0 20mm@A3

Monday, May 29, 2017 14:25:10

REV	DATE	DRN	CHK	DESCRIPTION
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Bayswater Marina Mixed Use - Initial Site Review

Existing Layout

DRAWN: CTM	---	---
DATE: 29.05.17	STATUS: ---	
SCALE: 1:1200@A3		
DWG NO:14716A3D		

TDG

A1

X:\brAKL\OldCAD\14700-49\14716\drawings\14716A3D.dwg

ORIGINAL IN COLOUR

Boffa Miskell

Printed 16/02/2021 9:58:10 am

Boffa Miskell Limited
Level 3
82 Wyndham Street 1010
PO Box 91250, Auckland 1142, New Zealand
Tel: +64 9 358 2526
www.boffamiskell.co.nz

NOTES

CONTRACTORS TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK;

CONTRACTORS ARE RESPONSIBLE FOR CONFIRMING THE LOCATION OF ALL UNDERGROUND SERVICES ON SITE PRIOR TO COMMENCING WORK;

FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.

KEY

- SITE BOUNDARY
- ESPLANADE STRIP
- SUB-PRECINCT BOUNDARIES
- ADJACENT SITE BOUNDARIES

DRAFT

REV	DATE	DESCRIPTION	APPRV'D
A			

CLIENT
BAYSWATER MARINA HOLDINGS LTD

CONSULTANTS
PBA STANTEC HAMPSON & ASSOCIATES
AIREY CRAIG SHEARER

RESOURCE CONSENT

BAYSWATER MARITIME PRECINCT

SITE PLAN

Design	THe	Scale	Date
Drawn	THe	1:500 @ A1	06.07.20
Check	JPo	1:1000 @ A3	

DRAWING NO. A15265A_230

REVISION A

U:\2015\A15265A_RdL_Bayswater_Marina_LVEA\CAD\A15265A_sheets_210_ga.dwg

Appendix B Vehicle Tracking Analysis

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

10 0 10 20m

SCALE 1:500

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

VEHICLE TRACKING MAPS
SHEET 1 OF 7

Status Stamp: **FINAL**

Date Stamp: **18.02.21**

Scales: AS SHOWN

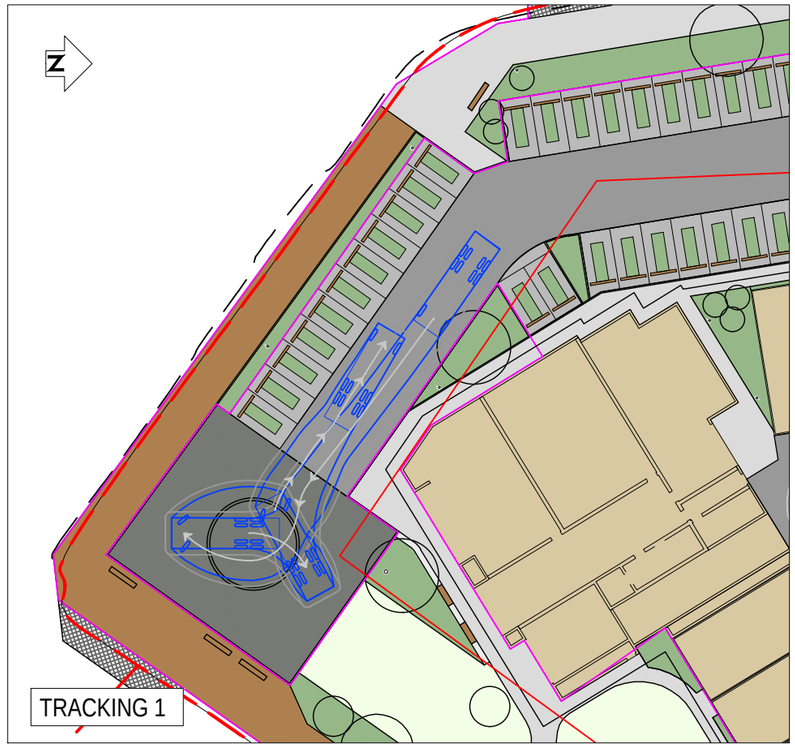
Drawing No.: 310200192-01-001-SK014-1

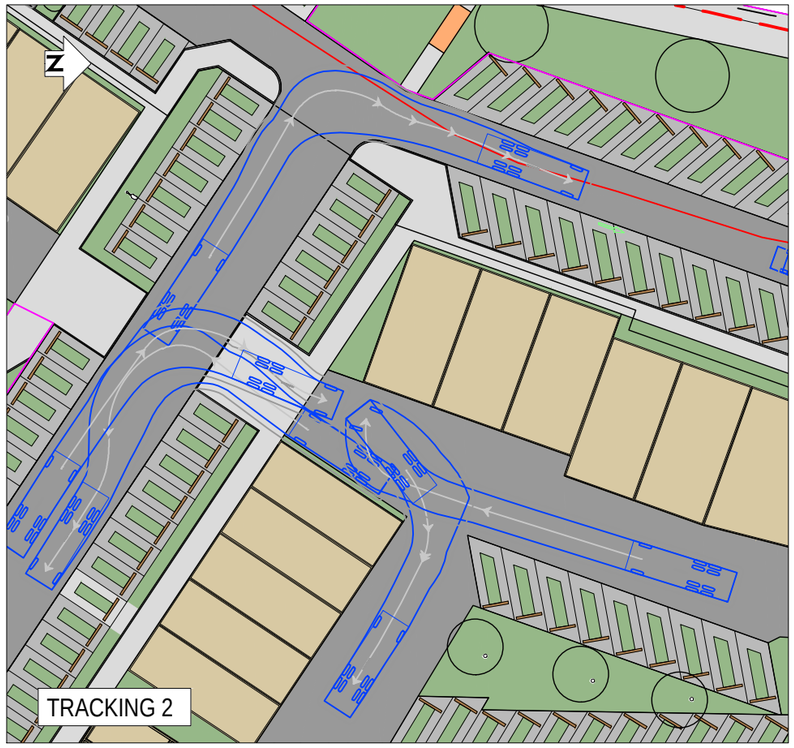
Rev.: A

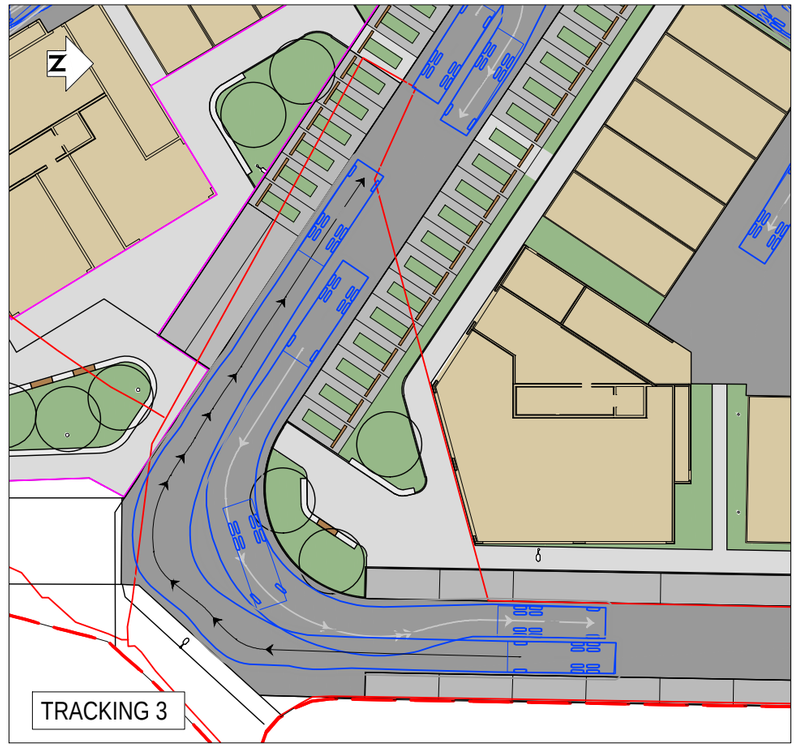
\\Nz4105-ppfss01\shared_projects\310200192\5.0 Drawings\5.10 Sketches

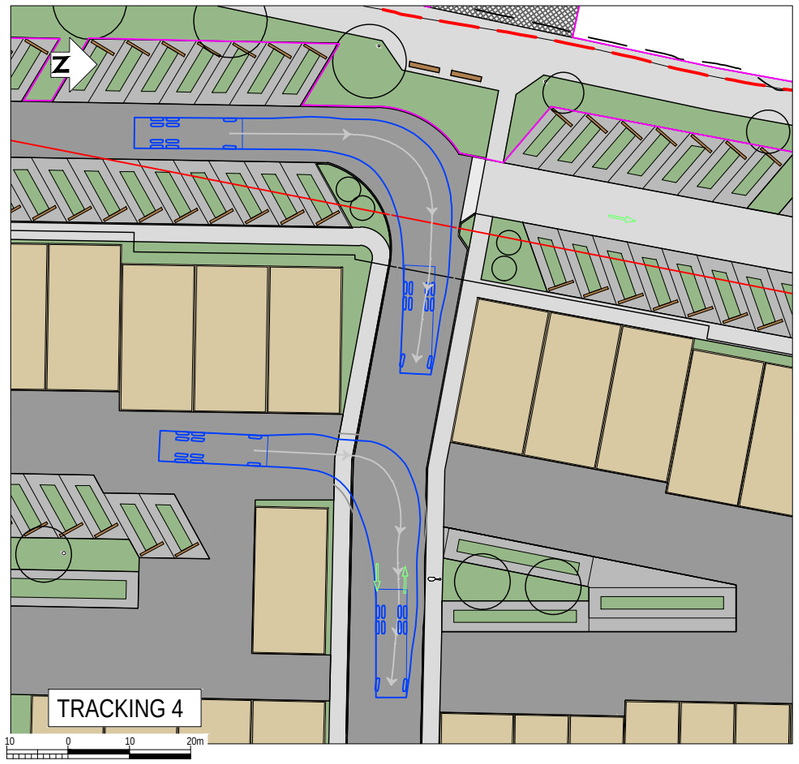
DO NOT SCALE - IF IN DOUBT, ASK

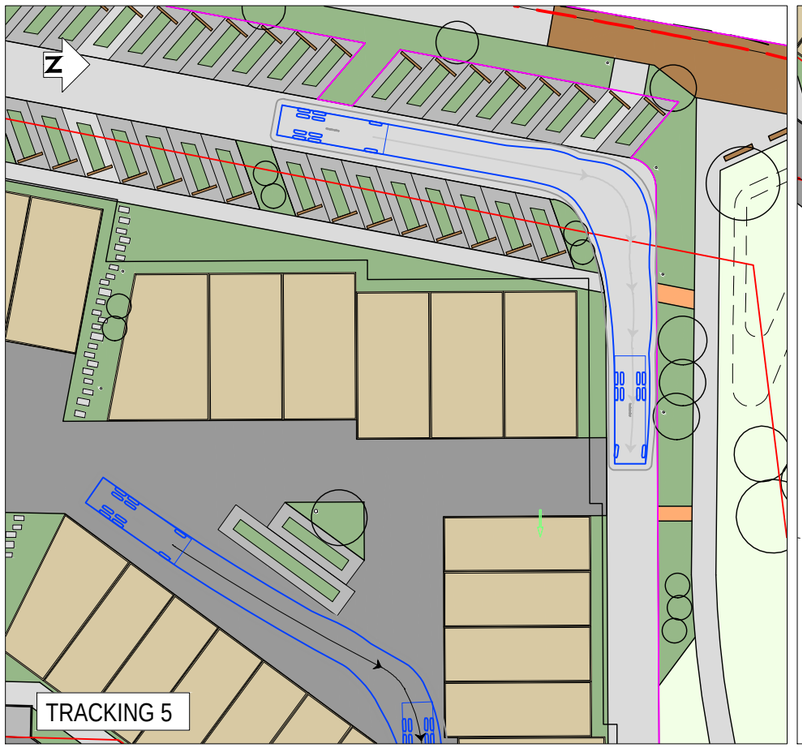
ORIGINAL SIZE A1

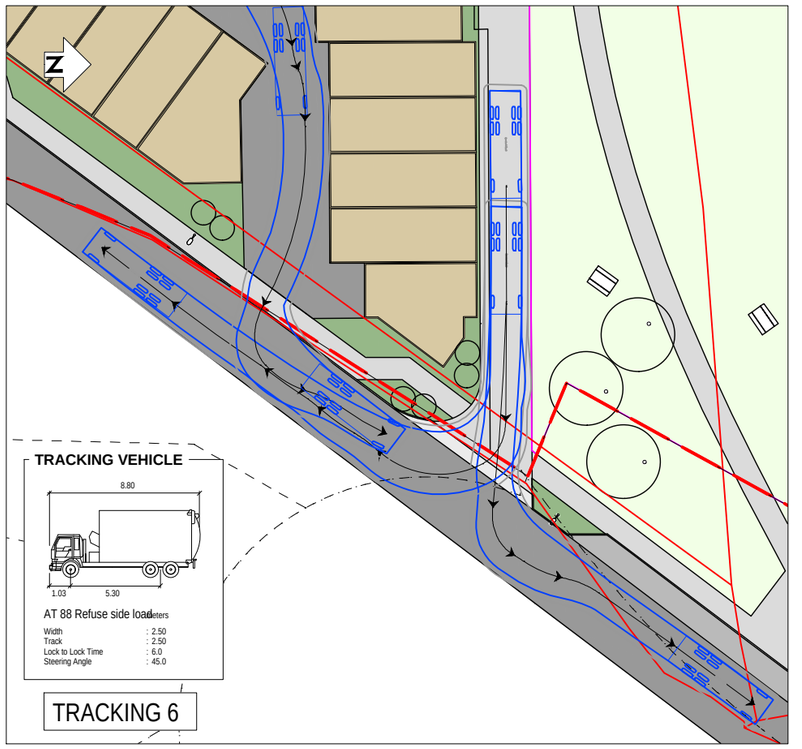












10 0 10 20m

SCALE 1:500

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

8.3m REFUSE TRUCK
SHEET 2 OF 7

Status Stamp: **FINAL**

Date Stamp: **18.02.21**

Scales: AS SHOWN

Drawing No.: 310200192-01-001-SK014-2

Rev.: A

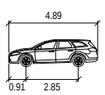
\\Nz4105-ppfss01\shared_projects\310200192\5.0 Drawings\5.10 Sketches

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

N

TRACKING VEHICLE



AT 85thCar

	meters
Width	: 1.87
Track	: 1.86
Lock to Lock Time	: 4.0
Steering Angle	: 38.4

10 0 10 20m

SCALE 1:500

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

AT B85 CAR TRACKING
SHEET 3 OF 7

Status Stamp: **FINAL**

Date Stamp: **18.02.21**

Scales: AS SHOWN

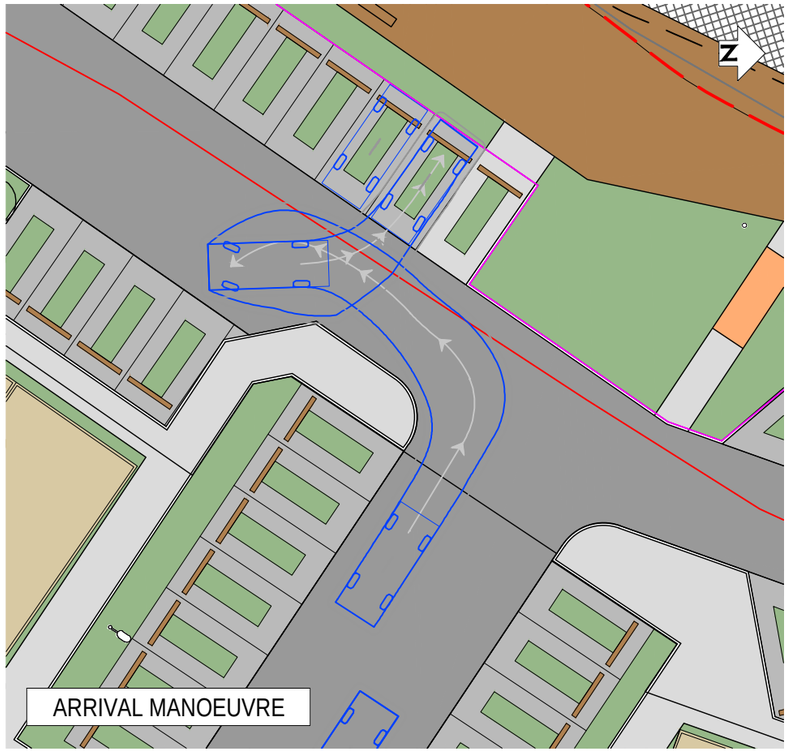
Drawing No.: 310200192-01-001-SK014-3

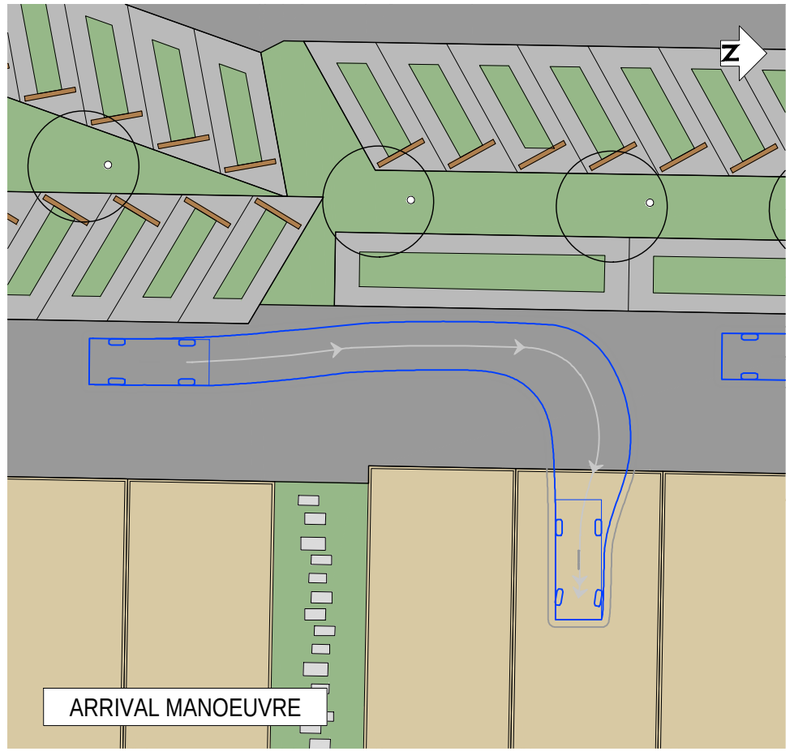
Rev.: A

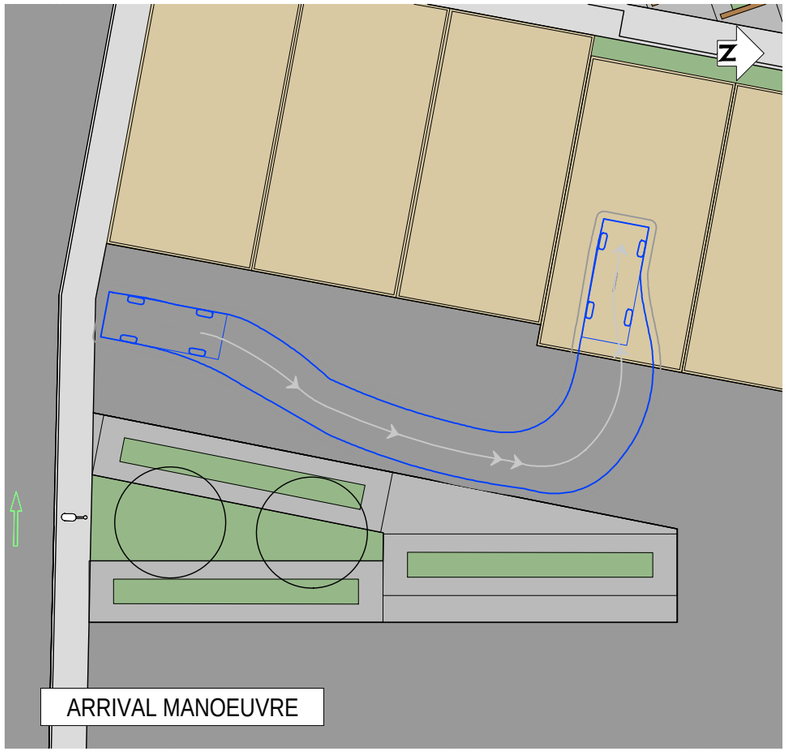
\\Nz4105-ppfss01\shared_projects\310200192\5.0 Drawings\5.10 Sketches

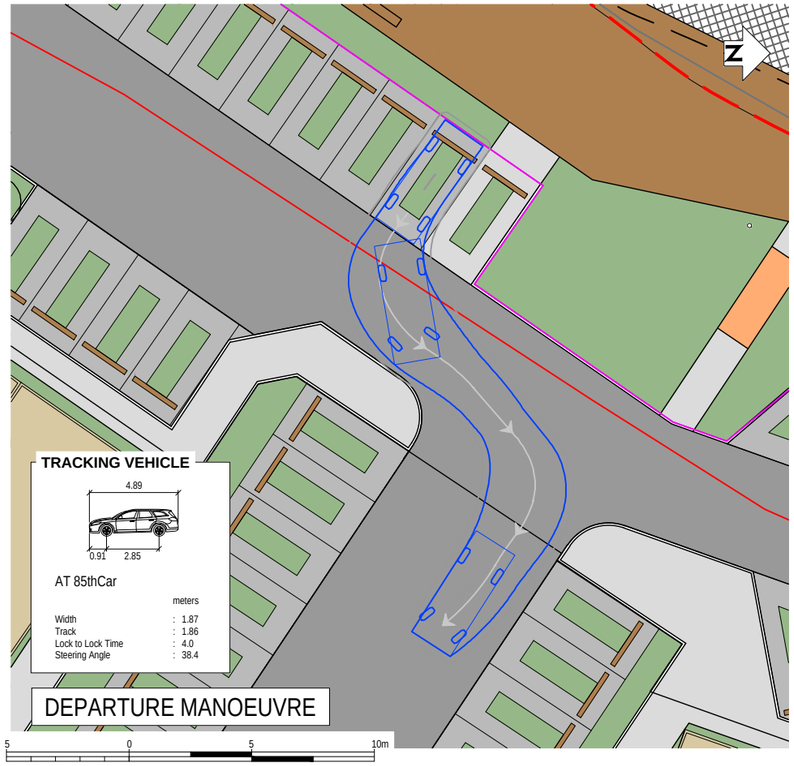
DO NOT SCALE - IF IN DOUBT, ASK

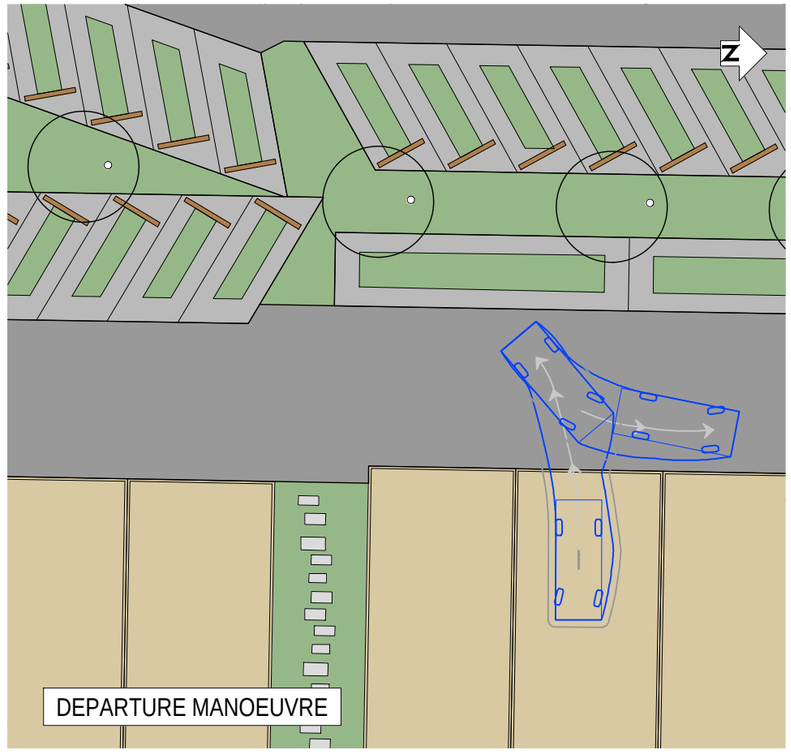
ORIGINAL SIZE A1

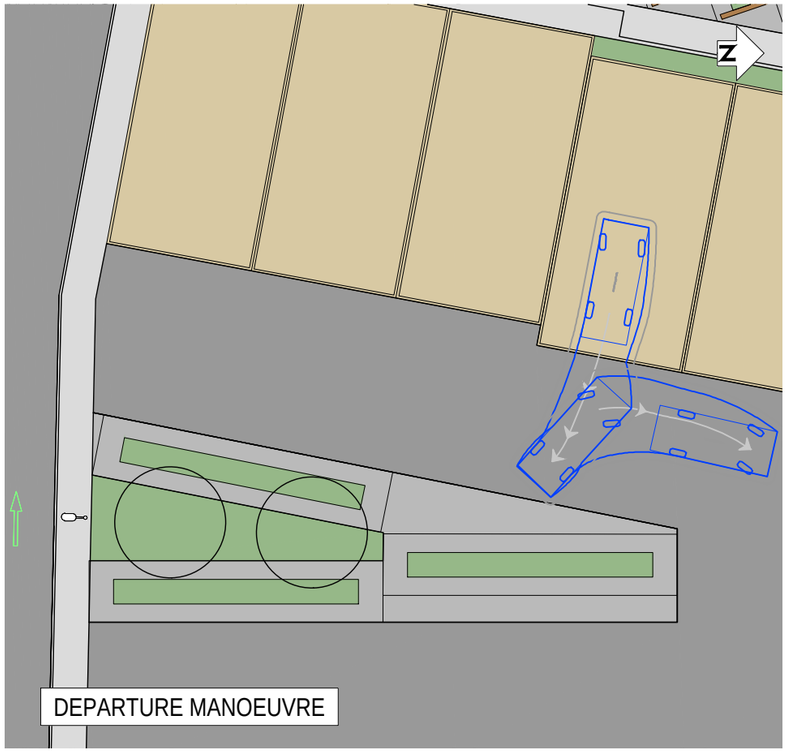












5 0 5 10m

SCALE 1:125

NOT FOR CONSTRUCTION

REV					
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21
REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

AT B85 CAR TRACKING
SHEET 4 OF 7

Status Stamp: **FINAL**

Date Stamp: **18.02.21**

Scales: AS SHOWN

Drawing No.: 310200192-01-001-SK014-4

Rev.: A

\\Nz4105-ppfss01\shared_projects\310200192\5.0 Drawings\5.10 Sketches

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

CAR AND BOAT TRACKING
SHEET 5 OF 7

Status Stamp: **FINAL**

Date Stamp: **18.02.21**

Scales: AS SHOWN

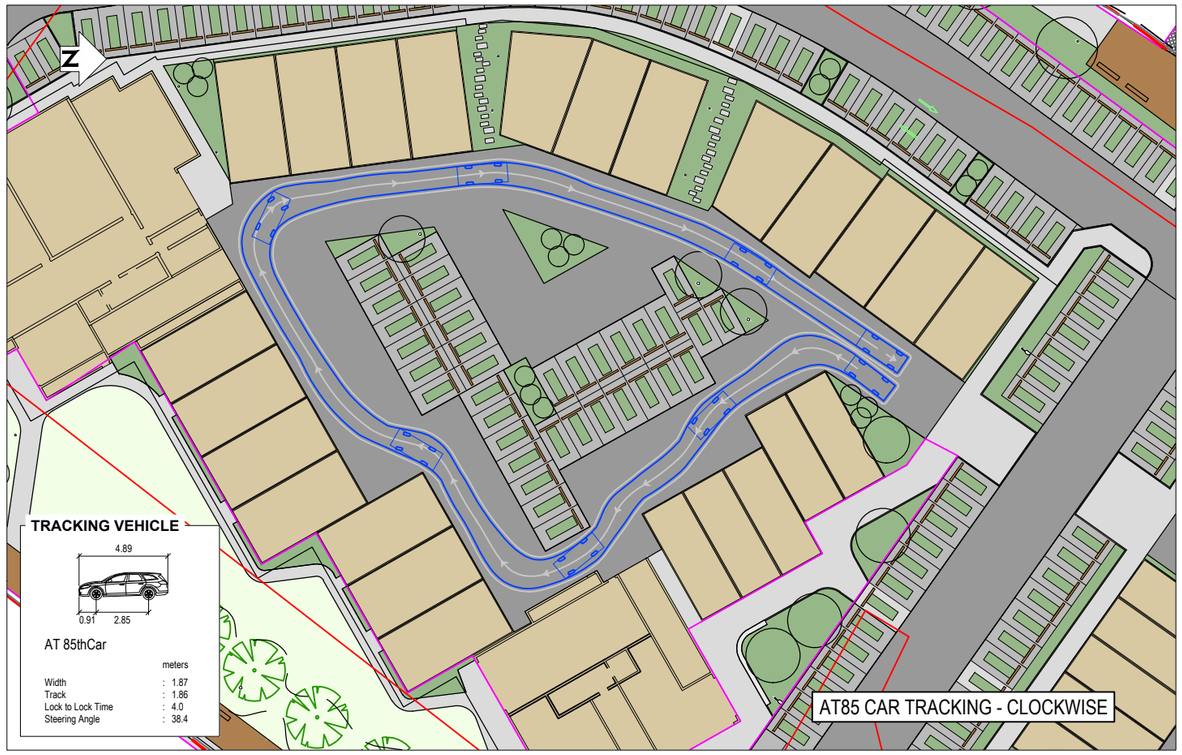
Drawing No.: 310200192-01-001-SK014-5

Rev.: A

\\Nz4105-ppfss01\shared_projects\310200192\5.0 Drawings\5.10 Sketches

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1



AT85 CAR TRACKING - CLOCKWISE

AT8.8m REFUSE TRACKING

AT85 CAR TRACKING - ANTICLOCKWISE

10 0 10 20m

SCALE 1:300

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

CAR AND REFUSE TRUCK TRACKING
SHEET 6 OF 7

Status Stamp: FINAL

Date Stamp: 18.02.21

Scales: AS SHOWN

Drawing No.: 310200192-01-001-SK014-6

Rev.: A

\\Nz4105-ppfss01\shared_projects\310200192\5.0 Drawings\5.10 Sketches

Appendix C Parking Allocation

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	A15265A_Base.dwg (16.02.21)	SP	GS		18.02.21

SURVEYED		
DESIGNED		
DRAWN	C.MAAKA	18.02.21
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

BAYSWATER MARINA - PROPOSED DEVELOPMENT

PARKING PLAN
SHEET 7 OF 7

Status Stamp: **FINAL**

Date Stamp: **18.02.21**

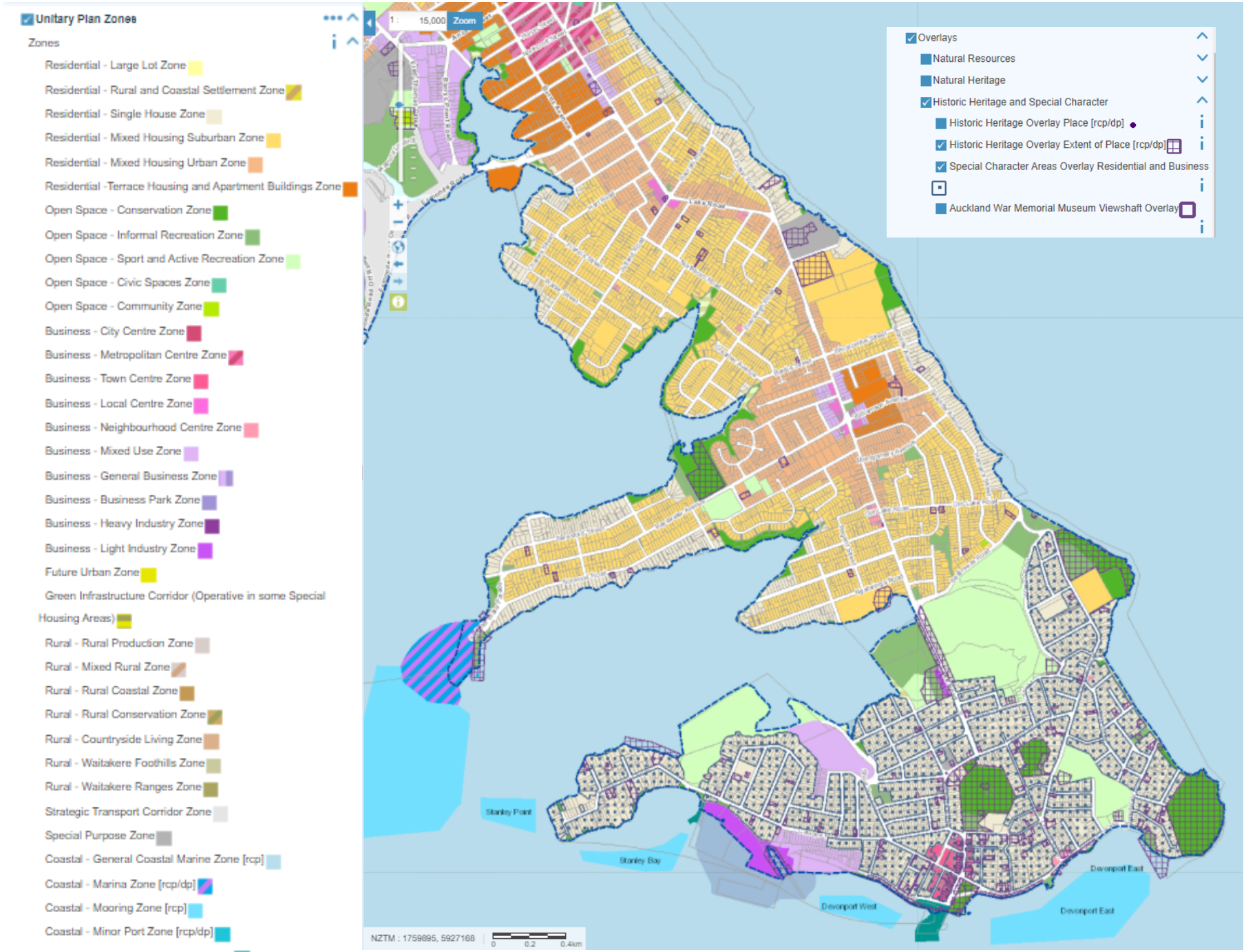
Scales: AS SHOWN

Drawing No.: 310200192-01-001-SK014-7

Rev.: A

\\Nz4105-ppfss01\shared_projects\3102001925\5.0 Drawings\5.10 Sketches

Appendix D Zoning Plan


Unitary Plan Zones
Zones
Residential - Large Lot Zone
Residential - Rural and Coastal Settlement Zone
Residential - Single House Zone
Residential - Mixed Housing Suburban Zone
Residential - Mixed Housing Urban Zone
Residential -Terrace Housing and Apartment Buildings Zone
Open Space - Conservation Zone
Open Space - Informal Recreation Zone
Open Space - Sport and Active Recreation Zone
Open Space - Civic Spaces Zone
Open Space - Community Zone
Business - City Centre Zone
Business - Metropolitan Centre Zone
Business - Town Centre Zone
Business - Local Centre Zone
Business - Neighbourhood Centre Zone
Business - Mixed Use Zone
Business - General Business Zone
Business - Business Park Zone
Business - Heavy Industry Zone
Business - Light Industry Zone
Future Urban Zone
Green Infrastructure Corridor (Operative in some Special Housing Areas)
Rural - Rural Production Zone
Rural - Mixed Rural Zone
Rural - Rural Coastal Zone
Rural - Rural Conservation Zone
Rural - Countryside Living Zone
Rural - Waitakere Foothills Zone
Rural - Waitakere Ranges Zone
Strategic Transport Corridor Zone
Special Purpose Zone
Coastal - General Coastal Marine Zone [rcp]
Coastal - Marina Zone [rcp/dp]
Coastal - Mooring Zone [rcp]
Coastal - Minor Port Zone [rcp/dp]
1 : 15,000
Zoom
Overlays
Natural Resources
Natural Heritage
Historic Heritage and Special Character
Historic Heritage Overlay Place [rcp/dp]
Historic Heritage Overlay Extent of Place [rcp/dp]
Special Character Areas Overlay Residential and Business
Auckland War Memorial Museum Viewshaft Overlay
Lake Road
Stanley Point
Stanley Bay
Devonport West
Devonport East
Devonport East
NZTM : 1759895, 5927168
0
0.2
0.4km

Appendix E SIDRA Results

MOVEMENT SUMMARY

Site: 101 [Bayswater Weekday 7-8am]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lake Road												
1	L2	28	3.7	0.345	35.4	LOS D	9.6	69.8	0.79	0.68	0.79	34.7
2	T1	605	4.0	0.625	33.5	LOS C	19.9	144.1	0.86	0.75	0.86	32.4
Approach		634	4.0	0.625	33.6	LOS C	19.9	144.1	0.85	0.74	0.85	32.6
East: Williamson Avenue												
4	L2	2	0.0	0.004	20.5	LOS C	0.1	0.4	0.61	0.59	0.61	39.2
5	T1	12	0.0	0.304	56.3	LOS E	2.7	19.5	0.97	0.74	0.97	27.5
6	R2	36	5.9	0.304	60.9	LOS E	2.7	19.5	0.97	0.74	0.97	25.4
Approach		49	4.3	0.304	58.1	LOS E	2.7	19.5	0.95	0.74	0.95	26.4
North: Lake Road												
7	L2	5	0.0	0.781	16.9	LOS B	24.5	177.0	0.62	0.56	0.62	41.3
8	T1	916	3.8	0.781	12.4	LOS B	24.5	177.0	0.64	0.59	0.64	41.5
9	R2	131	8.9	0.431	17.4	LOS B	7.4	54.2	0.72	0.68	0.72	40.1
Approach		1052	4.4	0.781	13.0	LOS B	24.5	177.0	0.65	0.60	0.65	41.3
West: Bayswater Ave												
10	L2	195	3.2	0.194	9.0	LOS A	3.3	23.7	0.37	0.62	0.37	43.8
11	T1	20	0.0	0.757	62.3	LOS E	7.5	53.4	1.00	0.89	1.18	26.3
12	R2	101	2.1	0.757	66.9	LOS E	7.5	53.4	1.00	0.89	1.18	26.1
Approach		316	2.7	0.757	30.9	LOS C	7.5	53.4	0.61	0.73	0.68	34.1
All Vehicles		2051	4.0	0.781	23.2	LOS C	24.5	177.0	0.71	0.67	0.72	36.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

MOVEMENT SUMMARY

Site: 101 [Bayswater Weekday 7-8am - with development]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lake Road												
1	L2	31	3.4	0.354	36.3	LOS D	9.8	71.0	0.80	0.69	0.80	34.4
2	T1	605	4.0	0.643	34.5	LOS C	20.3	146.7	0.87	0.76	0.87	32.1
Approach		636	4.0	0.643	34.6	LOS C	20.3	146.7	0.86	0.75	0.86	32.2
East: Williamson Avenue												
4	L2	2	0.0	0.004	22.9	LOS C	0.1	0.5	0.65	0.59	0.65	38.2
5	T1	13	0.0	0.272	54.0	LOS D	2.7	19.5	0.95	0.74	0.95	28.0
6	R2	36	5.9	0.272	58.6	LOS E	2.7	19.5	0.95	0.74	0.95	25.9
Approach		51	4.2	0.272	55.9	LOS E	2.7	19.5	0.94	0.73	0.94	26.9
North: Lake Road												
7	L2	5	0.0	0.813	19.6	LOS B	27.7	200.3	0.66	0.61	0.67	39.9
8	T1	916	3.8	0.813	14.9	LOS B	27.7	200.3	0.67	0.63	0.69	40.2
9	R2	143	8.1	0.448	18.6	LOS B	7.5	55.3	0.75	0.71	0.75	39.4
Approach		1064	4.4	0.813	15.4	LOS B	27.7	200.3	0.69	0.64	0.70	40.1
West: Bayswater Ave												
10	L2	233	2.7	0.230	9.5	LOS A	4.2	30.2	0.39	0.63	0.39	43.5
11	T1	23	0.0	0.786	61.9	LOS E	9.0	63.8	1.00	0.92	1.21	26.3
12	R2	121	1.7	0.786	66.4	LOS E	9.0	63.8	1.00	0.92	1.21	26.2
Approach		377	2.2	0.786	31.0	LOS C	9.0	63.8	0.83	0.74	0.70	34.1
All Vehicles		2127	3.9	0.813	24.8	LOS C	27.7	200.3	0.73	0.69	0.75	35.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

MOVEMENT SUMMARY

Site: 101 [Bayswater Weekday 5:15-6:15pm]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lake Road												
1	L2	54	0.0	0.333	33.1	LOS C	9.7	68.9	0.76	0.67	0.76	35.3
2	T1	609	2.1	0.604	31.3	LOS C	20.2	143.8	0.83	0.73	0.83	33.2
Approach		663	1.9	0.604	31.4	LOS C	20.2	143.8	0.83	0.73	0.83	33.4
East: Williamson Avenue												
4	L2	37	0.0	0.069	21.4	LOS C	1.1	7.8	0.63	0.67	0.63	38.8
5	T1	28	3.7	0.415	57.1	LOS E	3.8	26.7	0.98	0.76	0.98	27.5
6	R2	37	0.0	0.415	61.7	LOS E	3.8	26.7	0.98	0.76	0.98	25.4
Approach		102	1.0	0.415	45.9	LOS D	3.8	26.7	0.85	0.73	0.85	30.1
North: Lake Road												
7	L2	9	0.0	0.740	16.7	LOS B	23.9	168.4	0.61	0.56	0.61	41.4
8	T1	814	0.6	0.740	12.2	LOS B	23.9	168.4	0.62	0.57	0.62	41.6
9	R2	179	2.9	0.408	17.7	LOS B	6.1	43.4	0.73	0.72	0.73	39.3
Approach		1002	1.1	0.740	13.2	LOS B	23.9	168.4	0.64	0.60	0.64	41.2
West: Bayswater Ave												
10	L2	199	3.7	0.202	9.1	LOS A	3.4	24.5	0.38	0.63	0.38	43.8
11	T1	27	0.0	0.746	62.2	LOS E	7.1	49.8	1.00	0.89	1.18	26.3
12	R2	86	1.2	0.746	66.7	LOS E	7.1	49.8	1.00	0.89	1.18	26.2
Approach		313	2.7	0.746	29.6	LOS C	7.1	49.8	0.60	0.72	0.67	34.6
All Vehicles		2080	1.6	0.746	23.1	LOS C	23.9	168.4	0.70	0.67	0.71	36.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

MOVEMENT SUMMARY

Site: 101 [Bayswater Weekday 5:15-6:15pm - with development]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lake Road												
1	L2	64	0.0	0.346	34.0	LOS C	10.0	71.1	0.77	0.69	0.77	35.0
2	T1	609	2.1	0.628	32.3	LOS C	20.9	148.9	0.85	0.75	0.85	32.8
Approach		674	1.9	0.628	32.5	LOS C	20.9	148.9	0.84	0.74	0.84	33.0
East: Williamson Avenue												
4	L2	37	0.0	0.071	22.6	LOS C	1.2	8.1	0.66	0.67	0.66	38.3
5	T1	34	3.1	0.412	56.1	LOS E	4.0	28.5	0.98	0.76	0.98	27.8
6	R2	37	0.0	0.412	60.6	LOS E	4.0	28.5	0.98	0.76	0.98	25.7
Approach		107	1.0	0.412	46.2	LOS D	4.0	28.5	0.87	0.73	0.87	30.0
North: Lake Road												
7	L2	9	0.0	0.777	17.7	LOS B	26.5	186.4	0.64	0.59	0.64	40.9
8	T1	814	0.6	0.777	13.2	LOS B	26.5	186.4	0.65	0.60	0.65	41.1
9	R2	213	2.5	0.428	18.7	LOS B	6.2	44.2	0.76	0.75	0.76	38.6
Approach		1036	1.0	0.777	14.3	LOS B	26.5	186.4	0.67	0.63	0.67	40.6
West: Bayswater Ave												
10	L2	217	3.4	0.220	9.5	LOS A	3.9	28.1	0.39	0.63	0.39	43.5
11	T1	29	0.0	0.763	62.0	LOS E	7.7	54.1	1.00	0.91	1.19	26.4
12	R2	94	1.1	0.763	66.6	LOS E	7.7	54.1	1.00	0.91	1.19	26.2
Approach		340	2.5	0.763	29.8	LOS C	7.7	54.1	0.61	0.73	0.68	34.5
All Vehicles		2157	1.5	0.777	24.0	LOS C	26.5	186.4	0.73	0.69	0.74	36.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

MOVEMENT SUMMARY

Site: 101 [Bayswater Weekend 11:30am-12:30pm]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lake Road												
1	L2	46	0.0	0.313	34.3	LOS C	8.9	62.7	0.77	0.67	0.77	35.0
2	T1	554	1.0	0.568	32.2	LOS C	18.2	128.6	0.83	0.73	0.83	32.9
Approach		600	0.9	0.568	32.3	LOS C	18.2	128.6	0.83	0.72	0.83	33.0
East: Williamson Avenue												
4	L2	33	6.5	0.055	17.1	LOS B	0.8	6.2	0.56	0.64	0.56	40.7
5	T1	31	0.0	0.465	56.4	LOS E	4.7	32.9	0.98	0.77	0.98	27.6
6	R2	52	0.0	0.465	60.9	LOS E	4.7	32.9	0.98	0.77	0.98	25.5
Approach		115	1.8	0.465	47.3	LOS D	4.7	32.9	0.86	0.74	0.86	29.5
North: Lake Road												
7	L2	26	0.0	0.668	16.8	LOS B	20.0	140.0	0.58	0.54	0.58	41.3
8	T1	742	0.0	0.668	12.4	LOS B	20.0	140.0	0.60	0.56	0.60	41.4
9	R2	131	1.6	0.368	17.4	LOS B	6.2	44.1	0.70	0.68	0.70	39.9
Approach		899	0.2	0.668	13.2	LOS B	20.0	140.0	0.62	0.58	0.62	41.2
West: Bayswater Ave												
10	L2	244	2.6	0.240	8.7	LOS A	4.0	28.5	0.38	0.63	0.38	44.0
11	T1	38	0.0	0.664	58.0	LOS E	7.2	50.3	1.00	0.84	1.07	27.2
12	R2	83	0.0	0.664	62.5	LOS E	7.2	50.3	1.00	0.84	1.07	27.1
Approach		365	1.7	0.664	26.1	LOS C	7.2	50.3	0.58	0.70	0.61	35.9
All Vehicles		1979	0.8	0.668	23.4	LOS C	20.0	140.0	0.69	0.65	0.69	36.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

MOVEMENT SUMMARY

Site: 101 [Bayswater Weekend 11:30am-12:30pm - with development]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lake Road												
1	L2	55	0.0	0.325	35.1	LOS D	9.2	64.5	0.78	0.69	0.78	34.6
2	T1	554	1.0	0.590	33.2	LOS C	18.8	132.8	0.85	0.74	0.85	32.5
Approach		608	0.9	0.590	33.4	LOS C	18.8	132.8	0.84	0.74	0.84	32.7
East: Williamson Avenue												
4	L2	33	6.5	0.057	19.1	LOS B	0.9	6.8	0.59	0.65	0.59	39.8
5	T1	44	0.0	0.460	54.3	LOS D	5.4	37.7	0.97	0.77	0.97	28.2
6	R2	52	0.0	0.460	58.9	LOS E	5.4	37.7	0.97	0.77	0.97	26.0
Approach		128	1.6	0.460	47.2	LOS D	5.4	37.7	0.88	0.74	0.88	29.6
North: Lake Road												
7	L2	26	0.0	0.710	18.4	LOS B	22.6	158.4	0.63	0.58	0.63	40.5
8	T1	742	0.0	0.710	13.8	LOS B	22.6	158.4	0.64	0.59	0.64	40.6
9	R2	157	1.3	0.391	18.7	LOS B	6.3	44.8	0.73	0.71	0.73	39.0
Approach		925	0.2	0.710	14.8	LOS B	22.6	158.4	0.66	0.61	0.66	40.3
West: Bayswater Ave												
10	L2	291	2.2	0.285	9.2	LOS A	5.2	36.9	0.41	0.64	0.41	43.7
11	T1	42	0.0	0.686	57.5	LOS E	8.1	56.9	1.00	0.85	1.08	27.3
12	R2	95	0.0	0.686	62.0	LOS E	8.1	56.9	1.00	0.85	1.08	27.2
Approach		427	1.5	0.686	25.7	LOS C	8.1	56.9	0.60	0.71	0.62	36.0
All Vehicles		2089	0.8	0.710	24.4	LOS C	22.6	158.4	0.71	0.68	0.72	36.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

Appendix F Typical CTMP Structure

Appendix F

Construction Traffic Management Plan – Typical Structure

1. Introduction
2. Site Background
    - Current Site Operation
    - Proposed Scope of Works
    - Site Location and Environment
    - Road Condition
3. Construction Works
    - Staging of Works and Construction Timeframe
    - Hours of Operation
    - Construction Traffic Volumes.
4. Construction Access and Loading
5. Construction Traffic Management
    - Overview
    - Site Establishment
    - Special Operation
6. Traffic Effects
    - Overview
    - Lake Road
    - Sir Peter Blake Parade
7. Parking
    - Berthholder Parking
    - Contractor Parking
    - Other Parking
8. Pedestrian Effects and Traffic Management
    - Overview
    - Access to and from Ferry Terminal
    - Temporary Relocation of Bus Stop
9. Liaison
    - Project Manager
    - Site Traffic Management Supervisor (STMS)
    - Auckland Transport
    - Affected Parties
9. Mitigation Summary
10. Conclusion

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