

# Council Workshop, 26 February 2026

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Information considered in the workshop.

# **Te Wai Takamori o Te Awa Kairangi (RiverLink) Update**

**Council Workshop - *26 February 2026***

# RiverLink – Upgrading Flood Protection



Flooding in Lower Hutt City Centre,  
January 2005 (1 in 25-year flood event)

# Background at a glance

- Programme commenced in 2012 as a partnership between Greater Wellington Regional Council (GW), Hutt City Council (HCC) and NZ Transport Agency Waka Kotahi (NZTA).
- Objectives: improved flood protection between Kennedy Good Bridge and Ewen Bridge; support growth in Lower Hutt; enhance the mana and mauri of Te Awa Kairangi / Hutt River and its people; improve access and safety between State Highway 2 (SH2) and the city.
- Originally planned to be delivered by a single principal hybrid Alliance with one delivery plan.

# What changed and why

- 2022: Consent design across partners was not confederated.
- 2023: Confederation exposed significant cost and scope issues.
- Late 2024: Proposed bridge designs signalled risks to meeting flood resilience outcomes.
- Response: affordability and performance issues drove a rescope of the delivery model. GW and HCC exited the Alliance, and the Project Partnership Agreement (PPA) which governed delivery of Phase 2A was terminated by mutual agreement.
- Delivery split into three coordinated projects. GW now self-delivers flood risk mitigation works.
- Key implications: clearer scope ownership, but more interface management across parties (sequencing, property access, and negotiating designs and work packages). **Requires contractual mitigation.**

# How the agreements fit together

- Relationship Agreement: how partners work together to achieve programme goals (scope, governance, dispute resolution).
- Commercial Delivery Agreements (CDAs): allow one partner to deliver works for another, set cost attribution and quality standards.
- Design Review Agreement (DRA): protects river corridor and flood system performance with a shared design review process before works proceed.
- Utility relocation and cost contribution agreements: electricity, gas and other services.

# Relationship Agreement (RA)

- Replaced the Project Partnership Agreement (PPA) and confirms delivery, interface and property access processes.
- Allocates scope and funding responsibilities (exact amounts are agreed separately).
- Sets who funds, owns and maintains assets long-term.
- Creates governance and dispute pathways; protects each party's statutory roles.
- Changes only by agreement; must comply with the joint environmental approvals.

# Commercial Delivery Agreements (CDA)

- Between NZTA and GW; and between HCC and GW.
- NZTA–GW CDA signed; HCC–GW CDA is under negotiation.
- Specifies who delivers which works for whom; sets quality and design standards.
- Resolves fixed historical costs and defines how ongoing costs are reconciled.
- Clarifies funding parameters: standard works vs requested improvements.

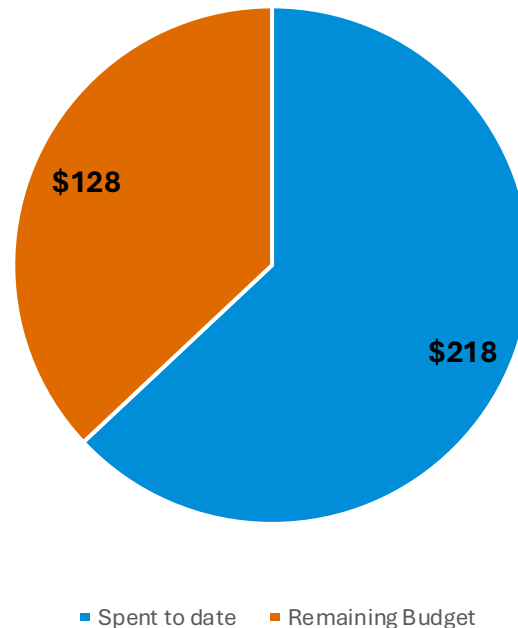
# Design Review Agreement (DRA)

- Confirms the hydraulic models to be used as the agreed assessment models.
- Sets the baseline levels for optimal river corridor and flood protection system performance.
- Sets a shared review process for any works that affect the river corridor or flood protection system.
- Establishes agreement for mitigations to draw on contingency if required.
- Uses the Relationship Agreement's dispute pathway and survives for the term of the Relationship Agreement.

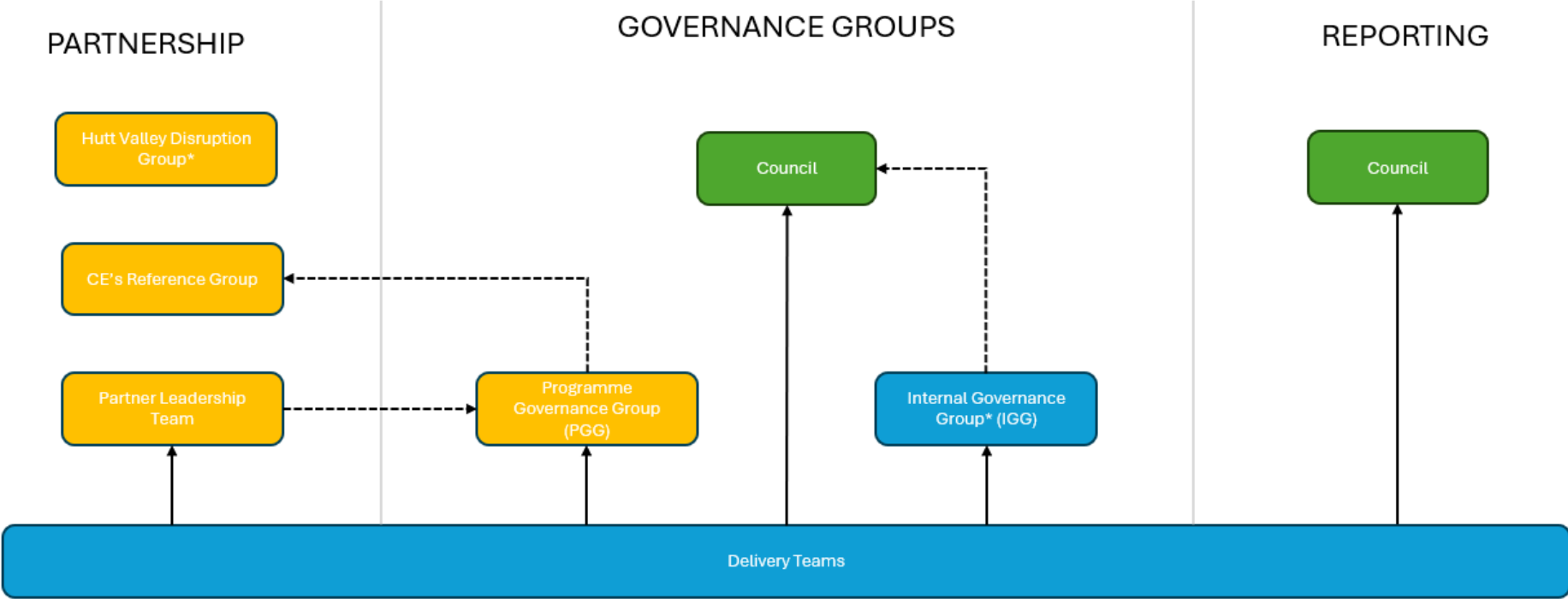
# RiverLink Funding

- 41.3% of the total project cost is funded by non-HCC ratepayers via the general rate.
- The project has spent \$218m to date with \$128m approved budget remaining, as at 30/1/26. Of this, \$132m has been spent on property acquisition.

CAPEX budget and spend (\$m)



# Governance



\*Links for Hutt Valley Disruption Group are still being developed

- Key**
- Council based groups
  - Project based groups
  - External groups
  - Direct escalation
  - - - - Indirect escalation

# Key risks and how we are managing them

- Cost and scope ownership across partners → Clarify through Commercial Delivery Agreements and change control; regular commercial wash-ups and strong commercial and project disciplines.
- Sequencing across three projects → Coordinated Delivery Plan (CDP) and interface management; clear hand-offs.
- Property access → Early engagement with owners/occupiers; statutory pathways if required.
- Design/bridge interfaces with partners → Design Review Agreement process using agreed models and performance baselines.
- Safety (worksites and river users) → Strong H&S management, public information and traffic management.
- Gravel disposal costs → Market engagement and reuse options where practicable.

# Works Completed - Mills Street Stopbank Stage 1



Mills Street Stopbank Stage 1 construction; further works staged to maintain flood protection while minimising disruption.

# Works Completed - Bioengineering at Belmont

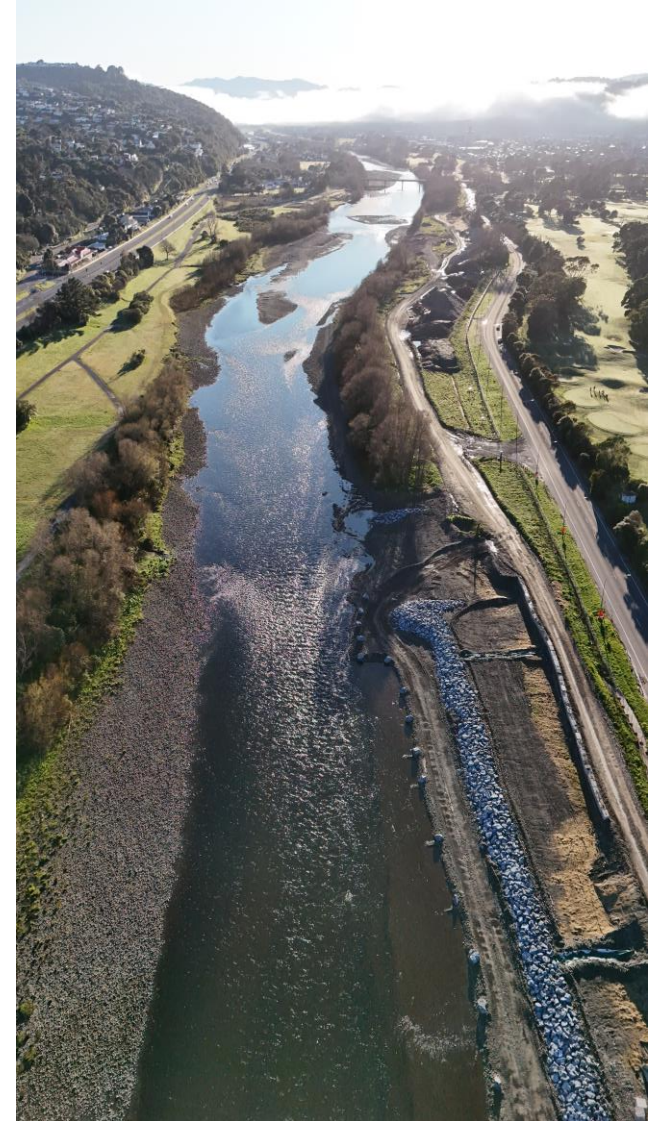


Preparing sites for bioengineering works that stabilise banks using living systems (e.g. willows, native planting) alongside engineering measures.

# Current Work - Rocklines



Rockline construction to protect vulnerable river edges and maintain channel performance.



# Utility Relocations

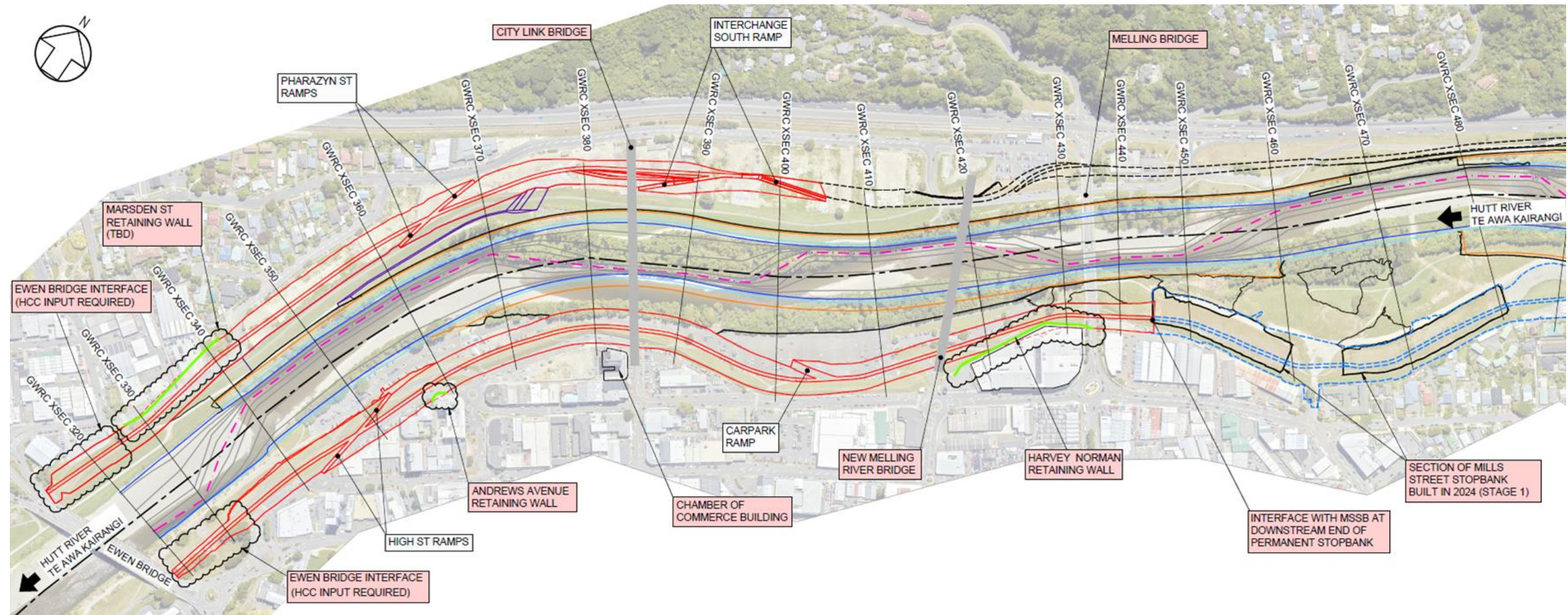
## **WELL High Voltage Cables**

- GW is the formal “requestor” under the Electricity Act for relocating WELL’s 33kV assets.
- Pass-through model: WELL delivers; GW manages/facilitates; no service obligations owed by GW to other partners. Tri-partite agreement (GW, NZTA, HCC) confirms the pass-through model and sets percentage cost splits, variation controls, and dispute resolution processes.

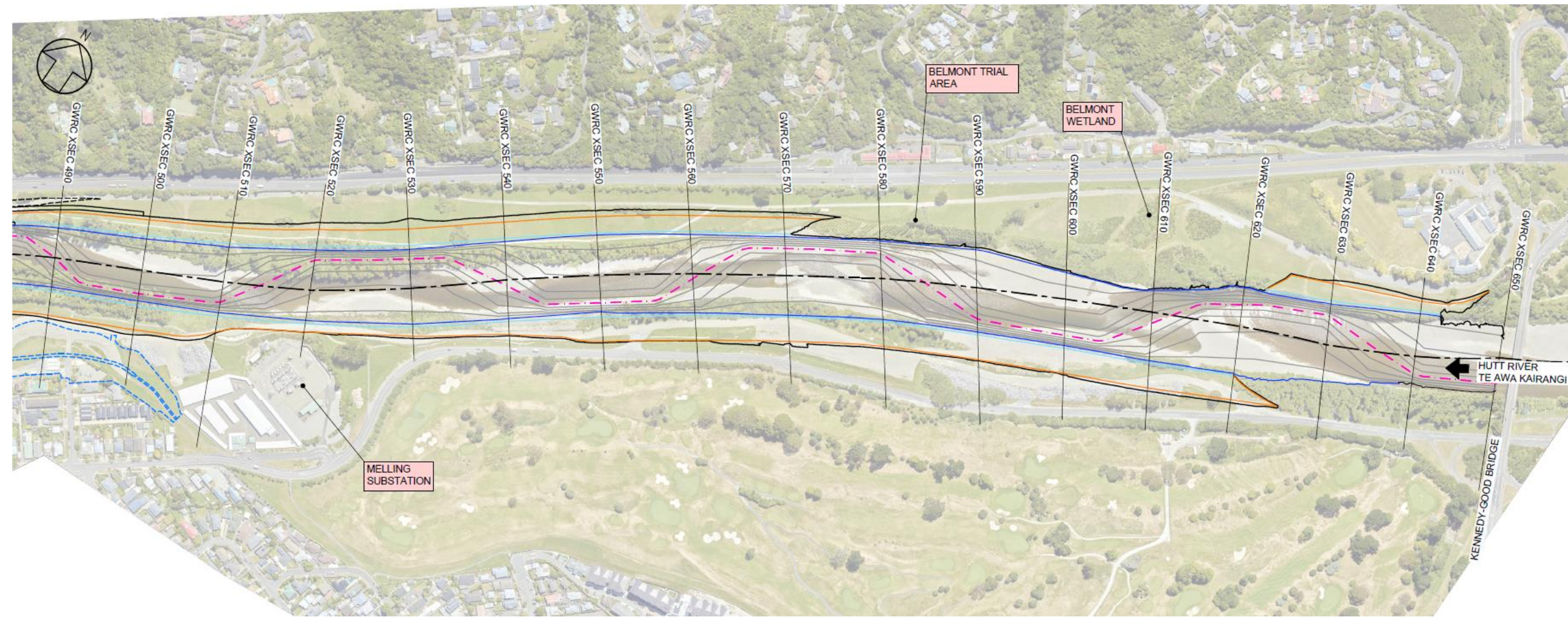
## **Western Hills Main Sewer (WHMS)**

- Currently runs within the river corridor between the existing Melling and Ewen bridges. GW, NZTA and HCC support removing the sewer from the corridor.
- Benefit: allows the river to shift west, creating space for the new City Link Bridge abutment and stopbanks without extra city-side land purchases.

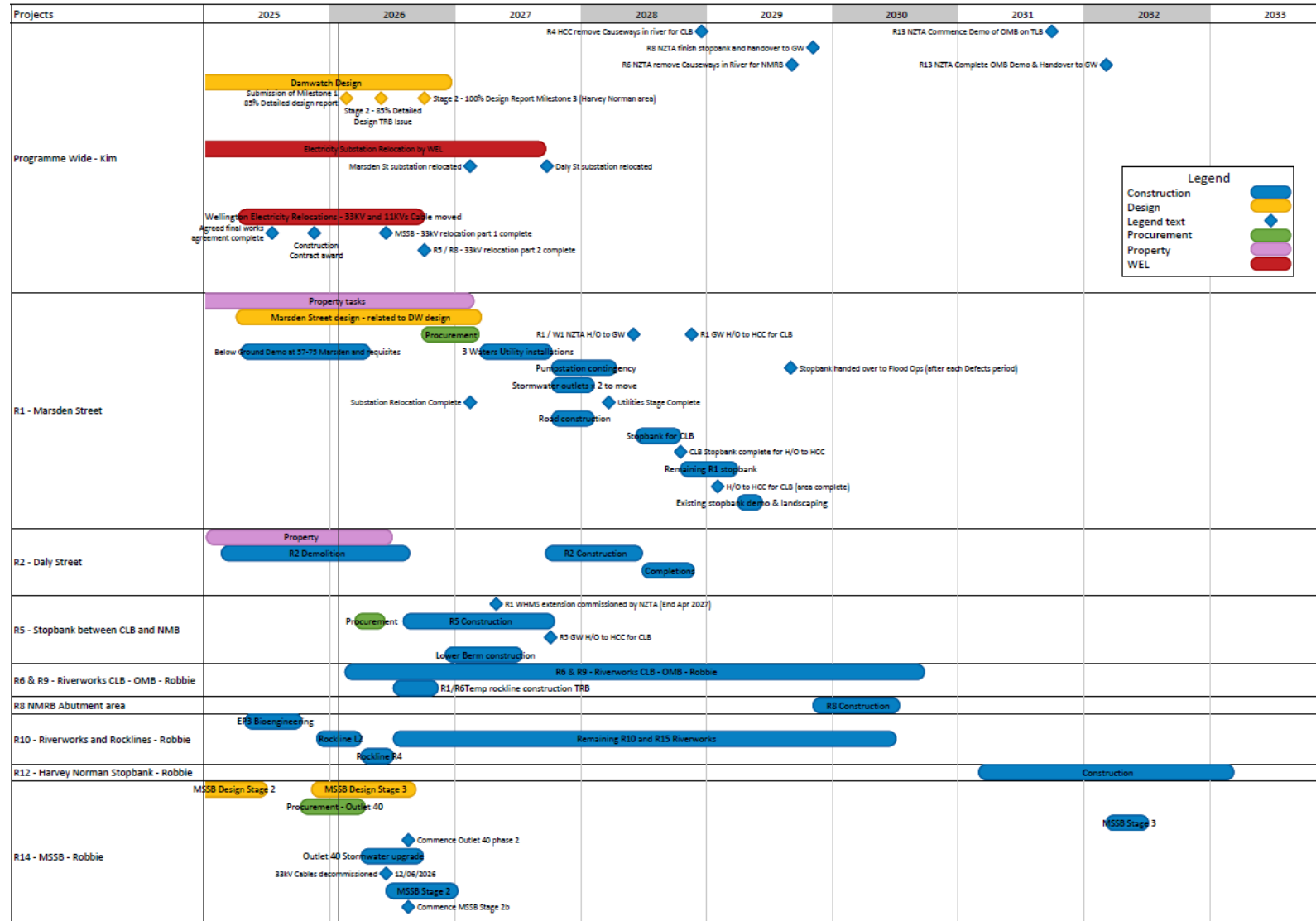
# Flood Protection Works and Interfaces – Lower Reach



# Flood Protection Works and Interfaces – Upper Reach



# Delivery Timeline - Flood Protection



# Melling Station



# Melling Station



# Melling Station key timings

## JAN 2026

- Melling Station closure
- Mitigations in place

## MID-2029

- Railway station open
- City Link bridge open
- 64 carparks available
- Mitigations in place

## 2030/31

- Full 'Park and Ride' open at Melling Station
- Bus access available
- Mitigations conclude

## MITIGATIONS IN PLACE:

- Establish Route 149 bus service
- Re-route (extension) of the route 145 and 149 bus services to Waterloo Station
- MEL (Melling) line to remain operational to Western Hutt
- Communications campaign for impacted Melling Station users
- Additional Park and Ride facility at Petone



# Summary of Metlink Key milestones

DATE	METLINK RIVERLINK MILESTONE	STATUS
Dec 2025	New Park and Ride facility in Petone to open	COMPLETED
Dec 21 <sup>st</sup> 2025	145 and 149 buses to be re-routed	COMPLETED
Dec 24 <sup>th</sup> 2025	Melling station to close	COMPLETED
Jan 2026	School bus 951 to be re-routed	COMPLETED
Jan 2026 onwards	Metlink to manage disruption to the network for public transport users – promoting alternative modes of public transport	IN DELIVERY
Mid 2029	City Link Pedestrian and cycle bridge to open	TO COME
Mid 2029	New Melling Station to be operational	TO COME
2030	New Melling road bridge to be complete	TO COME
2031	SH2 interchange complete	TO COME

**NOTE:** *These dates are from the Te Awa Kairangi coordinated delivery plan and subject to change.*

# Summary of Metlink Mitigation delivery

MITIGATION	INFORMATION	STATUS
Establishment of the Route 149 bus service	2023 saw the introduction of new Tirohanga service in the Western Hills, providing access to Lower Hutt Valley for residents.	<b>COMPLETE AND OPERATIONAL</b>
Re-route (extension) of the 145 and 149 bus services	The extension / re-route of these bus services around construction zones	<b>COMPLETE AND OPERATIONAL</b>
MEL (Melling) line to remain operational to Western Hutt	Servicing all remaining stops and keeping to the existing timetable of the current MEL (Melling line) <i>Additional dwell time will occur at Western Hutt station to account for the time previously taken to travel to Melling station</i>	<b>COMPLETE</b>
Community Engagement (CE) and Marketing & Communications (Marcoms) campaign for impacted Melling Station users	<ul style="list-style-type: none"><li>• 5x drop-in sessions to support the Melling station users</li><li>• A supplementary mail drop and marcoms campaign</li><li>• In-person on platform support</li></ul>	<b>DELIVERED</b>
Additional <i>Park and Ride</i> facility at Petone	An additional <i>Park and Ride</i> opened in Petone to accommodate the impacted Melling station users	<b>OPEN AND OPERATIONAL</b>

# Summary of Metlink Mitigation delivery



*Above is an artist's impression of the new Melling Station (indicative design – not final)*

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# Questions

- Questions?