

RiverLink



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

HUTT CITY
TE AWAKAIRANGI

ANZ TRANSPORT
AGENCY
WAKA WAIROKI

Flooding and resilience



Flood damages;

- \$1billion flood damages
- 3000 homes, 5 schools, 500 businesses flooded
- Climate change impacts

Urban Transformation



Urban decline;

empty properties
Less than 200 people living
in city centre

Transport Choice



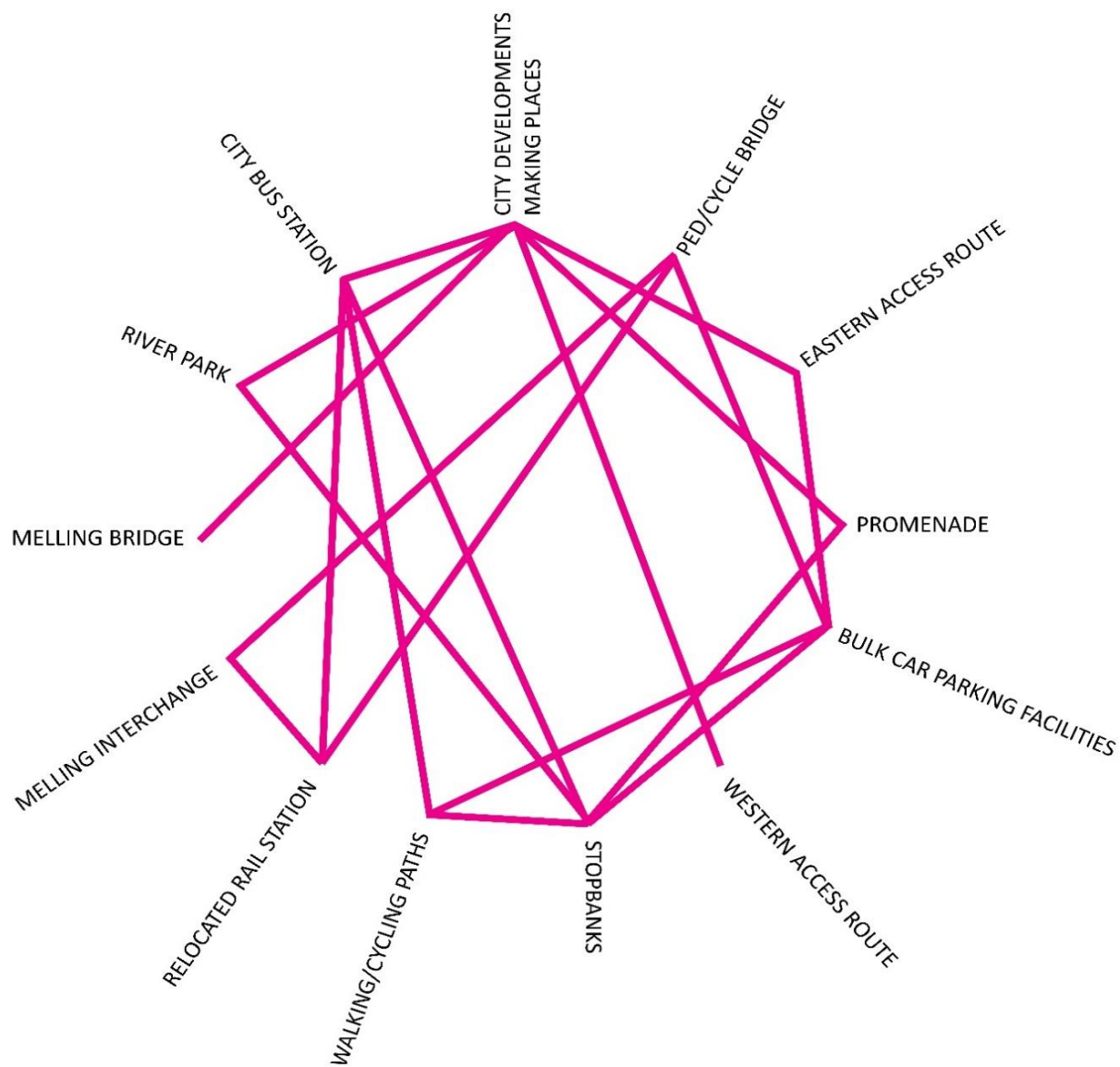
Safety and choice;

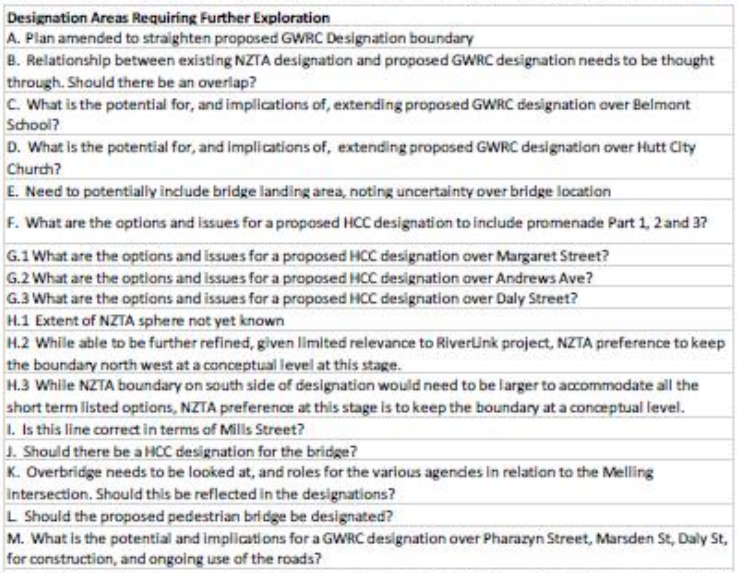
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An aerial photograph of a mountainous region with a river network. A specific river path is highlighted in a light blue color, flowing from the upper right towards the bottom left, eventually emptying into a large lake. The surrounding terrain is rugged and green, with other smaller water bodies visible.

RIVERLINK ANIMATION
embed video here

RiverLink

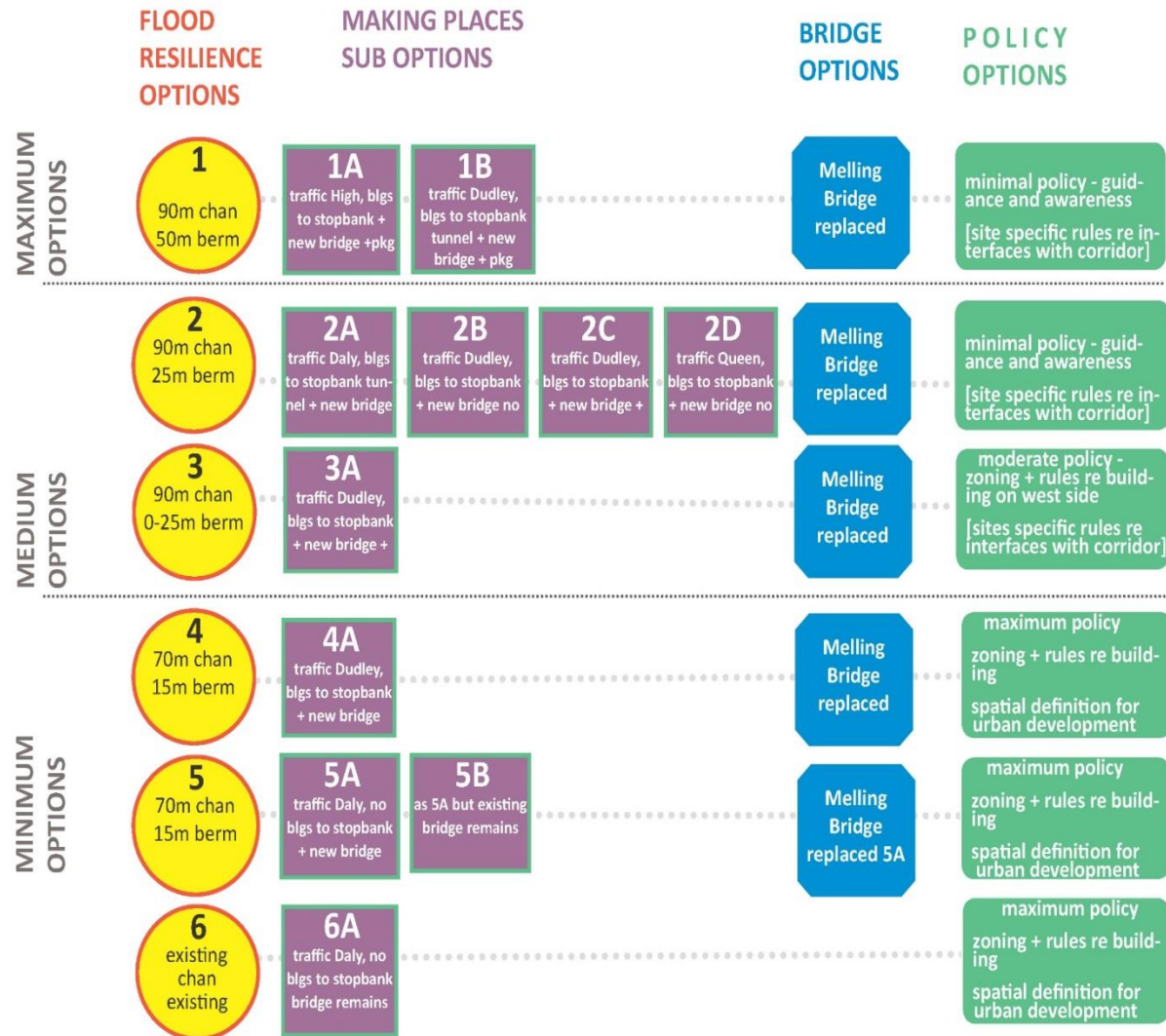




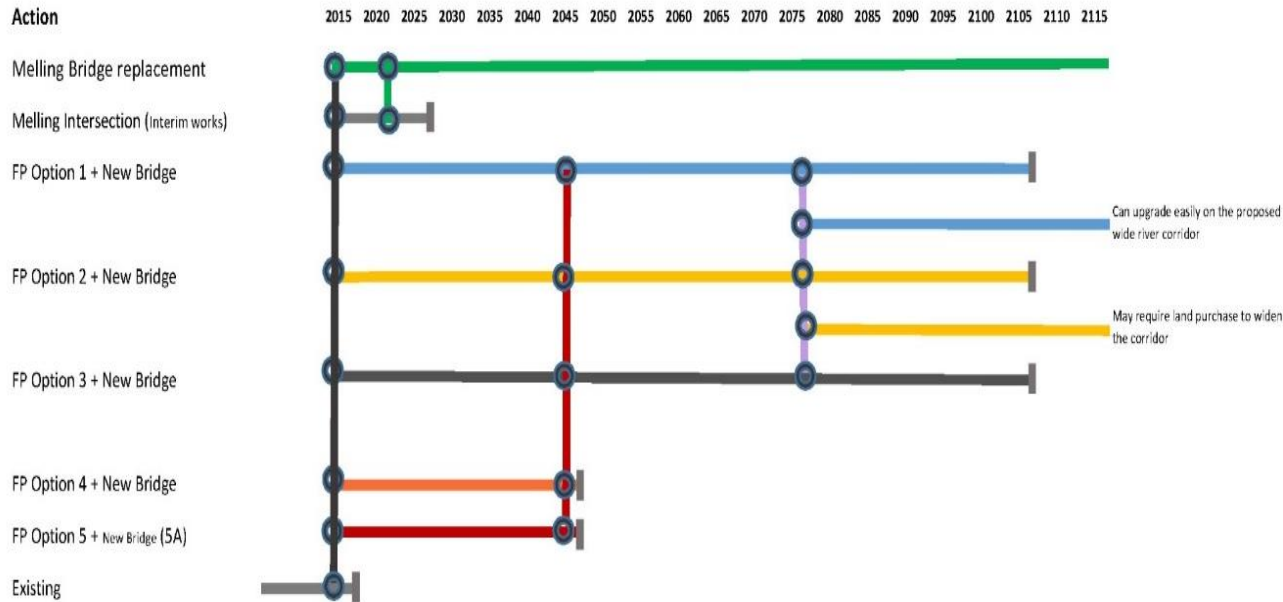


Designing Adaptive Pathways

Summary of option combinations



Adaptation Pathways Map (draft)



Assumed Climate Change scenarios



Adaptation Pathways Map (draft)

■ 'Use by Date' ● Review Date every 30 years (approx.)

The 'Use by Dates' shown on the map have been assessed on the basis of three potential climate change scenarios. The scale below the map shows the 'review dates' and 'use by dates' for each scenario.

Pathways (examples)



Option A One Step

Flood Resilience

1 in 440 year flood protection standard beyond 2100 *

1. River channel widened to 90 metres
2. Vegetated channel edge within rock "rip rap" rock edge
3. Stopbanks increased in height by 1 metre
4. Melling Bridge replaced

Longevity

Protection for about 100 years *

Transport Movements

5. Melling /SH2 intersection upgraded subject to NZTA investigation and design process
6. Pedestrian and cycle bridge
7. Car parking can be retained in corridor on city side
8. Additional car parking for Melling Station can be accommodated
9. 10 metre wide walking and cycling promenade
10. Main path (sealed, min. 3m wide) for walking and cycling
11. Informal path (unsealed, min. 1.5m wide) for walking and cycling
12. Marsden Street realigned
13. Daly Street removed in part, traffic re-routed to Dudley St

Riverside Development

14. Andrews Ave and Margaret Street access upgraded
15. New steps and ramps connect river to city centre
16. Commercial/residential mixed use

Environment

17. Wide river park landscape
18. Stormwater management areas with native planting
19. Rock 'groyne' structure to create sheltered water area

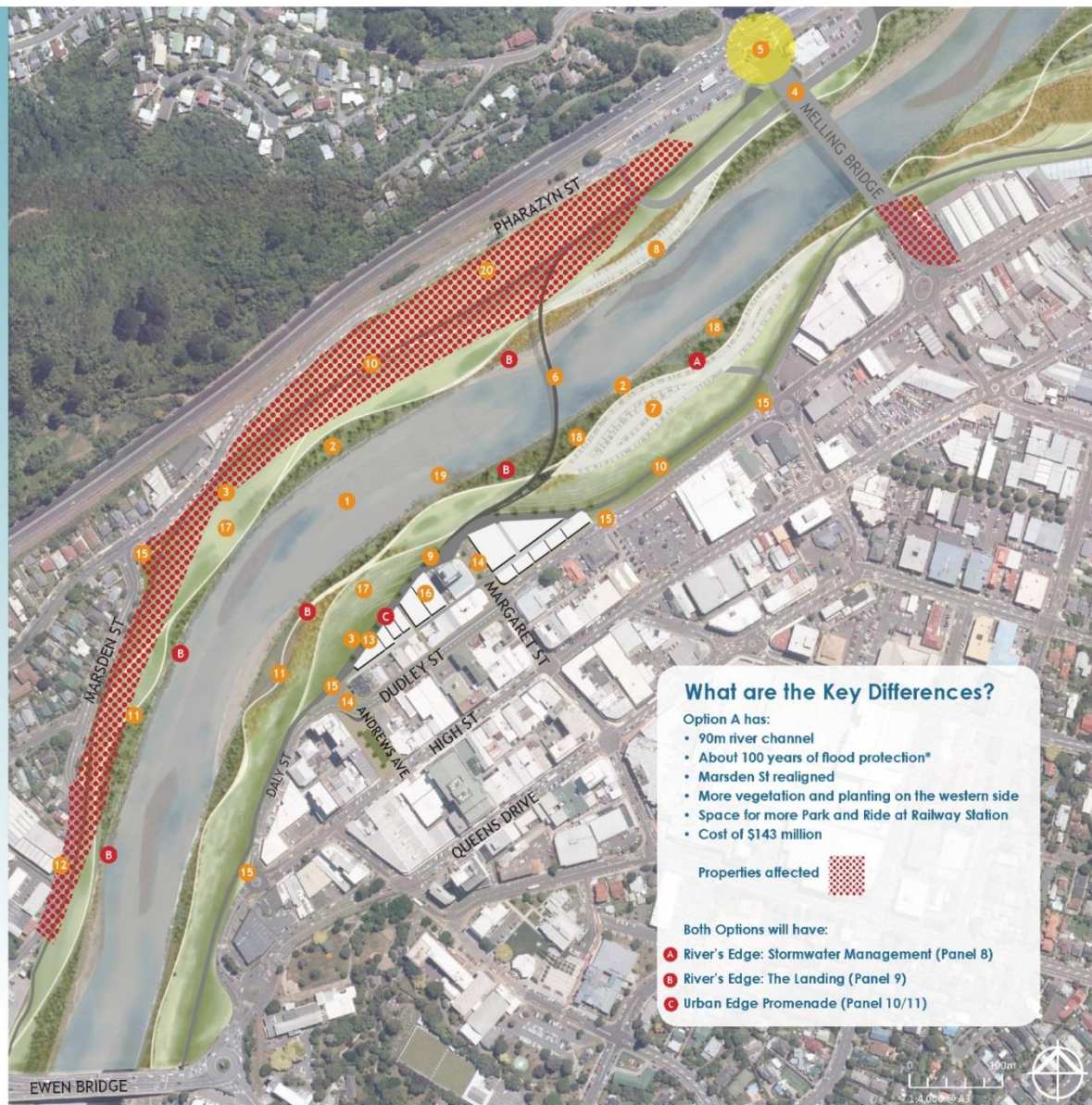
Western Edge

20. Pharazyn/Marsden Street properties removed as per dotted area on plan

Cost

\$143 million

* Based on current best estimates of climate change effects



What are the Key Differences?

Option A has:

- 90m river channel
- About 100 years of flood protection*
- Marsden St realigned
- More vegetation and planting on the western side
- Space for more Park and Ride at Railway Station
- Cost of \$143 million

Properties affected



Both Options will have:

- A River's Edge: Stormwater Management (Panel 8)
- B River's Edge: The Landing (Panel 9)
- C Urban Edge Promenade (Panel 10/11)

Community ownership



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