



TE KOMITI HANGANGA ME NGĀ WAETURE INFRASTRUCTURE AND REGULATORY COMMITTEE

26 February 2026

Order Paper for the meeting to be held in the
Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,
on:

Thursday 5 March 2026 commencing at 9:30 am

The meeting will be livestreamed to Council's You Tube page.

Membership

	Cr S Edwards (Chair)
	Cr T Lewis (Deputy Chair)
Mayor Fauono K Laban	Deputy Mayor K Brown
Cr G Barratt	Cr P Ravi
Cr B Dyer	Cr N Shaw
Cr A Mitchell	Cr T Stallinger
Cr C Parkin	Cr M Tonga-Grant
Cr TA Puketapu	Cr K Yung

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing DemocraticServicesTeam@huttcity.govt.nz or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY

TE KOMITI HANGANGA ME NGĀ WAETURE INFRASTRUCTURE AND REGULATORY COMMITTEE

Chair:	Cr Simon Edwards
Deputy Chair:	Cr Tui Lewis
Membership:	Mayor and all Councillors
Quorum:	Half of the members
Meeting Cycle:	Meets on an eight-weekly basis or at the requisition of the Chair
Reports to:	Council

Overview:

This committee oversees Council's core infrastructure and regulatory functions, ensuring effective governance of city assets, transport and traffic systems (including parking and any other traffic-related matters), and compliance with statutory responsibilities. It provides direction on the planning, delivery, and performance of infrastructure that supports healthy, sustainable, and resilient communities.

The committee provides governance oversight of Te Wai Takamori o Te Awa Kairangi | RiverLink and the Silverstream Landfill. Joint operational oversight of the landfill and other shared Hutt Valley services is exercised through the Hutt Valley Services Committee. Through its oversight of infrastructure, transport, and traffic management, the committee supports the delivery of safe, reliable, and sustainable services for the community.

Areas of focus:

- Three waters infrastructure and water investment (until 30 June 2026)
- Roading and active transport (including traffic management and parking)
- Infrastructure strategy
- Integrated transport strategy
- Wharves
- Environmental consents
- Regulatory functions, including enforcement
- Treaty partnerships
- Te Wai Takamori o Te Awa Kairangi | RiverLink
- Silverstream Landfill
- Cycleways
- Footpaths renewal programme
- Oversight of Major Projects Steering Group

Purpose:

The purpose of this committee is to ensure that Te Awa Kairangi ki Tai's infrastructure, transport, and traffic systems (including parking and any other traffic-related matters) and regulatory functions are effectively-planned and monitored to support the city's growth, safety, and wellbeing.

The committee provides governance oversight to ensure that infrastructure and regulatory activities, including Council's responsibilities under its bylaws and relevant legislation, are fit for purpose, resilient, and compliant with statutory and community expectations. In carrying out its functions, the committee upholds the principles of Te Tiriti o Waitangi in all decision-making.

The committee's oversight of water services, currently managed by Wellington Water Limited and transitioning to Tiaki Wai Metro Water Ltd, will continue until 30 June 2026.

In addition, the committee considers matters relating to Council's regulatory and quasi-judicial responsibilities under the following legislation:

- Building Act 2004 (including residential pool safety provisions)
- Dog Control Act 1996
- Local Government Acts 1974 and 2002
- Public Works Act 1981
- Reserves Act 1977
- Resource Management Act 1991
- Sale and Supply of Alcohol Act 2012

Note: The Chief Executive and officers are responsible for preparing strategies, policies, bylaws, and other reports for consideration by the committee, and for implementing Council decisions. The committee provides oversight of governance, direction, and recommendations in these areas. Responsibility for the development, consultation, and adoption of bylaws rests with Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee.

If a policy or project relates primarily to the responsibilities of the Te Komiti Hanganga me ngā Waeture | Infrastructure and Regulatory Committee, but aspects require additional decisions by Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee, or Te Komiti Oranga Hapori, Oranga Taiao | Connected Communities, Climate and Resilience Committee, then the Te Komiti Hanganga me ngā Waeture | Infrastructure and Regulatory Committee has the powers to make associated decisions on behalf of those other committees. For the avoidance of doubt, this means that matters do not need to be taken to more than one of those committees for decisions.

Delegations for the Committee's areas of focus:

All powers necessary to perform the committee's responsibilities, including the activities outlined below:

- **Oversee required strategies, frameworks and policies and recommend draft and final versions to Council for adoption, where adoption is required under the Local Government Act 2002.**
- Monitor and review strategies and policies.
- Monitor progress and governance oversight of significant projects provided for in the Long Term Plan (LTP) or Annual Plan.
- Monitor delivery and performance of activities within approved budgets under the LTP or Annual Plan, in alignment with financial reporting overseen by the Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee.

Note: Financial and performance reporting for Te Wai Takamori o Te Awa Kairangi | RiverLink and the Silverstream Landfill will be provided at a level appropriate to this committee's governance oversight of infrastructure delivery and risk, with detailed financial and performance information reported through the Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee as part of whole of Council reporting. This ensures officers do not duplicate financial reporting across committees while maintaining clear governance oversight for both project delivery and overall Council financial performance.

- Advocate for strong relationships with Council's Mana Whenua partners as outlined in the Tākai Here agreements, ensuring the outcomes of the committee are in line with the aspirations of the partners.
- Advocate for the best interests of Māori communities in Te Awa Kairangi ki Tai | Lower Hutt, having regard to the committee's goals.
- Ensure the committee is operating in a way that is consistent with various pieces of legislation that provide for Te Tiriti o Waitangi.
- Maintain oversight of relevant infrastructure and regulatory programmes that relate to the committee's areas of focus.
- Oversee the exercise of Council's statutory functions, powers, and duties within the committee's areas of responsibility, other than those specifically delegated to any other committee, subcommittee, or retained by Council.
- Conduct any consultation processes required on infrastructure and traffic issues before the committee.
- Approve and forward submissions. If the timing for forwarding submissions does not align with the meeting schedule, the Chair and Deputy Chair have the authority to approve submissions and report back to the committee.

Additional Infrastructure Delegations:

- Determine roading issues considered by the Mayor and Chief Executive to be strategic due to their significance on a city-wide basis, including links to the State Highway, or where their effects cross ward or community boundaries.
- Hear objections to specified traffic matters where the community board wishes to take an advocacy role.
- Make decisions under Clause 11(e) of the Tenth Schedule of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965 in respect of temporary road closures, including making decisions on any ancillary matters, including, without limitation, approval of temporary "No Stopping" restrictions under Hutt City Council Traffic Bylaw 2017.
- Undertake hearings on road stopping under the Local Government Act 1974.
- **Make recommendations to Council** regarding whether to proceed with stopping a road and disposing of the stopped road. If the proposal involves a related acquisition, disposal, or land exchange, also include a recommendation to Council concerning that acquisition, disposal, or exchange.

- Consider and **recommend to Council** any request to the Crown that a road is stopped under section 116 of the Public Works Act 1981, and the disposal of the stopped road.
- Make any resolution required under section 319A of the Local Government Act 1974 regarding the naming of new roads and alterations to street names (other than those in the Harbour and Wainuiomata Wards, which are delegated to the community boards in those areas).
- Hear, consider and **make recommendations to Council** on any traffic-related matter.
- Regulate its own processes and proceedings to achieve its purpose and objective.
- Provide options for the **consideration of Council** on traffic and roading issues.
- The Chair may refer any traffic matter to a Community Board, or to Council as appropriate.

Additional Regulatory Delegations:

- Oversee any regulations required to achieve Council's objectives.
- Conduct statutory hearings on regulatory matters and make decisions on those hearings, excluding those conducted under the Resource Management Act 1991.
- Authorise the submission of appeals to the Environment Court on behalf of Council, except where such appeals relate to policy, strategy, or statutory planning matters under the Resource Management Act 1991, which Council must approve.
- Make decisions on applications required under the Development Contributions Policy for remissions, postponements, reconsiderations and objections.

Delegations to make Appointments:

- The Chair of the Te Komiti Hanganga me ngā Waeture | Infrastructure and Regulatory Committee, in conjunction with the Chief Executive, is authorised to appoint a subcommittee of suitably qualified persons to conduct hearings on behalf of the committee.
- The Chair of the Te Komiti Hanganga me ngā Waeture | Infrastructure and Regulatory Committee, in conjunction with the Chief Executive, is authorised to appoint a Hearings Subcommittee of suitably qualified persons to conduct resource consent and related hearings on behalf of the committee.

Note: The Manatū mō te Taiao | Ministry for the Environment advocates that Councils offer specialist Resource Management Act (RMA) training in areas that are difficult to grasp or where mistakes are commonly made. This is to complement the Good Decision Making RMA training that they run (which is an overview and basic summary of decision making, rather than an in-depth training in specific areas of the RMA). Therefore, to facilitate this, the RMA training run for councillors who wish to be hearings commissioners is mandatory. Reasons for the importance of the training.

HUTT CITY COUNCIL

TE KOMITI HANGANGA ME NGĀ WAETURE INFRASTRUCTURE AND REGULATORY COMMITTEE

Meeting to be held in the Council Chambers,
2nd Floor, 30 Laings Road, Lower Hutt on
Thursday 5 March 2026 commencing at 9:30 am.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Tuia te mana akiaki	<i>Sow the seeds of courage</i>
Rarangahia te mana	<i>Weave the power of unity</i>
rangatira	<i>To grow and prosper</i>
Kia tipu, kia puāwai	<i>There are ripples in</i>
E ripo ngā wai	<i>Te Awa Kairangi</i>
O Te Awa Kairangi	<i>There are Kaitiaki on the land</i>
He Kaitiaki ki te whenua	<i>Protected environment</i>
He oranga taiao	<i>Thriving people</i>
He oranga tangata	<i>Connected, united, affirmed!</i>

Haumi e, hui e Taiki e!

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

Generally, up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

4. CONFLICT OF INTEREST DECLARATIONS

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have

5. **RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL - 24 March 2026**
- a) Time Limited Parking Spaces (53-57 Cuba Street, Petone; Marsden Street, Melling; Stevens Grove and Pavilion Car Park, Hutt Central; and 211-223 Knights Road, Hutt Central)
- Report No. IARC2026/1/20 by the Head of Transport 10
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
- b) Road Safety Improvements (Eastern Hutt Road, Taitā and Myrtle Street / Laings Road, Hutt Central)
- Report No. IARC2026/1/21 by the Head of Transport 21
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
6. **THREE WATERS UPDATE**
- Report No. IARC2026/1/27 by the Advisor Water Services 28
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."
7. **TE WAI TAKAMORI O TE AWA KAIRANGI - STREETSCAPE UPGRADES AND RIVERSIDE PARK**
- Report No. IARC2026/1/30 by the Head of Business and Urban Development 38
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
8. **EASTERN HUTT ROAD RESILIENCE PROJECT UPDATE**
- Report No. IARC2026/1/29 by the Head of Transport 101
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."

9. **QUARTERLY REPORT ON THE SILVERSTREAM LANDFILL AND AN UPDATE ON SOLID WASTE MANAGEMENT AND MINIMISATION INFRASTRUCTURE AND SERVICES**
- Report No. IARC2026/1/15 by the Waste & Resource Recovery Manager 105
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."
10. **REGULATORY MATTERS**
- Report No. IARC2026/1/26 by the Head of Planning 128
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."
11. **RETROSPECTIVE APPROVAL FOR COUNCIL'S SUBMISSION ON THE BUILDING (EARTHQUAKE-PRONE BUILDINGS) AMENDMENT BILL**
- Report No. IARC2026/1/25 by the Building Compliance Manager 140
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
12. **INFORMATION ITEM**
- Infrastructure and Regulatory Forward Programme 2026**
- Memorandum dated 2 February 2026 by the Democracy Advisor 145
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the memorandum be endorsed."
13. **QUESTIONS**
- With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

14. EXCLUSION OF THE PUBLIC

CHAIR'S RECOMMENDATION:

“That the public be excluded from the following parts of the proceedings of this meeting, namely:

15. CITY LINK BRIDGE PRINCIPAL’S REQUIREMENTS PRIOR TO MARKET RELEASE

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

(A)	(B)	(C)
General subject of the matter to be considered.	Reason for passing this resolution in relation to each matter.	Ground under section 48(1) for the passing of this resolution.
City Link Bridge Principal’s Requirements prior to market release.	The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities (s7(2)(h)). The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage (s7(2)(j)).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.

This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column (B) above.”

Vanessa Gilmour
DEMOCRACY ADVISOR

05 February 2026

Report no: IARC2026/1/20

Time Limited Parking Spaces (53-57 Cuba Street, Petone; Marsden Street, Melling; Stevens Grove and Pavilion Car Park, Hutt Central; and 211-223 Knights Road, Hutt Central)

Purpose of Report

1. To seek approval to install new time-limited parking spaces at the following locations within Hutt City:
 - 53-57 Cuba Street, Petone
 - 39 Marsden Street, Melling
 - Stevens Grove and Pavilion Car Park, Hutt Central
 - 211-223 Knights Road, Hutt Central.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information in this report;
- (2) approves the conversion of 3x existing P15 parking spaces (Monday to Friday, 8:00am-6:00pm) to 3x P30 parking spaces (Monday to Friday, 8:00am-6:00pm) at 53-57 Cuba Street, Petone, as shown in Appendix 1 attached to the report;
- (3) approves the conversion of 2x existing unrestricted parking spaces on Bridge Street, servicing 39 Marsden Street, to 2x authorised parking spaces for "Police Vehicles - At All Times" at 39 Marsden Street, Melling, as shown in Appendix 2 attached to the report;
- (4) approves the conversion of 37x Council-authorised parking spaces at Stevens Grove and the Pavilion Car Park, Hutt Central, currently operating Monday to Friday, 7.00am - 5.00pm, to operate 'At All Times', as shown in Appendix 3 attached to the report;

- (5) approves the relocation of 6x existing P120 time-limited parking spaces from 194-200 Knights Road (southern side) to 211-223 Knights Road (northern side), as shown in Appendix 4 attached to the report; and
- (6) notes that upon approval of these matters, any previous resolutions within the scope of Appendices 1-4 will be replaced by the new restrictions.

These recommendations support Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

Background

53-57 Cuba Street, Petone

2. Council received correspondence from a nearby healthcare provider at 55 Cuba Street, Petone, raising concerns that the existing P15 parking time restriction does not adequately reflect the typical duration of patient appointments, impacting accessibility for patients.
3. In response, and prior to public consultation, Council engineers engaged with the healthcare provider. The provider supported the proposed conversion of 3x existing P15 parking spaces to P30, which better aligns patient needs while maintaining parking turnover, as shown in Appendix 1 attached to the report.
4. The proposal seeks to improve short-stay parking accessibility without increasing the number of parking spaces or materially affecting the surrounding parking supply. The change is limited to adjustments to the existing time restrictions.

Marsden Street, Melling

5. Council received a request from New Zealand Police to convert unrestricted on-street parking spaces to authorised parking outside 39 Marsden Street, Melling, to support the operation of the Wellington District Mortuary located at this address. The on-street parking that serves the site is located on Bridge Street, immediately adjacent to the mortuary. Following public consultation, the proposal was amended to convert 2x parking spaces, as shown in Appendix 2 attached to the report.
6. The existing unrestricted parking configuration has resulted in difficulties for Police vehicles accessing the site when parking spaces are occupied by general road users. The proposed change will provide reliable access while minimising impacts on the wider parking supply.

Stevens Grove and Pavilion Car Park, Hutt Central

7. Council manages authorised parking at Stevens Grove and the Pavilion Car Park (located on Laings Road) to support the operation of Council fleet vehicles. The current arrangement limits authorised parking to Monday to Friday, 7:00am-5:00pm, which does not guarantee access outside these hours.

8. Council officers have identified that the existing time restrictions do not adequately support Council operations during evenings and weekends, when the fleet vehicles are still required to operate.
9. A number of Council fleet vehicles are electric and rely on access to charging infrastructure located within these authorised parking areas, including vehicles in use outside standard weekday hours.
10. To ensure consistent access to parking and charging infrastructure, and to support efficient fleet operations, officers propose extending Council authorised parking at these locations to operate 'At All Times', as shown in Appendix 3 attached to the report.

211-223 Knights Road

11. Council received a request to review on-street parking arrangements on Knights Road following the completion of a new residential development at 200 Knights Road.
12. The current parking configuration provides P120 time-limited parking on the southern side of Knights Road and unrestricted parking on the northern side.
13. Council engineers identified that the existing arrangement requires residents of the new development to cross Knights Road to access unrestricted parking, which is undesirable given traffic volumes on this corridor.
14. The investigation focused on improving parking accessibility and safety while minimising impacts on existing parking provision. No additional parking spaces are proposed.
15. To better align parking provision with the new development, officers recommend relocating the P120 time-limited parking from the southern side of Knights Road to the northern side, as shown in Appendix 4 attached to the report.

Discussion

53-57 Cuba Street, Petone

16. The proposed P30 parking restriction will operate during standard business hours (Monday to Friday, 8:00am-6:00pm), aligning with nearby parking restrictions along Cuba Street. Outside these hours, parking will remain unrestricted, providing flexibility for residents and visitors.
17. Early engagement was undertaken with the healthcare provider at 55 Cuba Street and surrounding businesses. Feedback received was supportive of the proposed change.

Marsden Street, Melling

18. The proposed authorised parking spaces on Bridge Street, which services 39 Marsden Street, will ensure Police vehicles can reliably access the site when required, including during time sensitive operational activities.
19. Officers noted that unrestricted on-street parking remains available in the surrounding area, and the proposal is not expected to have a significant impact on overall parking availability.
20. The proposal is considered appropriate given the operational nature of the land use at 39 Marsden Street and is consistent with authorised parking arrangements at other operational facilities across the city.
21. The authorised parking spaces are limited in number and are proposed for a fixed period of five years, enabling the arrangement to be reviewed in the future should parking demand or site conditions change.

Stevens Grove and Pavilion Car Park, Hutt Central

22. Extending the Council authorised parking at Stevens Grove and the Pavilion Car Park on Laings Road to operate 'At All Times' will ensure Council fleet vehicles have reliable access to designated parking spaces, including during evenings and weekends.
23. The proposal supports efficient fleet operations and enables clear monitoring and enforcement by Parking by removing time-based ambiguity.
24. The proposal does not introduce new parking restrictions to the public road network but instead formalises and clarifies the use of existing Council-managed parking areas.

211-223 Knights Road

25. Relocating the time limited parking spaces will reduce the need for residents and visitors to cross Knights Road, improving safety and convenience.
26. The proposed P120 restrictions will operate during standard hours, consistent with existing time-limited parking along Knights Road. Outside these hours, parking will remain unrestricted, providing flexibility for residents and visitors.
27. The proposal maintains the same number of on-street parking spaces and provides a better balance between residential and visitor parking needs.

Options

28. The options are to:

- a) retain the existing parking configurations, with no changes;
- b) approve the proposed changes to parking time restrictions and authorised parking as outlined in this report and shown in Appendices 1-4; OR
- c) amend the proposal as the Committee considers appropriate for recommendation to Council.

Climate Change Impact and Considerations

29. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
30. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

53-57 Cuba Street, Petone

31. Public Consultation was undertaken between 8 January 2026 and 22 January 2026. No submissions were received during the consultation period.

39 Marsden Street (Bridge Street)

32. Public Consultation was undertaken between 8 January 2026 and 22 January 2026 in relation to the proposed authorised parking on Bridge Street, which serves 39 Marsden Street.
33. Four submissions were received, two in favour of the proposal and two opposed. Feedback received indicated:
 - Full support from New Zealand Police.
 - Some concerns from nearby businesses about the potential loss of parking, noting that the original proposal involved removing three parking spaces.
34. In response to feedback, officers have amended the proposal to reduce the number of authorised parking spaces from three to two. The amended plans were circulated to affected businesses on 26 January 2026; no further opposition was received, and New Zealand Police supported the change.

Stevens Grove and Pavilion Car Park, Hutt Central

35. Public consultation was undertaken between 8 January 2026 and 22 January 2026. No submissions were received during the consultation period.

211-223 Knights Road, Hutt Central

36. Public consultation was undertaken between 8 January 2026 and 22 January 2026.

37. Nine submissions were received, three in favour of the proposal and six opposed.

38. Feedback opposing the proposal primarily related to concerns about the impact of time limit parking on residents of approximately 20 residential units in the area.

39. Officers considered the concerns raised and note that:

- the area is well served by public transport and is located close to Waterloo Station;
- recently adopted District Plan changes have removed minimum parking requirements for new developments to reduce reliance on private vehicles;
- resident permit parking is not currently implemented in Hutt Central and, if introduced in the future, would be unlikely to apply to Knights Road due to its proximity to high-frequency public transport.
- retaining P120 time-limited parking supports turnover and discourages long-stay commuter parking.

40. Having considered the feedback received, officers recommend progressing with the proposal as consulted, with no further amendments.

Legal Considerations

41. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport Road User Rule 2004.

Financial Considerations

42. The cost for installing the proposed parking changes will be allocated from the Signs and Road Marking budget within the 2025/26 financial year.

Appendices

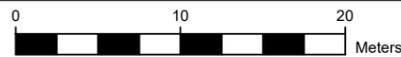
No.	Title	Page
1	Appendix 1: 53-57 Cuba Street, Petone	17
2	Appendix 2: 39 Marsden Street (Bridge Street), Melling	18
3	Appendix 3: Stevens Grove and Pavilion Car Park, Hutt Central	19
4	Appendix 4: 211-223 Knights Road, Hutt Central	20

Author: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND			
	BOUNDARY LINES		PROPOSED P60 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	A JOY	E SCHERER	7/01/2026

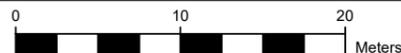


PROJECT	TR06 – 2026
SHEET	PARKING – PROPOSAL CUBA STREET, PETONE
PROJECT REF.	TR06 – 2026

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons



LEGEND			
	BOUNDARY LINES		PROPOSED POLICE PARKING
	NEW PARKING LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		REMOVE PARKING LINES
	NEW POLE/SIGN		



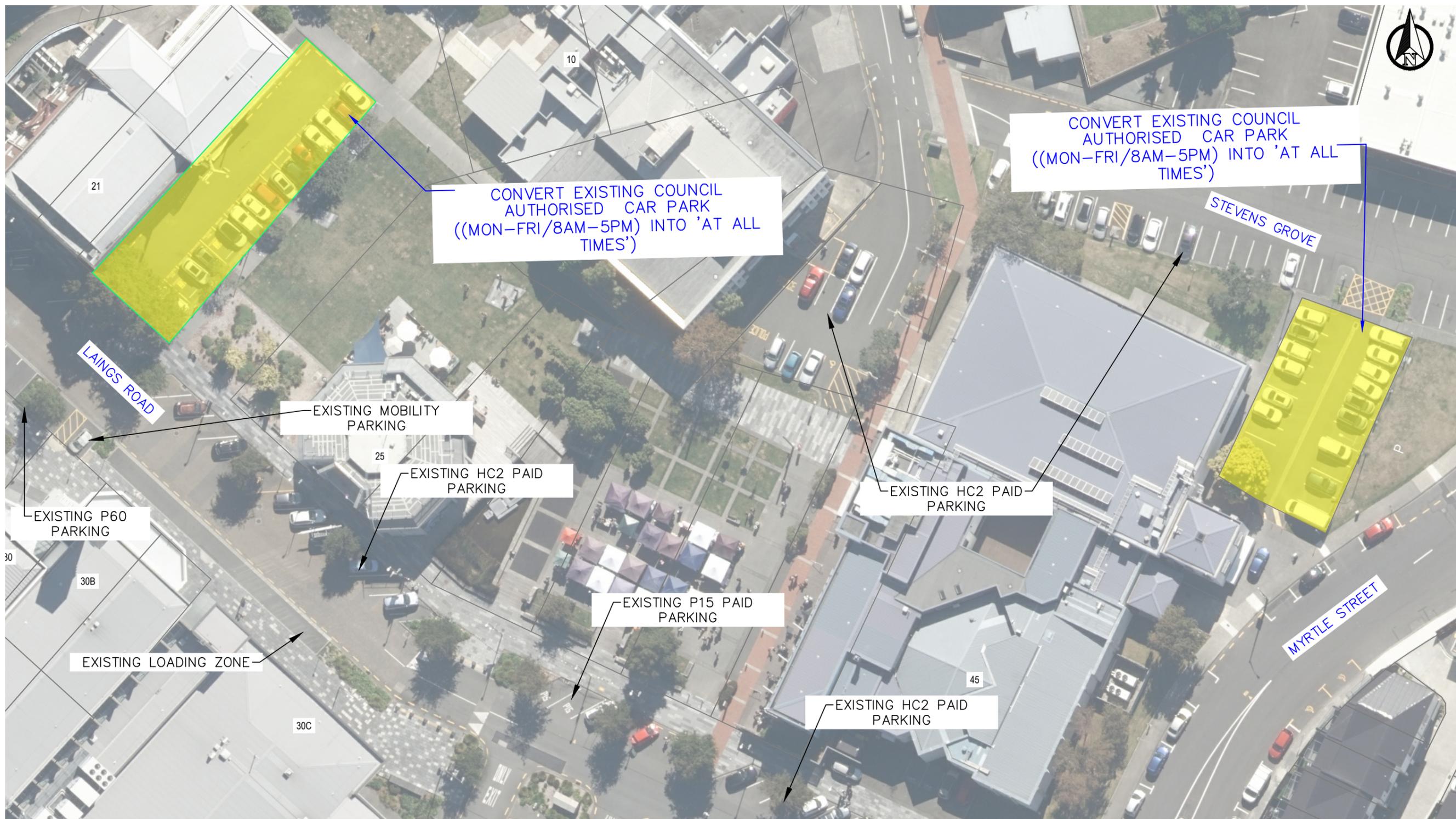
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REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	30/10/2025
2	CONSULTATION LETTER	J VARGHESE	E SCHERER	26/01/2026



PROJECT
TR02 – 2026
SHEET
PARKING – PROPOSAL MARSDEN/BRIDGE STREET
PROJECT REF.
TR02 – 2026

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LEGEND			
	BOUNDARY LINES		HCC STAFF/EV CAR PARK
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		
	NEW POLE/SIGN		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	7/01/2026



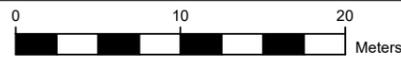
PROJECT	TR04 – 2026
SHEET	COUNCIL AUTHORISED PARKING – PROPOSAL LAINGS ROAD & STEVENS GROVE
PROJECT REF.	TR04 – 2026



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LEGEND			
	BOUNDARY LINES		PROPOSED P120 PARKING
	EXISTING BROKEN YELLOW LINES		RELOCATE EXISTING SIGN
	BROKEN YELLOW LINES		REMOVE SIGN
	NEW POLE/SIGN		



SCALE 1:400 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	9/01/2026

AutoCAD/Hutt City Logo.png

PROJECT
TR03 – 2026
SHEET
UNRESTRICTED PARKING – PROPOSAL KNIGHTS ROAD, HUTT CENTRAL
PROJECT REF.
TR03 – 2026

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06 February 2026

Report no: IARC2026/1/21

Road Safety Improvements (Eastern Hutt Road, Taitā and Myrtle Street / Laings Road, Hutt Central)

Purpose of Report

1. To seek approval to install road safety improvements at the following locations within Hutt City:
 - Eastern Hutt Road, Taitā: signalised (push-button) pedestrian crossing; and
 - Myrtle Street / Laings Road, Hutt Central: intersection improvements (kerb buildouts).

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of a signalised (push-button) pedestrian crossing and new Broken Yellow Lines (BYLs) 'No Stopping at All Times' on Eastern Hutt Road (outside Pomare Station), Taitā attached as Appendix 1 to the report;
- (3) notes that the scope of works for the signalised crossing includes physical safety improvements, including kerb buildouts, high friction surfacing, warning signage, and pavement markings, as shown in Appendix 1 to the report;
- (4) approves the progression of an intersection upgrade (including kerb buildouts, traffic islands, and BYLS) on Myrtle Street / Laings Road intersection, Hutt Central, attached as Appendix 2 to the report;
- (5) notes that the aerial image shown in Appendix 2 is dated 2021 and does not include the new residential development constructed in 2024 at the Myrtle Street / Laings Road intersection;
- (6) notes that both proposals are based on internal Council assessments and have undergone an independent Safe System Assessment; and

- (7) notes that upon approval of these matters, any previous resolutions within the scope of Appendices 1 and 2 will be replaced by the new restrictions.

These recommendations support Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

Background

Eastern Hutt Road (outside Pomare Station), Taitā

2. In August 2023, a fatal crash occurred on Eastern Hutt Road outside Pomare Station, resulting in the death of a pedestrian. Contributing factors included limited visibility of the existing refuge island and loss of vehicle control.
3. Although a refuge island is currently in place, it does not provide an adequate level of safety for this high pedestrian-activity area. Between 2019 and 2024, six crashes were recorded at this site, including one fatal pedestrian crash, highlighting an ongoing and significant safety risk, particularly given traffic speeds and the limited protection offered by the existing road layout.
4. To address these risks, Council engineers propose installing a signalised (push-button) pedestrian crossing, supported by high-friction surfacing on both approaches to improve driver awareness and pedestrians' safety.

Myrtle Street / Laings Road intersection, Hutt Central

5. Officers have identified a pattern of crashes at the intersection of Myrtle Street and Laings Road, Hutt Central. Between 2019–2024, nearly 20 crashes were recorded, with most resulting from driver confusion about right-of-way due to the wide intersection layout.
6. The intersection currently operates with Stop signs on Myrtle Street, while Laings Road is the priority route. Moderate pedestrian activity from nearby schools, Council facilities, and the central city, combined with the wide layout, limited sightlines, and vehicle speeds, has contributed to driver confusion and ongoing non-compliance with stop control.

Discussion

Eastern Hutt Road (Pomare Station), Taitā

7. A range of options were assessed to improve safety at this location, including minimal interventions (such as vegetation trimming), installing a zebra crossing, and reducing the speed limit from 70 km/h to 50 km/h. A signalised (push-button) pedestrian crossing was identified as the most appropriate option.
8. Given the high traffic volumes on Eastern Hutt Road, a zebra crossing would require frequent vehicle stopping, resulting in significant disruption to traffic flow. A signalised push-button crossing provides a better balance by enabling pedestrians to cross safely while managing vehicle delays.

9. High friction surfacing on both approaches will further improve safety by increasing driver awareness and braking performance.
10. A speed reduction is not proposed, as there is no legal requirement to reduce speed limits at signalised crossings. Pedestrian crossing activity is concentrated at a specific point, and reducing speeds along a longer section of road would not provide additional safety benefits for pedestrians at this site.

Myrtle Street / Laings Road intersection, Hutt Central

11. The high number of crashes at this intersection highlights the need for safety improvements under the Low-Cost Low-Risk Programme.
12. Several options, including a roundabout and traffic signals, were considered by Council engineers. These options were found to be significantly more expensive while offering similar safety benefits in the context of a low-traffic local road environment. On a cost-benefit basis, kerb buildouts were identified as the most appropriate treatment.
13. A consultant was engaged to undertake a Safe System Assessment of the concept design. The assessment confirmed that the proposal improves overall safety performance, particularly in relation to intersection and pedestrian crash risk. Minor design changes were made as a result, with the proposed layout plans shown in Appendix 2.
14. The scope of work includes kerb buildouts on all four corners of the intersection to enable safe turning movements for large vehicles. The design also includes revised road markings, improved stop line placement, and tactile paving. Together, these measures will improve driver visibility, reduce vehicle turning speeds, shorten pedestrian crossing distances, and improve clarity of vehicle movements through the intersection.

Options

15. The options are to:
 - a) retain the existing layout with no further changes;
 - b) approve the proposed improvements, as shown in Appendices 1 and 2; or
 - c) amend the proposals as the committee considers appropriate before making recommendations to Council.
16. Officers recommend option (b), as the proposed improvements will enhance road safety outcomes, reduce crash risk, and provide safer conditions for pedestrians and motorists at both locations.

Climate Change Impact and Considerations

17. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
18. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

Eastern Hutt Road (Pomare Station), Taitā

19. Public consultation was undertaken from 15 December 2025 to 21 January 2026. A total of 133 letters were distributed to vehicles parked in the area and residents of nearby streets, including Farmer Crescent. The proposal was also published on Council's website, and corflute signage was installed in the car park for the duration of the consultation period.
20. Overall feedback was supportive, with six submissions in favour and two opposed.
21. The submissions in opposition related to the type of pedestrian crossing proposed, with a preference for a zebra crossing, and suggestions to reduce the speed limit from 70 km/h to 50 km/h.
22. From a road safety and operational perspective, a signalised crossing enables pedestrians to cross at designated times while coordinating vehicle movements, improving safety and reducing driver uncertainty. Unlike a zebra crossing, which requires vehicles to give way at all times, a signalised crossing better manages traffic flow and minimises congestion while still providing a safe, clearly defined crossing point.

Myrtle Street / Laings Road intersection, Hutt Central

23. Public consultation was undertaken from 12 January 2026 to 26 January 2026. A total of 85 letters were distributed to vehicles parked in the area and to residents of nearby streets.
24. One submission was received during the consultation period. The resident queried the crash history and traffic volume data referenced in the consultation materials and requested that a roundabout be considered as an alternative to the proposed kerb buildouts.
25. Officers responded, outlining the data sources and the design rationale supporting the kerb build-out option. No further correspondence has been received following the response.

Legal Considerations

26. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

Eastern Hutt Road (Pomare Station), Taitā

27. The installation of the signalised pedestrian crossing and high-friction surfacing will be funded through Council's Traffic Safety Improvements budget, with an estimated total cost of \$570k.

Myrtle Street / Laings Road intersection, Hutt Central

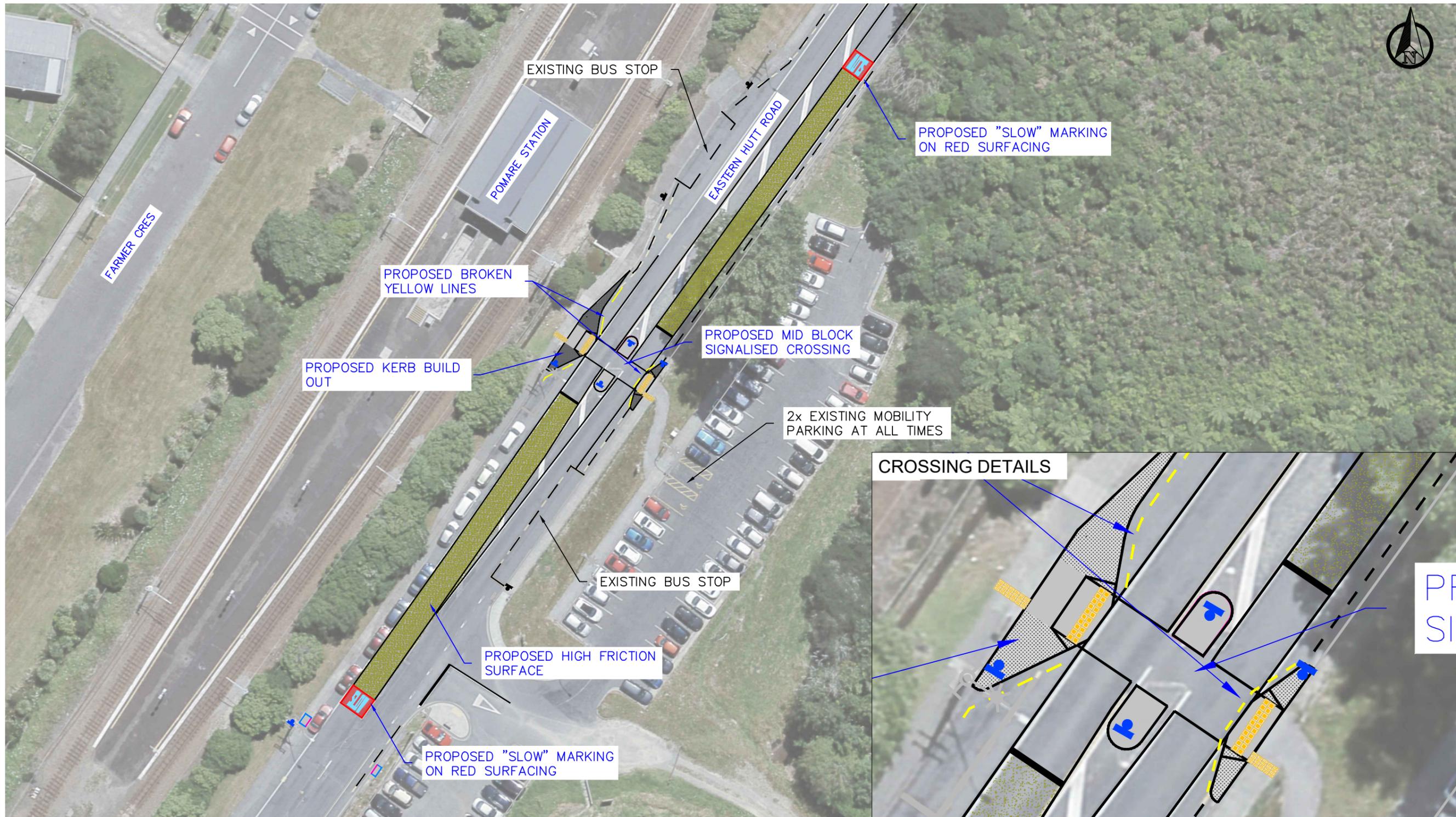
28. The intersection upgrade will be partially funded (51%) through NZTA's Low-Cost Low-Risk programme, secured for the 2025/26 financial year, with an estimated total cost of \$200k.

Appendices

No.	Title	Page
1	Appendix 1: Pomare Station Signalised Crossing	26
2	Appendix 2: Myrtle Street / Laings Road Intersection Upgrade	27

Author: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

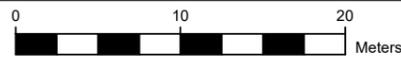


LEGEND			
	BOUNDARY LINES		KERB BUILD OUT
	EXISTING BROKEN YELLOW LINES		HIGH FRICTION SURFACE
	NEW BROKEN YELLOW LINES		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	J VARGHESE	E SCHERER	5/12/2025

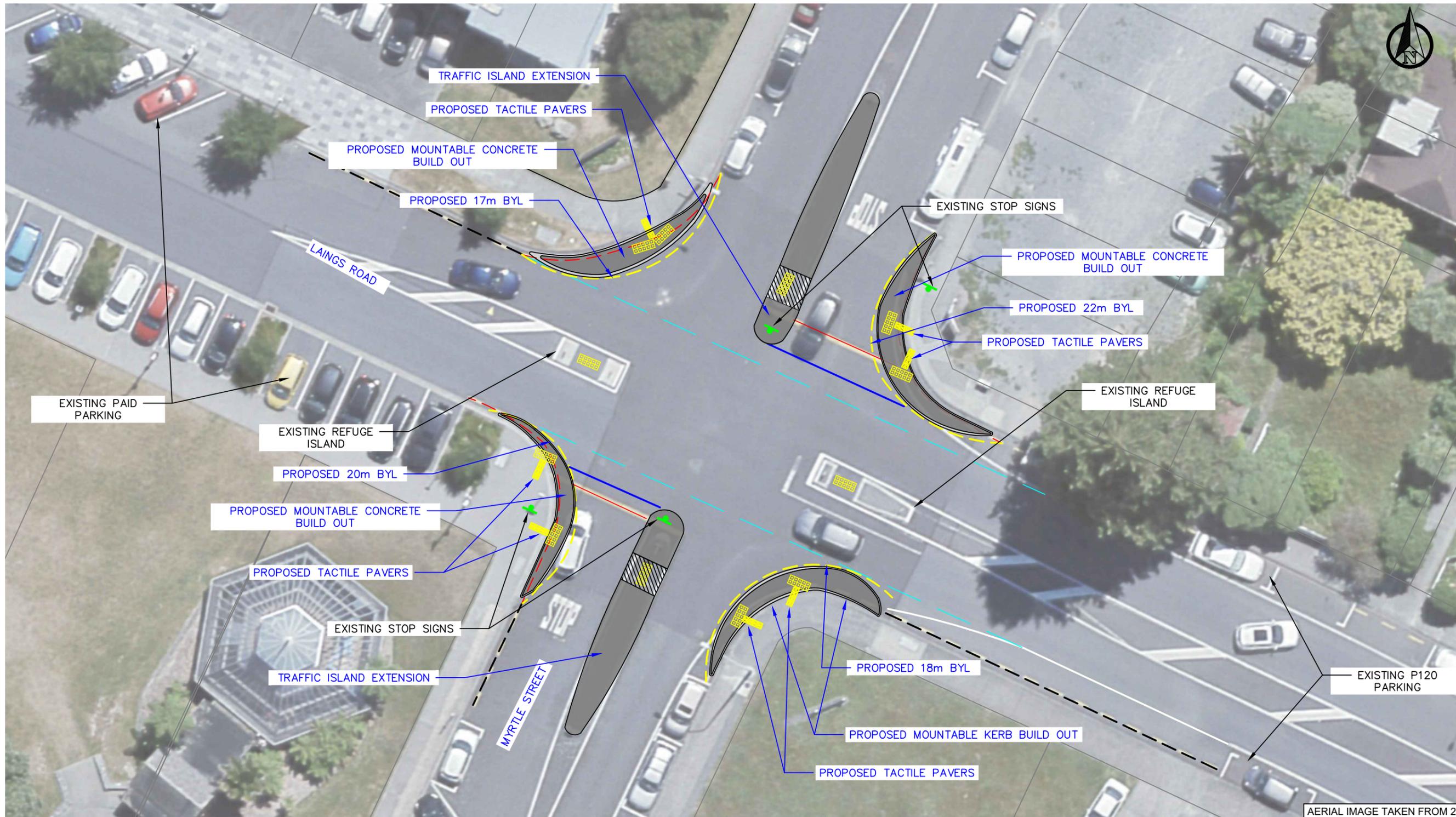


PROJECT	POMARE STATION PEDESTRIAN CROSSING IMPROVEMENTS
SHEET	MIDBLOCK SIGNALISED CROSSING – PROPOSAL EASTERN HUTT ROAD
PROJECT REF.	OPTION 4 – CONCEPT DESIGN



SCALE 1:500 @ A3

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons



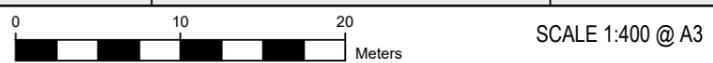
AERIAL IMAGE TAKEN FROM 2021

LEGEND			
	BOUNDARY LINES		CONTINUITY LINES
	EXISTING BROKEN YELLOW LINES		REMOVE STOP LINES MARKINGS
	BROKEN YELLOW LINES		NEW STOP LINES MARKINGS
	EXISTING SIGN/POLE		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONCEPT DESIGN	J VARGHESE	E SCHERER	8/01/2026



PROJECT
SHEET
INTERSECTION IMPROVEMENTS - PROPOSAL MYRTLE STREET/LAINGS ROAD INTERSECTION
PROJECT REF.
MINOR WORK IMPROVEMENT PROJECTS



The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons Attribution-NonCommercial-ShareAlike license.

13 February 2026**Report no: IARC2026/1/27**

Three Waters Update

Purpose of Report

1. This report provides an update on three waters activities, including the latest information on water reform.

Recommendation

That the Committee receives the report and notes the information.

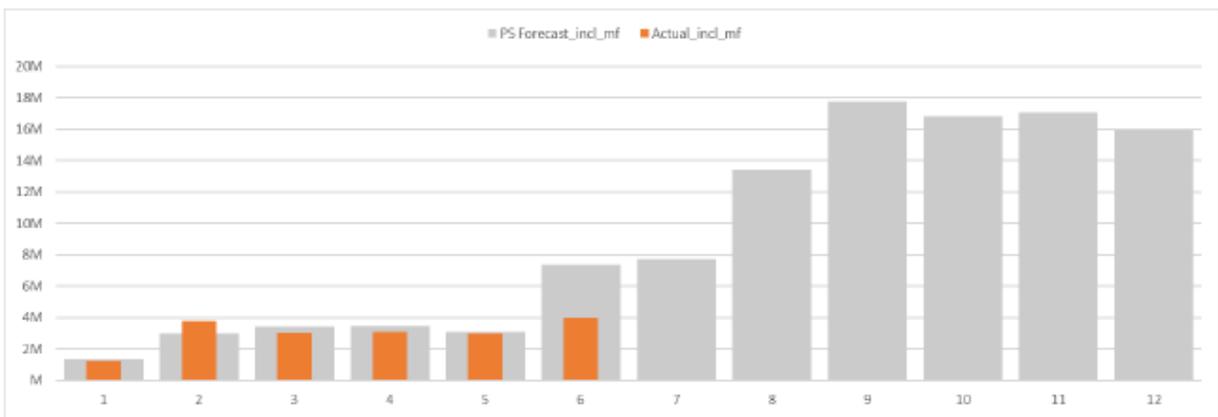
Background

2. Wellington Water Limited (WWL) provides Council with regular updates on capital and operating projects and programmes. These are summarised in the following paragraphs. This report also provides an update on the government's plans for the future delivery of water services, Local Water Done Well.

2025/26 Capital Programme

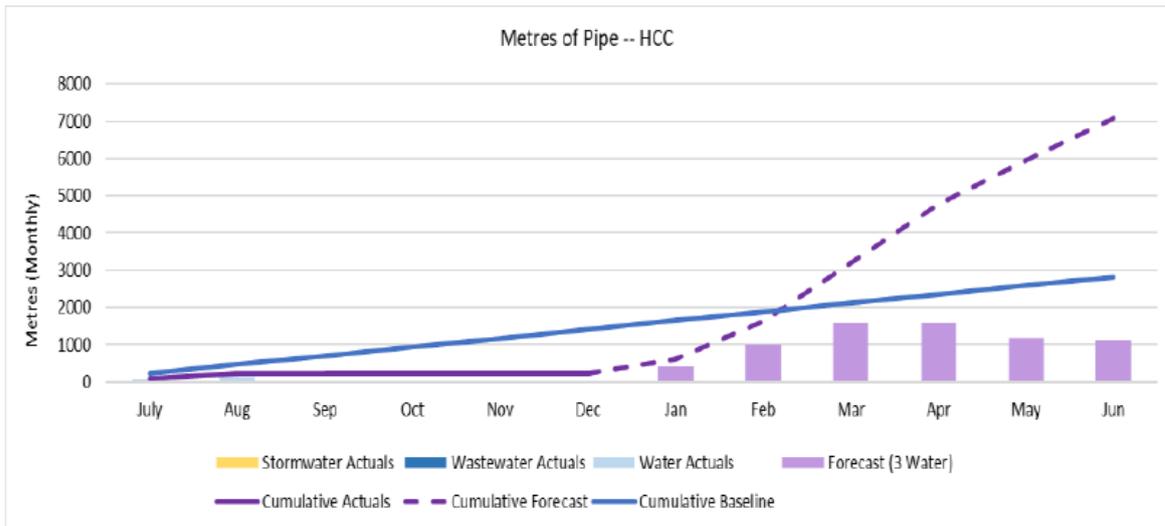
3. The capital investment, coordinated and delivered by WWL on water services projects up to 31 December 2025, was \$18.7M against a budget of \$34.3M, behind budget by \$15.5M.
4. In late December 2025, Council agreed to changes to WWL's capital programme for the remainder of the financial year. These changes include:
 - a) Universal Residential Smart Metering – this year capital works is no longer required and WWL are now focusing on completing the business case. This has resulted in the capital budget of \$7.55M no longer being required. An operating budget of \$250k has been set aside for the business case development.
 - b) Seaview Wastewater Treatment Plant (SWWTP) Sludge Dryer Replacement – to allow for the procurement of items with long-lead times, \$23.2M in expenditure was brought forward into FY 2025/26. The timing of several other projects at the plant, such as odour control, back-up power supply and milliscreen replacement has shifted to prioritise the sludge dryer replacement project.

- c) Eastern Hills Reservoir – had a forecasted spend of \$1.1M against a budgeted \$3.18M CAPEX this year while in the design phase. Construction is expected between 2026-29.
 - d) Renewals – due to these changes in the capital programme, officers requested that WWL bring forward renewals scheduled for later in the Long-Term Plan. WWL is bringing forward pipe renewal work (drinking water 3.8km and wastewater 2.1km) with a budget of \$11.7M CAPEX. Construction began in February 2026, and the works will be completed by June 2026.
5. The following graph shows how the actual CAPEX investment has progressed (orange) against budget spread (grey) for year to date along with the budget for final month of the financial year.



- 6. The focus of the capital programme in the 25/26 FY is on the SWWTP, as well as the Petone collecting wastewater upgrade, Eastern Hills Reservoir and renewals.
- 7. The SWWTP Sludge Dryer renewal project continues to progress and remains on track for the new dryer to be operational by 31 December 2027. There is a more detailed update on this project later in the report.
- 8. The Eastern Hills Reservoir project received approval in November 2025 to proceed under a two-stage design and construct procurement model. Additional geotechnical investigations are currently underway. Consultants have been engaged to support the procurement phase through to late 2026. Contractor-led design is expected to continue through to mid-2027, with construction anticipated to commence in late 2029.
- 9. For the bulk pipeline to the reservoir, an alternative route option was assessed and subsequently discounted based on hydraulic modelling. Design is expected to progress through mid-2027, followed by procurement in early 2028 and construction from early 2028 through to late 2029, aligning with the reservoir completion timeline.

10. For the Petone Collecting Wastewater Upgrade, Early Contractor Involvement (ECI) investigations began in November 2025 and are now complete. CCTV of the abandoned bulk water main that WWL plans to repurpose for this project has shown no concerns on preliminary assessment, however, full analysis of all investigation results is underway. The project is now moving into detailed design, which is expected to be completed by October 2026. Main construction is planned to start in early 2027 and take around 12 months to complete.
11. The renewals that Council requested WWL to bring forward into this financial year commenced construction in February. Most of these renewals are in Wainuiomata, with additional renewals occurring in the Western Hills and Alicetown. These works are replacing end-of-life asbestos cement pipes and other assets with historically high failure rates, such as galvanised iron.
12. Market pricing received to date has indicated better value than anticipated. As a result, WWL is increasing the scope of work to align with the agreed budgets. The areas that these additional renewals will take place include Stokes Valley, Taitā, Avalon and the Western Hills.
13. The chart below shows the revised renewals programme for the current financial year.



2025/26 Operations Programme

14. The operations programme is currently tracking under budget across all Waters. As at 31 December 2025, spend was \$13.6M against a YTD budget of \$19.2M, being 29% under budget.
15. However, WWL is expecting spend to increase heading into autumn. Network maintenance usually increases in autumn to prepare the network for the wetter winter months. Spend in that area will increase in the coming months. WWL is forecasting the FY to close 8% under budget.
16. The Wastewater Joint Venture budget is currently underspent by 23% YTD, mainly due to lower-than-expected treatment plant costs.

4 February incident at the Moa Point Wastewater Treatment Plant (MPWWTP)

17. Officers have been monitoring the incident at MPWWTP in Wellington in early February 2026. This incident resulted in untreated wastewater discharging into Tarakena Bay on Wellington's south coast. There was no impact on beaches within the Wellington Harbour, including Eastbourne and Petone, due to this incident.
18. WWL were able to revert to discharging wastewater through the long outfall pipe that discharges 1.8kms into the Cook Strait late evening on Thursday 5 February. While this wastewater is now being screened for solid materials such as wet wipes and sanitary products, it has not undergone any biological or ultraviolet treatment.
19. MPWWTP services a population of 180,000 people and treats an average of 70-80 million litres of wastewater every day.
20. WWL is working to make the site as safe as possible for a controlled entry to evaluate the extent of the damage to the plant, test the equipment and determine what needs to be repaired or replaced.
21. Since this incident, officers have taken the opportunity to discuss our own systems and processes for responding to, and learning from, this kind of incident.
22. A verbal update on Moa Point will be provided at the meeting.

Seaview Wastewater Treatment Plant

23. In December 2025, Mixed Liquor levels dropped and were brought back into the target range in January. Dissolved Oxygen levels spiked in early December, coming back into the target range in late December and remaining steady throughout January.
24. Stage two of the odour control project was completed in December 2025 following six months of practical work. This project was required as part of an abatement notice issued by the Greater Wellington Regional Council (GWRC) in February 2025.
25. WWL has installed a new air odour treatment unit for the milliscreen building, replaced the ducting that captures air from the milliscreens, installed new milliscreen and biofilter fans and repaired external ducting around the plant.
26. This work was an integral part of capturing and treating odorous air in and around the milliscreen room to reduce the risk of odour escaping the plant and impacting the community.
27. An independent assessment of the effectiveness of this work was due to be completed by mid-February 2026.

28. There were some odour issues at the plant in early January. Repairs to one of the primary sedimentation tanks were needed, requiring it to be drained multiple times. The primary sedimentation tanks help separate solids from liquids. Heavier particles settle at the bottom, where the scrapers literally scrape them out for sludge treatment. Repairs to the affected tank were completed on 23 January 2026.
29. Council and WWL acknowledge the impact of odour on the community when these issues arise.
30. There was also a mechanical failure in the UV system, which led to the discharge of partially treated wastewater at the coastal outfall into the ocean at Pencarrow. This work is another reminder of what is needed to keep the plant running and to reduce the impact of odour on the community.

Seaview WWTP Dryer

31. The Seaview WWTP Sludge Dryer Renewal project remains on track for the new dryer to be operational by 31 December 2027.
32. The final Target Outturn Cost submission was issued to WWL on 19 December and approved in February 2026 following review and negotiation.
33. This allowed for the contract for Separable Portion B of the project, which was due to be awarded on 20 February 2026. Separable Portion B covers the detailed design and construction.
34. Concept design of the new dryer is nearly finalised. The tallest point of the new building will be around the height of a six-story building, and the parts for the dryers themselves will be transported in 50 shipping containers.
35. Below is a 3D rendered image showing the design of the new sludge dryer facility:



Water Meters Programme

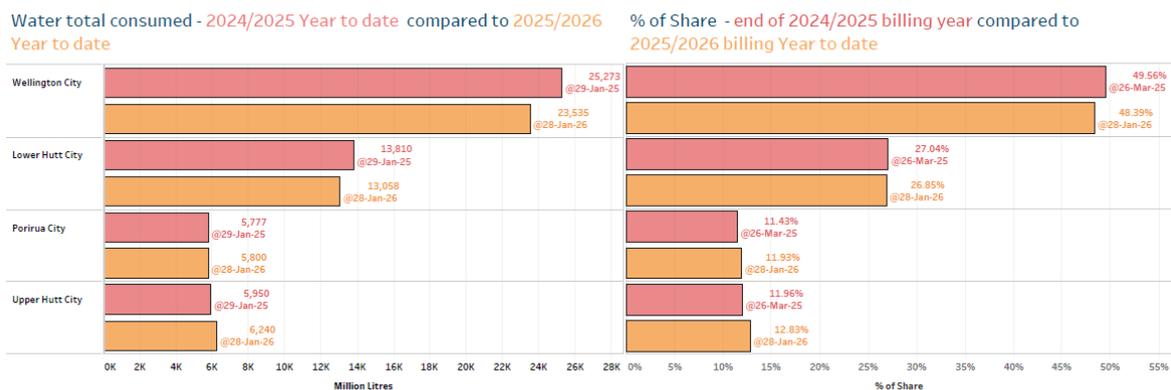
- 36. As reported to Council in December 2025 and noted in paragraph 4(a), due to changes in resourcing at WWL there have been delays to the universal residential water metering programme. Therefore, no capital investment is required from Councils this FY.
- 37. WWL is currently developing a business case for the programme for approval by the Tiaki Wai and WWL Boards.

Water Leaks

- 38. As at 11 January 2026, the leak backlog was 149, and above the sustainable backlog figure of 110, but well below the forecast backlog of 213 at this point in the summer.
- 39. WWL is expecting leaks to peak in February 2026 before starting to move back within the sustainable backlog.
- 40. This increase in leaks being reported is expected during the summer months with drier weather making leaks more visible.
- 41. The latest dashboard report is attached as Appendix 1 to the report.

Bulk Water

- 42. Bulk water consumption is measured and billed each year by GWRC on a 1 April to 31 March basis.
- 43. Water consumption has increased over the last 6 weeks, consistent with a usual summer increase, however it remains lower than this time last year.
- 44. For the year to end of January 2026, Lower Hutt’s water consumption was 5.4% lower than the same period in 2025.
- 45. Levies on bulk water are charged to each territorial authority based on their share of usage. Lower Hutt’s share of the metro Wellington Region’s water consumption is down slightly from 27.04% to 26.85%.
- 46. The following table compares the bulk water usage for each of the four Wellington metro councils as at w/e 28 January 2026.



Water reform - Local Water Done Well

47. Council continues to work with the other Wellington metro councils and the Greater Wellington Regional Council (GWRC) to establish Tiaki Wai so that it is able to take over the delivery of water services from WWL on 1 July 2026.
48. Tiaki Wai was incorporated in October 2025, led by a Board chaired by Will Peet an experienced infrastructure professional and former Chief Executive of KiwiRail. Also on the Board are Elena Trout an experienced director and engineer, Jon Lamonte former CEO of Watercare, and Adrian Wimmers a commercial and infrastructure leader.
49. Michael Brewster has been appointed as Tiaki Wai's Chief Executive, and he takes up the role in March 2026. He is a former Chief Executive in the water and electricity sectors in Australia, as well as working for New Zealand's Department of Internal Affairs in the earlier Three Waters Reform programme.
50. The Tiaki Wai Establishment Programme is currently focused on completing the Legal Transfer Questionnaire and drafting the transfer agreements, establishing a Billing function to allow for Tiaki Wai to bill property owners from 1 July 2026, and drafting the interim Water Services Strategy (WSS).
51. The interim WSS will outline the specific goals, priorities, deliverables and pricing for water service provision for FY 2026/27, ensuring that Tiaki Wai's operations address aging infrastructure and meet the expectations of the regional owners.
52. Public engagement on the WSS is planned for 25 March to 22 April 2026.

Infrastructure Acceleration Fund

53. In 2022 HCC was successful in securing funding from the government's Infrastructure Acceleration Fund (IAF) for the improvement of water infrastructure in central Lower Hutt, to support housing development. The IAF project includes:
 - a) *Stormwater*: five adjustable intakes to an interceptor, a new lift station with 4 x 500 L/s pumps, a balance tank, a gravity pressure main to Te Awa Kairangi Hutt River, and a trenchless stopbank crossing and upflow chamber with a non-return outfall; and
 - b) *Wastewater*: diverting High Street and Kings Crescent sewers to a new Pretoria Street pump station sized to 121 L/s in a duty-assist-standby arrangement, 2,000 m³ above ground storage with self-flushing, odour control and a rising main to the Western Hills Main Sewer with Riverlink delivering the bridge section.
54. The latest financial projections have capital investment of \$172M and funding from the National Infrastructure Funding and Financing (NIFF) Agency (IAF funding) of \$70M.

55. This Project would normally be delivered by WWL, however capacity constraints mean that by agreement, HCC is delivering the Project, including administering the funding and relationship with NIFF.
56. The Water Services Delivery Plan is clear that the IAF Project is to be moved to Tiaki Wai for delivery, alongside all the other water services activity. Work is underway to ensure that the Project is not disrupted through transition and that HCC can continue to support the Project's success. If a disruption risk eventuates, performance milestones for receiving IAF money could be compromised. Conversations with NIFF about funding arrangements post transfer are underway.

Drainage investigations update

57. Through its Knowing your Pipes programme WWL undertakes drainage investigations works across the city.
58. Investigations and sampling of the stormwater outlets for E-coli in the Waiwhetu-Tilbury area, which began in February 2022, is now complete.
59. WWL inspected 382 private properties for wastewater leakages. Of these, 20% had faults. Two faults remain outstanding and are currently being addressed.
60. WWL also tested 130 metres of wastewater main to identify leakages into the stormwater system. This main has been relined and retested, with results now within acceptable limits.
61. Late last year, a CCTV investigation of the main line in Rungay Street, Waiwhetu found a break in the wastewater main leading to a sump and then to stormwater. The footage has been reviewed and repairs were scheduled for February 2026. The sump and pipe is to be reinstated, and sampling after this is complete will advise of any further work needed.

Climate Change Impact and Considerations

62. This report touches on the current WWL capital work programme for which Council has previously made decisions as part of the consideration of the LTP Climate Change considerations.

Consultation

63. There are no specific consultation matters to comment on in this report.

Legal Considerations

64. There are no legal considerations.

Financial Considerations

65. As at 31 December 2025, WWL is forecasting a year end variance for the capital programme of 3%.
66. A favourable year end variance of 8% is being forecast for the operational programme.

Appendices

No.	Title	Page
1↓	Leaks Dashboard as at 13 January 2026	37

Author: Hamish Bell
Advisor Water Services

Reviewed By: Sarah Gardner
Water Services Transition Manager

Approved By: Jenny Livschitz
Group Chief Financial Officer

MUTT CITY COUNCIL'S INVESTMENT INTO LEAKS - PROJECT UPDATE 11/1/2026

*The data is based on the best information available at the end of the December reporting period.

Public leaks backlog



Backlog as of last month	Leaks reported since last month	Fixed since last month
143	546	218

322 jobs were closed as duplicates, with no work done.

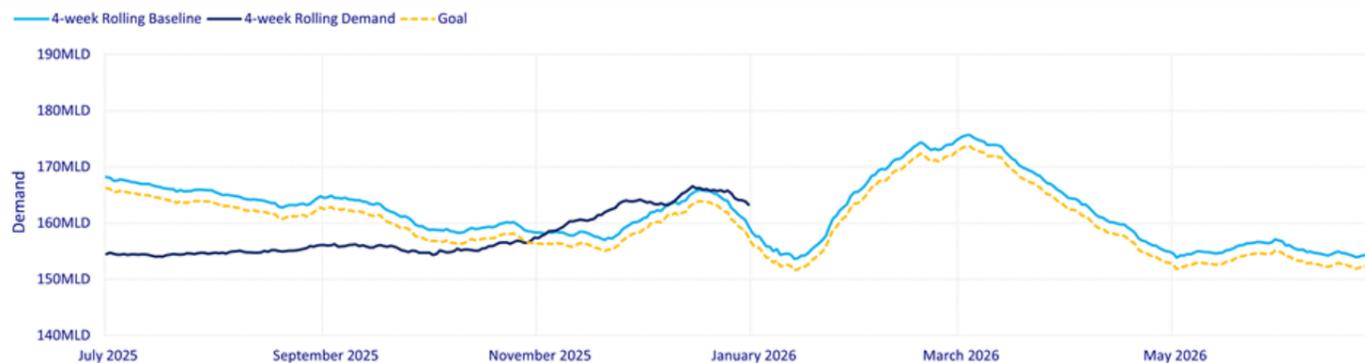
The sustainable backlog is the average number of leaks received over 10 working days. This provides headroom, is manageable and provides some flexibility to package work.

Water demand (MLD)

Regional Metro Demand (MLD)

Regional Metro Reduction Target -2MLD

The graph below measures demand as an indication of our progress towards achieving the 2 million litres per day (MLD) demand reduction needed to reduce the risk of an acute water shortage/water restriction level 4 for the Wellington Metropolitan Region. The dark blue line demand refers to water that is used by customers and water loss (i.e. leaks).



Investment

HCC has invested \$6.857M on reactive maintenance (primarily for leaks) for FY 2025/26.

*\$2.885M has been spent so far.

Legend: Baseline Funding (light blue), Additional Funding (grey)



Private leaks backlog

Backlog as of last month	Current backlog
51	73

Wellington Water tracks private leaks to monitor water loss, and the level of council investment that goes to finding private leaks.

HCC Variance Tracker (MLD)

HCC Reduction Target -0.54MLD

The graph below tracks the variation between actual demand, and the pathway to the council's demand reduction target. This is primarily influenced by council's investment in water loss reduction activities. The grey line indicates the target for demand reduction, while the blue line shows actual demand.



Overall leaks fixed

	Public	Private	Total
Fixed since Jan 1 2025	2,365	513	2,878
Fixed since July 1 2025	1,147	226	1,373

12 February 2026
Report no: IARC2026/1/30

Te Wai Takamori o Te Awa Kairangi - Streetscape Upgrades and Riverside Park

Purpose of Report

1. To seek approval of the Recommended Streetscape Upgrades Programme and to commence community engagement for both the Streetscape Upgrades and Riverside Park projects.

Recommendations

That the Committee:

- (1) notes and received the report;
- (2) approves the Recommended Streetscape Upgrades Programme attached as Appendix 1 attached to the report;
- (3) notes the Streetscape Strategy report, attached as Appendix 2 attached to the report, which provides the rationale for the Recommended Programme and a summary of past engagement activities and feedback;
- (4) notes the approach to community engagement for the next stage of the Streetscape Upgrades and Riverside Park projects presented in the officer's report; and
- (5) approves community engagement on the Streetscape Upgrades and Riverside Park concept designs to start as soon as practicable (March or April 2026).

For the reason that these progress Council's commitments under Te Wai Takamori o Te Awa Kairangi in accordance with the 2024-2034 Long Term Plan.

Background

Streetscape Upgrades

2. Te Wai Takamori o Te Awa Kairangi has three primary objectives: flood protection, urban revitalisation and transport improvements. The Streetscape Upgrades Project relates to the last two objectives. It seeks to integrate the stopbank and City Link Bridge with the city centre street network. It also seeks to make the city centre more accessible, attractive and welcoming to support investment by third parties, leading to urban revitalisation.

3. The Streetscape Upgrades project has a budget of circa \$43M (capex) in the 2024-2034 Long Term Plan (LTP). The budget covers design, construction, council managed costs and risk contingency.
4. The project comprises three stages:
 - a. **City Centre Framework** (completed) – This step involved updating the 2019 vision for the city centre to ensure the streetscape upgrades support Council’s long-term aspirations and strategic direction for the city centre. The Framework was adopted by Council in July 2025.
 - b. **Streetscape Strategy** (current) – This step is about identifying priorities for street upgrades.
 - c. **Design** (starting 2026) – High level concept designs followed by detailed designs for construction.
5. To date, community and business engagement has been undertaken for the City Centre Framework and Streetscape Strategy stages.

Riverside Park

6. The Riverside Park project supports the flood protection and urban revitalisation objectives of Te Awa Kairangi. The park is planned to extend from Ewen Bridge to the new Melling Bridge on the city side of the river, and to incorporate the stopbank and the space between the stopbank and the water edge.
7. The purpose of the park is to provide opportunities for recreation, biodiversity and movement so that people can connect with and enjoy the river from the city centre.
8. The City Centre Framework states:

“The Riverside Park invites people to reconnect with the river and supports inner-city living. Paths for walking and cycling, terraces, and open lawns set among native planting create space to pause, play, and spend time together. The design supports biodiversity and provides opportunities for cultural expression and Mana Whenua narratives, e.g. Te Awa Kairangi. A riverside carpark and flexible spaces for markets or seasonal gatherings support ongoing community use.”
9. The Riverside Park project has a budget of circa \$40M (capex) in the 2024-2034 LTP. The budget covers design, construction, council managed costs and risk contingency.
10. To inform Greater Wellington Regional Councils (GWRC) stopbank design, work on the Riverside Park started in September 2025. Engagement was undertaken in November 2025 with user groups to understand future requirements.

Past Engagement

11. High level feedback relevant to the Streetscape Upgrades and Riverside Park was received through Bloomberg and the City Centre Framework engagements (February to April 2025).
12. In August and September 2025, officers engaged specifically on street experience and priority locations for upgrades, leading to the Recommended Programme. A summary of these engagement activities and feedback is contained in Appendix 2.
13. Key themes that came through all engagement activities on Streetscape Upgrades are:
 - a. **Improve the route between the new Melling Station and city centre** via the City Link Bridge, Margaret Street and Bunny Street - making it safe for pedestrians, disabled people and cyclists.
 - b. **Better crossing on Knights Road** is needed to make it safe for pedestrians and disabled people to access the bus interchange, shopping centre, civic precinct and the Dowse, and to connect to the wider area.
 - c. **Refresh tired spaces** rather than areas more recently upgraded.
 - d. **Parking is important** and more choice is needed e.g. mobility parking, drop off, loading zones, a mix of short stay and longer stay.
 - e. **Amenities, events and outdoor activities** are desired, particularly on Margaret Street, High Street and Andrews Avenue.
 - f. **Create strong connections to the river.**
14. Officers have also undertaken targeted engagement on future requirements for the Riverside Park with interest-based (eg events organisers, active mode advocates) and needs-based (eg rangatahi, disability) groups. A concept design is being developed that incorporates this feedback.

Discussion

15. The Recommended Streetscape Upgrades Programme is based on both the engagement feedback and the technical assessment of a long list of potential upgrades. A summary of the options considered their scores against investment objectives and rationale for the Recommended Programme are presented in Appendix 2.

16. Taking into consideration the community and business feedback, the results of the multi-criteria analysis and value for money, the team recommends the following areas be upgraded:
- a. **Daly, Margaret and Bunny streets** - Upgrades between the City Link Bridge and Knights Road along Margaret Street and Bunny Street, including the Bunny Street / Knights Road intersection and, potentially, the relocation of a bus stop from Bunny Street to Queens Drive. This will support safe and continuous movement between the City Link Bridge and the city centre, Queensgate, the bus interchange, and the civic precinct. It will provide more space for outdoor dining and amenities on the sunny side of the corridor. It will help ease congestion at the bus interchange and improve Bunny Street as the gateway to the city centre for bus users and visitors.
 - b. **Andrews Avenue** - Upgrade Andrews Avenue to provide a high amenity and accessibility connection between the city centre and riverside park, and to make the space flexible for events and activities.
 - c. **High Street South** - Upgrade the section of High Street between Andrews Avenue and Queens Drive. This will complement the previous upgrade of High Street between Margaret Street and Andrews Avenue and refresh a tired part of the core retail area. It will help ease traffic flows by removing the Queens Drive / High Street roundabout. It will also support the future redevelopment of 69-95 High Street, where buildings need to be demolished for the stopbank upgrade.
17. These areas are shown in Appendix 1, together with a list of potential improvements to be tested during the next stage of engagement.
18. The combined cost of the Recommended Programme is estimated at between \$22M and \$28M.
19. The actual costs are expected to be closer to the \$43M budget once detailed designs have been developed. The difference accounts for cost escalation, unknown ground and utilities conditions, and contingencies for other risks.
20. In some locations, the upgrades require the removal of some on-street car parking. At this early stage, the overall reduction in parking is estimated at 30 to 46 spaces out of a total of 360 on-street spaces in the core city centre. This is less than what has been communicated under the Transitional Parking Plan (approx. 60 spaces reduction). To put this in context, there are circa 310 parking spaces in the City Centre Plaza car park

Future Engagement

21. Engagement with businesses and the community is an essential part of gaining social licence for works that will be disruptive during implementation.
22. As per Council's Engagement Principles, officers seek to engage early i.e. when feedback can still be taken on board in the design.
23. The concept design stage is an ideal stage for community input in that the proposals are tangible enough for people to understand, yet not so developed that changes are costly to make.
24. Officers propose engaging the community on the concept designs of both projects (Streetscape Upgrades and Riverside Park) in March / April 2026, subject to Committee approval to proceed.
25. This combined engagement would be undertaken across various channels, including face-to-face events, workshops with targeted groups and online.
26. Engagement with mana whenua will be undertaken separately via the Kahui Mana Whenua.

Streetscape Upgrades

27. The next stage of engagement will test concept designs for the three areas identified in the Recommended Programme:
 - a. The corridor between the City Link Bridge and Knights Road (along Margaret Street, Bunny Street and part of Daly Street)
 - b. Andrews Avenue
 - c. High Street south of Andrews Avenue
28. More specifically, this will cover:
 - a. The general layout of streets and intersections including footpaths, car parking and pedestrian crossings
 - b. Changes to vehicular movements e.g. change to street direction
 - c. Areas for planting and seating
 - d. Areas that can be used for events
 - e. Illustrative features and treatments e.g. paving, planting, seating – noting the final selection will be informed by further cost estimation.

Riverside Park

29. The next stage of engagement will test the concept design with the community, eg whether:
- a. The various activities planned for the park (play, walking and cycling paths, events space, planting, ūranga / access to the water edge, outdoor gym, sports, etc.) align with community expectations and priorities.
 - b. The general layout of these activity zones and paths works for various user groups, especially those with disabilities.
 - c. Potential design features (e.g. slide, swing, natural play, skateable paths, climbing wall, etc) are well supported.

Options

30. The Committee has the following options:
- a. **Option 1** - Approve the Recommended Streetscape Upgrades Programme as appended to this report AND approve the next stage of community engagement on the Streetscape Upgrades and Riverside Park to start in March or April 2026; OR
 - b. **Option 2** - Approve the Recommended Streetscape Upgrades Programme with amendments AND approve community engagement on the Streetscape Upgrades and Riverside Park to start in March or April 2026; OR
 - c. **Option 3** - Not approve the Recommended Streetscape Upgrades Programme and direct officers to follow a different course of action.

Climate Change Impact and Considerations

31. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
32. The upgrades support walking, cycling and public transport use, all helpful in reducing carbon emissions.

Legal Considerations

33. There are no legal considerations.

Financial Considerations

34. The LTP 2024-34 capex funding under Te Wai Takamori o Te Awa Kairangi is sufficient to cover the anticipated design and construction costs of both projects.
35. Capital cost estimates will be updated after the community engagement, prior to seeking approval of the concept designs. Cost estimation will continue during the detailed design to keep the projects within budget.

36. Opex funding will be required to maintain the new assets (paths / steps paving, edging and handrails; furniture, planting, signage, lighting, artworks, etc) in the Riverside Park and upgraded streets. Estimates for maintenance costs will be influenced by the designs and materials selected. Future opex budget requirements for maintenance will be estimated as the concept design progresses and submitted for approval during the 2027-2037 Long Term Plan process. Early estimates will be shared with this Committee at the concept design approval stage.

Next steps

37. Subject to approval, the next steps will be:
- a. **March – May 2026** - Engage community and businesses on Streetscape Upgrades and Riverside Park, and analyse feedback.
 - b. **June – August 2026** - Finalise concept designs.
 - c. **September 2026** - Seek Committee approval of the concept designs (Streetscape Upgrades and Riverside Park) and traffic resolution (Streetscape Upgrades) prior to starting detailed design.
 - d. **October onwards 2026** - Detailed design and further cost estimation prior to tendering the works.

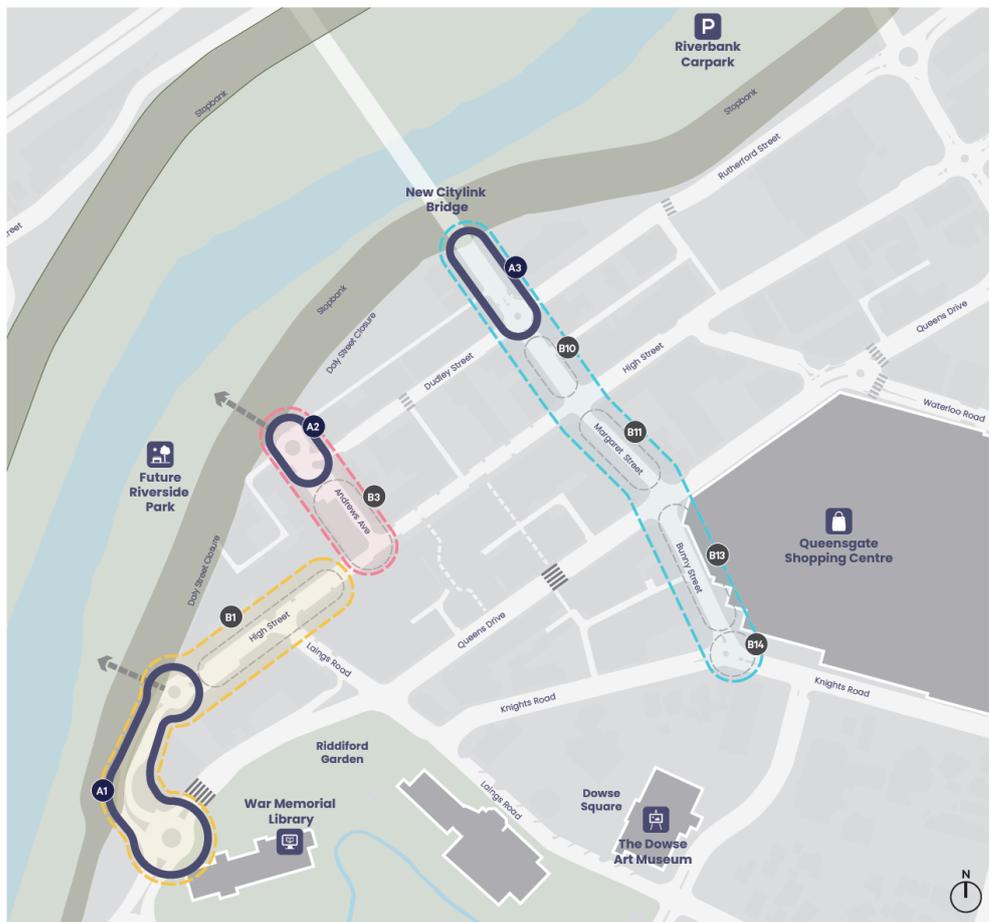
Appendices

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Author: Lucie Desrosiers
Head of Business and Urban Development

Approved By: Jon Kingsbury
Director Economy & Development

Appendix 1 – Recommended Streetscape Upgrades Programme



- High Street South**
 Extending the existing High Street improvements to the south to uplift the amenity of the core retail area and support more outdoor dining and cafes.

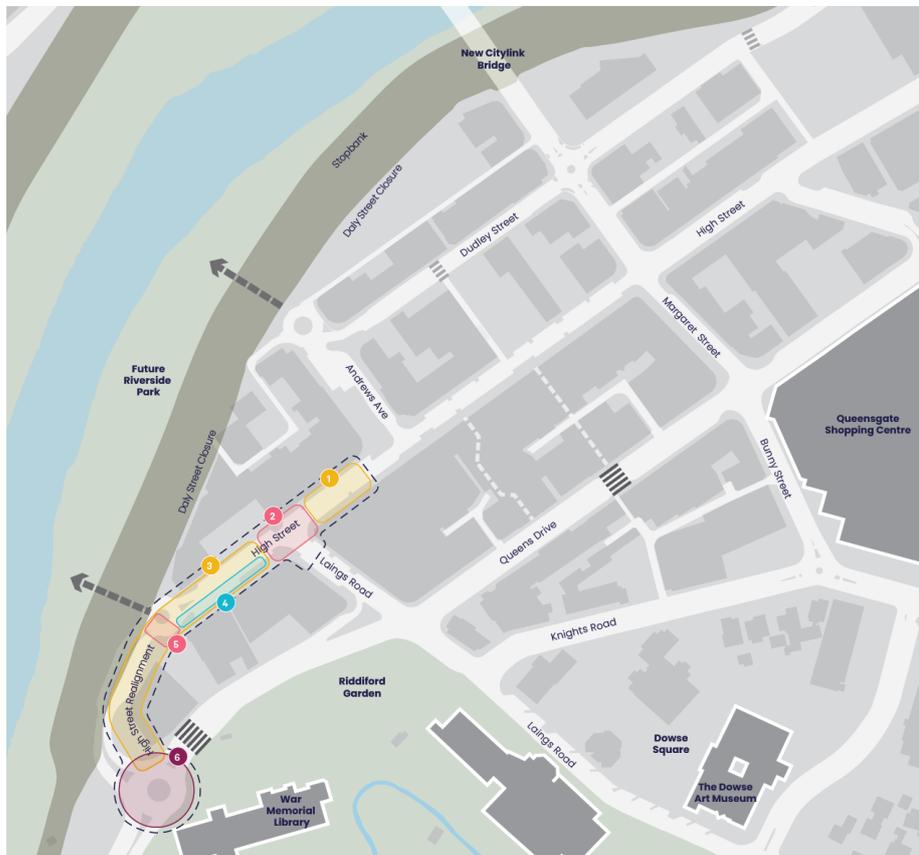
- Andrews Ave**
 Transforming Andrews Ave into a high amenity civic space that serves as a key connector between the city and river, and supports a diverse range of activities, such as events or markets.

- Daly Street, Margaret Street & Bunny Street**
 Enhancing cross-city connectivity from the new City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct, with safer, easier, and more appealing links for pedestrians, cyclists and disabled people.

Recommended Streetscape Upgrades Programme

Potential upgrades (for engagement)

High Street South

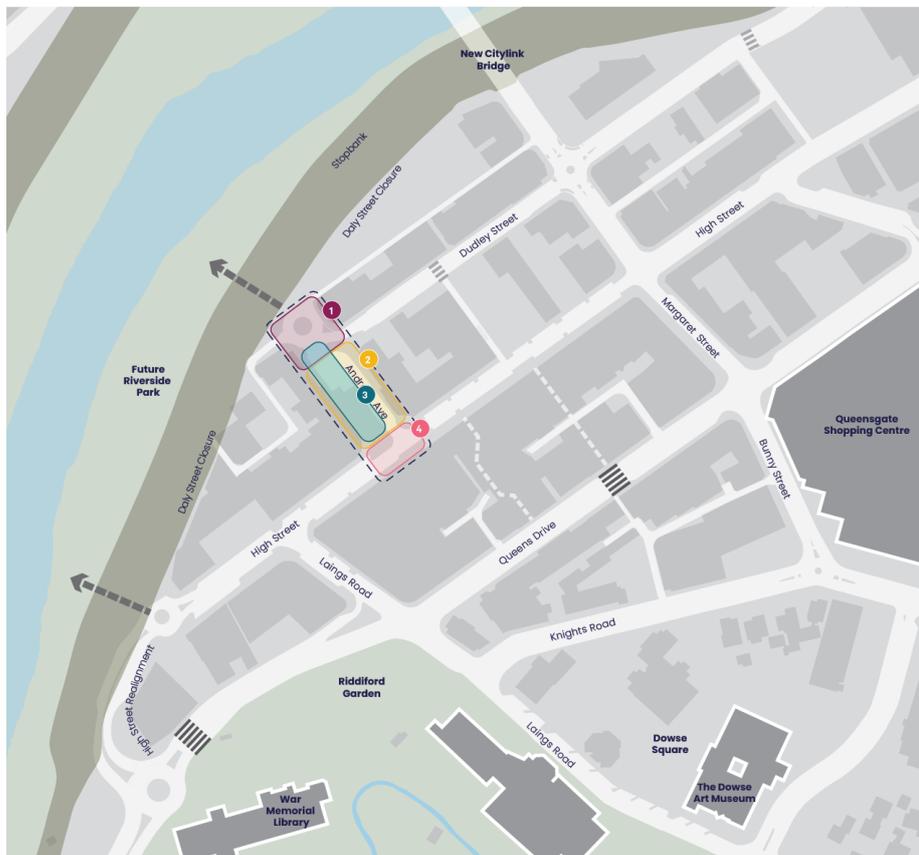


- 1 Reconfiguration of High Street, kerb realignment, upgrades to footpaths, and reconfiguration of parking.
- 2 Upgrade of High Street crossing facilities.
- 3 Reconfiguration of High Street, kerb realignment, upgrades to footpaths, and reconfiguration of parking.
- 4 Amenity upgrades, including street furniture, street trees, and planting.
- 5 Improved crossing facilities and connection to future riverside park.
- 6 Removal of roundabout and realignment of intersection, with left turn in/left out access to High Street only. Existing signalised crossing to remain.

Recommended Streetscape Upgrades Programme

Potential upgrades (for engagement)

Andrews Avenue

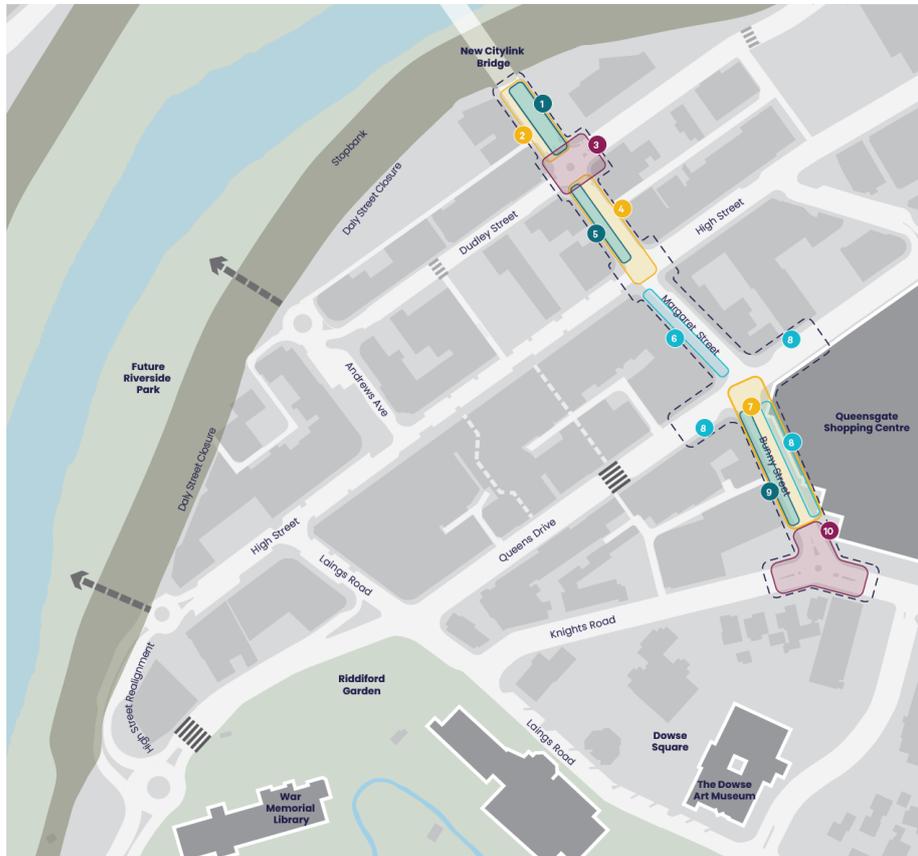


- 1 Reconfiguration of intersection between Dudley Street and service lanes.
- 2 Road realignment and upgrade: Kerb realignment, parking reconfiguration and surface treatment improvement.
- 3 High quality amenity upgrades and open space renewal.
- 4 Upgrade of High Street crossing facilities.

Recommended Streetscape Upgrades Programme

Potential upgrades (for engagement)

Daly, Margaret and Bunny streets



- 1 High amenity bridge landing, with street trees, amenity planting, and seating.
- 2 Reconfiguration of Daly Street section into shared space.
- 3 Upgrade to signalised intersection with improved crossing facilities.
- 4 Reconfiguration of Margaret Street, kerb realignment and parking reconfiguration, allowing for widening of footpath on sunny side of the street. Intersection alignment upgrades to be confirmed during design.
- 5 Amenity improvement and footpath widening, including seating, street trees, and planting.
- 6 Amenity upgrades to seating and street furniture, to match wider Margaret Street upgrade character.
- 7 Bunny Street reconfiguration, kerb realignment and road redistribution, allowing for wider footpath area on sunny side of the street. Intersection alignment upgrades to be confirmed during design.
- 8 Amenity improvements and lighting upgrades to bus stop.
- 9 Amenity improvements and footpath widening, including seating, street trees, and planting.
- 10 Upgrade to signalised intersection with improved crossing facilities.

Recommended Streetscape Upgrades Programme

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Document record

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Executive Summary.

“Our city centre connects with and supports Te Awa Kairangi, our people and the whenua. Together our mouri grows.

Our city centre nurtures our people and our beautiful urban riverside, connecting and supporting our diverse businesses and communities to put roots down and thrive.”

Te Pokapū o Te Awa Kairangi ki Tai
City Centre Framework

Te Awa Kairangi ki Tai Lower Hutt’s city centre is set to undergo substantial and transformative change with the Te Wai Takamori o Te Awa Kairangi programme of works commencing, including stopbank upgrades, a new State Highway 2 Melling interchange and bridge, a new pedestrian and cycle bridge (the City Link Bridge) linking the relocated Melling train station to the city centre, and a riverside park. These changes are set to bring new life into the city. Improvements to the city centre’s streets are needed to enable their integration and best support the urban revitalisation and transport improvements that come with them.

Streetscape upgrades have been identified as a key initiative that can enhance the vibrancy of the city, support local businesses, boost investor confidence, and attract both current and potential new residents to spend more time in the city centre. Guided by the vision, objectives and outcomes set out in the City Centre Framework, and informed by contextual analyses, traffic modelling insights, multi criteria assessment of potential improvement options and feedback from community engagement, this Streetscape Strategy seeks to inform future streetscape upgrades and assist Council in making decisions on where and how to invest.

The geographical scope for the Streetscape Strategy is outlined on the map shown to the left, covering the extent of the city centre’s streets and connecting to key future changes, including the City Link Bridge location and Melling Bridge tie-ins.



Through an iterative Investment Logic Mapping (ILM) process, and shaped by ongoing stakeholder feedback, three investment objectives were created, setting out the strategic outcomes against which any potential solutions were measured against. These are:

- **Te Wai o Takamori o Te Awa Kairangi.**
To enable the integration of the stopbank upgrades and the new City Link Bridge with the city centre streets to optimise accessibility by all modes.
- **Movement and Safety.**
To create a safe and inclusive movement network that optimises all transport modes and provides universal access within the city centre by 2030.
- **Place, Environment and Economic Vitality.**
To create people-centred streets and spaces that encourage community and business activity, enhancing the attractiveness and vibrancy of the city centre.

As the first step towards improvement of the city centre’s streets, this Streetscape Strategy presents recommendations for the allocation and prioritisation of HCC’s available funding for street upgrades within the city centre, seeking value for money by prioritising strategic, affordable, and place-responsive solutions that deliver the greatest benefit. The strategy establishes the future function and experience of streets identified for improvements, and outlines how they can best support movement through the city for all users.

A recommended scope of upgrades that focuses on three key areas for improvement is proposed:

- High Street South.
Extension of the existing High Street improvements to the south to uplift the amenity of the core retail area and support more outdoor dining and cafes.
- Andrews Ave.
Transformation of Andrews Ave into a high amenity civic space that serves as a key connector between the city and river, supporting a diverse range of activities including events or markets.
- Daly Street, Margaret Street & Bunny Street.
Enhanced cross-city connectivity from the new City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct with safer, easier, and more appealing links for pedestrians, cyclists and those with mobility challenges.

Building upon the City Centre Framework’s vision for the city centre’s future direction, the strategy sets the foundation for the design phase of streetscape upgrades.



01. Overview.

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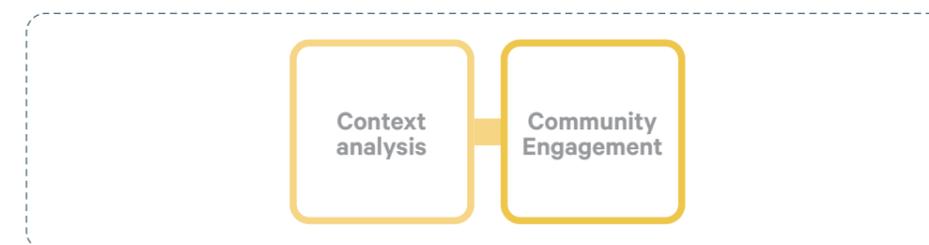
Process Summary.

This Streetscape Strategy has been developed using a two-phase approach. Phase 1 has comprised both broad and detailed contextual analysis. Phase 2 has focused on the optioneering of both project longlist and scenario development, culminating in a preferred scenario.

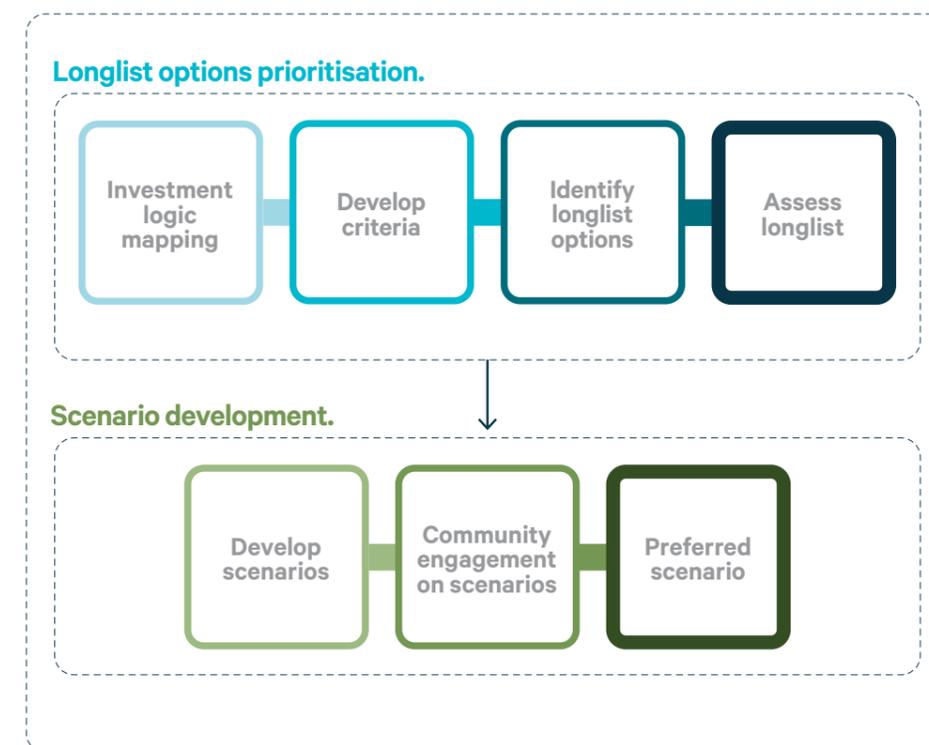
Phase 1: The first phase involved analysing the wider context, including land use, transport, and environmental factors. Together with community engagement, these analyses established a baseline for planning future changes associated with the integration of Te Wai Takamori o Te Awa Kairangi (see Section 02—Context & Network).

Phase 2: The second phase focused on developing, testing, and refining a long list of options and scenarios. This process resulted in a recommended scenario, informed by multi-criteria assessment (see Appendix A), expert advice, and feedback from community engagement sessions conducted by Hutt City Council.

Phase 1: Analysis



Phase 2: Optioneering





02. Context & Network.

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Te Wai Takamori o Te Awa Kairangi.

Scope of Changes.

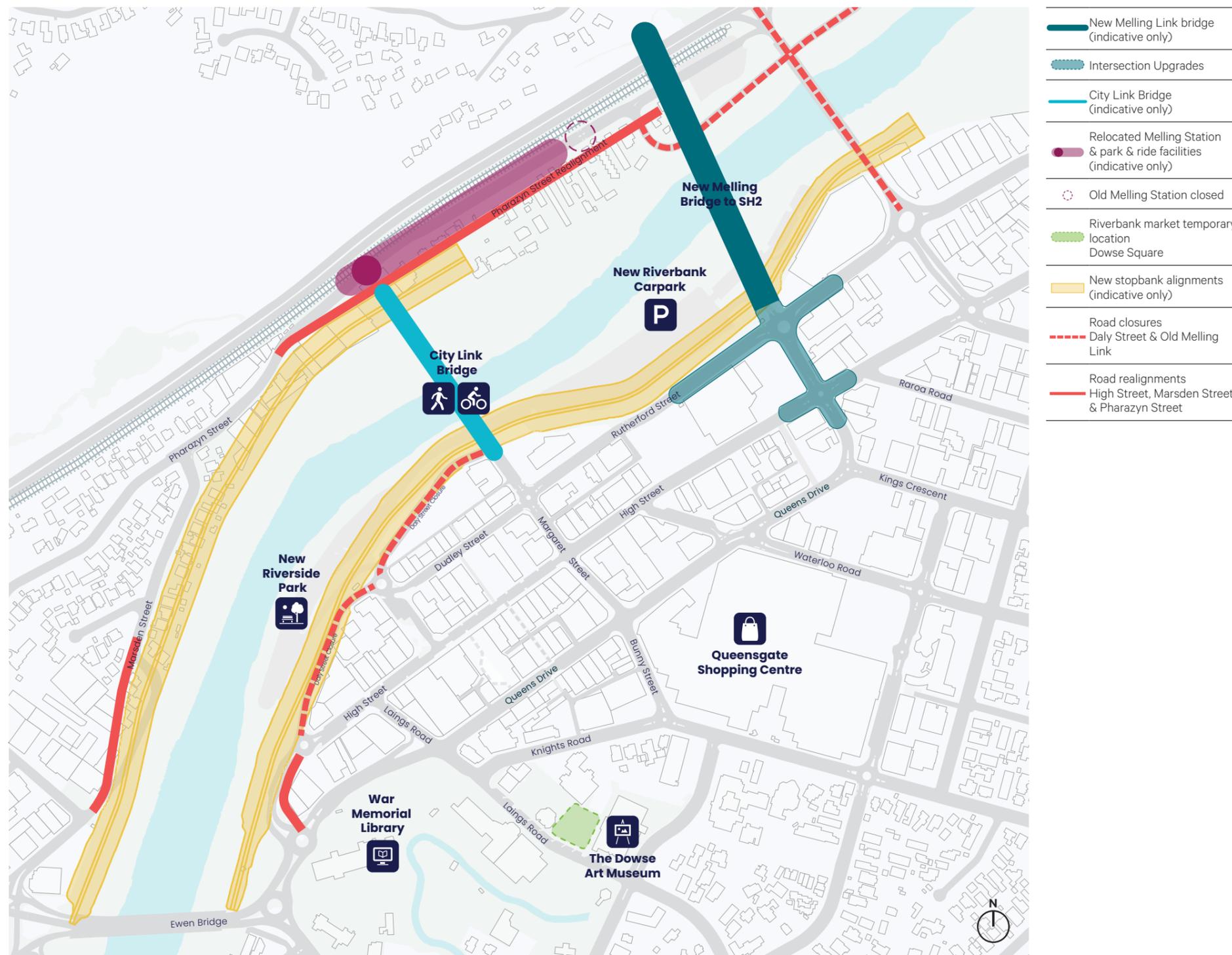
The construction of Te Wai Takamori o Te Awa Kairangi brings with it a number of transformational changes for Hutt City.

Two new bridges connect a transport network that will undergo significant change;

- the new Melling Link bridge and associated interchange connects to Queens Drive on the city side of the river
- the City Link Bridge provides a pedestrian and cycle connection between the relocated Melling Station and Margaret Street.

Flood protection works, including realigned stopbanks of increased heights, result in the closures or realignment of some streets directly adjacent.

The most impactful road removal is that of Daly Street. Current vehicular traffic flows use this stopbank-adjacent road as a bypass route around the city centre. Daly Street's removal and the impacts on traffic flows in the Streetscape Strategy study area are identified on the Traffic Model Insights mapping.



Te Wai Takamori o Te Awa Kairangi. Traffic Model Insights.

The Wellington Transport Analytics Unit provided outputs of the Wellington Transport Strategic Model (WTSM) to inform the Streetscape Strategy. At the time of writing, this work is currently being optimised. The results are therefore indicative and subject to change.

The model (WTSM) is calibrated to represent an average March weekday, and covers three scenarios;

- 2024 as the current state,
- 2033 without Te Wai Takamori o Te Awa Kairangi
- 2033 with Te Wai Takamori o Te Awa Kairangi, which includes the new Melling interchange and bridge, and the closure of Daly Street.

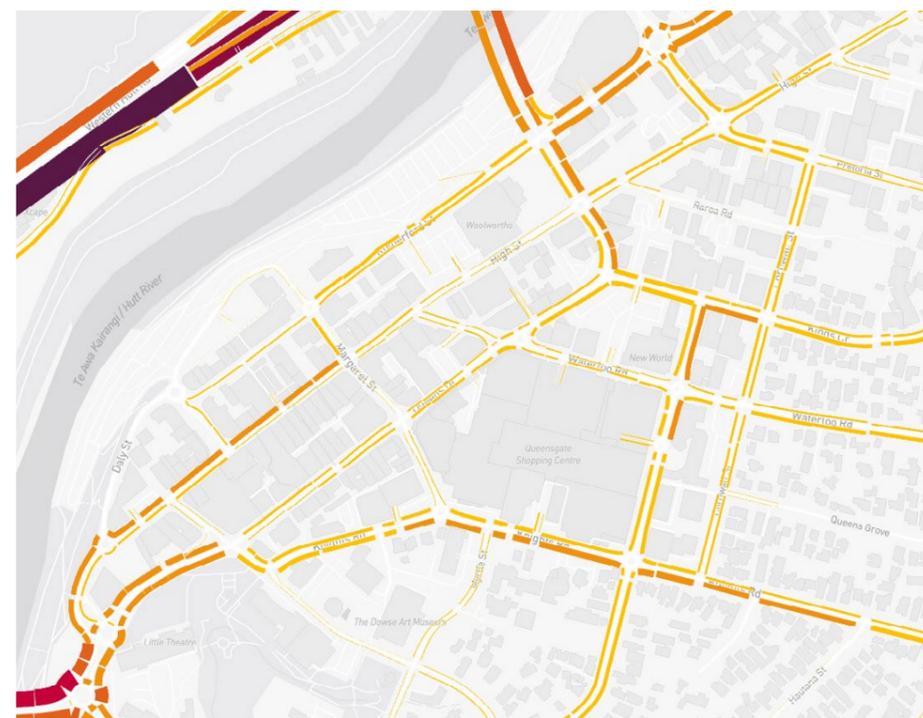
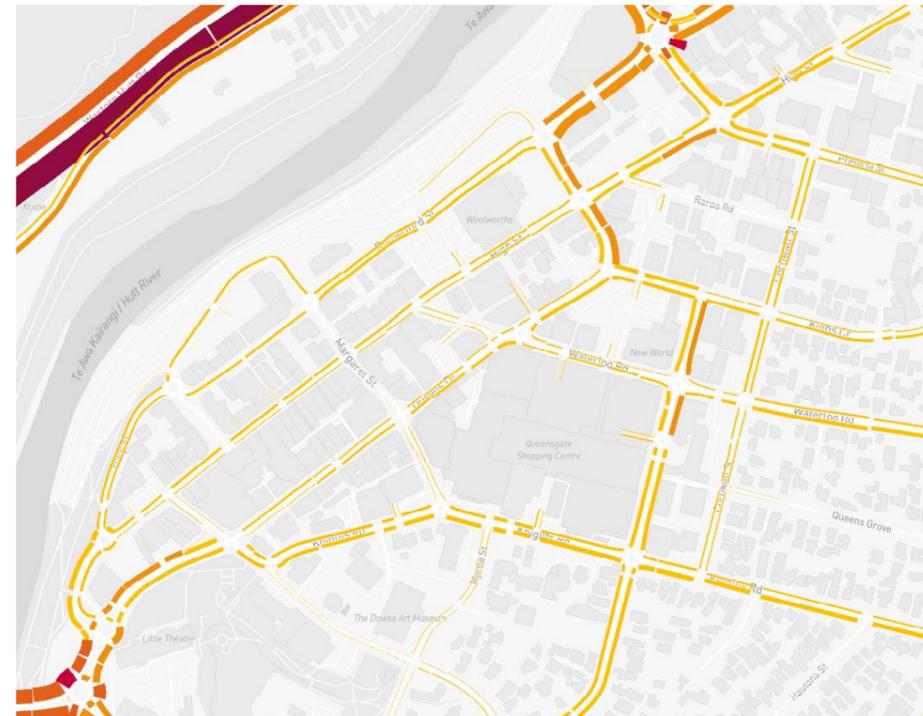
The future state models predict driver route choice based on the desirability of a route. This is influenced by multiple attributes, such as travel time, distance, and driver perception.

Based on the model results, traffic flows across the city centre are predicted to be impacted by the construction of Te Wai Takamori o Te Awa Kairangi, particularly the removal of Daly street. The following impacts are predicted from the modelling:

- Private and heavy vehicles can no longer use Daly St as an alternate access route to get across the city centre. Without intervention, removing this link pushes more traffic through High Street and Queens Drive for a north-to-south connection.
- The relocation of the Melling Link bridge will see the transfer of traffic to Queens Drive and Rutherford Street within close proximity to the bridge.
- Knights Road will continue to act as a bypass road with a slight increase in traffic flows, providing east-to-west connectivity.

Based on the model results, traffic volumes are anticipated to grow in line with regional development

trends. Changes in overall traffic volumes within the city centre as a result of Te Wai Takamori o Te Awa Kairangi are expected to be minor. However, the closure of Daly Street will re-direct north-south movements onto High Street and Queens Drive, increasing traffic volumes on these routes. Meanwhile Knights Road will continue as a key route for east-west connectivity.

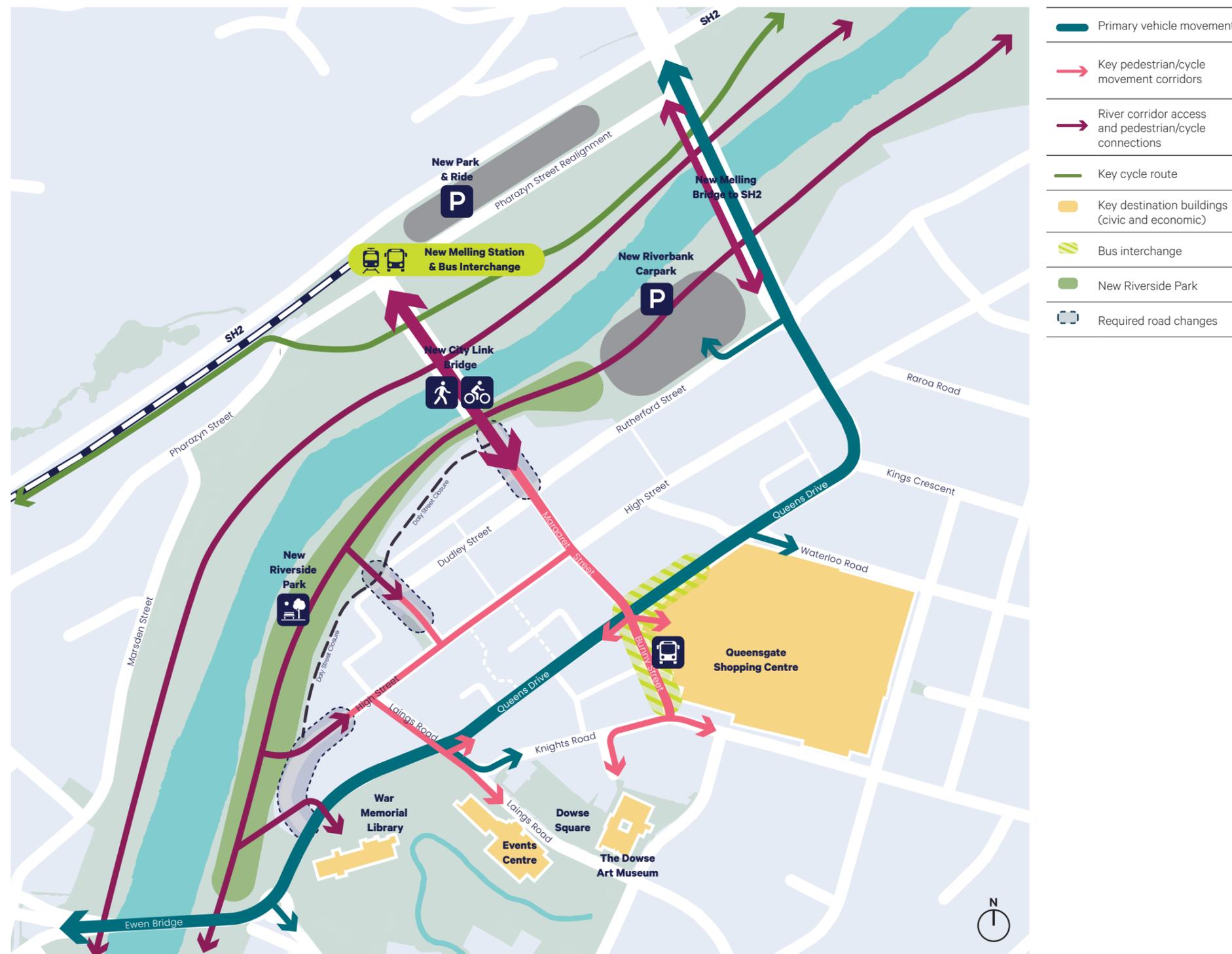


Te Wai Takamori o Te Awa Kairangi. Proposed City Centre Movement.

The key destinations and movements are shown on the accompanying image. This considers where pedestrian, active modes, and vehicle paths overlap, particularly in response to the changes associated with Te Wai Takamori o Te Awa Kairangi.

The new City Link Bridge will create an important corridor and new access point for pedestrians and other active modes into the city centre. This infrastructure will enhance cross-city connections and enable better pedestrian and active travel movements to key destinations such as the Queensgate Shopping Centre and the Civic Precinct (War Memorial Library, Riddiford Gardens, and the Dowse).

Additionally, the closure of Daly Street and the reduction of through-traffic for private vehicles present a significant opportunity to shift travel behaviour. These changes present an opportunity to strengthen pedestrian and active travel connections and enhance access points to Te Awa Kairangi and the new Riverside Park, creating better connections between the city centre and its river.





03. Optioneering Process.

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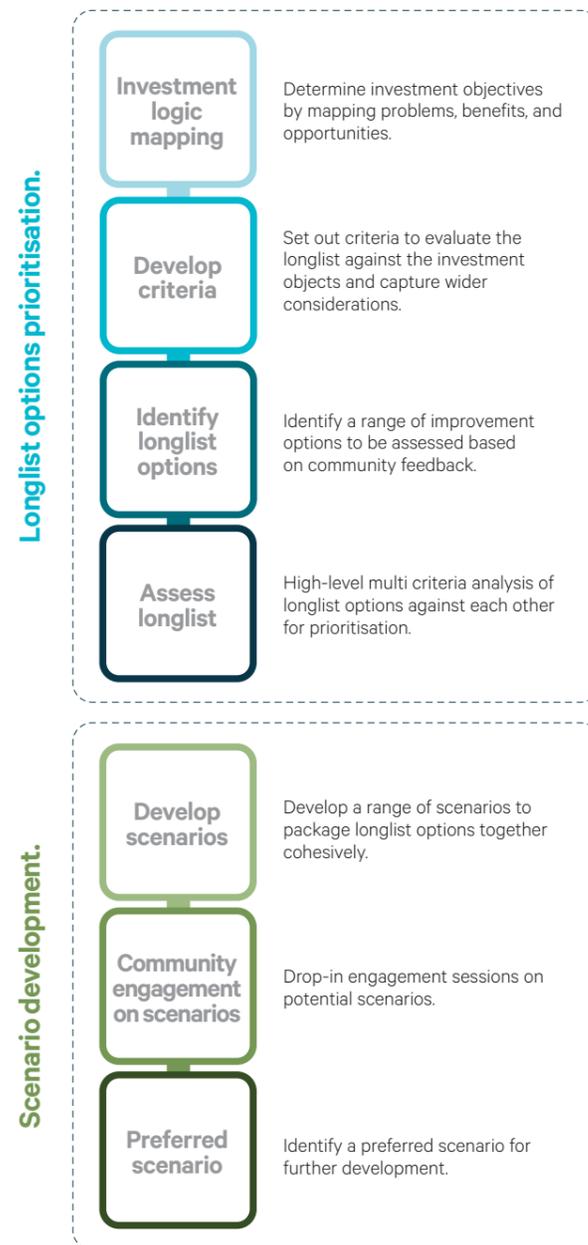
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Optioneering Process.

The optioneering process has been divided into two stages: longlist option prioritisation, and scenario development. The first stage identifies, develops and prioritises the potential “options” that can be considered, with the second stage used to package options together cohesively.

The following sections briefly summarise the development and prioritisation of the longlist options. It incorporates investment logic mapping, long list creation, criteria development, culminating in the preparation of a multi-criteria analysis (MCA) to compare options against one another and ultimately help inform the scenario development. Two rounds of community engagement also informed the process.

The first phase of engagement helped to define the longlist of options. The second phase of engagement helped to identify priority areas for upgrades.



Above: HCC community engagement drop-in session. Image supplied by HCC.

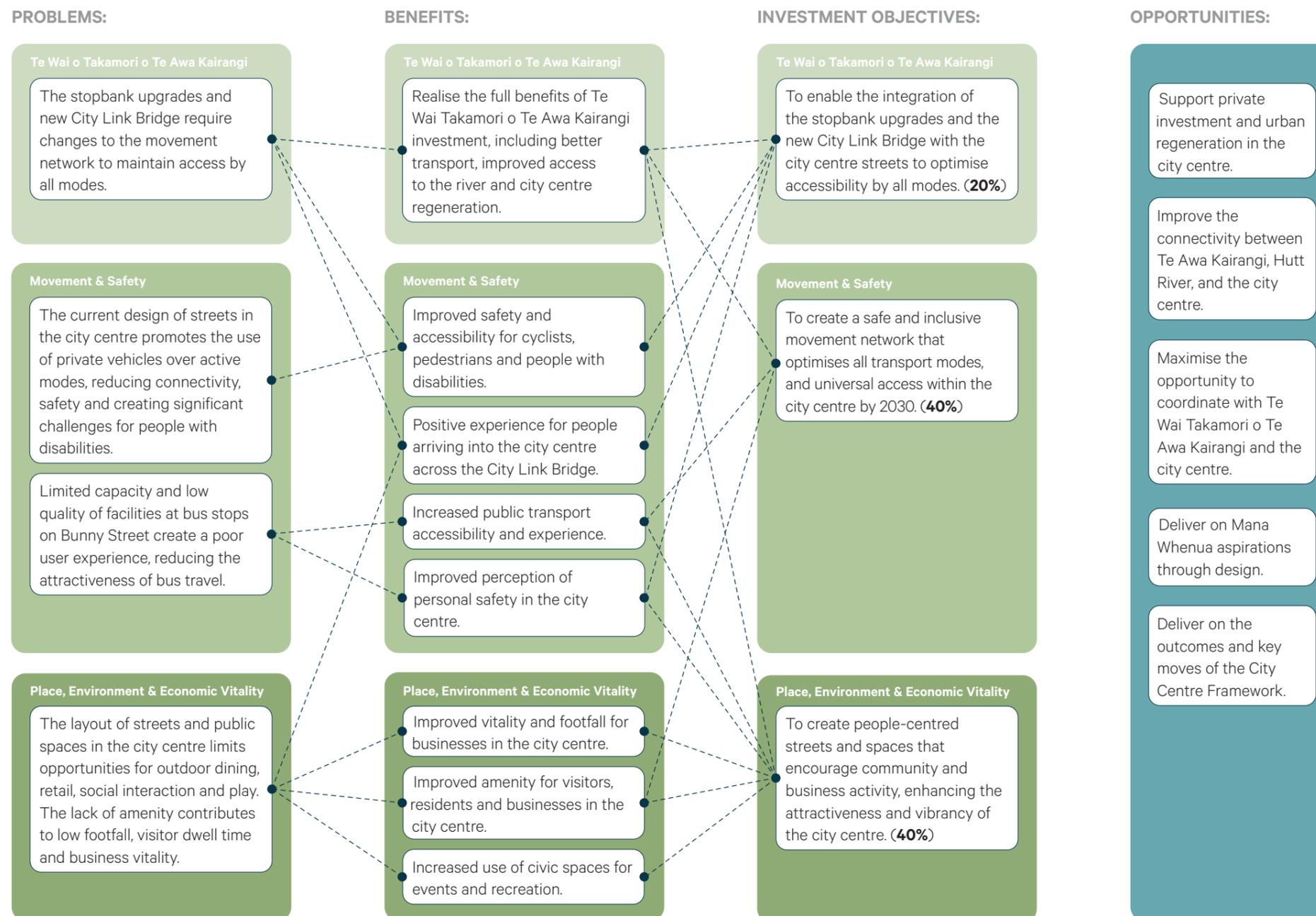
Longlist Options Prioritisation. Investment Logic Mapping.

Investment logic mapping (ILM) was used to identify key problems, benefits, investment objectives, and opportunities to guide prioritisation and develop investment criteria.

The three investment objectives were confirmed as:

- **Te Wai o Takamori o Te Awa Kairangi:** To enable the integration of the stopbank upgrades and the new City Link Bridge with the city centre streets to optimise accessibility by all modes **(20%)**
- **Movement and Safety:** To create a safe and inclusive movement network that optimises all transport modes, and universal access within the city centre by 2030 **(40%)**
- **Place, Environment and Economic Vitality:** To create people-centred streets and spaces that encourage community and business activity, enhancing the attractiveness and vibrancy of the city centre **(40%)**

Weightings were applied to the investment objectives to prioritise outcomes based on strategic alignment, stakeholder consensus, and potential impact. A summary of the problems, benefits, investment objectives and opportunities are shown in the summary diagram (right).



Longlist Options Prioritisation. Develop Criteria.

Criteria were developed through an iterative process in a series of workshops. These drew from the investment objectives, implementation requirements, and any wider opportunities and considerations. Criteria were grouped into Investment Objective or Implementation categories as relevant. The following tables outline the identified criteria. The full assessment of the longlist is contained in Appendix A.

EFFECTS ASSESSMENT

Criteria	Description
I01: Te Wai o Takamori o Te Awa Kairangi	
Mending the movement network	Improves connectivity to the river, new Melling station and wider transport network, supporting Te Wai Takamori o Te Awa Kairangi.
Safe, convenient, and welcoming landing to the City Link Bridge	Ability to provide a safe, convenient, and welcoming landing to people using the City Link Bridge, Riverside Park, and its immediate connections to access the city centre.
I02: Movement & Safety	
Pedestrian level of service	Impact on pedestrian level of service: - Connectivity, safety (road user safety and CPTED), amenity, comfort
Cyclist/micro mobility level of service	Impact on cycling level of service: - Connectivity, continuity, legibility, safety (road user safety and CPTED), amenity, comfort, appeal to wide range of people who cycle relating to both confidence and interest
Accessibility for all	Impact on accessibility and mobility considerations for the disability community and other people such as parents with prams and elderly. Availability of accessible parking.
Public Transport level of service	Impact on public transport level of service, within the scope of this project: - Accessible, safe (road user safety and CPTED), efficient, supports mode shift and urban design
Vehicle network impacts	Allows for vehicle movements into the city or through the city, and for access to businesses. - Travel time, delays, access route and intersection approach movement availability, one-way/two-way
I03: Place, Environment, and Economic Vitality	
Increase space for outdoor dining and retail	Potential availability of space that can be allocated and designed to enable outdoor dining and retail, contributing to the vitality and amenity of the city.
Increase space for social interactions, play and events	Potential availability of space that can be allocated and designed to enable gatherings and play, contributing to the vitality and amenity of the city.
Potential to increase comfort and visual quality	Potential to increase comfort and visual quality within design, contributing to the vitality and amenity of the city.
Environment	Potential to increase greening of the city centre. Assess availability of road width and presence of underground utilities.
Potential to incorporate Mana Whenua values / design	Potential to incorporate Mana Whenua values and makaurangi (identity) in the design
Impact on parking	Number of parking spaces removed
Impacts on local properties and business	Potential to accommodate vehicular access to businesses and Properties within the city centre.

IMPLEMENTABILITY ASSESSMENT

Criteria	Description
Implementability assessment	
Consentibility/ Approvals	High level indicative and comparative assessment of feasibility from a planning perspective, including undertaking impact assessments.
Constructibility	High level indicative and comparative assessment of: - Spatial constraints - Engineering complexity
Construction impacts	High level indicative and comparative assessment of impacts of disruption during delivery.

Longlist Options Prioritisation. Project Longlist.

The longlist of options was informed by site walkovers and community feedback. The list includes must-do works in response to the scope of Te Wai Takamori o Te Awa Kairangi, such as changes to connect the new City Link Bridge.

What we must do

- A1** High Street/Queens Drive intersection reconfigured e.g. roundabout removed and left-in access only onto High Street. Existing pedestrian signals remain. Footpath improvement and access to Riverside Park through stairs/ramps.
- A2** Remove Andrews Avenue / Daly Street roundabout, reconfigure laneway access and provide active mode access to Riverside Park (stairs / ramps).
- A3** Integrate City Link Bridge landing with existing street. Create a safe and welcoming environment for bridge users. Remove Dudley Street / Margaret Street roundabout.

What we could do*

- B1** Improve south end of High Street to provide same level of amenity (e.g. planting, street furniture and paving) as between Andrews Avenue and Margaret Street e.g. wider footpath on the east side (sunny side), seating, lighting, etc.
- B2** Reduce wait time for pedestrians at traffic signals. Remove left-turn lane onto Laings Road.
- B3** Reconfigure Andrews Avenue layout to improve amenity (e.g. planting, street furniture and paving) and public space usability. Improve accessibility of crossing at High Street / Andrews Avenue intersection.
- B5** Dudley Street amenity (e.g. planting, street furniture and paving) improvements.
- B6** Improve High Street crossing to connect Queens Arcade and High Street Quarter laneways and improve amenity (e.g. planting, street furniture, paving and lighting) in laneways.
- B7** Re-allocate road space to improve safety for all road users and improve amenity (e.g. planting, street furniture and paving) and reduce crossing distances
- B8** Add mid-block pedestrian crossings and improve amenity (e.g. planting, street furniture and paving) and safety in laneway between Knights Road and Queens Drive.
- B9** Create new bus stop to improve bus efficiency on Queens Drive. New seating, shelter, etc for bus users.
- B10** Improve Margaret Street between High Street and Dudley Street to improve amenity (e.g. planting, street furniture and paving).
- B11** Improve seating on Margaret Street between Queens Drive and High Street.
- B13** Improve Bunny Street between Knights Road and Queens Drive to improve amenity (e.g. planting, street furniture and paving).
- B14** Changes to Knights Road / Bunny Street intersection to improve safety for pedestrians, cyclists and people with mobility impairments.



*Note: Project Options B4 and B12 were omitted during scoring and development of project longlist.

Scenario Development.

Develop Scenarios.

Three scenarios were developed for public engagement. All include the mandatory moves required to connect with Te Wai Takamori o Te Awa Kairangi.



Cross-City Connections.

Making it safer, easier and more appealing for pedestrians, cyclists and disabled people to move through our city centre streets.

This scenario focuses on:

- Connecting the new City Link Bridge users to Dudley Street, High Street, Queens Drive, the shopping centre, and bus interchange, and providing opportunities for outdoor seating and cafes along the way.
- Improving the linkages between our laneways with safe street crossing from Dowse Square to the river, and tidying up the laneways.
- Making it easier for pedestrians, cyclists and disabled people to access the city centre from Laings Road and Riddiford Garden.



Civic Connections.

Strengthening links between civic, cultural and retail attractions so city centre businesses benefit and visitors can enjoy multiple experiences in one trip.

This scenario focuses on:

- Building on Queensgate's regional attraction to benefit the wider city centre businesses.
- Better connecting the Dowse Art Museum, War Memorial Library and Riddiford Gardens with Queens Drive and High Street to encourage multiple visits in one trip.
- Improving bus movements and efficiency around Bunny Street.



Riverside Precinct.

Expanding previous High Street upgrades into surrounding streets to support outdoor dining and events and enhancing the area for residents and businesses.

This scenario focuses on:

- Expanding the previous High Street improvements to adjoining streets to support more outdoor dining and cafes, and to refresh the look of the core retail area.
- Creating a space for events, markets or food trucks in Andrews Avenue.
- Creating a more attractive environment for residents, businesses and visitors on Dudley Street.
- Improving access to the river from the city centre.

Scenario Development. Engagement Feedback.

Engagement was led by Hutt City Council across 2 phases with feedback sought using a range of different methods, including an online mapping feedback tool, in-person workshops and meetings with community and disability advocacy groups, workshops with rangatahi, visits to city centre businesses, and public drop-in sessions.

Phase 1 of engagement focussed on people’s experience of the city centre and ideas for improvements. Phase 2 focussed on the three possible investment scenarios outlined on the previous page.

Details of all engagement activities undertaken across both phases and the feedback received can be found in Appendix B, HCC’s Streetscape Strategy – Engagement Summary (September 2025). This feedback has informed the development of the preferred scenario on the following page. Engagement with community and businesses will continue throughout subsequent design phases.

HCC’s summary of engagement feedback notes that key themes that came through all engagement activities are:

- **Improve the route between the new Melling station, bridge, bus, and city centre** making it safe for pedestrians, disabled people and cyclists.
- **Crossing on Knights Road** is needed to better connect The Dowse with the rest of the city centre.
- **Refresh tired spaces** rather than areas more recently invested in.
- **Parking is important** and more choice is needed, e.g. accessible parking spaces, drop off/loading zones, a mix of short stay and longer stay.
- **Amenities, events and outdoor activities** particularly on Margaret Street, High Street and Andrews Avenue.
- **Create strong connections to the river.**

HCC’s engagement feedback on the investment scenarios (Phase 2 drop-ins) is summarised as follows;

“Cross-city Connections” was the most popular scenario, with feedback focussing on the projects connecting the new City Link Bridge, Queensgate and The Dowse. Reasons given were:

- It supports those without cars to move between the Melling station and the city centre.
- It connects the city centre to public transport (bus and train) most efficiently.
- It encourages people into the surrounding area.
- The roundabout at Knights Road and Bunny St is very dangerous to cross (this scenario includes an upgrade of this intersection).

“Riverside Precinct” was the second most popular scenario. The most important projects in this scenario included High Street, Andrews Ave and the Queens Arcade Laneway. Some businesses were in support of works outside their business, while others had concerns about the impact of the disruption. Reasons given for support of the “Riverside Precinct” scenario were:

- The area is very tired.
- It encourages investment in the new developments that will be coming to this area.
- It creates more of an outdoor community space that focuses on our river.
- It would provide opportunities for events & outdoor dining to support retail and hospitality businesses in the area. This would help drawing more people in from outside Lower Hutt.

Those that selected “Civic Connections” as their preferred scenario gave reasons of improving pedestrian experience. In particular, they valued improvements to the connectivity between The Dowse and the rest of the city centre.

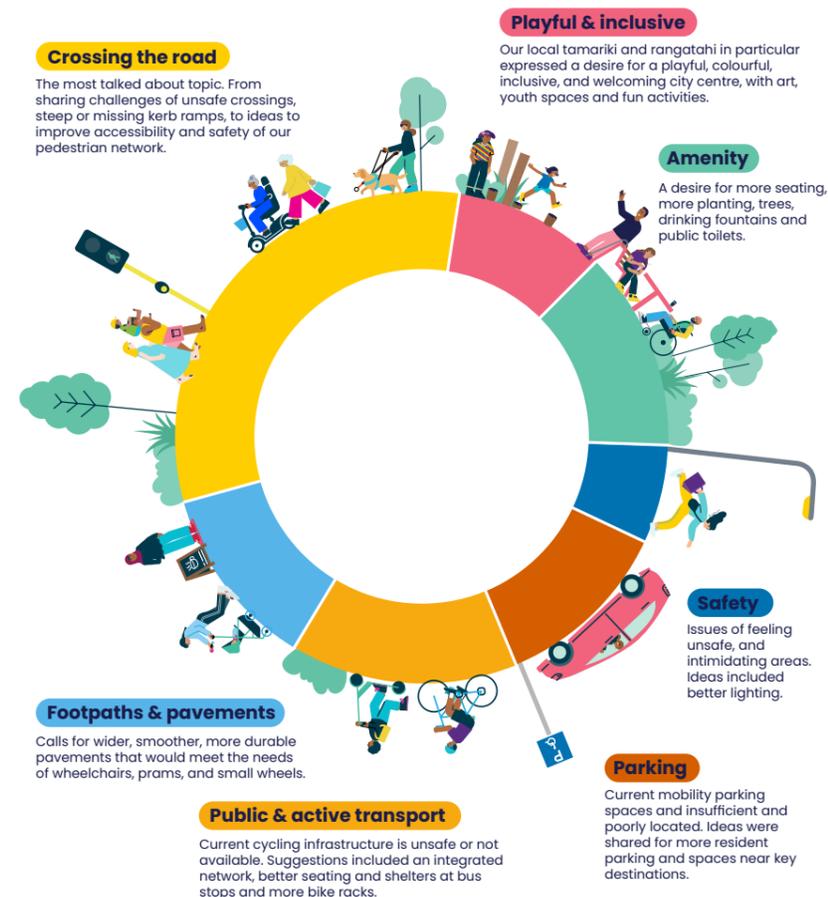
What we’ve heard

Our community and businesses helped inform our vision for the city centre - a beautiful urban riverside, where businesses and communities thrive.

This was recently adopted as the **City Centre Framework**.

During our most recent engagement we asked people to share their experiences of our city centre.

The feedback and ideas we have gathered will continue to be used as our work in the city centre progresses.



Left: HCC Streetscape Introduction poster for community engagement drop-in session.

Scenario Development.

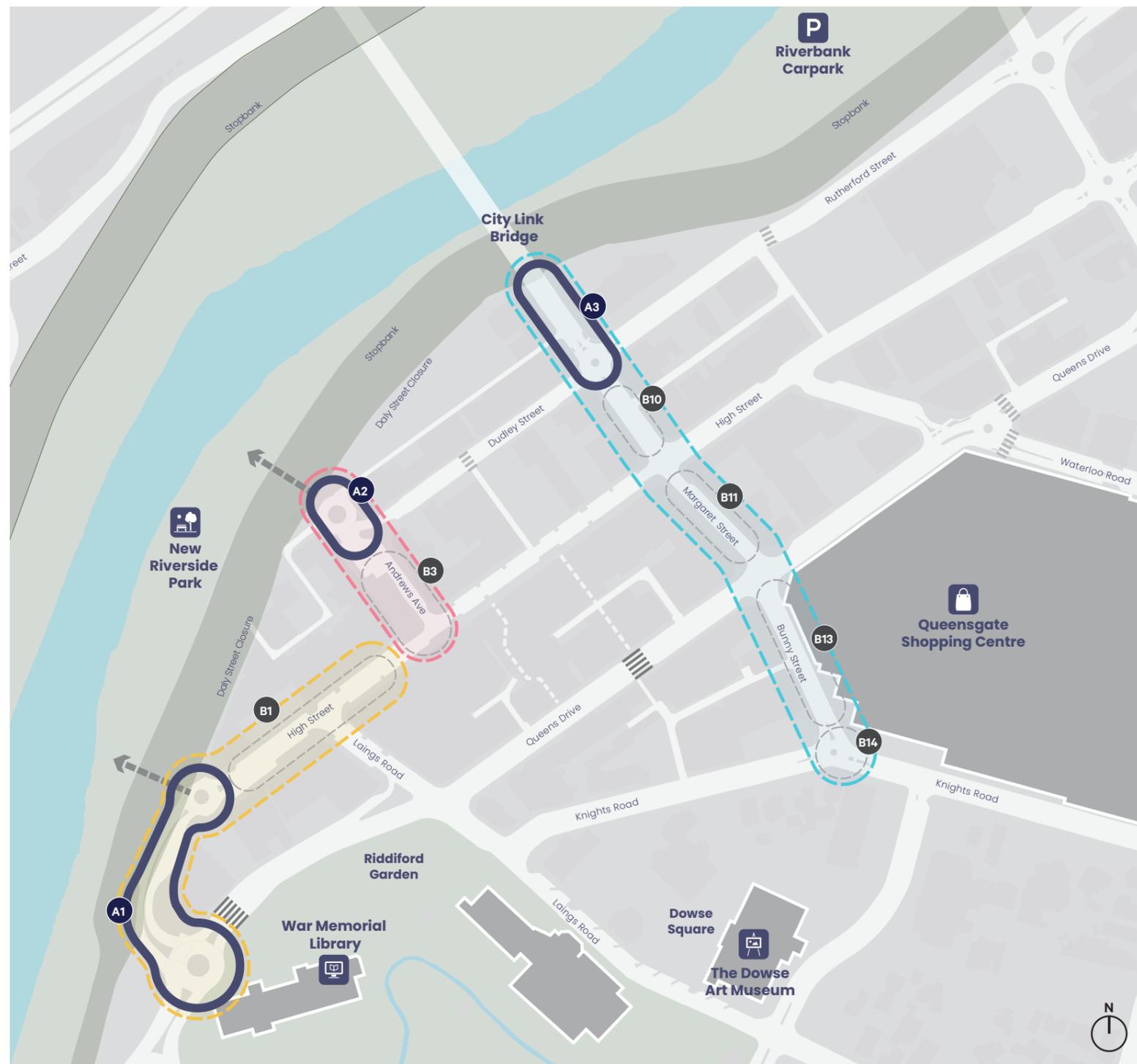
Recommended Programme of Upgrades.

The Recommended Programme has been identified by combining the results of the multi-criteria analysis of the long list options with the community and business feedback on the three scenarios.

- 
High Street South
 Extending the existing High Street improvements to the south to uplift the amenity of the core retail area and support more outdoor dining and cafes.

- 
Andrews Ave
 Transforming Andrews Ave into a high amenity civic space that serves as a key connector between the city and river, and supports a diverse range of activities, such as events or markets.

- 
Daly Street, Margaret Street & Bunny Street
 Enhancing cross-city connectivity from the new City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct, with safer, easier, and more appealing links for pedestrians, cyclists and disabled people.



High Street South. Future State.

High Street is a pedestrian-friendly retail spine that supports local businesses with wide footpaths, slower traffic, and convenient parking and service access. Street trees, spill-out spaces for cafes and restaurants and street furniture to create a lively street environment that encourages people to spend time.



- 1 Reconfiguration of High Street, kerb realignment, upgrades to footpaths, and reconfiguration of parking.
- 2 Upgrade of High Street crossing facilities.
- 3 Reconfiguration of High Street, kerb realignment, upgrades to footpaths, and reconfiguration of parking.
- 4 Amenity upgrades, including street furniture, street trees, and planting.
- 5 Improved crossing facilities and connection to new riverside park.
- 6 Removal of roundabout and realignment of intersection, with left turn in/left out access to High Street only. Existing signalised crossing to remain.

High Street South.

Improvement Outcomes

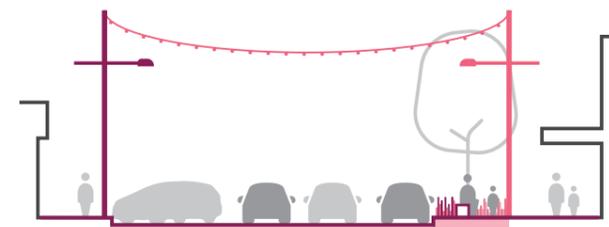
- High amenity streetscape that support active frontages and spill out spaces that encourage people to dwell.
- Low speed, people-focused street environment.
- Removal of Queens Drive roundabout and reconfiguration of the intersection to allow left-in/left out access only.
- Improved accessibility to crossing at High Street / Laings Road intersection.
- Remove roundabout at Daly Street / High Street, with improved pedestrian connection to new Riverside Park.
- Provision of parking and drop-off areas to support local businesses.
- Reconfiguration of the carriageway to enable widened footpaths.
- Kerb realignment to eastern side of street and provision of high quality surface treatments.



Top: Elizabeth Street, Tauranga
Bottom Left: High Street, Lower Hutt
Bottom Right: Princes St, Whakatiki Upper Hutt



Typical Section - Existing High Street South



Typical Section - Indicative Future State High Street South



Andrews Ave. Future State.

Andrews Ave functions a high amenity civic space and serves and a key connector between the city and river. The street supports a diverse range of uses — movement for all modes, spaces to pause, nature play, and civic events. Street trees, integrated raingardens that treat stormwater, seating, and public art enhance the street experience and contribute to a sense of place and character.

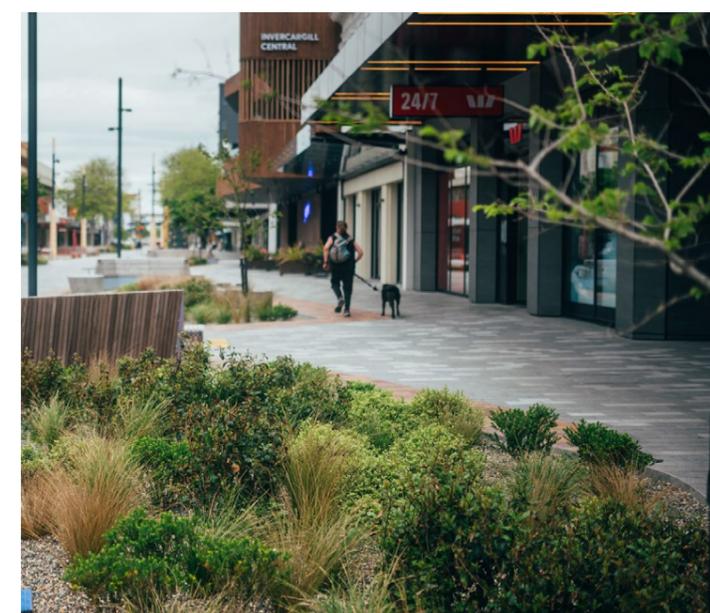


- 1 Reconfiguration of intersection between Dudley Street and service lanes.
- 2 Road realignment and upgrade. Kerb realignment, parking reconfiguration and surface treatment improvement.
- 3 High quality amenity upgrades and open space renewal.
- 4 Upgrade of High Street crossing facilities.

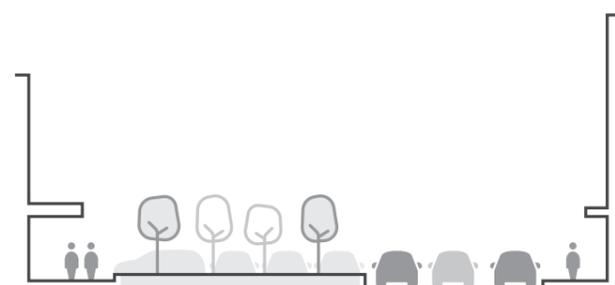
Andrews Ave.

Improvement Outcomes

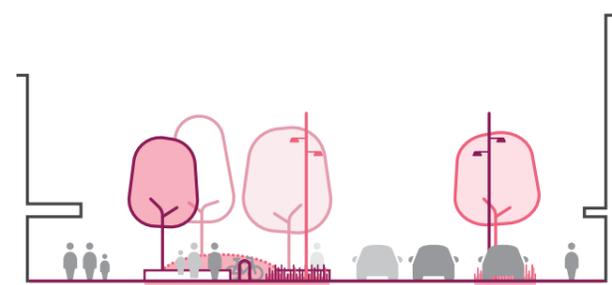
- High amenity, flexible civic space that prioritises pedestrian activity and encourages people to dwell.
- Low speed, people focused street environment. Two-way vehicular movement maintained.
- Removal of Daly Street roundabout and reconfiguration of the intersection to maintain vehicular access to future Daly St development site and existing off-street carparking.
- Improved accessibility to crossing at High Street / Andrews Avenue intersection.
- Provision of parking and drop-off areas to support local businesses.
- Kerb realignment and provision of high quality surface treatments.
- Street tree planting to provide human scale, improve microclimate and add comfort and amenity for street users.
- Potential for raingardens providing at-source treatment of stormwater within the road reserve and amenity to street users.
- Improved connectivity to the river corridor.
- Potential for integrated play opportunities.



Top Left: Elizabeth Street, Tauranga
Top Right: Daldy Street Linear Park, Tāmaki Makaurau Auckland
Bottom: Esk Street, Waihōpai Invercargill



Typical Section - Existing Andrews Avenue



Typical Section - Indicative Future State Andrews Avenue

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Daly Street, Margaret Street & Bunny Street. Future State.

Daly Street, Margaret Street and Bunny Street form a key movement corridor that connects the City Link Bridge to the city centre and key destinations such as Queensgate and the Civic Precinct. The corridor supports walking, cycling, public transport and vehicle movement, while enhanced street tree planting and street furniture improve the overall experience and amenity for all.

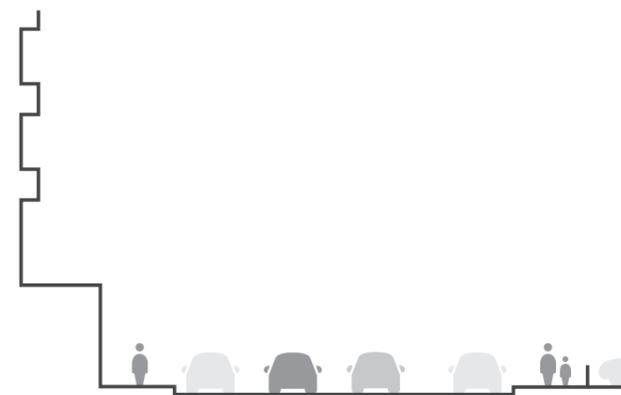


- 1 High amenity bridge landing, with street trees, amenity planting, and seating.
- 2 Reconfiguration of Daly Street section into shared space.
- 3 Upgrade to signalised intersection with improved crossing facilities.
- 4 Reconfiguration of Margaret Street, kerb realignment and parking reconfiguration, allowing for widening of footpath on sunny side of the street. Intersection alignment upgrades to be confirmed during design.
- 5 Amenity improvements, including seating, street trees, and planting.
- 6 Amenity upgrades to seating and street furniture, to match wider Margaret Street upgrade character.
- 7 Bunny Street reconfiguration, kerb realignment and road redistribution, allowing for wider footpath area on sunny side of the street. Intersection alignment upgrades to be confirmed during design.
- 8 Amenity improvements and lighting upgrades to bus stop.
- 9 Amenity improvements, including seating, street trees, and planting.
- 10 Potential new bus stops.
- 11 Upgrade to signalised intersection with improved crossing facilities.

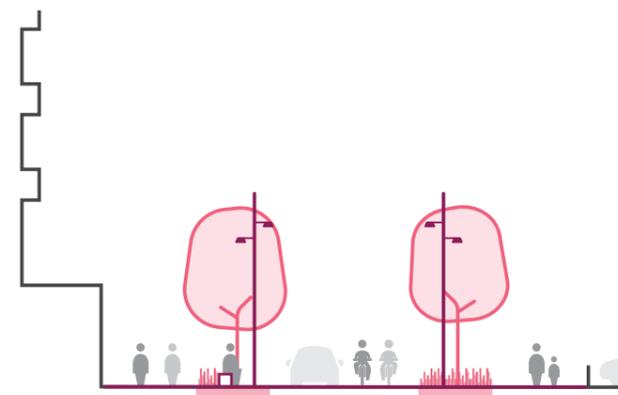
Daly Street.

Improvement Outcomes:

- Integration of City Link Bridge with street to create a safe and welcoming arrival experience for bridge users.
- High amenity shared space that prioritises pedestrian and cyclist movements while maintaining low speed vehicular access to service local businesses and properties.
- Removal of Dudley/Margaret Street roundabout and reconfiguration to a signalised intersection.
- Potential for flush/kerbless street surface with activity zones, including shared carriageway and pedestrian only areas, defined by changes in materials, furniture placement and planted areas.
- Street tree planting to provide human scale, improve microclimate and add comfort and amenity for street users.
- Potential for raingardens providing at-source treatment of stormwater within the road reserve and amenity to street users.



Typical Section - Existing
Daly Street (to Margaret Street)



Typical Section - Indicative Future State
Daly Street (to Margaret Street)



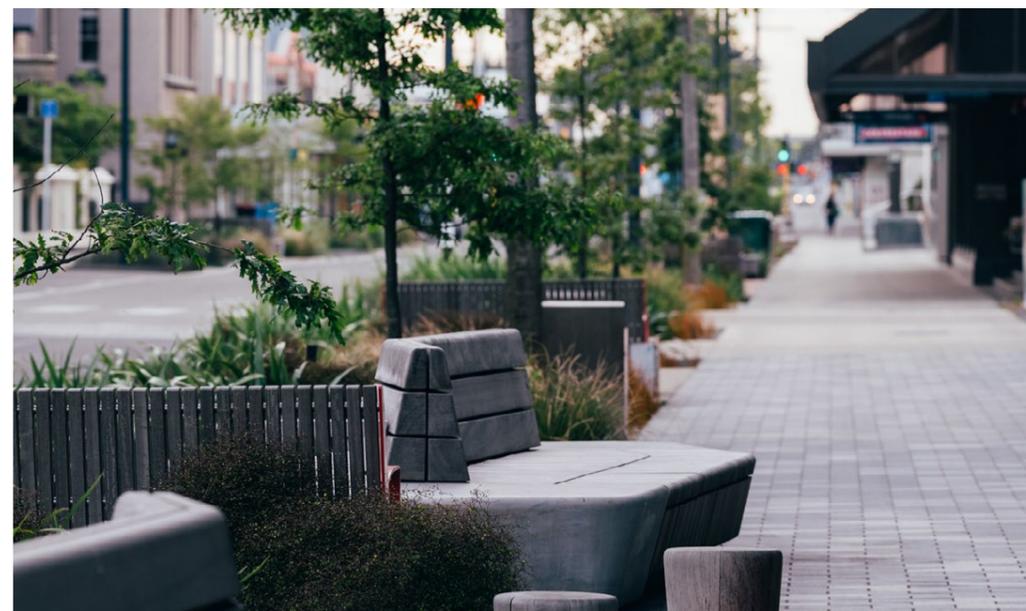
Top:
Quay Street, Tāmaki Makaurau Auckland
Bottom:
Esk Street, Waihopai Invercargill



Margaret Street.

Improvement Outcomes

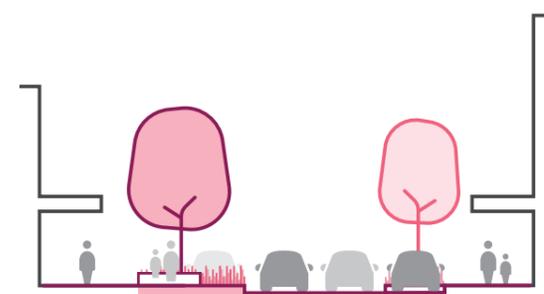
- Widening of footpaths between High Street and Dudley Street. Focus widening on sunny (south) side
- Amenity improvements, including street trees, planting, and street furniture.
- Maintained parallel parking to support local businesses.



Top & Left:
Don Street, Waihōpai
Invercargill



Typical Section - Existing
Margaret Street (Dudley to High Street)



Typical Section - Indicative Future State
Margaret Street (Dudley to High Street)

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Bunny Street.

Improvement Outcomes

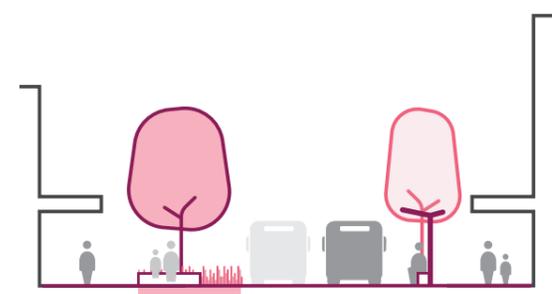
- Amenity improvements to bus area, including planting, street furniture, lighting and paving upgrades.
- Widening of footpaths.
- Access for local property and businesses to be maintained.



Top Left:
Lambton Quay, Te Whanganui a Tara Wellington
Bottom:
George Street, Ōtepoti Dunedin



Typical Section - Existing
Bunny Street



Typical Section - Indicative Future State
Bunny Street

Next Steps.

The anticipated next steps are:

- Approval of the Recommended Programme of Upgrades by Council
- Concept design, including community engagement
- Detailed design for tendering and construction.



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February 2026.

27.

Appendix A - Multi Criteria Analysis

Project name **Te Wai Takamori o Te Awa Kairangi Streetscape**

Date	8/08/2025	18/08/2025	18/08/2025	20/08/2025	29/08/2025	12/09/2025	18/09/2025
Version	0.1	0.2	1.0	1.1	2.0	2.1	2.2
Description	Initial draft of longlist MCA with placeholder values	Draft following client and technical review - New definitions and dropdowns structure - New scoring structure which weights scores as per investment objectives	Draft for HCC comment	MCA summary sheet added	Draft for review	Update following HCC comments received on 11/09/2025	Update for finalisation with preferred scenario
Edited by	D. Fong	D. Fong		D. Fong	D.Fong, C. Drayton	M Hoggard, C Drayton	M Hoggard
Checker		J. Noering, C. Drayton					
Reviewer		J. Sziklasi, J. Dyer			T. Cook, J. Noering	J Noering	J Noering

Multi-criteria Analysis

This multi-criteria analysis is used to assess and prioritise longlist options. Ratings are comparative and indicative, and are intended for discussion and validation with key stakeholders

Sheet	Description
MCA summary	Summary outputs: - Investment objective summary - Total combined weighted scores, indicative costs, implementation score - Scenario lists
Definitions	Criteria and scoring definitions
MCA scoring	Live scoring sheet: - Review and amend inputs here - Weightings and combined score breakdowns provided - Indicative costs to be recorded - Select options for scenarios

MCA Summary outputs		
Project name:	Te Awa Kairangi Streetscape Longlist Option MCA	
Commentary:	- MCA output summary relating to investment objectives, indicative cost, and implementation - Scenario selected	

Option number	Longlist option	Enabled by	Investment objective summary			Total weighted score (out of 100)	Cost Range Low	Cost Range High	Implementation score	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)	Recommended Programme
			Weightings									
			20%	40%	40%							
			IO1 Te Awa Kairangi	IO2 Movement and Safety	IO3 Place, Environment, and Economic Viability							
A03.b	Integrate City Link Breeze landing		Highly positive (v+)	Highly positive (v+)	Highly positive (v+)	85	\$3.98M	\$4.52M	Negative (-ve)	11	15	<input checked="" type="checkbox"/>
A02	Remove Andrews Ave / Daly St roundabout, improve connection to		Highly positive (v+)	Highly positive (v+)	Neutral	77	\$2.12M	\$2.98M	Negative (-ve)	0	0	<input checked="" type="checkbox"/>
B03.b	Revise Andrews Ave layout and High St / Andrews Ave intersection	A02, B03	Positive (v+)	Positive (v+)	Positive (v+)	72	\$3.31M	\$4.18M	Negative (-ve)	6	13	<input checked="" type="checkbox"/>
B30	Improve Margaret St between High St and Dudley St		Positive (v+)	Positive (v+)	Positive (v+)	68	\$1.86M	\$2.34M	Negative (-ve)	0	0	<input checked="" type="checkbox"/>
A01	Revise High St / Queens Dr intersection		Highly positive (v+)	Positive (v+)	Neutral	66	\$3.98M	\$4.52M	Negative (-ve)	0	0	<input checked="" type="checkbox"/>
B01	Improve south end of High St	A01	Neutral	Positive (v+)	Positive (v+)	65	\$2.78M	\$3.51M	Negative (-ve)	6	9	<input checked="" type="checkbox"/>
B07	Knights Rd improvements		Neutral	Positive (v+)	Positive (v+)	64	\$2.39M	\$3.01M	Negative (-ve)	0	0	<input type="checkbox"/>
B13.b	Bunny St amenity improvements (HECH)		Neutral	Positive (v+)	Positive (v+)	62	\$2.65M	\$3.35M	Highly negative (-v+)	7	7	<input checked="" type="checkbox"/>
B08	Queens Dr to Knights Rd lineway improvements, and Knights Rd		Neutral	Positive (v+)	Neutral	61	\$1.20M	\$1.91M	Neutral	4	6	<input type="checkbox"/>
B05.b	Bus stop relocation - Queens Dr		Neutral	Positive (v+)	Neutral	61	\$0.27M	\$0.34M	Neutral	0	0	<input checked="" type="checkbox"/>
B05.b	Dudley St amenity improvements (HECH)	B04	Neutral	Positive (v+)	Neutral	61	\$2.78M	\$3.51M	Negative (-ve)	2	2	<input type="checkbox"/>
B14.a	Improve Knights Rd / Bunny St intersection (LOW)		Neutral	Positive (v+)	Neutral	56	\$1.72M	\$2.18M	Negative (-ve)	0	2	<input type="checkbox"/>
B14.b	Improve Knights Rd / Bunny St intersection (HIGH)		Neutral	Positive (v+)	Neutral	56	\$1.72M	\$2.18M	Negative (-ve)	0	2	<input checked="" type="checkbox"/>
B11	Improve Margaret St amenity between Queens Dr and High St		Positive (v+)	Neutral	Neutral	56	\$0.40M	\$0.51M	Neutral	0	0	<input checked="" type="checkbox"/>
B06	High St crossing, lineway and arcade improvements		Neutral	Positive (v+)	Neutral	55	\$0.80M	\$1.01M	Negative (-ve)	2	2	<input type="checkbox"/>
B05.a	Dudley St amenity improvements (LOW)	B03	Neutral	Positive (v+)	Neutral	55	\$0.53M	\$0.67M	Negative (-ve)	2	2	<input type="checkbox"/>
B13.a	Bunny St amenity improvements (LOW)		Neutral	Neutral	Neutral	52	\$1.46M	\$1.84M	Neutral	7	7	<input type="checkbox"/>
B02.a	Improve Liling's Rd / Queen's Dr intersection (LOW)		Neutral	Neutral	Neutral	50	\$1.20M	\$1.91M	Neutral	0	0	<input type="checkbox"/>
B02.b	Improve Liling's Rd / Queen's Dr intersection (HECH)		Neutral	Neutral	Neutral	50	\$2.39M	\$3.01M	Neutral	0	0	<input type="checkbox"/>

Recommended Programme							
Option number	Longlist option	Total weighted score (out of 100)	Cost Range Low	Cost Range High	Implementation score	Loss of potential parking spaces (LOW)	Loss of potential parking spaces (HIGH)
A01	Revise High St / Queens Dr intersection	66	\$3.98M	\$4.52M	Negative (-ve)	0	0
A02	Remove Andrews Ave / Daly St roundabout, improve connection to	77	\$2.12M	\$2.98M	Negative (-ve)	0	0
A03.b	Integrate City Link Breeze landing	85	\$3.98M	\$4.52M	Negative (-ve)	11	15
B01	Improve south end of High St	65	\$2.78M	\$3.51M	Negative (-ve)	6	9
B03.b	Revise Andrews Ave layout and High St / Andrews Ave intersection	72	\$3.31M	\$4.18M	Negative (-ve)	6	13
B05.b	Bus stop relocation - Queens Dr	61	\$0.27M	\$0.34M	Neutral	0	0
B30	Improve Margaret St between High St and Dudley St	68	\$1.86M	\$2.34M	Negative (-ve)	0	0
B11	Improve Margaret St amenity between Queens Dr and High St	56	\$0.40M	\$0.51M	Neutral	0	0
B13.b	Bunny St amenity improvements (HECH)	62	\$2.65M	\$3.35M	Highly negative (-v+)	7	7
B14.b	Improve Knights Rd / Bunny St intersection (HECH)	56	\$1.72M	\$2.18M	Negative (-ve)	0	2
Total Costs (Low-High)			\$22.27M	\$28.13M	Loss of potential parking (Low-High)	30	46

Definitions			
Investment objectives			
Name and description	Further comment	Rating guidelines	Reference
IO1 Te Awa Kairangi (20%) To enable the integration of the stopbank upgrades and the new City Link Bridge with the city centre streets to optimise accessibility by all modes.	Improves connectivity to the river and wider transport network by supporting Te Wai Takamori o Te Awa Kairangi works and investment.	Effects assessment criteria (table below) have been grouped to represent each Investment Objective and provide a combined score	Investment objective workshop
IO2 Movement and Safety (40%) To create a safe and inclusive movement network that optimises all transport modes, and universal access within the city centre by 2030.	Considers how well the streets work and the level of service for everyone - disabled people, people walking, cycling, taking public transport, driving.		Investment objective workshop
IO3 Place, Environment, and Economic Vitality (40%) To create people-centred streets and spaces that encourage community and business activity, enhancing the attractiveness and vibrancy of the city centre.	Provides opportunity for local business and community activity, and improves the visual and environmental quality of streets.		Investment objective workshop

Effects assessment criteria				
	Description	Rating guidelines	Measurements/Questions	Reference
IO1 Te Awa Kairangi				
Mending the movement network	Improves connectivity to the river, new Melling station and wider transport network, supporting Te Wai Takamori o Te Awa Kairangi.	<ul style="list-style-type: none"> Highly positive: Remediates and improves the movement network Positive: Remediates the movement network that has been altered by Te Wai Takamori o Te Awa Kairangi works Neutral: Impacts from Te Wai Takamori o Te Awa Kairangi works are limited, and require limited remediation Negative: Worsened movement network Highly Negative: Significantly worsened/broken network (FATAL FLAW) 	<ul style="list-style-type: none"> -Is this a key route from the river to the city centre for walking and cycling? -Is there a requirement to reallocate vehicular space to other uses following the stopbank or bridge works? 	- Current design details, where available
Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Ability to provide a safe, convenient, and welcoming landing to people using the City Link Bridge, Riverside Park, and its immediate connections to access the city centre.	<ul style="list-style-type: none"> Highly positive: High realisation of opportunities for safety, convenience, and amenity Positive: Realisation of opportunities for safety, convenience, and amenity Neutral: Left in same condition post Te Wai Takamori o Te Awa Kairangi works Negative: Worsened outcomes relating to criteria Highly Negative: Significantly worsened outcomes relating to criteria 	<ul style="list-style-type: none"> - Does this enable a seamless transition with the city centre street network from the City Link Bridge? 	- Current design details, where available
IO2 Movement and Safety				
Pedestrian	Impact on pedestrian level of service: - Connectivity, safety (road user safety and CPTED), amenity, comfort	<ul style="list-style-type: none"> Highly positive: Significantly positive impact on pedestrian LOS Positive: Positive impact on pedestrian LOS Neutral: No impact on pedestrian LOS Negative: Negative impact on pedestrian LOS Highly Negative: Highly negative impact on pedestrian LOS 	<ul style="list-style-type: none"> -Is this or will this be a key route within the City Centre for pedestrians? -Would this address any known issues e.g. slow traffic signals? -Would this address a gap in network e.g. no midblock crossing? -Is there space to widen paths? 	
Cyclist/micro mobility	Impact on cycling level of service: - Connectivity, continuity, safety (road user safety and CPTED), amenity, comfort, appeal to wide range of people who cycle relating to both confidence and interest	<ul style="list-style-type: none"> Highly positive: Significantly positive impact on cycling LOS Positive: Positive impact on cycling LOS Neutral: No impact on cycling LOS Negative: Negative impact on cycling LOS Highly Negative: Highly negative impact on cycling LOS 	<ul style="list-style-type: none"> -Is this or will this be a key route within the City Centre for cyclists? -Would this address any known issues e.g. accident hotspots? -Is there a gap in network? -Is there space to provide paths or safer cycle conditions? 	
Accessibility for all	Impact on accessibility and mobility considerations for the disability community and other people such as parents with prams and elderly. Availability of accessible parking.	<ul style="list-style-type: none"> Highly positive: Significantly positive impact on accessibility and mobility Positive: Positive impact on accessibility and mobility Neutral: No impact on accessibility and mobility Negative: Negative impact on accessibility and mobility Highly Negative: Highly negative impact on accessibility and mobility 	<ul style="list-style-type: none"> -Would this address known mobility issues e.g. inaccessible crossings/mobility parking? -Is there space to widen paths, introduce ramps or mobility parking bays? 	
Public Transport	Impact on public transport level of service, within the scope of this project: - Accessible, safe (road user safety and CPTED), efficient, supports mode shift and urban design	<ul style="list-style-type: none"> Highly positive: Significantly positive impact on PT LOS Positive: Positive impact on PT LOS Neutral: No impact on PT LOS Negative: Negative impact on PT LOS Highly Negative: Highly negative impact on PT LOS 	<ul style="list-style-type: none"> -Would this address a known issue with bus stops or the interchange e.g. congestion on Bunny Street, space on Queens Drive? -Is this a key route for public transport? 	

Effects assessment criteria				
	Description	Rating guidelines	Measurements/Questions	Reference
Vehicle network impacts	Allows for vehicle movements into the city or through the city, and for access to businesses. - Travel time, delays, access route and intersection approach movement availability, one-way/two-way	- Highly positive: Significantly positive impact on vehicle network - Positive: Positive impact on vehicle network - Neutral: No impact on vehicle network - Negative: Negative impact on vehicle network - Highly Negative: Highly negative impact on vehicle network		- Expected vehicle movements, given Te Wai Takamori o Te Awa Kairangi works. E.g., expected vehicle movement post-completion of Te Wai Takamori o Te Awa Kairangi works are considered a baseline on which our option may have a positive/neutral/negative impact.
ID3 Place, Environment, and Economic Vitality				
Increase space for outdoor dining and retail	Potential availability of space that can be allocated and designed to enable outdoor dining and retail, contributing to the vitality and amenity of the city.	- Highly positive: high potential availability of flexible spaces outside of circulation needs near to businesses - Positive: some availability of flexible space for outdoor dining and retail - Neutral: no net opportunity to increase space for outdoor dining and retail - Negative: existing areas of outdoor dining and retail is reduced - Highly Negative: high net loss of existing areas of outdoor dinner and retail	- Does the width of the corridor enable increased outdoor dining and retail?	
Increase space for social gathering, play and events	Potential availability of space that can be allocated and designed to enable gatherings and play, contributing to the vitality and amenity of the city.	- Highly positive: High availability of quality areas for events, gatherings, or play. - Positive: Increases or creates new areas suitable for events, gathering, or play. - Neutral: Does not increase event, gatherings, or play spaces. - Negative: Reduces existing spaces used for events, gatherings or play. - Highly Negative: Significantly reduces or removes existing spaces use for events, gatherings or play.	- Does the width of the corridor enable social interactions, play and events?	
Potential to increase comfort and visual quality	Potential to increase comfort and visual quality within design, contributing to the vitality and amenity of the city.	- Highly positive: Significantly improves comfort/visual quality through quality furniture, paving and streetscapes - Positive: Improves comfort and visual quality through increase or improved furniture, quality paving and streetscapes - Neutral: Does not significantly improve comfort or visual quality - Negative: Reduced comfort/ visual quality through quality furniture, paving and streetscapes - Highly Negative: Significantly reduced comfort/ visual quality through quality furniture, paving and streetscapes	- Does this address a known comfort/visual quality gap in the network E.g. poor quality, lack of lighting.	
Environment	Potential to increase greening of the city centre. Assess availability of road width and presence of underground utilities.	- Highly positive: high potential to incorporate planting, minimal constraints, high net gain in greening - Positive: some potential for planting, some constraints, some net gain in greening - Neutral: no net opportunity to add plantings - Negative: removal of a few trees likely required without replacement, net loss in greening - Highly Negative: removal of many trees / section of treest required without replacement, high net loss in greening	- Width of corridor - Are there constraints that would prevent improvements e.g. utilities? - Would this improve connectivity of green networks/corridors?	- Known vegetation, permeable surfaces, and water treatment.
Potential to incorporate Mana Whenua values / design	Potential to incorporate Mana Whenua values and makaurangi (identity) in the design	- Highly positive: Significantly delivers on mana whenua values or supports design opportunities - Positive: Supports mana whenua values or design opportunities - Neutral: Does not meaningful impact mana whenua values or include design elements - Negative: Removes existing mahi toa or conflicts with mana whenua values - Highly Negative: Removes existing mahi toa or significantly conflicts with mana whenua values	- Does the width of corridor provide sufficient space for expression of makaurangi (identity) in features? - Is the function of the location meaningful from a Mana Whenua perspective e.g. connection to the Riverside Park?	- Will require partnership with Mana Whenua prior to and throughout the design process
Impact on parking	Number of parking spaces removed	- Highly positive: Potential to add significant number of parking spaces (e.g., new parking lane or parking area) - Positive: Potential to add a small number of parking spaces - Neutral: Does not add or remove parking spaces - Negative: Likely to remove a small number of parking spaces - Highly Negative: Likely to remove a significant number of parking spaces (e.g., removes a parking lane or parking area)	- How many parking spaces are assumed to be removed or added?	- Known existing parking spaces, given expected Te Wai Takamori o Te Awa Kairangi works. E.g., if parking spaces were already to be removed, then this is considered a baseline on which our option may have a positive/neutral/negative impact.
Impacts on local properties and businesses	Potential to accommodate vehicular access to businesses and properties within the city centre. This can only be rated Neutral, Negative or Highly Negative.	- Highly positive: Potential for highly positive impacts for local properties and businesses - Positive: Potential for positive impacts for local properties and businesses - Neutral: Likely to have limited impact - Negative: Potential for negative impacts for local properties and businesses - Highly Negative: Potential for highly negative impacts for local properties and businesses		- Known existing civic spaces, corridor widths, and service access. Expected desire lines from pedestrians and all other road users considering now Te Awa Kairangi works.

Implementability assessment		Reference
Consentability/ Approvals	High level indicative and comparative assessment of feasibility from a planning perspective, including undertaking impact assessments.	<p>Can only be rated Neutral, Negative, or Highly Negative.</p> <ul style="list-style-type: none"> - Neutral: Negligible complexity expected - Negative: Some complexities expected - Highly Negative: Numerous or major complexities expected
Constructability	High level indicative and comparative assessment of: <ul style="list-style-type: none"> - Spatial constraints - Engineering complexity 	<p>Can only be rated Neutral, Negative, or Highly Negative.</p> <ul style="list-style-type: none"> - Neutral: Negligible design complexity expected - Negative: Some design complexities expected - Highly Negative: Numerous or major design complexities expected
Construction impacts	High level indicative and comparative assessment of impacts of disruption during delivery.	<p>Can only be rated Neutral, Negative, or Highly Negative.</p> <ul style="list-style-type: none"> - Neutral: Negligible construction impacts expected - Negative: Some construction impacts expected, consider potential duration and location of closures - Highly Negative: Numerous or major construction impacts expected, consider potential duration and location of closures
Cost		
Cost Low - High	Indicative costs were derived using built-up rates per square metre from a comparable project. These rates were applied to estimated areas for roading, pavement, and streetscape components across each project. To reflect uncertainty, a cost range was established by applying a -5% to +20% variation to the base estimate.	

Scoring system key

Scores are all positive integers to allow for appropriate scaling and weighting

Scoring system key	MCA Score
Highly positive (+ve)	4
Positive (+ve)	3
Neutral	2
Negative (-ve)	1
Highly negative (-ve)	0
Fatal Flaw	F

Investment objective summary key

Scoring system key	Combined Score (per Investment Objective)
Highly positive (+ve)	80% - 100% of full score
Positive (+ve)	60% - 80% of full score
Neutral	40% - 60% of full score. NOTE: may indicate trade-offs rather than being truly neutral.
Negative (-ve)	20% - 40% of full score
Highly negative (-ve)	0% - 20% of full score
Fatal Flaw	F

Longlist MCA Scoring

Option #	Longlist option	Indicative details	Effects <i>(Refer to Definitions page for further detail)</i>															Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)		
			IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation									
			Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals						Constructability	Construction impacts
A01	Revise High St / Queens Dr intersection	High Street / Queens Drive intersection reconfigured e.g. roundabout removed and left-in access only onto High Street. Existing pedestrian signals remain. Footpath improvements and access to Riverside Park (stairs / ramps). - Assumed ability to incorporate parallel parking, may require reallocation of space through Fraser St. Some reduction in parking is estimated. However impacts are assumed neutral due to being a result of the Te Wai Takamori o Te Awa Kairangi stop bank. - Assumed improved connection to Ewen Bridge - positive impact on accessibility. - Note this option is space constrained by Te Wai Takamori o Te Awa Kairangi batters - A neutral score is given for vehicle network impact as Queens Dr traffic may increase but movements down High St will improve. - Higher construction impact due to Queens Drive. - Approximately 6 - 13 car parking spaces removed	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	66	\$3.58M	\$4.52M	6	13
A02	Remove Andrews Ave / Daly St roundabout, improve connection to Riverside Park	Remove Andrews Avenue / Daly Street roundabout, reconfigure laneway access and provide active mode access to Riverside Park (stairs / ramps). - Assumes improved movement for vehicles compared to the River Link baseline of Daly St closure - Assumes tree planting would be scored under B03 - Assumes parking impacts would be scored under B03 - Assumes service lane upgrades included with future development.	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Neutral	Positive (+ve)	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Negative (-ve)	77	\$2.12M	\$2.68M	0	0
A03.b	Integrate City Link Bridge landing	Integrate City Link Bridge landing with existing street. Create a safe and welcoming environment for bridge users. Remove Dudley Street / Margaret Street roundabout. Signalised intersection. - Comprehensive amenity improvements to promote shared pedestrian and cycle space, excluding tree planting. Assumed removal of 11-15 car parks on Daly St - Approximately 11-15 car parking spaces removed on Daly St to accommodate amenity planting and the signalised intersection	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Highly positive (+ve)	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	85	\$3.58M	\$4.52M	11	15
B01	Improve south end of High St	Improve south end of High Street to provide same level of amenity as between Andrews Avenue and Margaret Street e.g. wider footpath on the east side (sunny side), seating, lighting, cycle racks. Removal of angle parking, converting to parallel parking on east side (reducing conflict) and at the junction with Laings Rd removes approximately 6-9 car parking spaces -Enabled by A01	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	65	\$2.78M	\$3.510M	6	9
B02.a	Improve Laing's Rd / Queen's Dr intersection (LOW)	- LOW: Revise signal design to reduce wait time for pedestrians at traffic signals. - Assume signal timing changes have some negative impact on private vehicles and buses - Assume improved pedestrian wait time.	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	50	\$1.2M	\$1.51M	0	0

Longlist MCA Scoring

			Effects <i>(Refer to Definitions page for further detail)</i>																					
Option #	Longlist option	Indicative details	IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation				Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)	
			Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentability/ Approvals	Constructability						Construction impacts
B02.b	Improve Laing's Rd / Queen's Dr intersection (HIGH)	<ul style="list-style-type: none"> - HIGH: Remove left-turn lane onto Laings Road. Revise signal design to reduce wait times for pedestrians. - Assume signal timing changes have some impact on private vehicles and buses. - Bus routes do not utilise slip lane, assume removal of slip lane can be accommodated by signal design. - Assume removal of slip lane frees up minimal space for local businesses and streetscape opportunities due to building access required - Minimal disruption expected from slip lane closure. - Approximately 3 - 7 car parking spaces removed 	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Negative (-ve)	Neutral	50	\$2.39M	\$3.01M	3	7
B03.b	Revise Andrews Ave layout and High St / Andrews Ave intersection	<ul style="list-style-type: none"> Reconfigure Andrews Avenue layout to improve amenity and public space usability. Improve accessibility of crossing at High Street / Andrews Avenue intersection with raised table intersection. - Assumed two-way configuration retained due to large development proposed on Council-owned land on Daly Street - Assumed minimal impact on vehicle network due to existing low volume low speed environment. - With improved amenity through seating upgrades, street furniture etc. Integration of realignment with Daly St roundabout, and reconfiguration of existing amenity area. - Widening of pedestrian areas on Andrews Ave through kerb realignment, amenity planting. Assume some vehicle lane space will need to be reprioritised. Integration of realignment with Daly St roundabout - Opportunity to update the current parking configuration on the west side of Andrews Ave, and change to parallel parking, resulting in net reduction but improved clarity - Approximately 6-13 car parking spaces removed - Enabled by A02 and B05 	Neutral	Highly positive (+ve)	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Negative (-ve)	72	\$3.31M	\$4.18M	6	13
B05.a	Dudley St amenity improvements (LOW)	<ul style="list-style-type: none"> Dudley Street amenity improvements. Maintaining existing one-way traffic is proposed. - LOW: Level of investment. Streetscape upgrade focusing on improved crossing facilities. Includes raised zebra crossing, with small planted buffers either side. - Approximately 2 car parking spaces removed. - Enabled by B03 	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	55	\$0.53M	\$0.67M	2	2
B05.b	Dudley St amenity improvements (HIGH)	<ul style="list-style-type: none"> Dudley Street amenity improvements. Maintaining existing one-way traffic is proposed. - HIGH: Level of investment. Streetscape upgrade, with differing street finish to highlight slow speed/shared environment. - traffic calming and narrowing at entry with streetscape planting. - Improved crossing facilities (raise zebra crossing) and planting, and wayfinding between laneways. - Street trees and amenity planting. - Assumed no removal of car parking spaces due to wide traffic lane - Two-way traffic was considered, but is understood to introduce prohibitive complexity considering the existing needs and desires of residents and businesses. - Approximately 2 car parking spaces removed - Enabled by B04 	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Positive (+ve)	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	61	\$2.78M	\$3.51M	2	2

Longlist MCA Scoring

			Effects <i>(Refer to Definitions page for further detail)</i>																					
Option #	Longlist option	Indicative details	IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation			Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)		
			Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals						Constructability	Construction impacts
B06	High St crossing, laneway and arcade improvements	Improve High Street crossing to connect Queens Arcade and High Street Quarter laneways and improve amenity in laneways (lighting and streetscape design for laneway). - Raised pedestrian zebra crossing at current pram crossing location, requiring potential removal of 2 car parking spaces. Assume limited impact on vehicle movement as the existing location is already a crossing point and key pedestrian desire line, and mean operating speeds are low - 35 km/h on NZTA MegaMaps. - Note signalised intersection at this location not deemed appropriate. - Construction impact due to higher traffic volumes during road closures, however effects are localised. - Approximately 2 car parking spaces removed	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Negative (-ve)	55	\$0.8M	\$1.01M	2	2
B07	Knights Rd improvements	Re-allocate road space to improve safety for all road users and improve amenity e.g. street trees, reduce crossing distances. - Assume no removal of car parking spaces due to wide traffic lane available. - Narrowing of carriageway may slow vehicles down, however based on existing speed environment (mean operating speeds of 40 km/h on NZTA MegaMaps) it is assumed to be minor. - Improvements to Knights Rd / Laings Rd intersection also achieved through narrowing of corridor - Assume local property access not impacted through accommodations in design. - Potentially require relocation of on street bus depot (construction impact also considers this) - appetite for this TBC with Metlink.	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Highly positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	64	\$2.39M	\$3.01M	0	0
B08	Queens Dr to Knights Rd laneway improvements, and Knights Rd midblock crossing	- Upgrade service lane/laneway into slow speed pedestrian priority environment and shared space. (Maintain vehicle access). Streetlights, surface treatment, amenity and comfort improvements. - Add corresponding raised pedestrian midblock zebra crossing on Knight's Rd. - May produce minor impacts on vehicle movements, as there is no existing crossing point. However, it is on a key pedestrian desire line, and mean operating vehicle speeds are assumed to already be relatively slow. - Note construction impacts on busy corridor are localised. - Approximately 4-6 car parking spaces removed	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Positive (+ve)	Negative (-ve)	Neutral	Neutral	Neutral	Negative (-ve)	61	\$1.2M	\$1.51M	4	6
B09.b	Bus stop relocation - Queens Dr	Create new bus stop on eastern side of Queens Dr to improve bus efficiency. New seating, shelter, etc for bus users. - Assume no changes to road layout. - Assume shortening of taxi rank and no removal of car parking spaces - Allow for surrounding streetscape improvements (street furniture). - Assume minimal construction impacts - This location is in line with Metlink improvement suggestions	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	61	\$0.27M	\$0.34M	0	0

Longlist MCA Scoring

			Effects <i>(Refer to Definitions page for further detail)</i>																					
Option #	Longlist option	Indicative details	IO1 - Te Awa Kairangi		IO2 - Movement and safety					IO3 - Place, environment, and economic vitality					Implementation			Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)		
			Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals						Constructability	Construction impacts
B10	Improve Margaret St between High St and Dudley St	<p>Improve Margaret Street between High St and Dudley Street to improve amenity.</p> <ul style="list-style-type: none"> - Assume widened footpaths to both sides, but significant widening on southern side with improved footpath treatment. - Assumed amenity improvements, including street tree and amenity planting, and other amenity items. (E.g., slow speed environment, seating, lighting etc) - Assumed removal of turning lane, and tightening of road width. - Assume redistribution of parallel parking to accommodate kerb changes. Assumed no net loss. - Assume minor construction impacts due to kerb realignment and street tree planting. 	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Highly positive (+ve)	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Neutral	Neutral	Neutral	Negative (-ve)	Negative (-ve)	68	\$1.86M	\$2.34M	0	0
B11	Improve Margaret St amenity between Queens Dr and High St	<p>Improve seating on Margaret Street between Queens Drive and High Street.</p> <ul style="list-style-type: none"> - Assume minor amenity improvements to match wider Margaret Street - Assume no significant implementability impacts 	Neutral	Positive (+ve)	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	56	\$0.4M	\$0.51M	0	0
B13.a	Bunny St amenity improvements (LOW)	<p>Improve Bunny Street between Knights Road and Queens Drive to improve amenity.</p> <ul style="list-style-type: none"> - Bus stop amenity improvements - new street furniture and minor streetscape design - Retain private vehicle access - Remove car parking spaces to enable footpath widening on southern side. - Assume minor amenity improvements to southern side, include street furniture, lighting, and amenity planting. - Approximately 7 short term car parking spaces will be removed - Police car parking space will be lost - captured in impacts on local properties. - Assume no significant implementability impacts 	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Neutral	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Neutral	52	\$1.46M	\$1.84M	7	7
B13.b	Bunny St amenity improvements (HIGH)	<p>Improve Bunny Street between Knights Road and Queens Drive to improve amenity.</p> <ul style="list-style-type: none"> - HIGH: prohibit private vehicle traffic. Alternative routes are available for vehicle traffic (hence not Highly Negative for vehicle movements). - Bus stop amenity improvement, new street furniture and streetscape design. Widen footpaths on both sides. Improved lighting. - Assume no significant implementability impacts - Assume ability to plant street trees and amenity planting. - Approximately 7 short term car parking spaces will be removed - Police car park space will be lost - captured in impacts on local properties. - This is the only option where public vehicle access (e.g., excluding local property and business owners) would be completely prohibited, hence conservatively indicating Approvals may be more challenging. 	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Positive (+ve)	Highly positive (+ve)	Negative (-ve)	Positive (+ve)	Neutral	Highly positive (+ve)	Positive (+ve)	Positive (+ve)	Negative (-ve)	Negative (-ve)	Negative (-ve)	Negative (-ve)	Highly negative (-ve)	62	\$2.65M	\$3.35M	7	7

Longlist MCA Scoring

			Effects <i>(Refer to Definitions page for further detail)</i>																					
Option #	Longlist option	Indicative details	IO1 - Te Awa Kairangi		IO2 - Movement and safety				IO3 - Place, environment, and economic vitality						Implementation			Total combined weighted score (out of 100)	Cost Range Low	Cost Range High	Change in potential parking spaces (LOW)	Change in potential parking spaces (HIGH)		
			Mending the movement network	Safe, convenient, and welcoming landing to the City Link bridge and Riverside Park	Pedestrian	Cyclist/micro mobility	Accessibility for all	Public Transport	Vehicle network impacts	Increase space for outdoor dining and retail	Increase space for social gatherings, play and events	Potential to increase comfort and visual quality	Environment	Potential to incorporate Mana Whenua values / design	Impact on parking	Impacts on local properties and business	Consentibility/ Approvals						Constructability	Construction impacts
B14.a	Improve Knights Rd / Bunny St intersection (LOW)	Changes to Knights Road / Bunny Street intersection to improve safety for pedestrians, cyclists and people with mobility impairments through a raised intersection and zebra crossings. - Assumed to address known accessibility issues at this location. - It is assumed bus and vehicle movements are negligibly impacted with the appropriate design. E.g. Swedish speed tables. - Approximately 0-2 car parking spaces will be removed, although this is assumed to be mitigated through design. - May require localised changes to nearby business access but mitigated through design. - Assume higher construction impacts due to multiple modes impacted during construction closure.	Neutral	Neutral	Positive (+ve)	Positive (+ve)	Highly positive (+ve)	Neutral	Negative (-ve)	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	56	\$1.72M	\$2.18M	0	2
B14.b	Improve Knights Rd / Bunny St intersection (HIGH)	Changes to Knights Road / Bunny Street intersection to improve safety for pedestrians, cyclists and people with mobility impairments via adding a signalised intersection - Assumed to address known accessibility issues at this location. - It is assumed bus and vehicle movements are somewhat impacted due to wait times. - Approximately 0-2 car parking spaces will be removed, although this is assumed to be mitigated through design. - May require localised changes to nearby business access but mitigated through design. - Assume higher construction impacts due to multiple modes impacted during construction closure.	Neutral	Neutral	Highly positive (+ve)	Positive (+ve)	Highly positive (+ve)	Negative (-ve)	Negative (-ve)	Neutral	Neutral	Positive (+ve)	Neutral	Neutral	Negative (-ve)	Neutral	Neutral	Negative (-ve)	Highly negative (-ve)	56	\$1.72M	\$2.18M	0	2



Appendix B

Streetscape Strategy – Engagement Summary

September 2025

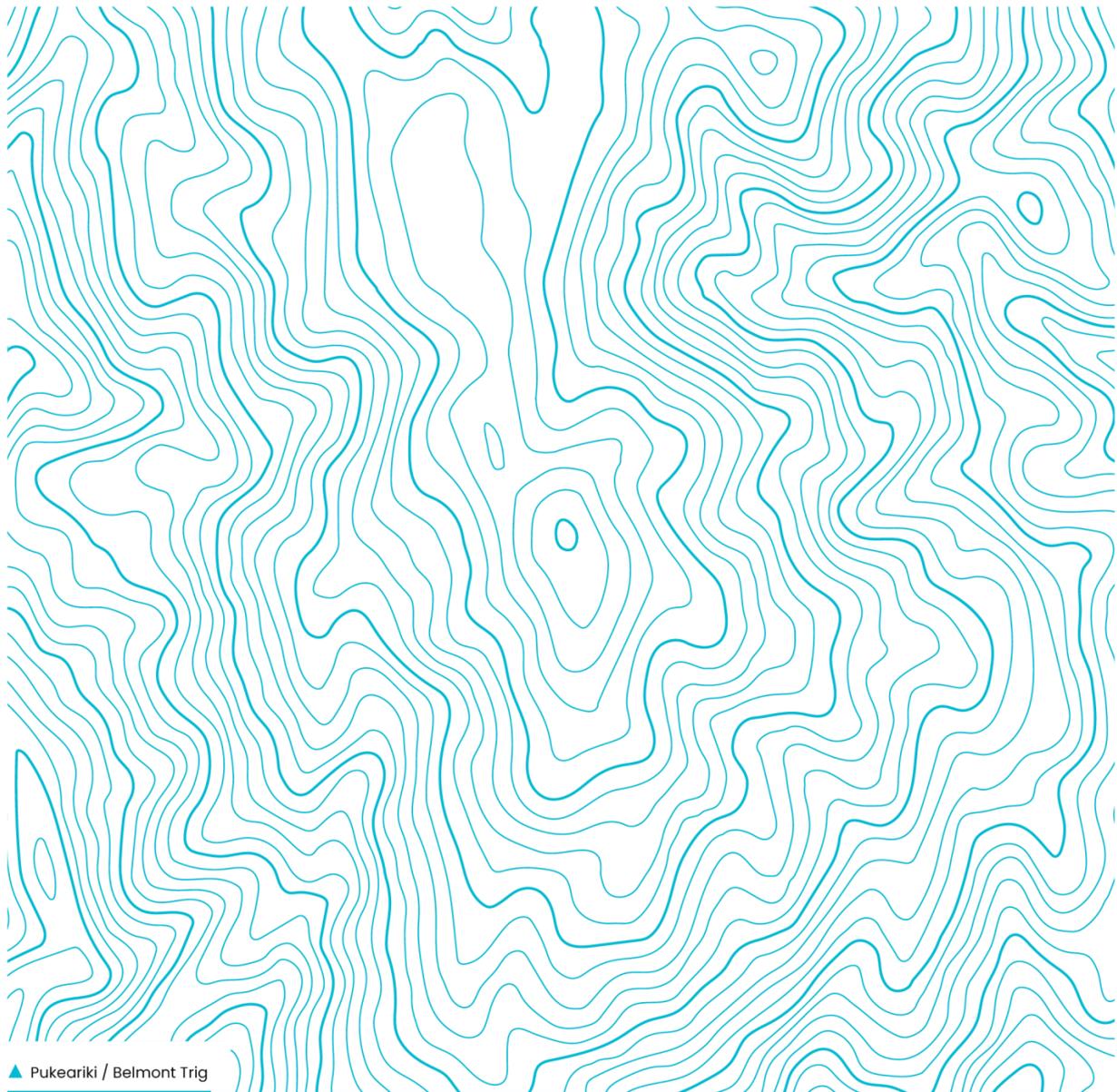


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Background

Te Wai Takamori o Te Awa Kairangi

Te Wai Takamori o Te Awa Kairangi (RiverLink) is a once-in-a-generation programme to protect Lower Hutt from flooding, make it easier and safer to get around, and revitalise our city centre.

Greater Wellington Regional Council is leading the flood protection works and NZ Transport Agency Waka Kotahi is leading the State Highway interchange and Melling station relocation works.

Hutt City Council is leading the parts of the programme that shape our city centre and support the people who live, work, visit, or run a business here.

This includes:

- upgrading city centre streets
- delivering the City Link Bridge – a direct pedestrian and cycle connection between the new Melling Station and the city centre.
- delivering a new riverside park between the stopbank and the river edge on the city side
- supporting businesses and residents through the construction period.

Streetscape Strategy and City Centre Framework

The Streetscape Strategy aims to identify priorities for street upgrades in the city centre.

This works follows the adoption of the City Centre Framework (July 2025) which sets the vision for future development and improvements in the city centre.

Earlier this year, our community and businesses helped inform the Framework – a vision for a city centre with a beautiful urban riverside, and where businesses and communities thrive.

Purpose

To help identify the priority street upgrades, a series of businesses and community engagement activities, both in-person and online, were held between August and September 2025.

Phase 1 of engagement focussed on people's experience of the city centre and ideas for improvements.

Phase 2 of engagement focussed on potential investment scenarios for street upgrades.

This document summarises the feedback received from these engagement activities.

Phase 1 engagement

Engagement Activities

The community was invited to share feedback on their experiences and ideas for our city centre streets through:

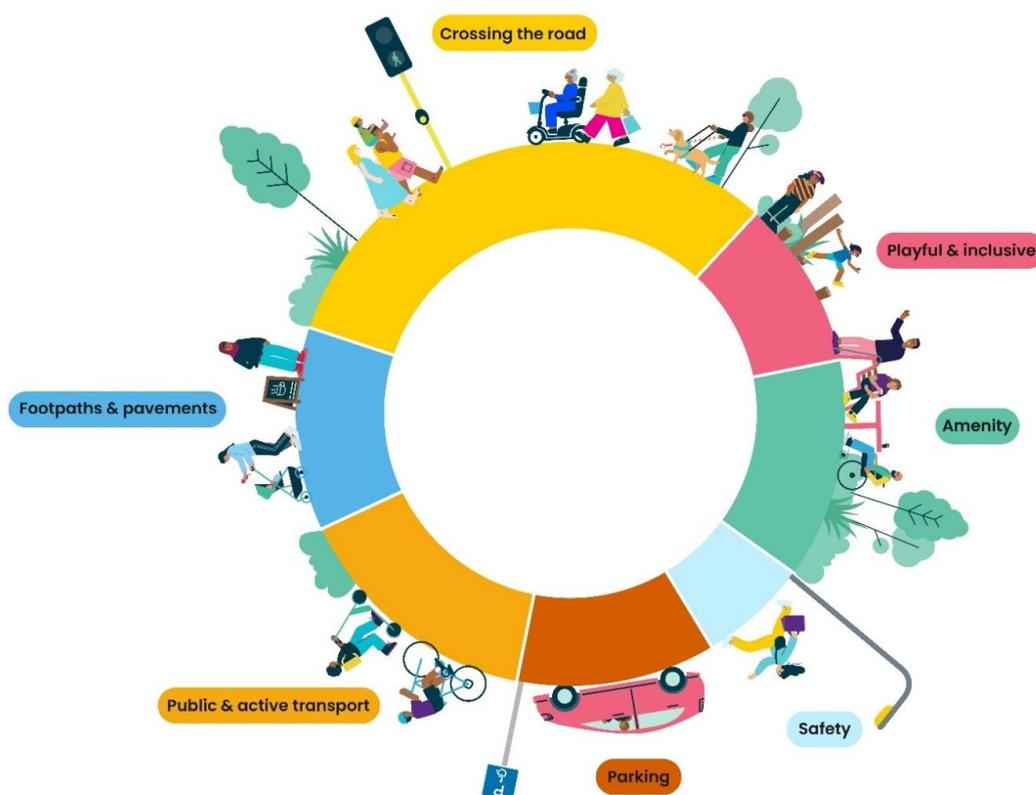
- An online mapping tool (4 August to 1 September 2025) through Council's 'Kōrero mai | Have your say' portal: **125 comments from around 35 people and 138 reactions** were received.
- In-person workshops and meetings with community groups, disability Advocacy groups and disabled people e.g. FERNZ, Manaaki Ability, Community Connections, CCS Disability and MASH trust: **8 workshops/meetings** with around **50 people**.
- One hīkoi around the city centre with a disability advocate in a mobility scooter.
- Three workshops with rangatahi (young people) and tamariki (children) from Hutt Valley High, Sacred Heart College and Hutt Central School: **around 70 attendees**.
- 2 stands/stalls at Riverbank Market (8 August and 30 August 2025).
- 3 visits to venues and events around the city centre to gather feedback and direct people to our online engagement (Food Truck Night Market 7 August 2025, War Memorial Library 12 August 2025 and Lower Hutt Park Run on 23 August 2025): **around 80 people talked to**.

Overall feedback themes

The key themes from phase 1 feedback are:

- **Crossing the road:** The most talked about topic. From sharing challenges of unsafe crossings, steep or missing kerb ramps, to ideas to improve accessibility and safety of our pedestrian network.

- **Footpaths and pavements:** There were calls for wider, smoother, more durable pavements that would meet the needs of wheelchairs, prams and small wheels.
- **Amenity:** Desire for more seating, more planting, trees, drinking fountains and public toilets.
- **Public & active transport:** Current cycling infrastructure is unsafe or not available. Suggestions included an integrated network, better seating and shelters at bus stops and more bike racks.
- **Parking:** Current mobility parking spaces are insufficient and poorly located. Ideas were shared for more resident parking and spaces near to key destinations.
- **Safety:** Issues were shared of feeling unsafe, and intimidating areas were mentioned. Ideas included better lighting.
- **Playful & Inclusive:** Our local tamariki (children) and rangatahi (young people) in particular expressed a desire for a playful, colourful, inclusive and welcoming city centre with art, youth spaces and fun activities.



The graphic above illustrates the proportion of feedback for each key theme.

Detailed feedback

Online Mapping Tool

For the first time, Council used the online Engagement HQ mapping tool to gather feedback.

They were asked:

- 📍 Share **what you love** about our city centre. What's working well that you don't want to lose?
- ✖ Share **what you find challenging** when you move about our city centre. What isn't working well and needs to change?
- ★ Share your **ideas for our streets!** Have you seen something cool in another city? Share a photo!

Community members were able to add pins onto our map to tell us about their experiences in the city centre.

35 people pinned **125 comments** across locations around our city centre map.

Feedback from the online mapping tool is summarised under "Overall feedback themes" above, however the top three themes that came through online were:

- **Cycling & active transport:** Many called for safer cycleways, east–west cycling links, and better pedestrian/bike priority streets, especially linking to the new bridge and transport hubs. Provide more bike parking.
- **Events & activation:** Calls for more events, food truck markets, street art, music festivals, and outdoor spaces to bring vibrancy beyond the mall.
- **Crossing the road & pedestrian safety:** Frequent mentions of unsafe or inconvenient crossings. Suggestions included 'Barnes Dance' phases, more signals, upgraded crossings, and pedestrian–priority phases.

Disabled experience

Council held **7 workshops/meetings** and went for **1 hīkoi** around our city centre, with disability advocacy groups and disabled people.

The following is a summary of the feedback received:

- **Universal design:** More consistency in accessibility features is needed (for example, tactile surfaces, crossing–button locations, maximum steepness of kerb ramps) to ensure that users with sensory or mobility impairments

can anticipate and rely on them. However, for aspects like seating, variety is essential to accommodate the diverse range of abilities and preferences among users.

- **Crossings:** A key concern was a lack of ability to safely cross the road in certain locations e.g. Knights Road/Bunny Street. For disabled people important aspects were having enough time to cross, clear visibility, appropriate kerb ramps, and button placement that works for wheelchair users.
- **Footpaths:** For those using wheels rough and bumpy surfaces are a concern e.g. small unit pavers on Bunny Street. Inconsistent obstacles on footpaths (sandwich boards, poles, café seating) cause problems for mobility / vision-impaired people. Slippery materials were also mentioned as a hazard.
- **Seating and rest in public spaces:** People want comfortable, varied, well-designed seating offset from busy walkways. Seating should be varied in height and consider mobility aids e.g. space for walkers. Armrests should be included, along with backrests designed for leaning against for those who may find it challenging to sit. These groups liked the recently installed table and seats on High Street, requesting more provision like this whilst making some simple modification suggestions to make them even more inclusive.
- **Accessible parking:** The availability, size, location, and design of accessible parking spaces was a key topic. Access for disabled people is limited or prevented when the space is too small, incorrectly positioned, or when the transition from car to pavement is unsafe.
- **Accessible toilets:** Requests were made for accessible public toilets in our city centre. Specific conflicts were mentioned around features like baby-change tables which, if left down, obstruct disabled use. There needs to be more 'real-user' input and consultation into public toilet designs.

Tamariki and rangatahi voices

Council held **3 workshops** with **around 70 tamariki and rangatahi** at Hutt Valley High School, Sacred Heart College and Hutt Central School.

The following is a summary of the feedback received:

Tamariki

- **Play & fun:** Wanted more fun things to do in the city centre e.g. playgrounds, swings, bike tracks, climbing, spaces to kick a ball and sports facilities.

- **Green & colourful:** Requested more trees, flowers and a big park with fountains.
- **Lighting & atmosphere:** Loved fairy lights, colourful lights and decorations.
- **Events & markets:** Suggested craft markets for kids to run stalls, festivals, concerts and rainbow performers.
- **Accessibility & basics:** Asked for smooth and wide footpaths, mobility scooter access, clean toilets and more bins.
- **Safety:** Emphasised wanting safe, clean and welcoming spaces.
- **Inclusive identity:** Called for rainbow crossings and LGBTQ-friendly hangouts.

Rangatahi

- **Things to do:** Called for youth spaces, study hubs, markets, swings, skate/bike/sport areas, amusement ideas and picnic areas.
- **Greenery & art:** Wanted more trees, colour, murals and cultural/artistic representation.
- **Crossings & road safety:** Repeated concerns were raised about unsafe crossings (Knights Rd/Bunny St, Margaret/Dudley, Andrews Ave).
- **Transport & bus stops:** Complaints about irregular buses and unattractive/unsafe bus stops (Bunny St, Queensgate).
- **Seating & amenities:** Positive mentions of recently installed High Street seating and the Riddiford Garden swings; requests for picnic tables, water fountains, rubbish bins.
- **Lighting & ambience:** Liked decorative lighting in some areas but also described some laneways as poorly lit and unsafe.
- **Personal safety:** Concerns about unsafe public transport and parts of the city centre.

Phase 2 engagement

Purpose

During September 2025 engagement focussed on potential investment scenarios for street upgrades. These included essential works – like the closure of Daly Street and changes to connect the new City Link Bridge (walking and cycling bridge).

Alongside these must-do works, we asked city centre businesses and the wider community to help prioritise potential upgrades by looking at three possible

scenarios. We wanted to know: which scenario is preferred, and why? And beyond the essentials, which works should be prioritised for investment?

Below are the three scenarios.

Cross City Connections

This scenario aims to make it safer, easier, and more appealing for pedestrians, cyclists and disabled people to move through our city centre streets.

This scenario focuses on:

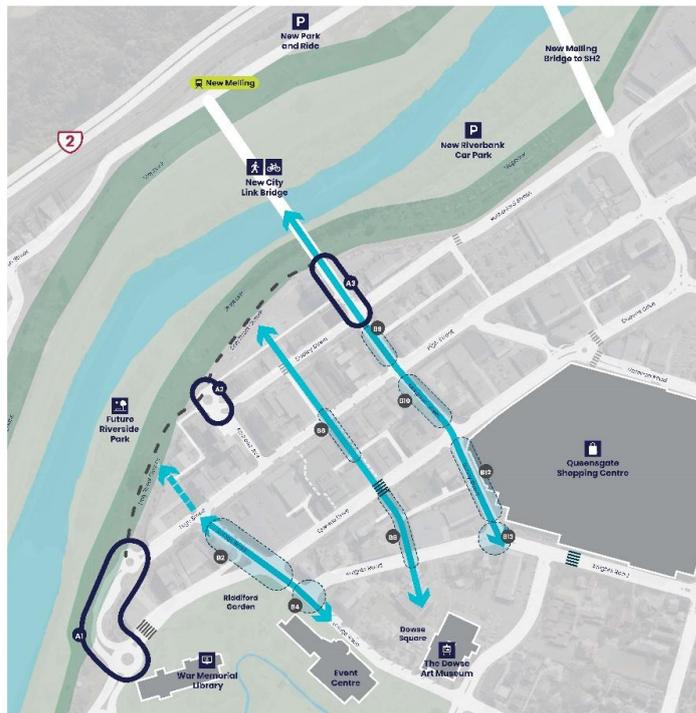
- connecting the new City Link Bridge users to Dudley Street, High Street, Queen’s Drive, the shopping centre, and bus interchange, and providing opportunities for outdoor seating and cafes along the way
- improving the linkages between our laneways with safe street crossings from Dowse Square to the river, and tidying up the laneways
- Making it easier for pedestrians, cyclists and disabled people to access the High Street from Laings Road

Cross-City Connections

Making it safer, easier, and more appealing for pedestrians, cyclists and disabled people to move through our city centre streets.

This scenario focuses on:

- Connecting the new City Link Bridge users to Dudley Street, High Street, Queens Drive, the shopping centre, and bus interchange, and providing opportunities for outdoor seating and cafes along the way.
- Improving the linkages between our laneways with safe street crossings from Dowse Square to the river, and tidying up the laneways.
- Making it easier for pedestrians, cyclists and disabled people to access the High Street from Laings Road and Riddiford Garden.



Civic Connections

This scenario aims to strengthen links between civic, cultural and retail attractions so city centre businesses benefit and visitors can enjoy multiple experiences in one trip.

This scenario focuses on:

- building on Queensgate’s regional attraction to benefit the wider city centre businesses
- better connecting the Dowse Art Museum, War Memorial Library and Riddiford Gardens with Queen’s Drive and the High Street to encourage multiple visits in one trip
- Improving bus movements and efficiency around Bunny Street

Civic Connections

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This scenario focuses on:

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- Better connecting the Dowse Art Museum, War Memorial Library and Riddiford Gardens with Queens Drive and the High Street to encourage multiple visits in one trip.
- Improving bus movements and efficiency around Bunny Street.



Riverside Precinct

This scenario aims to expand previous High Street upgrades into surrounding streets to support outdoor dining and events, and to enhance the area for residents and businesses.

This scenario focuses on:

- Expanding the previous High Street improvements to adjoining streets to support more outdoor dining and cafes, and to refresh the look of the core retail area
- Creating a space for events, markets or food trucks in Andrews Avenue
- Creating a more attractive environment for residents, businesses and visitors on Dudley Street
- Improving access to the river from the city centre

Riverside Precinct

Expanding previous High Street upgrades into surrounding streets to support outdoor dining and events, and enhancing the area for residents and businesses.

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- Creating a space for events, markets or food trucks in Andrews Avenue.
- Creating a more attractive environment for residents, businesses and visitors on Dudley Street.
- Improving access to the river from the city centre.



Engagement activities

Our city centre businesses and wider community were invited to share feedback on our city centre streets through:

- Drop-in sessions: **around 50 attendees**, held at 174 High Street on:
 - Tuesday 9 September 2025 at 7:30am-10am and 3pm-6pm
 - Wednesday 10 September 2025 at 3pm-6pm
 - Thursday 11 September 2025 at 7:30am-10am
- In person visits to businesses from Council staff or First Retail Group: **105 city centre businesses visited, with 21 giving feedback.**
- Email feedback: **3 people responded with feedback.**

Drop-in feedback

“Cross-city Connections” was the most popular scenario, with feedback focussing on the projects connecting the new City Link Bridge, Queensgate and The Dowse. Reasons given were:

- It supports those without cars to move between the Melling station and the city centre.
- It connects the city centre to public transport (bus and train) most efficiently.
- It encourages people into the surrounding area.
- The roundabout at Knights Road and Bunny St is very dangerous to cross (this scenario includes an upgrade of this intersection).

“Riverside Precinct” was the second most popular scenario. The most important projects in this scenario included High Street, Andrews Ave and the Queens Arcade Laneway. Some businesses were in support of works outside their business, while others had concerns about the impact of the disruption. Reasons given for support of the “Riverside Precinct” scenario were:

- The area is very tired.
- It encourages investment in the new developments that will be coming to this area.
- It creates more of an outdoor community space that focuses on our river.
- It would provide opportunities for events & outdoor dining to support retail and hospitality businesses in the area. This would help drawing more people in from outside Lower Hutt.

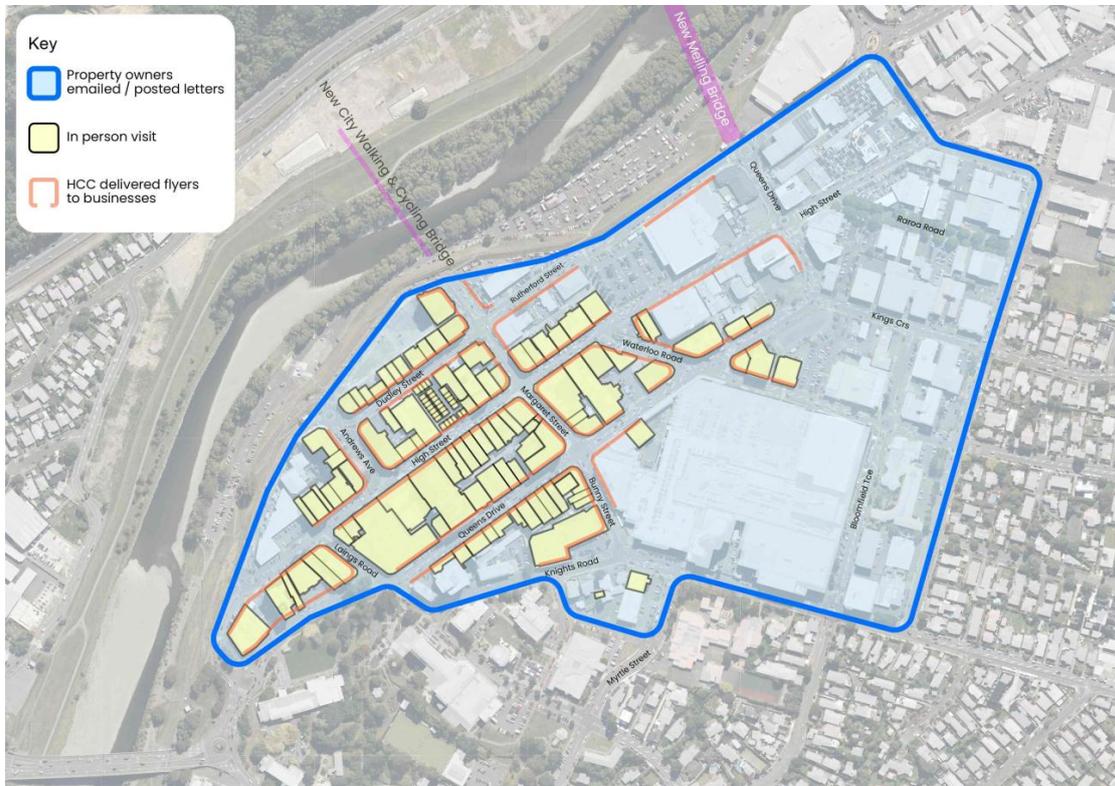
Those that selected “Civic Connections” as their preferred scenario gave reasons of improving pedestrian experience. In particular, they valued improvements to the connectivity between The Dowse and the rest of the city centre

In person visits

Prior to the drop-ins Council staff handed leaflets to businesses around the city centre. Emails and letters sharing information about the drop-ins were also sent to property owners.

On behalf of Council, First Retail Group visited businesses in person the day before or during the drop-ins. Businesses were encouraged to visit the drop-in but also offered the opportunity to feedback then and there if they had time. A number of businesses were also visited in person by Council staff.

The map below shows which properties were sent a letter or email, which received a flyer, and which were visited in person.



In person feedback themes

- Parking:** Businesses want short-term parking spaces (10–15 minutes) for quick stops like picking up coffee or online orders. They also want to see clearly marked drop-off zones, particularly for businesses catering to customers with mobility challenges. The current time limits on paid parking are seen as a barrier by some.
- Safety and environment:** There is a strong need for a safer and cleaner environment. Businesses reported instances of antisocial behaviour and assaults on staff and customers. The installation of security cameras and better management of these issues are seen as crucial.
- Activation of spaces:** There is a desire for activating underused areas, such as the proposed demolition site next to Buzz Café or the gravel lot near Cycle Science. Businesses want to see temporary solutions that beautify these spaces and encourage foot traffic, rather than leaving them as vacant construction zones.
- Wayfinding:** Businesses feel there is a lack of clear signage to guide people and encourage them to explore the various businesses within the

city centre. They want to see collective efforts to highlight what the city has to offer.

- **Support for diverse needs:** The feedback highlights the need to support a wide range of businesses and customers, from those with bulky goods to those with longer appointment times. The needs of staff, including safe and affordable parking, are also a significant concern.

Conclusion

Key themes that came through all engagement activities are:

- **Improve the route between the new Melling station, bridge, bus, and city centre** making it safe for pedestrians, disabled people and cyclists.
- **Better crossing on Knights Road** is needed to make it safe for pedestrians and disabled people to access the bus interchange, shopping centre, civic precinct (including The Dowse Art Museum) and connect to the wider area.
- **Refresh tired spaces** rather than areas more recently invested in.
- **Parking is important** and more choice is needed e.g. accessible parking spaces, drop off/loading zones, a mix of short stay and longer stay.
- **Amenities, events and outdoor activities** particularly on Margaret Street, High Street and Andrews Avenue.
- **Create strong connections to the river.**

Council will proceed with investigating and combining elements of the top two scenarios (Cross-city Connections and Riverside Precinct), as well as incorporating the key themes and other feedback about project prioritisation. This work will inform the Streetscape Strategy before its adoption by Council.

Once the Streetscape Strategy is adopted we will move to the design of the upgrades and will continue to engage with the community and businesses throughout the design process.

05 February 2026

Report no: IARC2026/1/29

Eastern Hutt Road Resilience Project Update

Purpose of Report

1. The purpose of this report is to provide an update on the Eastern Hutt Road Resilience programme of works.

Recommendation

That the Committee receives and notes the information.

Background

2. In July 2022, several significant landslides occurred on the hillsides above Eastern Hutt Road which significantly impacted the road corridor and nearby properties. Comprehensive remediation works to fix the slips, valued at \$27.5M commenced in July 2023.
3. A Single Stage Business Case (SSBC) to futureproof the Eastern Hutt Road corridor was submitted to New Zealand Transport Agency (NZTA) in November 2023 and assessed against the previous Government Policy Statement (GPS). As the SSBC aligned more closely with the draft 2024-2027 GPS, it was recommended that assessment be paused until the new GPS was adopted.
4. The SSBC has since been updated to reflect changes in Government priorities and to align with the 2024-2027 GPS. The primary focus remains to enhance resilience and reduce long-term maintenance requirements, while prioritising accessibility and operational readiness of Eastern Hutt Road as a critical lifeline route.
5. The SSBC grouped the seventeen slopes requiring remediation into two phases. Phase One includes the higher risk slopes that can be delivered within a timeframe that minimises disruption as much as possible, considering Te Wai Takamori o Te Awa Kairangi impacts.
6. Funding for both phases of work of the Eastern Hutt Road Resilience Project was included in the 2024-2034 Long Term Plan.

7. In December 2025, NZTA approved a 51% Funding Assistance Rate (FAR) for implementation of Phase One sites and pre-implementation activities for Phase Two (the remaining) sites.

Discussion

8. The delivery programme has been designed to factor in additional disruption from Te Wai Takamori o Te Awa Kairangi, as traffic volumes on Eastern Hutt Road are modelled to increase from late 2027. A key focus will be on managing traffic flows and reducing delays, wherever possible.
9. The 19 slopes north of the Stokes Valley roundabout are shown in the plan attached as Appendix 1 attached to the report. Phase One includes slopes 15a, 15b, 07, 08 and 09.
10. Slopes 15a and 15b are being prioritised, as the stability of slopes below the road is essential to the long-term safety and functionality of the corridor. Failure at these sites would undermine the road corridor and result in significant reconstruction costs.
11. Designs for slopes 15a and 15b are underway. Subject to consenting and procurement, construction is expected to commence in June and September 2026, with an estimated duration of seven months.
12. The expected implementation cost for Phase One slopes is \$16.158M, with the pre-implementation costs for Phase Two estimated at \$1.894M.
13. Council's 2024-2034 Long Term Plan includes \$44,708M for the full scope of works included in the Eastern Hutt Road Resilience Project.

Climate Change Impact and Considerations

14. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

15. A stakeholder consultation plan will be developed, incorporating lessons learned from the previous landslide remediation works on Eastern Hutt Road.

Legal Considerations

16. There are no legal considerations.

Financial Considerations

17. The rephrasing of the Eastern Hutt Road Resilience Project will be included in the detailed information supporting budget decisions at the 27 February 2026 Council meeting. The tables below were presented at that time and remain current, reflecting the revised project timing.

Table 1: Operating revenue budgets

\$M	<u>2025-</u> <u>26</u>	<u>2026-</u> <u>27</u>	<u>2027-</u> <u>28</u>	<u>2028-</u> <u>29</u>	<u>2029-</u> <u>30</u>	<u>2030-</u> <u>31</u>	<u>2031-</u> <u>32</u>	<u>2032-</u> <u>33</u>	<u>2033-</u> <u>34</u>	<u>Total</u>
Draft Annual Plan 2026-2027	6.33	2.34	1.97	2.38	1.75	4.10	0.00	0.00	0.00	18.87
Revised Draft Annual Plan 2026-2027	1.07	7.31	2.10	4.59	3.70	1.65	0.00	0.00	0.00	20.42
Variance	(5.26)	4.97	0.13	2.21	1.95	(2.45)	0.00	0.00	0.00	1.55

Table 2: Capital expenditure budgets

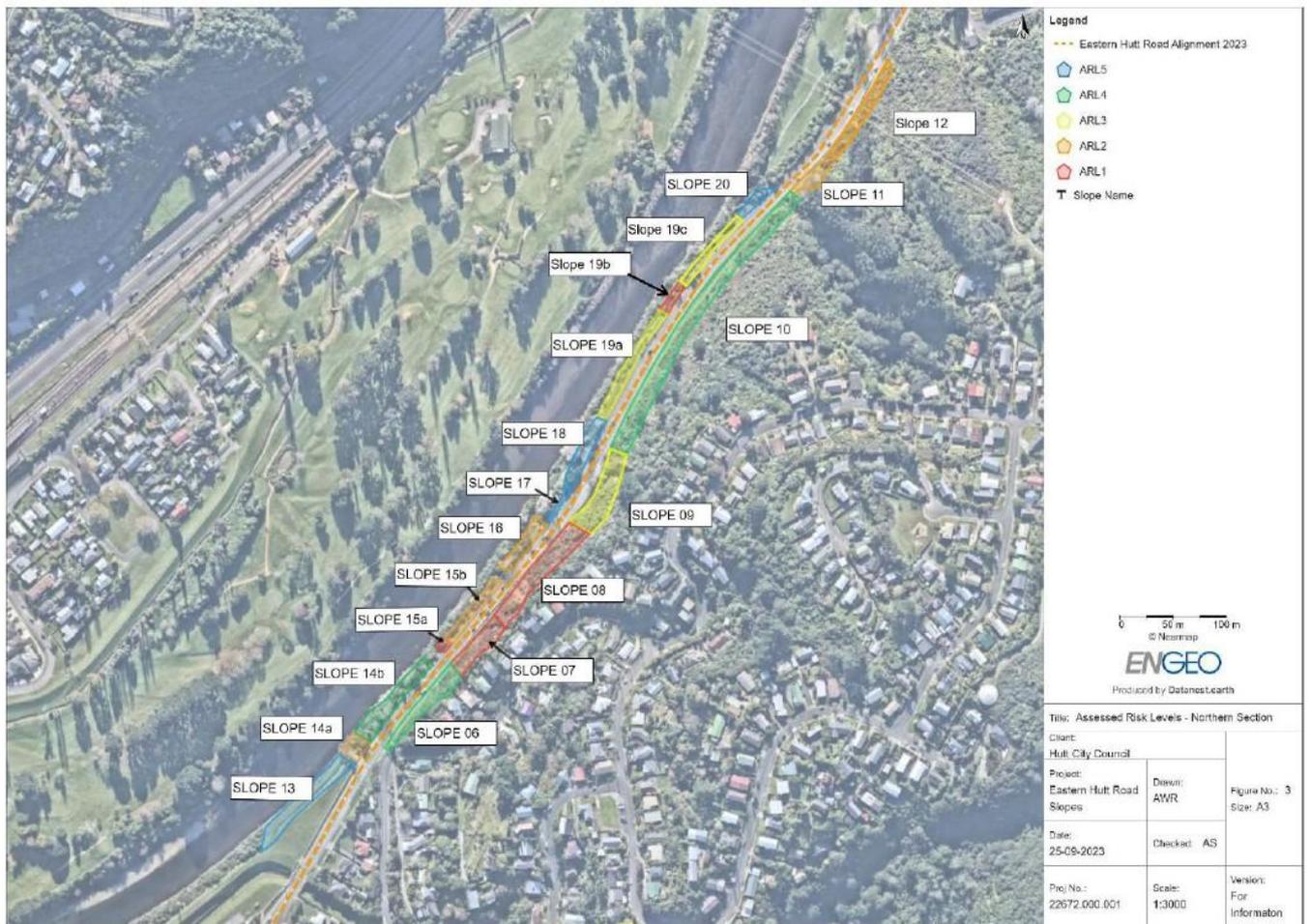
\$M	<u>2025-</u> <u>26</u>	<u>2026-</u> <u>27</u>	<u>2027-</u> <u>28</u>	<u>2028-</u> <u>29</u>	<u>2029-</u> <u>30</u>	<u>2030-</u> <u>31</u>	<u>2031-</u> <u>32</u>	<u>2032-</u> <u>33</u>	<u>2033-</u> <u>34</u>	<u>Total</u>
Draft Annual Plan 2026-2027	15.25	4.60	3.91	4.74	3.50	8.24	0.00	0.00	0.00	40.24
Revised Draft Annual Plan 2026-2027	2.10	14.34	4.11	9.00	7.26	3.23	0.00	0.00	0.00	40.04
Variance	13.15	(9.74)	(0.20)	(4.26)	(3.76)	5.01	0.00	0.00	0.00	0.20

Appendices

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Author: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



10 February 2026
Report no: IARC2026/1/15

Quarterly report on the Silverstream Landfill and an update on solid waste management and minimisation infrastructure and services

1. The purpose of the report is to update the Committee on the development, operation and quarterly performance of Silverstream Landfill, along with the implementation of Council's Waste Management and Minimisation Plan 2023-29 (WMMP).
2. Under the Terms of Reference, the Infrastructure and Regulatory Committee oversees Silverstream Landfill and solid waste infrastructure, while the Connected Communities, Climate and Resilience Committee covers waste reduction and the WMMP. As this report relates only to landfill operations and does not seek policy or funding decisions, it is appropriate for this Committee to receive it while avoiding duplication with the Connected Communities, Climate and Resilience Committee.

Recommendation

That the Committee receives and notes the report.

Background

3. Officers provide regular reports on Council's work to manage the collection and disposal of solid waste, and its efforts to reduce waste, under the umbrella of Council's Waste Management and Minimisation Plan 2023-29.

Landfill

4. The landfill accepts a range of mixed waste for disposal. While three landfills in the Wellington region accept municipal waste, Silverstream is the only lined Class A landfill, which means it must meet various strict regulatory, siting, design and operational requirements.
5. The operation of the landfill is required to meet obligations under the Resource Management Act, the Hutt Valley Trade Waste Bylaw, the Climate Change Response Act and related legislation, the Waste Minimisation Act and relevant Council waste minimisation and climate change objectives.

6. The landfill also requires ongoing capital investment to create 'airspace' that can be used for the disposal of residual waste. Capital investment is staged to develop disposal capacity as required, with the timing periodically re-evaluated based on forward projections of the quantity of material accepted for disposal.

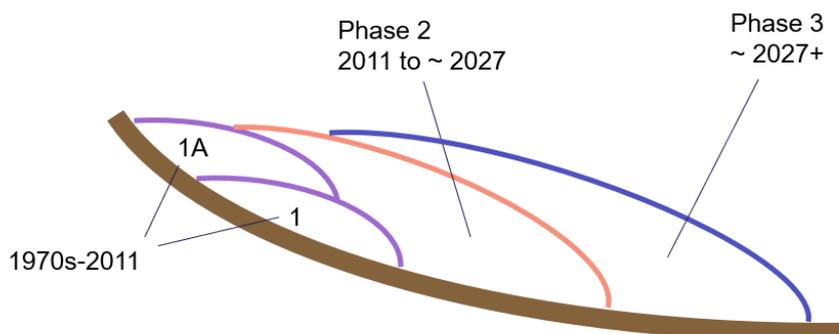
Waste minimisation

7. The Wellington Region Waste Management and Minimisation Plan 2023-2029 (WMMP), a statutory plan, outlines how the Wellington region's eight councils are working with mana whenua, our communities, and the waste industry to transform how we generate, manage, and minimise waste.
8. The WMMP addresses the key issues identified in the region's waste assessment and includes a shared vision, objectives, policies, and methods. It includes a regional action plan and local action plans specific to each participating territorial authority.
9. A Wellington Region Waste Management and Minimisation Plan Joint Committee (the Joint Committee), hosted by Porirua City Council, oversees the implementation of the WMMP, with operational delivery of the regional action plan led by the WMMP Steering Group, consisting of the officers leading the solid waste and minimisation portfolio at their council.
10. The implementation of the local action plans is the responsibility of each respective council.

Landfill

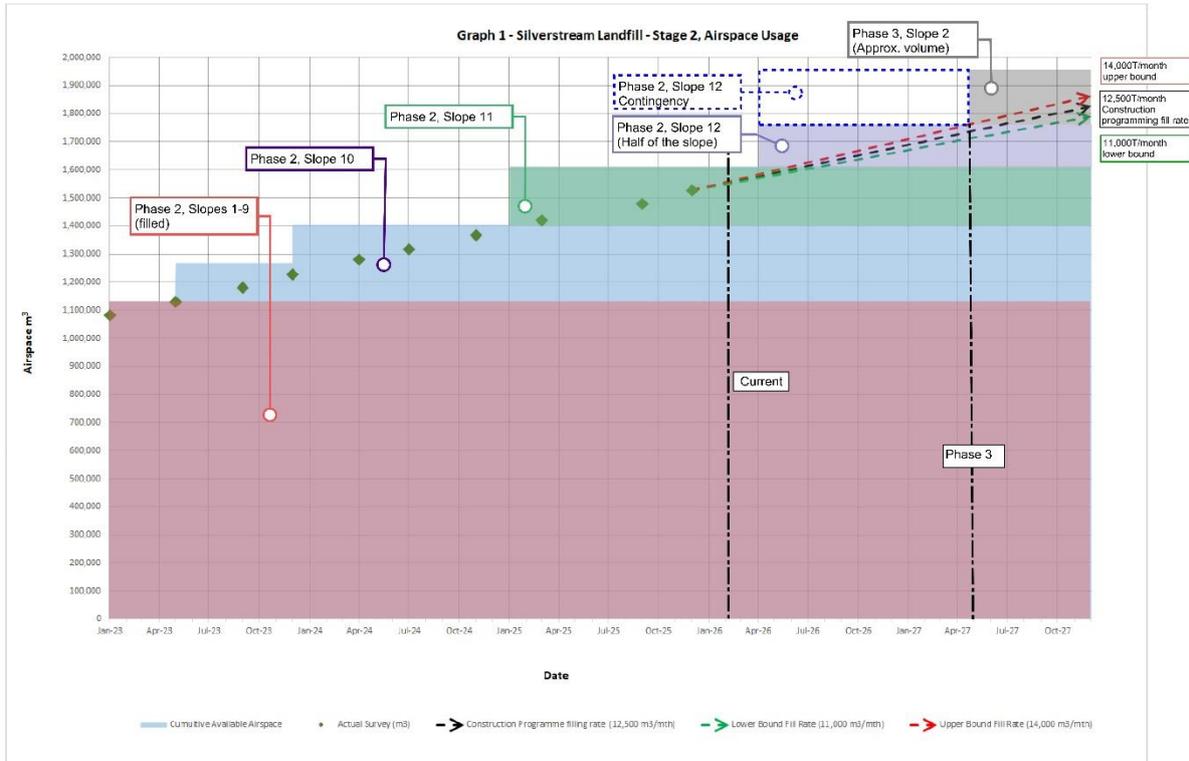
Development and construction

11. Construction work in relation to the new Phase 3 of the landfill is currently progressing, with ~\$11M in capital expenditure during 2025/26.
12. Filling of Phase 3 is scheduled to begin in 2027 from the new toe bund at the base of the gully and move up to meet Phase 2. The landfill's construction phases are shown below.



13. The figure below shows the air space usage for Silverstream landfill in relation to the planned completion of new slopes and the new Phase 3.

Figure 1: Air space utilisation at Silverstream Landfill



14. The photo below shows the base of the new Phase 3, with the lower (filled) slopes of Phase 2 in the background.

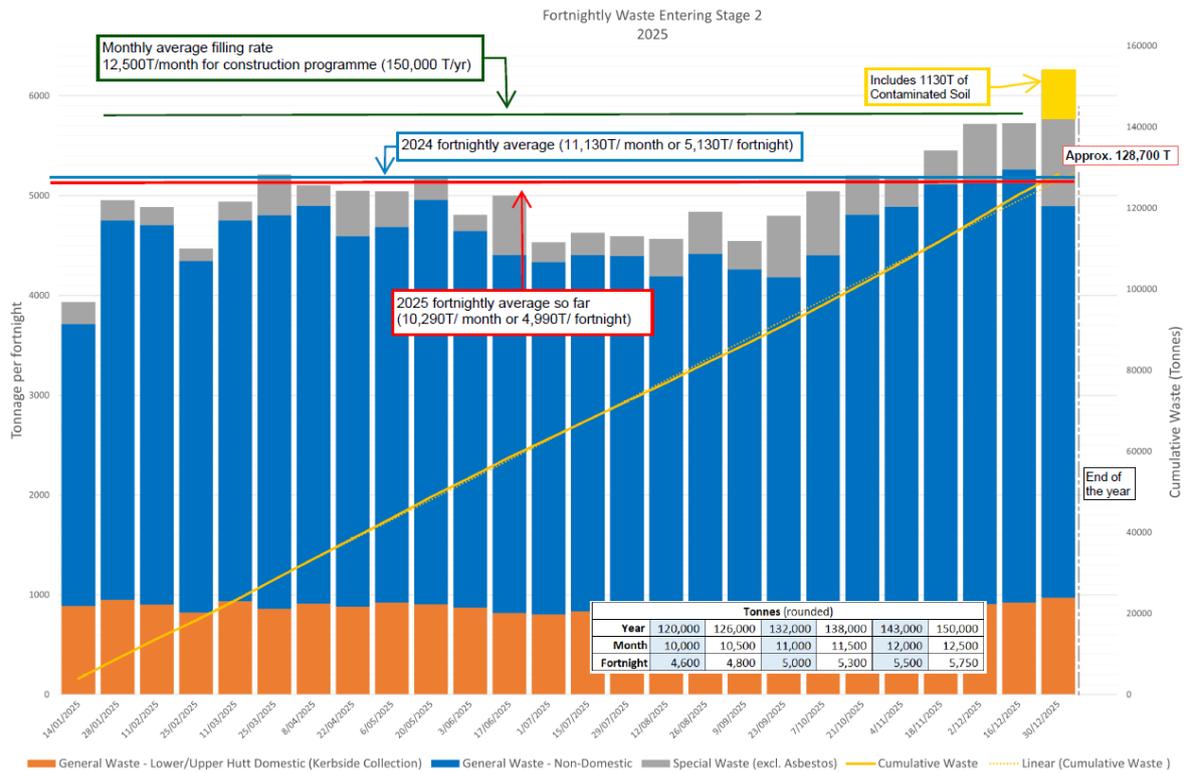
Image 1: Construction works for the new Phase 3



Waste volumes

- The amount of waste deposited increased in the last two months of 2025 (see graph below). However, overall waste volumes continue to be subdued, compared to the original volume assumption of 150,000t per annum used for budgeting purposes. This is likely because of continued lower than expected economic activity, including in the development and construction sector.

Figure 2: Fortnightly waste volumes



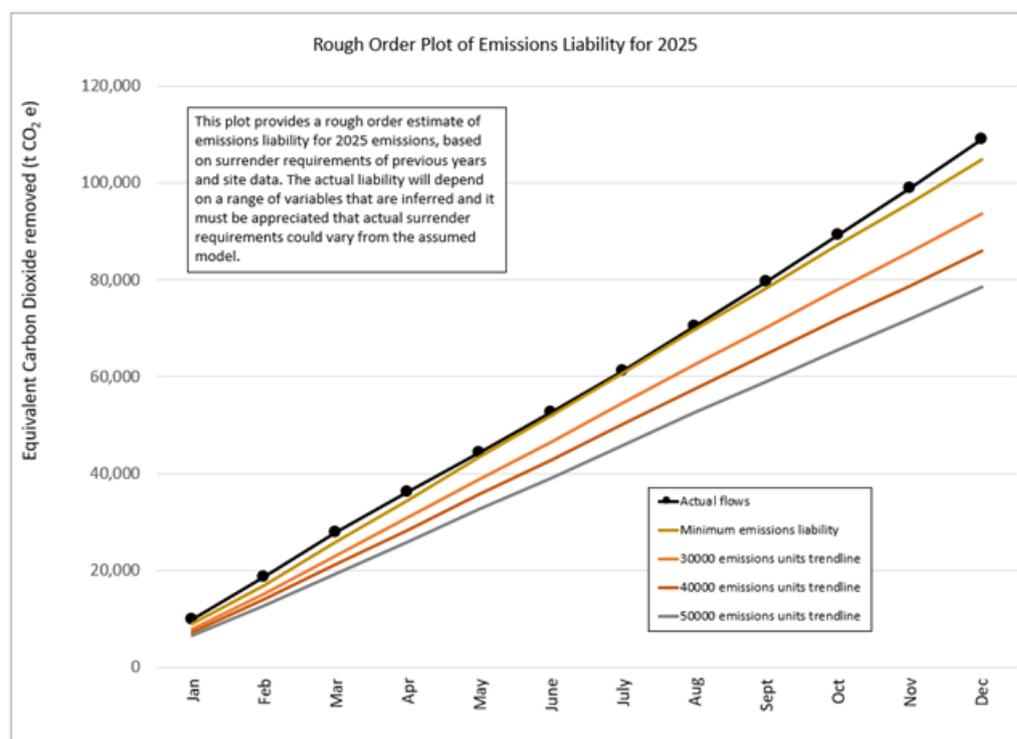
Health and safety

- For the period between July and December 2025, there were no significant health and safety incidents resulting in injuries or work time lost.
- However, there was one significant near miss in December 2025, which was caused by an external contractor not following the agreed-upon processes and safety procedures when mulching green waste. The incident was reviewed, and the root causes identified.
- Waste Management NZ has since been working with the external contractor to implement a range of corrective actions, including updates to the contractor’s Health and Safety Plan and associated procedures, staff of the external contractor re-completing site inductions, and the WM supervisor confirming all requirements are met each time before the mulching operations are permitted to be undertaken.

Greenhouse gas emissions from waste disposal

19. LMS owns and operates the power plant and supplementary flare. Council monitors the effectiveness of LMS's performance in relation to Council's emissions liability under the NZ Emissions Trading Scheme (ETS). High effectiveness of gas extraction and destruction ensures that Council can minimise emissions and its liability under the ETS.
20. For 2025, the landfill achieved the minimum liability under the NZ ETS, as shown below.

Figure 3: ETS liability monitoring



21. The performance during January 2025 was also in line with Council's objectives to minimise emissions.

Environmental performance

22. A summary of environmental performance for July to September 2025, and for October to December 2025, is shown in Appendices 1 and 2, respectively.
23. The summary references management trigger levels being exceeded, which require investigation or mitigation measures to be undertaken as part of an adaptive management approach. Overall, the landfill remained compliant with its consent conditions.
24. Sediment control remains a major challenge due to the amount of construction work under way and the resulting ground disturbance.

Remediation of borrow areas

25. Borrow areas at the landfill are designated excavation sites for sourcing soil used for cover material and landfill construction.
26. Hutt City has a plan in place to remediate borrow areas where soil has been exhausted. Appendix 3 shows the location of borrow areas, and the approximate timing of remediation.
27. During 2025, two ex-borrow areas were remediated: a section of the former W0 borrow area, and the former Eastern Borrow. The photos below show the replanted sites at the time of planting in winter and spring 2025.
28. In the context of the successful biosolids trial completed in 2025, Council also applied for consent to apply dried biosolids prior to replanting, and to assist with plant growth. This was done as part of the Eastern Borrow remediation. While the amount of biosolids is relatively limited (about 10 t per ha), it is expected to boost plant growth rates significantly.

Image 2: Remediated W0 borrow area – looking North (winter 2025)



Image 3: Remediated Eastern Borrow – looking West (spring 2025)



29. Site inspections were undertaken on 2 February 2026. This shows that both planting sites have successfully established with a high rate of plant survival.
30. Importantly, as shown in Appendix 4, the former Eastern Borrow that was treated with biosolids shows more vigorous plant growth compared to the other site that was not treated with biosolids. This is despite planting in the Eastern Borrow occurring about three months after the W0 Borrow area.

Spicer landfill in Porirua

31. Porirua City Council is undertaking [public consultation on the future of Spicer Landfill](#). All four options involve closing the landfill for municipal waste, although one option would keep the site open for the disposal of clean fill and inert material such as soils, clays, rocks, and gravel – materials that are not hazardous or that create odour.
32. The council intends to make final decisions as part of the Long Term Plan consultation in 2027.
33. All options have implications for Silverstream landfill in that at least some of the waste currently destined for Spicer may come to Silverstream. It may increase the volume received at Silverstream landfill by about 30-40,000t per annum (or about 25%), from about 2031.

Waste minimisation

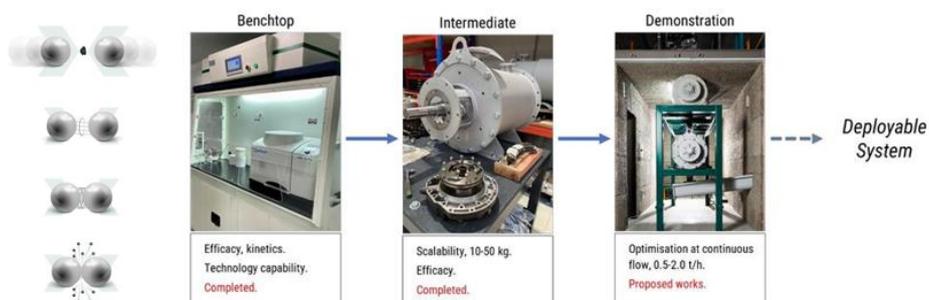
34. Appendix 5 shows the updated portfolio dashboard to implement the WMMP 2023-29, including both projects and business as usual work. Where relevant, updates are also provided for those regional projects led by Council officers.
35. Several projects or activities are highlighted in further detail below, where significant milestones have recently been met or are upcoming.

Asbestos destruction demonstration

36. Environmental Decontamination New Zealand Ltd (EDL) is a New Zealand owned and operated research & development company based in Auckland. The company has developed innovative technology to convert asbestos and asbestos containing materials (ACMs) into an inert amorphous powder. Technology utilises the mechanical energy of high-velocity ball bearings within specialised reactors, see figure below. The end product could then be reused as a filler in industrial applications.

37. The technology has been validated via world class laboratories and field experiments conducted in New Zealand and other countries. However, a practical demonstration of the technology in an operational environment, such as a working landfill, is required to pave the way towards commercialisation.

Image 4: Technology concept, and the completed and proposed works for testing and demonstrating EDL's asbestos destruction technology



38. As previously reported, the proposed demonstration was originally scheduled to be undertaken in early 2025, but funding withdrawal by an overseas agency resulted in EDL suspending the practical demonstration. The funding shortfall was resolved in late 2025, and EDL are currently fabricating the specific plant and equipment for the demonstration, with delivery to Silverstream scheduled for early to mid-2026.

Development of a soil and aggregate recovery facility

39. As previously reported, Council and Fulton Hogan have been in discussions to develop a soil and aggregate recycling facility (SARF) that would be located at Silverstream Landfill. This facility would be a New Zealand first and would help reduce the volume of contaminated soil and rock requiring disposal.
40. Fulton Hogan has recently submitted a funding application to the Ministry for the Environment's Waste Minimisation Fund to seek co-funding for the upfront investment required for the project. The outcome of this is not yet known.
41. As the project will involve the long-term lease of public land to a private operator, Council will need to consider their application to lease the proposed SARF site within the landfill precinct prior to the project going ahead.

Image 5: Impression of the proposed SARF at the Silverstream Landfill, near the existing transfer station



Silverstream Zero Waste Hub improvements

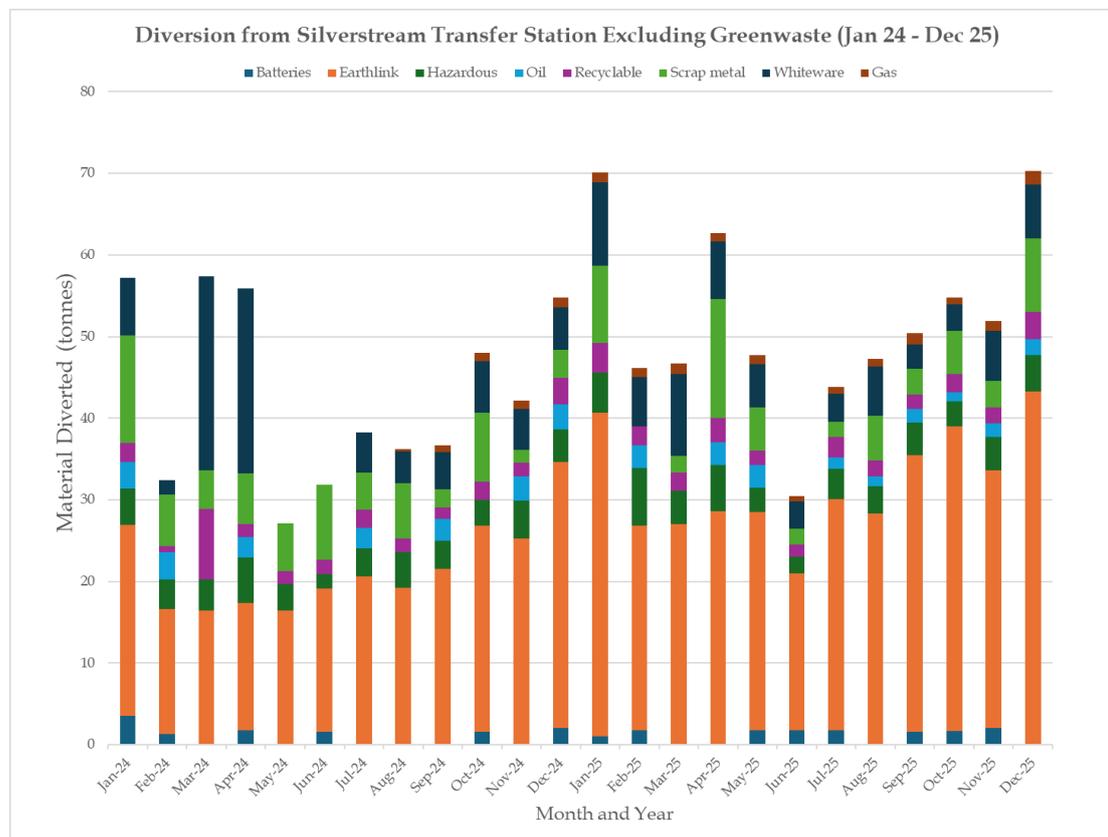
42. Various waste diversion and resource recovery activities take place at the Silverstream transfer station and Zero Waste Hub. Waste streams targeted for diversion include (but are not limited to) green waste, whiteware, metals, cardboard, glass bottles, batteries, gas bottles, waste oil, various other hazardous products (eg corrosive acids, paints, chemicals, etc), e-waste, and various reusable or repairable products and bric-a-brac, such as furniture.
43. Some changes have been implemented to improve traffic flow, customer visibility and access to resource recovery areas. The updated layout provides dedicated spaces for additional material streams (tyres, plate glass and native timber), enabling new and expanded resource recovery options.
44. As part of this, signage has been upgraded to support correct material separation and increase uptake of diversion incentives (see images below).

Image 6: New Zero Waste Hub signs



45. The steady upward trend in diversion has continued since the start of the discount voucher scheme and changes to the engagement model, and 3,366 tonnes were diverted from the landfill (across all material types) during 2025. The figure below excludes the diversion of green waste, which is in the order of about 200t per month.

Figure 4: Diversion (excluding green waste) from transfer station 24-25



Clean up the Hutt

46. More than 300 people took part in Clean Up the Hutt on Saturday 13 December 2025, collecting more than 2.5 tonnes of rubbish and recycling across Lower Hutt's rivers, coastline and open spaces – both above and below water. This event was supported by Council and organised by Sustainable Coastlines in association with Conservation Volunteers New Zealand. Numerous business sponsors also contributed to the event, making it a success.
47. Participants worked across a range of locations from family-friendly sites in Wainuiomata and Eastbourne, to more challenging terrain at Burdan's Gate and towards the Eastbourne lighthouse.
48. The clean-up also included expert divers and barges working around Matiu Somes Island and off the Eastbourne coast, helping remove larger items from the marine environment. Private contractors also contributed and had staff undertake clean-ups of streams and waterways across Wainuiomata. Participants also came together at Petone Beach to celebrate the collective effort and impact made.

Battery recycling

49. Battery collection units were successfully trialed at War Memorial Library, Naenae Library, and Eastbourne Library. The trial and the units' creative design have been well received, with staff reporting strong community engagement and positive feedback. Notably, at Naenae Library the new collection units have attracted visitors that had not visited the library in years.
50. Following this success, additional collection units will be rolled out at four locations in Q4 of 2025/26.

Kerbside collection service

Processing infrastructure

51. Material collected by Council's kerbside recycling service is processed at a Materials Recovery Facility (MRF) in Seaview, Lower Hutt. In December 2025, the ownership of the plant changed. Whereas previously the plant was owned by OJI Fibre Solutions, it is now owned by Capital Recycling, a joint venture between Waste Management NZ and Northland Waste.
52. Processing of Council's recycling material continues as normal, albeit Capital Recycling has flagged that they will be looking at new investments at the plant (e.g. improved equipment).

Food and green organics (FOGO)

53. Wellington City Council and Council have been collaborating on a joint process to procure a processing solution for food and green organic waste. The final Request for Proposal stage of the procurement commenced in October 2025. The tender closed in December 2025, and a panel has been evaluating the tender responses.
54. The panel's recommendations are imminent, and this will inform Council's decision in 2026 on whether to implement the proposed service.

Contamination reduction

55. Work continues with behaviour change agency EightyOne to support targeted engagement and refreshed use of existing assets and graphics from previous contamination reduction campaigns. For example, a targeted media campaign was rolled out over the summer period using existing assets, with a focus on problem materials such as food waste and soft plastics. This campaign used out-of-home billboards (eg bus shelters), digital billboards across the city, posters near dairies, social media and retail media (eg pizza outlets).

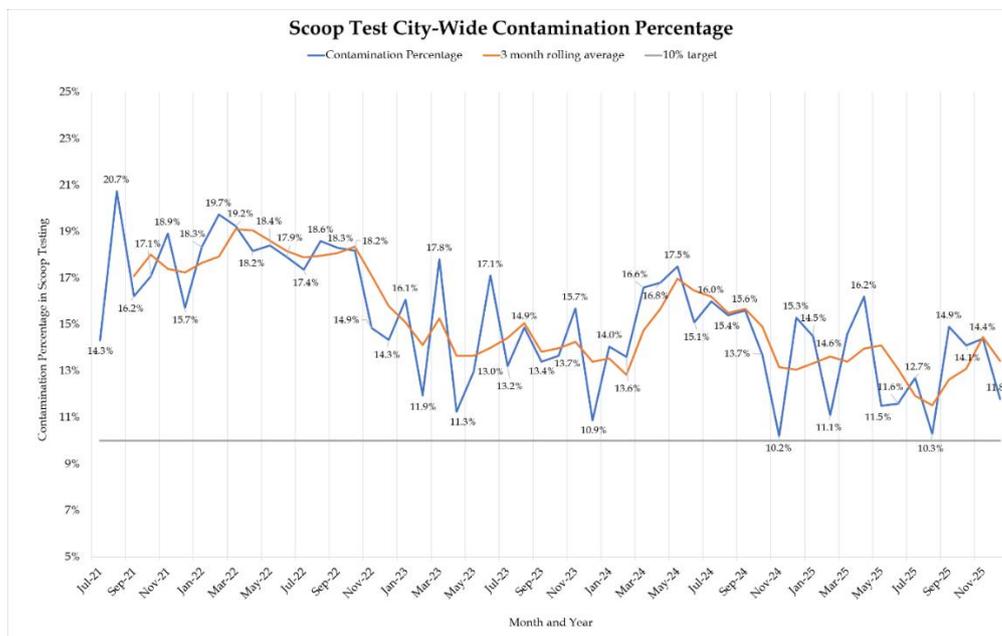
- 56. New bin lid stickers (shown below) are also now available for use by WM New Zealand for new bin rollouts and second red sticker households for a trial of in-situ reminders on what can (or cannot) go in the yellow-lid bins.

Image 7: Additional bin stickers for education



- 57. Other work underway includes the production of a kerbside FAQ asset for use by property managers, hubs and library staff, and engagement with local supermarkets and retailers for reminders on how to recycle commonly purchased items at the point of sale.
- 58. Despite Council’s contamination reduction programme, the three-monthly average contamination rate tracked up towards the end of the year (see figure below) but decreased again in December 2025 and remains under the 15% mark, above which additional penalties apply for Council.

Figure 5: Monthly scoop test results July 2021 – December 2025



Awa chatbot and calendars

59. A new AI chatbot was added to the [Too Good to Waste website](#) in November 2025 to help residents to quickly and easily find rubbish and recycling bin information 24/7. 1,030 queries have been fielded since launch and since the functionality to look up collection days was added in mid-December this has been the dominant query coming in.
60. The rubbish and recycling calendars for 2026 are available to download for the relevant address zone at Too Good to Waste and copies are also available at local neighbourhood hubs for collection.

Climate Change Impacts and Considerations

61. Minimising waste, diverting recyclables from landfill, and recovering reusable materials (such as the potential addition of C&D diversion opportunities, diverting biosolids, etc) contribute to a more circular economy. These activities reduce the need to extract further resources from the environment and the associated energy use.
62. To help achieve a reduction in operational emissions at the landfill, Council's operational and capital works contracts include emission reporting and reduction requirements, for both Waste Management NZ and Leach & Co Ltd. In addition, a Heavy EV Charging Hub is in place, to enable the electrification of on-site machinery and/or vehicles. Both contractors now operate some electric vehicles on site, including a 20t electric loader operated by Waste management NZ.
63. Regarding emissions from the landfill itself (methane), a powerplant and supplementary flare operated by LMS are in place to destroy methane and emissions as much as possible.

Consultation

64. There is no consultation required.

Legal Considerations

65. The Government confirmed in mid-December 2025 that new legislation is planned to regulate the management of waste and litter (replacing the current Waste Minimisation Act 2008 and Litter Act 1979).
66. Consultation was undertaken in April and May 2025 and the Hutt City Council submission is available in [the papers for the Climate Change and Sustainability Committee on 2 July 2025 \(page 31\)](#). Once the draft legislation is released, officers will provide further analysis and advice.

Financial Considerations

67. There are no financial considerations currently.

Appendices

No.	Title	Page
1	Appendix 1 - Environmental performance dashboard Jul-Sep 2025	119
2	Appendix 2 - Environmental performance dashboard Oct-Dec 2025	120
3	Appendix 3 - Location of borrow areas at Silverstream landfill	121
4	Appendix 4 - Plant growth comparison	122
5	Appendix 5 - HCC WMMP Action Plan Dashboard	125

Author: Matthias Vest, Waste & Resource Recovery Manager and Jessica Hayman, Senior Advisor Waste - Planning and Strategy

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Approved By: Jarred Griffiths
Director Strategy and Engagement

Silverstream Environmental Quarterly Report for the Hutt Valley Services Committee (July to September 2025)



Monitoring effort during the quarter

Number of samples taken, or surveys and assessments completed

- Gas surveys - 6
- Groundwater samples - 15
- Surface water samples - 12
- Surface water visual assessments - 12
- Leachate measurements - 2 (Flow monitored 24/7)

Refer to individual sections for detailed information on any exceedances.

Legend

- → Complies with consent conditions
- → At least one exceedance of trigger levels
- → Consent exceedance

Leachate

Leachate quality results:

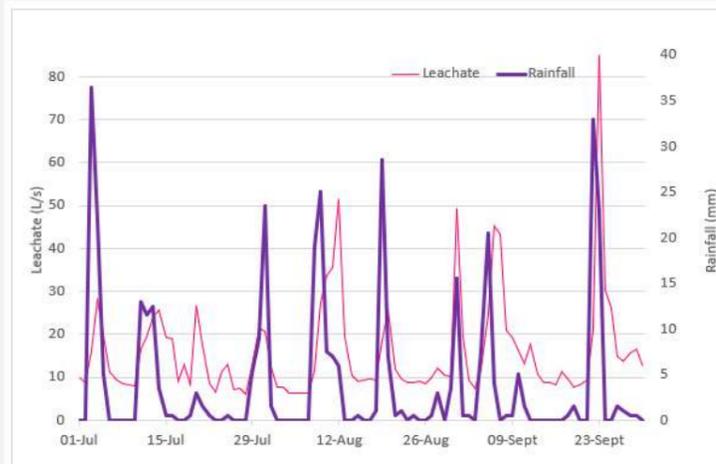
There were no exceedances of leachate trade waste conditions.

Leachate flow volume (m3) to Seaview Wastewater treatment plant:

July	August	September
38501	40794	42864.23

Daily leachate flow and rainfall

Total rainfall = 502.5 mm



Water

Groundwater monitoring locations



Groundwater analysis

Ten exceedances were recorded for ground water quality parameters in the quarter. These were investigated and found to be unlikely to be related to leachate contamination from the Landfill.

Surface water monitoring locations



Surface water analysis

Samples are collected and analysed monthly for contaminants outlined in the discharge to surface water consent. In May there were several exceedances of consented surface water quality parameters in the quarter. In response, outflow of the surface water system was redirected into the wastewater system throughout the quarter. It was redirected back into the surface water in September, after leachate breakouts on the Landfill were repaired, and testing showed that water quality had returned to within consent limits.

Visual surface water assessments are also carried out monthly and no exceedances were noted in the quarter.

Tip stream (downstream of the landfill, SW4) visual assessment

SW4 Observation	July	August	September
Water Clarity	Clear	Clear	Clear
Foam	No	No	No
Odour	No	No	No
Algae	No	No	No
Flow	Low	Low	Low

Gas

Surface gas results

There were 31 methane concentration exceedances at 100mm above the landfill surface in the quarter. Remediation at each location is carried out upon instruction by T+T.

Gas probe results

No methane exceedances (>5% CH4 by volume) for either of the two probes located outside the landfill footprint.

Gas collected

Parameter	Unit	July - September
Gas flow rate	m3/hr	1179
Methane concentration	%	47

Odour

Months	July	August	September
Complaints	1	1	0
Total in Quarter	2		

Investigation indicates that the complaint in July relates to a gas engine being turned off for maintenance, coinciding with low wind speeds and direction towards the notifiers. The complaint in August relates to very low wind speeds causing odour to linger and the wind direction causing the odour to travel towards the notifier. Slightly reduced gas destruction at this time may also have been a factor.

Known locations of complaints



Silverstream Environmental Quarterly Report for the Hutt Valley Services Committee (October to December 2025)



Monitoring effort during the quarter

Number of samples taken, or surveys and assessments completed

- Gas surveys - 5
- Groundwater samples - 14
- Surface water visual assessments - 12
- Surface water samples - 12
- Leachate measurements - 1 (Flow monitored 24/7)

Refer to individual sections for detailed information on any exceedances.

Legend

- → Complies with consent conditions
- → At least one exceedance of trigger levels
- → Consent exceedance

Leachate

Leachate quality results:

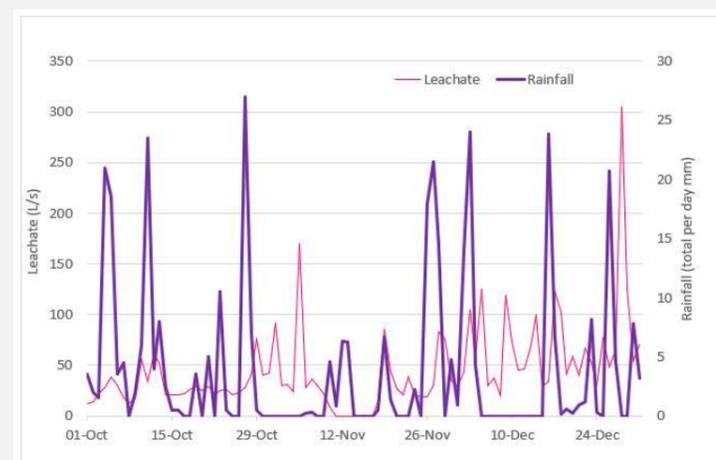
There were no exceedances of leachate trade waste conditions.

Leachate flow volume (m3) to Seaview Wastewater treatment plant:

October	November	December
81021.6	82462.6	51271.37

Daily leachate flow and rainfall

Total rainfall = 364.8 mm



Water

Groundwater monitoring locations



Groundwater analysis

Three exceedances were recorded for ground water quality parameters in the quarter. These were investigated and found to be unlikely to be related to leachate contamination from the Landfill.

Surface water monitoring locations



Surface water analysis

Samples are collected and analysed monthly for contaminants outlined in the discharge to surface water consent. No surface water quality parameters exceeded in October or November. In December there was an exceedance of pH at SW2A. The likely cause of this does not appear to be related to leachate at the landfill. There were no pH exceedances recorded in the most recent monitoring round in January 2026.

Tip stream (downstream of the landfill, SW4) visual assessment

SW4 Observation	October	November	December
Water Clarity	Clear	Clear	Clear
Foam	No	No	No
Odour	No	No	No
Algae	No	No	No
Flow	Low	Low	Low

Gas

Surface gas results

There were 26 methane concentration exceedances at 100mm above the landfill surface in the quarter. Remediation at each location is carried out upon instruction by T+T.

Gas probe results

No methane exceedances (>5% CH4 by volume) for either of the two probes located outside the landfill footprint.

Gas collected

Parameter	Unit	October - December
Gas flow rate	m3/hr	1238
Methane concentration	%	48

Odour

Months	October	November	December
Complaints	0	1	1
Total in Quarter	2		

Investigation indicates that both the November and December complaints were not attributable to the Landfill, as the notifier was not downwind of the Landfill.

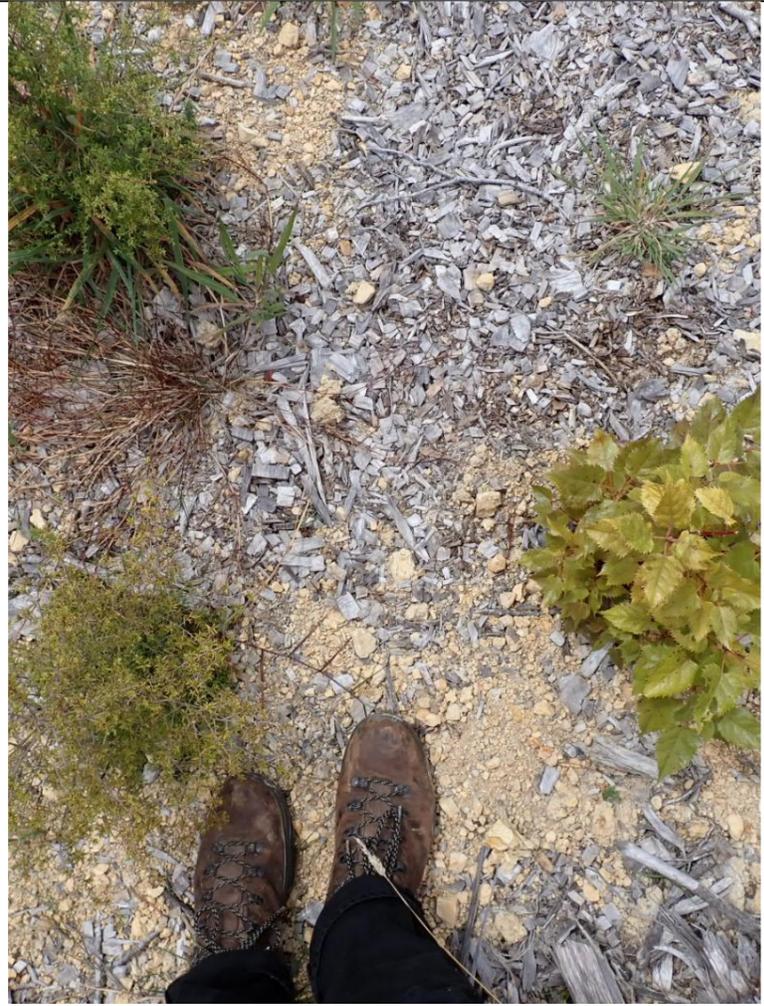
Known locations of complaints





Eastern borrow (biosolids)	Western borrow (no biosolids)
	
	
	





Appendix 1. WMMP Local Action Plan Portfolio summary (WMMP 2023- 2029)

This dashboard provides an overview of Hutt City Council's Waste Management and Minimisation Plan (WMMP) work programme, showing the current portfolio of projects and business-as-usual activities planned and underway to deliver local and regional WMMP actions. In total, 26 projects are planned to support delivery of the Local Action Plan (LAP) actions, with 22 currently underway. A further eight activities are delivered on an ongoing business-as-usual basis

Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
Infrastructure						
EV Charging Hub and landfill electrification	20	Local Project	Completed	Install EV Charging Hub for heavy vehicles and machinery at the Silverstream Landfill.	High Weight	Construction of the Heavy EV Charging Hub was completed in 2025, and the hub was officially opened on 3 February 2026. WM is now operating a 20t electric loader on site, and a further two kerbside trucks utilise the hub daily for overnight charging. A further two EV charger satellites are due to be installed by April 2026, to enable charging of an additional two kerbside trucks. Officers are working with WM to consider the next tranche of on-site machinery and/or vehicles due for electrification.
EDL asbestos destruction demonstration (soil remediation)	11	Local Project	In progress	Trial Environmental Decontamination Limited's (DEL) technology to neutralise asbestos including soils contaminated with asbestos, to improve safe handling outcomes, preserve landfill airspace, and recover resources.	High Weight	The HCC Chief Executive approved a funding contribution to enable the asbestos destruction practical demonstration in late 2025. A contract has since been signed with EDL, and delivery of the demonstration plant & equipment to Silverstream is expected by late Feb 2026. In the meantime, the resource recovery team is working with T+T and WMNZ to prepare the site.
Soil and aggregate recycling facility	11	Local Project	In progress	Work with partners to implement a soil and aggregate recycling facility (SARF) at Silverstream Landfill, supporting local circular economy outcomes, preserving landfill airspace, and reducing reliance on virgin materials.	High Weight	FH has submitted an application to the Ministry for the Environment's Waste Minimisation Fund for co-funding for the SARF. The HCC Chief Executive has approved support for FH's application and for HCC officers to negotiate commercial arrangements with FH, subject to the MFE funding application being approved.
Site remediation	21	Local Project	In progress	Identify and implement remediation options for closed landfills to manage legacy environmental risks.	Low Weight	A consent application is still under development, for remediation work at the closed Eastbourne landfill (eg top up cap, repair drains, etc). The application is scheduled to be submitted to Greater Wellington Regional Council by April 2026. Remediation work is tentatively scheduled for the 2026/27 construction season, pending consent confirmation, and finalising costs and budgets.
Resource Recovery infrastructure development (additional zero waste hub)	12	Local Project	Not started	Evaluate options and potentially implement an additional resource recovery facility, partnering with existing providers to strengthen network capacity and expand local reuse and recovery services.	Low Weight	Not started.
Business Engagement						
Business engagement	4	Regionally Coordinated	Not started	Develop a business engagement plan consistent with agreed regional approach.	Medium Weight	Not started.
Business waste audits	4	Local Project	Not started	Deliver waste audits for participating businesses, with the aim of supporting businesses to identify practical opportunities to reduce waste and track progress over time.	Medium Weight	Not started.
It starts with us - Internal waste minimisation project	2	Local Project	On hold	Implement waste minimisation initiatives across council facilities to reduce waste, increase resource recovery, and demonstrate council leadership by walking our talk.	Low Weight	As part of the It Starts With Us project (organisational behaviour change), waste systems at the Laings Road administration building were improved in collaboration with the Facilities team. Improvements included new bins for additional waste streams, clearer signage to support correct disposal, and consolidation of several streams to simplify separation and improve diversion. The project is intended for wider rollout across HCC sites but is currently on hold while other projects are prioritised.
CBD single-use transition engagement	4	Local Project	On hold	Transition Lower Hutt CBD toward a 'single-use free' city by supporting local businesses to embed lasting waste minimisation practices.	Low Weight	The Single Use CBD project is currently on hold and is intended to be picked up again as a component of the Business Engagement project.
Embedding waste reduction in procurements	2,3	Local Project	Planning	Implement a council-wide procurement policy that reduces waste across contracts and services, embedding circular economy principles into sourcing, delivery, and supplier expectations.	Low Weight	Planning is underway to embed waste reduction criteria into HCC's procurement policy, including ensuring future procurements align with the C&D Bylaw requirements.
Community Impact						
Clean up the Hutt event	5, 7	Local Project	Completed	Clean up the Hutt is a partner-led initiative that delivers litter clean up and waste minimisation events across multiple Lower Hutt suburbs.	Medium Weight	More than 300 people took part in Clean Up the Hutt on Saturday 13 December 2025, collecting over 2.5 tonnes of rubbish and recycling from rivers, coastline and open spaces across Lower Hutt, both above and below water. The event was supported by Council and delivered by Sustainable Coastlines and Conservation Volunteers New Zealand, with contributions from business sponsors.

*Project Impact is calculated from a weighted formula that includes 'priority', 'diversion potential', 'reach', and 'budget'.

Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
R3 Waste Forum	6,8	Regional Project	In progress	Lead improvements to governance and enhance the Wellington region waste forum's effectiveness in communicating waste minimisation priorities and initiatives, while providing ongoing secretariat support.	Low Weight	The regional project to strengthen the Wellington Region Waste Forum is nearing completion and is awaiting endorsement of a revised Terms of Reference by the Joint Committee, and a potential forum name change. Following endorsement, the forum will transition to business as usual.
Tikanga Māori Initiative(s)	1	Local Project	In progress	Provide support to local iwi groups and/or other organisations that provide tikanga Māori perspectives on waste minimisation initiatives.	Low Weight	The Resource Recovery team is actively working with the Council's Kāhui Mana Whenua group to identify opportunities for partnership for Lower Hutt based Tikanga Māori initiatives related to circular economy.
Campaign: Behaviour change	7	Local Project	On hold	Implement a city-wide waste minimisation campaign to drive behaviour change and improve community outcomes through coordinated engagement and education.	Medium Weight	Scoping was undertaken for a litter reduction campaign with the external behaviour change agency, but these did not meet expectations. Initial scoping is now being undertaken to develop a brief for a potential waste minimisation behaviour change campaign, which would then be progressed through an external behaviour change agency. On hold due to team capacity and prioritisation.
Community grant fund (waste minimisation)	5	Local Project	Planning	Establish a community waste minimisation grant fund for Lower Hutt to resource community/local-led projects that reduce waste, increase reuse and recovery, and deliver measurable outcomes.	Medium Weight	The community waste minimisation grant fund is currently being scoped, including defining objectives, eligibility criteria and funding level. Full development will commence after the TOM is implemented, with delivery options and resourcing requirements to be confirmed.
Evidence, Strategy and Planning						
C&D commercial solution	13	Local Project	Completed	Pilot a recovery solution for mixed commercial C&D waste loads at Silverstream Landfill, testing diversion pathways and operational logistics to inform a scalable long-term approach.	Medium Weight	The project has been completed. The project did not attain the objective of transporting between 5 and 10 hook bins of comingled C&D Waste to Central Environmental (Fielding) for diversion. However, the learnings from preparation and operational stages have been significant and highlight the barriers and challenges to diverting C&D waste in the Lower Hutt and the Wellington region.
SR3 Contaminated soil	12	Regional Project	In progress	Lead a regional investigation into the volumes, sources, contamination profiles, and current disposal pathways for contaminated soil, identifying system-wide opportunities to enable diversion from landfill	Medium Weight	Scope has been finalised, and the next step is procurement to appoint an external provider to deliver the project, supported by participating councils.
Future of residual waste	11	Regional Project	Planning	Undertake an investigation to assess and project the regional flow of waste and the current and future infrastructure and services required to manage known and future residual waste streams (including disposal or alternatives). HCC leads this regional project.	High Weight	Data analysis and modelling are progressing, with planning underway to develop the business case for an options analysis and pathways and procure an external provider, supported at a regional level.
Policy						
Bylaw Implementation (C&D waste)	9	Regionally Coordinated	In progress	Implement the Construction and Demolition (C&D) provisions in the Waste Management and Minimisation bylaw 2021, requiring the submission of a Waste Management Plan for building projects valued over \$2M.	High Weight	HCC is leading regional coordination for C&D bylaw implementation, including development of a compliant Waste Minimisation Plan template, and aligned regional and local communications and engagement.
Bylaw implementation (minimising event waste)	9	Local Project	In progress	Implement the event provisions in the Solid Waste Minimisation and Management bylaw 2021, working with partners to support organisers with compliance, and lift waste minimisation standards for events in Hutt City.	Medium Weight	Following a successful trial of event waste minimisation and resource recovery support, procurement has been completed to secure a delivery partner for ongoing implementation of the event waste bylaw provisions. Nonstop Solutions has been appointed and contract negotiations are underway. The contract will expand support for large and small events across the city, building consistent capability among event organisers through education and practical guidance to improve waste reduction and resource recovery outcomes.
Bylaw review	9	Regionally Coordinated	Planning	Undertake a regionally coordinated statutory review of Council's Solid Waste Management and Minimisation Bylaw 2023–2029 to ensure it remains fit for purpose, aligned with regional priorities, and continues to provide an effective regulatory framework.	Medium Weight	Planned, subject to regional agreement on approach and timing.
Service Transformation						
FOGO kerbside collection and processing	14	Sub-regional Project	In progress	Plan and potentially implement a kerbside food and green organic waste (FOGO) service, including identifying and securing a fit-for-purpose processing solution.	High Weight	The final stage of the procurement process for a regional food and green organics (FOGO) processing solution commenced in October 2025. The tender closed in December 2025, and a panel has been evaluating the tender responses. A decision on the preferred respondent is expected by the end of Q3. This will inform Hutt City Council's decision in 2026 on whether to implement the proposed service.

Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
Kerbside - Contamination reduction	19	Local Project	In progress	Deliver a targeted campaign that reduces contamination, and improves the effectiveness of HCC's kerbside recycling collection service.	High Weight	A targeted media campaign was rolled out over the summer period using existing assets and focusing on problem materials such as food waste and soft plastics. An FAQ resource is at the production stage for use by property managers and will be made available through frontline community contacts. Bin lid stickers are in the final stage of development for new bin rollouts and second red sticker households for an in situ reminder on what can go in the yellow-lid bins. Next steps include engagement with local supermarkets and retailers on point-of-sale recycling reminders.
Battery Recycling	12	Local Project	In progress	Implementing battery recycling collection services in HCC hubs and libraries to improve access, increase recovery, and keep hazardous materials out of homes and landfill.	Low Weight	Battery collection units were successfully trialled at War Memorial, Naenae, and Eastbourne libraries. Following the successful trial, work is underway to roll out additional units at further sites by April 2026.
Silverstream resource recovery improvements	12, 20	Local Project	In progress	Improving the Silverstream Transfer Station layout and signage to improve site operations and expand waste stream diversion options.	Medium Weight	The Silverstream Transfer Station layout has been updated to improve traffic flow and customer access while enabling expanded resource recovery. New dedicated areas for additional material streams (plate glass, tyres, and native timber) support increased diversion to help preserve landfill airspace. Supporting signage has been produced and will be installed shortly to guide correct material separation and promote diversion incentives.

BAU						
Regional project contributions	6, 12	Regionally Coordinated	BAU	Provide or coordinate strategic input and technical expertise to support delivery of 18 regional WMMP initiatives led by HCC or partner councils, helping align projects and maximise shared outcomes. This includes for example, data alignment regionally and waste in emergencies planning.		
Central government advocacy	10	Local Project	BAU	Coordinate advocacy to central government from a regional or local perspective as appropriate, to influence policy and investment decisions that support waste minimisation outcomes.		
Achievement sharing	8	Local Project	BAU	Share achievements in waste reduction and resource recovery from HCC and partner organisations.		
Bylaw Implementation (MUDs)	9	Regionally Coordinated	BAU	Ensure new and redeveloped MUDs meet bylaw requirements for waste and recycling infrastructure, supporting consistent service provision for residents.		
Enviroschools	7	Local Project	Contract	HCC supports waste and environmental education across Lower Hutt through the Enviroschools programme and World of Waste tours for early childhood centres, kura and schools. The programme supports tamariki and rangatahi to build knowledge and capability around waste minimisation, sustainability and kaitiakitanga through practical learning, school-led action, and visits that connect learning to local waste and resource recovery systems.		
Earthlink voucher scheme	12, 20	Local Project	Contract	The Earthlink voucher scheme at the Silverstream transfer station incentivises customers to separate their loads and divert recyclable and reusable materials from landfill. Customers who sort eligible items receive a discount voucher, supporting increased resource recovery.		
SeatSmart	12	Local Project	Contract	The SeatSmart contract, delivered through Earthlink, supports the collection and recycling of used car seats.		
Sustainable Coastlines	17, 18	Local Project	Contract	This contract with Sustainable Coastlines supports regular beach clean-ups across key coastal locations in Lower Hutt, removing litter and marine debris from the environment. It also provides monthly litter monitoring and reporting at selected sites to identify hotspots and trends and inform targeted litter prevention responses.		

10 February 2026
Report no: IARC2026/1/26

Regulatory Matters

Purpose of Report

1. To provide the Committee with an update on regulatory matters associated with resource consents, building control, Land Information Memorandum (LIM) applications, and environmental protection.

Recommendation

That the Committee receives and notes the information.

Resource Consents

2. Table 1 below shows continued improvement in processing times for non-notified resource consents.

Table 1: Non-notified resource consents granted within 20 working days

Financial Year	2023/24	2024/25	2025/26*
Total consents issued within 20 working days	242	280	138
Total consents issued	314	298	142
% issued within 20 working days	77%	94%	97%

**Financial year to date as at 31 January 2026*

3. Table 2 below shows that the number of resource consents received so far in 2025-2026 is consistent with the previous year but is lower than 2022-2023 and 2023-2024 for year to date.

Table 2: Resource consents received by quarter / financial year

Financial year	Q1	Q2	Q3	Q4	Total
2022/23	100	145	69	66	380
2023/24	93	83	79	163	418
2024/25	63	62	41	74	238
2025/26	67	61	13*		141

**Financial year to date as at 31 January 2026*

4. Table 3 below shows that the split of resource consents received between subdivision consents and other consents is generally consistent so far compared to 2024 -2025.

Table 3: Subdivision consents received

Financial Year	2024/25	2025/26*
Subdivision consents	60 (25%)	44 (31%)
All other consents	178 (75%)	97 (69%)
Total	238	141

**Financial year to date as at 31 January 2026*

RMA Compliance

Table 4: Complaints received

Financial Year	2023/24	2024/25	2025/26*
Complaints received	380	465	173

**Financial year today as at 31 January 2026*

Table 5: Compliance notices issued

Financial year	2023/24	2024/25	2025/26*
Infringements	44	41	25
Abatement Notices	7	12	8
Enforcement Orders	0	0	0
Prosecutions	0	0	0

*Financial year to date as at 31 January 2026

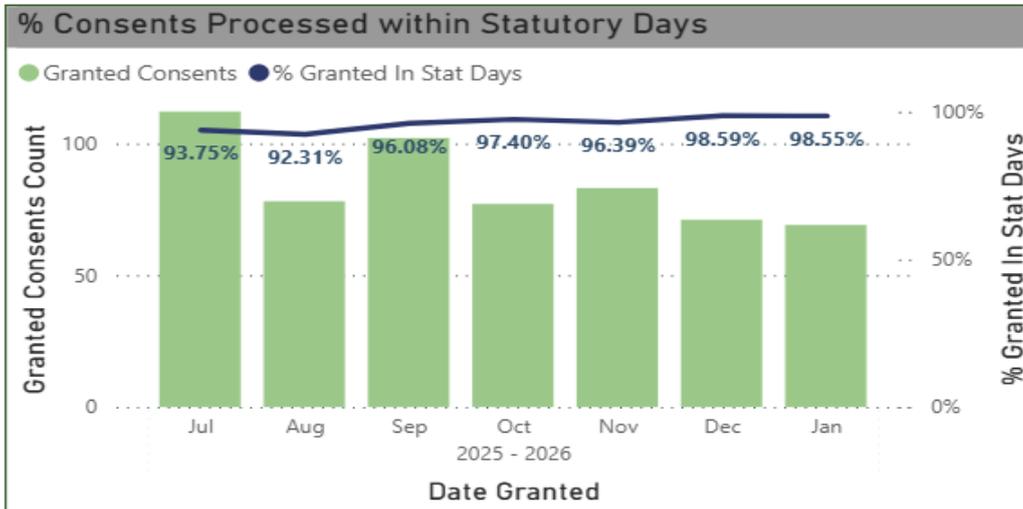
Other information to note

5. The resource consent application from Waste Management New Zealand to construct and operate a Resource Recovery Park in Manor Park was publicly notified on 14 January 2025. Submissions closed on 11 February.
6. A resource consent has been granted to Kakariki Estate Limited to operate a private clean fill at 1044 Coast Road. The consent was granted by an independent commissioner appointed by Council to hear and decide this application. The application was limited notified, and a hearing took place on 15 and 16 December 2025. The consent was granted on 2 February 2026, and submitters have 15 working days to lodge an appeal against the decision with the Environment Court.
7. Wellington Water Ltd (WWL) has submitted a resource consent application for a sludge dryer upgrade at the Seaview Wastewater Treatment Plan. The application is currently on hold for further information.
8. Summerset Villages has submitted a resource consent application for 48 independent living units associated with the Summerset Retirement Village to be located on land that is currently part of the Boulcott Farm Heritage Golf Club. The land was rezoned from general recreation to medium density residential in 2022 (Plan Change 54). The application is currently on hold for expert reviews.
9. Council have been invited to comment on the land exchange application from Winstone Aggregates relating to the extension of the Belmont Quarry overburden area into part of Belmont Regional Park. This application forms part of a broader development proposal that will be advanced through a subsequent substantive application under the Fast track Approvals Act 2024. Comments on the land exchange application are due by 26 February 2026.

Building Control

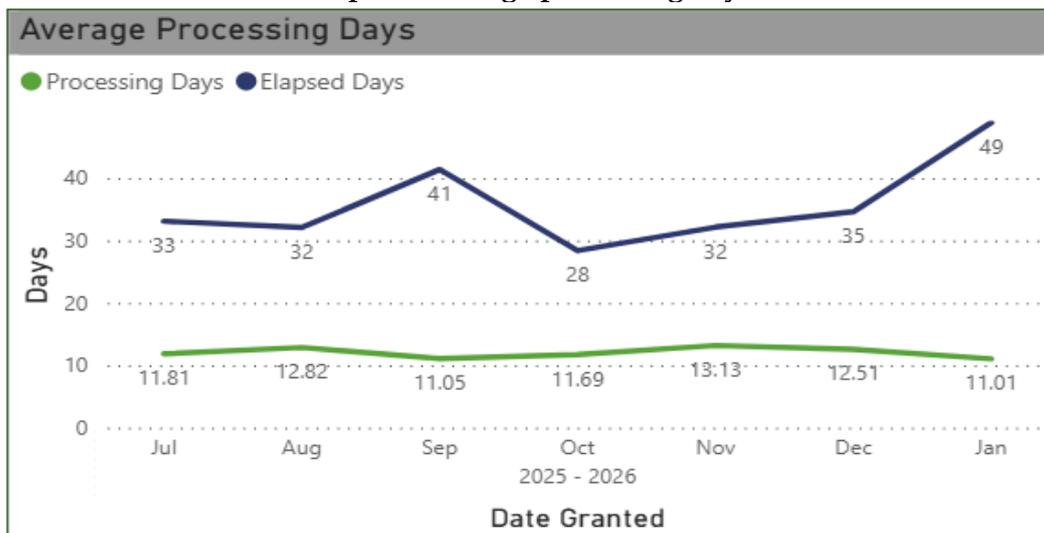
- 10. For FY 2025-26, 595 building consent applications have been accepted and 591 building consents granted. This compares with 592 accepted and 613 granted during the same period in 2024-25.

Graph 1: Consents processed within statutory days



- 11. Building Consent Authorities (BCAs) are required to process consents and Code of Compliance Certificates (CCCs) within statutory timeframes, which is within 20 working days. For FY 2025-26, the BCA’s average statutory timeframe for processing consents was 11.99 days and for processing CCC applications it was 11.93 days.
- 12. Elapsed time is the true time, from a customer perspective, that it takes for the customer to receive their application and includes time when the statutory clock is paused while we wait for the customer to come back with additional information.

Graph 2: Average processing days



3. This financial year, the BCA has issued 522 CCC's and 96% of them were processed within statutory timeframes compared with 498 issued and 98% statutory performance for the same period last year.

Graph 3: Code Compliance Certificates issued



14. The following table provides an indication of where we are currently tracking against performance measures for both building consents and CCC applications.

Table 6: 2024 / 25 Statutory Performance KPIs

2024-2025 KPIs	KPI %	YTD % Achieved
95% Building Consents granted/refused within 20 days	95%	97%
95% Code Compliance Certificates issued/refused within 20 days	95%	96%

Notable Consents

15. Notable building consents received or issued during the period include:
- BC250380 - 41 Percy Cameron St - Avalon Towers final stage for ground floor and levels 1-3 apartment conversion (Status: issued)
 - BC250395 - 14 Hunter St-New Mosque for Lower Hutt Islamic Centre (Status: issued)
 - BC250528 - 28 Rutherford St New Jetts Gym within Harvey Norman complex (Status: issued)
 - BC250569 - 814 High Street - New takeaway McDonalds fitout (Status: issued)

- BC250838 - 638 High Street - Renovation to Hutt Hospital for neonatal unit (Status: being processed)
- BC260031 - 205 Parkway - New Papakainga development at Wainuiomata marae (Status: being processed).

Earthquake Prone Buildings

16. 51 earthquake-prone notices were issued since the start of the financial year. Two earthquake-prone notices were removed during the same period. The total number of properties on the register is currently 307.
17. The territorial authority will write to earthquake-prone building owners affected by the recent legislative changes to extend the period for the building to comply. The earthquake-prone building register will be updated accordingly.
18. All earthquake-prone buildings are recorded on a national register managed by MBIE; more info at <https://epbr.building.govt.nz/>

Inspections of Residential Pools

19. Since the beginning of this financial year, 161 residential pools were inspected. Of the 161 pools inspected, 106 were compliant, and 30 were deemed non-compliant. 25 pools were removed from the register during this period.

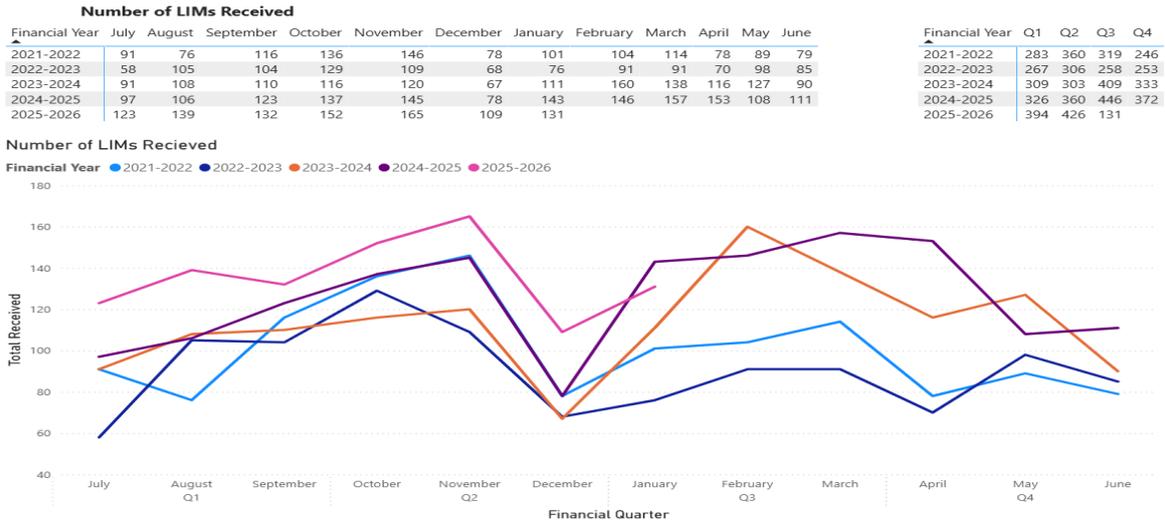
Other Notable Issues

20. The Building team has prepared a submission on the Building (Earthquake-Prone Buildings) Amendment Bill, which will retrospectively be sent to the Transport and Infrastructure Committee.
21. The Building and Construction (Small Stand-alone Dwellings) Amendment Bill introduced changes to the Building Act that made the building of dwellings under 70 square metres exempt from building and resource consent. The changes came into effect on 15 January 2026, and the Building and Planning teams have updated their processes and online guidance material to support people applying to build a granny flat in their gardens.

Land Information Memoranda

22. From 1 August 2025 until 31 January 2026, officers received 828 LIM applications, 33 cancelled and 771 LIM reports issued. 769 were issued within the statutory timeframe of 10 working days, two issued over the statutory timeframe. 737 residential LIMs reports issued along with 34 commercials.

Graph 4: Number of LIMs applications received by month July to June 2025/26.



Graph 5: Number of LIMs applications issued by month July to June 2025/26



Environmental Protection

Environmental Health

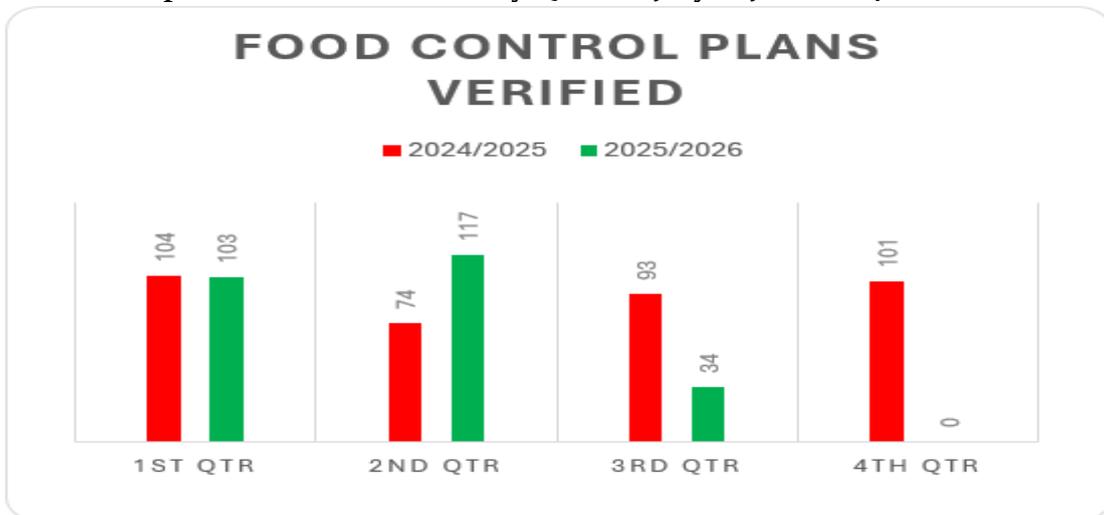
Alcohol Licensing

- 6. As of the end of January 2026, the Alcohol Inspectorate has undertaken 60 compliance checks of licensed premises categorised as ‘high risk’ premises (in addition to newly licensed premises). The team is currently tracking at above 100% (the KPI requires 95% of premises annually). Licensing Inspectors are finding that most licensed premises are operating in compliance with the legislative requirements.
- 7. As at the end of January 2026, Council’s Licensing Inspectors have issued 16 infringement fines to licensees, for breaches of the Sale and Supply of Alcohol Act 2012. This is less than was initially predicted, however it could demonstrate that this enforcement tool (which was widely communicated to licensees before its commencement) is effective in achieving compliance.

Food

- 8. As at the end of January 2026, the food verifiers have undertaken 100% of verifications within their due date. The KPI requires that 85% of existing food premises be verified within one month of the due date.

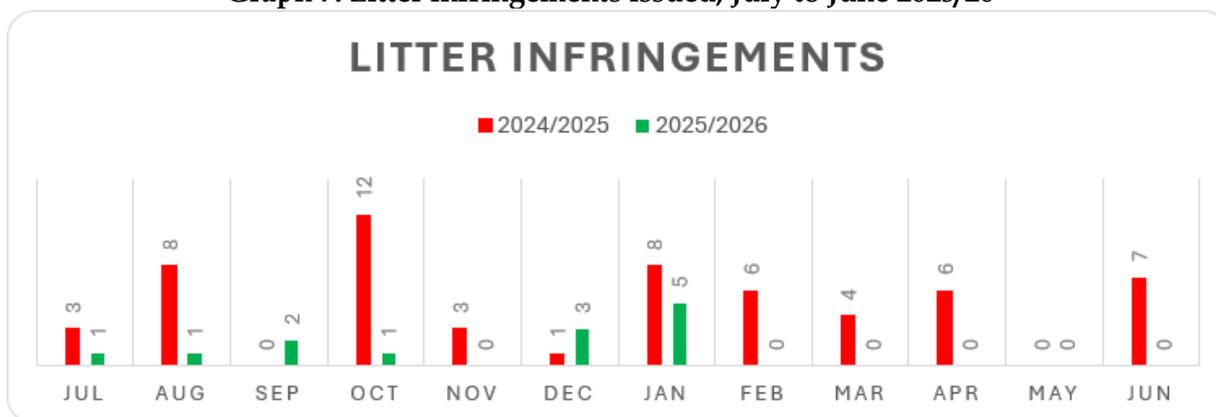
Graph 6: Food Verifications by Quarter, July to June 2025/2026



Litter

9. As at the end of January 2026, 86 complaints had been logged to Environmental Health about fly tipping/illegal littering. This is down considerably from the 131 complaints received at the same time last year. It is unclear exactly why this reduction has occurred, but Council has been slightly more active in the media regarding illegal dumping, particularly large quantities. This may have served as a deterrent to would be offenders.

Graph 7: Litter infringements issued, July to June 2025/26



Noise

10. As at the end of January 2026, 698 out of 758 complaints (92%) were attended to within 45 minutes by Council's noise control contractor (KPI is 85%)
11. Thus far, very few noise complaints have been made regarding Te Wai Takamori o Te Awa Kairangi (Riverlink Project). It is anticipated that some noise complaints will be received, given the size and duration of the project, particularly from night works.

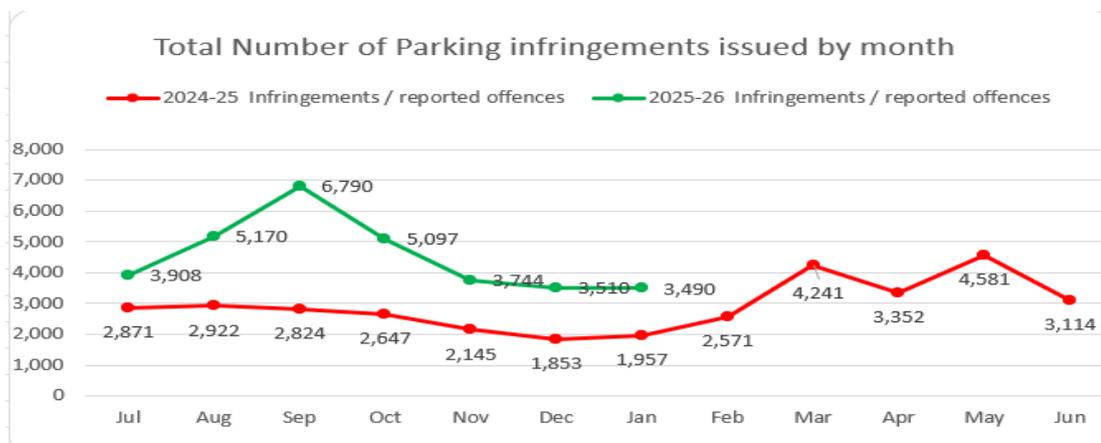
Trade Waste

12. Wastewater treatment user charges are averaging \$285,000.00 per two month period, equating an additional \$15,000 per period over the previous year. These are costs that have been reallocated from ratepayers' responsibility back to the businesses that generate the wastewater.

Parking Services

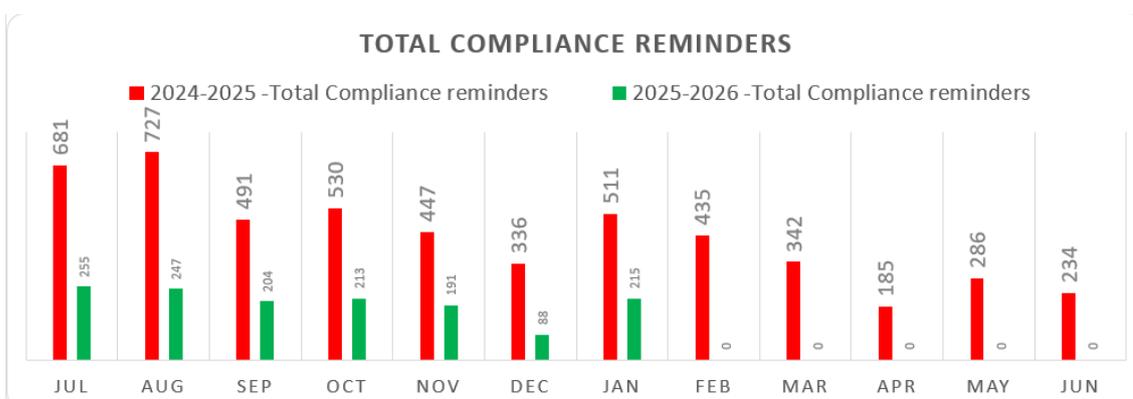
13. As of 31 January 2026, 31,709 infringement notices were issued year to date. The number of infringement notices issued can vary monthly, depending on a range of factors, such as staff absences due to illness and availability.

Graph 8: Total number of parking infringements issued by month July to June 2025/26



14. Parking Services issues compliance reminder notices to motorists, informing them that their warrant of fitness or licence label is close to expiring. This initiative aims to raise public awareness about the hazards of operating an unsafe vehicle, promoting safer communities across Te Awa Kairangi ki Tai, Hutt City. Parking Services issued 1,413 compliance reminders since July 25/26.

Graph 9: Parking compliance reminders by month July to June 2025/26

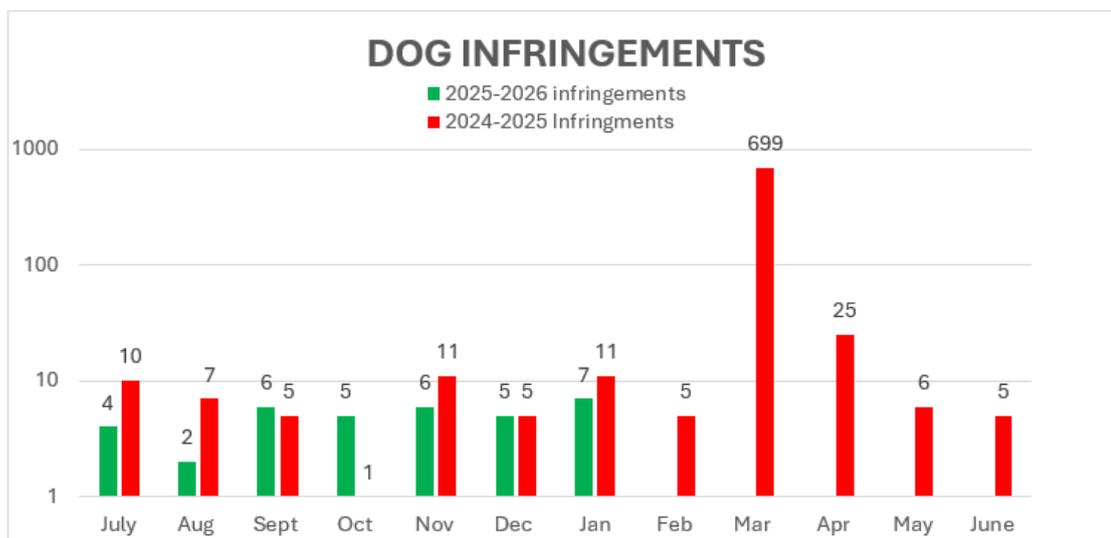


Animal Services

- 15. As of 2 February 2026, there were approximately 10,195 active dogs in Lower Hutt.
- 16. 90.51% of dogs are currently registered for the 2025/26 registration year.
- 17. 70% of dog owners paid the lower dog registration fee of \$133 for a neutered dog.
- 18. 15% of dog owners paid the discounted Responsible Dog Owner (RDO) fee of \$90.

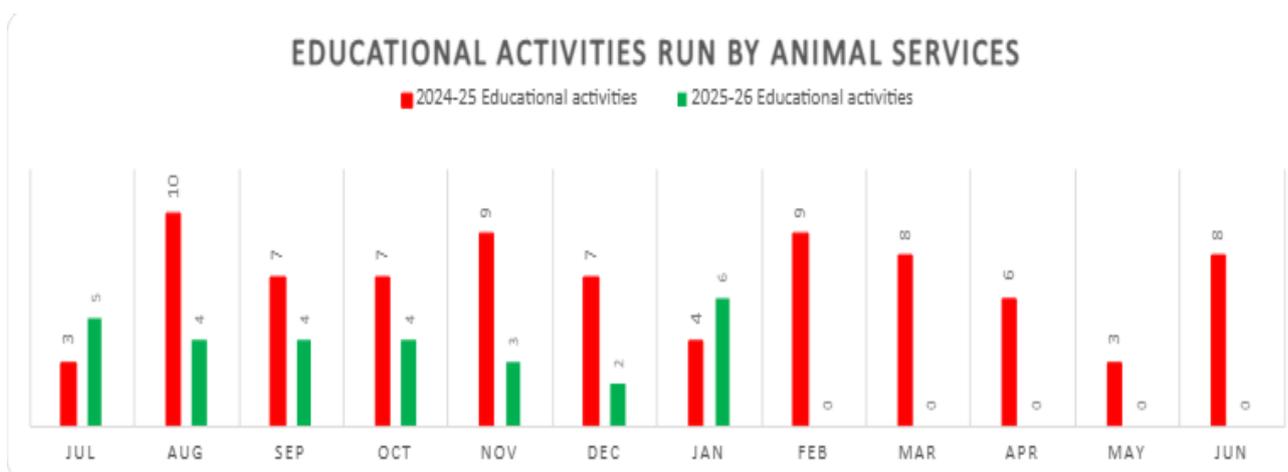
19. Animal Control Officers can issue infringement notices for non-compliance with the Dog Control Act 1996 and under Council’s Dog Control Bylaw. Bulk infringements are issued annually for unregistered and/ or non-microchipped dogs.

Graph 10: Infringement Notices issued by month July to June 2025/26



20. Animal Services has several community outreach programmes, such as community education programmes and on-request and school education programmes. They also visit private residences to assist owners with dog behaviour. As of 30 January 2026, the team has undertaken 22 educational exercises since the start of the 2025/26 financial year.

Graph 11: Educational Activities by Animal Services by month July to June 2025/26



21. There has been an increased focus on roaming dogs in recent months due to a number of serious incidents around the country, which have been reported in the media.

22. Since the implementation of Council's new customer service platform (Te Manu Kairangi), the number of complaints about roaming dogs in our city has increased, the number of attacks has been trending down. Officers believe the increase in reports is likely due in part to the new, more user-friendly reporting system.
23. In the financial year (25/26), officers are aware of 3 attacks on persons requiring hospitalisation/ surgery. These attacks have mostly occurred on private property and have not involved roaming dogs. In response to the increase in reports, Animal Services has started a trial of proactive patrolling in the evenings and on weekends and is using a combination of Animal Control Officer intelligence and AI to analyse all complaints to identify hot spots. Animal Control Officers are assigned to Wards. They build extensive knowledge and relationships, enabling them to support and respond appropriately to incidents.
24. As reported in the 24/25 Annual Dog report, Council partnered with the SPCA to help have 36 dogs desexed, which reduces roaming. The programme is currently on hold as SPCA cannot source sufficient vets.
25. Officers are monitoring the national conversation and considering further actions that may be required.

Climate Change Impact and Considerations

23. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Legal Considerations

24. There are no legal considerations.

Financial Considerations

25. There are no financial considerations.

Appendices

There are no appendices for this report.

Author: Tim Johnstone, Head of Planning, Richard Barton, Head of Building Control and Justin Roberts, Head of Environmental Protection

Reviewed By: Andrea Blackshaw, Director Neighbourhoods and Communities

Approved By: Jon Kingsbury, Director Economy & Development

02 February 2026

Report no: IARC2026/1/25

Retrospective Approval for Council's Submission on the Building (Earthquake- Prone Buildings) Amendment Bill

Purpose of Report

1. To provide an update to the Committee on Council's submission on the Building (Earthquake-Prone Buildings) Amendment Bill and seek retrospective approval on Council's submission.

Recommendations

That the Committee:

- (1) receives and notes Council's submission on the Building (Earthquake-Prone Buildings) Amendment Bill attached as Appendix 1 to the report; and
- (2) retrospectively approves Council's submission.

Background

2. The Building (Earthquake-Prone Buildings) Amendment Bill was introduced to Parliament by the government on 9 December 2025 and is currently with the Select Committee. Submissions to the Transport and Infrastructure Select Committee were due on 16 February 2026.
3. Officers produced a submission, which was approved by Council's Director of Economy and Development and subsequently shared with the Corporate Leadership Team on 9 February 2026.
4. The submission was submitted to the Transport and Infrastructure Select Committee on 12 February 2026.

Appendices

No.	Title	Page
1↓	Appendix 1 - HCC Submission on the Building (Earthquake-Prone Buildings) Amendment Bill	142

Author: Inka Gliesche-Humphris
Building Compliance Manager

Reviewed By: Richard Barton
Head of Building Control

Approved By: Jon Kingsbury
Director Economy & Development



Committee Secretariat
Transport and Infrastructure Committee
Parliament Buildings
Wellington
ti.legislation@parliament.govt.nz

12 February 2026

Kia ora,

Hutt City Council thanks the Transport and Infrastructure Committee for the opportunity to provide feedback on the proposed Building (Earthquake-prone Buildings) Amendment Bill.

Hutt City Council submission on the Building (Earthquake-prone Buildings) Amendment Bill

General Comments

We fully support Taituarā's submission, in particular their comments and recommendations.

Background

While we support the overall intent to move toward a more risk-based and proportionate framework for managing earthquake-prone buildings, successful implementation will rely on clear guidance, and suitable transitional arrangements.

Below, we outline our concerns and provide some recommendations.

1. Earthquake Ratings and Cost Recovery

Concerns

We are concerned about the lack of a cost-recovery mechanism for reissued EPB notices and the administration of extensions. This could have a negative impact on the cost-recovery systems that councils depend on for managing the EPB process.

Recommendations

We recommend that cost recovery be addressed through regulation.

2. Redefined Priority Buildings and Transitional Provisions

Concerns

- The Bill seems to rely on transitional provisions, rather than new statutory timeframes, for re-identifying priority buildings. This raises the question how TAs should prioritise EPB identification during the transition period.
- The absence of a defined timeframe could lead to inconsistent implementation between TAs, potentially affecting the overall objectives of the Bill.

Recommendations

- We suggest timeframes are clearly defined and/or a transitional process be put in place, particularly for previously identified priority buildings.
- We also recommend MBIE develop standard guidelines to promote consistency across TAs.

3. Seismic Work Deadline Extensions

Concerns

The Bill does not appear to provide a formal application process for building owners to seek seismic work deadline extensions. While TAs have the discretion to grant extensions of up to 15 years, the lack of a clear process could create challenges and potential legal issues for councils when making such decisions.

Recommendations

We recommend introducing a formal application process for seismic work deadline extensions. This would help ensure consistency, transparency, and reduce the likelihood of disputes or challenges.

4. Conclusion

We believe further consideration of the Bill as currently drafted would be beneficial. Hutt City Council encourages MBIE to provide appropriate training, technical support, and guidance on the proposed changes following the passage of the Bill. Additionally, continued collaboration with TAs throughout the implementation process will help ensure that the system is practical, and consistent.

TO: Chair and Members
Infrastructure and Regulatory Committee

FROM: Vanessa Gilmour

DATE: 02 February 2026

SUBJECT: INFRASTRUCTURE AND REGULATORY FORWARD PROGRAMME 2026



Purpose of Memorandum

1. To provide the Infrastructure and Regulatory Committee with a forward Programme of work planned for the Committee for 2026.

Recommendations

That the Committee:

- (1) receives and notes the Forward Programme for 2026 attached as Appendix 1 to the memorandum; and
- (2) notes the status update of approved traffic resolutions attached as Appendix 2 to the memorandum.

Background

2. This committee oversees Council's core infrastructure and regulatory functions, ensuring effective governance of city assets, transport and traffic systems (including parking and any other traffic-related matters), and compliance with statutory responsibilities. It provides directions on the planning, delivery, and performance of infrastructure that supports healthy, sustainable, and resilient communities.
3. The forward programme for 2026 provides a planning tool for both members and officers to co-ordinate programmes of work for the year. The forward programme is attached as Appendix 1 to the memorandum.
4. A status update on approved traffic resolutions is attached as Appendix 2 to the memorandum.

Forward Programme

5. The forward programme is a working document and is subject to change on a regular basis.

Appendices

No.	Title	Page
1↓	Appendix 1 - Infrastructure and Regulatory Work Programme 2026	147
2↓	Appendix 2 - Traffic Resolution update and uncompleted list 2024/2025	149

Author: Vanessa Gilmour
Democracy Advisor

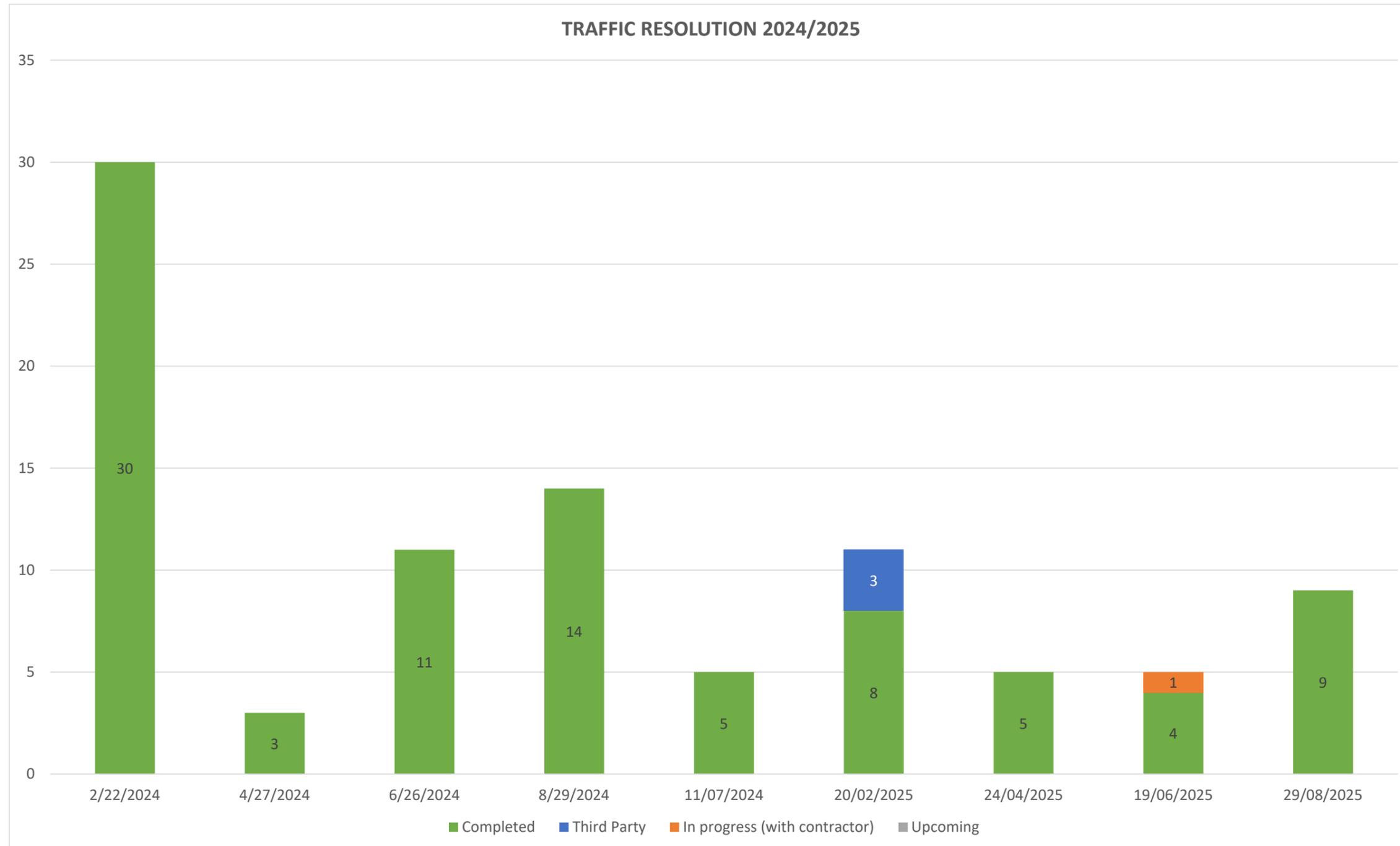
Reviewed By: Kate Glanville
Senior Democracy Advisor

Approved By: Kathryn Stannard
Head of Democratic Services

Infrastructure and Regulatory Committee Work Programme 2026					
Description	Team	7 May 2026	2 July 2026	17 Sep 2026	26 Nov 2026
Work Programme and Traffic resolution list	Democratic Services; Transport	✓	✓	✓	✓
Delegated Authority proposals/ work	Transport	✓	✓	✓	✓
Traffic and Parking Changes <i>(includes: parking controls and road safety improvements)</i>	Transport	✓	✓	✓	✓
Regulatory Matters report	Economy and Development; Neighbourhoods and Communities	✓	✓	✓	✓
Infrastructure Acceleration Fund (IAF)	Economy and Development	✓	✓		✓
Cross Valley Link	Economy and Development	✓			
Streetscapes	Economy and Development			✓	
Three Waters update	Finance	✓	✓		

Silverstream Landfill	Climate, Waste and Resource Recovery	✓	✓	✓	
Sale and Supply of Alcohol (fees) regulations	Environmental Health			✓	

**This work programme is subject to change.*



TR name	Financial year	Restriction Type	Community Board	TR Approval date	TR status	Restrictions	Comments
Proposed Authorised Parking - Wingate Crescent, Naenae	2025	Authorised Parking	Others	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Marine Parade/ Kirkcaldy Street	2025	Authorised Parking	Petone	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Waiu Street, Wainuiomata	2025	Authorised Parking	Wainuiomata	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Mobility Parking 'At All Times' across various locations throughout Hutt City	2025	Mobility Parking	Others	19/06/2025	In progress(with contractor)	Class Restricted (Mobility, Loading Zones,etc)	