



Cobham Drive to Buckle Street transport improvements

Public engagement

Options investigated but rejected

30

We considered a wide range of ideas before deciding on the bridge options. Many were generated at a workshop attended by a number of interested parties and community representatives.

Here are some of the options that are no longer being considered.

Option C - Ground level and moving SH1 away from the Basin Reserve

Under Option C, east and westbound traffic on SH1 passes approximately 65 metres north of the Basin Reserve gates. SH1 remains at its current level, with a new signalised intersection at Kent Terrace and Cambridge Terrace. No turns are allowed at this intersection.

- While Option C is cheaper than Option A, it provides fewer economic benefits.
- Option C has fewer visual impacts than Options A and B when seen from Kent and Cambridge Terraces.
- Option C provides fewer urban design and social benefits than Options A and B.
- Option C is not as good at separating SH1 traffic from local traffic, particularly buses and possible future light rail.
- Options A and B better meet the needs of future generations, particularly if they want to upgrade the Inner City Bypass.
- Option C has an estimated cost of \$50 million to \$70 million.



Option D - Ground level and moving SH1 closer to the Basin Reserve

Under Option D, westbound SH1 traffic exits Mt Victoria Tunnel and veers right to Dufferin Street and Buckle Street, passing north of the Basin Reserve. Traffic can turn right to Cambridge Terrace via a slip lane. All streets remain at their current level. A new intersection at the corner of Dufferin and Paterson Streets allows local southbound traffic to cross SH1 to Adelaide Road.

- While Option D is cheaper than Option A, it provides fewer economic benefits.
- Option D has fewer visual impacts than Options A and B when seen from Kent and Cambridge Terraces.
- Option D provides fewer urban design and social benefits than Options A and B.
- Option D introduces a very wide road at the corner of Ellice Street and Kent Terrace.
- Option D is not as good at separating SH1 traffic from local traffic, particularly buses and possible future light rail.
- Options A and B better meet the needs of future generations, particularly if they want to upgrade the Inner City Bypass.
- Option D has an estimated cost of \$40 million to \$50 million.



Option E - Putting local traffic on a bridge and in a tunnel

Under Option E, westbound SH1 traffic exits Mt Victoria Tunnel and veers right to Dufferin Street and Buckle Street, passing north of the Basin Reserve in a trench. Traffic can turn right to Cambridge Terrace via a slip lane.

Local traffic travelling south from Kent Terrace to Newtown turns left at Kent Terrace north of the Grandstand Apartments. A new bridge rises up over Hania Street and turns south above Dufferin Street to rejoin the street level before St Mark's Church School on Dufferin Street.

Northbound local traffic travels on Sussex Street, with the option of turning left to Buckle Street or joining Cambridge Terrace via a tunnel under Buckle Street (SH1), before veering left to join Cambridge Terrace.

- Option E offers similar economic benefits to, but is more expensive than, Option A or B.
- Option E provides fewer urban design and social benefits than Options A and B.
- Option E has fewer visual impacts than Options A and B when seen from Kent and Cambridge Terraces.
- Option E is less favourable than Options A and B for a high-quality public transport or light rail system.
- Option E has an estimated cost of \$100 million to \$130 million.



Option F - Putting SH1 in a tunnel near the Basin Reserve

Under Option F, westbound SH1 traffic exits Mt Victoria Tunnel and veers right into a tunnel that passes to the north of the Basin Reserve. The tunnel exits on Buckle Street after Tory Street. Local traffic stays the same.

- This tunnel is only feasible if it extends between Paterson and Taranaki Streets, but this makes it significantly more expensive to build than a bridge.
- The tunnel is costly because it needs to be built in an old swamp. The risk of flooding would also need to be managed.
- Option E has an estimated cost of \$160 million to \$220 million.

