

Basin Reserve Options

| Basin Reserve option | MRT route around Basin | Programme Affordable Short List Option | | | |
|--------------------------------|---|--|----|-----|----|
| | | i | ii | iii | iv |
| Sussex Street extension option | LRT / BRT to south along Sussex Street. Bus Priority / BRT to east via new Mt Victoria Tunnel | | | | |
| | LRT to south along Sussex Street | | | | |
| Optimised at-grade option | LRT to south along Tasman Street and Rugby Street | | | | |

The Basin Reserve options were derived to facilitate mass rapid transit options and active travel improvements. They are explained further below, as high-level concepts, with further detail to be developed as investigations continue.



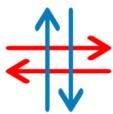
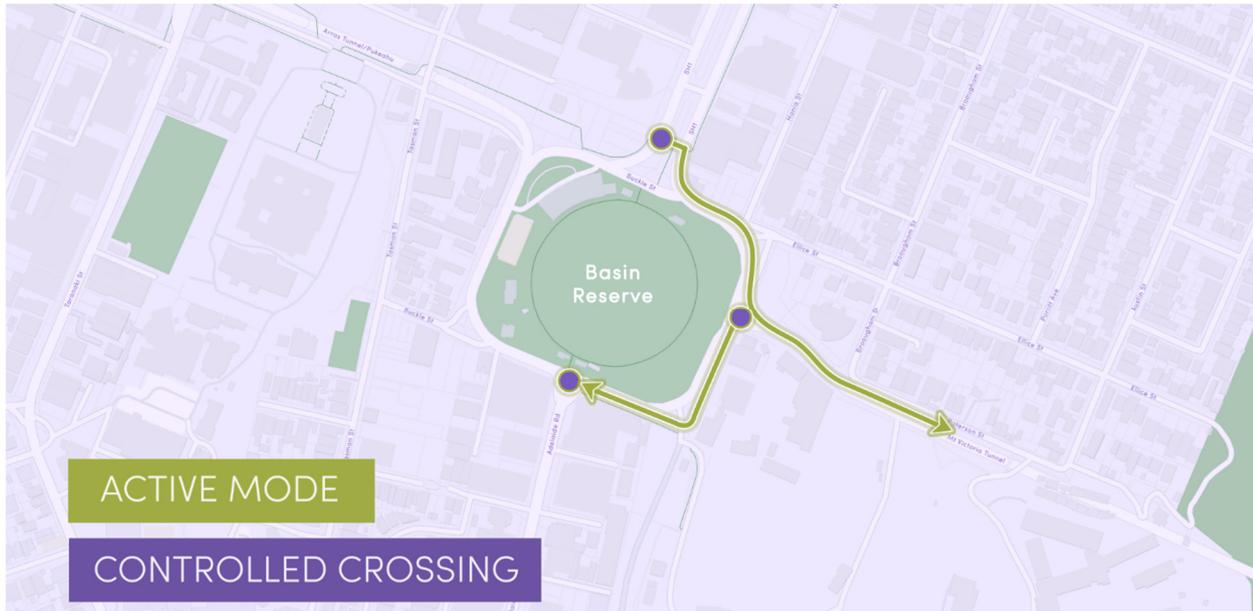
Optimised at-grade option

The optimised at-grade option retains the existing layout for local traffic and state highway as shown below left. Road users travel around the Basin gyratory in a clockwise direction. SH1 eastbound travels down Kent Terrace around the north-east corner of the Basin into the Mt Victoria tunnel as shown by the red line in a left to right direction. SH1 westbound travels around the south and west sides of the Basin to the Arras tunnel as shown by the red line in a right to left direction. Local north-south traffic travel around the gyratory on the west and east sides respectively as shown by the blue lines.

The main change from existing layout to the optimised at-grade option is the addition of the MRT route on the south-west corner of the Basin Reserve as shown below right by the purple line. This provides two-way MRT travel, separated from the existing road space where possible. Other minor improvements for vehicles are also being considered where practical.



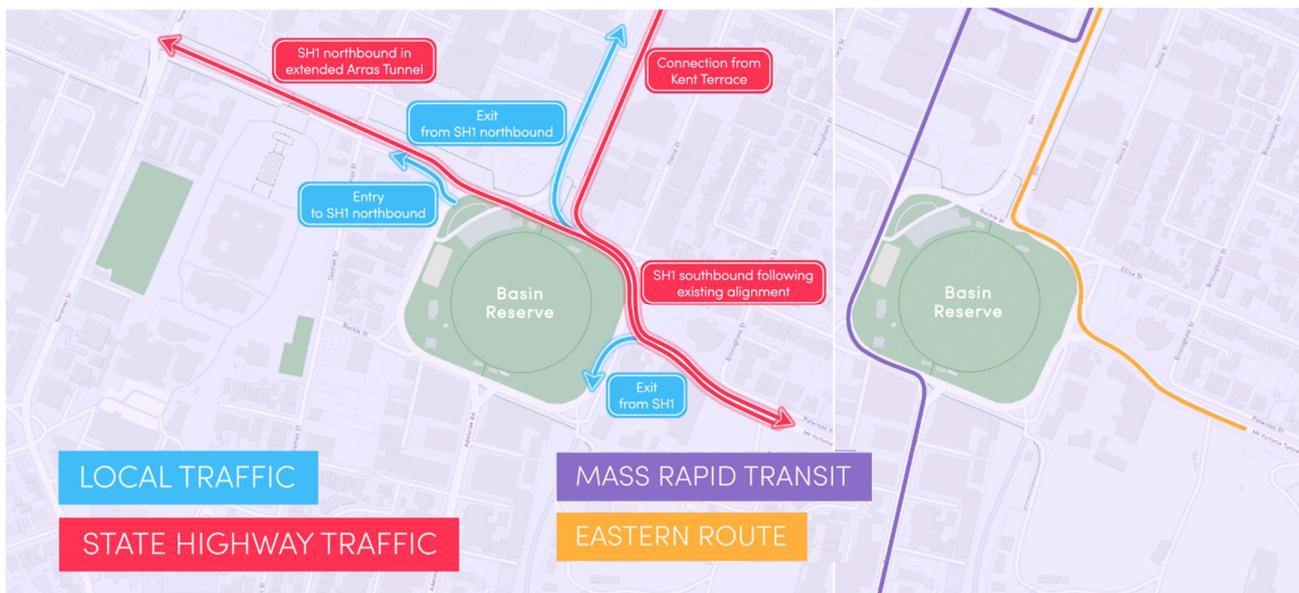
There would be localised opportunities to improve active mode provisions on the eastern side of the Basin and improve crossing facilities.



Sussex Street extension option

The Sussex Street extension option completely reconfigures how all users would travel around the Basin Reserve. The gyrotory system is replaced by two-way east-west SH1 lanes passing under two-way north-south lanes (at the north-west corner of the Basin).

As shown below left, SH1 eastbound would remain largely unchanged from existing (along Kent Terrace around the north-east corner of the Basin into the Mt Victoria tunnel). SH1 westbound would travel along the north side of the Basin adjacent to the eastbound traffic before entering an extended Arras tunnel. MRT travelling north-south travels along an extended Sussex Street on the west side of the Basin (below right) passing over the extended Arras Tunnel. Bus or BRT to the east (where it is using a new Mt Victoria Tunnel) would follow a similar path to the eastbound SH1 route around the north east corner of the Basin (as shown below right by the orange line).



Key local traffic movements would follow the same route as the north-south MRT (see below left) around the west side of the Basin with a connection along Rugby Street to provide access to the schools and Government House. Other local traffic links are not permitted to access the Basin (see below right).



Substantial new active travel facilities are provided around all sides of the Basin with connections to the west (Pukeahu), north (Kent / Cambridge), east (Mt Victoria tunnel) and south (Adelaide Road).

