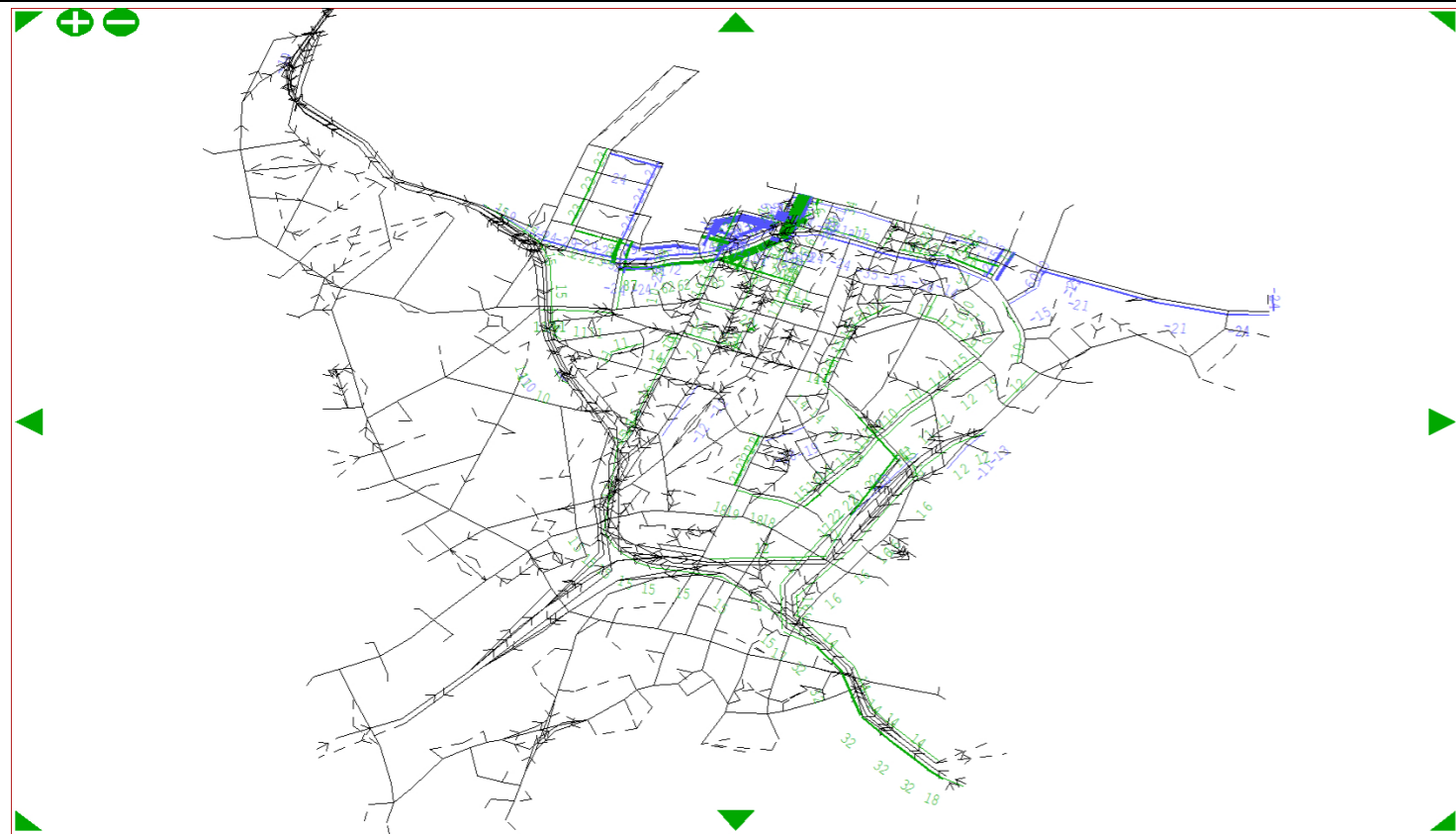
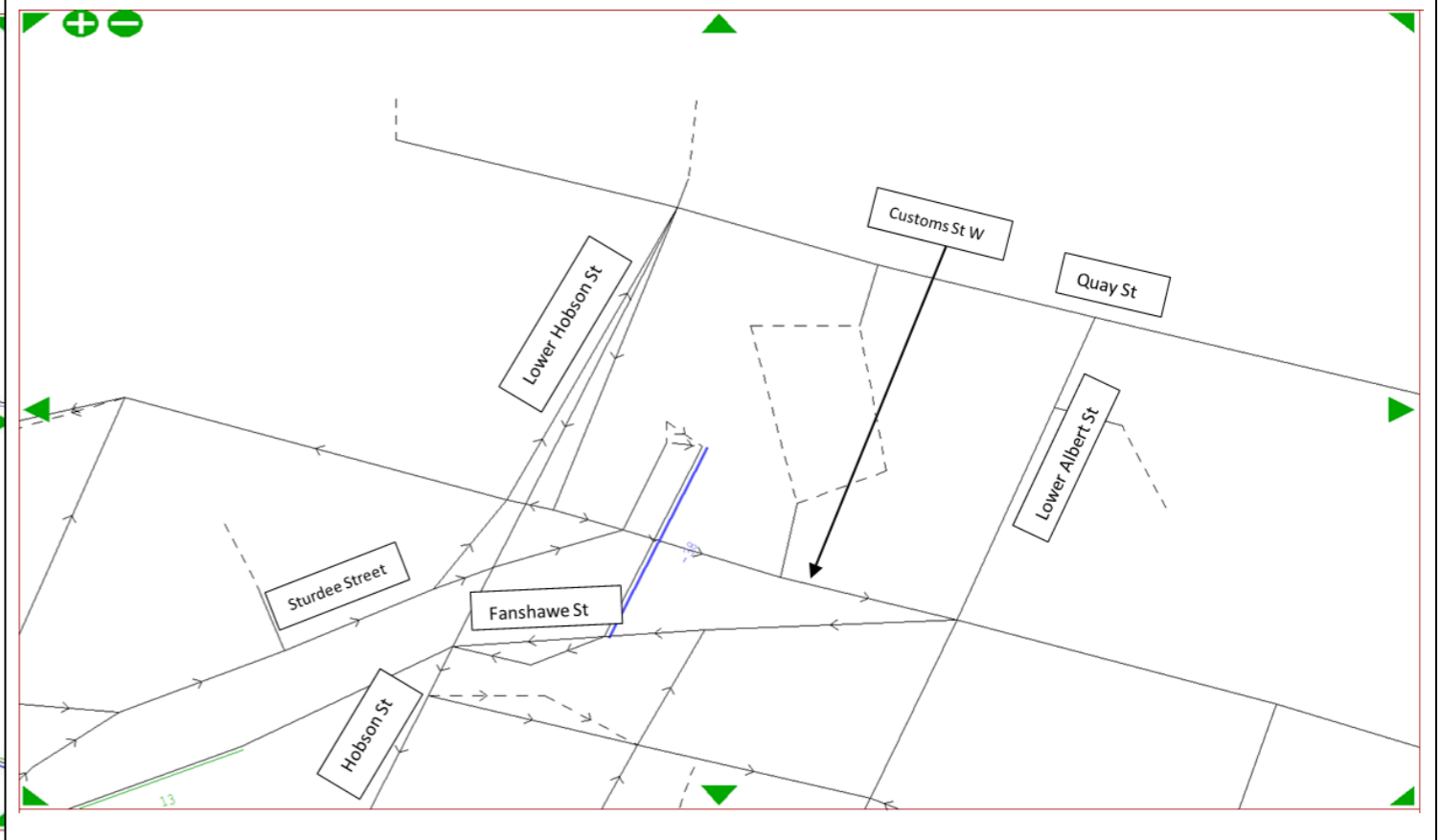
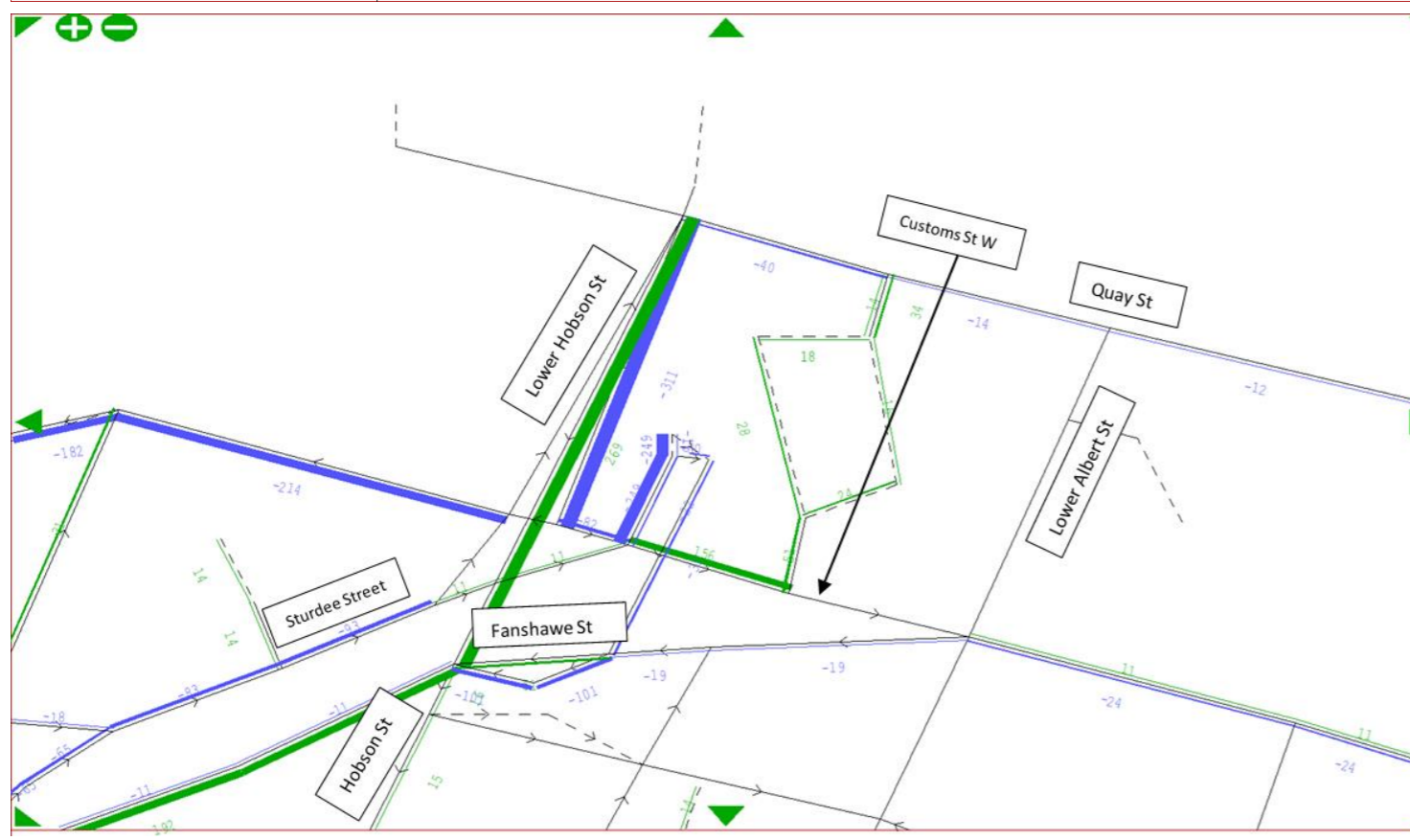


Stage 4 vs Baseline AM

Volume difference diagram (PCUs per hour)

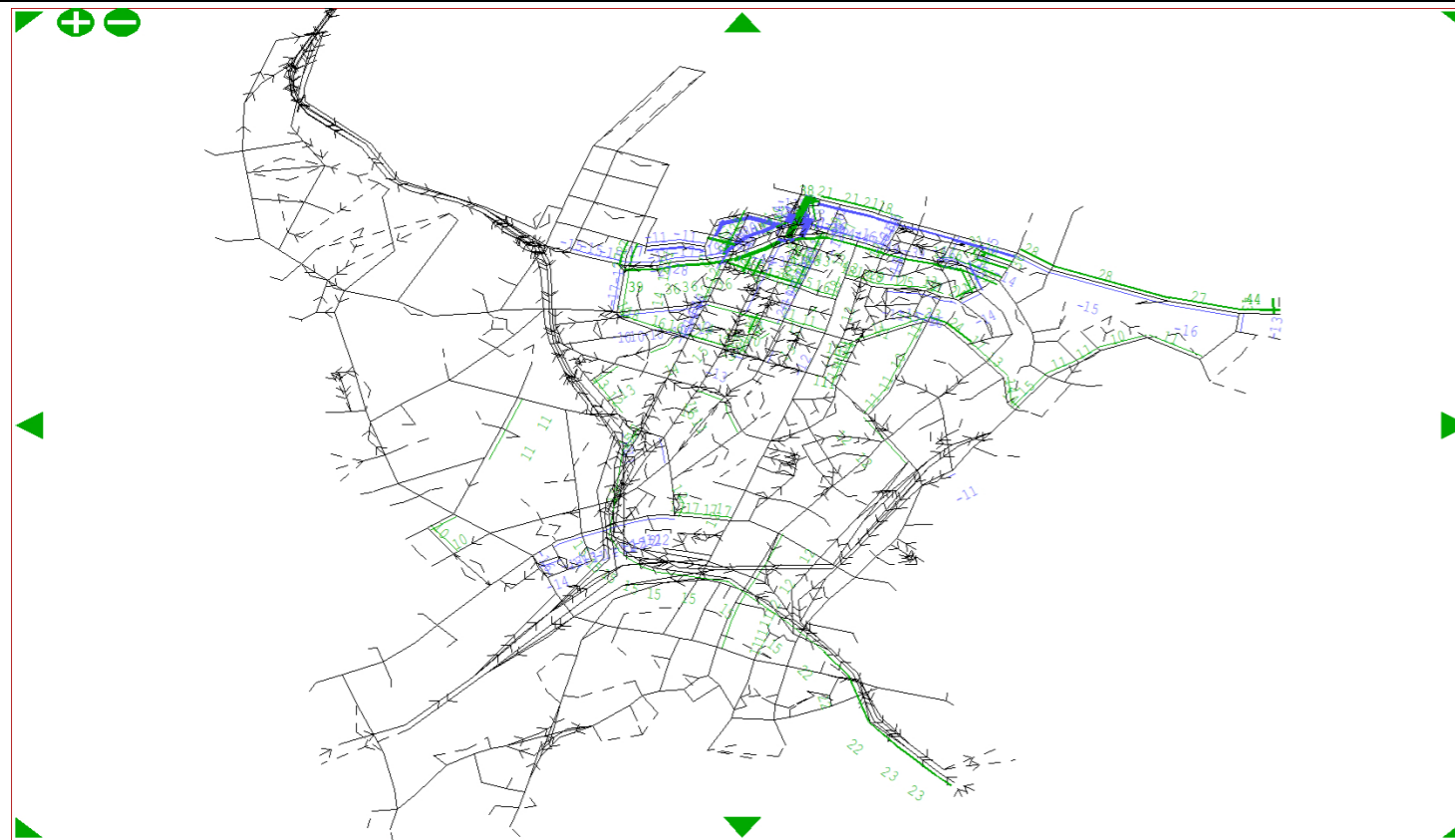


Delay difference diagram (seconds)

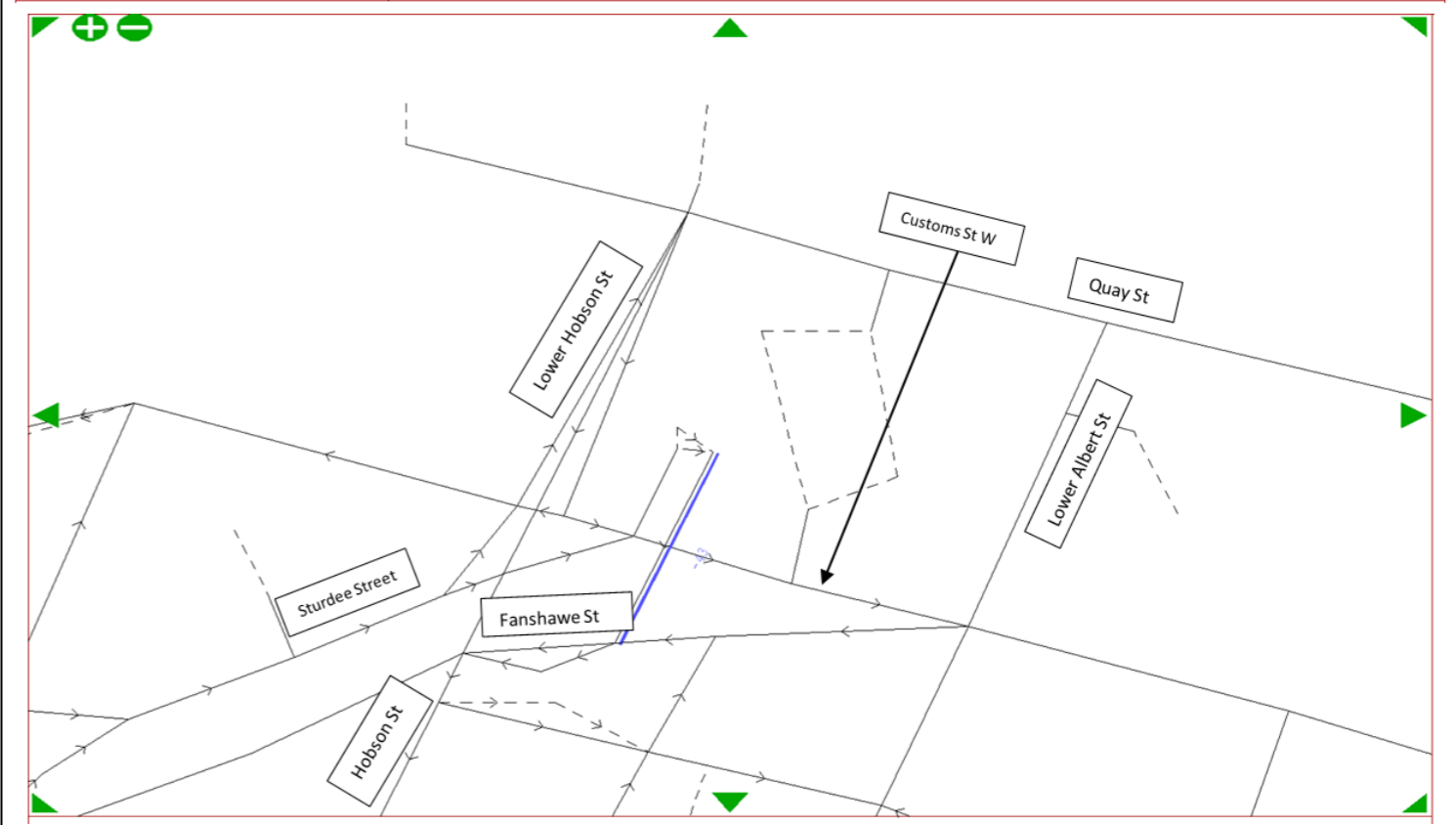
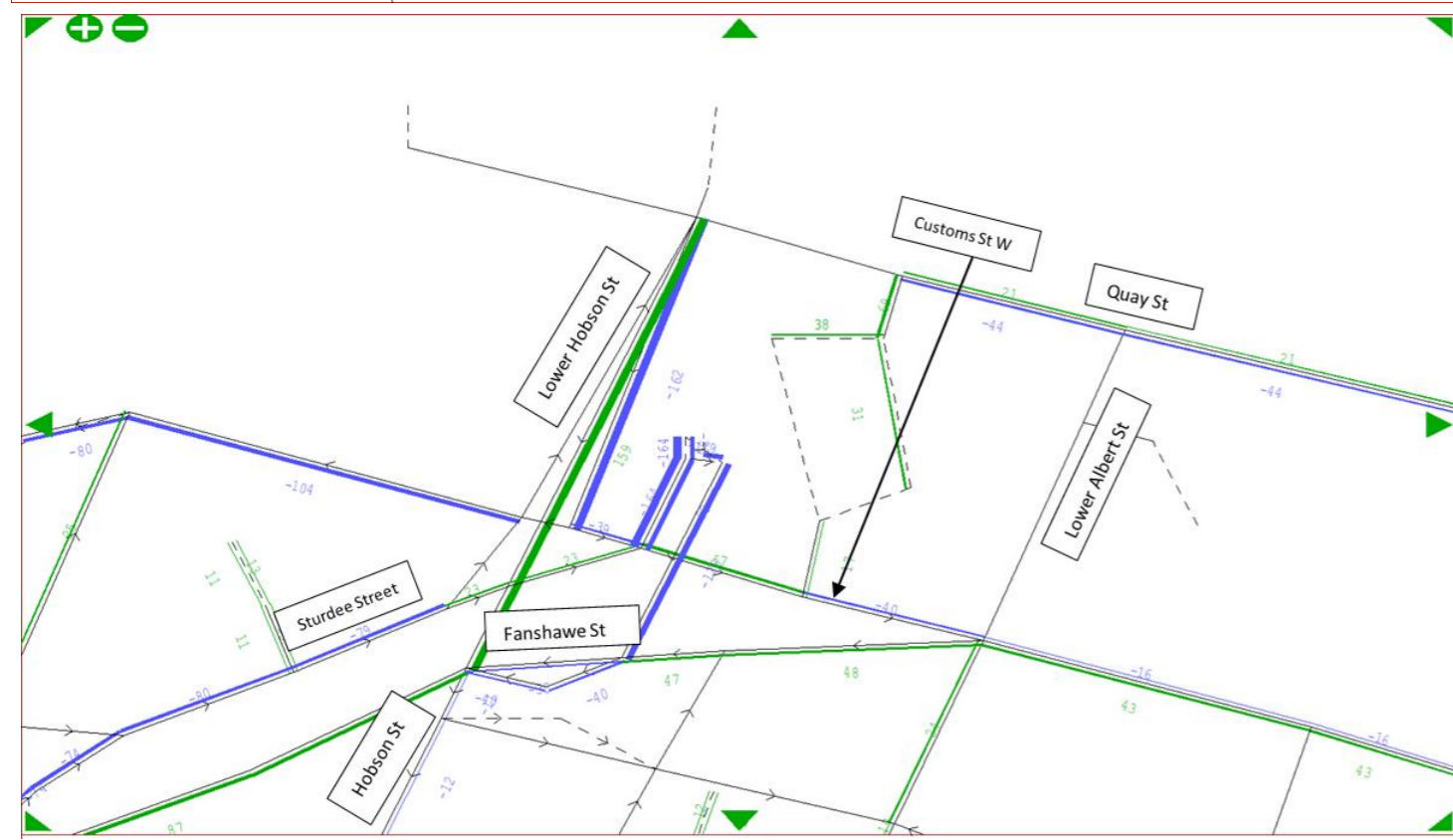


Stage 4 vs Baseline PM

Volume difference diagram (PCUs per hour)

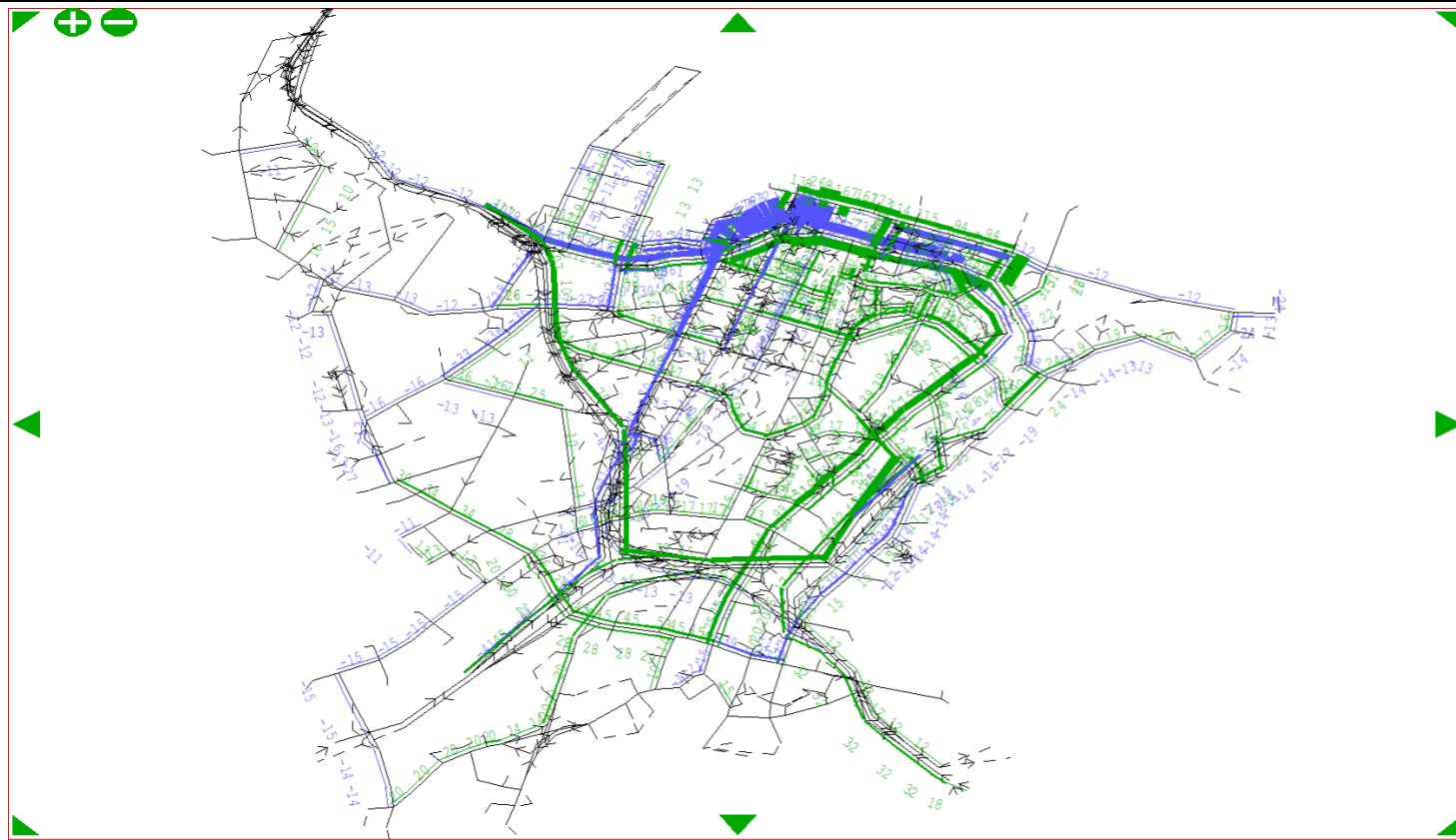


Delay difference diagram (seconds)

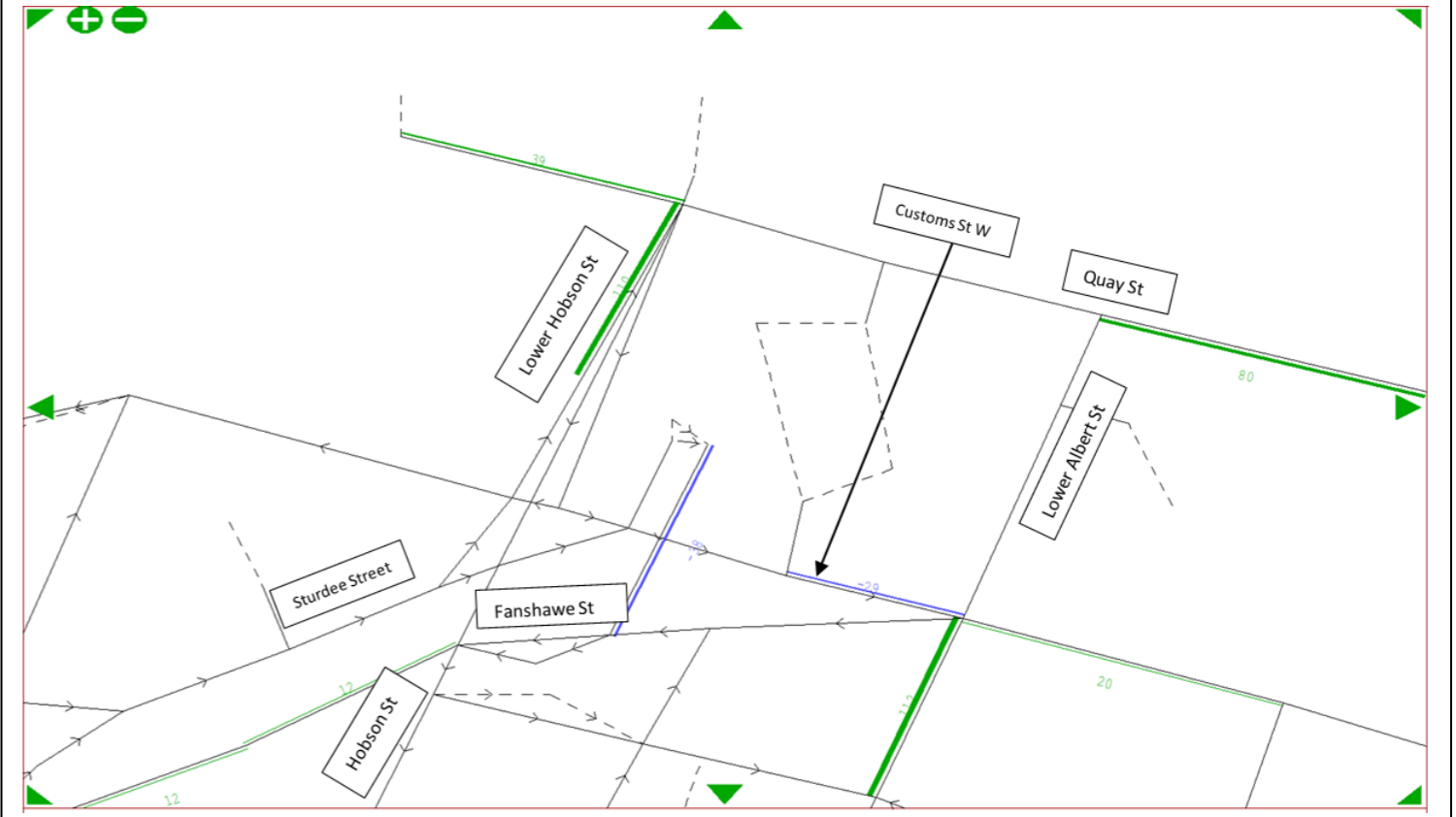
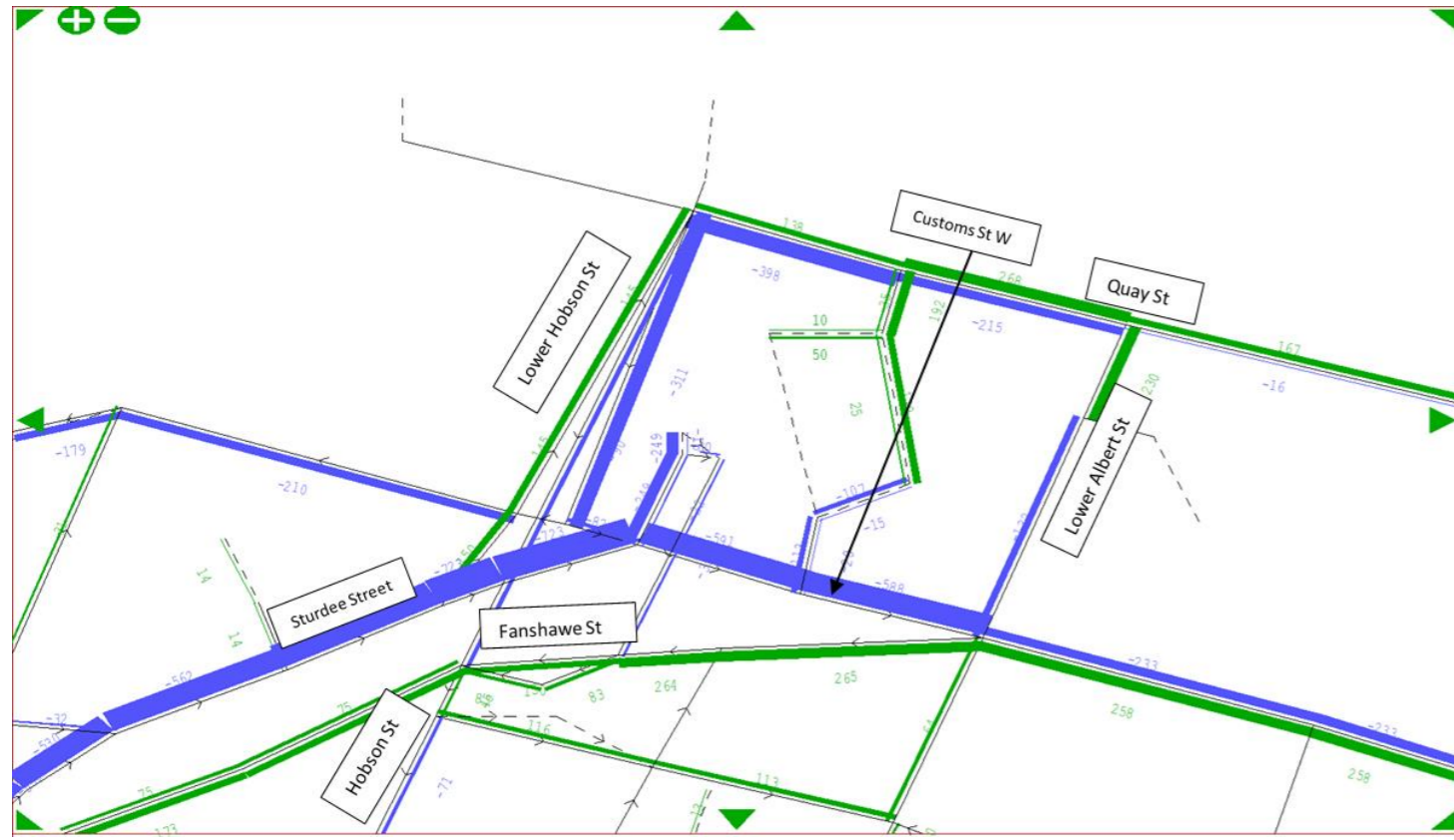
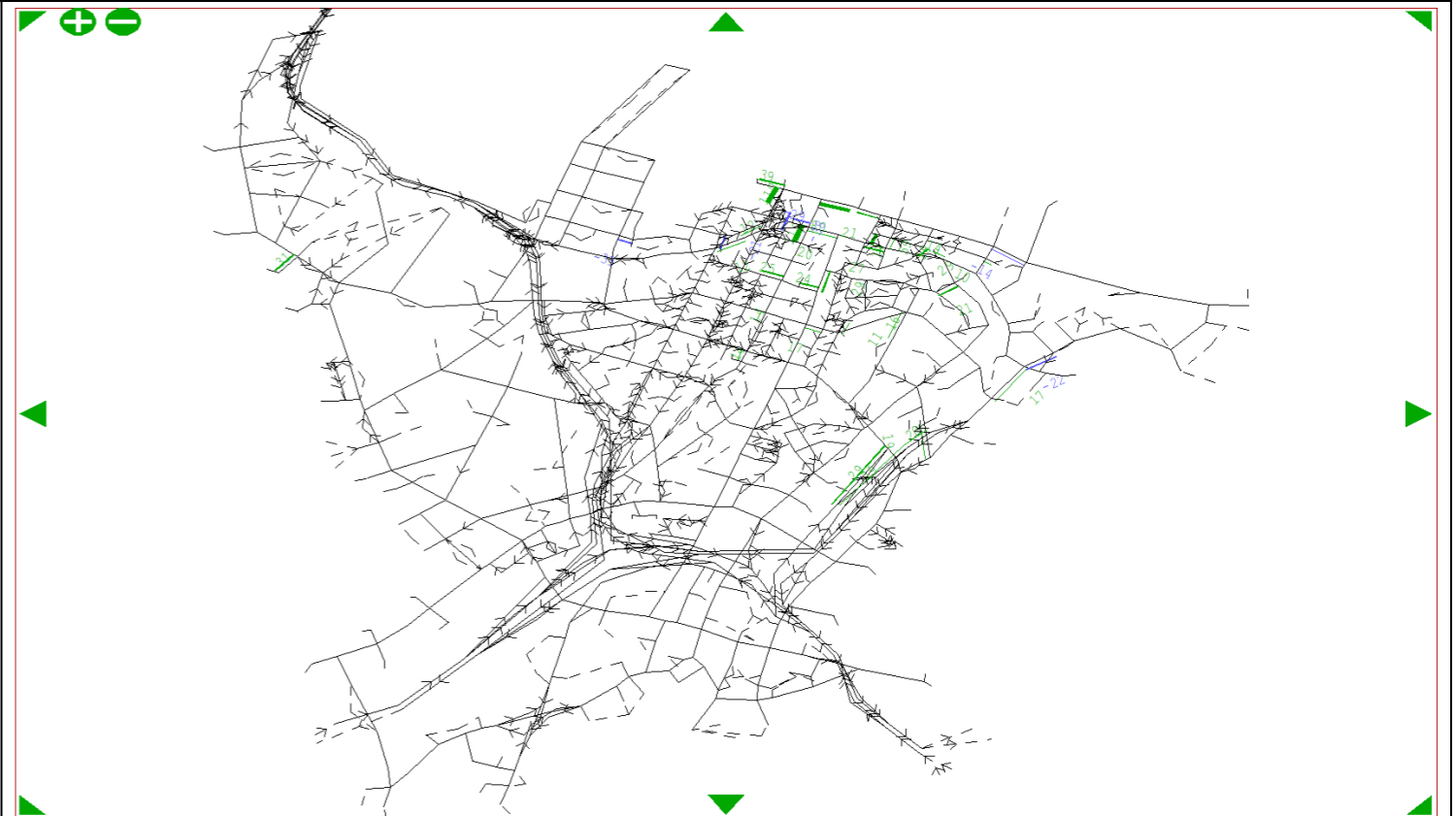


Stage 5 vs Baseline AM

Volume difference diagram (PCUs per hour)

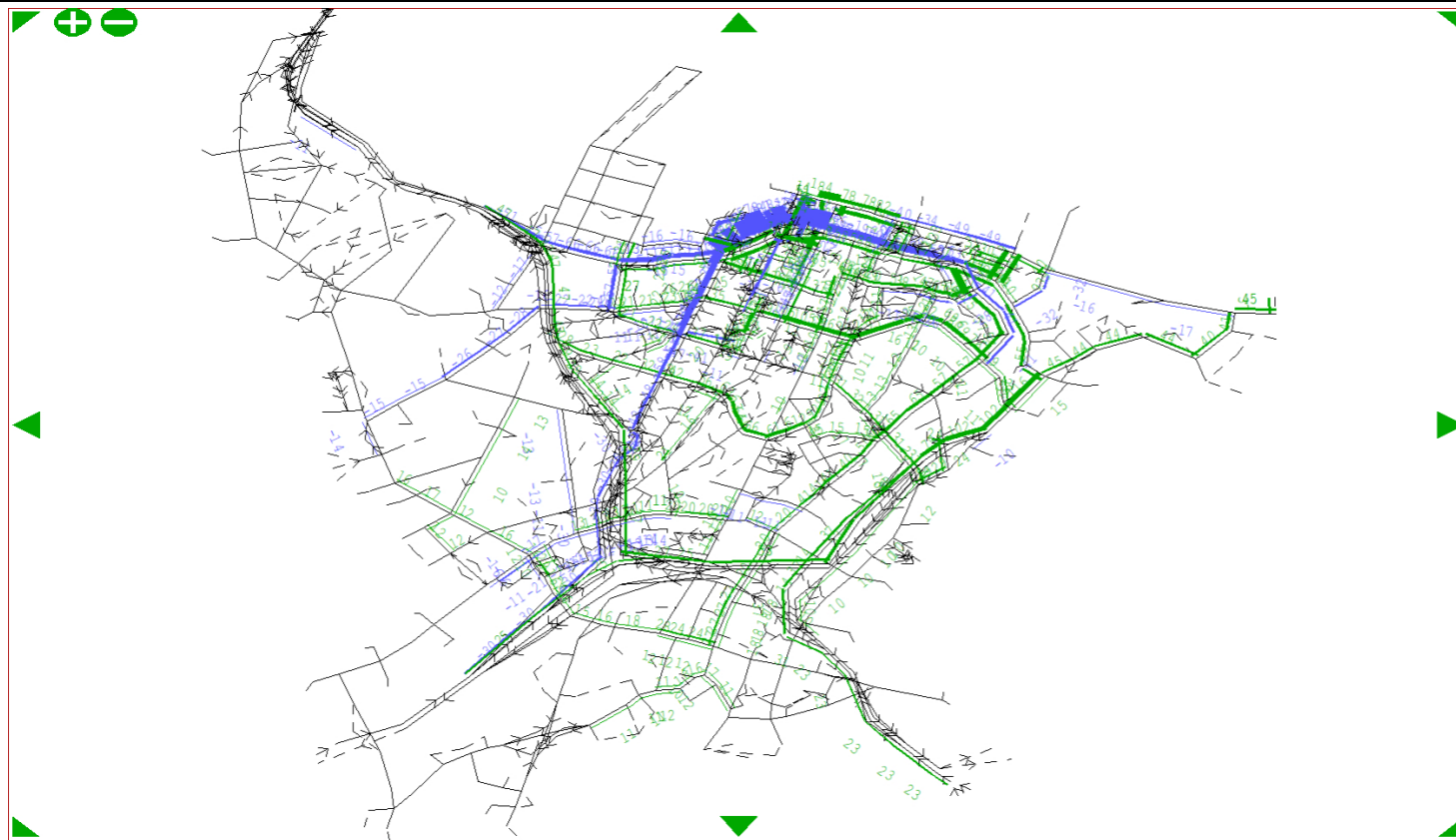


Delay difference diagram (seconds)



Stage 5 vs Baseline PM

Volume difference diagram (PCUs per hour)



Delay difference diagram (seconds)

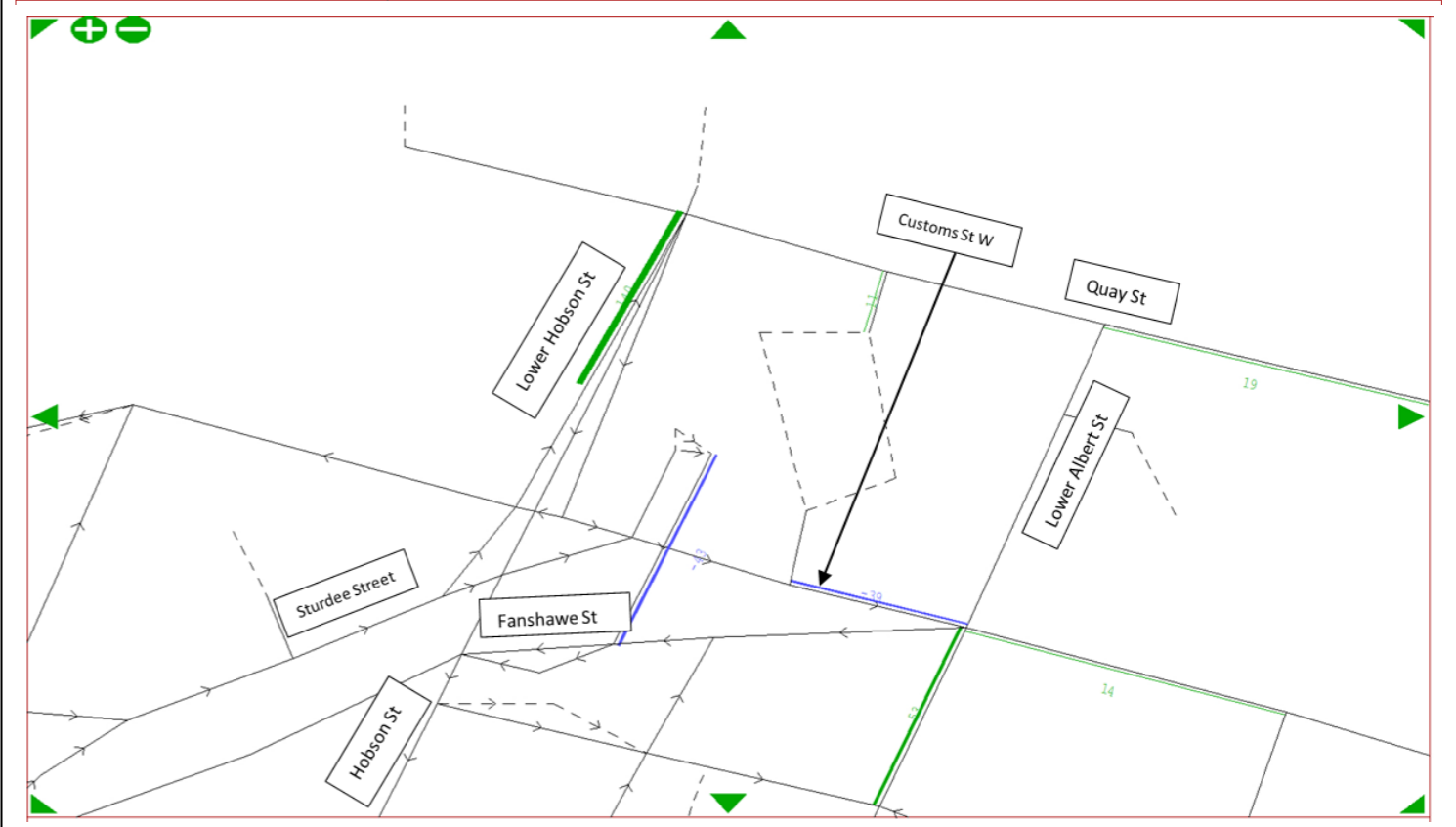
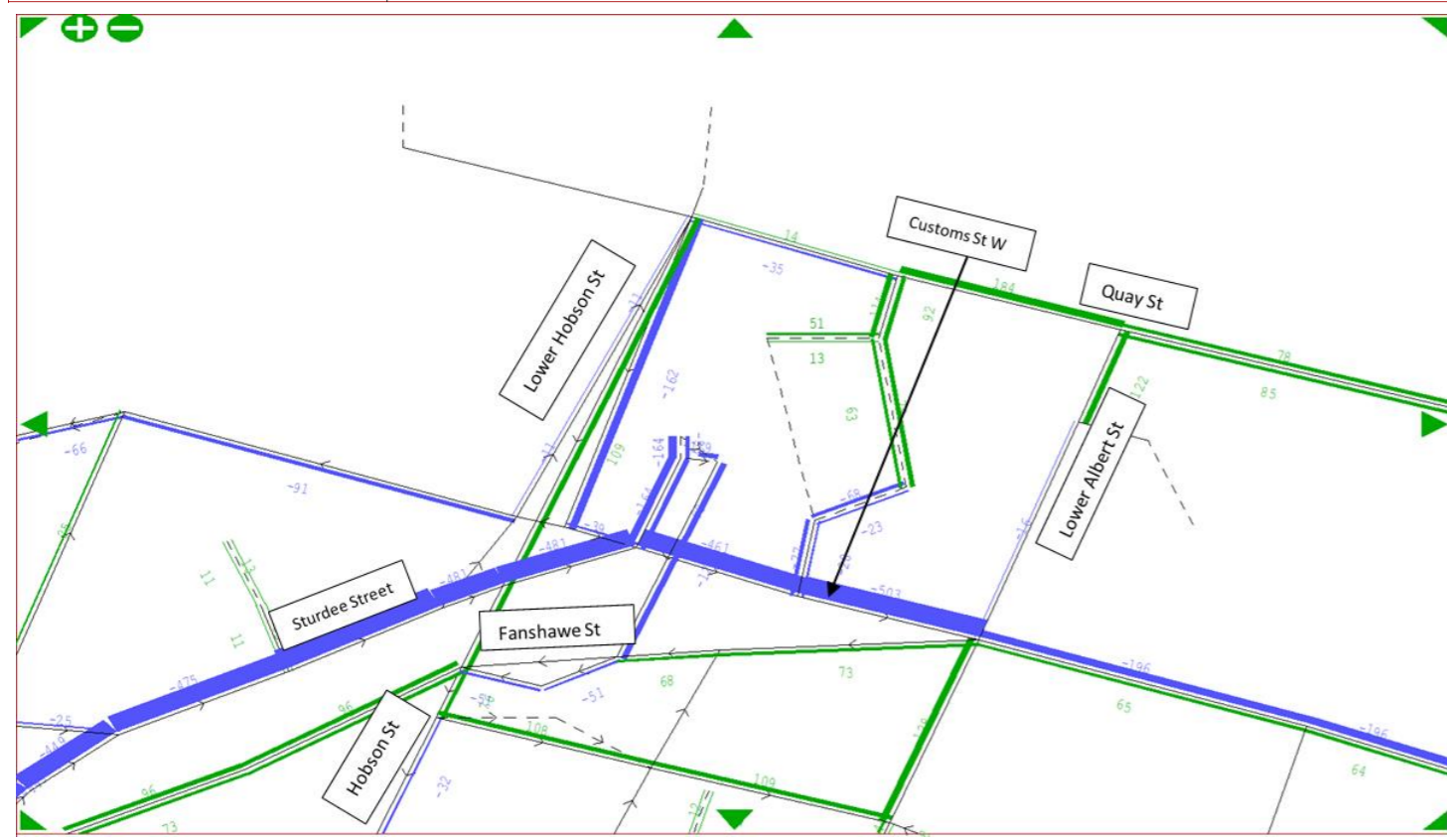
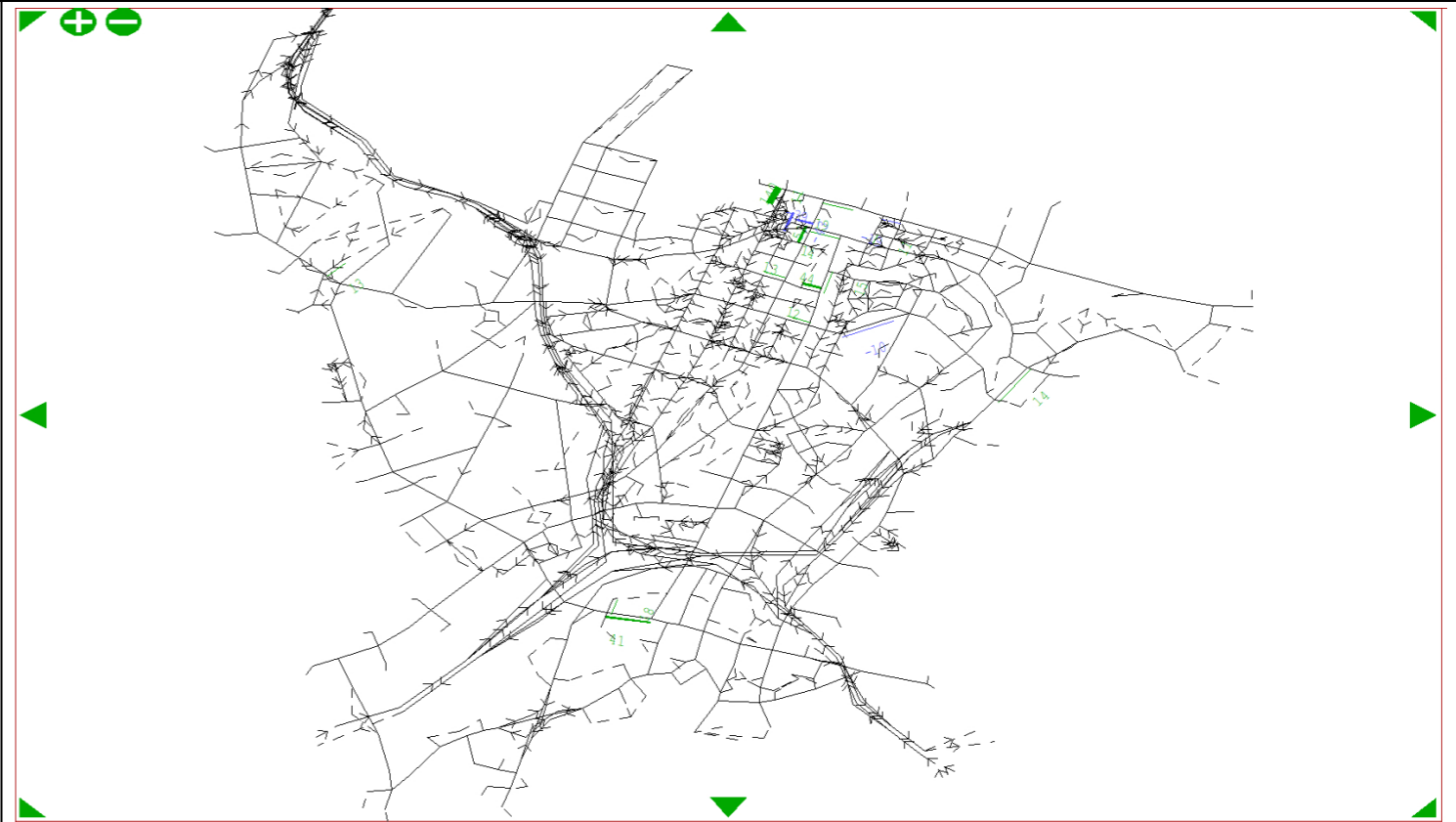


Table A1: Average travel time per vehicle per modelled scenario

Peak Period	Base	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5	
	Travel Time	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base
AM	06:25	06:34	2%	06:28	1%	06:27	1%	06:27	1%	06:39	4%
PM	06:44	06:59	4%	06:47	1%	06:46	0%	06:45	0%	06:52	2%

Table A2: Bus route travel times per modelled scenario, AM peak period (bus route changes highlighted in yellow, travel time % changes over 5% highlighted in orange)

AM	Base	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5	
Modelled Bus Route i = inbound o = outbound	Travel Time (Min:Sec)	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base
101i	17:38	17:44	1%	17:40	0%	17:40	0%	17:40	0%	17:40	0%
101o	15:40	15:38	0%	15:41	0%	15:43	0%	15:43	0%	15:38	0%
105i	20:37	23:48	15%	21:18	3%	21:06	2%	21:06	2%	21:14	3%
105o	15:29	15:31	0%	15:28	0%	15:29	0%	15:28	0%	15:39	1%
106	29:31	32:41	11%	30:11	2%	29:59	2%	29:59	2%	30:11	2%
11Ti	19:34	22:47	16%	20:16	4%	20:03	2%	20:04	3%	20:08	3%
11To	14:21	14:22	0%	14:19	0%	14:20	0%	14:20	0%	14:32	1%
11Wi	19:34	22:47	16%	20:16	4%	20:03	2%	20:04	3%	20:08	3%
11Wo	14:21	14:22	0%	14:19	0%	14:20	0%	14:20	0%	14:32	1%
18i	19:34	22:47	16%	20:16	4%	20:03	2%	20:04	3%	20:08	3%
18o	14:21	14:22	0%	14:19	0%	14:20	0%	14:20	0%	14:32	1%
195i	19:39	22:52	16%	20:20	3%	20:08	2%	20:08	2%	20:14	3%
195o	14:17	14:18	0%	14:15	0%	14:16	0%	14:16	0%	14:28	1%
20i	14:19	14:22	0%	14:20	0%	14:20	0%	14:20	0%	14:17	0%
20o	14:19	14:20	0%	14:20	0%	14:19	0%	14:19	0%	14:18	0%
209i	19:34	22:47	16%	20:16	4%	20:03	2%	20:04	3%	20:08	3%
209o	14:21	14:22	0%	14:19	0%	14:20	0%	14:20	0%	14:32	1%
22Ni	14:11	14:32	2%	14:16	1%	14:10	0%	14:10	0%	14:38	3%
22No	14:49	15:38	6%	14:50	0%	14:37	-1%	14:38	-1%	15:14	3%
22Ri	14:11	14:32	2%	14:16	1%	14:10	0%	14:10	0%	14:38	3%
22Ro	14:49	15:38	6%	14:50	0%	14:37	-1%	14:38	-1%	15:14	3%
24Bi	14:17	14:38	2%	14:22	1%	14:16	0%	14:16	0%	14:44	3%
24Bo	14:25	15:14	6%	14:27	0%	14:14	-1%	14:14	-1%	14:52	3%
24Ri	14:17	14:38	2%	14:22	1%	14:16	0%	14:16	0%	14:44	3%
24Ro	14:25	15:14	6%	14:27	0%	14:14	-1%	14:14	-1%	14:52	3%
252i	17:25	17:29	0%	17:21	0%	17:22	0%	17:25	0%	17:28	0%
252o	09:15	09:17	0%	09:17	0%	09:16	0%	09:16	0%	09:14	0%
253i	17:25	17:29	0%	17:21	0%	17:22	0%	17:25	0%	17:28	0%
253o	09:15	09:17	0%	09:17	0%	09:16	0%	09:16	0%	09:14	0%
25Bi	09:14	09:13	0%	09:14	0%	09:14	0%	09:14	0%	09:15	0%
25Bo	07:38	07:40	0%	07:50	3%	07:49	2%	07:38	0%	07:44	1%
25Li	09:14	09:13	0%	09:14	0%	09:14	0%	09:14	0%	09:15	0%

25Lo	07:38	07:40	0%	07:50	3%	07:49	2%	07:38	0%	07:44	1%
27Hi	12:29	12:50	3%	12:33	1%	12:30	0%	12:29	0%	12:56	4%
27Ho	12:28	13:17	7%	12:30	0%	12:18	-1%	12:18	-1%	12:55	4%
27Ti	12:29	12:50	3%	12:33	1%	12:30	0%	12:29	0%	12:56	4%
27To	12:28	13:17	7%	12:30	0%	12:18	-1%	12:18	-1%	12:55	4%
27Wi	12:29	12:50	3%	12:33	1%	12:30	0%	12:29	0%	12:56	4%
27Wo	12:28	13:17	7%	12:30	0%	12:18	-1%	12:18	-1%	12:55	4%
295i	10:23	10:19	-1%	10:17	-1%	10:17	-1%	10:23	0%	10:25	0%
295o	12:11	12:19	1%	12:11	0%	12:09	0%	12:08	0%	12:17	1%
30i	10:23	10:19	-1%	10:17	-1%	10:17	-1%	10:23	0%	10:25	0%
30o	12:11	12:19	1%	12:11	0%	12:09	0%	12:08	0%	12:17	1%
309i	10:23	10:19	-1%	10:17	-1%	10:17	-1%	10:23	0%	10:25	0%
309o	12:11	12:19	1%	12:11	0%	12:09	0%	12:08	0%	12:17	1%
321i	10:12	10:38	4%	10:17	1%	10:14	0%	10:15	0%	10:50	6%
321o	09:28	10:14	8%	09:28	0%	09:17	-2%	09:17	-2%	09:54	5%
70i	19:10	19:10	0%	19:14	0%	19:13	0%	19:13	0%	18:57	-1%
70o	10:52	10:57	1%	10:53	0%	10:53	0%	10:53	0%	10:55	0%
72Xi	18:56	19:28	3%	19:10	1%	19:08	1%	19:07	1%	19:16	2%
72Xo	11:35	11:46	2%	11:37	0%	11:37	0%	11:36	0%	11:41	1%
75i	15:40	15:38	0%	15:45	1%	15:44	0%	15:44	0%	15:33	-1%
75o	15:50	15:55	1%	15:52	0%	15:53	0%	15:52	0%	15:58	1%
755i	08:40	08:52	2%	08:39	0%	08:39	0%	08:39	0%	08:46	1%
755o	08:01	08:48	10%	07:58	-1%	07:50	-2%	07:51	-2%	08:23	5%
76i	06:23	07:01	10%	06:31	2%	06:29	2%	06:27	1%	06:44	5%
76o	06:44	07:27	11%	06:43	0%	06:34	-2%	06:34	-2%	06:54	2%
774i	06:23	07:01	10%	06:31	2%	06:29	2%	06:27	1%	06:44	5%
774o	06:44	07:27	11%	06:43	0%	06:34	-2%	06:34	-2%	06:54	2%
775i	06:23	07:01	10%	06:31	2%	06:29	2%	06:27	1%	06:44	5%
775o	06:44	07:27	11%	06:43	0%	06:34	-2%	06:34	-2%	06:54	2%
802i	12:54	12:59	1%	13:06	2%	13:07	2%	12:56	0%	13:07	2%
802o	11:49	11:46	0%	11:51	0%	11:50	0%	11:49	0%	11:38	-2%
82i	12:54	12:59	1%	13:06	2%	13:07	2%	12:56	0%	13:07	2%
82o	11:49	11:46	0%	11:51	0%	11:50	0%	11:49	0%	11:38	-2%
866i	15:56	16:02	1%	16:01	1%	16:01	1%	15:56	0%	15:56	0%
866o	18:30	18:30	0%	18:23	-1%	18:22	-1%	18:32	0%	18:38	1%
923i	12:54	12:59	1%	13:06	2%	13:07	2%	12:56	0%	13:07	2%
923o	11:49	11:46	0%	11:51	0%	11:50	0%	11:49	0%	11:38	-2%
924i	12:54	12:59	1%	13:06	2%	13:07	2%	12:56	0%	13:07	2%
924o	11:49	11:46	0%	11:51	0%	11:50	0%	11:49	0%	11:38	-2%
931i	17:00	17:35	3%	17:04	0%	17:05	0%	17:07	1%	20:29	20%
931o	13:14	14:31	10%	13:32	2%	13:16	0%	13:13	0%	14:01	6%
933i	17:00	17:35	3%	17:04	0%	17:05	0%	17:07	1%	20:29	20%
933o	13:14	14:31	10%	13:32	2%	13:16	0%	13:13	0%	14:01	6%
939i	17:00	17:35	3%	17:04	0%	17:05	0%	17:07	1%	20:29	20%
939o	13:14	14:31	10%	13:32	2%	13:16	0%	13:13	0%	14:01	6%

95Bi	07:05	06:24	-10%	07:05	0%	07:07	0%	07:08	1%	09:28	34%
95Bo	07:48	07:00	-10%	08:53	14%	07:47	0%	07:46	0%	15:36	100%
95Ci	07:05	06:24	-10%	07:05	0%	07:07	0%	07:08	1%	09:28	34%
95Co	07:48	07:00	-10%	08:53	14%	07:47	0%	07:46	0%	15:36	100%
966i	15:56	16:02	1%	16:01	1%	16:01	1%	15:56	0%	15:56	0%
966o	18:30	18:30	0%	18:23	-1%	18:22	-1%	18:32	0%	18:38	1%
97Bi	07:05	06:24	-10%	07:05	0%	07:07	0%	07:08	1%	09:28	34%
97Bo	07:48	07:00	-10%	08:53	14%	07:47	0%	07:46	0%	15:36	100%
97Ri	07:05	06:24	-10%	07:05	0%	07:07	0%	07:08	1%	09:28	34%
97Ro	07:48	07:00	-10%	08:53	14%	07:47	0%	07:46	0%	15:36	100%
CTY	35:52	36:37	2%	36:02	0%	36:01	0%	36:01	0%	39:52	11%
INNi	30:36	32:29	6%	31:02	1%	30:44	0%	30:38	0%	31:48	4%
INNo	33:22	34:12	2%	33:23	0%	33:10	-1%	33:19	0%	36:24	9%
NX1i	07:05	07:08	1%	07:05	0%	07:07	0%	07:08	1%	09:28	34%
NX1o	07:48	07:00	-10%	08:53	14%	07:47	0%	07:46	0%	15:36	100%
NX2i	14:02	14:07	1%	14:16	2%	14:16	2%	14:05	0%	14:16	2%
NX2o	13:03	12:59	-1%	13:04	0%	13:04	0%	13:02	0%	12:50	-2%
OUTi	22:09	22:05	0%	22:12	0%	22:14	0%	22:12	0%	22:05	0%
OUTo	20:07	20:53	4%	20:21	1%	20:18	1%	20:18	1%	20:50	4%
TMKi	06:23	07:01	10%	06:31	2%	06:29	2%	06:27	1%	06:44	5%
TMKo	06:44	07:27	11%	06:43	0%	06:34	-2%	06:34	-2%	06:54	2%
WX1i	20:07	23:19	16%	20:47	3%	20:35	2%	20:35	2%	20:40	3%
WX1o	14:23	14:26	0%	14:21	0%	14:23	0%	14:22	0%	14:38	2%

Table A3: Bus route travel times per modelled scenario, PM peak period (bus route changes highlighted in yellow, travel time % changes over 5% highlighted in orange)

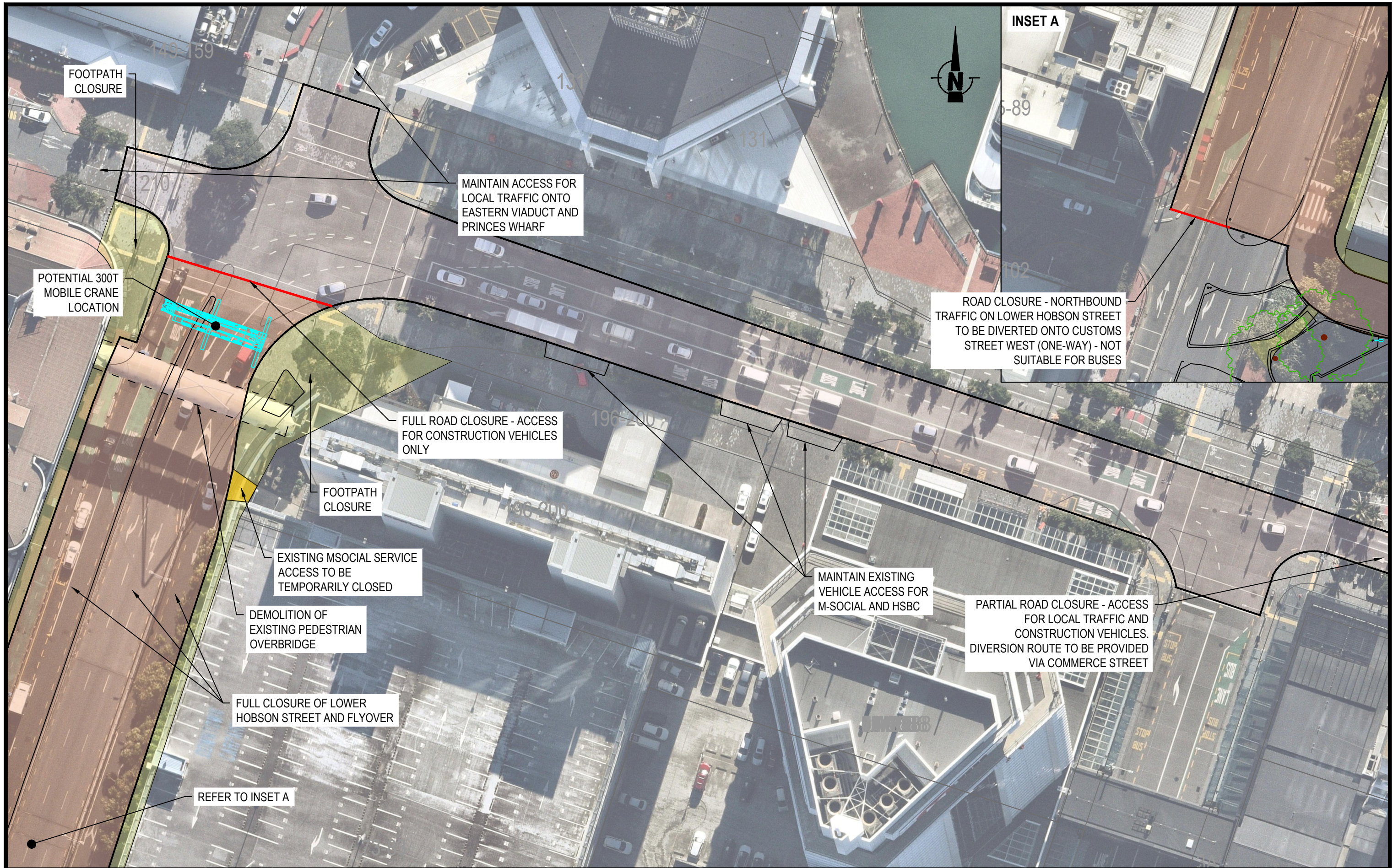
PM	Base	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5	
Modelled Bus Route i = inbound o = outbound	Travel Time (Min:Sec)	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base	Travel Time (Min:Sec)	Percentage Change Compared to Base
101i	17:30	17:25	0%	17:26	0%	17:26	0%	17:26	0%	17:29	0%
101o	16:13	16:16	0%	16:16	0%	16:15	0%	16:16	0%	16:13	0%
105i	20:35	25:41	25%	20:27	-1%	20:19	-1%	20:18	-1%	20:35	0%
105o	15:07	15:13	1%	15:06	0%	15:07	0%	15:07	0%	15:10	0%
106	29:49	35:16	18%	29:44	0%	29:37	-1%	29:37	-1%	29:50	0%
11Ti	19:07	24:10	26%	18:58	-1%	18:49	-2%	18:49	-2%	19:04	0%
11To	14:01	14:04	0%	13:59	0%	14:01	0%	14:01	0%	14:04	0%
11Wi	19:07	24:10	26%	18:58	-1%	18:49	-2%	18:49	-2%	19:04	0%
11Wo	14:01	14:04	0%	13:59	0%	14:01	0%	14:01	0%	14:04	0%
18i	19:07	24:10	26%	18:58	-1%	18:49	-2%	18:49	-2%	19:04	0%
18o	14:01	14:04	0%	13:59	0%	14:01	0%	14:01	0%	14:04	0%
195i	19:36	24:40	26%	19:29	-1%	19:19	-1%	19:20	-1%	19:34	0%
195o	13:57	14:02	1%	13:56	0%	13:57	0%	13:57	0%	14:01	0%
20i	15:10	15:11	0%	15:11	0%	15:14	0%	15:14	0%	15:14	0%
20o	14:39	14:39	0%	14:39	0%	14:40	0%	14:40	0%	14:41	0%

209i	19:07	24:10	26%	18:58	-1%	18:49	-2%	18:49	-2%	19:04	0%
209o	14:01	14:04	0%	13:59	0%	14:01	0%	14:01	0%	14:04	0%
22Ni	13:10	13:18	1%	13:15	1%	13:10	0%	13:12	0%	13:14	1%
22No	14:34	15:41	8%	14:56	3%	14:43	1%	14:42	1%	14:44	1%
22Ri	13:10	13:18	1%	13:15	1%	13:10	0%	13:12	0%	13:14	1%
22Ro	14:34	15:41	8%	14:56	3%	14:43	1%	14:42	1%	14:44	1%
24Bi	13:20	13:28	1%	13:25	1%	13:20	0%	13:22	0%	13:23	0%
24Bo	14:02	15:10	8%	14:24	3%	14:11	1%	14:11	1%	14:13	1%
24Ri	13:20	13:28	1%	13:25	1%	13:20	0%	13:22	0%	13:23	0%
24Ro	14:02	15:10	8%	14:24	3%	14:11	1%	14:11	1%	14:13	1%
252i	17:23	17:24	0%	17:26	0%	17:25	0%	17:25	0%	17:28	0%
252o	09:17	09:19	0%	09:19	0%	09:16	0%	09:17	0%	09:17	0%
253i	17:23	17:24	0%	17:26	0%	17:25	0%	17:25	0%	17:28	0%
253o	09:17	09:19	0%	09:19	0%	09:16	0%	09:17	0%	09:17	0%
25Bi	10:20	10:22	0%	10:23	0%	10:22	0%	10:23	0%	10:19	0%
25Bo	07:28	07:26	0%	07:28	0%	07:28	0%	07:29	0%	07:28	0%
25Li	10:20	10:22	0%	10:23	0%	10:22	0%	10:23	0%	10:19	0%
25Lo	07:28	07:26	0%	07:28	0%	07:28	0%	07:29	0%	07:28	0%
27Hi	12:23	12:31	1%	12:27	1%	12:22	0%	12:24	0%	12:25	0%
27Ho	12:23	13:31	9%	12:45	3%	12:32	1%	12:31	1%	12:33	1%
27Ti	12:23	12:31	1%	12:27	1%	12:22	0%	12:24	0%	12:25	0%
27To	12:23	13:31	9%	12:45	3%	12:32	1%	12:31	1%	12:33	1%
27Wi	12:23	12:31	1%	12:27	1%	12:22	0%	12:24	0%	12:25	0%
27Wo	12:23	13:31	9%	12:45	3%	12:32	1%	12:31	1%	12:33	1%
295i	10:38	10:38	0%	10:38	0%	10:37	0%	10:37	0%	10:38	0%
295o	12:06	12:08	0%	12:05	0%	12:05	0%	12:05	0%	12:05	0%
30i	10:38	10:38	0%	10:38	0%	10:37	0%	10:37	0%	10:38	0%
30o	12:06	12:08	0%	12:05	0%	12:05	0%	12:05	0%	12:05	0%
309i	10:38	10:38	0%	10:38	0%	10:37	0%	10:37	0%	10:38	0%
309o	12:06	12:08	0%	12:05	0%	12:05	0%	12:05	0%	12:05	0%
321i	08:59	09:04	1%	09:07	1%	09:00	0%	09:03	1%	09:07	1%
321o	09:32	10:39	12%	09:54	4%	09:42	2%	09:41	2%	09:43	2%
70i	19:13	19:07	-1%	19:11	0%	19:13	0%	19:11	0%	19:08	0%
70o	09:52	09:48	-1%	09:49	-1%	09:48	-1%	09:48	-1%	09:55	1%
72Xi	19:03	18:59	0%	19:02	0%	19:04	0%	19:02	0%	18:56	-1%
72Xo	10:53	10:50	0%	10:54	0%	10:53	0%	10:54	0%	10:59	1%
75i	15:23	15:19	0%	15:23	0%	15:23	0%	15:23	0%	15:19	0%
75o	14:56	14:49	-1%	14:53	0%	14:53	0%	14:53	0%	14:58	0%
755i	07:22	07:25	1%	07:23	0%	07:20	0%	07:20	0%	07:21	0%
755o	07:38	08:51	16%	08:02	5%	07:49	2%	07:47	2%	07:56	4%
76i	06:08	06:10	1%	06:08	0%	06:05	-1%	06:05	-1%	06:05	-1%
76o	07:14	08:20	15%	07:36	5%	07:25	3%	07:23	2%	07:26	3%
774i	06:08	06:10	1%	06:08	0%	06:05	-1%	06:05	-1%	06:05	-1%
774o	07:14	08:20	15%	07:36	5%	07:25	3%	07:23	2%	07:26	3%
775i	06:08	06:10	1%	06:08	0%	06:05	-1%	06:05	-1%	06:05	-1%

775o	07:14	08:20	15%	07:36	5%	07:25	3%	07:23	2%	07:26	3%
802i	13:49	13:39	-1%	13:44	-1%	13:44	-1%	13:44	-1%	13:43	-1%
802o	11:36	11:29	-1%	11:33	0%	11:34	0%	11:32	-1%	11:29	-1%
82i	13:49	13:39	-1%	13:44	-1%	13:44	-1%	13:44	-1%	13:43	-1%
82o	11:36	11:29	-1%	11:33	0%	11:34	0%	11:32	-1%	11:29	-1%
866i	17:59	17:55	0%	17:53	-1%	17:53	-1%	17:53	-1%	17:54	0%
866o	18:34	18:42	1%	18:34	0%	18:34	0%	18:34	0%	18:35	0%
923i	13:49	13:39	-1%	13:44	-1%	13:44	-1%	13:44	-1%	13:43	-1%
923o	11:36	11:29	-1%	11:33	0%	11:34	0%	11:32	-1%	11:29	-1%
924i	13:49	13:39	-1%	13:44	-1%	13:44	-1%	13:44	-1%	13:43	-1%
924o	11:36	11:29	-1%	11:33	0%	11:34	0%	11:32	-1%	11:29	-1%
931i	19:13	21:43	13%	19:19	1%	19:17	0%	19:16	0%	22:19	16%
931o	12:00	12:15	2%	12:04	1%	11:59	0%	11:58	0%	12:00	0%
933i	19:13	21:43	13%	19:19	1%	19:17	0%	19:16	0%	22:19	16%
933o	12:00	12:15	2%	12:04	1%	11:59	0%	11:58	0%	12:00	0%
939i	19:13	21:43	13%	19:19	1%	19:17	0%	19:16	0%	22:19	16%
939o	12:00	12:15	2%	12:04	1%	11:59	0%	11:58	0%	12:00	0%
95Bi	08:40	08:08	-6%	08:39	0%	08:41	0%	08:41	0%	10:43	24%
95Bo	07:27	06:58	-6%	08:08	9%	07:32	1%	07:31	1%	14:00	88%
95Ci	08:40	08:08	-6%	08:39	0%	08:41	0%	08:41	0%	10:43	24%
95Co	07:27	06:58	-6%	08:08	9%	07:32	1%	07:31	1%	14:00	88%
966i	17:59	17:55	0%	17:53	-1%	17:53	-1%	17:53	-1%	17:54	0%
966o	18:34	18:42	1%	18:34	0%	18:34	0%	18:34	0%	18:35	0%
97Bi	08:40	08:08	-6%	08:39	0%	08:41	0%	08:41	0%	10:43	24%
97Bo	07:27	06:58	-6%	08:08	9%	07:32	1%	07:31	1%	14:00	88%
97Ri	08:40	08:08	-6%	08:39	0%	08:41	0%	08:41	0%	10:43	24%
97Ro	07:27	06:58	-6%	08:08	9%	07:32	1%	07:31	1%	14:00	88%
CTY	36:01	36:54	2%	35:58	0%	36:09	0%	36:09	0%	39:52	11%
INNi	30:36	32:04	5%	30:47	1%	30:39	0%	30:38	0%	30:50	1%
INNo	33:45	36:03	7%	34:18	2%	33:48	0%	33:49	0%	34:56	4%
NX1i	08:40	08:52	2%	08:39	0%	08:41	0%	08:41	0%	10:43	24%
NX1o	07:27	06:58	-6%	08:08	9%	07:32	1%	07:31	1%	14:00	88%
NX2i	14:59	14:50	-1%	14:55	0%	14:55	0%	14:55	0%	14:55	0%
NX2o	13:16	13:11	-1%	13:16	0%	13:16	0%	13:15	0%	13:09	-1%
OUTi	21:11	21:10	0%	21:08	0%	21:08	0%	21:08	0%	21:16	0%
OUTo	20:38	21:36	5%	20:56	1%	20:46	1%	20:50	1%	20:55	1%
TMKi	06:08	06:10	1%	06:08	0%	06:05	-1%	06:05	-1%	06:05	-1%
TMKo	07:14	08:20	15%	07:36	5%	07:25	3%	07:23	2%	07:26	3%
WX1i	19:11	24:10	26%	18:59	-1%	18:53	-2%	18:53	-2%	19:05	-1%
WX1o	14:55	15:01	1%	14:53	0%	14:53	0%	14:55	0%	14:55	0%

APPENDIX C

Vehicle tracking diagrams



FOOTPATH CLOSURE

POTENTIAL 300T MOBILE CRANE LOCATION

MAINTAIN ACCESS FOR LOCAL TRAFFIC ONTO EASTERN VIADUCT AND PRINCES WHARF

ROAD CLOSURE - NORTHBOUND TRAFFIC ON LOWER HOBSON STREET TO BE DIVERTED ONTO CUSTOMS STREET WEST (ONE-WAY) - NOT SUITABLE FOR BUSES

FULL ROAD CLOSURE - ACCESS FOR CONSTRUCTION VEHICLES ONLY

FOOTPATH CLOSURE

EXISTING MSOCIAL SERVICE ACCESS TO BE TEMPORARILY CLOSED

DEMOLITION OF EXISTING PEDESTRIAN OVERBRIDGE

FULL CLOSURE OF LOWER HOBSON STREET AND FLYOVER

REFER TO INSET A

MAINTAIN EXISTING VEHICLE ACCESS FOR M-SOCIAL AND HSBC

PARTIAL ROAD CLOSURE - ACCESS FOR LOCAL TRAFFIC AND CONSTRUCTION VEHICLES. DIVERSION ROUTE TO BE PROVIDED VIA COMMERCE STREET

INSET A



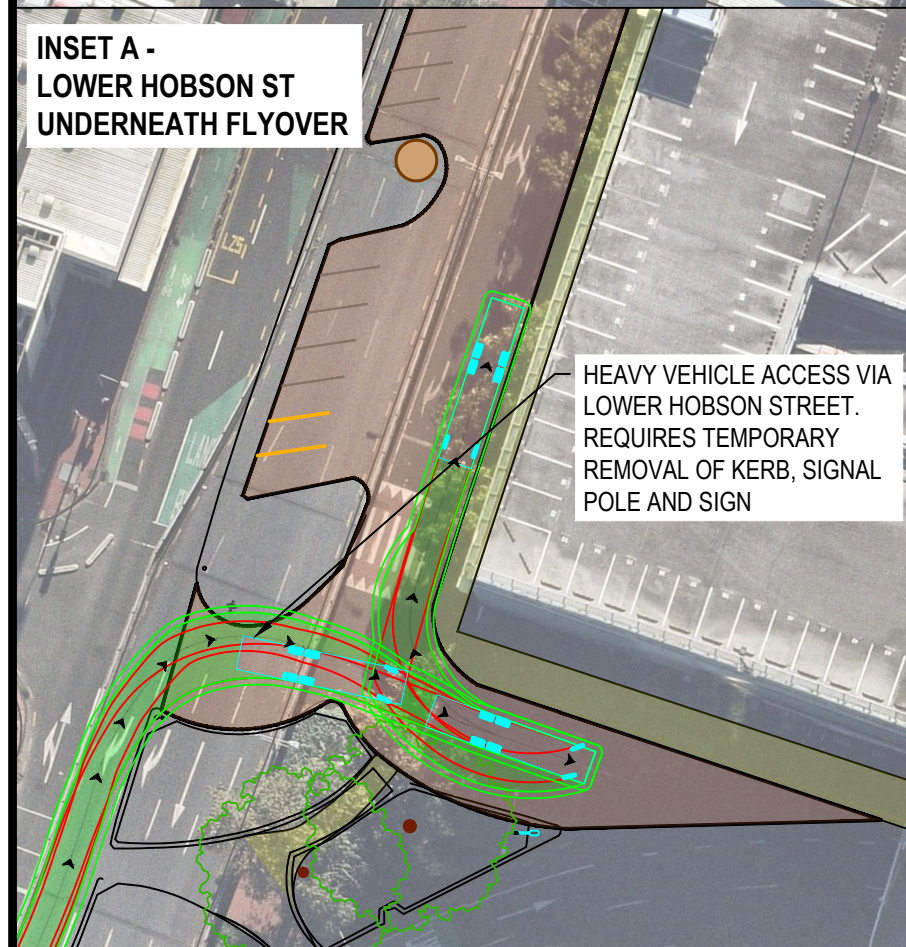
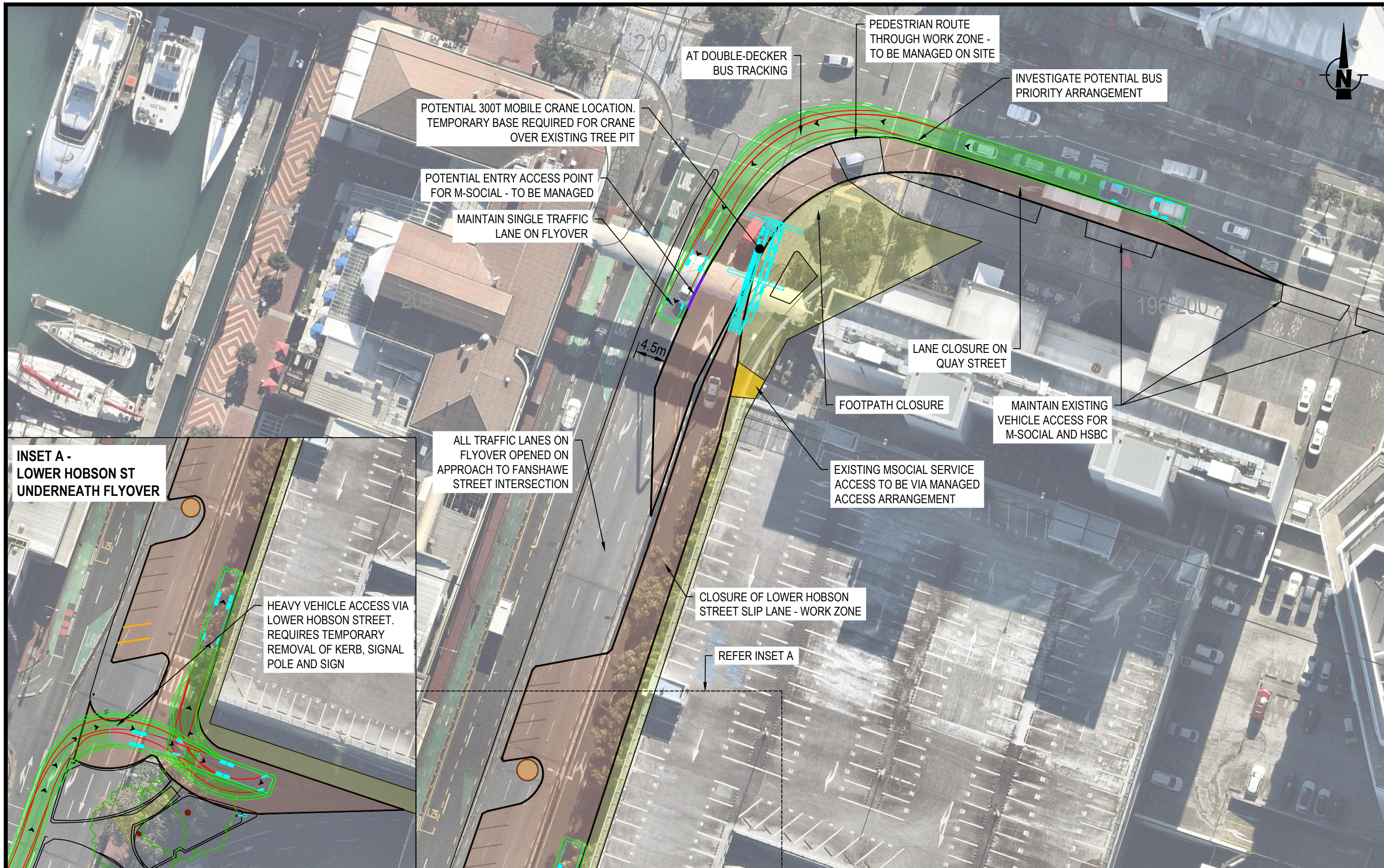
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A	First Issue	29/11/2024	CHECKED: HS	DATE: 29/11/2024
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			1:500 @ A3	

CLIENT: PRECINCT PROPERTIES
 PROJECT: DOWNTOWN CARPARK REDEVELOPMENT
 LOCATION: 2 LOWER HOBSON STREET, AUCKLAND CBD
NOT FOR CONSTRUCTION

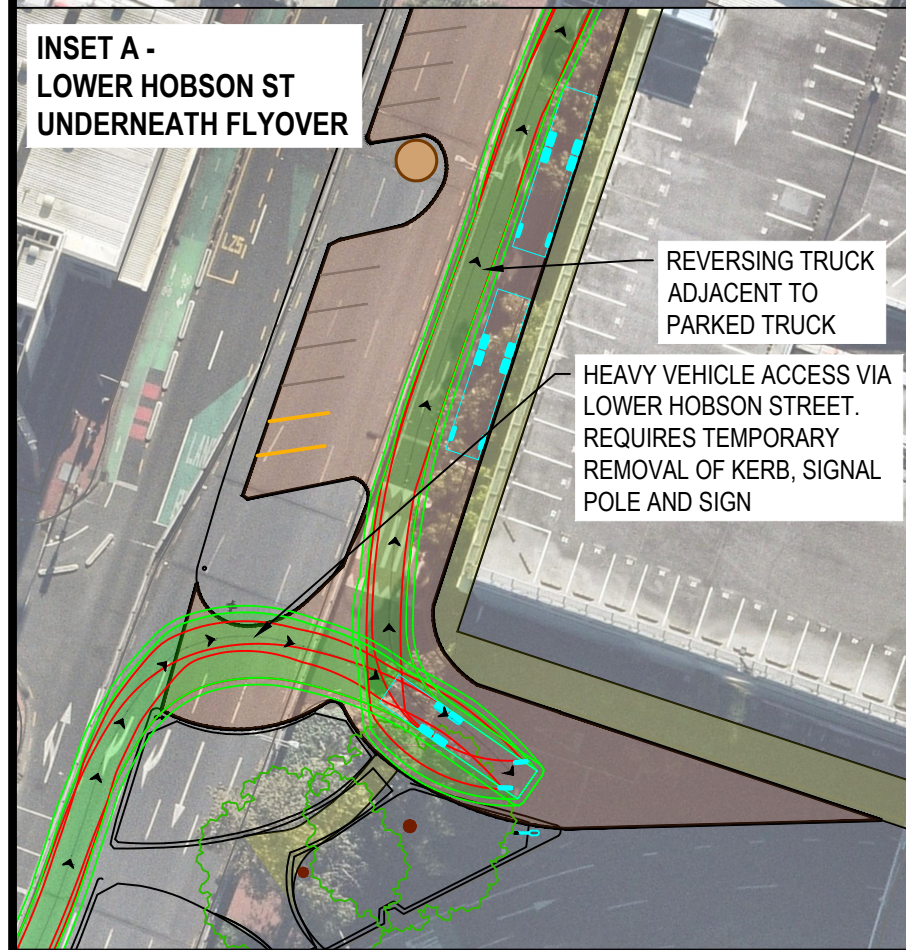
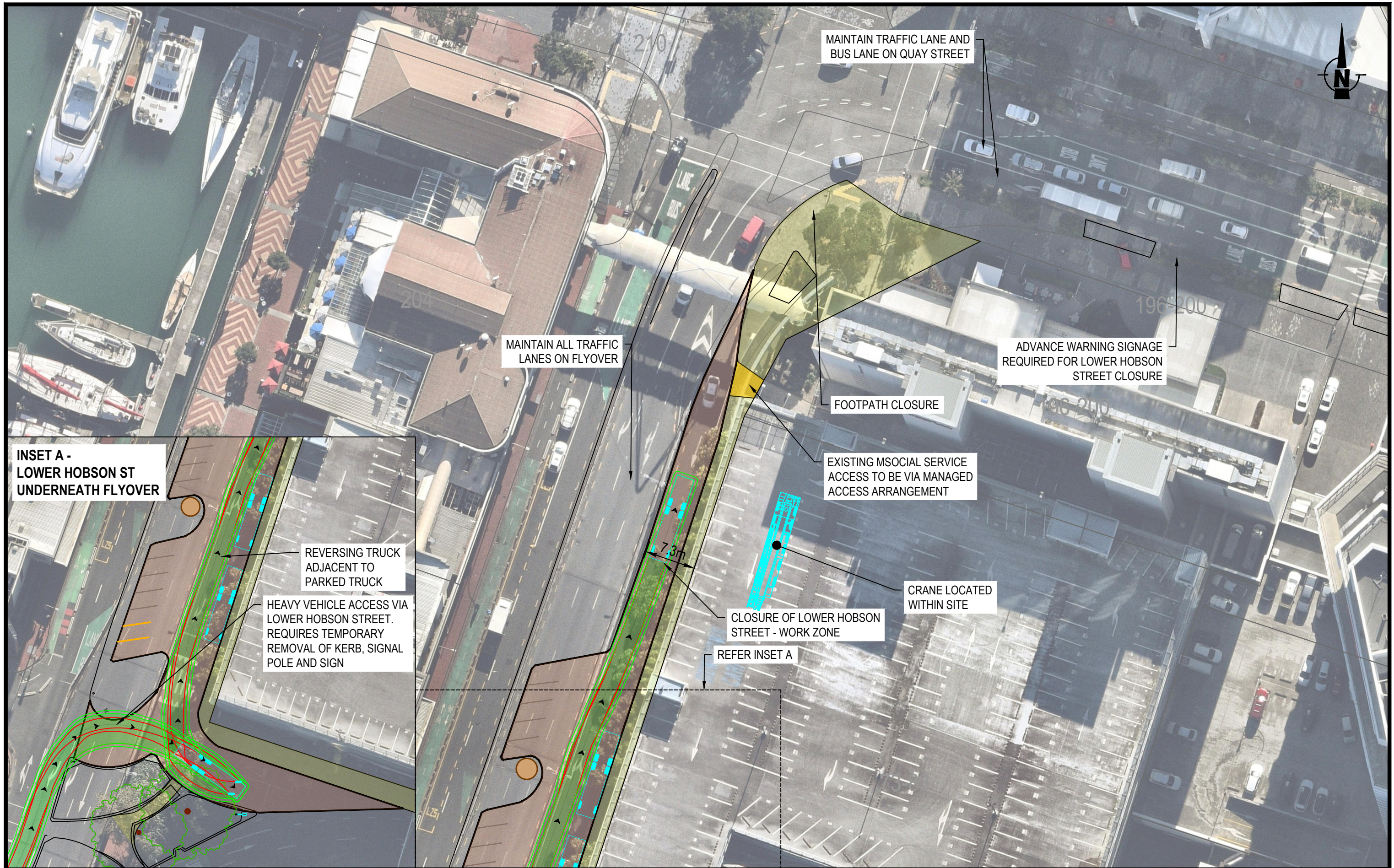
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 DRAWING NUMBER: PREP002-DC-CTMP-0

SHEET: 01 of 05
 REV: A

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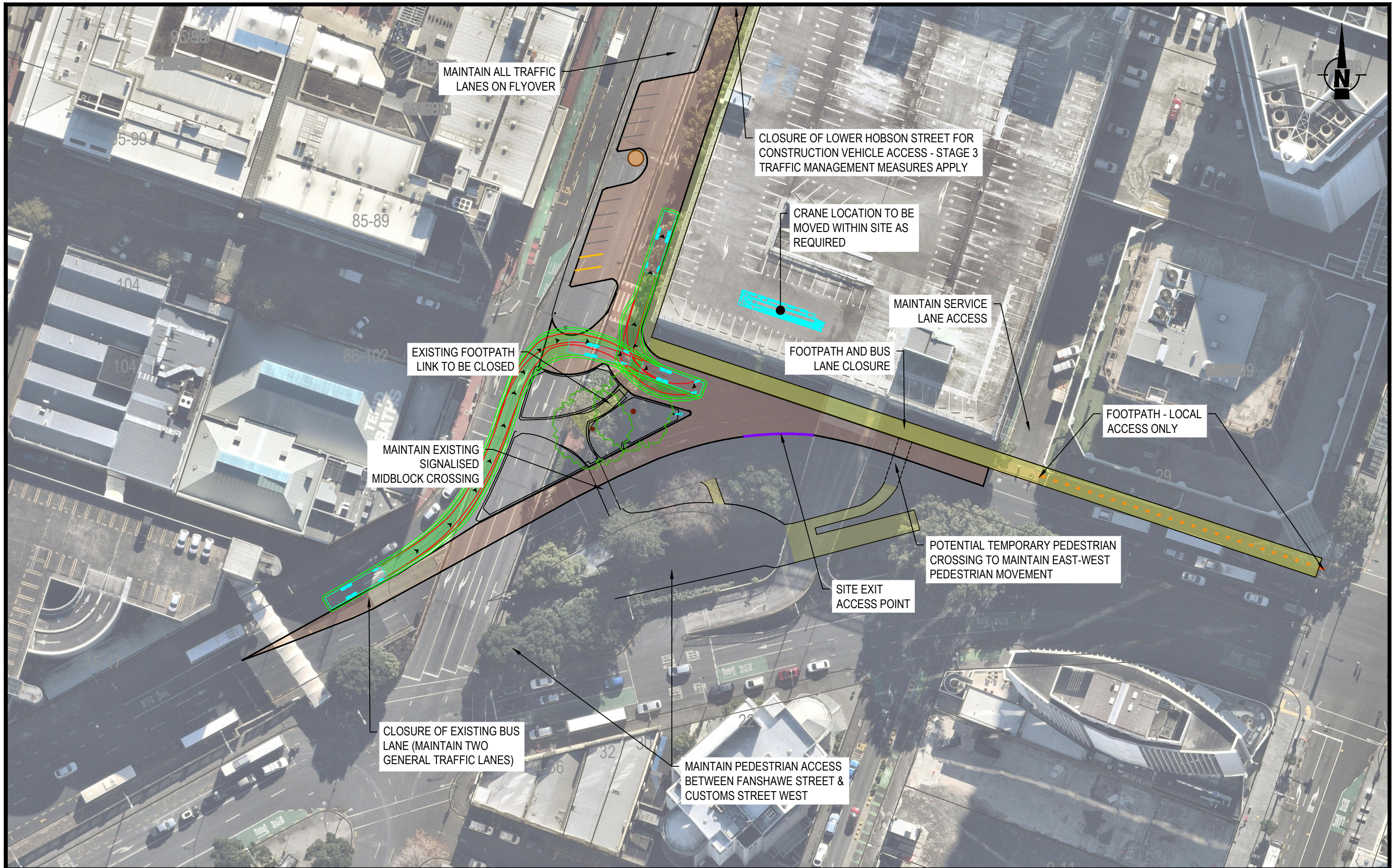


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A	First Issue	29/11/2024	CHECKED: HS	DATE: 29/11/2024	PROJECT: DOWNTOWN CARPARK REDEVELOPMENT		
			SCALE: 0 20m		LOCATION: 2 LOWER HOBSON STREET, AUCKLAND CBD		
			1:500 @ A3		NOT FOR CONSTRUCTION	DRAWING NUMBER: PREP002-DC-CTMP-0	REV: A



REV	AMENDMENT	DATE OF ISSUE	DESIGN: SM	DRAWN: SM	CLIENT: PRECINCT PROPERTIES	SHEET TITLE: DRAFT CTMP PLANS FOR DEMOLITION STAGE 3	SHEET: 03 of 05
A	First Issue	29/11/2024	CHECKED: HS	DATE: 29/11/2024	PROJECT: DOWNTOWN CARPARK REDEVELOPMENT		
SCALE: 0 20m				LOCATION: 2 LOWER HOBSON STREET, AUCKLAND CBD		DRAWING NUMBER: PREP002-DC-CTMP-0	
1:500 @ A3				NOT FOR CONSTRUCTION		REV: A	

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REV	AMENDMENT	DATE OF ISSUE	DESIGN: SM	DRAWN: SM
A	First Issue	29/11/2024	CHECKED: HS	DATE: 29/11/2024
SCALE: 0 20m			1:500 @ A3	

CLIENT: PRECINCT PROPERTIES
 PROJECT: DOWNTOWN CARPARK REDEVELOPMENT
 LOCATION: 2 LOWER HOBSON STREET, AUCKLAND CBD

NOT FOR CONSTRUCTION

SHEET TITLE: **DRAFT CTMP PLANS FOR DEMOLITION STAGE 4**

DRAWING NUMBER: PREP002-DC-CTMP-0

SHEET: 04 of 05

REV: A

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