

# Hutt River City Centre Stopbank Upgrade Project

## Feedback Analysis and Reporting

### Quality Information

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## **1. Executive Summary**

The Hutt River City Centre Upgrade Project (HRCCUP) is a joint initiative between Greater Wellington Regional Council (GWRC), Hutt City Council (HCC) and New Zealand Transport Agency (NZTA) to improve flood protection, the urban landscape, roading and transport through the City Centre of Lower Hutt.

For a six week period from 3 August to 14 September 2015, the three agencies (led by GWRC) consulted on options for providing flood protection for Hutt City's centre.

The consultation recognises there are a range of options to address flood protection as well as other improvements to urban amenity and transport. It recognised that 10 options were considered and invites the community to consider all of these, whilst recognising the two flood protection options arrived at through an evaluation process are currently preferred. The two options are distinguished by whether GWRC implement improved flood protection in one step, or two steps. Questions were also asked about the best use of the river corridor spaces and the features the community would like to see within the corridor.

A total of 279 responses were received, of which 74% support Option A in which the 1 in 440 year return flood protection is provided in one stage.

Common themes regarding the use of the river corridor were strong support for car parking areas, cycle paths and walkways and a variety of recreational activities.

## **2. Purpose**

The purpose of this report is to present the findings of consultation on the Project to allow decisions to be made as to how to proceed. The format of the report includes a graphic representation of the responses to each specific question asked as well as a synthesis of the main themes in the consultation feedback comments. Officers have provided comments to assist in guiding specific actions for design and planning for the Project.

## **3. Background**

The foundation policy for the management of flood risk in the Hutt Valley is the Hutt River Floodplain Management Plan (2001) (HRFMP). The Hutt City Centre section stopbanks from Mills Street to Ewen Bridge (as well as channel improvements from Kennedy-Good Bridge to Melling Bridge) is the last part of the river upgrading work required to provide the protection from a flood to the Hutt City Centre and the central residential areas to the standards in the HRFMP. The Hutt Valley Flood Management Subcommittee (HVFMS) was established

with representation of the Hutt Councils and GWRC to make governance decisions in relation to the HRFMP.

Since 2014 the HVFMS has been considering alternative options for the City Centre section of the river, with two preferred options put forward to the public for feedback. The two options are:

- Option A – provision of a 1:440 year return period flood hazard protection that includes allowance for climate change (by enlarging and moving stop banks further west into Pharazyn and Marsden Streets, which will require removal of property on these streets); or
- Option B – taking a staged approach (by initially building flood protection within the existing corridor to a slightly lower standard) which would initially require no property purchases then in around 20 years, move to the higher Option A flood protection standards for completion in around 30 years to allow for increased river floods caused by climate change.

The consultation comprised three work streams:

- Targeted consultation with landowners whose land may be potentially acquired (being properties along Pharazyn and Marsden Streets)
- Targeted consultation with landowners along Daly Street, stakeholders and specific interest and community groups
- Public consultation with the community in the form of open days/information session and feedback forms.

The focus of this report is on the feedback resulting from public consultation with the community. Consultation with individual landowners and interest groups will be summarised and analysed separately.

## **4. Public Consultation Process**

On Monday 3 August 2015 the three agencies commenced consultation with the community (and region) on flood protection options within the Hutt CBD.

The primary method for received feedback was via feedback forms (electronic and paper copy).

Consultation with the wider community took the following forms:

- Three open days at 131 High Street between 4-7pm on 20 August; 9-12 noon on 22 August; and 2-5pm on 29 August. Experts were available at the open day to talk to attendees with a number of private meetings also held. These sessions attracted a total of 67 people and almost exclusively they were owners of properties potentially required for the Project. Understandably many of the property owners had concerns and these meetings provided a valuable forum to discuss details, and in particular, the property valuation

and purchase process. Individual discussions were held with many of these people in separate rooms available at the open day venue.

- Viewing a display at Centre Court, Queensgate from the 10-16 August. Various members of the project team were available between 10-3pm each day to talk to the public. While it is difficult to give a precise number of people who spent time viewing the display, we estimate it was between 1000 and 2000. The display attracted a wide range of comments and questions and overall seemed to be well received. The broad themes of the feedback was:
  - Strong preference for Option A - “One Step”,
  - Positive response overall in favour of the city centre/river link enhancements.
  - There was good support for a cycling/pedestrian bridge. Also the importance of the river corridor for leisure and recreation.
  - A replacement gateway or standard Melling Bridge had a mixed response. Some people seemed to be unsure what was meant by a “Gateway Bridge”.
  - One common question/comment was “just dredge the river deeper and the problem will be solved”.
- Reviewing static shop window display at 131 High Street between 5 August – 14 September. It is unknown how many people would have viewed these displays but members of the public were regularly seen looking at it. The shop was also used as a venue for presentations to 60 people at four stakeholder group meetings. Feedback received at those presentations was more specific and focussed on specific interests as well as detailed design and timelines. Presentations were given to 129 persons at five other stakeholder groups and community board meetings. Feedback received was often wide and varied and often people were surprised to see the extent and impact a breach of the stop banks in the city centre would have on surrounding suburbs. These presentations were generally very well received and in favour of progressing Option A.
- Widely available brochure (with enclosed feedback form) summarising the project and options. Over 3,000 brochures and forms were made available, handed out or posted out over the 44 consultation day period.
- Post card drop to all 37,000 properties within Hutt City advising of the consultation and encouraging feedback
- Radio advertisements, media releases and newspaper articles advising of the consultation and encouraging feedback
- Websites, with the GWRC website being the main information source and HCC and NZTA directing views to the GWRC website. Information on the website included contact details, key dates, the feedback form, frequently

asked questions and answers, and a document library containing the various option and evaluation reports. There were approximately 1000 visits to the website with about 500 document downloads.

- All opportunities continue (even though the feedback period to which this report relates is completed) to be taken to address groups and members of the public about the project and provide feedback on the concerns raised as well as wider issues such as climate change and flood management in the Hutt Valley. Invitations have been accepted for two presentations to speak to Rotary and Probus where jointly they are expected to attract at least 100 attendees.

#### **4.1 Feedback questions**

Feedback was sought on the following:

- Whether Option A or Option B was preferred and why, or whether any of the other options already investigated should be further considered.
- What features or activities (for example, parking) should be considered in the river corridor and why?
- Whether riverbank promenade should be formed, and what type of physical connections would you like to see to the stopbank from the city centre?
- Should the Melling Bridge be a standard or ‘gateway’ bridge design?
- Whether a pedestrian /cycle bridge from Melling Station to Lower Hutt city centre is supported?

### **5. Preferred Option**

The preferred option from the 279 respondents was Option A (One Step) with 74% of respondents identifying this as their preferred option.

15% of respondents preferred Option B.

4% identified neither option as their preference.

7% did not respond to the question

Of the 43 affected property owners who responded, 65% (28) prefer Option A (One Step). Thirteen property (30%) owners prefer Option B (Two Steps) and two property owners (5%) opted for neither options.

### **6. Analysis**

The following summarises the public feedback to the consultation on the options and key questions.

Of the total 279 responses received:

- 161 were received via the online survey
- 90 were hard copy feedback forms
- 17 were comments via email that were not in the feedback form format
- 11 were comments via letters, that were not in the feedback form format

There were a varying number of responses to each of the questions as it was not a requirement that respondents answer each question. The graphs in this report are based on the responses.

## 6.1 Responses to the Option A or B Question

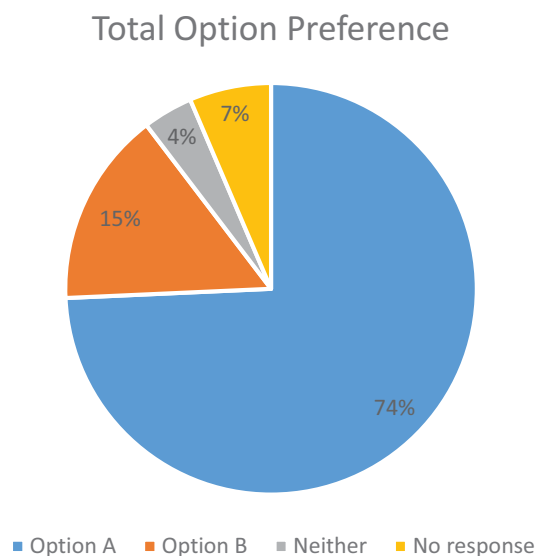
An important outcome sought from the consultation was the community feedback on the options to give effect to the HRFMP. As such, a key question from the feedback was whether Option A or B was preferred, and why.

While consultation focused on these two options, the community were also asked whether they thought there were any other options (such as those considered in the evaluation process that had drawn out Options A and B) that should be considered further.

### 6.1.1 Feedback Summary

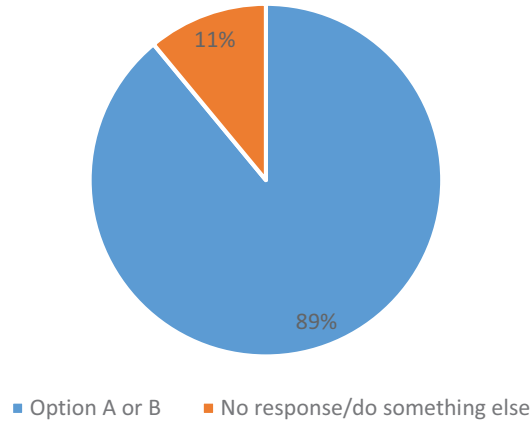
#### *Option Preference*

In context of the overall 279 feedback responses, 7% (18) of respondents provided no specific response on this question as to an option preference. 74% of overall responses indicated a preference for Option A, 15% of overall responses indicated a preference for Option B, and 11% either provided no response or thought neither Option A or B was suitable.



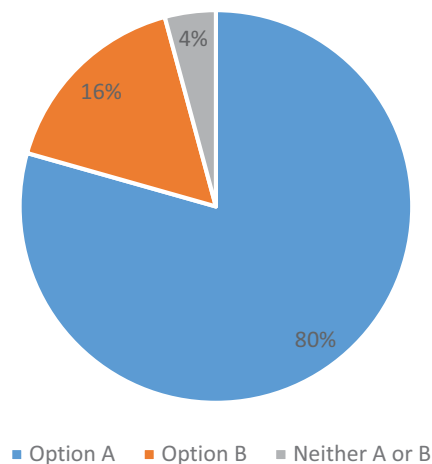
Of the 279 total respondents, 89% provided a preference for Option A or B, with 11% respondents not indicating a preference for either of these options, or not providing a specific preference. Although two respondents did not indicate a preference for Option A or B, their comments indicated a preference for these two options.

Option Response



Of the 261 responses to the key question regarding option preferences, 80% (207) of respondents who specifically responded to this question indicated a preference for Option A – One Step approach. 16% (43) of respondents who specifically responded indicated a preference for Option B – the Two Steps staged approach. 4% (11) of the respondents who specifically responded to this question thought neither option was suitable.

Specific Response on Option Preference





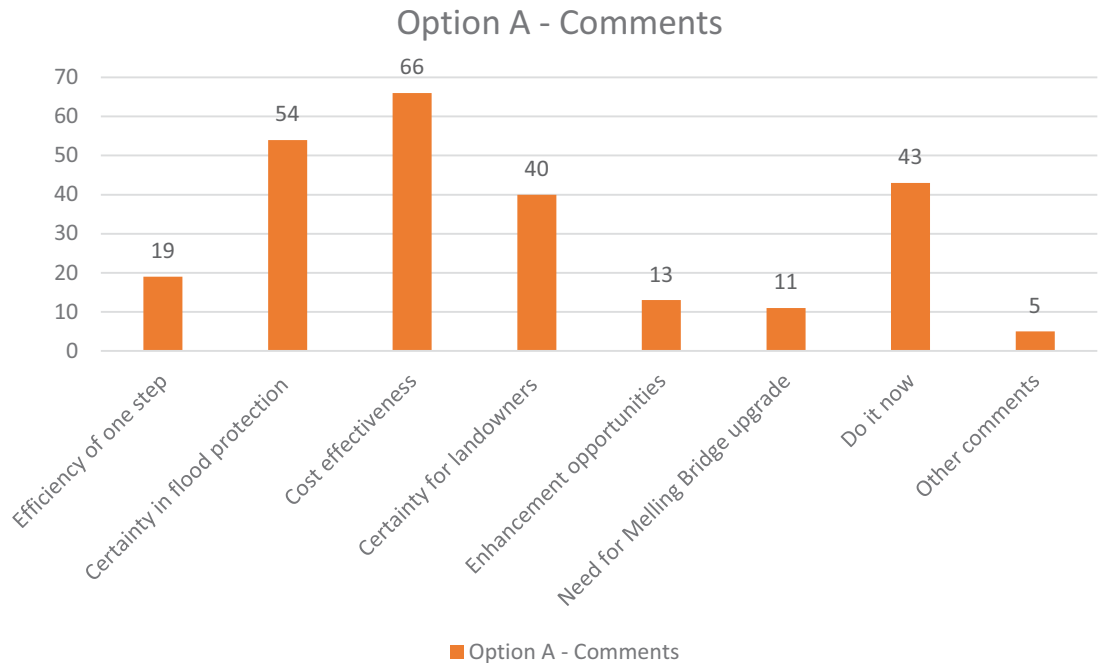
### *Option A – Responses*

Of the 207 respondents that identified a preference for Option A, 167 (81%) provided specific comments. The remaining 40 respondents in support of Option A provided no specific comments.

Of the 167 respondents who provided comments, the following reasons were provided for supporting Option A. A total of 251 reasons were provided, noting that many respondents provided more than one reason. The 251 reasons centred on common themes and are categorised as follows:

- 19 references were made to the efficiency of Option A (as a process) than Option B (8% of the 251 reasons).
- 54 references were made to the greater certainty Option A provides in terms of flood protection (22% of the 251 reasons).
- 66 references were made that it would be more cost effective/efficient to undertake the works in one step, and now as opposed to waiting 20 years by which time costs would have increased. Although two comments queried whether Option A is affordable (particularly property acquisition) and where the funding will come from (26% of the 251 reasons).
- 40 references were made in support of Option A on the basis it provides greater certainty for residents. Although disruptive initially, there would be a more certain future for the affected landowners if Council was to proceed with Option A. Delays were perceived as having adverse effects on property values – potentially both on the valley as a whole as well as for affected properties (16% of the 251 reasons).
- 13 references were made to the associated recreational and city centre enhancement works. There was also comment that there was a lack of understanding of the future use and development of the acquired land which sits alongside Pharazyn Street including around the Melling rail station (5% of the 251 reasons).
- 43 references expressed the sentiments “just do it”, “first time right” and “the sooner the better” (17% of the 251 reasons).
- 11 references were made reference to the need to upgrade Melling Bridge (4% of the 251 reasons).
- 5 generic references were made that did not specifically relate to Option A (or B) but referred to matters such as car parking capacity at Melling Station, rehousing concerns for people subject to property acquisition, request for a whole river plan, and request to see plans for the area

between Melling Bridge and Kennedy Good Bridge (2% of the 251 reasons).



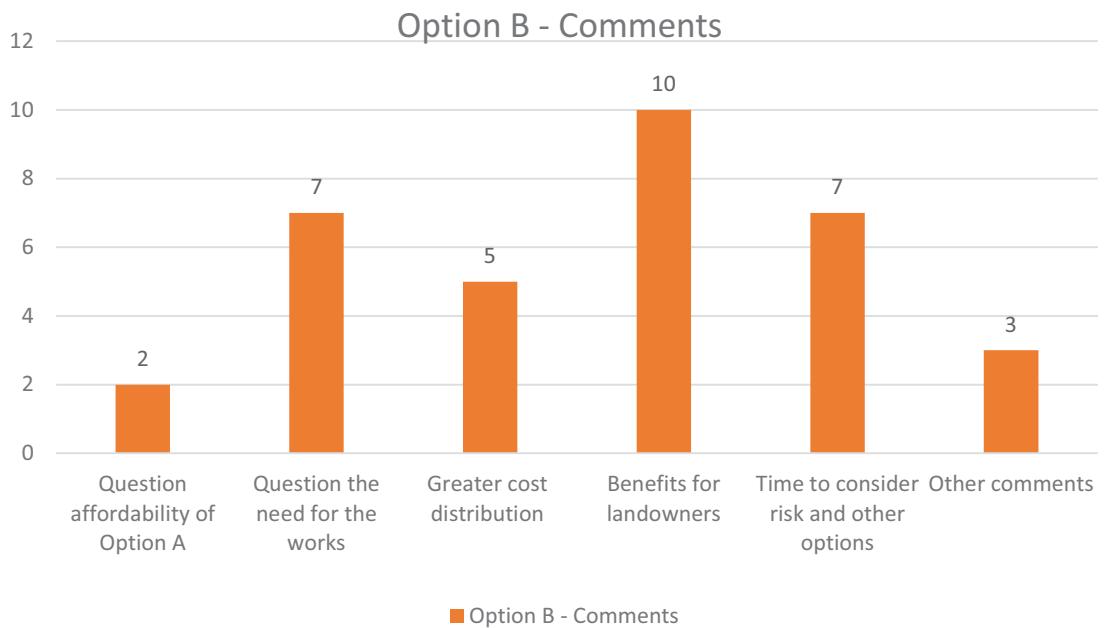
### *Option B – Responses*

Of the 43 respondents that identified a preference for Option B, 25 (58%) provided specific comments. The remaining 18 (42%) respondents in support of Option B provided no specific accompanying comments or reasons.

Of the 25 respondents who provided comments, a total of 34 reasons were provided, noting that many respondents provided more than one reason. The 34 reasons centred on common themes and are categorised as follows:

- 2 respondents questioned the affordability of Option A, and on this basis they preferred Option B (6% of the 34 reasons).
- 7 responses questioned the need for the works, and in particular Option A, on the basis that the need for the desired flood protection level is not proven (20% of the 34 reasons).
- 5 responses cited Option B as having cost benefits in that the longer timeframe enables a disruption of the cost over a greater time period (15% of the 34 reasons).
- 10 responses referred to the longer time frame associated with Option B which provides land owners with a longer timeframe in which to make plans and organise themselves, and this would be less disruptive (29% of the 34 reasons).

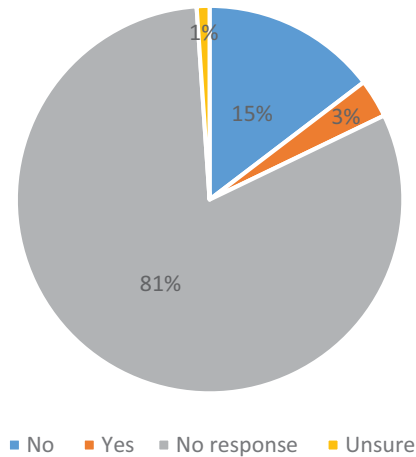
- 7 responses in preference of Option B referred to the benefits the longer time frame would provide in terms of providing time to look at alternative options, the potential for improved technology over the next 20 years to address the flooding risk, and the longer time frame to better factor in the effect of climate change (21% of the 34 reasons).
- 3 respondents made specific comments in support of Option B on the basis that the longer time frame provides an opportunity to plan better, there are potential drainage issues that need to be addressed, and that the economics for the options need to be clearly shown (9% of the 251 reasons).



### *Other Options*

Nine (3%) of the respondents thought there were other options that needed to be considered (including raising the floor levels of potentially acquired properties, removal of buildings along Daly Street to create a wider river corridor, raising the height of the existing stopbanks, dredging/gravel extraction, creation of storage areas upstream, investing the money to pay for any future, flood damage, increased planting, status quo, provision of a physical barrier/flood gates/concrete wall, and encroachment on the eastern side of the river. One specific reference was made to Option 4A evaluated within the *Hutt River City Centre Section Upgrade Project Option Evaluation Report (19 July 2015)*.

## Should Other Options be Considered?



### 6.1.2 Officer Comment

The clear message from the feedback analysis is that the process should proceed to implement Option A. This Option, One Step process, will provide with certainty the 440 year standard of flood protection to the next 100 years as predicted by current climate change scenarios. If the HVFMS agrees to recommend to proceed with Option A, then officers suggest that the following points, or words to this effect, be included in the recommendation:

- Costs and an implementation programme for the Project be confirmed as part of the design development process.
- The community be advised of the costs and implementation programme as part of the consultation associated with the design, statutory consent/designation process.
- Continued support, including information and discussions to assist understanding of the purchase and project programme, be provided to landowners whose land may be required as well as other potentially affected owners as appropriate.
- That the future use and development of the land which lays adjacent to Pharazyn Street which will be acquired (voluntarily or compulsorily) in whole or in part be designed in consideration of remaining adjacent owners, Melling rail station improvements, recreational uses, SH2 intersection improvements and the seismic hazards present there.

## 6.2 Responses to River Corridor Features and Parking Question

Feedback was sought on what features or activities should be considered in the river corridor, and why. A specific question was also asked as to whether parking areas were supported within the river corridor, and why.

## **6.2.1 Feedback Summary**

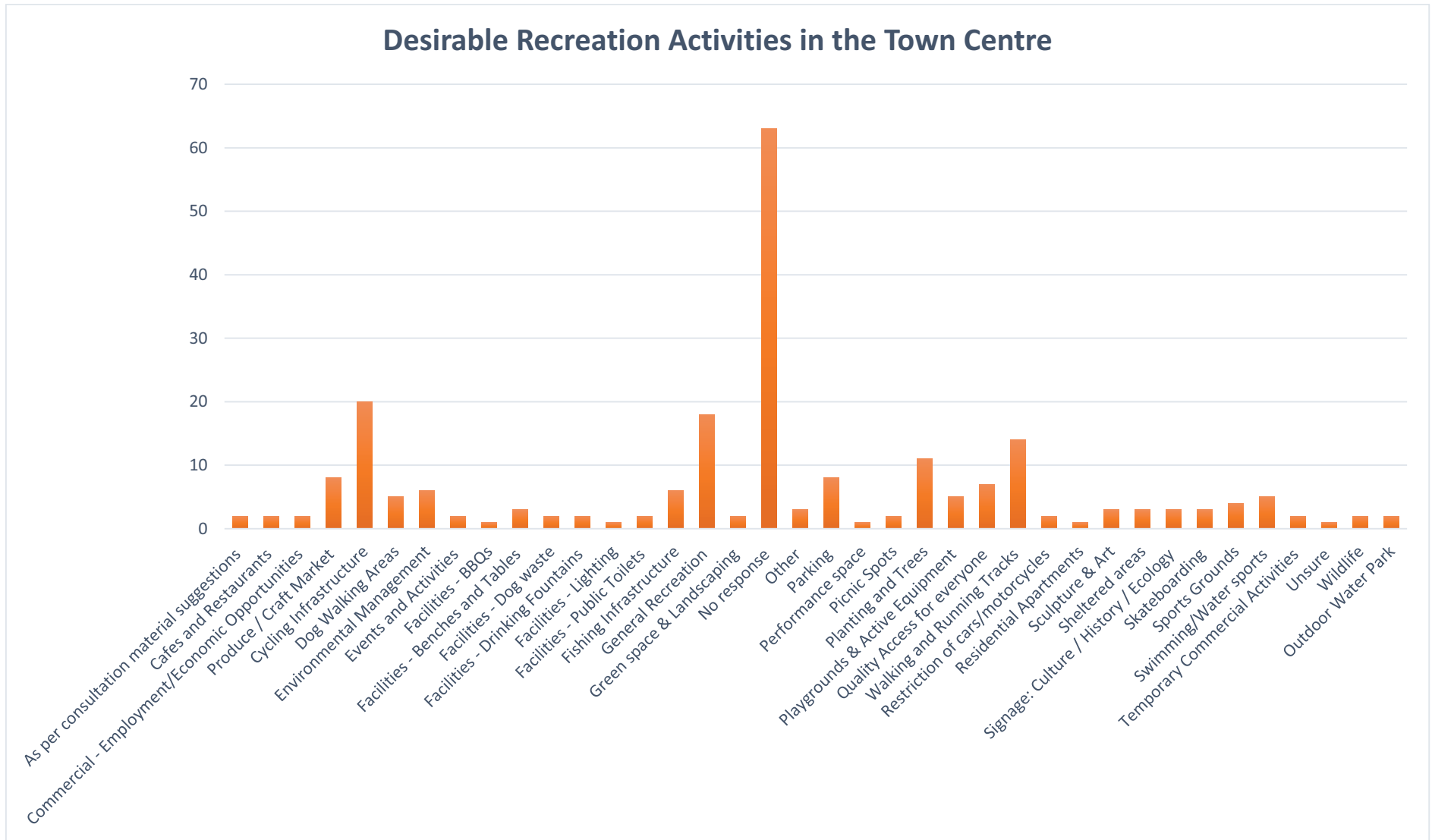
### *Activities and Features*

Comments were sought from the community on the features or activities that should be considered in the river corridor.

The features identified in the 165 comments received on this issue are represented in the bar graph below and were sorted into similar classifications. The most common feature/activity referred to was cycling and the need for quality cycle paths. Also common was the desire for ‘recreation’ which was mentioned in general terms by many respondents. Walking paths and tracks as well as trees and planting were also popular responses for features preferred for the river corridor.

Requests for facilities in the river corridor were common and these were separated into distinct groups from drinking fountains, to public toilets, lighting and benches/tables. Water sports and swimming as a group, includes canoeing/kayaking and boating. Environmental management as a classification refers to the introduction of wetlands, river management, storm water management and habitat creation.

## Desirable Recreation Activities in the Town Centre



Other comments regarding the features or activities to be provided in the corridor included recognition of the historical Wesleyan cemetery. Several respondents also identified the importance of the River Trail and keeping its function in place.

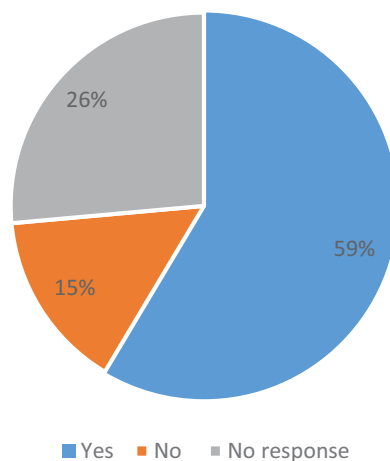
A clear message from the respondents is that the river corridor is a recreational asset for the Hutt Valley and the stop bank upgrade provides an opportunity to enhance the recreational facilities and activities that take place within the corridor.

### *Parking Areas*

Of the 206 responses to the question whether parking areas within the river corridor are supported, a strong preference was provided for the inclusion of parking areas with 80% (164) of respondents who responded on this question supporting parking areas. 20% (42) of respondents who responded to this question did not support parking areas.

Overall the issue of parking received a high response rate with 74% of respondents providing a response on this issue. In context of the total 279 responses received, 59% (164 respondents) support parking, 15% (42 respondents) do not support parking and 26% (73 respondents) did not respond to this question.

Support for Parking in the River Corridor



A large number of comments were provided on the provision of parking with the majority in support of the provision of parking areas on the basis there is a need for parking to support the city centre, Hutt economy and railway station use. Parking was also seen as increasing the number of visitors to the area and is used by those accessing the river corridor for recreational activities and by those with mobility issues. A number of comments were that a reduced number of parks might suffice. Recognition was made within the comments as to the flood risk associated with parking, but that this could be managed with a 'warning' system

such as the one currently used. Respondents also suggested that any parking area needs to be attractive, accessible to those with restricted mobility and multi-functional (i.e. available for other uses such as markets).

Comments made by those who do not support parking centred on the flood risk, potential conflict with recreational activities and that parking areas would detract from the river corridor as a place for recreation and an important source of amenity.

### **6.2.2 Officer Comment**

The clear message from the feedback analysis is that parking should continue to be provided for in the river corridor. If the HVFMS agrees to recommend that parking be included in the river corridor as part of the Project, then officers suggest that the following points, or words to this effect, be included in the recommendation:

- Parking areas are given careful consideration as to their extent, location, access points, multifunctional and environmentally sensitive design (such as for storm water runoff).
- Parking areas be located in areas least susceptible to regular flooding.
- In considering vehicle access and parking that this be considered comprehensively along the river corridor's length and in relation to the associated context outside the corridor.

## **6.3 Responses to Promenade and City Linkages Question**

Feedback was sought on whether the Daly Street stopbank should be formed to create a new promenade with new buildings allowed to be built adjacent to it. The question also asked what type of physical connection linkages (eg ramps, stairs etc.) to the stopbank from the city centre are preferred.

### **6.3.1 Feedback Summary**

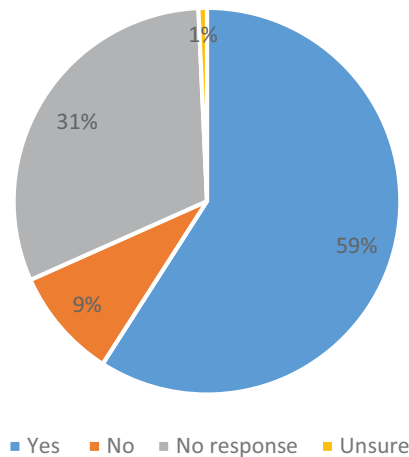
#### *Daly Street Promenade*

Of the 192 responses to the question as to whether the Daly Street stopbank edge should be created as a new promenade 86% (166) of respondents who responded to this question supported the concept, with 14% (26) of respondents not in support.

31% of the total 279 respondents did not provide a response on this issue. In context of the total 279 responses received, 59% support the concept, 9% were not in support, 1% were unsure, and 31% did not respond to this question.



## Support for Daly Street Promenade



The clear theme in comments supporting the promenade concept revolved around the positive relationship the promenade would provide between the city and the river, enhancing the river as a recreational asset that will attract people (locals and visitors) and business to this part of the city. Commercial activities are seen as a key part in the success of the area.

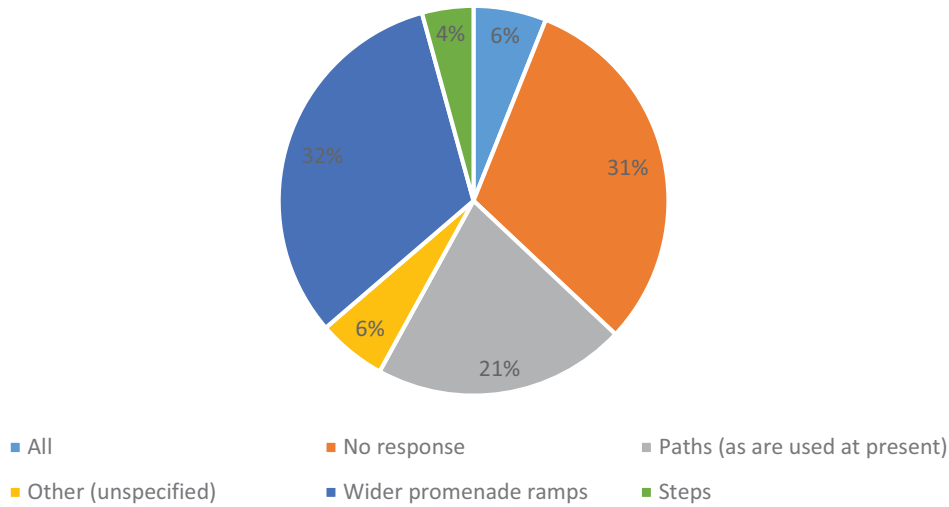
Comments raised by those who do not support the promenade concept relate to the viability of commercial ventures given the region's climate and that the Hutt is more of a service hub as opposed to an entertainment hub, whether it is the role of Council to create promenades, and the hazard risk from flooding and earthquakes.

### *City Centre Linkages*

The topic of physical connections to the stopbank from the city centre attracted 194 responses. Of the 194 responses, 6% (12) of respondents support the use of steps, 31% (59) support paths (as existing), and 46% (90) support wider promenade ramps. 9% (17) of respondents support all three options and a further 8% (16) opted for other, unspecified options.

The following pie chart shows the results including those 30% (85) of the total 279 respondents, who did not specifically respond to this question.

## Preference for Stopbank Access



More of the responses were in support of wider promenade connecting ramps, but paths as per those currently in place were also seen as sufficient. Amongst the comments there was a clear theme of providing inclusive access for all users (e.g. all ages and ranges of mobility). Having sufficient width in connections (paths, ramps) to avoid conflicts between users was also raised, including the need for separate cycle paths for the benefit of cyclists and pedestrians who move at different speeds and require different amounts of space.

### 6.3.2 Officer Comment

The message from the feedback analysis is that on the matter of a promenade that this was clearly a favoured feature. In respect of access to the stopbank and river corridor, the feedback was less clear in that although ramps were preferred, other forms of connection were also considered workable. If the HVFMS agrees to recommend to proceed with the development of a promenade and access linkages as part of the Project, then officers suggest that the following points, or words to this effect, be included in the recommendation:

- That appropriate design and planning provisions are included in the Project to ensure the adjacent privately initiated development contributes positively to the outcomes sought for the promenade's function and character.
- Options for access linkages to the stopbank and river corridor from the city be further considered in the design process, including provision for people of all mobility levels.
- The multifunctional nature of the access linkages be considered in terms of the safety and comfort of the range of users that can reasonably be expected.

## 6.4 Responses to Melling Bridge Question

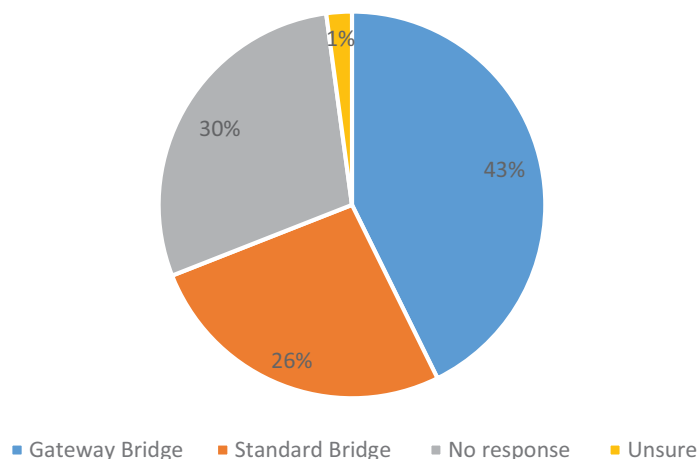
Both Options A and B included replacing the Melling Bridge. In relation to the bridge, feedback was sought on whether a standard or ‘gateway’ bridge design is preferred in its replacement. The concept of a gateway bridge was explained by way of examples.

### 6.4.1 Feedback Summary

Of the 196 specific responses on the design of any future Melling Bridge, 38% (74) of respondents support a ‘standard’ design and, 61% (120) support a ‘gateway’ design. 1% (2) of respondents were unsure, with several in this category uncertain on what constituted a gateway bridge.

30% of the total 279 respondents did not respond to this question. The chart below shows the results including those who did not specifically respond to this question.

Preference for Melling Bridge Upgrade



The general theme of comments in support of a ‘gateway’ bridge are that it is a (if not the) main point of entry to the Hutt and should be a feature.

The general theme of comments in support of a ‘standard’ bridge are the unjustified cost for a gateway type, the relationship with an improved SH2 grade separated interchange being needed, that there are other main gateways to the city, and the bridge just needs to be functional and affordable.

The functional requirements of the bridge and the pressing need to improve traffic flow is mentioned in a number of responses.

### 6.4.2 Officer Comment

The message from the feedback analysis is that a gateway type of bridge is favoured. If the HVFMS agrees to recommend that the gateway type bridge

should be included in the Project, then officers suggest that the following points, or words to this effect, be included in the recommendation:

- That continued recognition be given to the positive benefits of designing and programming for relationship between the bridge replacement, the intersection improvements with SH2, flood protection improvements, potential for improvements to the Melling station and that NZTA continue to be encouraged to be part of the Project.
- That clarification be sought from NZTA as to its processes for the decision – making process and timing for the SH2 interchange improvements as this will be influential to the programming for the bridge replacement and flood protection works can be worked around this to a large extent.
- The design and the RMA approvals process provide for the gateway bridge concept and the costs of this continue to be monitored to ensure that the gateway nature of the bridge remains an affordable element of the Project.

## 6.5 Responses to Pedestrian/Cycle Bridge Question

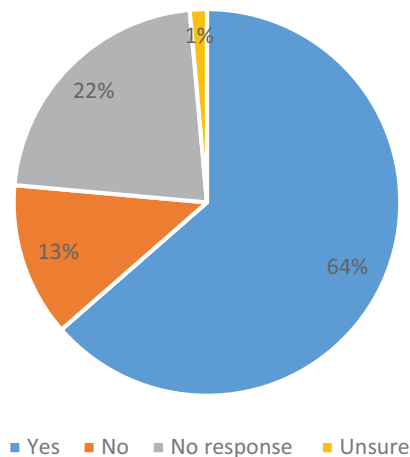
Feedback was sought on whether a combined pedestrian and cycle bridge from near Melling Station to the city centre is supported.

### 6.5.1 Feedback Summary

Of the 218 responses to the key question regarding support for a pedestrian/cycle bridge 82% (178) of respondents supported the bridge concept, compared to 16% (36) of respondents who did not support it. A small number (4) of responses (2%) were unsure.

22% (61) of the total 279 respondents did not respond to this question. The chart below shows the results including those who did not specifically respond to this question.

Support for Pedestrian/Cycle Bridge



The clear theme in comments supporting a pedestrian/cycle bridge related to the positive and safe facility it would provide for cyclists and walkers, including parents with prams and the elderly. Comments were also made that it would attract people to the city centre, would make access to Melling Station easier and promote alternate forms of transport other than private motor vehicles. It would also provide an alternative access point in an emergency (e.g. if a main bridge was blocked/unusable). The issue of design was raised in that any bridge would need to ensure safety for users (e.g. lights), and be of a sufficient width to accommodate the differing users without conflicts such as from different speeds of movement.

The theme in comments from those respondents not supportive of the bridge primarily related to the cost and the money being better spent providing cycle and pedestrian facilities on the replacement Melling Bridge or on other priorities in the Project. Comments were also made as to the bridge being susceptible to flooding damage, its exposure in bad weather, and that it would be underutilised.

One further issue raised in a number of submission related to the potential for shifting the location of Melling Station further south and that this could make a closer relationship to the pedestrian/cycle bridge.

#### **6.5.2 Officer Comment**

The clear message from the feedback analysis is that a pedestrian and cycle bridge is favoured. If the HVFMS agrees to recommend that the pedestrian and cycle bridge should be included in the Project, then officers suggest that the following points, or words to this effect, be included in the recommendation:

- Further consideration should be given to the location of the bridge to ensure this is optimised relative to the linkages to the city centre and Melling rail station including consideration of the position of the station.
- The design of the bridge recognise the safety of users, including the provision of sufficient width to enable cyclists and pedestrians to move at their own speed without significant conflicts.

## **7. Summary Comments**

The consultation and communications process is considered by officers to have been thorough and also largely positive in the sense of the comments, attitudes, and media publicity received.

Understandably there are affected people for whom the Project is concerning and support continues to be provided to them in terms of information and access to experts in property matters. The people who have properties that could be required (mostly for Option A) are waiting for a formal decision as to Option A proceeding and the land being required before GWRC can progress to arrange purchase for those people wanting to sell now. If people do not want to sell then

the statutory designation process will be the means by which the property will be acquired.

A good range of opportunities have been provided for the community to provide comment and to speak with officers directly. Consultation and responses to enquiries continue to occur.

The Project now has a public awareness and the process from this point will remain of interest to the people who have engaged to date and others may become more involved when the Project moves into a statutory phase. It is recommended that regular updates are made on the Project as it progresses.

Following the consideration of the HVFMS of the feedback report the content will be made available to the public. The people that have provided feedback will be advised directly of the report and its findings.

The design process will proceed with the direction provided by the feedback and the next formal consultation process on the Project will occur when design and supporting technical information (including costs and programme) has progressed ready for the RMA statutory stage.

In the meantime communications will continue and engagement with individuals or groups will also continue as the more detailed elements of the project are refined. It is anticipated at this time that design work will proceed through 2016 with an expectation of being ready to move into an RMA statutory phase late 2016/early 2017.

## **8. Summary table of consultation responses**

A summary table of the consultation responses is provided as Table 1.

**Table 1: Summary of Consultation Responses**

QUESTIONS	RESPONSE STATISTICS	COMMENTS
Option A	<p>74%</p> <p>207 Responses</p>	<p>Of the 207 respondents that identified a preference for Option A, 167 (81%) provided specific comments.</p> <p>251 reasons were provided with the main reasons for support of Option A relating to:</p> <ul style="list-style-type: none"> <li>- cost efficiencies (66 responses)</li> <li>- greater flood protection and certainty afforded (54 references)</li> <li>- certainty for landowners (40 responses)</li> <li>- process efficiencies (19 references)</li> <li>- and associated recreation and enhancement works (13)</li> </ul> <p>43 responses expressed the sentiment “just do the works now”.</p>
Option B	<p>15%</p> <p>43 Responses</p>	<p>Of the 43 respondents that identified a preference for Option B, 25 (58%) provided specific comments. A total of 34 reasons were provided with the main reasons being:</p> <ul style="list-style-type: none"> <li>- greater time for landowners to make adjustments to their lives (10 responses)</li> <li>- scepticism for the need for the works (7 responses)</li> <li>- longer time frame to look at alternative options, the potential for improved technology to address the flooding risk, and factor in the effect of climate change (7 responses)</li> </ul>

		<ul style="list-style-type: none"> <li>- cost benefits (of distributing the costs over a longer period) (5 responses)</li> <li>- whether Option A is affordable (2 responses)</li> </ul>
<b>Other Options</b>	<p>3%</p> <p>9 Seek other options</p>	<p>Other options put forward for consideration are: raising the floor levels of potentially acquired properties, removal of buildings along Daly Street to create a wider river corridor, raising the height of the existing stopbanks, dredging/gravel extraction, creation of storage areas upstream, investing the money to pay for any future, flood damage, increased planting, status quo, provision of a physical barrier/flood gates/concrete wall, and encroachment on the eastern side of the river. One specific reference was made to Option 4A evaluated within the Hutt River City Centre Section Upgrade Project Option Evaluation Report (19 July 2015).</p>
<b>River Features</b>	<p>165 Total responses on this point</p>	<p>A clear message that the river corridor is a recreational asset for the Hutt and the stop bank upgrade provides an opportunity to enhance the recreational facilities and activities that take place within the corridor. Walking and cycling paths were the key requested features.</p>
<b>Car Parking</b>	<p>59% Support</p> <p>26% Oppose</p> <p>206 Total responses on this point</p>	<p>Comments in support of parking cited a need for parking to support the CBD, Hutt economy and railway station, parking will increase visitors to the areas and is used by those accessing the river corridor and those with mobility issues. Recognition was made within the comments as to the flood risk associated with parking, that parking areas need to be attractive and be multi-functional (i.e. available for other uses such as markets).</p> <p>Comments opposing parking referred to the flood risk, potential conflict with recreational activities and that parking areas would detract from the promenade and recreational concept and amenity.</p>



Daly St Promenade	<p>59% Support</p> <p>9% Oppose</p> <p>194 Total responses on this point</p>	<p>The clear theme in comments supporting the promenade concept revolved around the positive relationship the promenade would provide between the city and the river. Commercial activities are seen as a key part in the success of the area.</p> <p>Comments in opposition relate to the viability of commercial ventures given the regions climate and that the Hutt is more of a service hub as opposed to an entertainment hub, whether it is the role of council to create promenades, and the hazard risk from flooding and earthquakes.</p>
Physical Connections (Ramps, steps and paths)	<p>Wider promenade ramps 33%</p> <p>Steps 4%</p> <p>Paths 21%</p> <p>Combination of all 6%</p> <p>194 responses in total</p>	<p>The comments on the means of access to the stopbank are in support of wider ramps, although steps and path also had support. Ease of access (for young families and those with mobility issues) is a common theme, as are hazards associated with wide ramps or steps that do not have adequate support rails. Separation between cyclists and other uses is identified as an issue.</p> <p>Design and form as opposed to the particular medium is a common theme.</p>
Melling Bridge (Gateway Design )	<p>43%</p> <p>120 Responses</p>	<p>The general theme of comments in support of a ‘gateway’ bridge are that it is a (if not ‘the’) main point of entry to the Hutt and should be made a feature off.</p>
Melling Bridge (Standard Design)	<p>26%</p> <p>74 Responses</p>	<p>Comments in support of a ‘standard’ bridge are the cost (of a gateway bridge), the relationship with the flyover, that there are other main gateways to the city, and the bridge just needs to be functional and affordable.</p>

		A key message is the functional requirements of the bridge and need to improve traffic flow.
<b>Pedestrian /Cycle bridge</b>	<p>64% Support</p> <p>13% Oppose</p> <p>2% Unsure</p> <p>218 Total responses on this point</p>	<p>The clear theme in comments supporting a pedestrian/cycle bridge related to the positive and safe facility it would provide for cyclists and walkers that it would attract people to the CBD, would ease access to Melling Station, and promote alternate forms of transport other than private motor vehicles, and an alternative access point in an emergency. Design will be key.</p> <p>Comments in opposition related to necessity, cost and the money would be better spent providing cycle and pedestrian facilities on the replacement Melling Bridge or on other priorities in the project. Comments were also made as to the bridges susceptible to flooding, its exposure in bad weather, and that it would be underutilised.</p> <p>One further issue raised in a number of submission related to the further location of Melling Station and that this would impact on any pedestrian/cycle bridge.</p>