



Cobham Drive to Buckle Street transport improvements

Public engagement

The Basin Reserve – a key transport hub

15

Overview

The roads around the Basin Reserve provide key links to Wellington’s transport network. They include:

- SH1 – a key east-west route for the southern and eastern suburbs and the airport
- An important public transport network between Newtown and the Railway Station
- The gateway to Wellington from Mt Victoria Tunnel
- Important pedestrian and cycle routes into and out of the city from the east and south
- The processional route to and from Government House.

In addition, many students use the streets around the Basin Reserve to walk to schools and tertiary institutions in the area.

In this busy part of town there are numerous conflicts between traffic, buses, pedestrians, cyclists and students.

Vehicle traffic – now and in the future

- The street system around the Basin Reserve functions as a large roundabout with signals.
- About 25,000 vehicles enter the system from Kent Terrace each day, with nearly 20,000 going towards Mt Victoria Tunnel.
- About 20,000 vehicles enter the system from Mt Victoria Tunnel.
- 30,000 vehicles travel along Sussex Street every day.
- The number of vehicles travelling between the southern suburbs and the CBD is predicted to increase by up to 30% in future years .
- Because Mt Victoria Tunnel is a bottleneck, the traffic using SH1 isn’t predicted to grow. Instead, additional east-west traffic will use routes like Evans Bay Parade.
- Journey times along SH1 are predicted to increase by 60% if no improvements are made.
- Increasing traffic volumes will mean bus journeys get longer and less reliable, making public transport less attractive and affecting any plans to use a high-quality public transport systems (like light rail) in the future.
- Increasing traffic volumes will also cause greater delays for the increasing number of people likely to walk or cycle around and through the Basin Reserve.



Traffic is queued up at peak time as it exits the tunnel and prepares to enter the road network around the Basin Reserve.



The traffic queue extends along Paterson Street back to the tunnel portal.



Most traffic using Sussex Street turns left to Buckle Street and on to Karo Drive.



A cyclist uses the Karo Drive cycle path along the Inner City Bypass. Buckle Street is in the background and traffic is heading from the Basin Reserve towards the Terrace Tunnel. Only 40% of the traffic using Mt Victoria Tunnel travels to the motorway through the Terrace Tunnel.

