



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

9 February 2018

Hutt Valley Flood Management Subcommittee

Order Paper for meeting to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on:

Thursday, 15 February 2018 at 4.30pm

Membership of the Subcommittee

Wellington Regional Council

Cr Lamason (Chair)	Cr Laban (Deputy)	Cr Kedgley
Cr Laidlaw	Cr Ogden	Cr Swain

Hutt City Council

Mayor Wallace	Deputy Mayor Bassett	Cr Milne
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Upper Hutt City Council

Mayor Guppy	Cr Swales	Cr Taylor
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Kara Puketapu-Dentice

Recommendations in reports are not to be construed as Council policy until adopted by Council

Hutt Valley Flood Management Subcommittee

Order Paper for meeting to be held on Thursday, 15 February 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 4.30pm

Public Business

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Please note that these minutes remain unconfirmed until the Hutt Valley Flood Management Subcommittee meeting on 15 February 2018

Report 17.499

5/12/2017

File: CCAB-14-384

Minutes of the Hutt Valley Flood Management Subcommittee meeting held in the Council Chamber, Hutt City Council, 30 Laings Road, Lower Hutt on Tuesday, 5 December 2017 at 4:32pm

Present

Councillors Lamason (Chair), Laban (Deputy Chair), Kedgley, Laidlaw, Ogden, and Swain (from 4:35pm) (Greater Wellington Regional Council), Mayor Wallace, Deputy Mayor Bassett, and Councillor Milne (Hutt City Council), and Councillors Swales and Taylor (Upper Hutt City Council).

Kara Puketapu-Dentice.

Public Business

The Chair advised that in accordance with Standing Order 3.5.6, an oral update on Te Awa Kairangi/Hutt River toxic algae blooms would be given to the Subcommittee, which was an item not on the agenda.

1 Apologies

Moved

(Mayor Wallace/ Cr Ogden)

That the Subcommittee accepts the apology for absence from Mayor Guppy and an apology for lateness from Councillor Swain.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation.

4 **Confirmation of the minutes of 2 November 2017**

Moved

(Cr Swales/ Cr Taylor)

That the Subcommittee confirms the minutes of 2 November 2017, Report 17.445.

The motion was **CARRIED**.

General

5 **Te Awa Kairangi/Hutt River toxic algae bloom update**

Mark Heath, Senior Environmental Scientist, updated the Subcommittee in relation to the high levels of toxic algae in Te Awa Kairangi/Hutt River.

The Subcommittee was advised that due to hot weather and a lack of rainfall, the toxic algae level has progressively increased. It was determined that the toxic algae had reached such a high level that the first priority was to communicate and engage with the public for the public's safety. The next key messaging will be to educate the public on the causes of the algae and the best ways of controlling it.

The Subcommittee raised matters such as signage in various languages and public access to the river. It was noted that related matters would be discussed at the Environment Committee on 6 December 2017.

Cr Swain arrived during consideration of this item at 4:35pm.

6 **Hutt Valley Flood Management Project Manager's Report**

Alistair Allan, Team Leader, Floodplain Management Plan Implementation, spoke to the report.

Report 17.485

File: CCAB-14-380

Moved

(Mayor Wallace/ Cr Taylor)

That the Subcommittee:

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

RiverLink

7 **RiverLink Project Manager's Report**

Alistair Allan, Team Leader, Floodplain Management Plan Implementation, spoke to the report.

Roger Burra, Project Liason, NZ Transport Agency, gave a presentation in relation to the Melling railway station move, and how this was a good opportunity to raise awareness of RiverLink in connection with the station. The Subcommittee was advised that the public was generally supportive of the Melling railway station move.

Report 17.404

File: CCAB-14-350

Moved

(Mayor Wallace/ Cr Swales)

That the Subcommittee:

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

Noted: The Subcommittee acknowledged the work by officers in relation to engagement with the public on the Melling railway station move, which bodes well for the project moving forward.

The meeting closed at 5:23pm.

Cr P Lamason
(Chair)

Date:



Report 2018.18
Date 26 January 2018
File CCAB-14-386

Committee Hutt Valley Flood Management Subcommittee
Author Alistair J N Allan, Team Leader, FMP Implementation

Project Manager's Report

1. Purpose

To update the Subcommittee on progress made with general Hutt Valley Flood Management (HVFM) projects.

2. Background

Greater Wellington Regional Council (GWRC) has ongoing projects within the Hutt Valley and its wider catchment. Major projects are further detailed in separate reports. This report tracks and reports on progress of all projects and provides references to major project reports.

The projects are included in or guided by the Hutt River Floodplain Management Plan 2001.

3. Te Awa Kairangi/Hutt River Environmental Strategy Action Plan

Te Awa Kairangi/Hutt River Environmental Strategy Action Plan (the Plan) is in its final review phase prior to endorsement. This engagement is running during February and March and provides an opportunity for officers to share knowledge about the Plan with the community.

The community engagement, which commenced on 7 February 2018, includes an online and social media campaign to support face to face contact. This includes feedback opportunities and forms for comments on the plan available in hard copy and online versions. Copies of the Plan are also available at council offices and public libraries.

Two evening community workshops will be held for the public to come and hear a presentation about the Plan and to discuss it with the project team. One is to be held in Upper Hutt at the Cosmopolitan Club on Monday, 19 February, and the other will be in Lower Hutt at the Avalon Pavilion on Thursday, 22 February, both at 6:30pm.

Other key engagement opportunities include promotion of the Plan through the Hutt River Gravel Grab, Moonshine Bridge on 10 February and at the RiverLink Festival of Rock on 11 February.

An offer has also been extended to established community groups to present as part of their regularly scheduled meetings, if they have space for guest speakers on their agendas.

A summary flyer of the Plan is in development by the project team. This will provide an overview of the Plan, what it seeks to achieve, and highlight key actions in the near future. Draft versions of this summary flyer are intended to be used during this engagement phase, and a final version published alongside the plan following its endorsement.

We are also considering an update to the Hutt River Trail brochure, to more closely associate this with the Plan and summary flyer.

4. Port Road Erosion Protection

A negotiated price contract for the procurement of design and consenting services is nearing completion for the GWRC-managed length of the Hutt River Mouth i.e. between Waiwhetu Stream confluence and northern end of Port Road.

The agreement to the revised scope of services brings some of the design and implementation services back in-house to GWRC, who will be undertaking the procurement and contract management for the supply and delivery of rock, and the supervision of the rock placement along this reach.

The delivery programme for design and consent lodgement is scheduled for the end of April 2018.

GWRC Flood Protection has provided Hutt City Council (HCC) and their technical advisors with the Reviewer's design comments for the HCC portion of the Port Road bank erosion protection work. The sign-off for the Affected Parties Approval Form shall be given by GWRC upon receipt of amendments to the design.

5. Pinehaven

5.1 Upper Hutt City Council Plan Change 42

A verbal update will be provided at the meeting.

5.2 Channel Improvements

Design, consenting and outline construction programmes have been prepared and are ready to commence on completion of the Plan Change 42 process.

6. Waiwhetu Stream Weir – Fish migration improvements

The existing weir structure in the Waiwhetu Stream, near to St Ronans Avenue adjacent to the Open Polytechnic, is a 1m, near vertical barrier to fish passage.

This barrier obstructs fish migrating upstream. Spat ropes have previously been installed by the Friends of Waiwhetu Stream group; however these are only effective for a small percentage of the fish population. There have been sighting and recordings of small native fish climbing the weir during ideal flow conditions, but the range of flows that this is occurring is believed to be small.

The Friends of Waiwhetu Stream group and GWRC staff are collaborating to increase fish numbers able to migrate past the weir by investigating improvements to the weir design and are considering options to bypass the weir. Two of these are discussed below.

6.1 Weir modification or replacement

GWRC completed design for weir modification in October 2017 which was based on NIWA fish pass guidelines. However, this created a structure that would cost several hundred thousand dollars to build. This cost is considered to be too great and exceeds current budgets for environmental and ecological stream improvements. The work has been useful in recording and creating information that can be used in alternative designs. The Friends of Waiwhetu Stream group is using this information to develop and test alternative design ideas which is being supported by GWRC.

6.2 Fish ramp retrofit installation

This option involves adding a floating fish ramp to the existing weir structure. This is a comparatively low-cost way of increasing the percentage of fish that can migrate passed the existing weir. It is currently deemed a good interim solution as it is an improvement over the current fish passage for the weir. However, it is acknowledged that it has known and observed flaws.

Two separate designs were considered for this type of fish pass, one which is a straight, floating ramp, and a second which more rigidly attaches to the weir.

The floating fish ramp will be installed on the weir as a trial. Similar ramps have been successful in other small streams in the Wellington Region.

6.3 Monitoring effectiveness of fish pass improvements

The Friends of Waiwhetu Stream group are conducting a fish count on 16 and 17 February 2018, up and down stream of the weir prior to the addition of the floating fish ramp. This will establish baseline data that can be used to prove the effectiveness of the fish ramp installation.

7. Hutt River Gravel Grab

The annual Hutt River Gravel Grab is scheduled for Saturday, 10 February 2018. The event is expected to be as popular as ever, and will be used as an opportunity to promote the work being done up and down Te Awa Kairangi/Hutt River. In particular, information will be provided for the Environmental Strategy Action Plan and RiverLink.

A verbal update on the success of the event will be provided at the meeting.

8. Consideration of Climate Change

The matters addressed in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

8.1 Mitigation assessment

Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.

HVFM projects are subject to GWRC's initiatives designed to minimise greenhouse gas emissions and enhance sequestration capacity where possible. These include the proposed Code of Practice (which guides all river management activities undertaken by GWRC for the purposes of flood and erosion protection across the Wellington Region), the GWRC corporate sustainability programme, and GWRC's procurement process and will encourage suppliers and contractors to minimise emissions.

8.2 Adaptation assessment

Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.

GWRC plans for climate change in assessing the degree of future flood hazard and in determining an appropriate response GWRC applies the following allowances for climate change predicted to occur over the next 100 years in the design criteria for flood hazard investigations:

- Increases in rainfall intensity – 20%
- Sea level rise – 0.8m

9. The decision-making process and significance

No decision is being sought in this report.

9.1 Engagement

Engagement on this matter is unnecessary.

10. Recommendations

That the Subcommittee:

- 1. Receives the report.*
- 2. Notes the content of the report.*

Report prepared by:

Alistair J N Allan
Team Leader, FMP
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management



Report 2018.19
Date 26 January 2018
File CCAB-14-387

Committee Hutt Valley Flood Management Subcommittee
Author Alistair J N Allan, Senior Projects Engineer

RiverLink - Project Manager's Report

1. Purpose

To update the Subcommittee on progress made with the RiverLink Project (formerly named the Hutt River City Centre Upgrade Project - HRCCUP).

2. Background

RiverLink extends from Kennedy Good Bridge to Ewen Bridge, and aims to provide better flood protection, transport and lifestyle for central Hutt. The Project, now in the Preliminary Design phase, is progressing well and the technical aspects of the preliminary design have been completed.

Officers aim to seek Subcommittee recommendations to proceed to the next phase in 2018, following the extensive Subcommittee workshop sessions held in the second half of 2017. The next phase of the Project will be to prepare design plans and applications for statutory approvals to carry out the physical work. The Preliminary Design phase addresses issues raised by stakeholders, landowners adjacent to the Project area, and the wider community. This phase also keeps them informed of progress.

3. Financial summary

	Spent \$M	Current Budget Estimate \$M	Comment
Flood Protection Works	\$1.9	\$42	Preliminary design and trial wetland expenditure only, project implementation has not commenced. Project cost estimate has been included in GWRC LTP 2018-2028

GWRC property requirements	\$20	\$83 (gross purchase estimate May 2017)	Purchased 26 In negotiation 49 Subtotal 75 Total Required 118 Forecast estimate has been included in GWRC LTP 2018 – 2028.
Melling Intersection Investigations	TBC	TBC \$28	NZTA indicative business case completed, June 2017. The Transport Agency's investigations have confirmed that the Melling railway station will need to move in order to provide space for improvements to the intersection. Estimate for Melling Bridge component of intersection included in original cost estimate figures.
Making Places	\$0	\$32	HCC fees total cost estimate being refined by this phase
HCC property	\$0	\$7	
Total	\$21.9	\$192	

4. RiverLink

4.1 Preliminary Design Report

Officers intend to seek Subcommittee recommendations to proceed to the Detail Design and Consenting phase at the next Subcommittee meeting which is currently being rescheduled to fit with adjustments to the GWRC's work programme.

The recommendation of the Preliminary Design will include an independent engineering peer review of the flood protection designs. This peer review is being completed by HR Wallingford. An officer and reviewer workshop is scheduled for 7 March 2018 and the final peer review report is due on 22 March 2018.

The Preliminary Design recommendation will recommend the flood protection component of the works and report on the Making Places and Melling Intersection design components that are subject to separate endorsement processes. The report will highlight the benefits that come from alignment of these projects under the RiverLink umbrella.

The Preliminary Design report outline will include;

- Report on the independent peer review
- Summary of the Preliminary Design
- Report on Making Places RiverLink components
- Report on Melling Intersection RiverLink synergies
- Summary of implementation programme and costs
- Risks and synergies between project components

- Recommendation of Flood Protection Preliminary Design as part of RiverLink project.

4.2 Community Engagement January to April

On 21 January 2018, the RiverLink container was at Battle Hill Farm Day. Officers spoke with several hundred people from across the Wellington Region. The content of the container was focused on the ecological and biodiversity opportunities to be delivered by the RiverLink Project.

Between 7 February 2018 and 1 April 2018, the RiverLink container will be (weather permitting) located at the Riverbank beach. Key dates during this period are:

- **11 February 2018**
RiverLink Festival of Rock
<http://www.gw.govt.nz/riverlink-festival-of-rocks/>
- **21 February 2018**
RiverLink Ramble (Max 50 people, bookings open from 7 February 2018)
<http://www.gw.govt.nz/riverlink-ramble/>
- **1 April 2018**
Easter at the Riverbank beach

Advertising and coverage has occurred through the Hutt News (issue dated 6 February 2018), Facebook posts (GWRC, Hutt City Council and NZ Transport Agency) and posters. Information will also be handed out at the Hutt Gravel Grab on 10 February 2018.

RiverLink Newsletter No. 9 was issued on 8 February 2018. The newsletter covered promotion of the summer events at Riverbank beach, the NZ Transport Agency Melling Train Station survey results and the RiverLink presentation at the HighLight Carnival in October 2017, see [Attachment 1](#).

The survey for Melling Train Station conducted by NZ Transport Agency closed on 31 January 2018. The survey established what railway station amenities are most important to improve for commuters using the Melling Train Station. 100 people participated in the survey.

5. Consideration of climate change

The matters addressed in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

5.1 Mitigation assessment

Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.

The GWRC components of the RiverLink Project are subject to GWRC's initiatives designed to minimise greenhouse gas emissions and enhance sequestration capacity. We will work with our project partners to develop a

joint procurement approach that supports GWRC's mitigation objectives once we have entered that stage of the design process. The current basis that will be referred to for this includes the proposed Code of Practice (which guides all river management activities undertaken by GWRC for the purposes of flood and erosion protection across the Wellington Region), the GWRC corporate sustainability programme and GWRC's procurement process and will encourage suppliers and contractors to minimise emissions.

5.2 Adaptation assessment

Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.

The design development for RiverLink acknowledges the need to adapt to a changing climate and aims to address these predicted impacts. GWRC has included allowances for climate change impacts and these are being finalised for the purposes of completing RiverLink Preliminary Design.

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is unnecessary.

7. Recommendations

That the Subcommittee:

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

Alistair J N Allan
Team Leader, Floodplain
Management Plan
Implementation

Report approved by:

Graeme Campbell
Manager, Flood Protection

Report approved by:

Wayne O'Donnell
General Manager, Catchment
Management

Attachment 1: RiverLink Newsletter No.9

RiverLink

Better flood protection, transport and lifestyle for Lower Hutt

Newsletter 9
February 2018



Riverbank Beach Summer Events

Te Awa Kairangi / Hutt River is Our Taonga, Our Jewel

At a time when water quality has been in the headlines for all the wrong reasons, The RiverLink flood protection project is gearing up to improve the water quality of Te Awa Kairangi / Hutt River.

Do you have fond childhood memories of playing in the Hutt River and enjoying everything the river park corridor has to offer? The great news is that things are going to get better!

RiverLink will improve the health and habitats in and along the Hutt River. There will be more fish habitat, with a mix of pools, fast flowing shallow water, vegetation, rocks, and undercut banks - all the things that short-fin eel (tuna), trout, whitebait (inanga) and common bully (toitoi) need to thrive.

One of RiverLink's main goals is to make Lower Hutt safe from major floods. This means widening the river channel, raising the height of stopbanks and making more space for floods under Melling Bridge. These big changes present us with opportunities. Greater Wellington Regional Council, Hutt City Council and the NZ Transport Agency are exploring how to maximise the benefits of working together to achieve our goals of better flood protection, transport and lifestyle for Lower Hutt.

Come see us at the RiverLink engagement container and have a play at the Riverbank Beach, join in our summer activities and learn more about RiverLink.

See you soon!

Schedule of Main Events

for more Riverbank Beach Summer events go to www.RiverLink.co.nz

SAT 10 FEB

10am to 2pm **RiverLink container open!**

SUN 11 FEB

10am to 2pm **Festival of Rock** – rock the beach! Rock art, rock skimming, rock sculpting, rock painting, rock hopping to see bugs, face painting, music and of course...coffee!

WED 21 FEB

6pm to 7.30pm **RiverLink Ramble** – Meet some of the project team at the Riverbank carpark next to Margaret Street for a guided walking tour of the RiverLink city section between Ewen and Melling Bridges

Bookings essential through Greater Wellington Great Outdoors 2018

SUN 1 APR

10am to 2pm **Easter Rock Hunt** – Hunt for a coloured rock, paint your design and score yourself a delicious easter egg. Before you hop on home come and visit our rocking face painter

Moving the Melling train station: Rail commuters have their say

The week of 20 November, the RiverLink engagement container was set up at the Melling train station and commuters were invited to tell the project partners what they thought about moving the Melling station south of its current location.

“The people who use the station every day have important insights that will help us shape the next steps of the project. We were delighted to hear that people largely support moving the station and are enthusiastic about our opportunity to rejuvenate Hutt centre,” says Rebecca Polvere, RiverLink project manager.

The project team were available at the container during the morning and evening commute to explain the proposal to commuters and hear their thoughts on how such a move would impact their commute. During this time about 200 people visited the container and talked with the project team.

While most commuters said that shifting the station 250 to 500 metres south of its current location wouldn't significantly impact their commute, many raised the merits of extending the Melling line further north so that additional suburbs would have access to public transport. A number of commuters also suggested extending the hours

of operation later into the evenings and offering weekend service.

Walking to the station and crossing SH2 from the western suburbs was one of the most frequently raised topics “There was strong support for addressing how people walk across the SH2 at the Melling intersection and we heard many comments about the safety and crossing wait time problems people currently experience, we heard so many stories about watching the train pull away from the platform while standing on the wrong side of the highway. People are very keen to have a new intersection that would be safer, quicker and easier to cross,” says Rebecca.

Parking was another hot topic. People strongly supported the proposal to provide additional parking at a new station but some wondered how the loss of the riverbank parking would impact parking availability for commuters. Several people mentioned that station parking is currently being taken by people who don't actually use the train but instead work in Lower Hutt and are attracted to the free parking. The project team were encouraged to consider ideas on how parking at a new station could be managed to meet the needs of the community.



Rail commuters sharing their ideas on Melling station with the RiverLink project team

Weather protection, walking and cycling access and security are top-rated amenities for new Melling station

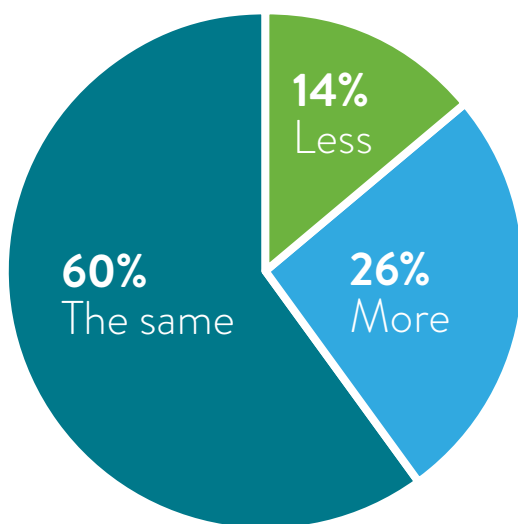
If a new Melling station is built south of the current station, there are opportunities to preserve what people like about the current station and to consider additional amenities. The RiverLink team conducted an online survey to learn what people would like to see at or nearby a new station. Forty-three people took part in the survey.

Topping the wish list of amenities were weather protected waiting facilities, good pedestrian and cycling access to the station and security measures such as security cameras and lighting. Suggestions of 'other' things people would like to see included: ticket kiosk, public toilets, bike lockers and post boxes.

The two most popular businesses and services people wanted to see near the station were a mini-mart and restaurant/take-away. Consistent with what the project team heard when talking to commuters, there were also numerous suggestions to extend the hours and days of operation and extend the line further north.

The survey asked if people would use the station 'more', 'the same' or 'less' if the station were moved. Sixty percent of respondents said moving the station wouldn't change how much they use it, while 26% said they would use it more and 14% said they would use it less. Those who said they would use it more cited the better access to the city centre and Queensgate that would be provided by the pedestrian and cycle bridge across to Margaret St. Most of those who said they would use a new station less, cited the additional walking distance from the western hill suburbs as the reason.

If the train station is moved, would you use it more, the same or less?



River of light

The RiverLink engagement container and project team were at Lower Hutt City's Highlight - Festival of Lights in October 2017. RiverLink partnered with Victoria University Wellington landscape architect students Nicole Crawford and Kadin Hegglun to create Down to the River, a river themed light and sound landscape inspired by the RiverLink designs and the River. Thousands of people walked through the experience and talked to the RiverLink design team.

Down to the River was one of around 20 exhibits and dozens of entertainers that attracted tens of thousands of people to central Lower Hutt over four nights.

Hutt City Council's Urban Design Manager, Paki Maaka, was delighted with the amount of interest in RiverLink and people's understanding of the project and its potential.

"For Lower Hutt, RiverLink is so much more than making us safer from floods. It's great to see so many of our residents taking an active and informed interest in the project and sharing their ideas about making Lower Hutt better. Later this year we'll share with the community more of the preliminary design and a model of what RiverLink will look like when the city turns to face the river," he says.

RiverLink provides an opportunity for Lower Hutt to refashion the area between the city and the river into a lively recreational belt around the Hutt City centre. A promenade will be created that connects to and over the flood protection stopbanks and will include a pedestrian bridge from Margaret Street to Pharazyn Street, opportunities for urban living in new apartments and space for cafes and retail overlooking the river.



RiverLink community engagement at Highlight - Festival of Lights

Is Te Awa Kairangi / Hutt River your spot?

It's that time of year again: that time when the weather comes onside - when more and more Kiwis connect with their favourite local spot to exercise, play, hunt, eat, and immerse themselves in the mana of our region's water. To make sure these places are safe for us all, Greater Wellington Regional Council monitors water quality at sites across the region, plans for better water quality outcomes and works with users to ensure we all effectively manage this precious resource.

Tell us What Spot you connect with water in the Wellington Region <http://bit.ly/whatspot>

Follow
Greater Wellington
Regional Council,
Hutt City Council and
NZ Transport Agency



For further information:
www.riverlink.co.nz
info@gw.govt.nz
or call (04) 384 5708
or freephone 0800 496 734

