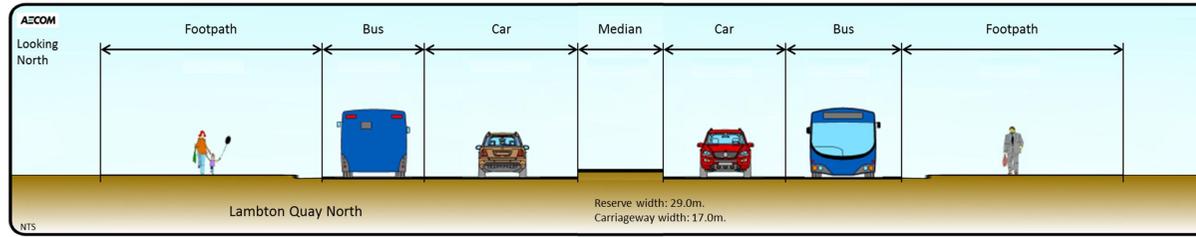


# Short List Cross Sections

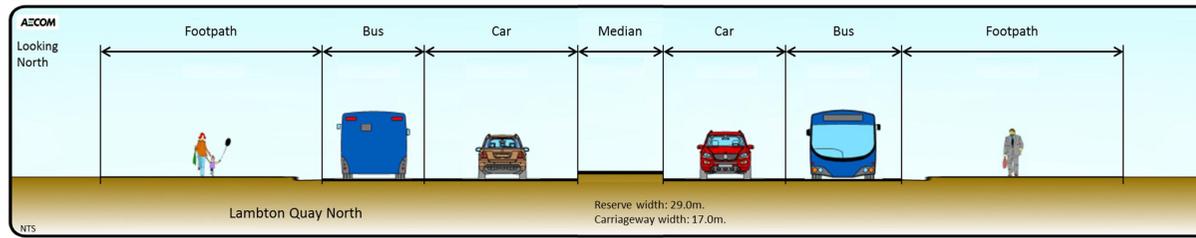
# Golden Mile

## Lambton Quay North Cross Sections

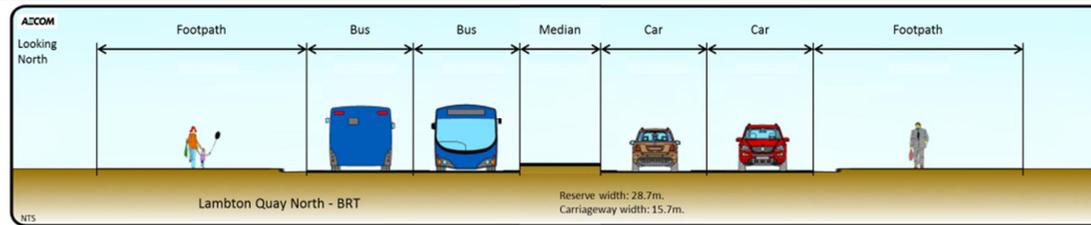
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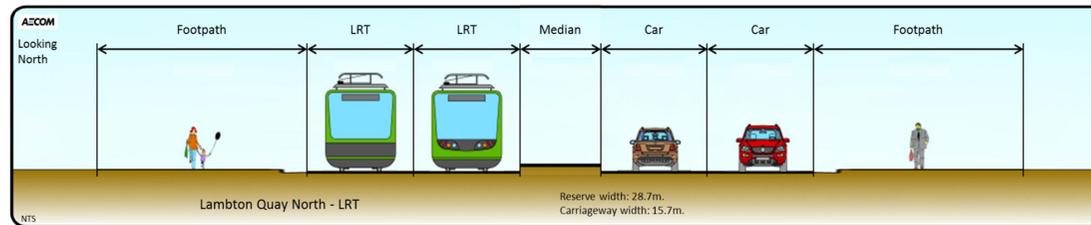
Bus Priority



BRT



LRT

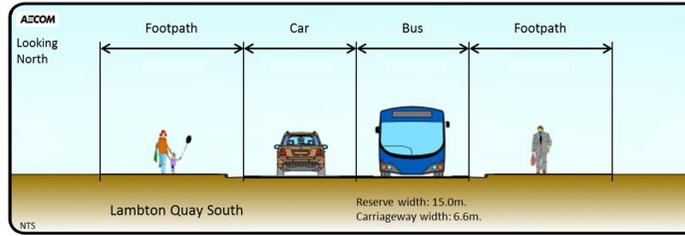




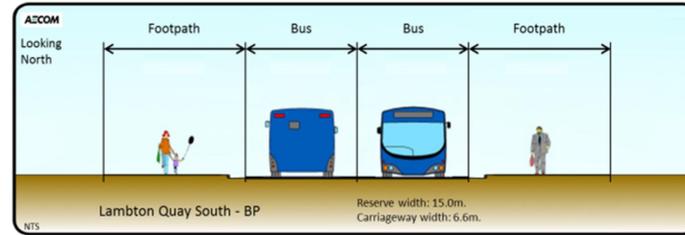
Lambton Quay North	Section 1: Whitmore St to Ballance St	Section 2: Ballance St to Stout St	Section 3: Stout St to Waring Taylor St	Section 4: Waring Taylor St to Brandon St
Existing Length	85m	150m	70m	140m
Existing Road Reserve Width	30m	31-34m	30-31m	30-31m
Existing Carriage Way Width	17m	18-20m	18-19m	17-19m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>BRT Changes:</b> BRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>LRT Changes:</b> LRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve

Lambton Quay South Cross Sections

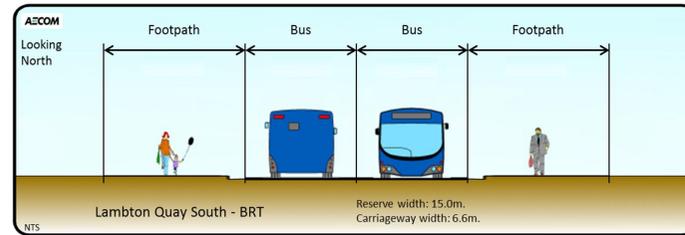
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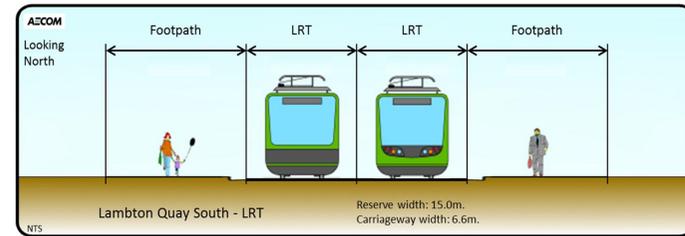
Bus Priority

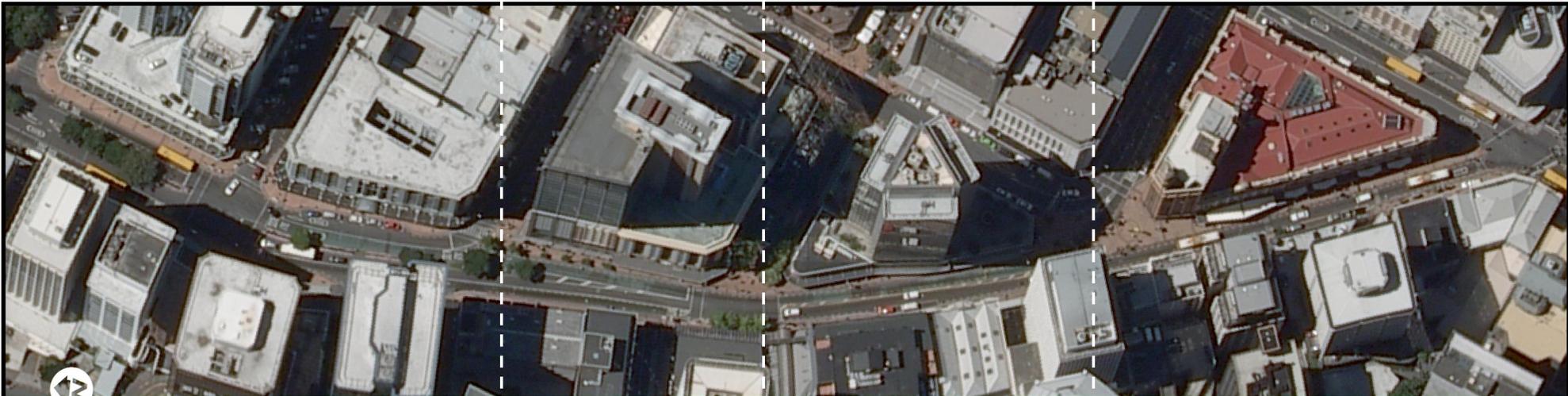


BRT



LRT

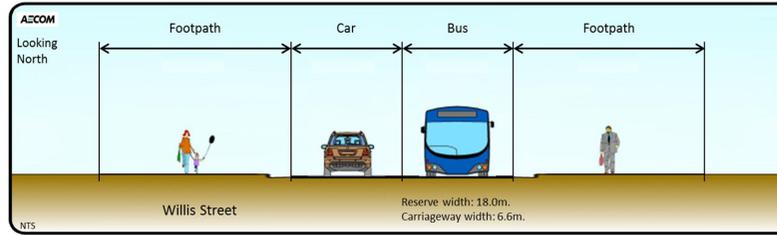




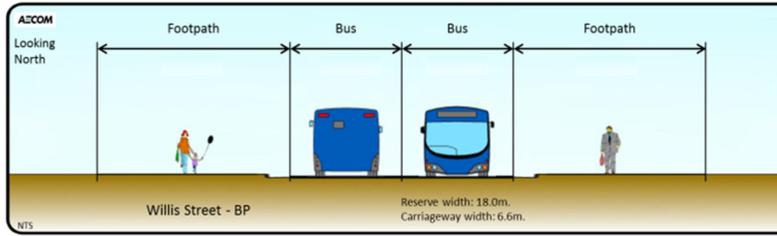
Lambton Quay South	Section 1: Brandon St to Panama St	Section 2: Panama St to Grey St	Section 3: Grey St to Hunter St	Section 4: Hunter St to Willeston St
Existing Length	70m	80m	110m	130m
Existing Road Reserve Width	26-31m	18-24m	15m	15m
Existing Carriage Way Width	17m	8.5-12m	6.5-8m	4.5m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	Same as existing
<b>BRT Changes:</b> BRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	Same as existing
<b>LRT Changes:</b> LRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	Same as existing

Willis Street Cross Sections

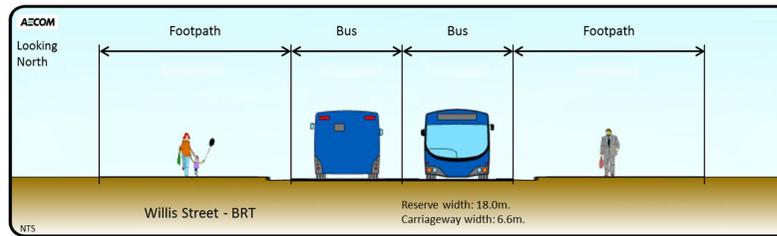
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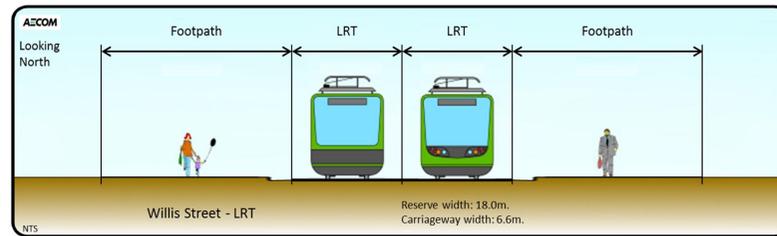
Bus Priority



BRT



LRT

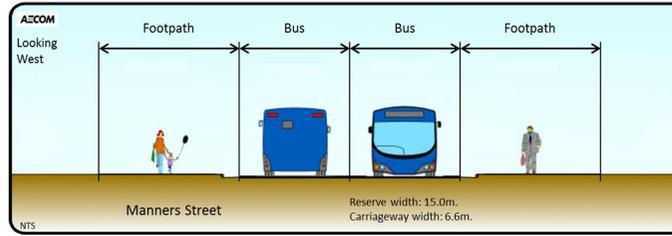




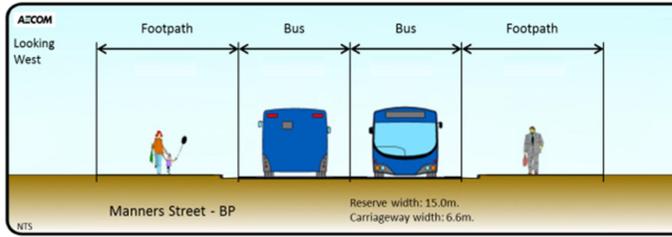
Willis Street	Section 1: Hunter St to Willeston St	Section 2: Willeston St to Chews Lane	Section 3: Chews Lane to Mercer St	Section 4: Mercer St to Manners St
Existing Length	100m	120m	100m	120m
Existing Road Reserve Width	18m	18m	18m	18m
Existing Carriage Way Width	9.5 - 11.5m	9.5-11m	9.5m	6.5-10m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>BRT Changes:</b> BRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>LRT Changes:</b> LRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve

Manners Street Cross Sections

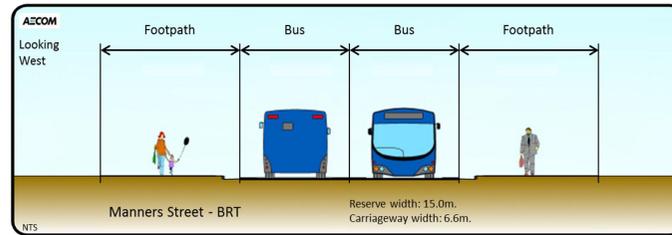
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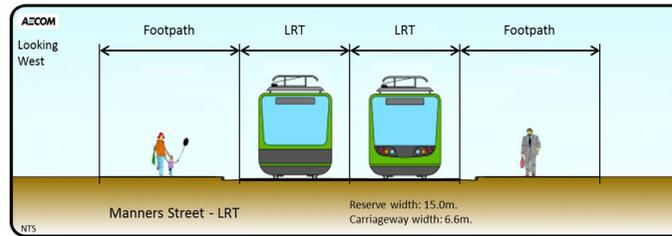
Bus Priority



BRT



LRT

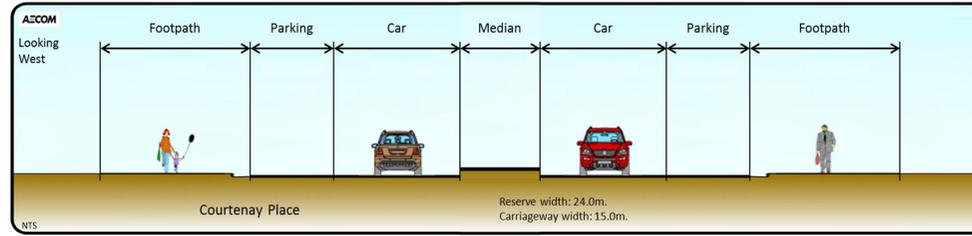




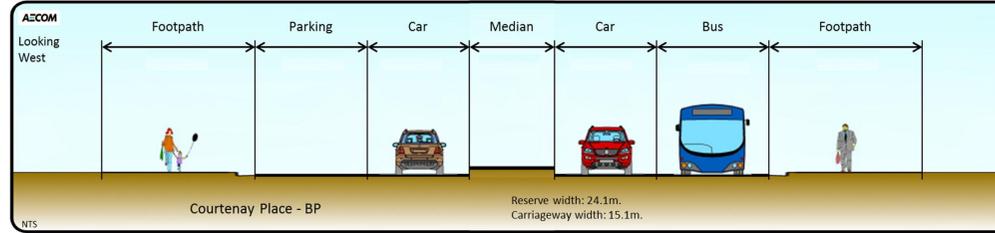
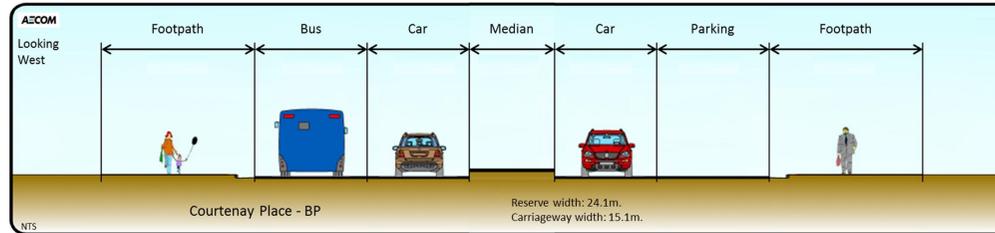
Manners Street	Section 1: Willis St to Victoria St	Section 2: Victoria St to Cuba St	Section 3: Cuba St to Taranaki St
Existing Length	160m	130m	220m
Existing Road Reserve Width	15-18m	15m	18-20m
Existing Carriage Way Width	6.5m	6.5m	10m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>BRT Changes:</b> BRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>LRT Changes:</b> LRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve

**Courtenay Place Cross Sections**

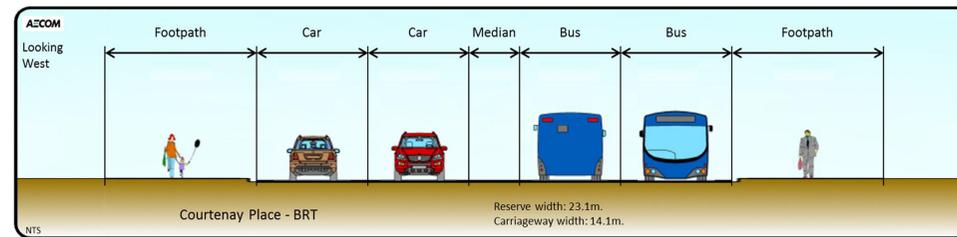
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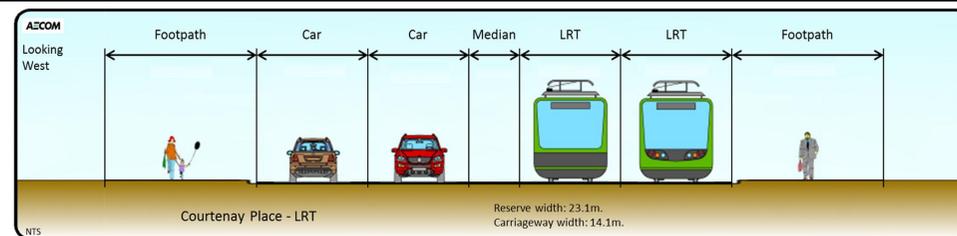
**Bus Priority**  
AM and PM peaks



**BRT**



**LRT**

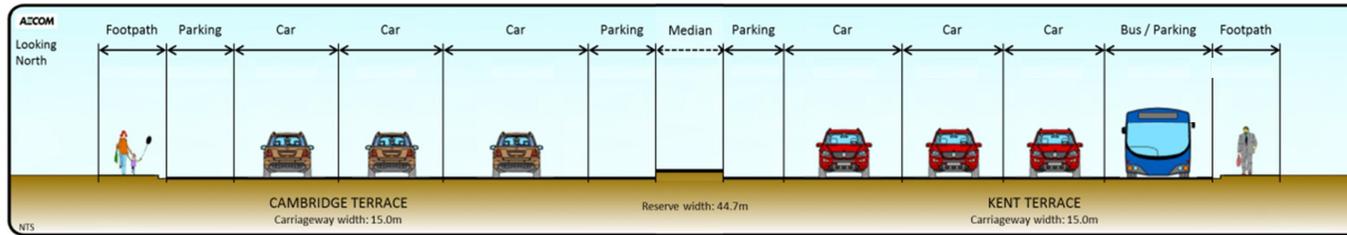




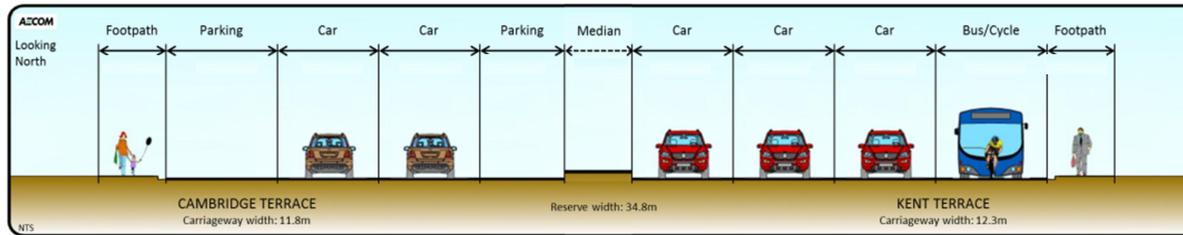
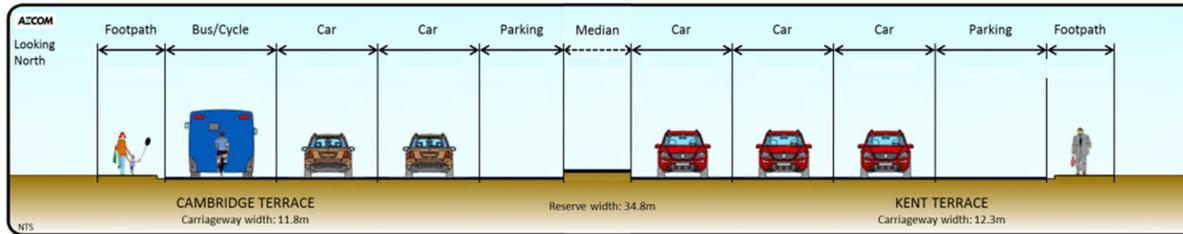
Courtenay Place	Section 1: Taranaki St to Tory St	Section 2: Tory St to Allen St	Section 3: Allen St to Blair St	Section 4: Blair St to Cambridge Tce
Existing Length	220m	80m	70m	70m
Existing Road Reserve Width	24-50m	24-28m	32-42m	45-55m
Existing Carriage Way Width	15-17m	15m	15m	17m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>BRT Changes:</b> BRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve
<b>LRT Changes:</b> LRT in segregated lanes on north side of corridor	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve

Cambridge and Kent Terrace Cross Sections

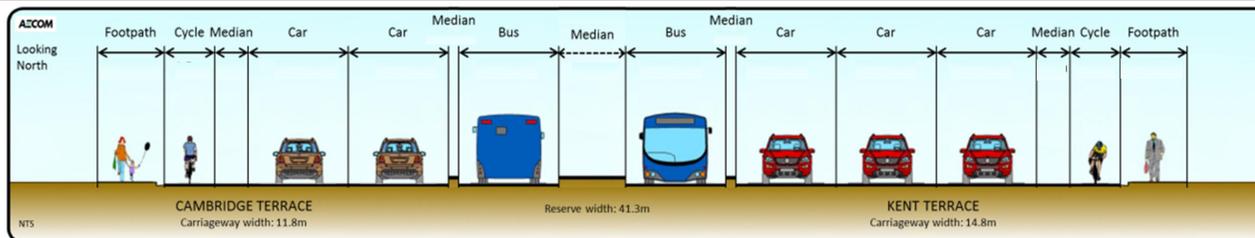
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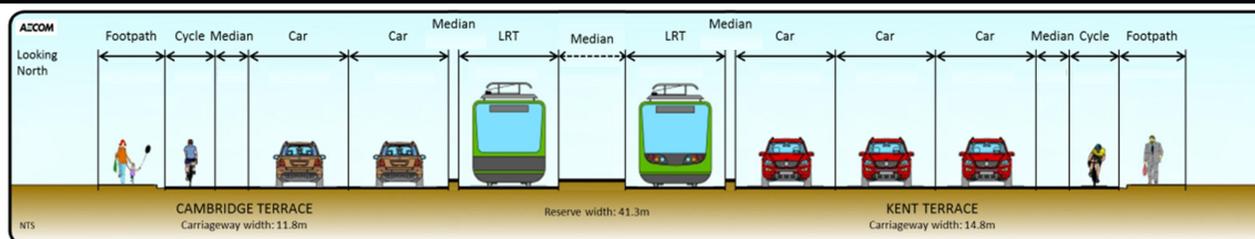
Bus Priority  
AM and PM peaks



BRT



LRT





Cambridge and Kent Terrace	Section 1: Basin Reserve to Pirie St	Section 2: Pirie St to Elizabeth St	Section 3: Elizabeth St to Courtenay Place
Existing Length	300m	170m	180m
Existing Road Reserve Width	40m	40m	40m
Existing Carriage Way Width	15-20m	15m	12-16m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	Peak period bus lane replaces parking Peak period priorities up to intersection at Pirie St No widening of Carriageway No widening of Road Reserve	Peak period bus lane replaces parking Peak period priorities up to intersection at Elizabeth St No widening of Carriageway No widening of Road Reserve	Peak period bus lane replaces parking Peak period priorities up to intersection at Courtenay Place <b>Carriageway widening of 0-0.3m on Kent Terrace</b> No widening of Road Reserve
<b>BRT Changes:</b> BRT in segregated lanes on west side of corridor	Loss of parking No widening of Carriageway No widening of Road Reserve	Loss of parking No widening of Carriageway No widening of Road Reserve	No widening of Carriageway on Cambridge Terrace <b>Carriageway widening of 0-2.8m on Kent Terrace</b> <b>Widening of Elizabeth St intersection</b> No widening of Road Reserve
<b>LRT Changes:</b> LRT in segregated lanes on west side of corridor	Loss of parking No widening of Carriageway No widening of Road Reserve Relocate services from under LRT New overhead power cables	Loss of parking No widening of Carriageway No widening of Road Reserve Relocate services from under LRT New overhead power cables	No widening of Carriageway on Cambridge Terrace <b>Carriageway widening of 0-2.8m on Kent Terrace</b> <b>Widening of Elizabeth St intersection</b> No widening of Road Reserve Relocate services from under LRT New overhead power cables

Adelaide Road Cross Sections

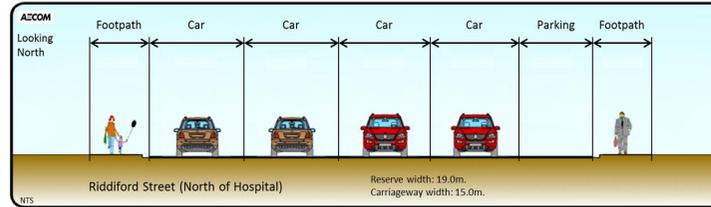
<p>Existing</p>	<p>ASCOM Looking North</p> <p>Footpath Bus / Parking Car Median Car Car / Parking Footpath</p> <p>Adelaide Road</p> <p>Reserve width: 19.0m. Carriageway width: 15.0m.</p> <p>NTS</p>	
<p>Planned Future (WCC)</p>	<p>ASCOM Looking North</p> <p>Footpath Parking Bus/Cycle Car Median Car Bus/Cycle Footpath</p> <p>Adelaide Road</p> <p>Reserve width: 21.5m. Carriageway width: 16.5m.</p> <p>NTS</p>	
<p>Bus Priority</p>	<p>ASCOM Looking North</p> <p>Footpath Parking Bus/Cycle Car Median Car Bus/Cycle Footpath</p> <p>Adelaide Road</p> <p>Reserve width: 21.5m. Carriageway width: 16.5m.</p> <p>NTS</p>	
<p>BRT With and without station</p>	<p>ASCOM Looking North</p> <p>Footpath Cycle Median Car Bus Bus Car Median Cycle Footpath</p> <p>Adelaide Road - BRT</p> <p>Reserve width: 21.0m. Carriageway width: 17.0m.</p> <p>NTS</p>	<p>ASCOM Looking North</p> <p>Footpath Cycle Car Median Bus Bus Car Cycle Footpath</p> <p>Adelaide Road - BRT</p> <p>Reserve width: 22.1m. Carriageway width: 18.1m.</p> <p>NTS</p>
<p>LRT With and without station</p>	<p>ASCOM Looking North</p> <p>Footpath Cycle Median Car LRT LRT Car Median Cycle Footpath</p> <p>Adelaide Road - LRT</p> <p>Reserve width: 21.0m. Carriageway width: 17.0m.</p> <p>NTS</p>	<p>ASCOM Looking North</p> <p>Footpath Cycle Median Car LRT Median LRT Car Median Cycle Footpath</p> <p>Adelaide Road - LRT</p> <p>Reserve width: 23.5m. Carriageway width: 19.5m.</p> <p>NTS</p>



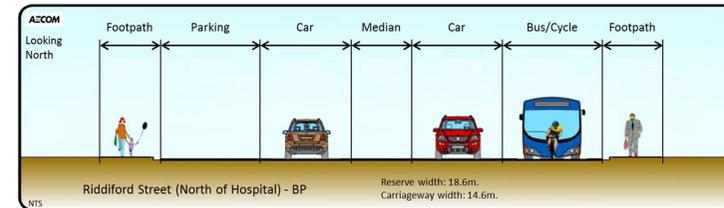
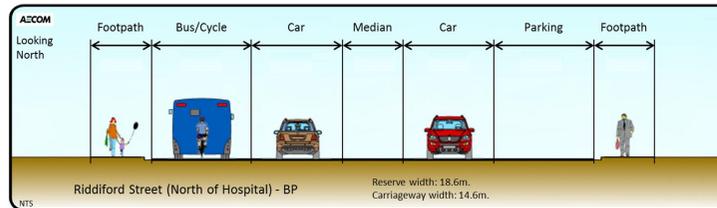
Adelaide Road	Section 1: Riddiford St to Drummond St	Section 2: Drummond St to King St	Section 3: King St to Basin Reserve
Existing Length	230m	190m	250m
Planned Road Reserve Width	21.5m	21.5-28m	21.5-34m
Planned Carriage Way Width	16.5m	16.5m	16.5-18m
<b>Bus Priority Changes:</b> Bus Priorities in peak directions	Northbound peak period bus lane retained Peak period bus lane replaces parking southbound Loss of parking No widening of Carriageway No widening of Road Reserve	Northbound peak period bus lane retained Peak period bus lane replaces parking southbound Loss of parking No widening of Carriageway No widening of Road Reserve	Northbound peak period bus lane retained Peak period bus lane replaces parking southbound Loss of parking No widening of Carriageway No widening of Road Reserve
<b>BRT Changes:</b> As per Adelaide Road option provided by WCC	Loss of traffic lanes Potential impacts on property access depending on location of BRT within carriageway <b>Carriageway widening of 0.5m</b> No widening of Road Reserve	Loss of traffic lanes Potential impacts on property access depending on location of BRT within carriageway <b>Carriageway widening of 0.5m</b> No widening of Road Reserve	Loss of traffic lanes Potential impacts on property access depending on location of BRT within carriageway <b>Carriageway widening of 0.5m</b> No widening of Road Reserve
<b>LRT Changes:</b> LRT in centre of corridor	Loss of parking <b>Carriageway widening of 0.5m</b> No widening of Road Reserve	Loss of parking <b>Carriageway widening of 0.5m</b> No widening of Road Reserve	Loss of parking <b>Carriageway widening of 0.5m</b> No widening of Road Reserve

**Riddiford Street (North of Hospital) Cross Sections**

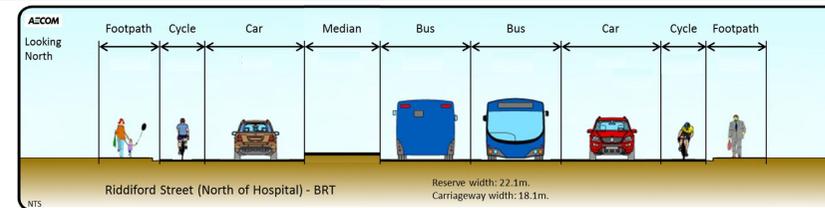
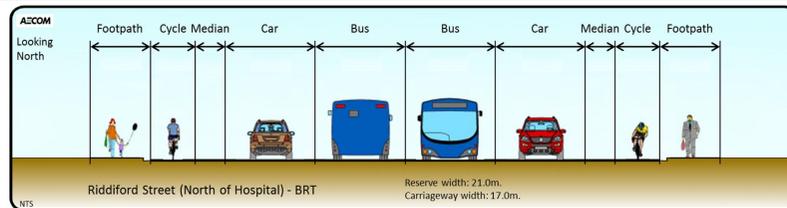
**Existing**



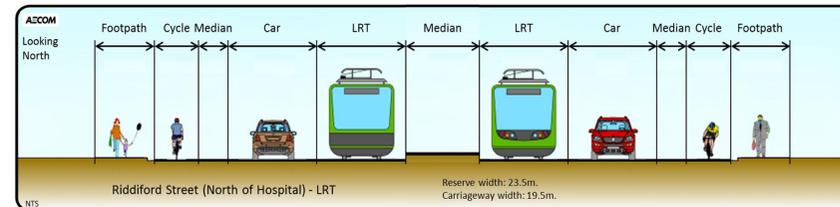
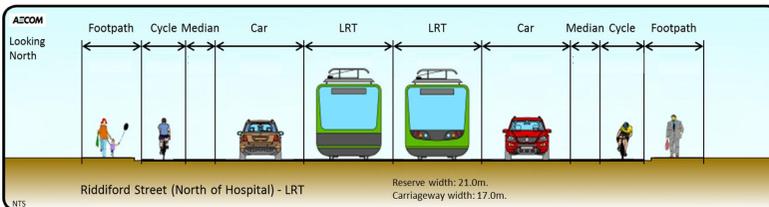
**Bus Priority**  
AM and PM peaks



**BRT**  
With and without station

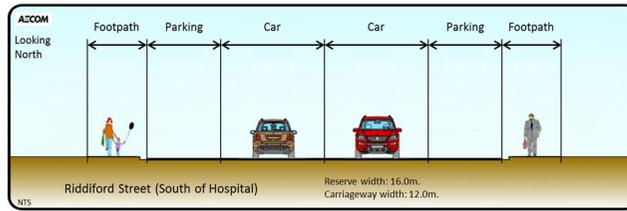


**LRT**  
With and without station

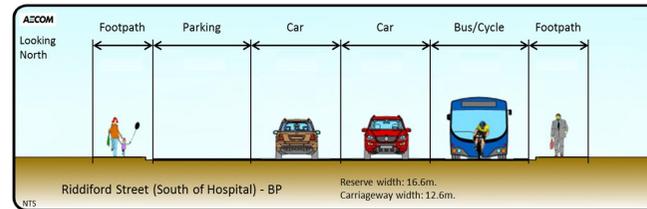
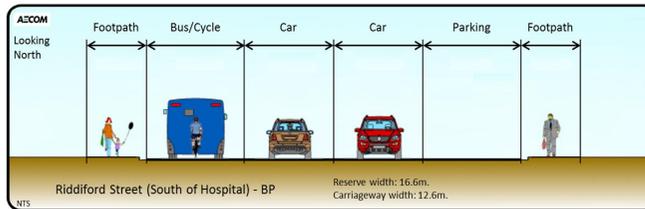


**Riddiford Street (South of Hospital) Cross Sections**

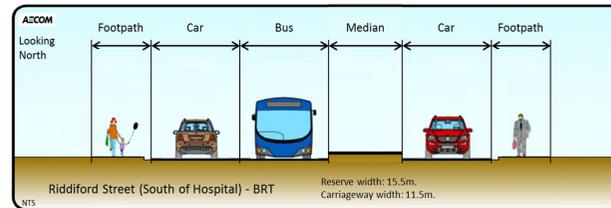
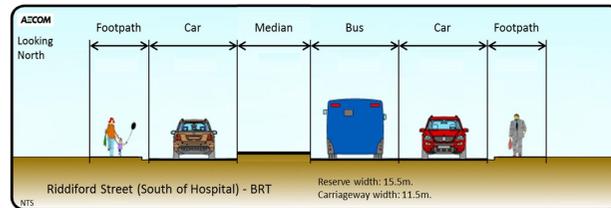
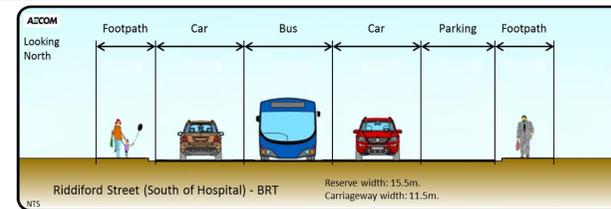
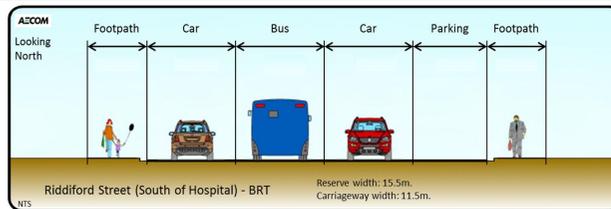
**Existing**



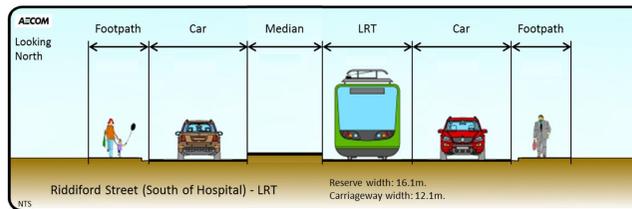
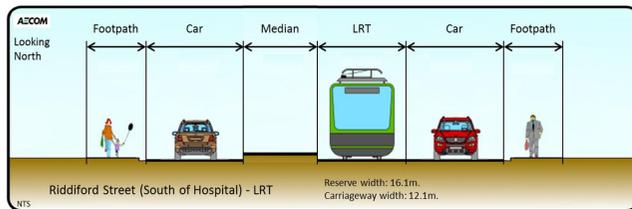
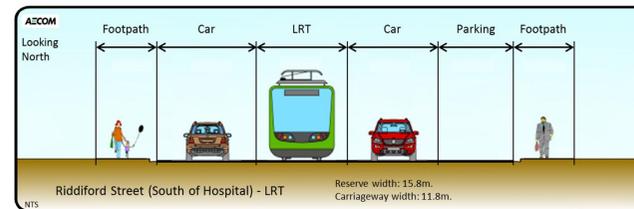
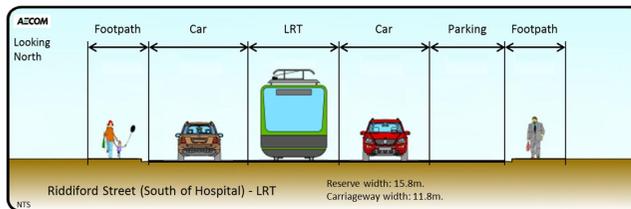
**Bus Priority AM and PM peaks**



**BRT AM and PM peaks, with and without station**



**LRT AM and PM peaks, with and without station**



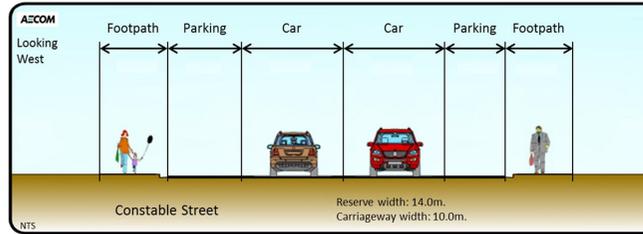


Riddiford Street	Section 1: Constable St to Rinoult St	Section 2: Rinoult St to Mein St	Section 3: Mein St to Hospital Entrance	Section 4: Hospital Entrance to Adelaide Road
Existing Length	220m	110m	310m	100m
Existing Road Reserve Width	20m	21-23m	21m	21-24m
Existing Carriage Way Width	12-14m	14-16m	20-21m	15m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction.	Peak period bus lanes replace parking Peak period priorities up to intersection at Rinoult St <b>Carriageway widening of 0-0.6m</b> No widening of Road Reserve	Peak period bus lanes replace parking Peak period priorities up to intersection at Mein St No widening of Carriageway No widening of Road Reserve	Peak period bus lanes replace parking No widening of Carriageway No widening of Road Reserve	Peak period bus lanes replace parking Peak period bus priorities at Adelaide Road No widening of Carriageway (no median) No widening of Road Reserve
<b>BRT Changes<sup>1</sup>:</b> Single BRT down centre of corridor south of hospital (Sections 1 and 2). Dual BRT lanes down centre of corridor north of hospital (Sections 3 and 4).	Loss of parking <sup>1</sup> Potential impacts on property access depending on location of BRT within carriageway No widening of Carriageway No widening of Road Reserve	Loss of parking Potential impacts on property access depending on location of BRT within carriageway No widening of Carriageway No widening of Road Reserve	Loss of parking Potential impacts on property access depending on location of BRT within carriageway No widening of Carriageway No widening of Road Reserve	Loss of parking Potential impacts on property access depending on location of BRT within carriageway <b>Carriage way widening of 2m</b> <b>Widening of Adelaide Rd intersection</b> No widening of Road Reserve
<b>LRT Changes:</b> Single LRT down centre of corridor south of hospital (Sections 1 and 2). Dual LRT lanes down centre of corridor north of hospital (Sections 3 and 4).	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	No widening of Carriageway No widening of Road Reserve	<b>Carriage way widening of 2m</b> <b>Widening of Adelaide Rd intersection</b> No widening of Road Reserve

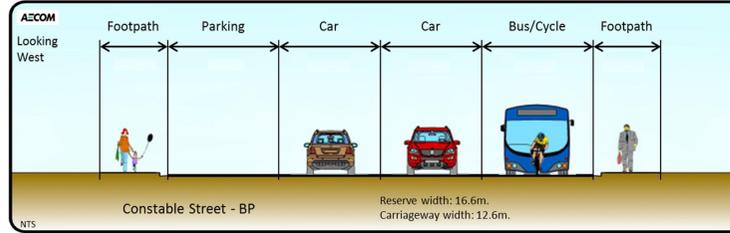
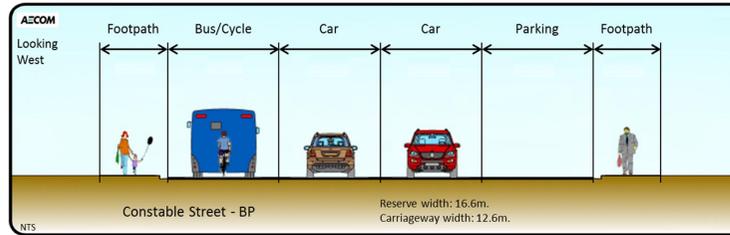
<sup>1</sup> The location and design of BRT routes south of Rintoul Street is dependent on the final network design. Extended BRT routes servicing Island Bay may mean that BRT travels along Riddiford Street, turns into Rintoul Street and onto Adelaide Road rather than travelling through Newtown Town Centre.

**Constable Street Cross Sections**

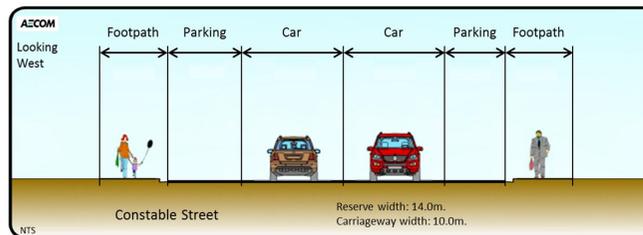
**Existing**



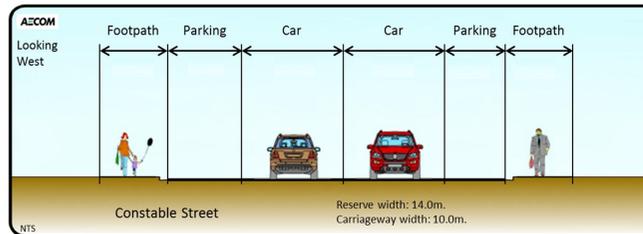
**Bus Priority  
AM and PM peaks**



**BRT**



**LRT**



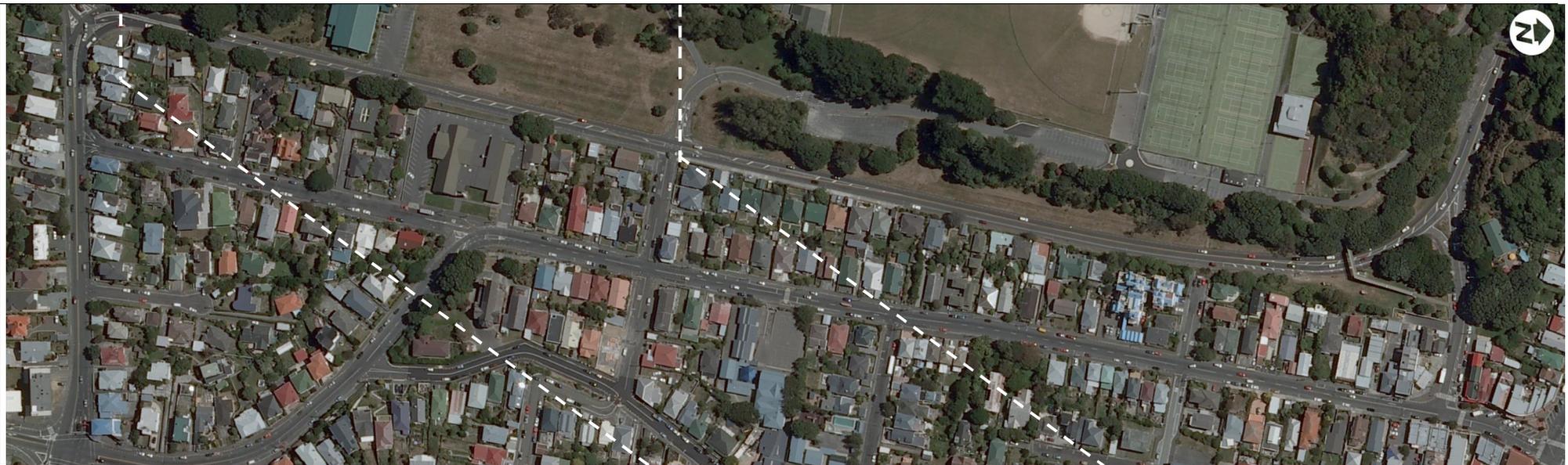


Constable Street	Section 1: Riddiford St to Daniell St	Section 2: Daniell St to Owen St	Section 3: Owen St to Hiropi St	Section 4: Hiropi St to Coromandel St	Section 5: Coromandel St to SH1
Existing Length	220m	170m	80m	80m	250m
Existing Road Reserve Width	15-20m	15-20m	15-18m	15-51m	21m
Existing Carriage Way Width	10m	10m	10m	10-15m	12m
<b>Bus Priority Changes:</b> Bus Priority between Basin Reserve and Kilbirnie via Mt Victoria Tunnel. Bus Priority Kilbirnie to CBD via Constable St and Newtown	Peak period bus lanes replace parking Peak period priorities up to intersection at Daniell St <b>Carriageway widening of 2.2m</b> <b>Road Reserve widening of 0-1.6m</b> <b>Widening of Riddiford St intersection</b> <b>Widening of Daniell St intersection</b>	Peak period bus lanes replace parking Peak period priorities up to intersection at Owen St <b>Carriageway widening of 2.2m</b> <b>Road Reserve widening of 0-1.6m</b> <b>Widening of Owen St intersection</b>	Peak period bus lanes replace parking Peak period priorities up to intersection at Hiropi St <b>Carriageway widening of 2.2m</b> <b>Road Reserve widening of 0-1.6m</b> <b>Widening of Hiropi St intersection</b>	Peak period bus lanes replace parking Peak period priorities up to intersection at Hiropi St <b>Carriageway widening of 2.2m</b> <b>Road Reserve widening of 0-1.6m</b> <b>Widening of Coromandel St intersection</b>	No changes
<b>BRT Changes:</b> none	No changes	No changes	No changes	No changes	No changes
<b>LRT Changes:</b> none	No changes	No changes	No changes	No changes	No changes

# Eastern Spine

## Ruahine Street Cross Sections

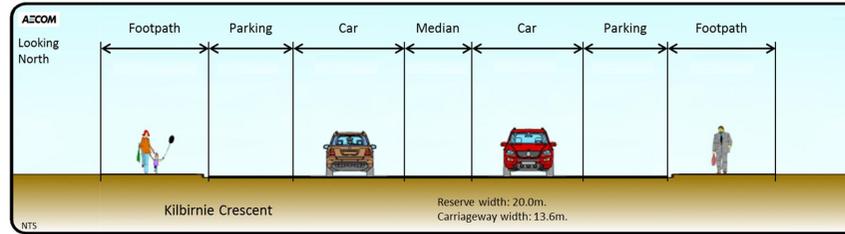
<p><b>Planned Future</b></p>	<p>Looking North</p> <p>Car Car Median Car Car Shared footpath</p> <p>Ruahine Street (SH1)</p> <p>Reserve width: 18.0m. Carriageway width: 14.8m.</p>
<p><b>Bus Priority</b></p>	<p>Looking North</p> <p>Car Car Median Car Car Shared footpath</p> <p>Ruahine Street (SH1) - BP</p> <p>Reserve width: 18.0m. Carriageway width: 14.8m.</p>
<p><b>BRT</b></p>	<p>Looking North</p> <p>Bus Car Car Median Car Car Bus Footpath</p> <p>Ruahine Street (SH1) - BRT</p> <p>Reserve width: 23.4m. Carriageway width: 21.4m.</p>
<p><b>LRT</b></p>	<p>Looking North</p> <p>LRT LRT Median Car Car Median Car Car Footpath</p> <p>Ruahine Street (SH1) - LRT</p> <p>Reserve width: 23.1m. Carriageway width: 21.1m.</p>



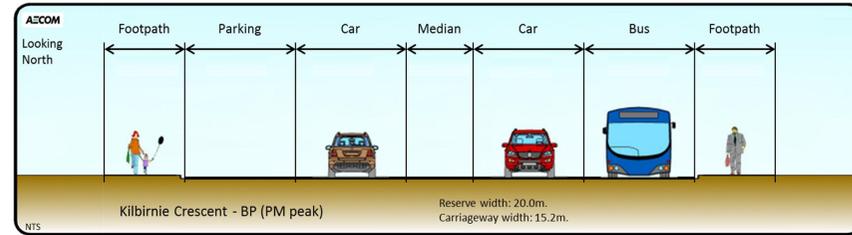
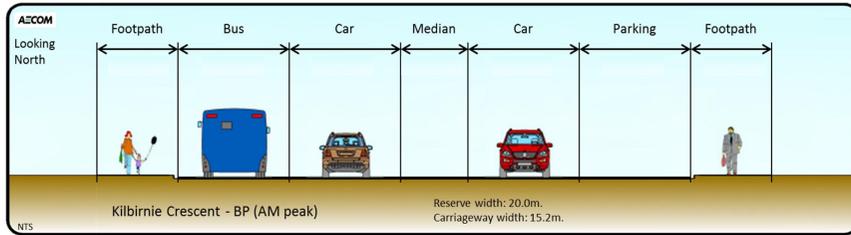
State Highway 1	Section 1: Kilbirnie Crescent to Ruahine St	Section 2: Wellington Rd to Goa St	Section 3: Goa St to Mt Victoria Tunnel
Existing Length	240m	360m	580m
Planned Future Road Reserve Width	25.2m	18m	18m
Planned Future Carriageway Width	21.2m	14.8m	14.8m
<b>Bus Priority Changes:</b>	<b>Road reserve widening of 0 - 1m</b> <b>Carriageway widening of 6.6m</b>	No changes	No changes
<b>BRT Changes:</b> BRT in segregated kerbside lanes	<b>Road reserve widening of 6.6m</b> <b>Carriageway widening of 6.6m</b>	<b>Road reserve widening of 5.4m</b> <b>Carriageway widening of 6.6m</b>	<b>Road reserve widening of 5.4m</b> <b>Carriageway widening of 6.6m</b>
<b>LRT Changes:</b> LRT in segregated kerbside lanes	<b>Road reserve widening of 6.3m</b> <b>Carriageway widening of 6.3m</b> Relocate services from under LRT New overhead power cables	<b>Road reserve widening of 5.1m</b> <b>Carriageway widening of 6.3m</b> Relocate services from under LRT New overhead power cables	<b>Road reserve widening of 5.1m</b> <b>Carriageway widening of 6.3m</b> Relocate services from under LRT New overhead power cables

**Kilbirnie Crescent Cross Sections**

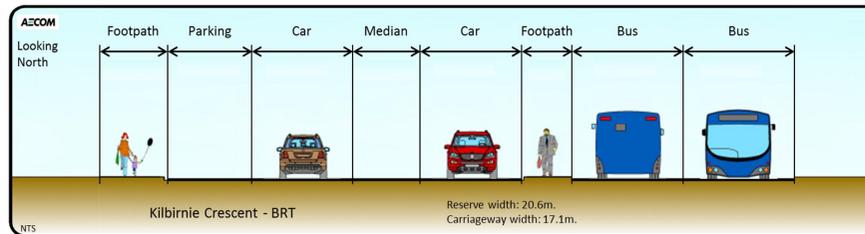
**Existing**



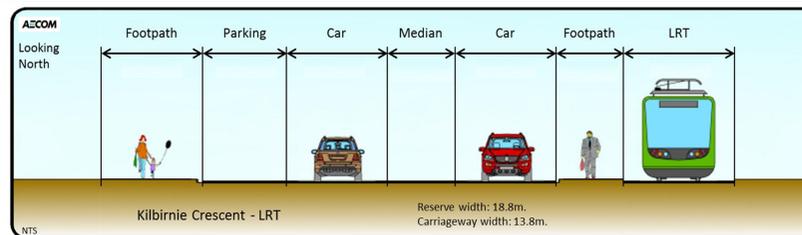
**Bus Priority**



**BRT**



**LRT**





Kilbirnie Crescent	Section 1: Bay Rd to Tully St	Section 2: Tully St to Duncan Terrace	Section 3: Duncan Terrace to Wellington Rd
Existing Length	240m	160m	250m
Existing Road Reserve Width	19-35m	20m	19-22m
Existing Carriage Way Width	14m	13-15m	12-14m
<b>Bus Priority Changes:</b> Bus Priorities during peak period in peak direction	No widening of Road Reserve <b>Carriageway widening of 1.2m</b>	No widening of Road Reserve <b>Carriageway widening of 0 – 2.2m</b>	No widening of Road Reserve <b>Carriageway widening of 1.2 – 3.2m</b>
<b>BRT Changes:</b> BRT in segregated lanes on eastern side of corridor	<b>Road reserve widening of 0 – 1.6m</b> <b>Carriageway widening of 3.1m</b>	<b>Road reserve widening of 0.6m</b> <b>Carriageway widening of 2.1 – 4.1m</b>	<b>Road reserve widening of 0 – 1.6m</b> <b>Carriageway widening of 3.1 – 5.1m</b>
<b>LRT Changes:</b> LRT in segregated lanes on eastern side of corridor	No widening of Road Reserve No widening of Carriageway Relocate services from under LRT New overhead power cables	No widening of Road Reserve <b>Carriageway widening of 0 – 0.8m</b> Relocate services from under LRT New overhead power cables	No widening of Road Reserve <b>Carriageway widening of 0 – 1.8m</b> Relocate services from under LRT New overhead power cables