

NZTA BASIN BRIDGE PROPOSAL WITH FUTURE MT VICTORIA TUNNEL DUPLICATION



- i) Creates significant adverse effects for the city as well as the Basin Reserve Historic Area
- ii) Divides the city north and south of the flyover
- iii) Undermines the 'high ground' of the Dominion Museum, National War Memorial and Government House
- iv) Negates the value of creating the Buckle St Underpass and Memorial Park
- v) Severs Kent/Cambridge Tce from the Basin Reserve
- vi) Interrupts and diverts the dramatic entrance sequence into Wellington through the Mt Vic Tunnel
- vii) Destroys the historic, civic, residential and landscape setting of the Basin Reserve
- viii) Compromises the Basin Reserve's heritage, character and amenity and endangers its test status
- ix) Dismantles the foundational building block of the 1840 Mein Smith City Plan
- x) Proposes expensive buildings (\$11M) and infill planting to mitigate the flyover's fundamental problems which create their own significant adverse effects
- xi) Destroys the Basin Reserve Roundabout as a key organising element for movement in the city
- xii) Creates a complex, dysfunctional and unsafe wasteland space at ground level
- xiii) Destroys development opportunities to reinforce the historic Sussex Square (1860)
- xiv) Undermines Wellington as a compact, walkable and smart city
- xv) Saves 90 seconds travelling west on the flyover and 1 minute north-south on the Roundabout at a cost of \$90M i.e it offers only minimal traffic benefits and no significant benefits to Wellington's economic growth
- xvi) Is an outmoded and discredited form of city planning
- xvii) Prepares the way for a second flyover in the opposite direction

BASIN RESERVE ROUNDABOUT ENHANCEMENT OPTION WITH FUTURE MT VICTORIA TUNNEL DUPLICATION



- i) A holistic solution that achieves the Project's objectives with low impact and low cost
- ii) Integrates transport infrastructure with the city
- iii) Reinforces the Basin Reserve Roundabout as the pivot point for the whole city to turn upon
- iv) Correctly identifies key bottlenecks and removes them without the need for grade-separation
- v) Provides capacity for additional traffic from a second Mt Victoria Tunnel and normal traffic growth with only minor adjustments needed to the roundabout
- vi) Enables public transport improvements and GWRC's preferred Bus Rapid Transit system in the future
- vii) Keeps the city connected at ground level and enhances Wellington's reputation as Australasia's most walkable city
- viii) Transforms Kent/Cambridge Tce into the city's major north-south boulevard
- ix) Makes the city's spatial structure simple and clear
- x) Upholds the Basin Reserve Historic Area as a major civic, urban and landscape space of the city
- xi) Protects and enhances the intrinsic qualities of the Basin Reserve
- xii) Recognises and enhances the Basin Reserve Roundabout as the only urban space of its type and scale in NZ
- xiii) Restores Sussex Square by reinforcing the Roundabout's edges with new urban development
- xiv) Re-visions the future Mt Vic Tunnel Duplication Project as an opportunity to realign the city entrance with the Basin Reserve Roundabout, Te Aro City Grid and Carillon
- xv) Reflects the expertise of a design team with proven skills and a history of successful and elegant resolutions of traffic challenges
- xvi) Accords with best practice 21st century citymaking