sue.Faulkner@gw.govt.nz>  
**Sent:** Wednesday, 13 March 2019 3:57 PM  
**To:** Rachel Dahlberg; Joel Rowan  
**Cc:** Genevieve Drake  
**Subject:** Geotechnical communications regarding the Melling Bridge

Hi Rachel

Below is the paragraph in reference to the Melling Bridge that will feature in the geotech investigations letter. Early next week (moments after the start-up meeting) we'll get this letter out (through the sign-off process of course!)

**In April, we'll be getting under way with some geotechnical investigations to fully understand the complexities of Hutt Valley's unique ground formation to inform the detailed design for the new stopbanks, a large retaining wall, which will support the promenade, piers and abutments for the pedestrian cycle bridge. For the proposed new Melling interchange and bridge, the ground information and community thoughts will assist with the selection process for the best place for these structures.**

Also, we need advice from you as to the types of potential customer queries that you like to deal with directly and we will need the names and contact details of the NZTA staff who will deal with these queries. Or you may want us to run with a script for all Melling Bridge queries – the exact wording of the script should be sent to us for inclusion in our FAQs.

Cheers Sue

Regards

**Sue Faulkner** | RiverLink Project Coordinator  
**GREATER WELLINGTON REGIONAL COUNCIL**  
*Te Pane Matua Taiao*  
1 Shed 39, Wellington | PO Box 11646, Manners St, Wellington 6142  
[www.RiverLink.co.nz](http://www.RiverLink.co.nz)

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## Jurgita Klein

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**From:** Sue Faulkner <Sue.Faulkner@gw.govt.nz>  
**Sent:** Wednesday, 13 March 2019 4:03 PM  
**To:** Rachel Dahlberg  
**Cc:** Joel Rowan  
**Subject:** RE: RiverLink discovery race poaters and selfie frames

Thanks Rachel, I made those changes to the flyer. The poster has gone to print.

Cheers Sue

---

**From:** Rachel Dahlberg [mailto:Rachel.Dahlberg@nzta.govt.nz]  
**Sent:** Wednesday, 13 March 2019 2:44 p.m.  
**To:** Sue Faulkner  
**Cc:** Joel Rowan  
**Subject:** RE: RiverLink discovery race poaters and selfie frames

Hi Sue

Thanks for sending these through. A few suggestions to reflect the current state of flux:

Flyer

Clue 1 – where this cool new construction **could** land

Clue 4 – it **might be** the spot for Melling Transport Improvements

Ideally the poster would reflect the uncertain nature of the Transport Improvements (eg rather than the 'NZ Transport Agency are considering three options for a new Melling interchange', we could say: 'The NZ Transport Agency sought feedback on three options for a possible new interchange'). But if the poster has gone to print don't worry about it.

Thanks  
Rachel

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**From:** Sue Faulkner <Sue.Faulkner@gw.govt.nz>  
**Sent:** Wednesday, 13 March 2019 2:25 PM  
**To:** Rachel Dahlberg <Rachel.Dahlberg@nzta.govt.nz>  
**Subject:** RiverLink discovery race poaters and selfie frames

Hi Rachael

I have also attached the map and clues flyer. I am making amendments to this now so let me know if you are happy with clue 5.

Cheers Sue

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Find the latest transport news, information, and advice on our website:  
[www.nzta.govt.nz](http://www.nzta.govt.nz)



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RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

**Jurgita Klein**

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**From:** Joel Rowan  
**Sent:** Thursday, 14 March 2019 10:38 AM  
**To:** Sue Faulkner; Rachel Dahlberg  
**Cc:** Genevieve Drake  
**Subject:** RE: Geotechnical communications regarding the Melling Bridge

Hiya Sue and Gen – hope all is well!

My suggestion for the wording of the paragraph is below.

**In April, we'll be getting underway with some ground investigations. You may notice our team working in the area with equipment such as excavators and drill rigs. We need to gather information about the ground formation to ensure we put the right engineering solutions in place for features like the new stopbanks, a large retaining wall (which will support the promenade), supports for the pedestrian and cycle bridge, and the possible new Melling interchange and bridge.**

Doesn't have to be this exactly – I realise this may not fit exactly with the rest of the letter (would you mind sending it so I can take a look?). Who is it being distributed to?

I don't want to give the impression that this geotechnical work will sit alongside community feedback when it comes to NZTA selecting the preferred option. I say this because my understanding is that geotech info really more influences engineering details than it does choosing between options/concepts.

I think the message that we want to give is that NZTA will also use the geotechnical investigation as we develop the design of possible new Melling interchange, showing that we are sharing this work etc.

We would like to deal with all queries about the interchange for now. They can be referred to the Wellington office: +64 4 894 5200 or the project specific email [melling-improvements@nzta.govt.nz](mailto:melling-improvements@nzta.govt.nz). Otherwise, we must stick with the same message as we've had for the last little while that says the project is being re-evaluated to ensure it aligns with the priorities set out in the GPS 2018.

Talk soon 😊

**Joel Rowan** / Senior Advisor Communication and Engagement  
Governance, Stakeholders and Communications

s.9(2)(a)

E [joel.rowan@nzta.govt.nz](mailto:joel.rowan@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)

Chews Lane Office / 50 Victoria Street  
Private Bag 6995, Wellington 6141, New Zealand



**From:** Sue Faulkner <[Sue.Faulkner@gw.govt.nz](mailto:Sue.Faulkner@gw.govt.nz)>  
**Sent:** Wednesday, 13 March 2019 3:57 PM  
**To:** Rachel Dahlberg <[Rachel.Dahlberg@nzta.govt.nz](mailto:Rachel.Dahlberg@nzta.govt.nz)>; Joel Rowan <[Joel.Rowan@nzta.govt.nz](mailto:Joel.Rowan@nzta.govt.nz)>

**Cc:** Genevieve Drake <Genevieve.Drake@wellingtonwater.co.nz>  
**Subject:** Geotechnical communications regarding the Melling Bridge

Hi Rachel

Below is the paragraph in reference to the Melling Bridge that will feature in the geotech investigations letter. Early next week (moments after the start-up meeting) we'll get this letter out (through the sign-off process of course!)

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Also, we need advice from you as to the types of potential customer queries that you like to deal with directly and we will need the names and contact details of the NZTA staff who will deal with these queries. Or you may want us to run with a script for all Melling Bridge queries – the exact wording of the script should be sent to us for inclusion in our FAQs.

Cheers Sue

Regards

**Sue Faulkner** | RiverLink Project Coordinator  
**GREATER WELLINGTON REGIONAL COUNCIL**  
*Te Pane Matua Taiao*  
| Shed 39, Wellington | PO Box 11646, Manners St, Wellington 6142

s 9(2)(a)

[www.RiverLink.co.nz](http://www.RiverLink.co.nz)

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## Jurgita Klein

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**From:** Roger Burra  
**Sent:** Monday, 8 April 2019 12:18 PM  
**To:** andrew.ford@gw.govt.nz  
**Cc:** Eddie Anand  
**Subject:** RE: Melling Transport Improvements - Dealing with Uncertainty / Forecasting

Hi Andy,

Good to speak with you earlier. As mentioned, I have just finished reading the GWRC file note that presents information about the effects of external factors on the effectiveness of the Melling Transport Improvements. It presents some really useful information that will be very helpful for the project team. I'm sorry I didn't look at this sooner, but when the project was put on hold there didn't seem much point in giving it any headspace.

Now that I've had a proper look, I do have some queries that I will raise on Wednesday. I wanted to give you a heads up so you have time to think about my questions.

We are very keen to develop a better understanding of the how demand changes in response to changes to service patterns on the Melling line and separately how demand changes in response to service and infrastructure changes on the Hutt Valley line.

At the moment the file notes (from page 4) looks at these sorts of issues but the reporting is pretty opaque. In your file note, the infrastructure scenario is helpful but we don't get an understanding of how much demand changes as a result of the Wellington cordon charge and how much is RS1 (rail improvements). We also not getting any sense of how much demand might change as a result of service changes on the Melling line or fuel price fluctuation.

It's entirely possible that I am over-optimistic about what WTSM can do. Have a think and then we can discuss on Wednesday. If WTSM isn't the right tool for some of these queries there might be another way we can approach things.

This is more than understanding how the BCR might change if we assume a high or lower growth. Our decision-makers want to understand any links or dependencies between transport investment in the region. They want to understand how external factors might impact on the effectiveness of investment at Melling. This helps them understand and make decisions on the relative timing for this investment.

Happy to discuss further or we can cover it at the meeting as appropriate.

**Roger Burra / Project Adviser, Melling Transport Improvements**  
System Design & Delivery - System Design, Wellington

s 8(2)(a)

E [roger.burra@nzta.govt.nz](mailto:roger.burra@nzta.govt.nz) / w [www.nzta.govt.nz](http://www.nzta.govt.nz)

The Majestic Centre, Level 5, 100 Willis Street,  
PO Box 5084, Wellington 6145, New Zealand



**From:** Roger Burra  
**Sent:** Tuesday, 26 March 2019 9:37 AM  
**To:** [sec@flownz.com](mailto:sec@flownz.com); [section 9\(2\)@jacobs.com](mailto:section 9(2)@jacobs.com); [andrew.ford@gw.govt.nz](mailto:andrew.ford@gw.govt.nz); Tony Brennan  
<[Tony.Brennan@nzta.govt.nz](mailto:Tony.Brennan@nzta.govt.nz)>  
**Cc:** [section 9\(2\)\(a\)@stantec.com](mailto:section 9(2)(a)@stantec.com) <[section 9\(2\)\(a\)@stantec.com](mailto:section 9(2)(a)@stantec.com)>; Eddie Anand <[Eddie.Anand@nzta.govt.nz](mailto:Eddie.Anand@nzta.govt.nz)>;

section 9(2)(a) @stantec.com) <section 9(2) @stantec.com>

**Subject:** RE: Melling Transport Improvements - Dealing with Uncertainty / Forecasting

Kia ora,

Long-time no speak. This e-mail is a follow-up from a meeting we had more than six-months ago (see meeting record below). After we met, our project was put on hold and we needed to "down tools". While we are still awaiting a decision from the Transport Agency board, Eddie and I would like to tidy up a few loose ends. Having an agreed approach to transport effects forecasting is one such element.

*Please can you let me know your availability for a 1.5hr meeting (teleconference) to discuss and agree the next steps in the week commencing 8 April.* The purpose of the meeting will be to discuss and agree a forecasting action plan – who? what? and when?

As preparation for the meeting, please can you read the e-mail below and attached. I will develop and issue an agenda in due course.

Many thanks.

**Roger Burra / Project Adviser, Melling Transport Improvements**

System Design & Delivery - System Design, Wellington

s 9(2)(a)

E [roger.burra@nzta.govt.nz](mailto:roger.burra@nzta.govt.nz) / w [www.nzta.govt.nz](http://www.nzta.govt.nz)

The Majestic Centre, Level 5, 100 Willis Street,  
PO Box 5084, Wellington 6145, New Zealand



**From:** Roger Burra

**Sent:** Friday, 29 June 2018 11:41 AM

**To:** s 9(2)(a) @flownz.com, s 9(2)(a) @jacobs.com, [andrew.ford@gw.govt.nz](mailto:andrew.ford@gw.govt.nz), Tony Brennan

<[Tony.Brennand@nzta.govt.nz](mailto:Tony.Brennand@nzta.govt.nz)>

**Cc:** s 9(2)(a) @stantec.com) <s 9(2)(a) @stantec.com>; Eddie Anand <[Eddie.Anand@nzta.govt.nz](mailto:Eddie.Anand@nzta.govt.nz)>,

s 9(2)(a) @stantec.com, s 9(2)(a) @stantec.com) s 9(2)(a) @stantec.com>

**Subject:** Melling Transport Improvements - Dealing with Uncertainty / Forecasting

**Importance:** High

Hi Folks,

This is a brief record of our discussion on Tuesday - actions for Andy, s 9(2)(a) & I at the end. I mostly focused on the agreements and actions although there is some context I've picked up that might be relevant.

Feel free to come back to me with any suggestions or clarifications although I note you may get a better steer if the conversation is between Andy & s 9(2)(a) Ultimately s 9(2)(a) will need to own his analysis and transport assessment. This discussion is intended as a way to head off any questions we might get asked as the business case is challenged.

#### Current Modelling Suite

- Macro = WTSM (Emme)

- Meso = NWSM (SATURN)
- Micro = Melling S-Paramics (which covers the Melling Link and Queens Drive immediately adj to the river & SH2 from north of Dowse to KGB)

### Current Approach

- traffic assessment is currently based on 2031 forecast year.
- transmission gully is included in the do minimum
- assumes new P2G link is operational - which gives higher traffic volumes and turning movements at Melling
- no manual adjustment to WTSM outputs to reduce the changes to trip origins and destinations resulting from better east-west connection between Johnsonville / Tawa and Lower Hutt

w.r.t bullet 3, the outputs from WTSM are not considered to be realistic. There is a view from regional transport planners that any changes to travel patterns (O-Ds) will take longer to materialise than is suggested by the model.

### WTSM

The land-use assumptions that provide inputs to WTSM have recently been updated - the latest expectations are that the Hutt valley will grow more / faster than had previously been assumed.

### NWSM

The project team have been using the NWSM. s 9(2)(a) advised that there is another, smaller SATURN model derived from the NWSM that focuses on the city centre. This was used by council to understand the implications of closing Daly Street.

### Uncertainty & Influences on Travel Demand at Melling

A number of systems changes, as yet committed, were discussed in terms of their potential for influencing travel demand. These included:

- Wellington Congestion Charge - reduces demand?
- increased Park & Ride capacity at Melling Station - increases / compresses demand?
- increased carriages & extended hours of operation for Melling line - increases demand?
- capacity & reliability improvements to Hutt Valley rail line - reduces demand on SH2? / increases cross valley demand?
- extension of managed motorway north along SH2
- fuel price fluctuations
- cross valley link
- six-lanes for SH2: between Ngauranga and south of Melling
- Daly Street closure (two stages / options)

### ACTIONS

Group agreed a two-step approach which would be to :

1. gather and summarise already available information (model runs / previous analysis etc) and
2. reconvene a meeting & agree which sensitivity tests are necessary before the DBC is finalised

### Actions I noted as follows:

- **ANDY** - at a sector level compare the demands in previous version of WTSM and most recent (with updated land-use assumptions)

- **ANDY** - provide a comparison of demands from WTSM for 2036 forecast year with and without P2G
- **ANDY** - advise the expected changes in rail demand resulting from the improvements to the Hutt Valley Line and resultant changes in traffic demand at Melling (SH2 & across the bridge)
- **ANDY** - advise the expected changes in rail demand resulting from bigger peak hour trains and extended operating hours of Melling line and resultant changes in traffic demand at Melling (SH2 & across the bridge)
- **ANDY** - advise order of magnitude changes in traffic / rail demand resulting from fuel price fluctuation
- s 9(2)(b) review NWSM and confirm what has been assumed in terms of P2G connection to SH2
- review previous work and summarise the implications of different connections between P2G and SH2 (e.g. at Petone vs. at Maungaurki / Dowse)
- - advise on the expected changes in traffic demand at Melling resulting from the cross valley link
- - advise on the expected changes in traffic demand at Melling resulting from different Daly Street closure options
- **ROGER** - seek weekend traffic data from Damon Simmons (HCC)
- & **ANDY** - to feedback to Roger by Friday 6th July
- **ROGER** - to circulate feedback and organise follow-up meeting in w/c 9 July

We also talked about weekend traffic demand and the effect of Transmission Gully on HCV routing. I did not note any actions in relation to these two discussion points.

Regards

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**Roger Burra**  
Project Manager, Melling Transport Improvements  
s 9(2)(a)  
E [roger.burra@nzta.govt.nz](mailto:roger.burra@nzta.govt.nz)

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## Jurgita Klein

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**Subject:** Greg Campbell, Emma Speight, Tony Stallinger, Graeme Campbell and Alistair Allan  
- Riverlink - to discuss the up coming Ministers meeting

**Location:** Shed 39 CEO's Meeting Room

**Start:** Tue 16/04/2019 11:00 AM  
**End:** Tue 16/04/2019 12:00 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Organizer:** Christine Kelly

To discuss the up coming meeting arranged between HCC Mayor Ray Wallace, GW Councillors Lamason and Laidlaw and Minister Phil Twyford.

Ministers meeting - asking for help resolve NZTA commitment to Riverlink as a joint project.

Regards  
Christine

**Christine Kelly** | Executive Assistant to Chief Executive, Greg Campbell  
Kaiāwhina Matua ki Te Tumu Whakarae

**GREATER WELLINGTON REGIONAL COUNCIL**  
Shed 39, 2 Fryatt Quay, Pipitea, Wellington 6011

s 9(2)(a)

[www.gw.govt.nz](http://www.gw.govt.nz)

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**From:** [Rachel Dahlberg](#)  
**To:** [Sue Faulkner](#)  
**Cc:** [Joel Rowan](#)  
**Subject:** FB post  
**Date:** Wednesday, 17 April 2019 3:49:00 PM  
**Attachments:** [image002.jpg](#)  
[image004.jpg](#)  
[image006.jpg](#)  
[image008.jpg](#)

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Hi Sue

Given the nature of the announcement, I'm not sure a post on the RiverLink Facebook page is the right thing for today.

Suggest we give it a week or two and then do an update with the interchange location and the next steps for project partners – eg a joint message from GWRC and HCC next steps for their parts of the project and how having the location confirmed gives certainty for design/planning for the other parts of RiverLink?? We could possibly take some photos of the bore hole drilling at Melling (scheduled to start on 1 May) which is part of our detailed business case??

Let me know if you disagree and we can quite quickly pull something together for you.

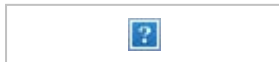
Rachel

Rachel Dahlberg / Principal Advisor  
Governance, Stakeholders and Communications

s 9(2)(a)

E [.@..](#) / w [nzta.govt.nz](#)  
Chews Lane Office / 50 Victoria Street  
Private Bag 6995, Wellington 6141, New Zealand

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§ 9(2)(a)

17 April 2019

Dear Property Owner,

Property: § 9(2)(a) Lower Hutt  
**Melling Transport Improvements project update**

Thank you for your patience as we've sought feedback on shortlisted Melling interchange options, as well as completed a re-evaluation of the Melling transport improvement project to ensure it aligns with the Government's new vision for our land transport system.

The re-evaluation is now complete and the project confirmed as meeting the Government's priorities. We will now complete the detailed business case for the project, including preliminary design work. Funding will then be considered for the next phase, further design and consenting.

We expect the detailed business case to be complete and the NZTA Board to have considered funding for the next phase, alongside nationwide funding priorities, by early 2020.

A preferred interchange option has also been selected from the shortlist shared with the community in 2018. The preferred interchange option is a *Diamond Interchange Connecting to Queens Drive*.

#### **Potential impact on your property**

Your property is within the area of the preferred option and may be directly impacted by the new interchange.

Depending on the outcome of further investigation and design work, we may require all or part of your property for the project: it is also possible that no part of your property will be required. In the case of § 9(2)(a) we have identified the possibility that property access will be affected, depending on future design development.

Some of this design work will be done as part of the detailed business case and we may be able to provide more certainty for you once this is complete. We anticipate this will be by early 2020. In the meantime, we will keep you informed about our progress.

Funding permitting, the next phase would then be further design and consenting. We need to obtain Resource Management Act approvals, including having the land designated to provide for the construction and subsequent operation of the project. We expect this phase to take up to two years.

While construction of some parts of the RiverLink project will start in the next three years, the NZTA Board has indicated that funding for construction of the Melling Transport Improvements will be considered in the long term (beyond 2028), alongside nationwide

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funding priorities.

There is information on what happens if we acquire property for transport projects, under the Public Works Act, on the Land Information New Zealand website at this link: [www.linz.govt.nz/crown-property/acquisition-and-disposal-land/public-works](http://www.linz.govt.nz/crown-property/acquisition-and-disposal-land/public-works)

**About the preferred interchange option**

Our preferred option replaces the existing Melling intersection and bridge with a new bridge and grade separated interchange, connecting directly to Queens Drive. Local examples of grade separated interchanges are the Dowse and Haywards interchanges, although these examples have roundabouts and the Melling proposal has traffic lights.

The Diamond Interchange Connecting with Queens Drive option received the most support from the community during the public engagement in 2018. It was also the option preferred by Riverlink project partners as it has the greatest fit with flood protection measures and provides the best connection to a more compact city centre. Please find enclosed a map summarising the preferred interchange option.

Further information on the preferred interchange option selection process will soon be available on our website at [www.nzta.govt.nz/melling-transport-improvements](http://www.nzta.govt.nz/melling-transport-improvements)

**We are available to meet with you**

We would be happy to meet with you in the coming months to discuss how the preferred interchange option may impact your property and to answer any questions you have.

Thank you again for your patience as we have worked through both the re-evaluation process and the interchange location selection process.

Please be in touch if you have any questions, by emailing [melling-improvements@nzta.govt.nz](mailto:melling-improvements@nzta.govt.nz) or calling 04 931 8920.

Yours sincerely

s 9(2)(a)

**Eddie Anand**  
Project Manager Melling Transport Improvements

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### Safety

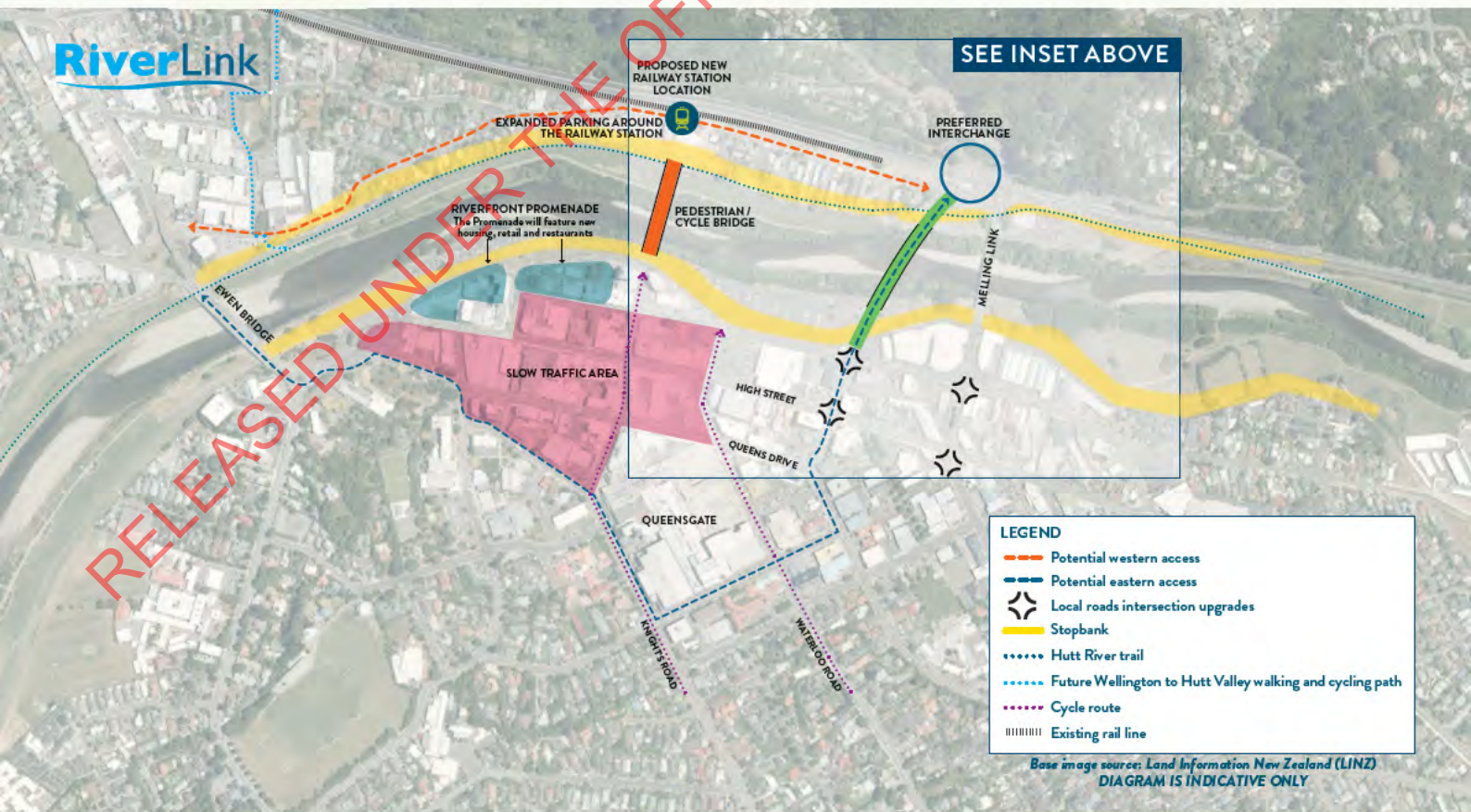
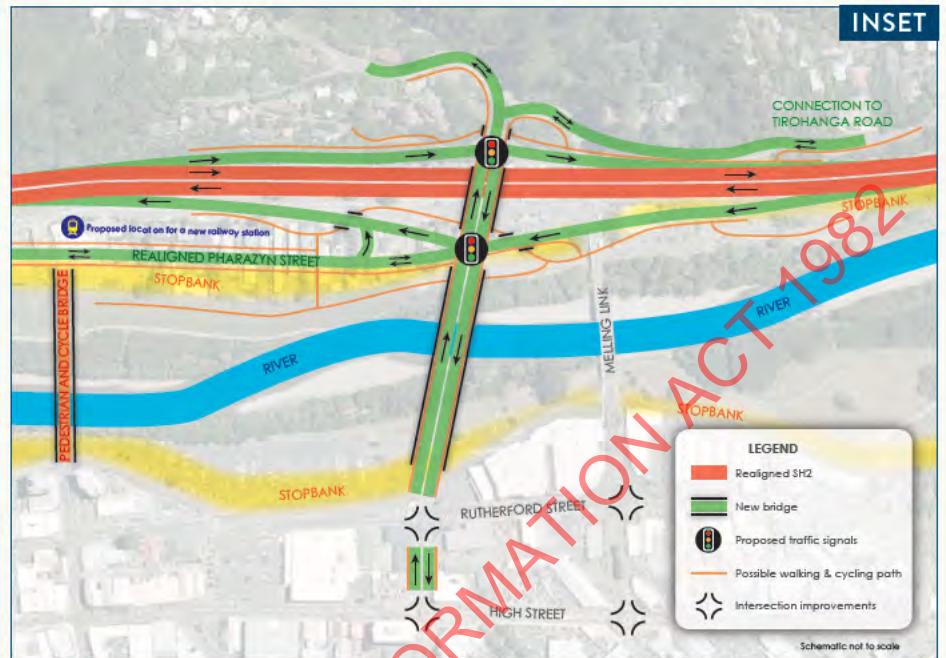
The grade separated interchange will be safer for motorists, cyclists and pedestrians. Pedestrians and cyclists will be separated from traffic.

### Transport choice

Access for pedestrians, cyclists and public transport will be improved. The railway station will be moved closer to the city centre and better park and ride facilities provided. The improvements will also future proof for a possible extension of the Melling railway line.

### Reliability

A new interchange and river bridge will reduce congestion during peak travel periods and, combined with new stopbanks, will reduce the risk of flooding in Lower Hutt and around the Melling intersection. Local road improvements, including connecting Tirohanga Road to Harbour View, will be required.



s 9(2)(a)

17 April 2019

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The re-evaluation is now complete and the project confirmed as meeting the Government's priorities. We will now complete the detailed business case for the project, including preliminary design work. Funding will then be considered for the next phase, further design and consenting.

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Funding permitting, the next phase would then be further design and consenting. We need to obtain Resource Management Act approvals, including having the land designated to provide for the construction and subsequent operation of the project. We expect this phase to take up to two years.

While construction of some parts of the RiverLink project will start in the next three years, the NZTA Board has indicated that funding for construction of the Melling Transport Improvements will be considered in the long term (beyond 2028), alongside nationwide funding priorities.

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Yours sincerely

s 9(2)(a)



**Eddie Anand**  
Project Manager - Melling Transport Improvements

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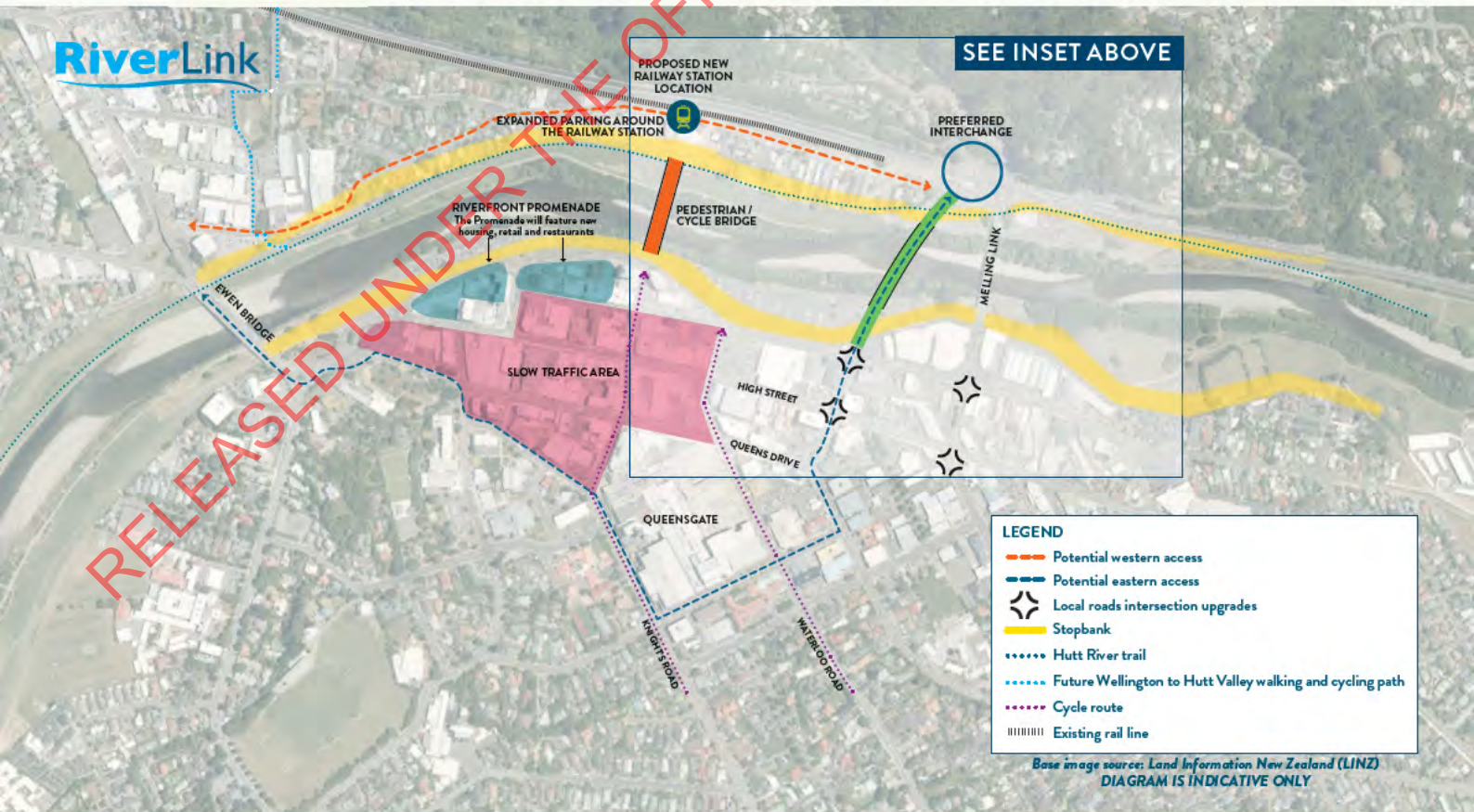
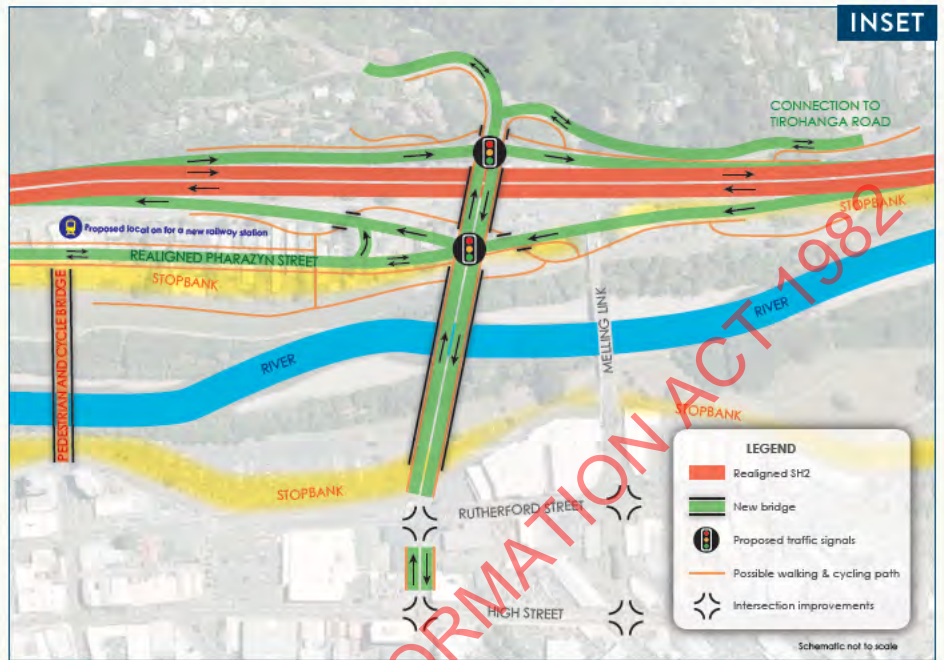
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### Reliability

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## Jurgita Klein

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**From:** Samantha Callen on behalf of Emma Speight  
**Sent:** Wednesday, 17 April 2019 9:01 AM  
**To:** Greg Campbell; Barbara Donaldson; Chris Laidlaw; kevin.lavery@wcc.govt.nz; justin.lester@wcc.govt.nz; tony.stallinger@huttcity.govt.nz; ray.wallace@huttcity.govt.nz  
**Cc:** Kesh Keshaboina  
**Subject:** MEDIA RELEASE EMBARGOED UNTIL 3PM TODAY – Melling Transport Improvements Update  
**Attachments:** EMBARGOED MEDIA RELEASE - Melling transport review complete.pdf

Kia ora koutou

I am writing to inform you that the re-evaluation of the Melling Transport Improvements project has been completed, and the project confirmed as meeting the priorities set out in the 2018 Government Policy Statement. The NZ Transport Agency Board has endorsed the re-evaluation recommendations, with funding for each phase to be considered alongside nationwide funding priorities.

The Board has also endorsed the preferred option – a diamond interchange connecting with Queens Drive. This option received the most support in consultation with the community in 2018 and, as you know, it has the greatest fit with planned flood protection measures and provides the best connection to a planned compact city centre. We will be notifying those property owners affected by the preferred option, and those no longer potentially affected, prior to making a public announcement.

The NZTA Board has agreed that work on the detailed business case be completed. Funding has been approved to complete the detailed business case, including preliminary design work.

Funding has not yet been approved for the next phase – further design and consenting. Funding for this phase will be considered, alongside funding availability and nationwide funding priorities, following completion of the detailed business case. We expect this to be by early 2020. As such we are unable to procure further design works and consenting with you, under the RiverLink project, at this stage.

The Board has signalled that funding for implementation (construction) of the Melling transport improvements will be considered in the long term (beyond 2028), alongside nationwide funding priorities.

I would appreciate you keeping these decisions confidential until an announcement is made at 3pm today. An embargoed copy of our media release is attached for your information.

Thank you for your patience while we worked through the re-evaluation process.

Ngā mihi  
Emma

**Emma Speight** / Director Regional Relationships, Lower North Island  
Office of the Chief Executive

s 9(2)(a)

E [emma.speight@nzta.govt.nz](mailto:emma.speight@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)

cc: Riverlink Project Board



## MEDIA RELEASE

EMBARGOED 3PM 17 APRIL 2019



17 April 2019

### Melling transport review complete

The NZ Transport Agency Board has endorsed the recommended option of a diamond interchange connecting to Queens Drive, as part of the proposed Melling transport improvements.

The Board has also endorsed the outcome of the re-evaluation of the Melling transport improvements project, which confirmed that the project aligns with the new priorities set out in the Government Policy Statement on Land Transport (GPS).

Transport Agency Director of Regional Relationships Emma Speight says a detailed business case for the Melling transport improvements project will now be completed.

"Funding for the next phase, involving further design and consenting, will then be considered against funding availability and nationwide funding priorities. We expect this to be in early 2020. Funding for construction of the Melling transport improvements will be considered beyond 2028."

The Melling transport improvements project is part of the RiverLink partnership between the Transport Agency, the Greater Wellington Regional Council and the Hutt City Council aimed at creating a safer, more accessible and resilient transport network in the Lower Hutt.

Ms Speight says the selection of the interchange location will give some certainty to the two councils.

"We will continue to work with our RiverLink partners to ensure the proposed Melling transport improvements are coordinated with local government plans to reduce flood risk and deliver a more compact and revitalised city centre."

### Plan ahead for a safe, enjoyable journey. Keep up to date with:

- Traffic updates: [nzta.govt.nz/traffic](http://nzta.govt.nz/traffic)
- Facebook: [facebook.com/nztawqtn](https://facebook.com/nztawqtn)
- Twitter: [twitter.com/nztawqtn](https://twitter.com/nztawqtn)
- Journey planner: [journeys.nzta.govt.nz](http://journeys.nzta.govt.nz)
- Phone: 0800 4 HIGHWAYS (0800 44 44 49)

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**Jurgita Klein**

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**From:** Melling Improvements  
**Sent:** Wednesday, 17 April 2019 2:16 PM  
**To:** s 9(2)(a)  
**Cc:** Melling Improvements  
**Subject:** RE: Melling transport improvements  
**Attachments:** s 9(2)(a) Melling transport improvements interchange map.pdf

Hi s 9(2)(a)  
Please find attached a letter from Project Manager Eddie Anand regarding the Melling transport improvements project.  
This has also been couriered to you this afternoon.  
As the letter notes, Eddie would be happy to meet with you to discuss.  
Regards  
Rachel

-----Original Message-----  
From: s 9(2)(a)  
Sent: Thursday, 14 February 2019 2:15 PM  
To: Melling Improvements <melling-improvements@nzta.govt.nz>  
Subject: Melling transport improvements

Hi it's s 9(2)(a) I was wondering when a decision is likely to be made, as it's now been well over a year from the meeting we had. As you are aware that when the proposed project would likely require the removal of s 9(2)(a) was advertised s 9(2)(a)

Regards  
s 9(2)(a)

Sent from my iPad

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s 9(2)(a)

17 April 2019

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**We are available to meet with you**

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Thank you again for your patience as we have worked through both the re-evaluation process and the interchange location selection process.

Please be in touch if you have any questions, by emailing [melling-improvements@nzta.govt.nz](mailto:melling-improvements@nzta.govt.nz) or calling 04 931 8920.

Yours sincerely

s 9(2)(a)

**Eddie Anand**

Project Manager - Melling Transport Improvements

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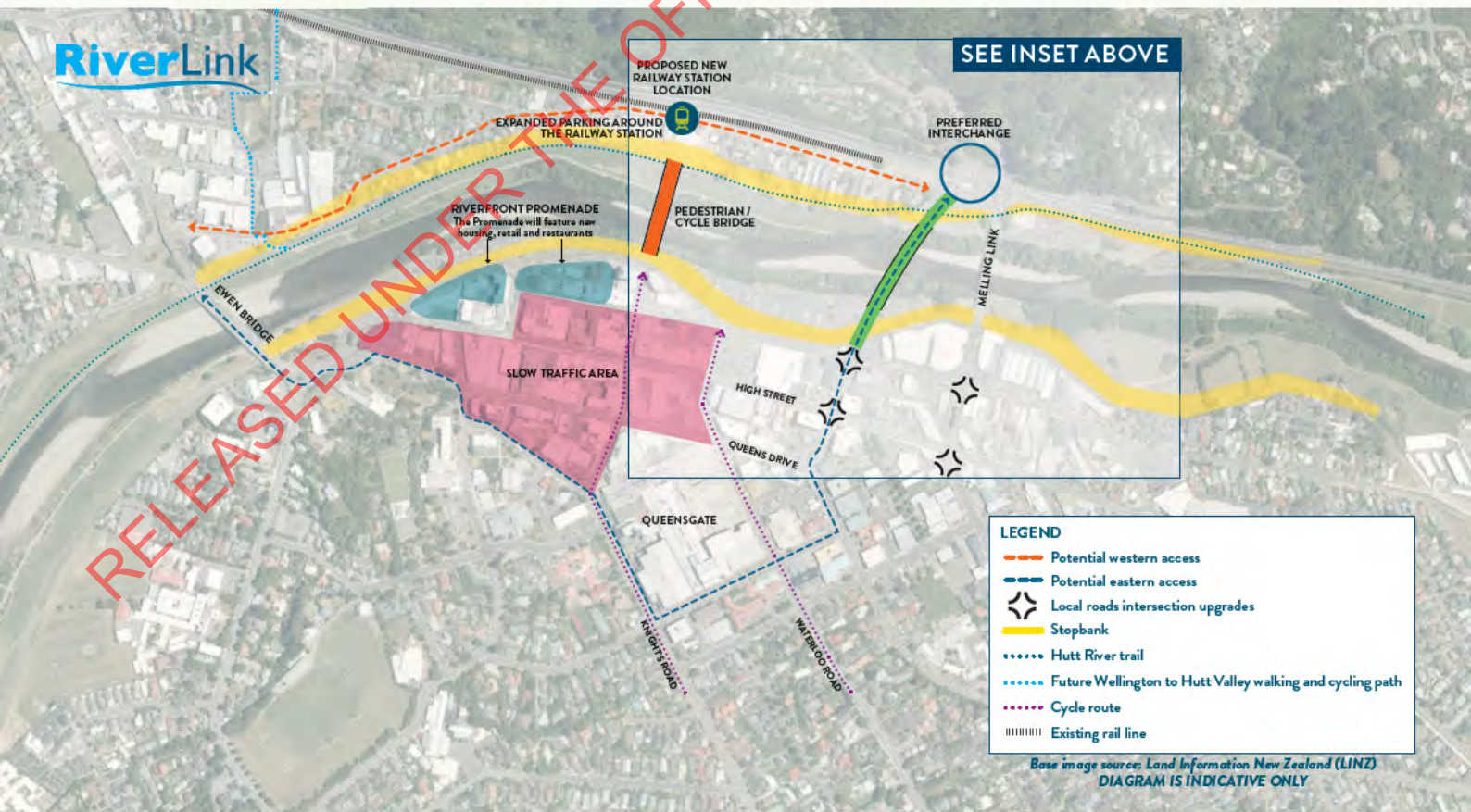
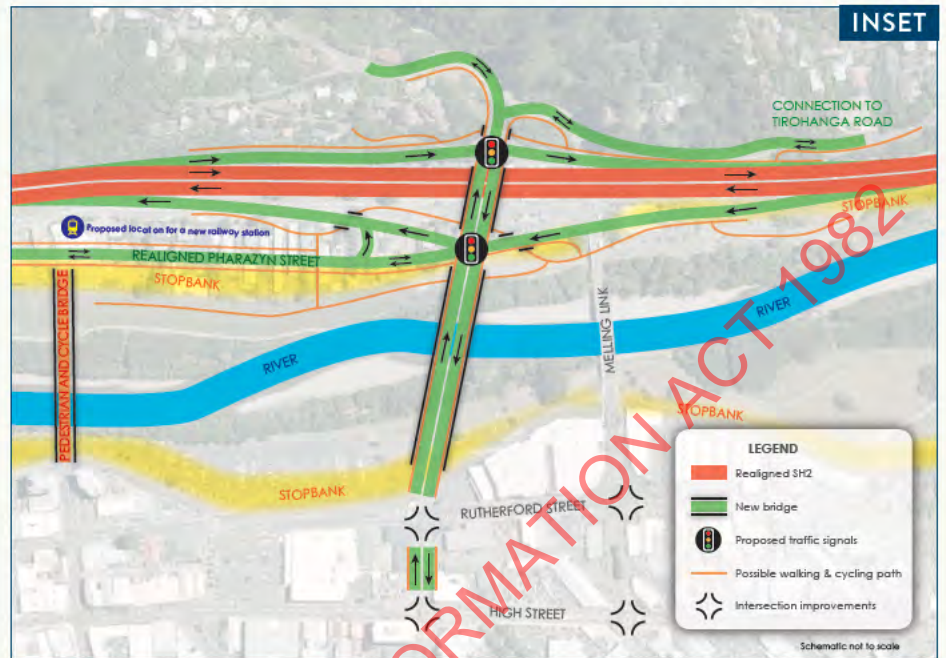
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s 9(2)(a)

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We know that your business has already been relocated and that this will create more uncertainty for you. We will be in touch via phone to arrange a time to meet you, along with Greater Wellington Regional Council, or you can contact me direct on 04 931 8920.

**About the preferred interchange option**

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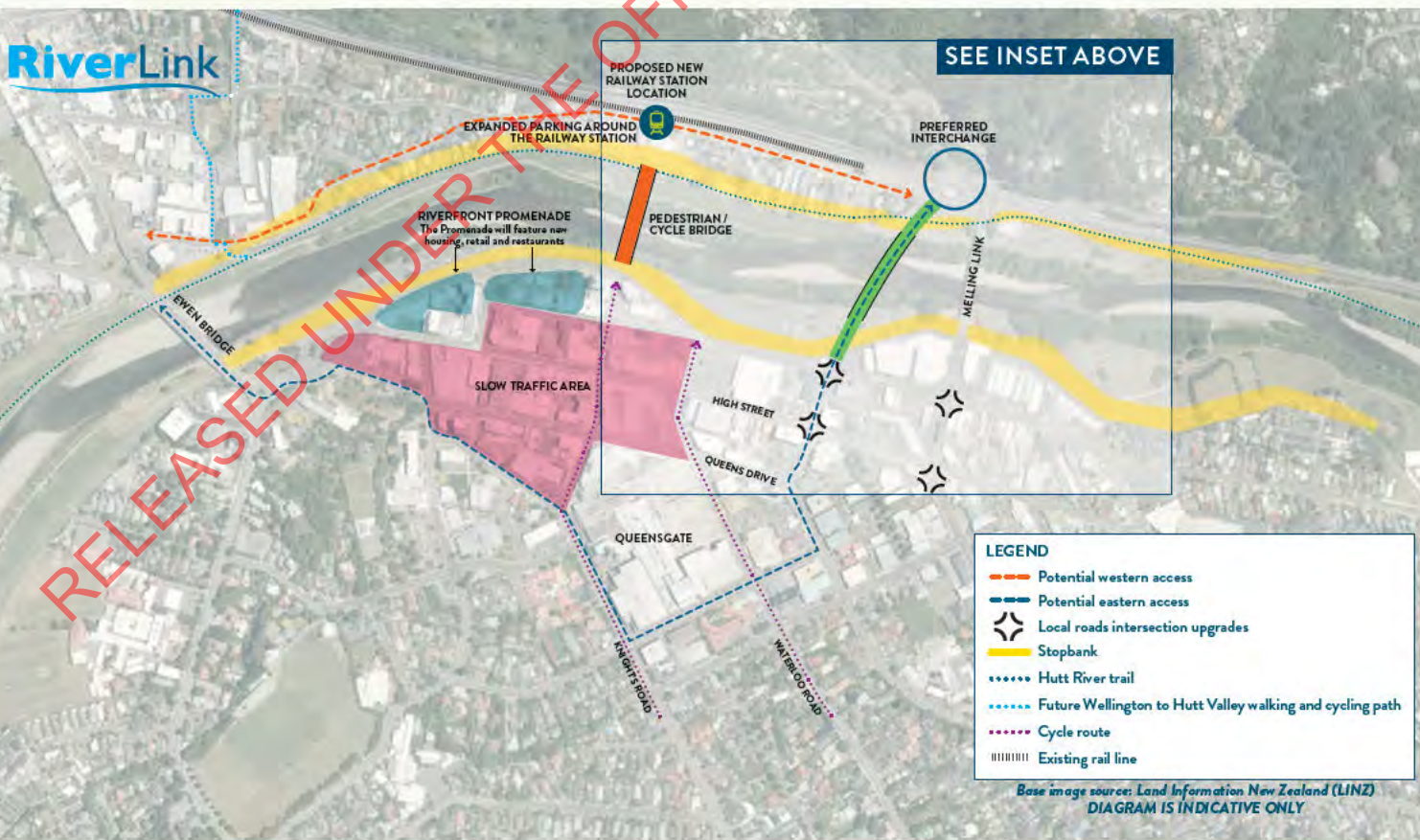
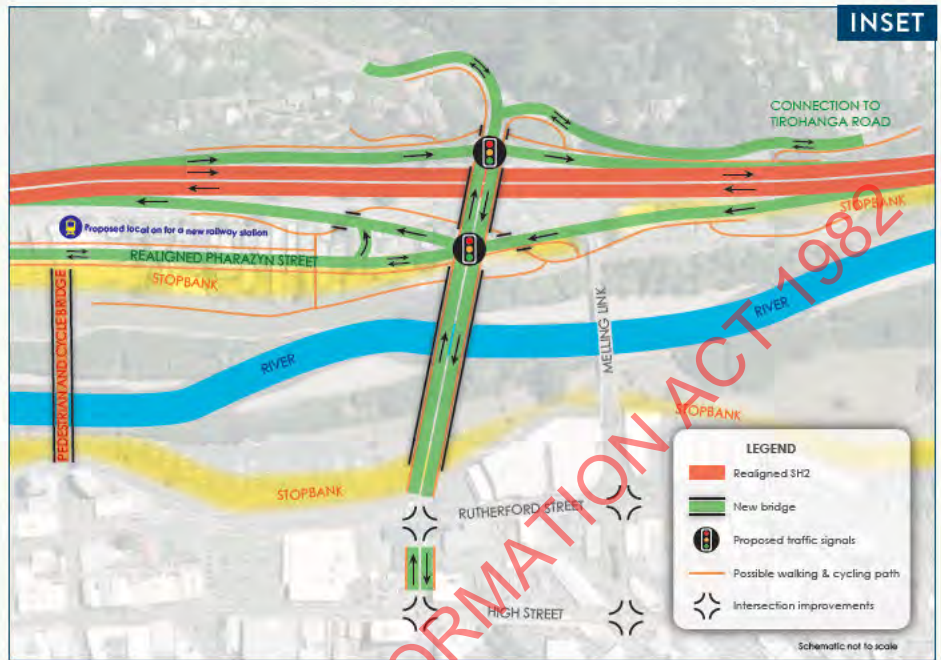
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**From:** [Emma Speight](#)  
**To:** [Official Correspondence](#)  
**Subject:** FW: Graded Interchanges and Speed Limits on State Highway 2  
**Date:** Wednesday, 24 April 2019 2:04:41 PM

---

Kia ora OCU

Please lodge, acknowledge and assign.

Thanks  
Emma

**From:** BRIA Association <xxxx.xxxxxxx.xxxxxxxxxxxx@xxxxx.xxx>  
**Sent:** Wednesday, 24 April 2019 1:44 PM  
**To:** Emma Speight <xxxx.xxxxxxx@xxxx.xxxx.xx>  
**Subject:** Graded Interchanges and Speed Limits on State Highway 2

Dear Emma Speight

There has been a significant amount of negative media response around the NZTA decision to postpone any funding for a graded interchange at Melling for a minimum of 10 years.

The Belmont Residents Improvement Association (BRIA) believes this negative feedback to be warranted. The decision is a major setback for the Hutt Valley and surrounding areas with regards traffic congestion and safety. The completed interchange at Manor park was driven by the need for a safer intersection and the same can be said along the State Highway 2 corridor. Graded interchanges are needed at both Melling and Kelson/Kennedy Good Bridge.

I realise that financial resources are always under pressure, but a decade delay on such badly needed infrastructure is a poor decision. The Hutt Valley population is growing and new subdivisions are going in constantly in the area. Without adequate infrastructure to support new housing, the problems experienced by drivers today will grow exponentially in the years ahead.

One aspect regarding safety of the SH2 corridor that we would like NZTA to consider (and won't require resources) is lowering the speed limit to 80 km/hr from Belmont through to Petone. There are multiple access roads coming on to the State Highway along this section and the dangers of having stationary cars trying to accelerate into a 100 km/hr zone are very apparent.

Recently NZTA undertook public consultation regarding the closure of the north bound slip lane from Grounsell Crescent onto SH2. The proposal was met with dismay by residents who try to access SH2 from the Belmont hill suburb every day. The reasoning behind the proposed closure was that the lane is of insufficient length to allow cars to accelerate to 100 km/hr to join SH2. If the speed on the highway was dropped to 80 km/hr, the problem becomes lesser.

There is a precedent for a 80 km/hr area on SH2 with the section near Petone railway station only 80 km/hr. This zone could be expanded for the length of SH2 through the Hutt Valley, at least until safer, graded interchanges are available. Also, the limit along SH58 was recently dropped to 80 km/hr to address safety. If it helps on SH58, why not SH2.

Finally, on a personal note, I was involved in an accident on SH2 at Belmont Domain in January. While stationary on SH2 (waiting to enter Belmont Domain) I was hit head-on by a car travelling at 100km/hr. This car had in turn been hit by someone pulling out of Belmont Domain to head north. Thankfully somehow everyone walked away from the crash but as police, fire-crews and ambulance staff noted, "It is a shocker of an intersection". BRIA has worked with NZTA before to address safety at the intersection with lane widening and signage, but these were always a band-aid over the problem. A graded interchange at the Kelson/Kennedy Good Bridge intersection (with side roads feeding on to it) is the long-term solution to the problem and with dismay, we now hear that NZTA have no plans for graded interchanges until at least 2029.

BRIA add their voice to the number of persons and groups requesting that NZTA reconsider their decision.

Thanks

Cameron Evans

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**Cameron Evans | BRIA President**

[Belmont Residents Improvement Association](#)

**Phone:** Home: s 9(2)(a) | Mobile: s 9(2)(a)

**Address:** 44 Owen Street, Belmont, Lower Hutt

**Email:** [Bria.Belmont.Association@gmail.com](mailto:Bria.Belmont.Association@gmail.com)

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24 May 2019

Cameron Evans  
BRĪA President  
Belmont Residents Improvement Association  
[bria.belmont.association@gmail.com](mailto:bria.belmont.association@gmail.com)

Ref: NZT-3875

Dear Mr Evans

Thank you for your letter of 24 April 2019 regarding the NZ Transport Agency's (NZTA) recent decisions regarding State Highway 2 (SH2) in the Hutt Valley, in particular the Melling Interchange and your proposal for a reduced speed limit from Belmont to Petone.

As you will be aware, the Transport Agency recently reviewed the Melling Interchange project against the *Government Policy Statement on Land Transport 2018-2021* (the GPS). That re-evaluation concluded that the project does align with the new priorities set out in the GPS. Funding has therefore been approved for completion of the detailed business case. Once the detailed business case has been completed, funding for the next phase, which involves further design and consenting, will be considered against funding availability. We expect this to occur in early 2020.

Your proposal to lower the speed limit of SH2 between Belmont and Petone is noted. The Transport Agency has a national programme to review speed limits on the State highways. The speed limit in the Melling area is currently included in the 2020-21 programme. With the shift in focus from the Government in the GPS and its effect on the Melling interchange, as well as its focus on road safety, we will look to bring the review of the speed limit on SH2 in the Melling area forward. You can read more about the Transport Agency's speed management approach at:  
<https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-guide-first-edition-201611.pdf>

If you would like to discuss this matter with the Transport Agency please feel free to contact Emma Speight, Director Regional Relationships - Lower North Island, by email at [Emma.Speight@nzta.govt.nz](mailto:Emma.Speight@nzta.govt.nz).

Yours sincerely



**Kevin Reid**  
Senior Manager, System Design

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## Jurgita Klein

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**From:** Rachel Dahlberg  
**Sent:** Tuesday, 30 April 2019 12:13 PM  
**To:** Sue Faulkner  
**Cc:** Joel Rowan  
**Subject:** RiverLink comms next steps

Hi Sue  
I hope you managed to have a nice break over Easter.

I thought it might be good to touch base and make a bit of a plan from here?

What are your thoughts re timing of the next RiverLink newsletter?

We have the engagement report to publish on our website (likely this week) so we could mention that. I think the Geotech work is starting at Melling this week – I've asked for photos. This could be a good opportunity to talk about the detailed business case work we have underway and how that is being coordinated with HCC and GWRC components?

The newsletter sign off could also be the forum to get agreement on messaging about RiverLink from here – NZTA process vs Council work, the fact we are still coordinating, timelines for flood protection work etc?

Just FYI (not for newsletter) - we're advising landowners still potentially impacted by the preferred interchange location that we should have an update for them in July – once more design work has been done and we know which side of Queens Drive will be used. Eddie is likely to meet with them then, along with GWRC and HCC reps.

I'm also keen to follow up re the Geotech letter we were asked to approve a paragraph of quite a while ago. I'm still not clear how the letter is being used (was it just for residents close by?) and we haven't seen the full letter, only the para that mentions NZTA. If you could update us on this it would be great.

That's probably enough for now – let me know what you think and how you'd like to proceed from here.

Regards

Rachel

**Rachel Dahlberg** / Principal Advisor  
Governance, Stakeholders and Communications

s 9(2)(a)

E [rachel.dahlberg@nzta.govt.nz](mailto:rachel.dahlberg@nzta.govt.nz) / W [nzta.govt.nz](http://nzta.govt.nz)

Chews Lane Office / 50 Victoria Street  
Private Bag 6995, Wellington 6141, New Zealand



## Jurgita Klein

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**From:** Raewyn Bleakley  
**Sent:** Thursday, 14 February 2019 8:37 AM  
**To:** Kate A Clark; Brett Gliddon; Richard May; Chloe Groser  
**Subject:** Fwd: URGENT Melling and Re-evaluation Briefing for Minister Twyford

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

out of scope

We need to talk about Melling advice and to to frame this alongside this BN in order to get up by tomorrow.

**Raewyn Bleakley**  
General Manager  
Governance, Stakeholders and Communications

s 9(2)(a)

E [raewyn.bleakley@nzta.govt.nz](mailto:raewyn.bleakley@nzta.govt.nz)

Begin forwarded message:

**From:** Mark Ratcliffe <[Mark.Ratcliffe@nzta.govt.nz](mailto:Mark.Ratcliffe@nzta.govt.nz)>  
**Date:** 14 February 2019 at 8:15:08 AM NZDT  
**To:** Raewyn Bleakley <[Raewyn.Bleakley@nzta.govt.nz](mailto:Raewyn.Bleakley@nzta.govt.nz)>  
**Cc:** Robyn Fisher <[Robyn.Fisher@nzta.govt.nz](mailto:Robyn.Fisher@nzta.govt.nz)>  
**Subject:** RE: URGENT Melling and Re-evaluation Briefing for Minister Twyford

Ok to send to Minister  
**Mark Ratcliffe** / Interim Chief Executive  
New Zealand Transport Agency

s 9(2)(a)

E [Mark.Ratcliffe@nzta.govt.nz](mailto:Mark.Ratcliffe@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)

**From:** Raewyn Bleakley  
**Sent:** Wednesday, 13 February 2019 6:05 PM  
**To:** Mark Ratcliffe <[Mark.Ratcliffe@nzta.govt.nz](mailto:Mark.Ratcliffe@nzta.govt.nz)>  
**Cc:** Robyn Fisher <[Robyn.Fisher@nzta.govt.nz](mailto:Robyn.Fisher@nzta.govt.nz)>  
**Subject:** URGENT Melling and Re-evaluation Briefing for Minister Twyford

Mark

This is now urgent and we are getting regular follow ups from the Minister's Office.  
Have you managed to raise with Michael the draft re-evaluation briefing and it's urgency to provide the Minister full context on the funding of these projects and seek guidance as per the Board action from 14/12 meeting?  
Can I do anymore to assist with this?

s 9(2)(g)(i)

Many thanks.  
**Raewyn Bleakley**  
General Manager  
Governance, Stakeholders and Communications

s 9(2)(a)

E [raewyn.bleakley@nzta.govt.nz](mailto:raewyn.bleakley@nzta.govt.nz)