

Interim two laning of CSW (to enable option 1 delivery)

Indicative location of new kerbline and property boundary



AON canopy requiring cut-back – indicative only

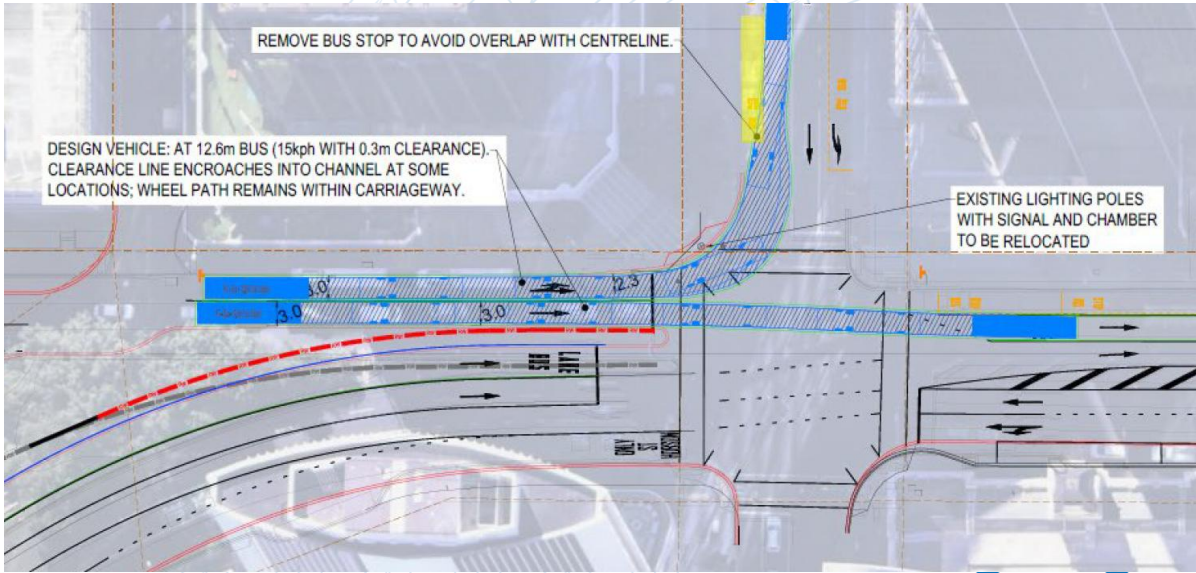


2015 arrangement of CSW

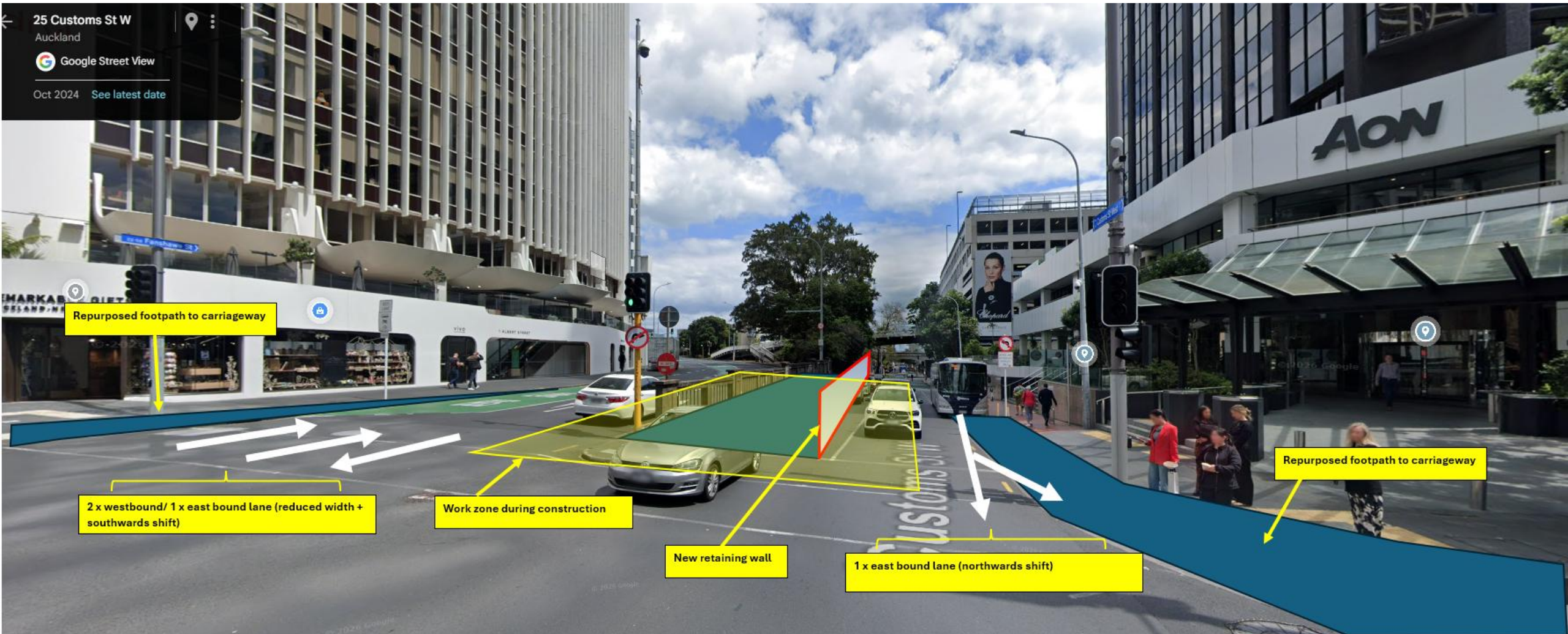


Considerations

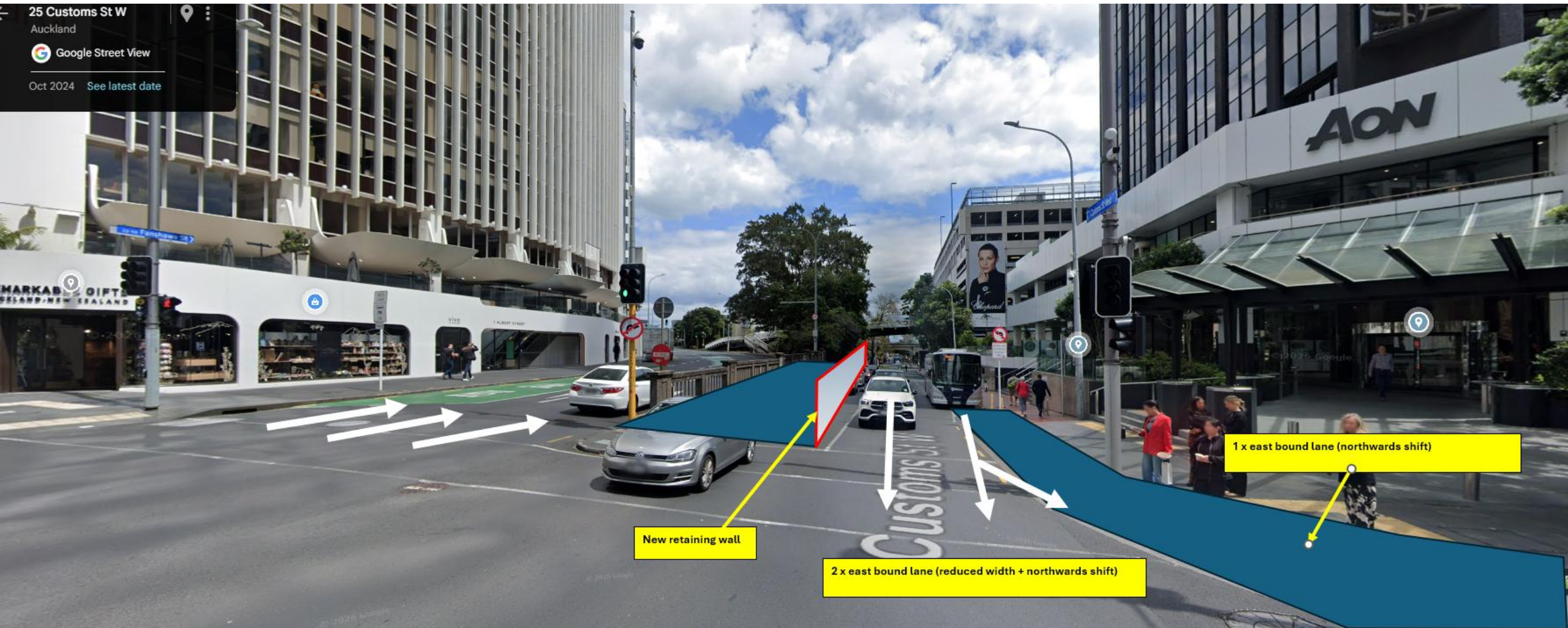
- requires temporarily repurposing footpath fronting AON building into a traffic lane which would mirror the current intersection operation – noting that during construction we would need to enable 1 x temporary eastbound lane on Fanshawe Street (i.e network constraint of maintaining 2 x eastbound lanes during/ post construction)
- support in principle from AT SMEs subject to validating the vehicle tracking, confirming acceptability of bus impacts with network dev, ensuring pedestrian access/ movement areas can be maintained)
- requires part of the AON canopy to be removed to enable vehicle tracking – and utilisation of ‘private’ footpath space fronting the AON building
- any reinstatement would need to be of sufficient high quality given the solution is likely to be in place for a minimum of 18 months + (i.e asphalt footpath reinstatement and ‘barrelled’ signal poles unlikely to be acceptable)



During construction RW (temporary arrangement – Oct 26 to Sept 27)



Post construction RW (CSW interim arrangement – Sept 27 to *late 2028)



- *Potential to retain CSW interim arrangement through overall programme delivery to provide capacity/ resilience – and allow flexibility in delivery staging
- Further consideration of how this additional road space on Fanshawe Street (effectively a 3.5m x 60m section of road) could be used ahead of the permanent Fanshawe Street works, if there is any construction lag between works i.e could it be utilised for bus layover etc
- Additional road space on Fanshawe Street may be used as a construction staging area for the permanent Fanshawe Street works



Permanent arrangement (Fanshawe Street – late 2028 onwards)



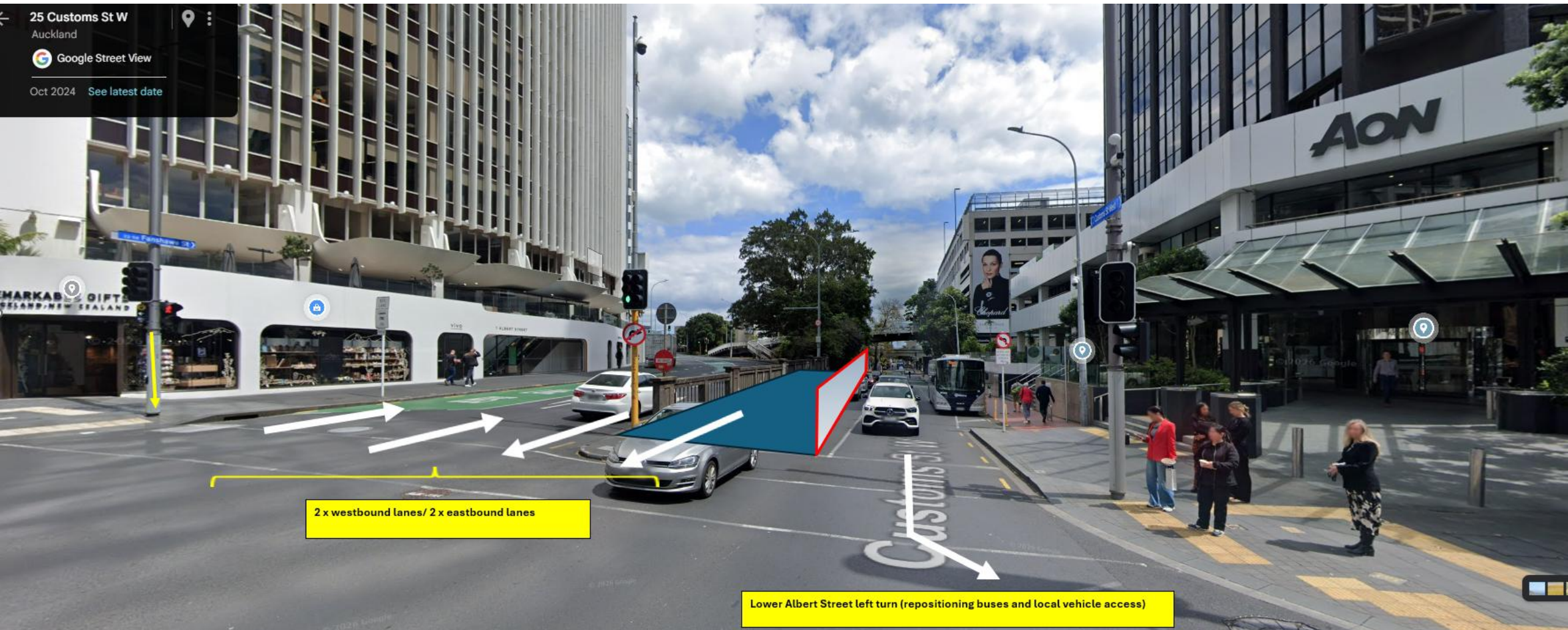
Removal of Pohutukawa trees, carriageway widening, car park ramp removal, traffic signal/ services reconfiguration, utility relocation

2 x eastbound through lanes (1 x bus and 1 x general traffic) and 2 x westbound through lanes (1 x bus and 1 x general traffic)

Hobson Street left turn remains



Permanent arrangement (Fanshawe Street – late 2028 onwards, CSW – timing tbc)



- *Potential to retain CSW interim arrangement to provide capacity/ resilience in the network throughout programme delivery