

9 August 2019

Chris Bishop MP  
[christopher.bishop@parliament.govt.nz](mailto:christopher.bishop@parliament.govt.nz)

REF: OIA-5385

Dear Mr Bishop

**Request made under the Official Information Act 1982**

Further to the NZ transport Agency's letter of 25 July 2019, we can now provide a response to your email of 2 July 2019 requesting a copy of the NZ Transport Agency's response to **s9(2)(a)** (ref: OIA-5372) under the Official Information Act 1982 (the Act).

**s9(2)(a)** request is attached as Appendix 1 to this letter. The Transport Agency's response is attached as Appendix 2.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my response to your 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 Ministerial Services, 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)**

**Richard May**  
Senior Manager Government & Governance

## Appendix 1.

**From:** Malcolm Lewis [<mailto:malcolmlewis978@gmail.com>]

**Sent:** Friday, 28 June 2019 11:14 AM

**To:** [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

**Subject:** Transport Questions in Wellington Region

Under the Official Information Act, can NZTA please answer the following questions for me:

Out of scope

4. Can NZTA provide the amount of time taken between the announcements of the RoNS programme to the start of construction on the M2PP Expressway and how this compares to the Transport Minister's claim that it would take at least 8 years to getting the Melling Interchange Project to a point where it could be constructed.
5. Can NZTA provide the amount of fees spent on consultants in the past 10 years on the Melling interchange project.
6. Can NZTA please confirm that the Melling interchange is considered an Crash Black Spot due to the high number of crashes that occur here annually.
7. Can NZTA please confirm that the cost estimate for the delayed Melling project is \$130 m and benefits 40,000 users a day.

Out of scope

9. Can NZTA confirm that at the workshops held for the Ngauranga to Petone cycleway, NZTA received comments that the Nauranga to Petone section "isn't even the worst part" with Melling noted by cyclists to be the worst cycle spot on SH2 in the Hutt Valley.

Out of scope

I look forward to your quick response on these matters.

Regards,

s9(2)(a)

9 August 2019

s9(2)(a)

REF: OIA-5372

Dear s9(2)(a)

**Request made under the Official Information Act 1982**

Thank you for your email of 28 June 2019 requesting information under the Official Information Act 1982 (the Act). Your specific questions and the NZ Transport Agency's responses are outlined below:

Out of scope

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Out of scope

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

**5. Can NZTA provide the amount of fees spent on consultants in the past 10 years on the Melling interchange project.**

The amount of fees spent on consultants to date on the Melling interchange project is \$1,994,592 (excluding GST).

Melling Gateway Strategic Case 2014	\$101,132 (excl GST),
Melling IBC 2017	\$377,000 (excl GST)
Melling DBC 2017-ongoing	\$1,516,460 (excl GST) spent as at 21 June 2019
Total to date:	<b>\$1,994,592 (excl GST) spent as at 21 June 2019</b>

**6. Can NZTA please confirm that the Melling interchange is considered an Crash Black Spot due to the high number of crashes that occur here annually.**

The Transport Agency does not classify intersections as “Crash Black Spots”. However, as noted in the re-evaluation report, “Safety considerations are not considered one of the major drivers for the implementation of transport improvements, as the number of DSIs mean that the Melling Intersection does not feature on the Transport Agency’s High-Risk Intersections Guide and therefore is less critical than many other intersections from a safety perspective nationally.”

The Melling Transport Improvements project’s Indicative Business Case, completed in 2017, identified the following issues with the Melling intersection:

- High and increasing traffic volumes, and intersections with insufficient capacity, result in delays and increasing variability in journey times in peak times and weekends.
- Configuration of intersections either side of Melling Bridge, some of which are in a high volume and high-speed environment, is causing a high number of crashes and deaths and serious injuries.
- The quality of infrastructure constrains access to alternative modes and leads to unnecessary car travel between SH2 and Lower Hutt at Melling.

A high crash rate and flooding in storm events results in (key) journeys through the Melling intersections being impacted on a regular basis.

**7. Can NZTA please confirm that the cost estimate for the delayed Melling project is \$130 m and benefits 40,000 users a day.**

The Melling Transport Improvements project is currently in the Detailed Business Case phase, which is expected to be completed and considered in early 2020. We will have more certainty around project costs and benefits once the Detailed Business Case is completed. However, I can confirm that the indicative business case completed in 2017 estimated the project to cost \$120-\$175 million.

SH2 south of Melling has trips totalling 35,000 average annual daily traffic (AADT), while Melling Bridge has trips totalling 23,000 AADT. This information and information on the objectives and benefits of the project are included in the re-evaluation report published in 2019:

[www.nzta.govt.nz/assets/projects/melling-transport-improvements/melling-independent-re-evaluation-report-20181128.pdf](http://www.nzta.govt.nz/assets/projects/melling-transport-improvements/melling-independent-re-evaluation-report-20181128.pdf).

Out of scope

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

**10. Can NZTA confirm that at the workshops held for the Ngauranga to Petone cycleway, NZTA received comments that the Nauranga to Petone section "isn't even the worst part" with Melling noted by cyclists to be the worst cycle spot on SH2 in the Hutt Valley.**

The Transport Agency has engaged with cyclists and the community at several phases of work on the Wellington to Hutt Valley walking and cycling link. This has included surveys, focus groups, submissions from stakeholder groups, public open days, online feedback opportunities and others. Key themes from these phases of engagement are reported back to the public.

There has been a broad range of feedback, which has included concerns about safety at Melling, but investment in the Wellington to Hutt Valley link is supported by a large majority of people and organisations who have provided feedback (including cyclists and cycling groups).

Full reports of each engagement phase are published on our website:

- 2012 engagement - <https://www.nzta.govt.nz/assets/projects/w2hvlink/docs/n2p-cyclist-survey-findings.pdf>
- 2014 engagement - <https://www.nzta.govt.nz/assets/projects/w2hvlink/docs/w2hvlink-consultation-report-20141110.pdf>
- 2017 engagement - <https://www.nzta.govt.nz/assets/projects/wellington-to-hutt-valley-walking-and-cycling-link/W2HV-April-May-2017-consultation-report-201706.pdf>

Summaries are also published:

- 2012 engagement - <https://www.nzta.govt.nz/assets/projects/w2hvlink/docs/n2p-executive-summary-cycle-groups.pdf>
- 2014 engagement - <https://www.nzta.govt.nz/assets/projects/w2hvlink/docs/w2hvlink-consultation-report-summary-20150211.pdf>
- 2017 engagement - <https://www.nzta.govt.nz/assets/projects/wellington-to-hutt-valley-walking-and-cycling-link/W2HV-April-May-2017-consultation-report-summary-201706.pdf>

The Transport Agency does acknowledge that cycling safety is a concern at the Melling intersection. We are currently completing the detailed business case for Melling transport improvements which will consider safety for walking and cycling through the Melling intersection area.

For some journeys, the Petone to Melling section of the Wellington to Hutt Valley Link will provide a safer, separated alternative to entering and exiting State Highway 2 at the Melling intersection.

Out of scope

Out of scope



With respect to the information that has been withheld, I do not consider that in the circumstances of this case, the withholding of that information is outweighed by other considerations which render it desirable, in the public interest, to make that information available.

Under section 28 of the Act, you have the right to complain to the Ombudsman about the information that was refused under this request. More information about the Ombudsman is available online at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with the Transport Agency, please contact Ministerial Services by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

s9(2)(a)



**Kevin Reid**  
Senior Manager System Design