

Save the Basin image based on NZTA information

Basin Bridge westbound drive



Clip from NZTA video showing how close the flyover would be to the Basin Reserve cricket ground and the RA Vance grandstand

Alana Bowman
1 of 1

STRATEGY AND POLICY COMMITTEE MEETING: 21.3.13

Speech notes from Victor Davie 1 of 2.

I sincerely hope and trust that every member of the committee by now has visited at least Paterson Street, Dufferin and Rugby Streets. These are surely the most strategic areas concerning traffic flow to the airport, eastern, and southern suburbs.

My own observations while looking down from Paterson Street near the Mt Vic Tunnel entrance and then back toward the Dufferin and Paterson intersection indicated overall that there is nothing wrong with overall traffic flow and that the system works like clockwork apart from two exceptions.

1. On the corner of Dufferin and Paterson Streets both pedestrian crossings interfere with traffic flow to the eastern suburbs, airport and southern areas.

Recommendation:

That both pedestrian crossings be linked together underground thus enabling continuous traffic flow to the east and airport and minimise disruption to the southern areas. Pedestrians will cross much more quickly and safely.

2. The corners of Rugby Street and Adelaide Road currently has three pedestrian crossings all of which interfere with traffic flow to Adelaide Road, Mt Cook and to the Buckle Street exit to the Terrace Tunnel and northern motorway.

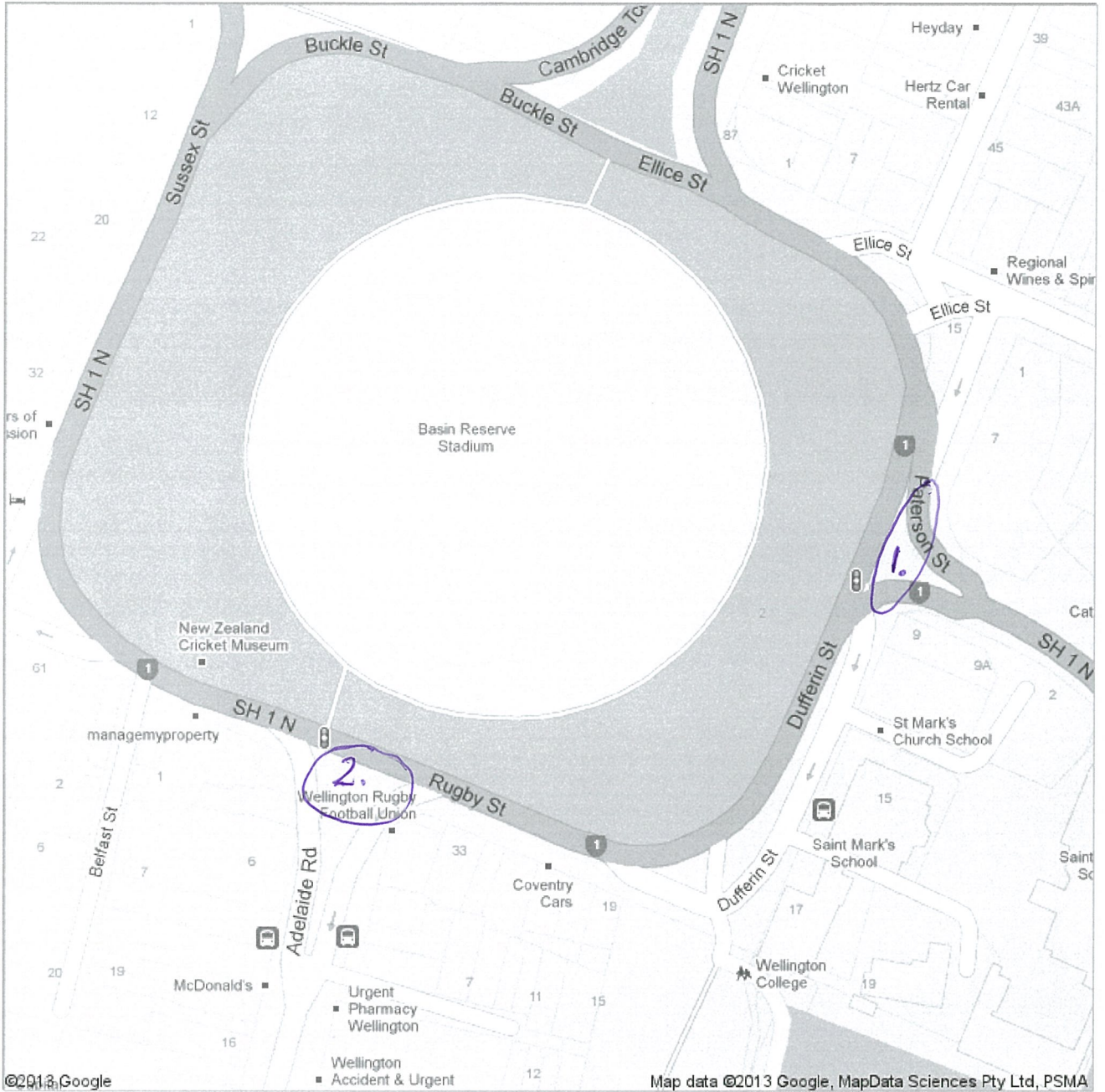
Recommendation:

That the pedestrian crossings between the Basin Reserve and crossover to both sides of Adelaide Road be linked underground.

Final remarks

I see no gain at all with having a flyover that will destroy the Mt Victoria neighbourhood and wreck the Basin Reserve forever. Personally I would be ashamed to stand by and see such a world-class amenity destroyed. The Basin Reserve trustees apparently support a flyover in order to have a new stand funded by the taxpayer. This shortsighted attitude is hugely disappointing to me.

I do not believe Option X or Mr Reid's proposals have been given proper examination. As I said earlier, the existing system apart from some suggested minor changes works extraordinarily well.



Active Modes: Walking & Cycling

1

The benefits of encouraging walking and cycling are well documented. **Option X designs multiple paths for recreational use and more direct options for pedestrian commuters and commuter cyclists** because, like walkers, “[d]ifferent kinds of cyclists have different needs” (LTSA p. 35). A key aspect of route-planning for active modes is to provide options which enable pedestrian and cyclists to make choices that best support their priorities for specific trips, such as balancing convenience, recreational interest and functional directness. NZTA has identified that the principal pedestrian desire lines in the Basin Precinct are: along Tory St and through the Basin, and they note that the highest level of pedestrian activity is in the south-eastern corner in the proximity of the schools (**fig 1**).

Option X responds to this by providing shared pedestrian cycle routes (**fig 3**) via:
 (1) a landscaped bridge, separated from car traffic, to provide a direct link from Adelaide Rd (through the Basin) to Tory St/Memorial Park, and access to Kent/Cambridge Tce,

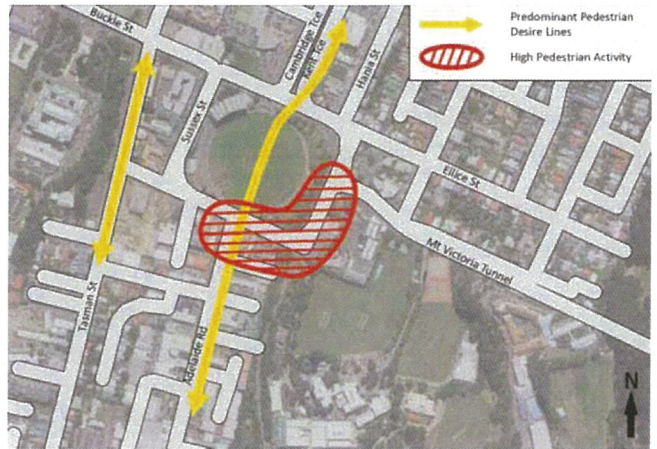


Fig 1: NZTAa "Wellington Northern Corridor: Scoping Report" Fig 6.7, p. 35.



Fig 2: A happy, healthy cyclist.

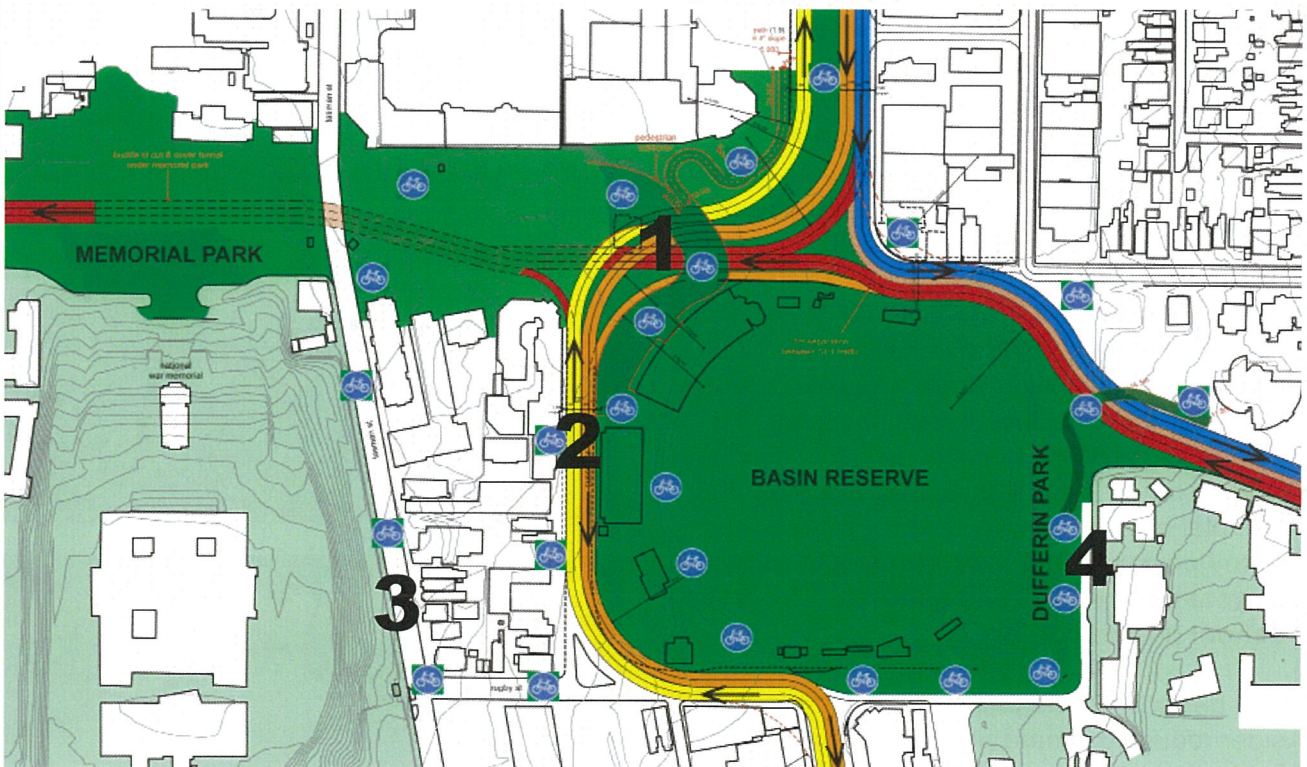


Fig 3: Option X cycle routes. These will be shared with pedestrians.

Footnote 1. Transport Scotland specifies shared use pedestrian and cycle space footpath (with cyclists giving way) for paths with <100 users/hr/m combined density. A 2 metre width shared pathway can operate for combined flows of up to 200 per hour. Transport Scotland "Cycling by Design 2010" pp. 61, 63. They note that "widths as low as 1.5m may be acceptable over short distances where there is no alternative. This width should only be considered where two-way flows of less than 150 cycles per hour are likely." (p. 63)

Active Modes: Walking & Cycling

3

X routes for active modes of transport provide a range of protection from traffic, enabling complete segregation for child and novice walkers and riders (fig 10), a more attractive journey for recreational cyclists, and direct routes for commuter cyclists. Routes across SH1, via the Green Bridge will be at a maximum of 4%, below the absolute maximum gradient for cyclists specified by Transport Scotland (p. 30), **hardly challenging for cyclists in Wellington** who, unlike those in Invercargill, have no choice but to cycle up and down hills.

In addition the south-eastern corner - currently the highest area of pedestrian activity - will become **Dufferin Park**. This area will also provide bike parks for cyclists for whom the Basin precinct is a destination: school children, cricket fans, families playing at the park, or the Mayor visiting the Governor General.

The development of the detail of the design will include consideration of appropriate surfaces for pathways, possible locations for dropped kerbs to maximise dual carriageway options, and choices to both enable universal access, and steeper, faster routes for those wanting a speedier route. Good, clear sightlines, and the provision of appropriate lighting to make this precinct a well-lit environment. **Developed design will refine the legibility of routes to ensure coherent and easy to navigate pathways are made.** For the few days in the year when the Basin is closed, routes along Sussex St, and via Rugby and Tasman St will lead to Memorial Park and the Kent/Cambridge precinct, and, of course, Dufferin Park will provide an attractive parkland option for cyclists and pedestrians between Newtown and the city - a route not possible while the Basin remains one of the world's largest traffic islands.

References

LTSA "Cycle Network and Route Planning Guide" (2004) <http://www.nzta.govt.nz/resources/cycle-network-and-route-planning/docs/cycle-network-and-route-planning.pdf>
 NZTAa "Wellington Northern Corridor: Scoping Report" (January 2010) <http://www.nzta.govt.nz/projects/basin-reserve/docs/basin-reserve-scoping-report-06-existing-traffic.pdf>
 NZTAb "Wellington Northern Corridor: Transport Technical Note" (January 2010) <http://www.nzta.govt.nz/projects/basin-reserve/docs/basin-reserve-transportation-technical-note.pdf>



Fig 8: Brooklyn Bridge cycle strip, New York



Figs 9: High Trestle Trail, Iowa



Fig 10: Novice cyclists: made for safe cycle spaces like Dufferin Park
 Transport Scotland "Cycling by Design 2010" (June 2011 revision) http://www.transportscotland.gov.uk/files/documents/reports/Cycling_by_Design_2010_Rev_1_June_2011_.pdf

Dufferin Park

1

Dufferin Park in the Architectural Centre's Option X derives from lessons learnt in the redevelopment of Trafalgar Square in London (**fig 1**). In 2003 this large roundabout was remodelled to enable a pedestrian connection between the National Gallery and Trafalgar Square. The remodelling of this significant urban square has been heralded a success, linking as it did two important civic spaces.

The context for the Basin, although very different, can benefit from this interconnected approach. Dufferin Park, like the Green Bridge, is a key link in **the strategy to bring together the green spaces of Massey University, Memorial Park, the Basin, Government House and the Town Belt**. Together these sites represent institutions of national and civic significance: those of education, military commemoration, sport, government and recreation. **In the future, the greening of Taranaki Street will complete this inner-city network of recreational parks.**

Wellington already has one good park: Waitangi Park (**fig 2**). Council leadership and vision converted a neglected council works depot (turned skateboard park) (**fig 3**), into an ecologically-progressive, and recreationally-supreme, award-winning city park. **But let's face it - it's kind of small.** The waterfront has Waitangi Park, the city periphery has the town belt - but Mt Cook has a medley of by-pass, road intersections and euphemistically-designated "pocket parks." As Wellington's inner-city population increases, our city will need more green corridors, and a variety of leisure spaces. The Basin precinct is prime land for such civic amenity.



Fig 1: Trafalgar Square: Where once there were cars there are people.



Fig 2: After: The universally applauded Waitangi Park



Fig 3: Before: City Destructor & WCC works depot



Fig 4: View of Dufferin Park space; a sunny space with good connections; great potential for a park providing safe access for school children. Currently an unappealing part of town.

Dufferin Park

3

els might also assist in telling the public about the area's history and significance (Māori and Pākehā). In addition to landscape design, signage and interpretation panels could reveal aspects of the Basin's history: its beginnings as a swamp, the 1855 earthquake, ANZAC Day parades, visits by Royalty, and cricketing victories, as well as stories of significant Wellington citizens.

A better entrance for Government House.

Currently the representative of our Head of State has a dreary entrance to their capital city residence. Redesigning Dufferin Park with high quality materials and detailing, will improve functionality, accessibility and legibility of the Basin precinct as having capital city importance. A park-approach to Government House would be reminiscent of the settings afforded to important civic sites internationally. The White House and Norway's Royal Palace come to mind. This entrance would also facilitate the increasing use of the grounds of Government House as part of the public domain, being as it is a popular space for outdoor concerts and other public events. Wellington City Council has been wrestling with how it develops the city as a capital one. Providing a context with the appropriate mana and prestige for the Governor General is surely a key part of this capital city identity.

Car access into Dufferin Park. NZTA planners have kindly contributed a lane layout for Dufferin Park. This is a useful exercise to quickly sketch out how NZTA see one way of low speed traffic entering the park, but, as we indicated when they presented it to us, it is no substitute for a park design, and it has not been subject to the design development that would privilege non-car activities over slow-moving traffic.

Natural Surveillance. The idea of Dufferin Park anticipates the increased residential density the Council has long committed to. The Adelaide Road Framework, for example, "expects significant urban changes over the next 10-20 years that will create a prosperous and high-quality mixed-use area. The vision provides for more residential development (to accommodate approximately 1,550 more



Fig 8: Superkilen, Copenhagen



Fig 9: Highline, New York



Fig 10: Albarella Playground, England

Dufferin Park

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as a vibrant city space is far from being met. This is in large part due to **its dual function as a massive traffic roundabout**. Freeing the Basin from this obligation as roundabout will also increase its viability to function more coherently and more often as a space for diverse public activities. The creation of Dufferin Park, together with the Green Bridge, will enable the Basin Reserve to truly be a destination rather than a traffic island, increasing the potential for its use and contribution to the city as a recreational space.

Park design precedents. Currently urban strips are being cleverly-designed throughout the world as innovative park spaces. With Wellington being New Zealand's Creative Capital surely we must reflect such creativity within our public spaces. Wonderfully inspired and inventive parks exist, including: Superkilen, Copenhagen (**figs 7,8**); the High Line, New York (**fig 9**); Second Wave Simcoe, Toronto (**fig 11**), and the Garden of 10,000 Bridges, Beijing (**fig 13**).

Dufferin Park will change the current prioritising of the roading network of the Basin to a prioritising of a richly developed park network and urban public space designed for people.

References

Adelaide Rd Framework <http://www.wellington.govt.nz/projects/new/adalaideroad.html>
 Gauderman, W James; Vora, Hita; McConnell, Rob; Kiros Berhane; et al. "Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study" *The Lancet* 369. 9561 (Feb 17-Feb 23, 2007): 571-577.
 NZTA "Transport Technical Note" (January 2010) <http://www.nzta.govt.nz/projects/basin-reserve/docs/basin-reserve-transportation-technical-note.pdf>



Fig 13: Garden of 10,000 bridges, Beijing



Fig 14: View of Dufferin Street: all that sun and no where to sit.

Noise Mitigation

1

Currently much of the noise produced by the Basin traffic is mitigated for the cricketers by the earth berms which create the Basin's eastern bank. The NZTA proposal to lift 260 metres of road 8 metres above the ground will exacerbate the existing traffic noise, but will concentrate this along the northern area of the Basin Reserve.

The WCC Report fails to mention the need that the flyover will generate for noise mitigation. While every noise situation needs to be specifically evaluated, international best practice suggests that the Basin flyover will likely need noise barriers. Noise mitigation for motorways, such as the Basin flyover, require tall and long noise barriers, which have no openings: "a noise barrier should at least be high enough to block the line-of-sight from a house to the engines of vehicles on a road. This line should be assessed from a point 1.5 metres above the floor of an adjacent house to the furthest point 1 metre above the road surface."

Noise mitigation will be particularly important if it is the WCC's intention to encourage increased density in this area, in accordance with the Adelaide Road Framework, and the Transport Spine Study, both of which aim to encourage increased medium density, mixed-use developments, should not be penalised by reverse sensitivity. A noise barrier must prevent line-of-sight between the noise source and the receiver, and **apartment buildings will be have the best view of the flyover. Such barriers are usually in the realm of 3 metres high,** though the Virginia Department of Transportation specifies a uniform height of 16 ft (4.9m), Washington State Department of Transportation suggests 25 feet (7.6m) tall. In Poland the toll highway A2 project's 29.5 kilometre noise barrier was between 2m and 6m high. A noise enclosure, rather than a noise barrier, may be preferable, given the proximity of the existing apartments nearby (e.g. Grandstand Apartments), and the promotion of future apartment living in the area (e.g. Nouvo Apartments). This is a frequent solution in places like Hong Kong.

Vegetation is not a viable solution as, accord-



Basin Reserve, earth berm noise barriers



Noise barriers A2 motorway - Eindhoven | The Netherlands



PV system mounted on a noise barrier



HK Wai Fat Street Kwun Tong Bypass Noise barrier

ing to the US Department of Transportation, a lot is needed: "30 meters of dense vegetation can reduce noise by five decibels."

References

- US Department of Transportation "Highway Traffic Noise" (2011) http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm
- NZTA "State highway noise barrier design guide" (August 2010) <http://acoustics.nzta.govt.nz/system/files/NZTA%20Noise%20Barriers%20v1.0.pdf>
- NZTA "Reverse Sensitivity Guidelines, Planning Policy Manual" (SP/M/001) (1 August 2007) <http://www.nzta.govt.nz/resources/planning-policy-manual/docs/planning-policy-manual-appendix-5D.pdf>

Architectural Centre Response to WCC Report

The Architectural Centre considers the WCC's "Basin Reserve - Assessment of Alternative Options for Transport Improvements" to be biased at a number of levels.

1. The methodology for the Urban Design assessment is flawed. The assessment has no weighting of criteria which is a fault in the methodology. Similarly there is overlap with repeated assessment of the same issue, which inherently biases the result.

2. The council report does not treat Option X consistently, particularly in its understanding of Option X as a concept design, which has the potential for several different outcomes. The impact of this inconsistency on the evaluation of the concept is especially true with respect to Dufferin Park where detailed design work (such as legibility, the interpretation of the NZTA lane layout, safety, programming of activities, material selection, amenity value, and historical referencing) are dependent on the next stage of design.

3. There appears to be a bias towards Option A. At times this is integral to the criteria (e.g. the inclusion of Option A in the Regional Land Transport Programme (p. 42) and that the flyover is currently funded through the National Land Transport Programme (p. 44) automatically rewards Option A in the Strategic Fit Analysis assessment). At other times the bias is less explicit (e.g. there is no acknowledgement that the view of the Carillon will constantly be blocked from ground level view by the undercroft of the Option A flyover (p. 56)), while the evaluation of the same criteria incorrectly claims that the Option X green bridge will block the view of the Carillon (**fig 1**).

4. The analysis of views is fundamentally erroneous. For example, the analysis of views from the Option A flyover does not acknowledge the need for a noise barrier. A noise barrier will block views, negating much of the positive evaluation of the flyover. Best practice sound mitigation usually requires a 3 metre high barrier along motorways, although some places in American suggest sound barriers on motorways of 5 metres (Virginia) and 7.5 metres (Washington). This will be an especially important aspect of the flyover design because the Basin precinct is envisaged by the WCC as one to accommodate increased residential density (and so higher residential buildings), and highway noise is notorious for sleep disturbance.

There is no acknowledgement that the Option X green bridge will provide significant elevated views for pedestrians and

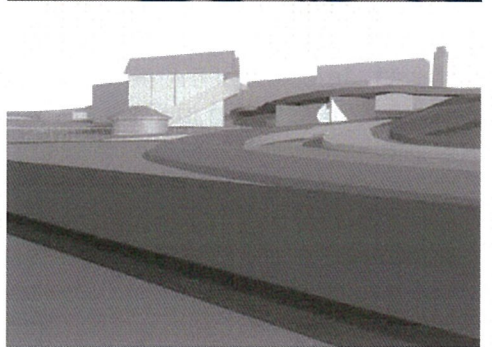


Fig 1: Views of the Carillon from Kent & Cambridge Terraces; Bottom view including Option X

Architectural Centre Response to WCC Report

through a number of buildings and institutions, including St Patrick's College on Buckle St. The remnants of this historical use are the former Home of Compassion Crèche and St Joseph's. The flyover will have a negative visual impact on St Joseph's church and may compromise the visual connection between St Joseph's and the former Home of Compassion Crèche.

7. The Urban Design criteria are biased against change. This is reflected in the numerous criteria which emphasis a need to retain existing situations (e.g. "Retains the type and character of key streets" (p. 60)). This conservatism is fundamentally at odds with the demonstrable need for change at the Basin. From both traffic and urban design points of view the Basin precinct is flawed and in need of change. This rigidity also does not reflect the history of change apparent in the Basin's heritage from swamp to internationally-renowned cricket ground.

8. There is a bias against natural landscape forms, and a favouring of rectilinear geometries (p. 60). This is due to the privileging of the local street grid, and does not acknowledge (1) the curved geometry of SH1 (e.g. Paterson St, and the shape of the Basin) (**fig 2**), (2) the historical asymmetry of the arterial route from Kent/Cambridge Tce to Adelaide Rd via the eastern side of the Basin (**fig 3a & 3b**), (3) the existing topography and natural land forms (**fig 4a & 4b**), and (4) the R.A. Vance Stand (1979-1981), which is the dominant form in the Basin, and introduces a large and strong curvilinear structure that the geometry of the Option X green bridge supports.

9. The Urban Design assessment uses an NZTA 3D traffic geometry model designed to assess traffic, not design drawings, which would be the appropriate drawings to be used for an Urban Design assessment.

10. The evaluation of Strategic Fit is inadequate because it only evaluated transport measures (p. 20). Built form and the need to support increased intensification are key to the success of many of the WCC strategies and policies for this area, indicating that the evaluation is insufficient.

11. There is a prejudice against green open space in favour of the concrete infrastructure of the bridge. This is apparent in both the ratings given, and the unjustified conclusion that: "It is questionable whether the "open space" approach is suitable for this part of the city" (p. 73). This appears to be in contradiction to the documented increase in high density apartment living, and infill and medium density housing (pp. 12. 17), the expected need to accommodate projected population growth and the WCC's stated strategy to intensify residential density in the Adelaide Road precinct. These both indicate that publicly accessible green open space will be a much-needed public amenity in the future, which is as important to design for as roading capacity, and will make new development viable.



Architectural Centre Response to WCC Report

These are the key points which indicate a fundamental bias in the WCC Report, which has not delivered a fair and objective assessment of the alternative options.

References

Opus Transport Improvements Around the Basin Reserve: Preliminary Assessment of Option X (September 2011) <http://www.nzta.govt.nz/projects/basin-reserve/docs/prelim-option-x-assessment.pdf>

Wellington City Council's "Basin Reserve - Assessment of Alternative Options for Transport Improvements" (28 February 2013) <http://wellington.govt.nz/~media/your-council/news/files/BasinReserveAlternatives.pdf>

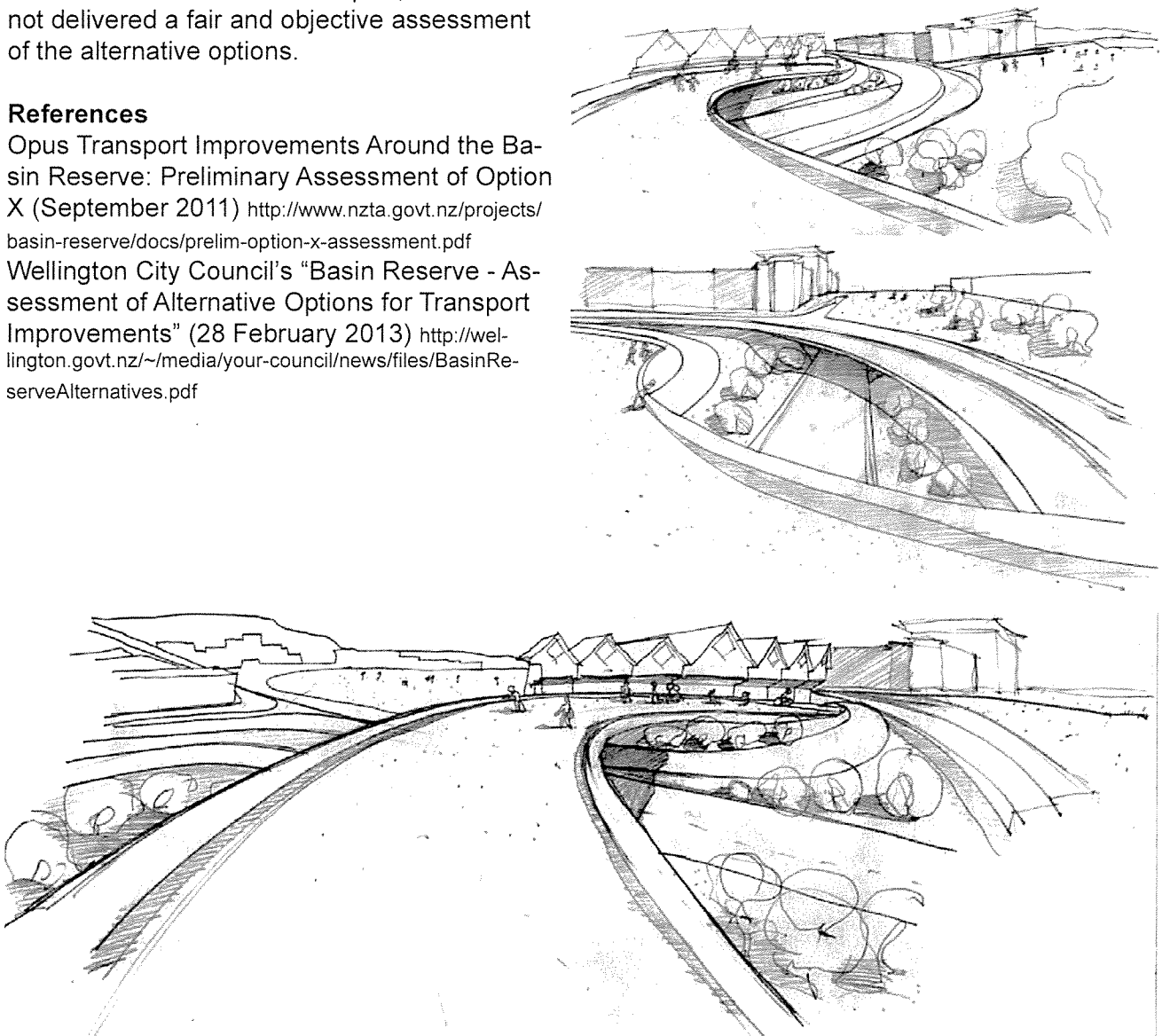


Fig 9: various design concept views of and from the Option X bridge

Richard Reid fights back – fundamental flaws in the council's flyover report

March 7, 2013

An open letter from Richard Reid 1 of 2

Dear Readers,

No doubt you are aware of the Wellington City Council's report on the Basin Reserve and the assessment rating that the Richard Reid & Associates option appears to have received from it. We believe there are fundamental flaws to the report which are prejudicial to our proposal and favour a flyover. We would have raised these as very serious issues if we had been provided with a draft copy of the report before it was published, but Council staff never replied to our request. Their approach was immediately obvious once we were able to sight the report.

Critique of the Report's Executive Summary: Key Points

1. Council has framed its report by isolating our proposal for the Basin Reserve Roundabout from the rest of our Cobham Drive to Buckle St Transport Improvement Project. It has not published the drawings we prepared showing our concept design for the whole project, nor has it discussed our methodology for arriving at this concept. Our understanding of the whole transport project has determined our design approach for the Basin Reserve Roundabout. Our recommended improvements to the Basin Reserve relate to, are consistent with, and need to be evaluated within this larger and more important context.

2. Council has framed its report by isolating our proposal for the Basin Reserve Roundabout from the major improvements we recommended for the Cobham Drive to Buckle St project. It has put the Buckle St undergrounding (for which the Government adopted our idea), a second Mt Victoria Tunnel, 4 laning Wellington Rd, Ruahine St, Paterson St and Kent Tce in a separate "Do Minimum" option. The assumption is that because these will be done anyway, these should not be considered in an assessment of our proposal.

Yet in all our analysis and recommendations for the project, these "Do Minimum" improvements will produce most of the travel time savings for the project. The "Do Minimum" option should be more accurately termed "Nearly the Maximum" option.

3. Option RR should have been combined with the "Nearly the Maximum" improvements and compared against a "Do Nothing" option. This is what NZTA does with Option A in its August 2011 Public Engagement document.

In NZTA's August 2011 document, the travel time saving for heading west from Cobham Drive to Buckle St, after all its planned upgrades including Option A have been implemented by 2026, is estimated to be 5 minutes compared against doing nothing. No like-comparison has been done in Council's report on Option RR.

We asked Council in April 2012 and January 2013: What percentage of the journey time savings will be contributed by four laning Wellington Rd and Ruahine St, duplicating the Mt Victoria Tunnel, removing the lane problems at the Basin Reserve Roundabout and undergrounding Buckle St to avoid the Tory St traffic lights? This fundamental question has not been answered by Council's report. We believe the answer is a high percentage of NZTA's 5 minutes of travel time savings, such that these would render the flyover's benefits redundant due to its major adverse effects.

4. Our assessment of the Cobham Drive to Buckle St project has always identified a second Mt Victoria Tunnel and undergrounding Buckle St as the major infrastructure improvements needed for the project. We believe the major congestion problems are created before and after the Roundabout, not by the Roundabout itself. If there is "congestion around the Basin Reserve" as argued in the Report (pg5) it is because of poor planning not because of something intrinsically wrong with the Basin Reserve Roundabout, or the function of a roundabout.

a) NZTA maintain the view (as do Council staff) that the Roundabout is the problem and a flyover bridging over it is the game changer. Hence, NZTA has prioritised a flyover even though a flyover will not reduce

traffic congestion heading west on the Hataitai side of the Mt Victoria Tunnel; nor reduce traffic congestion heading east on Kent Tce, Ellice and Paterson Sts towards the Tunnel; nor reduce traffic congestion heading south and west from Kent Tce. All this congestion is able to be resolved without the need for a flyover.

b) NZTA has never recognised or appreciated that undergrounding Buckle St will provide very important transport benefits. In fact, undergrounding Buckle St will relieve most if not all of the congestion on the western side of the Roundabout created by the Tory St intersection (although the conflict of Buckle St with streets further west will still likely create some traffic back-up at the extreme peak – 5.20 to 5.35pm – even with a flyover). NZTA has never evaluated travel time savings through undergrounding Buckle St and Council's report does not either. Council puts the significant transport benefits to be gained by undergrounding Buckle St in the "Do Minimum" option and never evaluates its significance in terms of improving the performance of the Roundabout.

5. Council's report is unconvincing and extremely light in its explanation of the existing traffic problems at the Roundabout. The report briefly describes conflicts due to "capacity constraints" (pg 12, 13) yet the examples described are easily resolved if our layout for the Roundabout is adopted.

We provided Council with an extensive summary of the specific problems occurring across the whole Cobham Drive to Buckle St route, including at the Roundabout. We have not found any prior recognition or investigation by NZTA or Council of these specific problems. Furthermore, NZTA appears to have never considered the resolution of the Roundabout's problems as an Option either separately or together with other transport improvements. Instead, NZTA wants to bridge over these problems rather than solve them with astute planning.

6. We believe the Roundabout will perform smoothly and efficiently into the future with some fine tuning. In both our design drawings and written recommendations, we never considered this fine tuning as a game changer. What our fine tuning of the Basin Reserve Roundabout achieves is the separation of east-west flows from north-south traffic which is exactly what the Ngauranga to Airport Corridor Plan requires from the Roundabout.

We have consistently argued that if this separation of traffic at the Roundabout is combined with other transport improvements, then a very high percentage of the travel savings for the project will be achieved without the flyover's adverse effects.

Note: Council's report repeats NZTA's incorrect assertion that "the Corridor Plan states that north-south traffic will be grade separated from east-west traffic at the Basin Reserve" (pg 11). The Plan does not state this – instead the relevant measure requires "separation" of traffic, not grade separation. Whilst NZTA has chosen to interpret separation as grade separation, and successive studies follow this as a rule, the Plan's wording is open to achieving separation by other means.

7. The Council report assesses our option as doing nothing to facilitate urban development objectives.

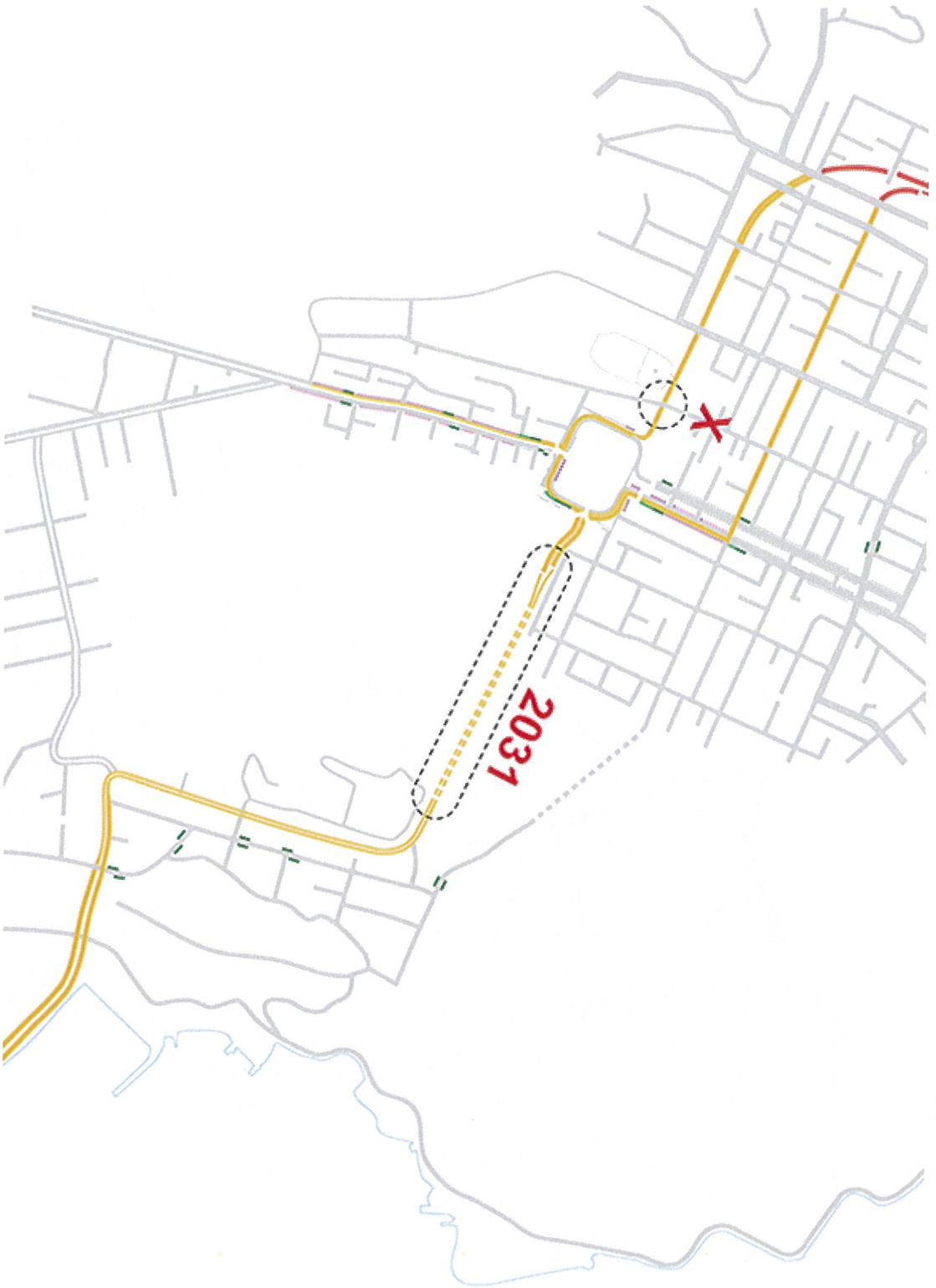
Our contract with Council was restricted to providing only concept traffic plan information. All technical details relating to the resolution of urban design or urban design features was to be left out. We described this part of our proposal only in very general terms.

We have developed a range of urban design features and details for the whole project that will create a grand and cohesive vision for the city. These features and details will enhance active mode outcomes and significantly extend and transform urban growth and PT spine objectives. They are unique to our proposal and as far as we are aware have never been proposed for Wellington.

These urban design features and details have been developed out of our traffic planning for the project. They have not been produced to mitigate harmful impacts but rather as part of an integrated solution for a vitally important city project.

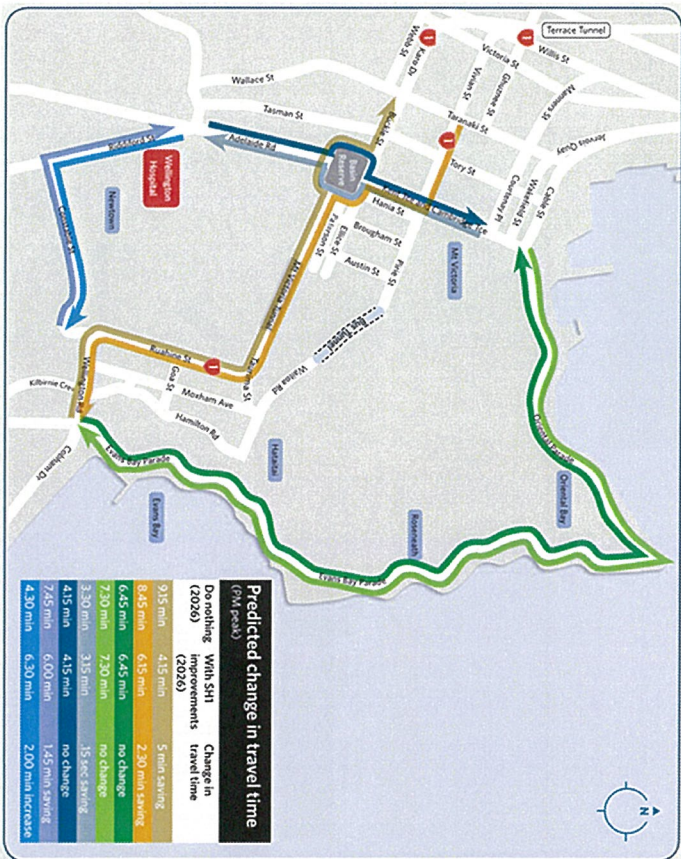
8. Despite Council staff's report we continue to believe that our proposal works on all fronts – urban form; transport; economic impacts; strategic fit; and effects.





NZTA has not recognised these two key problems

NZTA



Journey times are expected to reduce significantly along SH1, despite the increase in vehicles using it. Journey times will also reduce along other routes, because fewer vehicles will be using them.

COBHAM DRIVE TO BUCKLE STREET

Transport Improvements

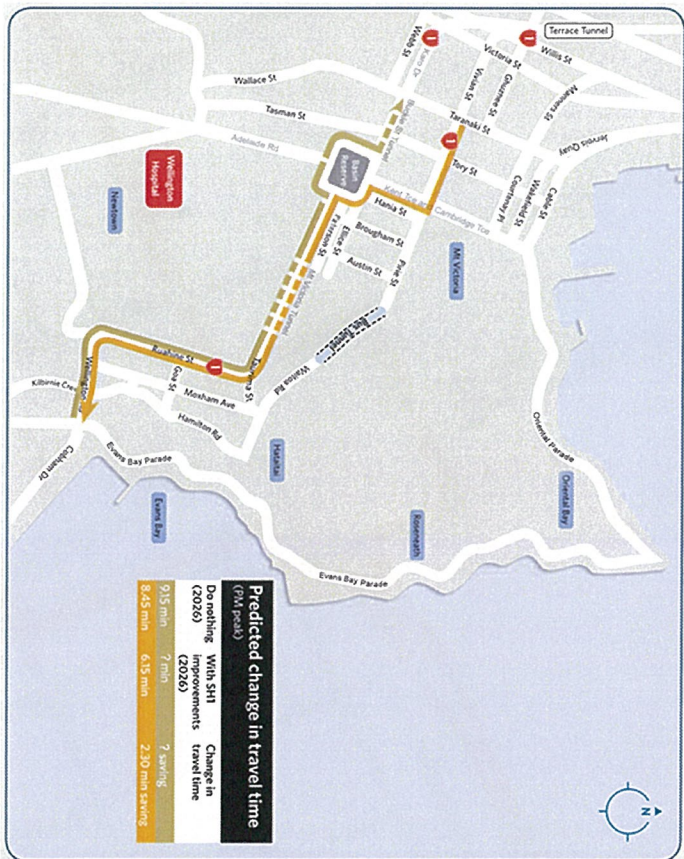
NZTA missing predictions for traffic movement

What will the SH1 improvements do for Wellington?

NZTA Public engagement document #4 July/August 2014

Date: 05/12/2012 DWG: BRR239

RRA



What percentage of the journey/time savings will be contributed by four-laning Wellington Rd and Ruahine St, dual-laning the Mt. Victoria Tunnel, removing the lane problems at the Basin Reserve Roundabout and undergrounding Buckle St to avoid the Toy St traffic lights?

COBHAM DRIVE TO BUCKLE STREET

Transport Improvements



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COBHAM DRIVE TO BUCKLE STREET

Transport Improvements

Richard Reid & Associates Proposal
 Two lane system integrated with city structure
 Cut and covering of Buckle Street

21/03/2012 DWG BR0048/D