

The Basin

1) Does there need to be a scheme?

- Why is the scheme being proposed and what is the evidence to support this need?
- Are there "non-physical" ways to address any needs (e.g. congestion charging?)

2) Does the scheme improve transportation in its broadest sense, and in a way which is appropriate for the future?

- Does the scheme improve existing access and safety into and across the Basin for cyclists (commuter and recreational), pedestrians (commuter and recreational) and public transport?
- Does the scheme elegantly integrate state highway and local traffic flows?
- Does the scheme provide dedicated busways designed in such a way that they can accommodate light rail in the future?
- Is the scheme sensible in the context of global warming, climate change, peak oil and peak car?

3) Does the scheme provide a better environment for the neighbourhood (e.g. schools in the area/Government House)?

- Is it safer for school students to walk, ride and take public transport to school?
- Does the scheme provide a better environment for children's learning in terms of pollution and noise?
- Does the scheme improve access to the recreational spaces of the Basin reserve? Does it provide better quality of open spaces?
- Does the scheme engage Government House as an important part of Wellington as a capital city?

4) Does the scheme support the aims of the Urban Design Protocol and city council initiatives for adjacent areas?

- Is the scheme an example of excellent urban design?
- Is the scheme a good fit for this part of the city (e.g. its relationship to the Victorian Kent/Cambridge Tce?; the deformed city grid (deformed by its geography)).
- Does the scheme sit well in relation to the Adelaide Road plan, the Wellington Transport Strategy and the Ngauranga to Airport Growth/Transport Spine?
- Does the scheme support the Basin as a destination, rather than one of the world's largest roundabouts cut off from its local community?

5) Does the proposed scheme respect existing cultural environment and add to it?

- Does the scheme respect areas of significance to local iwi?
- Does the scheme respect the siting, or better site, historic buildings (e.g. Ettrick Cottage, Government House, John Swan's Compassion Creche)?
- Does the scheme respect areas of significance to local community groups (e.g. residents, sportspeople)?
- Does the proposal have well designed structures?

6) Is the cost warranted? and are the benefits (e.g. social, environmental, economic) of the scheme appropriately recognised?

- What is the cost/benefit analysis and does it understand costs and benefits beyond a narrow view of traffic flow (e.g. quality urban design, health, providing better recreational spaces, encouraging pedestrian/cycling, presenting cultural/environmental aspects of the area)? How does the cost benefit compare with other scenarios?

7) Is Wellington a better place because of this scheme?.



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