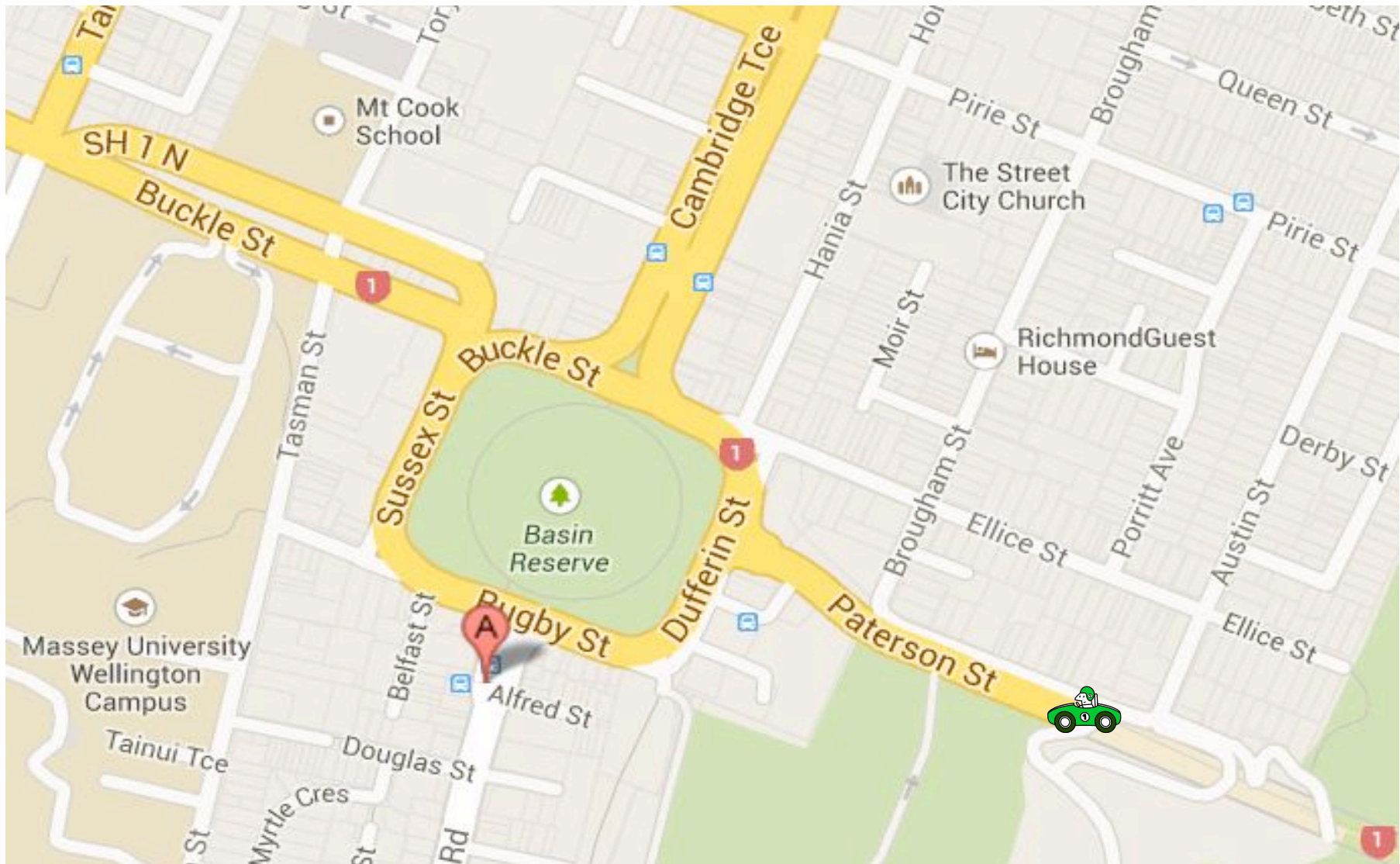


Save the Basin

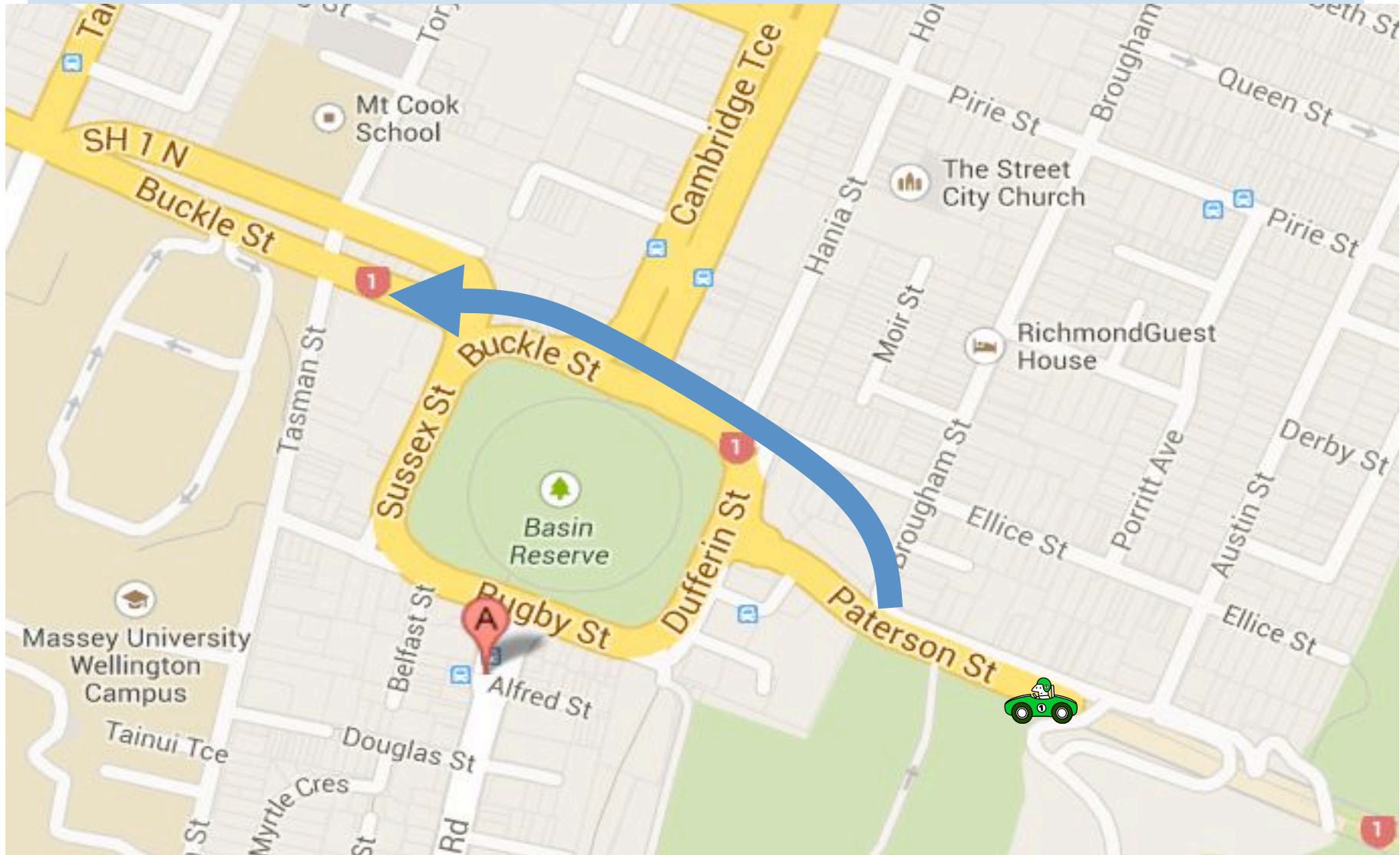
1. The Flyover Proposal
2. Why Oppose the Proposal

East/West Route-Current

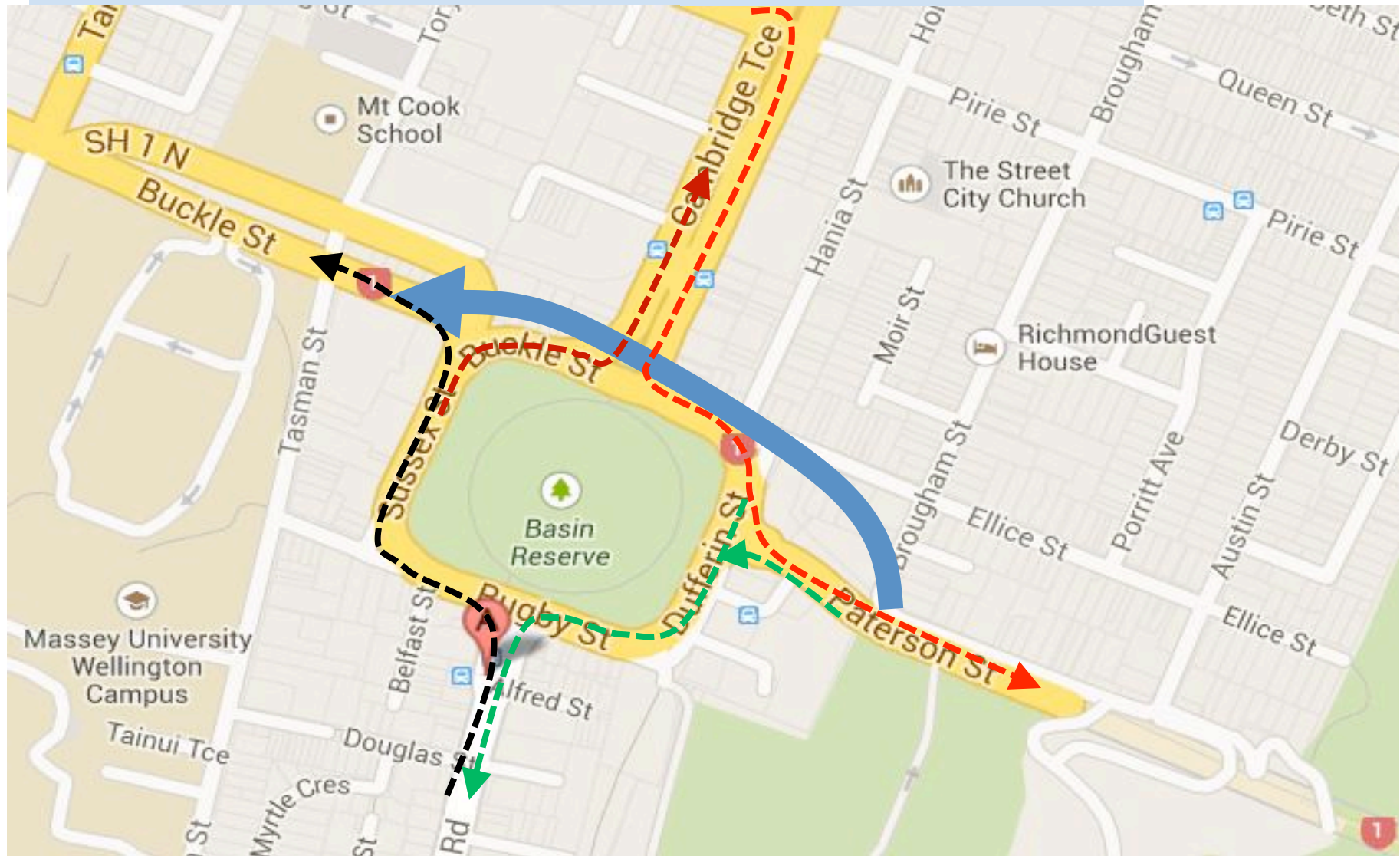




Proposed East/West Route: Proposed



Other Routes? ...Unchanged



Save the Basin Reserve

1. The Flyover Proposal
2. Why Oppose the Proposal
 1. Urban Design and Landscape
 2. Heritage
 3. Social Impact
 4. Transport objectives/Benefits

A Vision for Wellington

“The landscape coupled with the vibrancy and diversity of Wellington’s central city creates an attractive, positive environment for significantly higher growth figures.

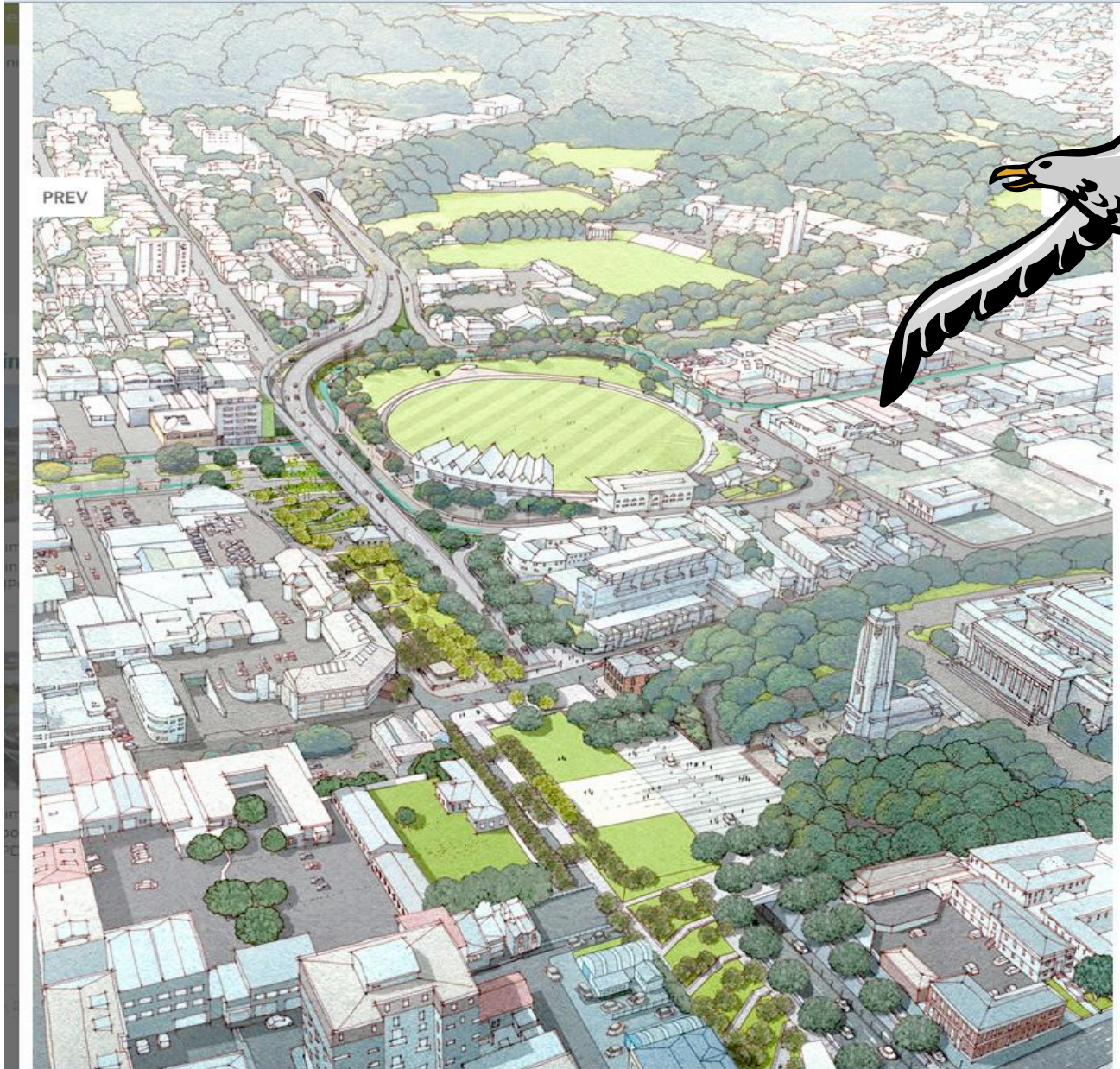
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Technical Report 4, Basin Bridge Project: Assessment of Traffic and Transportation Effects (pg 21)

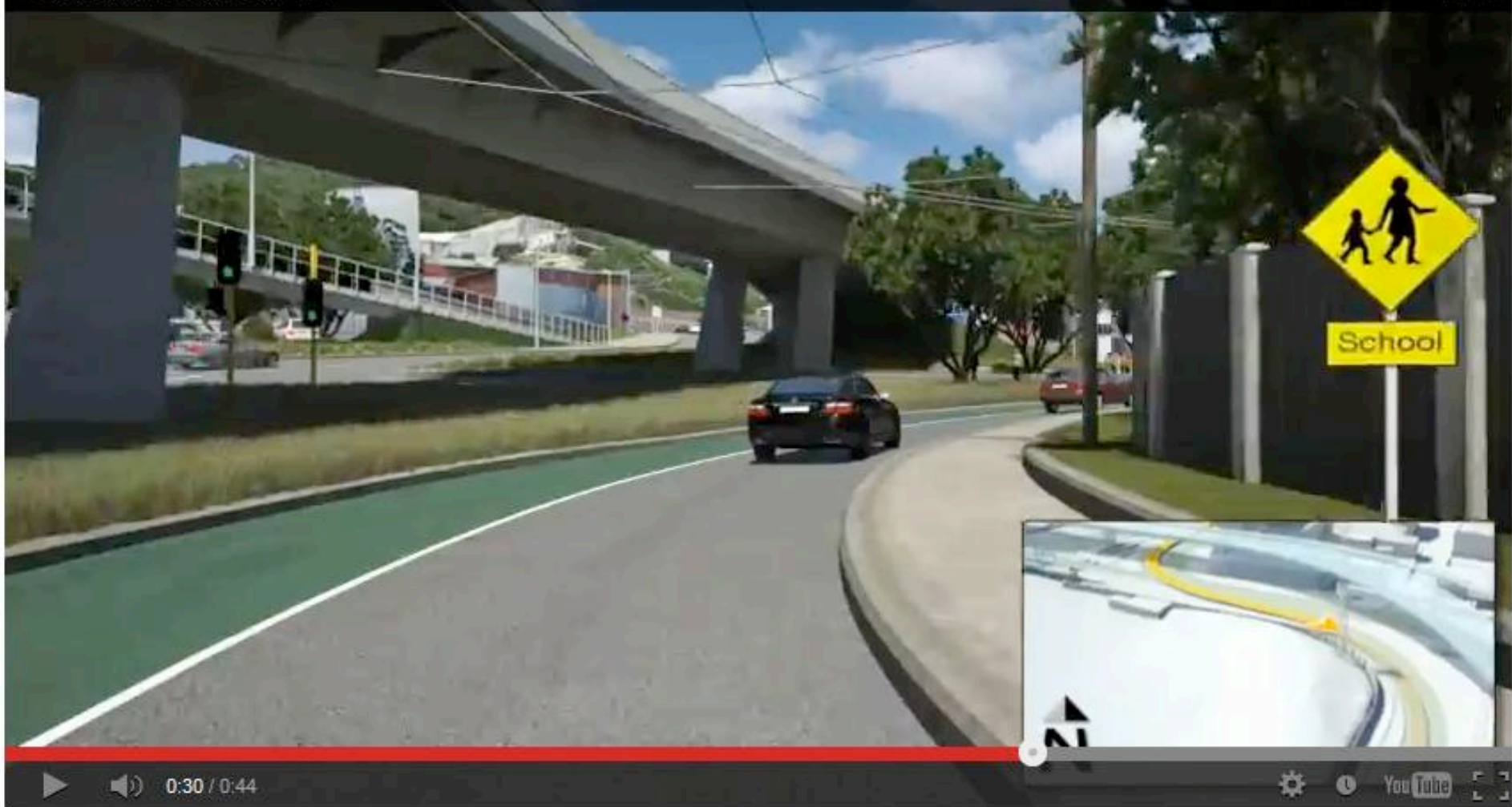
(part of the NZTA document bundle to support the proposed Basin Reserve Flyover)

Urban Landscape



Flyover Dwarves the Basin Reserve

Basin Bridge southbound drive





Inevitable? Why One Basin Flyover Will Be Followed By A Second Basin Flyover

- Richard Reid

<http://wellington.scoop.co.nz/?p=58207>

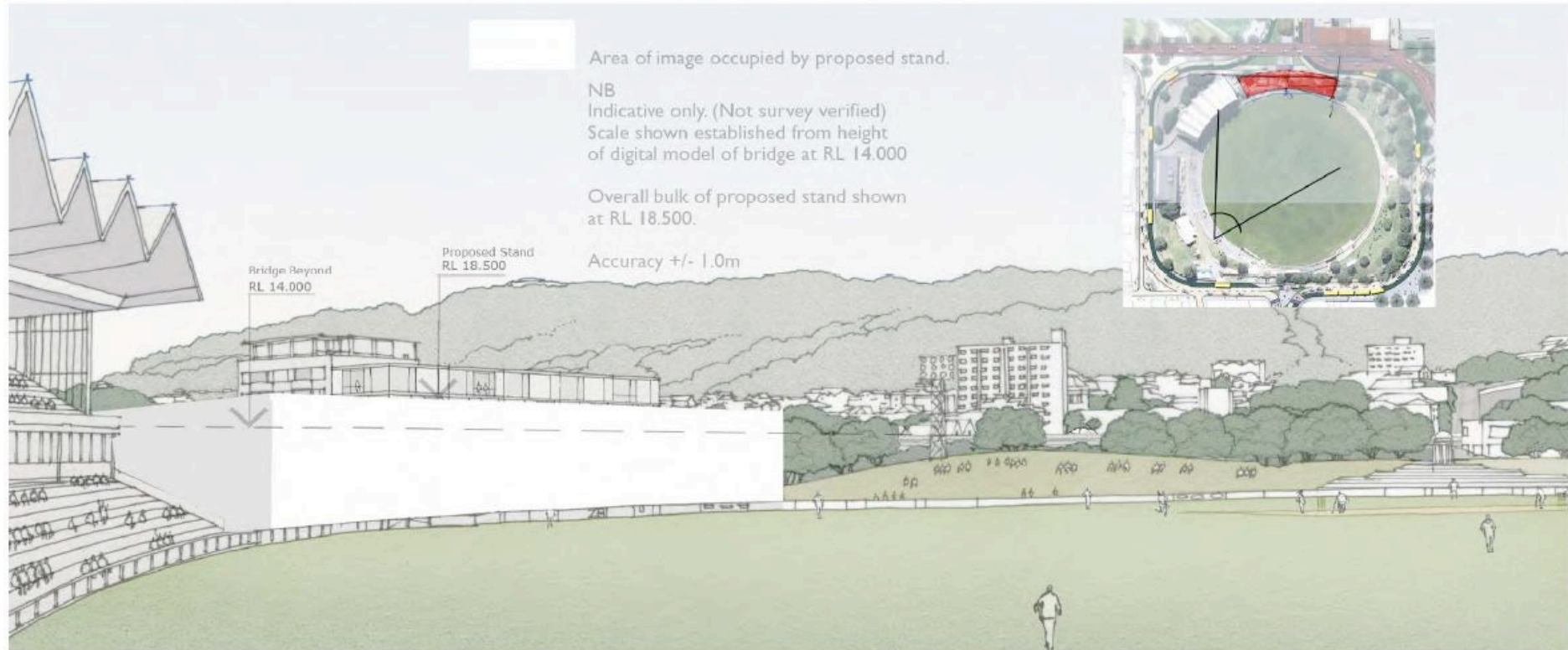




Northern Gateway Building – Before



Northern Gateway Building – After*



* Possibly the 65 Mtr building but not clear

Northern Gateway Building – Before



Northern Gateway Building – After

NB
Indicative only. (Not survey verified)
Scale shown established from GL
of existing fence at boundary (RL 6.00 m)

Overall bulk of proposed stand shown
at RL 18.500. Accuracy +/- 1.0m



Basin Reserve – A Cultural and Heritage Icon

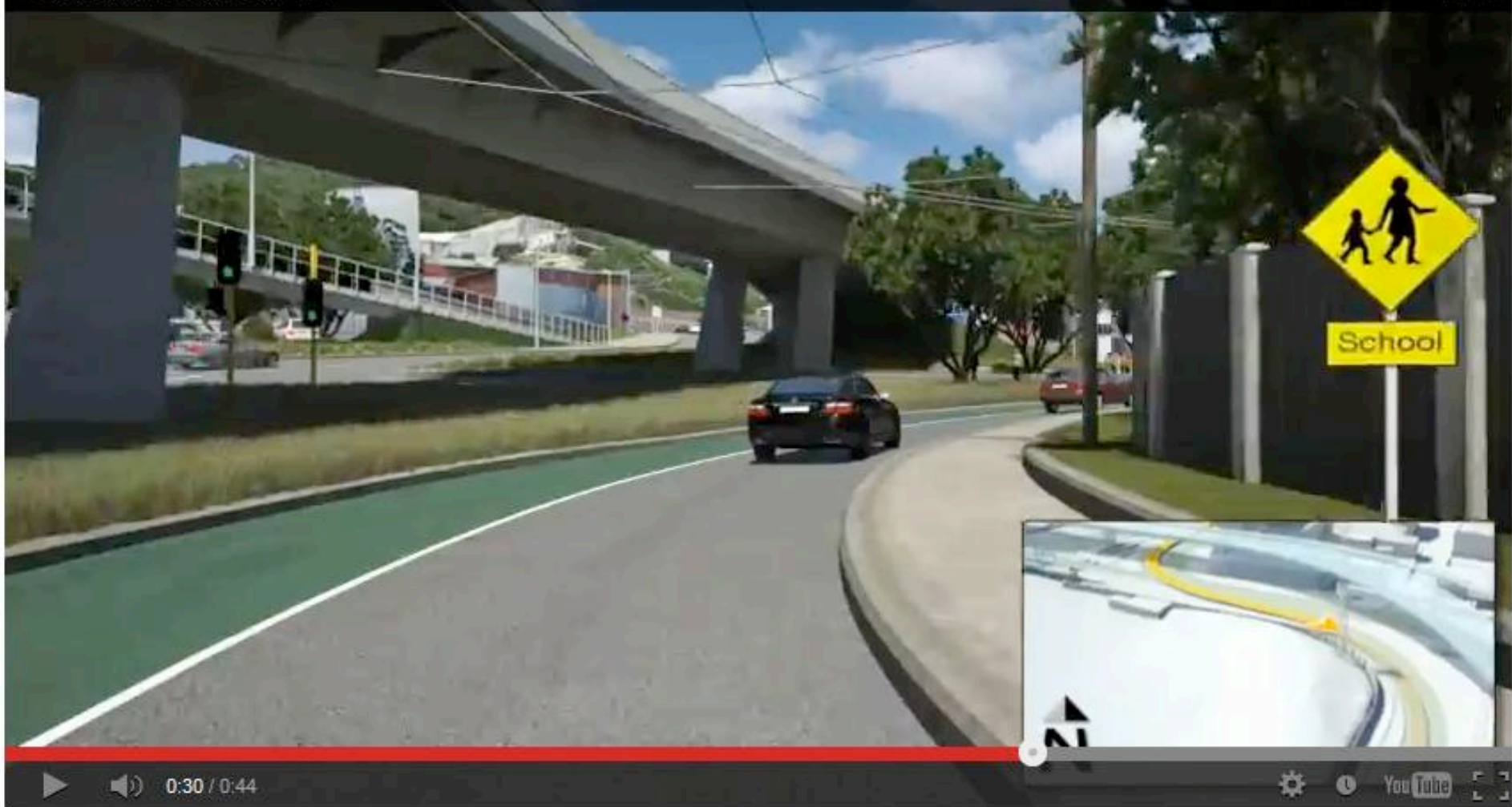


- First sports ground in New Zealand to receive an “Historic Area” registration
- The Museum Stand has category 2 HPT registration
- Gifted to the people of Wellington in 1861 for the purposes of cricket and recreation
- “Rated one of the top 10 cricket grounds in the world” – John Morrison (Basin Reserve Trustee and WCC Councillor/Mayoral Candidate) *

* The Wellingtonian 11 July 2013

Flyover Dwarves the Basin Reserve

Basin Bridge southbound drive



Northern Gateway Building: 65 Mtr Option Basin Reserve Trust Preference

Purpose built – for
players, officials,
and invited guests



Northern Gateway Building: 65 Mtr Option Basin Reserve Trust Preference

Purpose built – for
players, officials,
and invited guests

John Morrison: “the
stand would future-
proof the Basin”*



* The Wellingtonian, 11 July 2013

Wind Effects



- Predominant winds Nth/Sth
- Vs Flyover East/West
- Risk of over-turning:
 - Pedestrians, cycles and high-sided vehicles
- Climate change increasing risks?

Social Impact

- Air and noise pollution
- Light pollution (elevated road)
- Induced traffic
- Delinquency
- Severance
- Impact on the schools
 - over 4,000 Wellington children attend school in the Basin Reserve precinct

Social Impact

- Impact on local residents:
 - The Flyover fundamentally changes the Te Aro and Mt Victoria urban landscape
 - Property values
 - St Joseph's Church and St Mark's Church School are crowded out by the Flyover
- Reduced access out of Ellice St: the Flyover eliminates
 - left turn from Ellice St to the Mt Vic Tunnel
 - right turn from Ellice St to Hania St
- Major disruptions during construction

Save the Basin Reserve

1. The Flyover Proposal
2. Why Oppose the Proposal
 1. Urban Design and Landscape
 2. Heritage
 3. Effects on Residents
 4. Wind
5. **Transport objectives/Benefits**

Ngauranga to Wellington Airport Corridor Plan

- adopted October 2008

- NZTA claims the Flyover is part of the corridor plan

- Aims of the corridor plan*:

This corridor plan aims to strengthen the four key transport elements in the city which are:

1. a high quality and frequency passenger transport 'spine'
2. highly accessible and attractive 'activity' or shopping streets
3. a reliable and accessible 'ring' or bypass route for vehicles
4. interconnected and convenient local street, walking, cycling and passenger transport networks.

- Immediate Priorities*:

The immediate priorities for this corridor are:

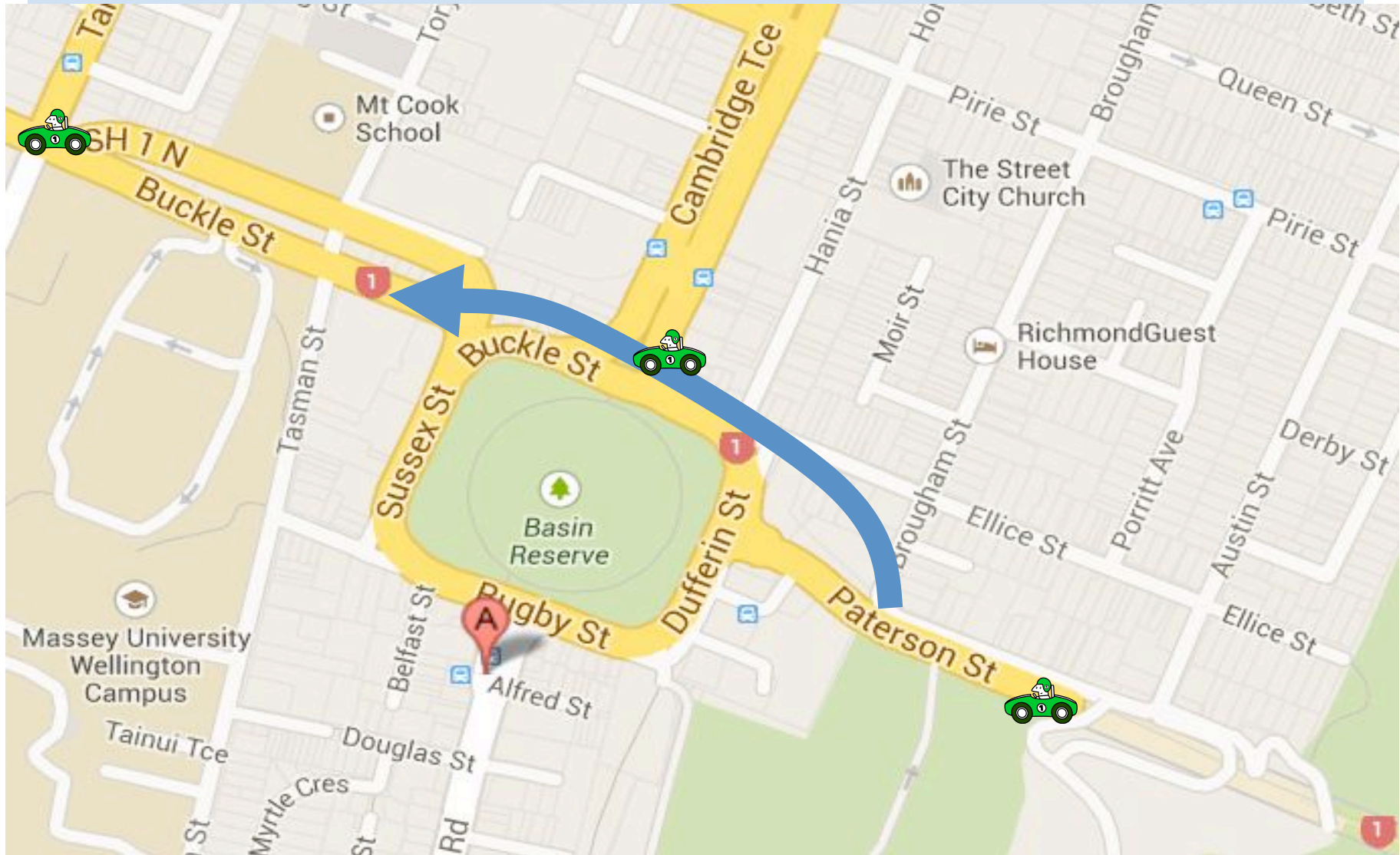
- Continuing a programme of travel demand management measures to reduce the number of car trips (particularly sole occupant to work) and encourage alternatives such as public transport, walking, cycling and telecommuting, flexible working hours and working from home.
- Establishing bus priority measures as a first step towards the development of a high quality, high frequency public transport spine that will cater for travel growth, reduce vehicle congestion, improve liveability, guide and support urban intensification and provide resilience against fuel supply and price shocks.
- Improving traffic management at the Basin Reserve to enable more reliable bus journey times, improved reliability of the ring route and improved pedestrian and cyclist facilities.

* <http://www.gw.govt.nz/ngauranga-to-wellington-airport/>

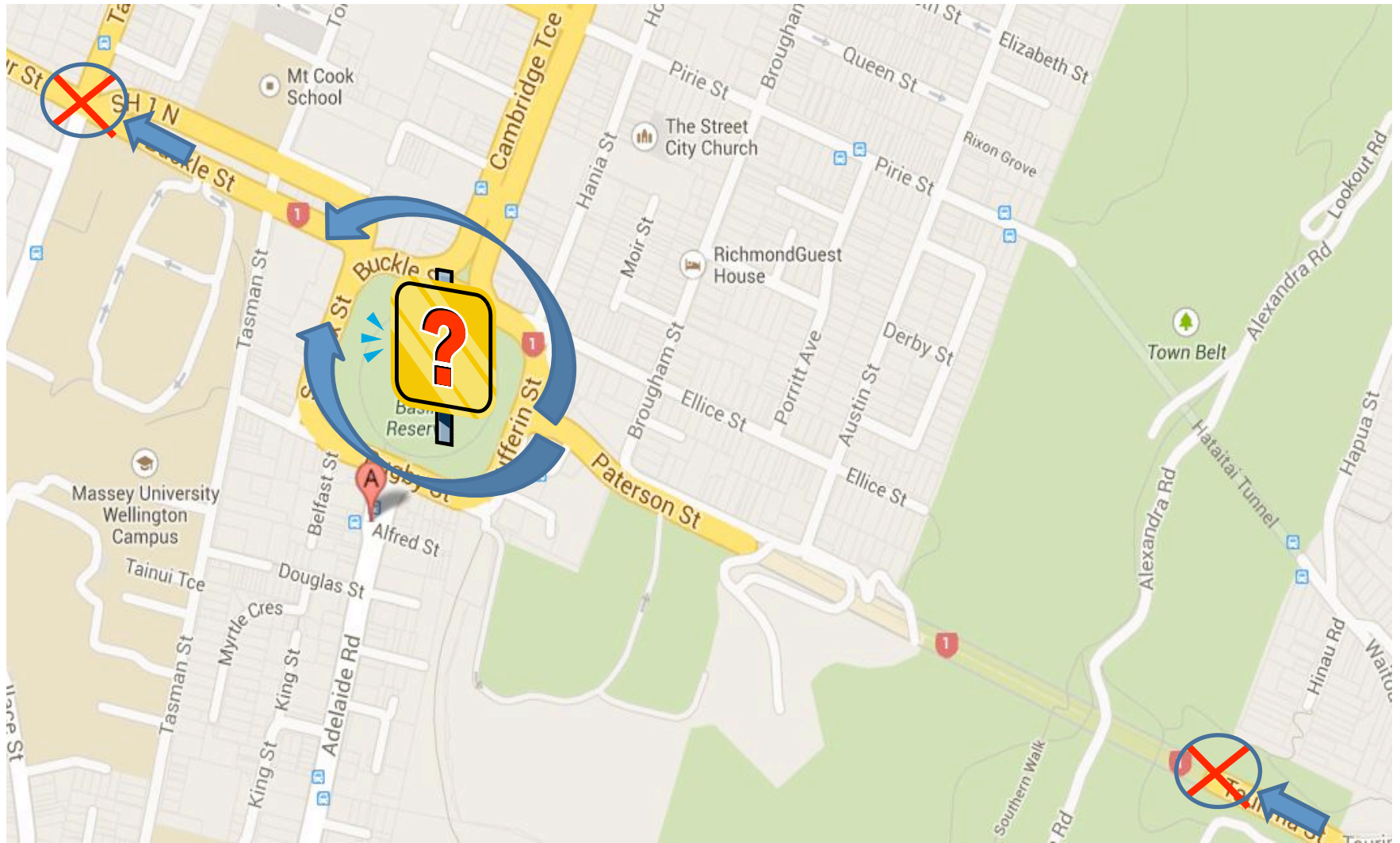
Flyover Benefits (NZTA Assessment):

BCR (<u>B</u> enefits to <u>C</u> osts <u>R</u> atio)		
<u>Benefits (2017 to 2043):</u>	\$M	%
Travel Time Benefits	51.2	61%
Congestion Relief	11.3	13%
Vehicle Operating Benefits	9.5	11%
Trip Reliability	1.9	2%
Accidents	8.3	10%
Public Transport Benefits	1.0	1%
Pedestrian & Cycle Benefits	0.9	1%
CO2 Benefits	0.4	0%
TOTAL	84.5	100%

Proposed East/West Route: Proposed



Bottlenecks?



NZTA Assessment of Flyover Benefits

BCR (<u>B</u> enefits to <u>C</u> osts <u>R</u> atio)		
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(part of the NZTA document bundle to support the proposed Basin Reserve Flyover)

A Vision for Wellington

Wellington has all the qualities to be part of the next generation of cities to experience significant growth over the next 20 years, as Melbourne and Vancouver have over the last 20 years.

... the Flyover cannot be part of that vision

Resources to assist in Writing Submissions:

Environmental Defence Society:

<http://www.rmaguide.org.nz/rma/submissionconsents.cfm>

Save Kapiti:

<http://savekapiti.co.nz/board-of-inquiry/>

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