

Cobham Drive to Buckle Street transport improvements

Public engagement

Public transport, walking and cycling – now and in the future

16

Today, bus journeys are slow and unreliable around the Basin Reserve due to delays at intersections and the number of other vehicles using the roads.

It's predicted that by 2016 about 2500 bus passengers will travel through the Basin Reserve area in the two-hour morning peak, a 20% increase from 2006 . If a high-quality public transport system (such as light rail) is provided between the Railway Station and the hospital, this number could increase by as much as 40% .

If the existing situation remains, and as traffic continues to increase, bus travel will become less attractive.

School buses

Today, about 80% of the 3000 students who attend the three schools close to the Basin Reserve take the bus each day.

The existing bus stops conflict with the school drop-off zones, and buses and drop-off vehicles conflict with other traffic in the area.

Pedestrians and cyclists

A 2009 survey counted more than 7000 pedestrians crossing and 1000 cyclists riding through key intersections around the Basin Reserve during the day .

On school days, many of the pedestrians using the streets around the south-east corner of the Basin Reserve are students. A number of parents use St Joseph's Church car park as a school drop-off area, walking their children across SH1 to St Mark's Church School.

According to the last census, about 25% of the people living in Newtown walked or cycled to work . This is likely to increase with proposals to grow Adelaide Road as an attractive place to live and work.

The number of people walking and cycling to and from Hataitai is expected to increase when the new Mt Victoria Tunnel is complete.

Pedestrian and cyclists use many controlled crossings and cross many lanes of heavy traffic in their journeys in and around the Basin Reserve. This creates delays for everyone, including buses and other vehicles.



Paterson Street, and the view for visiting dignitaries arriving at Government House. A steel fence separates traffic from the school bus stop area.



More than 3000 young people attend schools in the area around the Basin Reserve. It's estimated that 80% arrive by bus, yet they need to cross a traffic lane to get to school.



The Rugby Street/Adelaide Road intersection. A large number of pedestrians and cyclists use this area, while a bus lane along Adelaide Road enables buses to bypass the long queue up Adelaide Road in the morning peak.



Kent Terrace. The pedestrian crossing is set back from the intersection with Ellice Street. The entry to the Basin Reserve is poor.