

# Thematic ROAD SAFETY AUDIT

## GREENWICH HOSPITAL REDEVELOPMENT 97 – 115 River Road Greenwich



Prepared for:

**HamondCare**

June 2022

Prepared by:

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**Thematic Road Safety Audit Report**

<b>Audited Project:</b>	Greenwich Hospital Redevelopment Access 97 – 115 River Road, Greenwich.
<b>Audit Number:</b>	Audit No.1
<b>Site Plan Drawings:</b>	GREENWICH HOSPITAL REDEVELOPMENT <ul style="list-style-type: none"><li>- DD-SW-0100_EXISING SITE PLAN_P19;</li><li>- DD-SW-0101_PROPOSED SITE PLAN_P20;</li><li>- DD-SW-0102_LOCALITY PLAN - SITE ANALYSIS_P8;</li><li>- DD-SW-0200_SITE LEVEL PLAN - LEVEL 1_P25;</li><li>- DD-SW-0201_SITE LEVEL PLAN - LEVEL 2_P25;</li><li>- DD-SW-0202_SITE LEVEL PLAN - LEVEL 3_P25 and</li><li>- DD-SW-0203_SITE LEVEL PLAN - LEVEL 4_P24 by Brickerton Masters</li><li>- K_Traffic and Parking Assessment and L_Green Travel Plan by Transport &amp; Traffic Planning Associates</li></ul>
<b>Audit For:</b>	HammondCare
<b>Project Manager:</b>	Alex Linsey - TSA
<b>Audit Team:</b>	Team Leader - Peter Sharoff, Road Safety Auditor Level 3 Team Member – Mihaela Pralea, Road Safety Auditor Level 2
<b>Audit Type:</b>	Thematic
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## Version control

Issue	Author	Date	Reviewer	Approver	Date approved
A	PS	20/06/2022	MP	PS	28/04/2022

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Thematic Road Safety Audit Report  
Greenwich Hospital Redevelopment Access Points  
River Road and Saint Vincents Road, Greenwich

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## 1 INTRODUCTION

### 1.1 Project Description

This report presents the findings of a requested Thematic – Road Safety Audit, for of all access points to the Greenwich Hospital Redevelopment, pedestrian and vehicle movements along River Road and Saint Vincents Road within the vicinity of the site as required by the future assessment requirements of SSD-8699. The location is shown in the LOCALITY PLAN below.

The proposed redevelopment of the Greenwich Hospital would include the following:

- Retention of the existing access points to the site;
- Demolition of the existing Hospital building and associated facilities at the site;
- Construction of a new Hospital facility and integrated healthcare campus including a Hospital, residential aged care, seniors housing, overnight respite comprising:
  - A new main Hospital building;
  - Two new seniors' living buildings
  - A new respite care building
- Construction of associated site facilities and services, including pedestrian and vehicular access and basement parking;
- Site landscaping and infrastructure works; and
- Preservation of Pallister House which will continue to host dementia care and administrative functions.



**LOCALITY PLAN**  
NOT TO SCALE

## 1.2 Project Aims

The aim of the project for access is to:-

Mostly maintain the existing vehicle access arrangements to the site although the driveway near the centre of the River Road frontage will be modified and limited to left turn IN/OUT only (apart from emergency vehicles). The Hospital porte cochere will connect to this access and there will be a revised internal circulation roadway with connections to the various parking areas and loading dock. Importantly, interconnection will enable all vehicles to utilise the traffic signal controlled access point on River Road.

Details of the proposed development scheme are provided on the plans prepared by Bickerton Masters which accompany the Application and are reproduced in part in Section 5.

## 1.3 Current Status of the Project

For this Thematic Road Safety Audit, the audit team completed a day/night site inspection on 19 June 2022. The work site is generally as indicated by the conditions on Proposed Site Drawing No. DD-SW-0101, Revision P20, dated 23/05/2022 by Brickerton Masters. Refer Section 5.

The existing traffic controls which have been applied to the road system in the vicinity of the site include:

- the traffic signals at the River Road/Greenwich Road and Pacific Highway/Greenwich Road intersections;
- the traffic signals on River Road at the main Hospital access (see details in Section 5);
- the 50 km/h speed limit on St Vincents Road and River Road where there is a section of 40 km/h School Speed Zone in the vicinity of the Public School;
- the GIVEWAY signage at the River Road and St Vincents Road intersection and pedestrian crossing over the northern side of St Vincents Road;
- the shared pathway on the northern side of River Road opposite the Hospital;
- the pathway on the southern side of River Road adjacent to the Hospital;
- the shared pathway on the eastern side of Saint Vincents Road opposite the Hospital;
- the pathway on the western side of Saint Vincents Road adjacent to the Hospital;
- the pedestrian crossing in Saint Vincents Road adjacent to the Hospital Access Driveway;
- the BUS ZONES (with shelters) on each side of River Road adjacent to traffic signal controlled access and at St Vincents Road;

## 1.4 Supporting Information

The following documents were provided by TSA for reference:

- Greenwich Hospital, Proposed Seniors Health Campus, 97 – 115 River Road, Greenwich, Traffic and Parking Assessment, Ref: 20352, Date: May 2022, Issue: D by TTPA.

## 1.5 Checklists and Reference Material

The project was audited in accordance with the RMS Guidelines for Road Safety Audit Practices 2011, the AUSTROADS Guide to Road Safety (AGRS) Part 6: Road Safety Audit (2022). Other key reference material included:-

- *AUSTROADS Road Safety Engineering Toolkit*
- *AUSTROADS Guide to Road Design (AGRD) and TfNSW Austroads Supplements*
- *AUSTROADS Guide to Road Safety (AGRS) Part 6 (2022), Appendix H Prompt Lists*
- TfNSW Delineation Guidelines
- NSW bicycle guidelines
- AS 1742.2-2009 Manual of uniform traffic control devices Part 2: Traffic control devices for general use

## 1.6 Responding to the Audit Report

As set out in the road safety audit guidelines, responsibility for the road design always rests with the designer/project manager and not with the auditor. A project manager is under no obligation to accept any or all the audit deficiencies. Also, it is not the role of the auditor to agree to or approve the project manager's response to the audit. Rather, the audit provides the opportunity to highlight potential problems and have them formally considered by the project manager, in conjunction with all other project considerations in consultation with the relevant road authority. To assist with this, Table 3.1 (containing this audit's findings) includes a column for any response.

## 2 ROAD SAFETY AUDIT PROGRAM

### 2.1 Program

A day/night site inspection was undertaken on 19 June, 2022. The works were 'walked' and various 'drives' of the site were undertaken. The road safety audit was completed on 28 June 2022 following the site inspection and review of the project documentation. At the time of completion no follow up meetings or audits had been scheduled.

### 2.2 Objectives

This Thematic Road Safety Audit is a requirement of the Department of Planning who have requested a Road Safety evaluation of all access points, pedestrian and vehicle movement along River Road and St Vincents Road within the vicinity of the site as required by the future assessment requirements of SSD-8699

The objectives of the audit are to:-

- Identify potential safety hazards for all road users likely to use the access points, including traffic, pedestrians and cyclists.
- Ensure that measures to eliminate or reduce future safety problems are fully considered, prior to the project commencing.
- Improve safety risks associated with the project and prevent the development of new accident locations where possible.

The key elements examined for this Road Safety Audit included.

- Existing and proposed road layouts, geometry and drainage
- Intersection details
- Road features
- Lighting, signs and delineation
- Local environmental conditions

### 3 ROAD SAFETY AUDIT FINDINGS

The audit of the design identified a number of potential road safety issues. The safety audit process requires that the safety issues identified during an audit be acknowledged by the Audit Team and accordingly responded to by the Design Team. The issues are characterised according to their likelihood, severity and risk, and detailed in Table 4.1 '**Deficiency Log**' following.

A sample '**CAR**' Form is included in Section 7 to facilitate close out of each deficiency, as it requires follow up action from the Project Manager as well as the formal close out of each CAR by the Project Manager. The CAR forms also provide for concurrence of corrective actions by the relevant Road Authority.

## 4 RISK ASSESSMENT

For the risk assessment and identification of priority for correction of deficiencies, reference has been made to the AUSTROADS Guide to Road Safety Part 6: Road Safety Audit (2022), Section 10.5.1 including – *Figure 10.2 Austroads RSA risk matrix*. The risk applied to the assessment matrix is reproduced below.

As per the Austroads guidelines two risk parameters and their categories were considered as follows:-

### Likelihood

- Almost certain – occurrence once per quarter
- Likely – occurrence once per quarter to once per year
- Possible – occurrence once per year to once every three years
- Unlikely – occurrence once every three years to once every seven years
- Rare – occurrence less than once every seven years.

### Severity

- Insignificant – property damage
- Minor – minor first aid
- Moderate – major first aid and/or presents to Hospital (not admitted)
- Serious – admitted to Hospital
- Fatal – at scene or within 30 days of the crash.

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 Years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 Years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

\*see Severity Guidance Sheet

Safe System crash outcome threshold

\* Source: AUSTROADS Guide to Road Safety Part 6: Road Safety Audit (2022)

One of three possible priority levels (e.g. high, medium or low) has been assigned to each safety issue. The priority levels are defined as follows:

*High Priority:* A high road safety risk requiring redesign or design amendment with resolution prior to construction


*Medium Priority:* A medium road safety risk that may require redesign or design amendment with resolution prior to road opening

*Low Priority:* A lower road safety risk that should be considered in subsequent design development and/or monitored during initial operations


A safety issue with an *Extreme* priority would require urgent attention by the controlling road authority.

It should be noted that all safety issues identified may not necessarily be within the scope of the project. This is because while the scope of the audit is generally within the design area described earlier, to complete a full audit of the project, the approaches to the site were also audited to identify potential safety issues that may affect road safety within the project road sections. Therefore, some safety issues that are within and outside the design area may be the responsibility of the relevant controlling road authority.


#### 4.1 Safety Deficiency Log

No	Location	Description	Likelihood	Severity	Priority
1	River Road Central frontage access	<p>There is a crest vertical curve in River Road with encroaching vegetation on the eastern approach to the Central access. At the posted 50km/h speed limit there is insufficient Approach Sight Distance (ASD) over the crest to the Central Access intersection. #Ref: AGRD Part 4A, Table 3.1. The Central access driveway is not visible from the eastern approach lane.</p> <p>The development of the short left turn lane into the Central access merges with the separate left turn lane approaching the signalised intersection. From the eastern approach looking over the crest, gives the appearance of a single left turn lane applying to the visible signalised intersection further to the west, not two separate left turn lanes.</p>  <p>Commencement of left turn lane into Central access not visible</p> <p>Looking west along River Road</p>	Possible	Serious	High

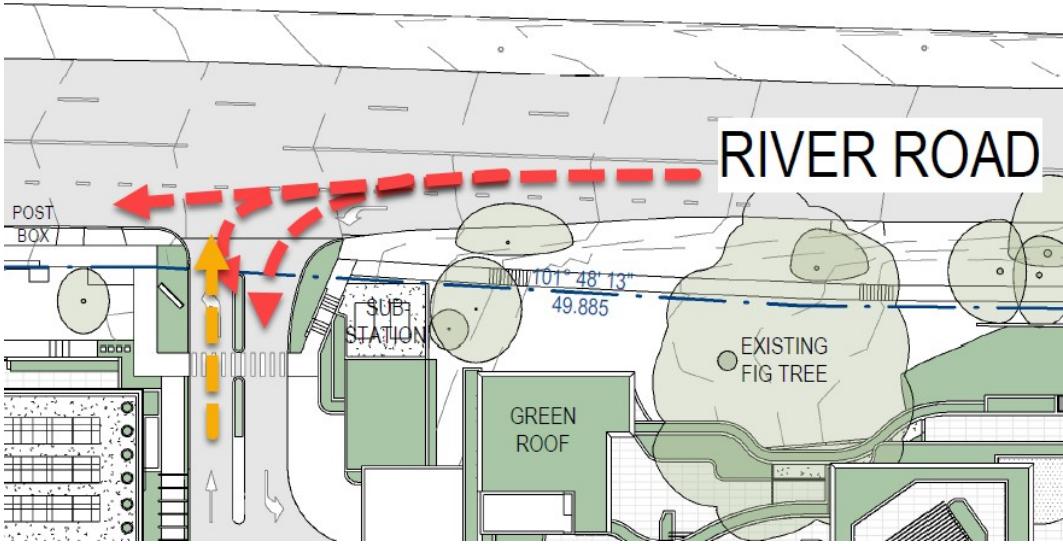
**Thematic Road Safety Audit Report  
Greenwich Hospital, River Road, Greenwich**

No.	Location	Description	Likelihood	Severity	Priority
		 <p><b>Looking west along River Road</b></p> <p>There is also a combination of signs on the eastern approach including 'SLOW GREENWICH HOSPITAL ENTRANCE 100m ON LEFT', 'HOSPITAL' and Traffic Signs symbolic signage which also give the impression of a single Hospital entrance to westbound motorists (see photo overleaf).</p>			


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No	Location	Description	Likelihood	Severity	Priority
		 <p><b>Looking west along River Road</b></p> <p>Upon sighting the Central Access driveway on the eastern approach, drivers may be confused as to which access they need to use for access to either the Health Care or Seniors Living facilities respectively.</p> <p>There is a risk of sudden braking, lane changing and attempted higher turning speeds into the Central access causing:</p> <ol style="list-style-type: none"> <li>1) rear-end collisions in River Road;</li> <li>2) collisions between left turn in vehicles waiting to turn out.</li> </ol>			

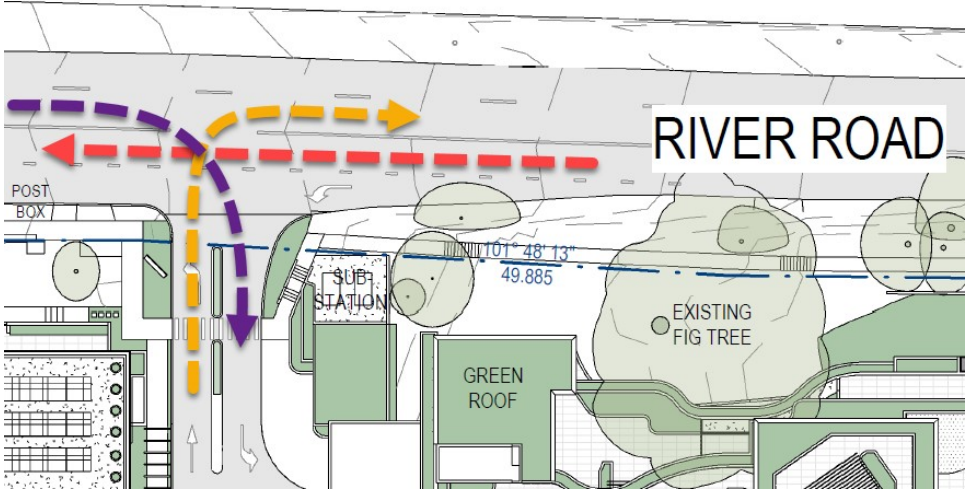
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No.	Location	Description	Likelihood	Severity	Priority
		 <p>The diagram is a site plan of the Greenwich Hospital area. It shows a road labeled 'RIVER ROAD' at the top. Below the road, there is a 'POST BOX' on the left, a 'SUB STATION' in the center, and a 'GREEN ROOF' on the right. An 'EXISTING FIG TREE' is also marked. Red dashed arrows indicate a path starting from the road, passing the post box, and curving around the sub station and green roof. A blue line with the label '101° 48' 13" 49.885' is shown near the sub station. The plan includes various building footprints, walls, and landscaping elements like trees and shrubs.</p>			
	<p><i>Response:</i></p>				

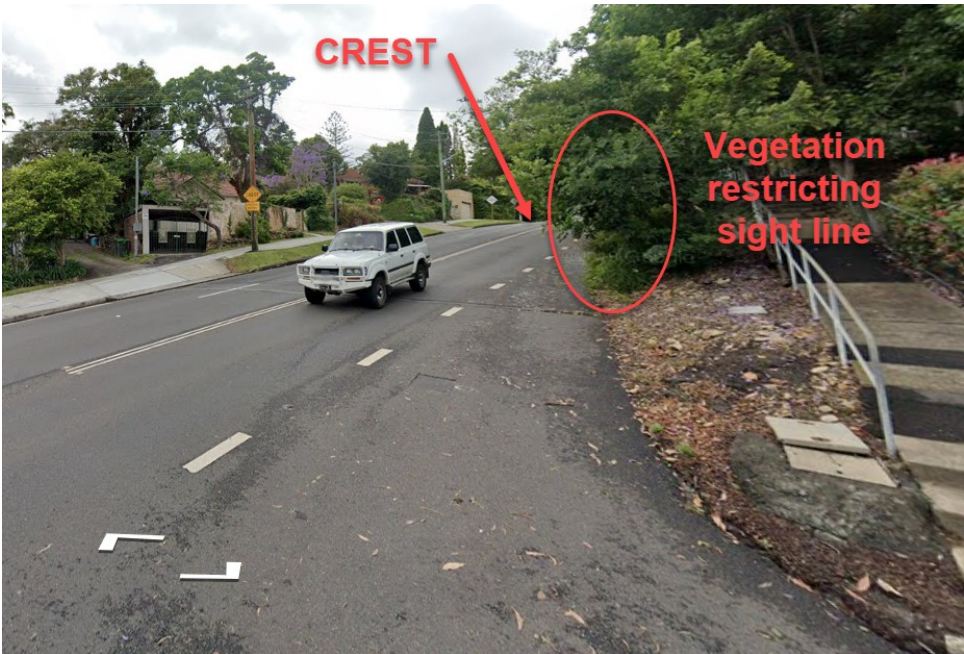
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No	Location	Description	Likelihood	Severity	Priority
2	Central access intersection	<p>Under the existing Hospital access traffic control arrangements, the Central access currently provides for left-in vehicular turning movements. The existing type 'BB' double white centreline pavement markings in River Road opposite the access also provides a gap to allow for right turn-in vehicle movements. Right and left turn out movements are currently banned by 'NO EXIT' signage (see photo below).</p>  <p><b>Looking north from the Central Access Driveway</b></p> <p>Modification of the access would allow left turn IN/OUT only (apart from emergency vehicles).</p> <p>There are no existing or proposed signs specified on the redevelopment drawings at this stage that would restrict right turn movements to emergency vehicles only.</p> <p>Considering the restricted sight lines mentioned in Log item No.1 above and Log item No.3 below, there is a risk of collisions between right turn IN/OUT and through vehicles. This risk would also remain for emergency vehicles.</p>	Possible	Serious	High
<p><b>J. Wyndham Prince Pty Ltd</b> Consulting Civil Infrastructure Engineers &amp; Project Managers</p> <p style="text-align: center;"><b>Page:</b> 15      <b>Document:</b> 110840_ RSAT_ Greenwich Hospital <b>Date:</b> 28/06/2022</p>					


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No.	Location	Description	Likelihood	Severity	Priority
					
	<p><i>Response:</i></p>				

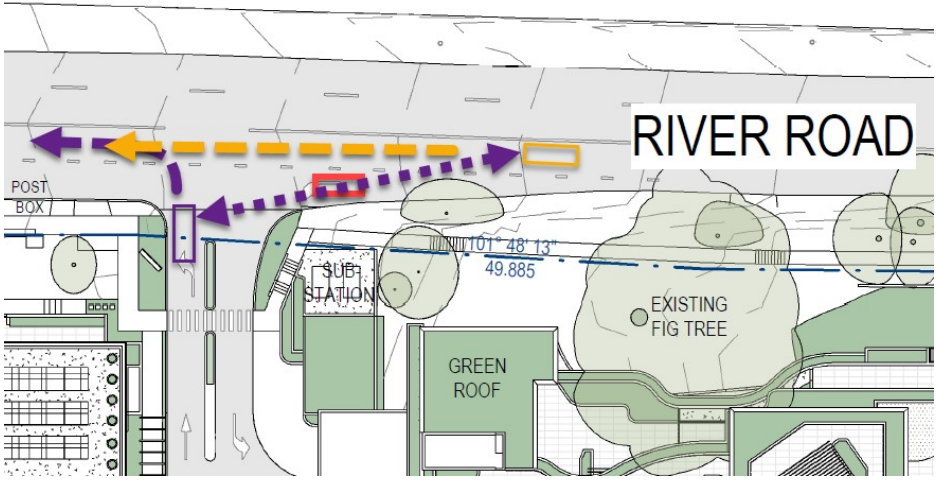
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No	Location	Description	Likelihood	Severity	Priority
3	Central access intersection	<p>With reference to Log items 1 and 2 above, the crest and roadside vegetation also restricts Safe Intersection Sight Distance (SISD) to the eastern approach from the Central access driveway. #Ref: AGRD Part 4A, Table 3.2. Any vehicle entering or positioned within the left turn lane would also restrict the sight line between left and right turn out vehicles and a westbound through vehicle in River Road. #Ref: AGRS Part 6 2009, Section 8.6.</p>  <p>Looking east along River Road from the Central Access Driveway intersection</p>	Possible	Serious	High


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No	Location	Description	Likelihood	Severity	Priority
		 <p>Looking east along River Road from the Central Access Driveway intersection</p> <p>There is a risk of a collision between a vehicle turning left out of the Central Access and westbound vehicles in River Road (see overleaf).</p>			

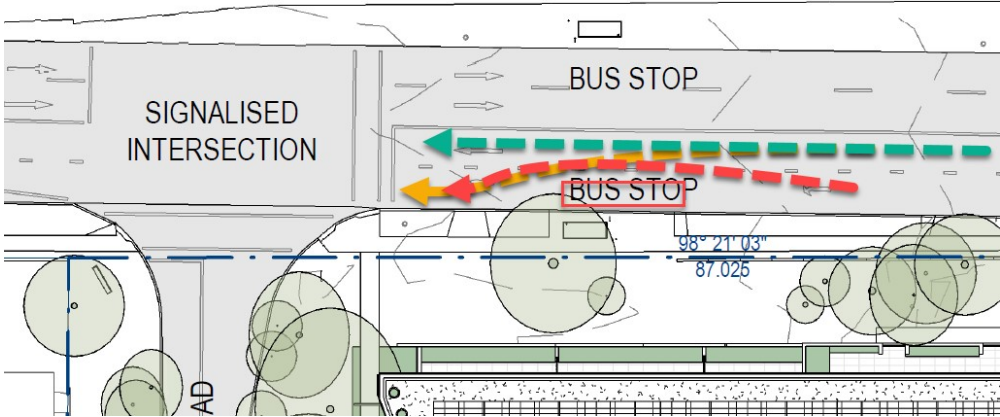
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No.	Location	Description	Likelihood	Severity	Priority
					
	<p><i>Response:</i></p>				


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No	Location	Description	Likelihood	Severity	Priority
4	Central access intersection	<p>As stated in Log item No.1, 'The development of the short left turn lane into the Central access merges with the separate left turn lane approaching the signalised intersection. From the eastern approach looking over the crest, gives the appearance of a single left turn lane applying to the signalised intersection further to the west, not two separate left turn lanes.'</p> <p>A motorist turning left out of the Central Access could mistakenly assume that an eastern approaching vehicle that is positioned within or entering the left turn lane is turning left into the Central Access driveway when it may in fact be turning left at the traffic signals further to the west.</p>  <p><b>Looking east along River Road from the Central Access Driveway intersection</b></p> <p>There is a risk of a collision between a vehicle turning left out of the Central Access and a westbound vehicle entering the left turn lane.</p>	Possible	Serious	High
	<b>Response:</b>				


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No	Location	Description	Likelihood	Severity	Priority
5	River Road BUS STOP	<p>There is an existing BUS STOP located on the southern side of River Road within the left turn lane on the eastern approach to the Hospital's signalised intersection. The BUS STOP zone and shelter is located approximately 10m from signalised pedestrian crossing.</p> <p>A bus stopped within the left turn lane would restrict access and manoeuvrability of vehicles turning left into the Seniors Living/Hospital at the adjacent traffic signals.</p> <p>There is a risk that left turning vehicles manoeuvring around and/or in front of a bus could result in collisions with the bus and/or other through vehicles (see below).</p>  <p>The AGRD Part 4 Section 6.3.4 suggests that: <i>'For safety reasons, bus stops should be located on the departure side of facilities such as intersections and pedestrian crossings.'</i></p> <p><i>* The auditors acknowledge that this an existing traffic condition.</i></p>	Unlikely	Minor	Low
	Response:				

**Thematic Road Safety Audit Report  
Greenwich Hospital, River Road, Greenwich**

No	Location	Description	Likelihood	Severity	Priority
6	St Vincents Road	<p>Parking is currently permitted along the western side of Vincents Road within 4 meters of the Hospital access. Vehicles parked within this area would restrict Approach Sight Distance (ASD) between vehicles exiting the access and southbound vehicles in Saint Vincents Road. #Ref: AGRD Part 4A Section 3.4 – Sight Distance at Property Entrances.</p>  <p><b>Looking north along Saint Vincents Road from the Hospital access driveway.</b></p> <p>There is a risk of collisions between vehicles exiting the Hospital Access and southbound vehicles in Saint Vincents Road.</p>	Possible	Minor	Medium
	<i>Response:</i>				


**Thematic Road Safety Audit Report  
Greenwich Hospital, River Road, Greenwich**

No	Location	Description	Likelihood	Severity	Priority
7	River Road south side Bus Stop	<p>As stated in Log item No.5 above, 'There is an existing BUS STOP located on the southern side of River Road within the left turn lane on the eastern approach to the Hospital's signalised intersection access. The BUS STOP zone and shelter is located approximately 10m from signalised pedestrian crossing.'</p>  <p><b>Looking east along River Road</b></p> <p>A bus stopped within the left turn lane could restrict a driver's sight line from a vehicle attempting to turn left from the through lane to pedestrians crossing the Hospital Access Road under the traffic signals 'A' movement phase.</p> <p>There is a risk of left turn vehicle conflicts with pedestrians (see overleaf).</p>	Unlikely	Serious	High

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No.	Location	Description	Likelihood	Severity	Priority
		 <p><b>Looking west along River Road towards the westbound Bus Stop</b></p>			
	<p><i>Response:</i></p>				

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Greenwich Hospital, River Road, Greenwich**

No	Location	Description	Likelihood	Severity	Priority
8	Hospital main entrance signalised intersection	<p>The existing kerb ramps on the southern side of River Road at the traffic signals do not meet the current design safety standards as shown on TfNSW standard drawing No. R0300-11. The existing kerb ramps are not orientated to the 'DIRECTION OF TRAVEL' (DESIRE LINE) for the southern signalised crossing. The incorrect orientation of the ramps could result in sight impaired pedestrians stepping out into the middle of the intersection as shown below.</p> 	Possible	Fatal	Extreme

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No	Location	Description	Likelihood	Severity	Priority
		<p>There is a risk of vehicle collisions with pedestrians (see below).</p>			


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No	Location	Description	Likelihood	Severity	Priority
9	River Road south side elevated pathway	<p>The site inspection of the existing concrete pathway and steps along the southern side of River Road between St Vincents Road and the Central access identified the following deficiencies:</p> <p>a) Vegetation overhanging and protruding into the pathway restricting the usable width.</p> <div style="display: flex; flex-wrap: wrap;">     </div>	Likely	Moderate	High


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No	Location	Description	Likelihood	Severity	Priority
		<p>b) Cracked and missing sections of concrete path causing trips hazards.</p>  <p>c) Damaged and missing sections of fencing resulting in lack of hand rail support for elderly pedestrians.</p> 			



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No.	Location	Description	Likelihood	Severity	Priority
		<p>d) Lifted steps resulting in excessive side slope causing a slip hazard.</p>  <p>e) Poor lighting and shadowing of the path at night.</p> <p>The above deficiencies could result in risk of pedestrian slip, trips and falls causing injuries respectively.</p>			
	<p><i>Response:</i></p>				



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Greenwich Hospital, River Road, Greenwich**

No.	Location	Description	Likelihood	Severity	Priority
10	River Road southern side verge	<p>There is an existing guard rail type safety barrier along the southern verge of River Road at the interface of the road verge and cut batter. The guard rail shows evidence of extensive rust, deformed rails and rotting posts at the terminals (see below). The guard rail and terminals would thus not meet current impact performance criteria for safety barriers.</p>  <p>River Road looking west</p>	Possible	Moderate	High


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No.	Location	Description	Likelihood	Severity	Priority
		<div style="display: flex; justify-content: space-around;">   </div> <p><b>River Road looking east      River Road looking west</b></p> <p>There is a risk that errant southbound vehicles would not be deflected away from the roadside hazards resulting in impact with those hazards and/or overturning.</p>			
	<p><i>Response:</i></p>				

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Greenwich Hospital, River Road, Greenwich**


No	Location	Description	Likelihood	Severity	Priority
11	River Road / Saint Vincents Road intersection	<p>The existing concrete footpath on the western side of Saint Vincents Road approaching the intersection at River Road merges with the road pavement at the corner of the intersection. There is also protruding and overhanging vegetation on the corner adjacent to the pathway (see below).</p> <p>The following deficiencies have been identified:-</p> <ul style="list-style-type: none"> <li>- Pedestrians accessing the pathway steps around the corner in River Road would need to use the road pavement to gain access.</li> <li>- Pedestrians crossing Saint Vincents Road from the western side to the new concrete ramp and pathway on the eastern side would be unprotected and may not be visible from left turning vehicles.</li> </ul> <div style="display: flex; justify-content: space-around;">   </div> <p><b>Saint Vincents Road looking north towards the intersection with River Road</b></p>	Possible	Serious	High

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No	Location	Description	Likelihood	Severity	Priority
		 <p data-bbox="384 1182 1371 1218"><b>Saint Vincents Road looking north towards the intersection with River Road</b></p> <p data-bbox="384 1279 1270 1312">There is a risk of collisions between vehicles turning left and pedestrians.</p>			
	<i>Response:</i>				

#### 4.2 General Safety Comments and Considerations

G1	Sight Distance	<p>Attention is drawn to the Austroads Guide to Road Design (AGRD) Part 4A, Section 9.2 with respect to the desirability of providing Approach Sight Distance (ASD), Minimum Gap Sight Distance (MGSD) and Safe Intersection Sight Distance (SISD) at each of the Hospital site access points. Stopping Sight Distance (SSD) should be available at all points on the roadways in the vicinity of the Hospital redevelopment.</p> <p>Refer to Deficiency Log items 1, 2, 3, 4, 5 &amp; 6. .</p>	<i>Response:</i>
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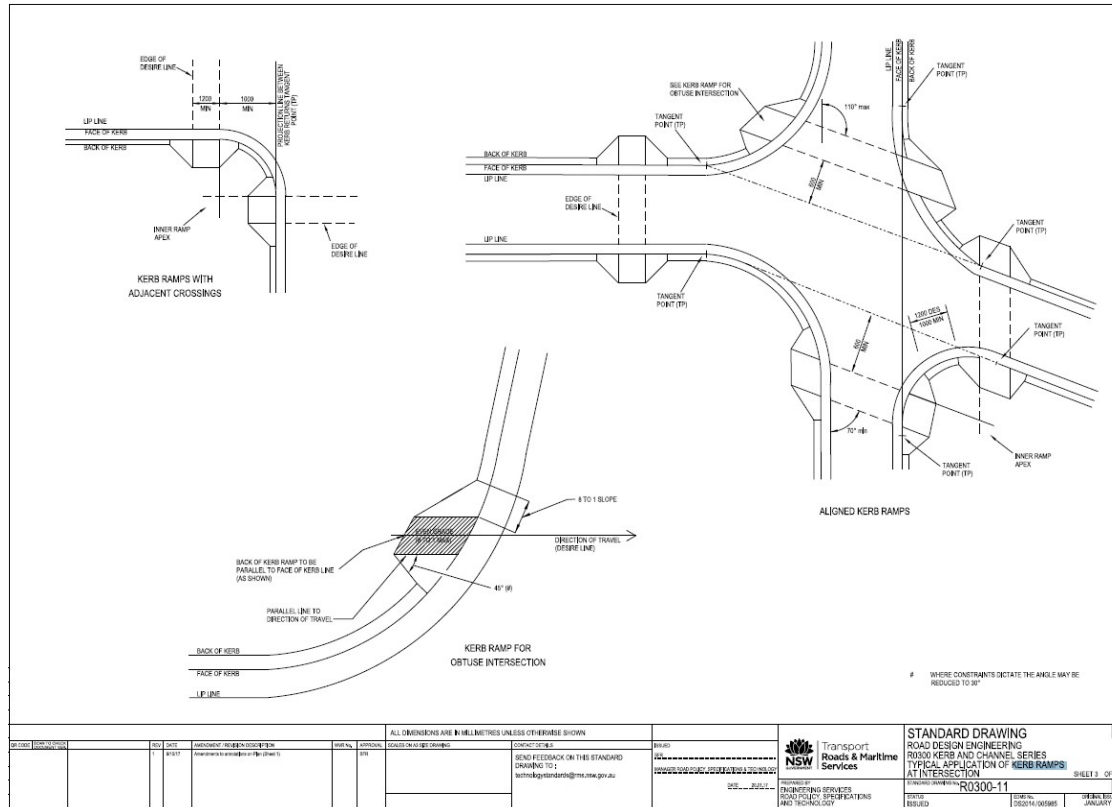
G2	Street Lighting	<p>Street lighting at the existing intersections along River Road adjacent to and fronting the site appeared adequate at the time of the night inspection.</p> <p>Lighting along the elevated pathway however on the southern side of River Road between the Central access and Saint Vincents Road was very poor due to the shadowing effect of vegetation on either side of the path. This could pose a security risk for pedestrians at night.</p>  <p>Any proposed street lighting works for the road, intersection and pathways should meet Councils lighting category requirements for night time operation and safety.</p> <p>Any new street lighting columns or poles should be either Impact Absorbing and/or located to meet the clearance requirements of TfNSW standard drawing R0600-06.</p>	<p><i>Response:</i></p>
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G3	Power Poles	<p>There are existing power poles located within the narrow concrete pathway on the western side of Saint Vincents Road. The poles would restrict pedestrian access along the pathway.</p> <div data-bbox="394 362 850 917"></div> <div data-bbox="863 362 1436 917"></div>	<p><i>Response:</i></p>
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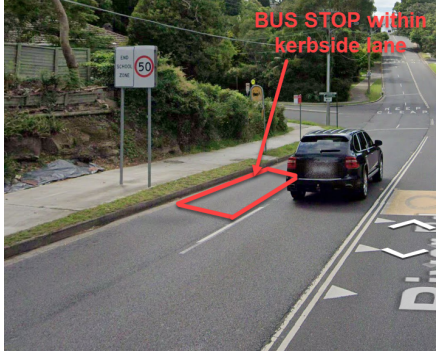
G4 Kerb Ramps

It is noted that there are several existing intersections in the vicinity of the Hospital redevelopment site where kerb ramps do not meet current TfNSW design installation standards. Refer TfNSW Standard Drawing No. R0300-11 (see below).

Response:



**Thematic Road Safety Audit Report  
Greenwich Hospital, River Road, Greenwich**

G5	Shared Pathways	<p>There are existing shared paths along adjoining roads in the vicinity of the Hospital redevelopment site including:-</p> <ul style="list-style-type: none"> <li>- along the northern side of River Road opposite the Hospital;</li> <li>- along the southern side of River Road east of Saint Vincents Road and the Hospital;</li> <li>- along the eastern side of Saint Vincents Road heading towards the crossing adjacent to the Hospital entry/exit driveway.</li> </ul> <p>Currently there is no cross link between the shared pathways on the northern side and southern side of River Road and Saint Vincents Road respectively.</p>	Response:
G6	Bus Stops	<p>There are existing bus stops located within the eastbound kerbside lane of River Road.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="394 626 743 1073">  <p>Bus Stop adjacent to the River Road / Hospital Access signalised Intersection.</p> </div> <div data-bbox="749 724 1182 1073">  <p>Bus Stop on approach to the St Vincents Road intersection.</p> </div> </div> <p>Buses stopped within kerbside traffic lanes are a potential traffic hazard to through traffic.</p> <p><i>* The auditors note that this is an existing traffic condition which is common throughout the metropolitan road network of Sydney.</i></p>	Response:

G7

Pavement markings

It is noted that there are existing painted road pavement markings on streets fronting the Hospital site and at intersections which have deteriorated.




Road pavement lines and markings should be remarked where required to improve visibility, definition and safety of road alignments and intersection controls respectively.

*Response:*

**Thematic Road Safety Audit Report  
Greenwich Hospital, River Road, Greenwich**

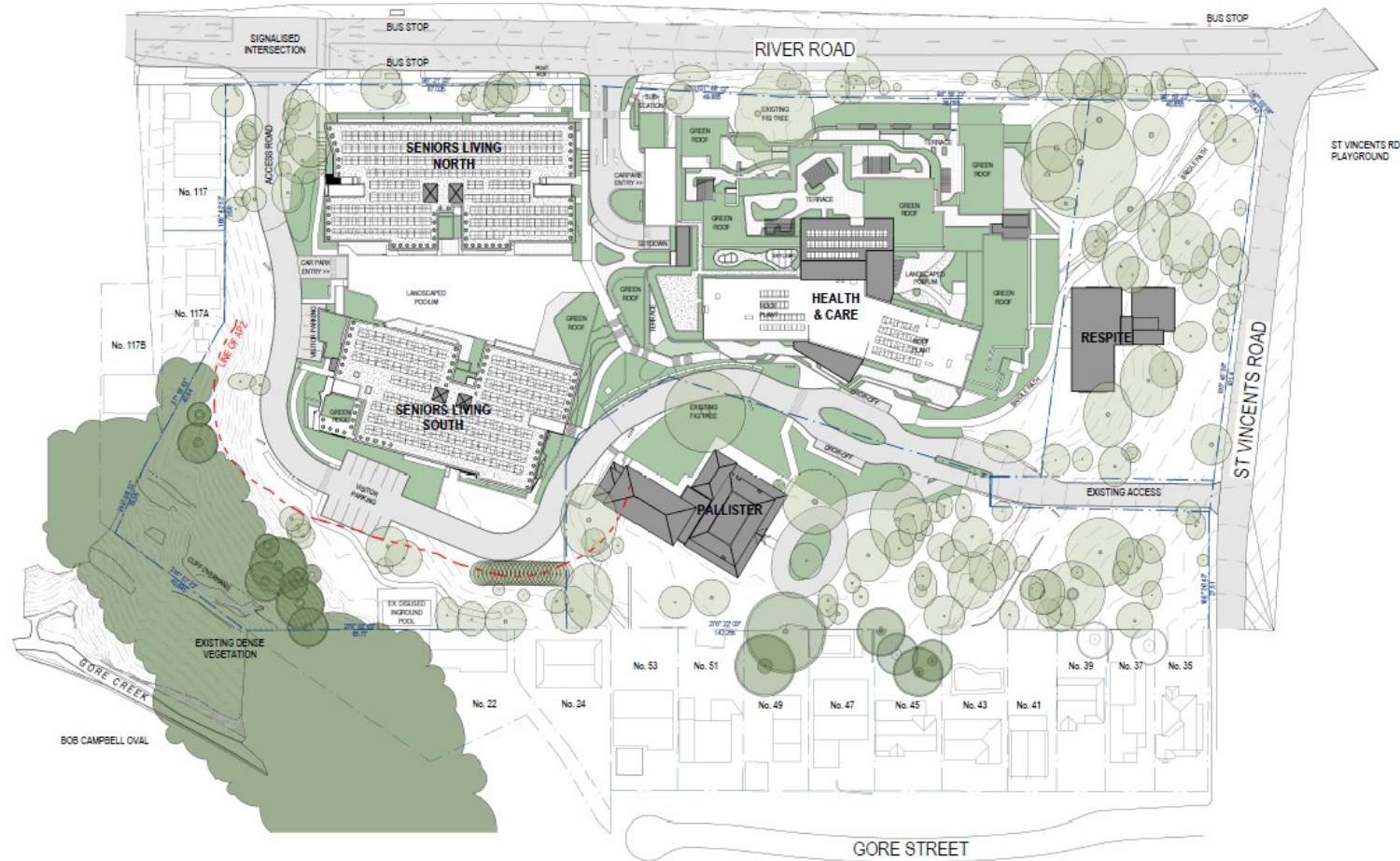
G8	Existing traffic signal crossings	The existing signalised crossings (pavement markings, crossing widths and kerb ramps) at the River Road / Hospital Access intersection do not meet current TfNSW Traffic Signal Design guidelines.	<i>Response:</i>
G9	Existing and proposed signage	<p>There is existing external street and internal Hospital signage applying regulatory and warning signage to the site approaches, entries and exits respectively.</p> <p>While this signage may be appropriate to the traffic controls for the existing development, a new traffic management plan identifying signage to be retained, removed, and new signs applicable to the redevelopment should be prepared.</p>	<i>Response:</i>

**Thematic Road Safety Audit Report  
Greenwich Hospital, River Road, Greenwich**

G10	Vegetation obstructing signage	<p>There is vegetation covering the 'GIVE WAY' sign in Saint Vincents Road on the southern approach to the intersection with River Road.</p>  <p>New and any existing regulatory and advisory signs should be cleared of vegetation to maintain sight lines for approaching vehicles.</p>	<i>Response:</i>
G11	Vegetation overhanging pathways	<p>There is existing vegetation overhanging the pathways along both sides of River Road and Saint Vincents Road which would be a hazard to pedestrians.</p>	<i>Response:</i>
G12	Turning paths	<p>All design vehicle turning movement swept paths for access to and from the site should be checked for meeting Austroads clearance requirements to kerbs and pavement markings.</p>	<i>Response:</i>

## 5 AUDIT LOCATION PLANS

# Thematic Road Safety Audit Report Greenwich Hospital, River Road, Greenwich



1:500 @ A1  
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REV	DATE	DETAILS	INITIALS
P01	2022-07-01	FINAL LDD LOCKDOWN ISSUE	NAN
P02	2022-07-01	FINAL LDD LOCKDOWN ISSUE	NAN
P03	2022-07-01	FINAL LDD LOCKDOWN ISSUE FOR CLIENT REVIEW	NAN
P04	2022-07-01	FINAL LDD LOCKDOWN ISSUE FOR CLIENT REVIEW	NAN
P05	2022-07-01	FINAL LDD LOCKDOWN ISSUE FOR CLIENT REVIEW	NAN
P06	2022-07-01	FINAL LDD LOCKDOWN ISSUE FOR CLIENT REVIEW	NAN



STONEY  
100 RIVER ROAD  
STONEY NSW 2157  
WWW.BIMM.COM.AU

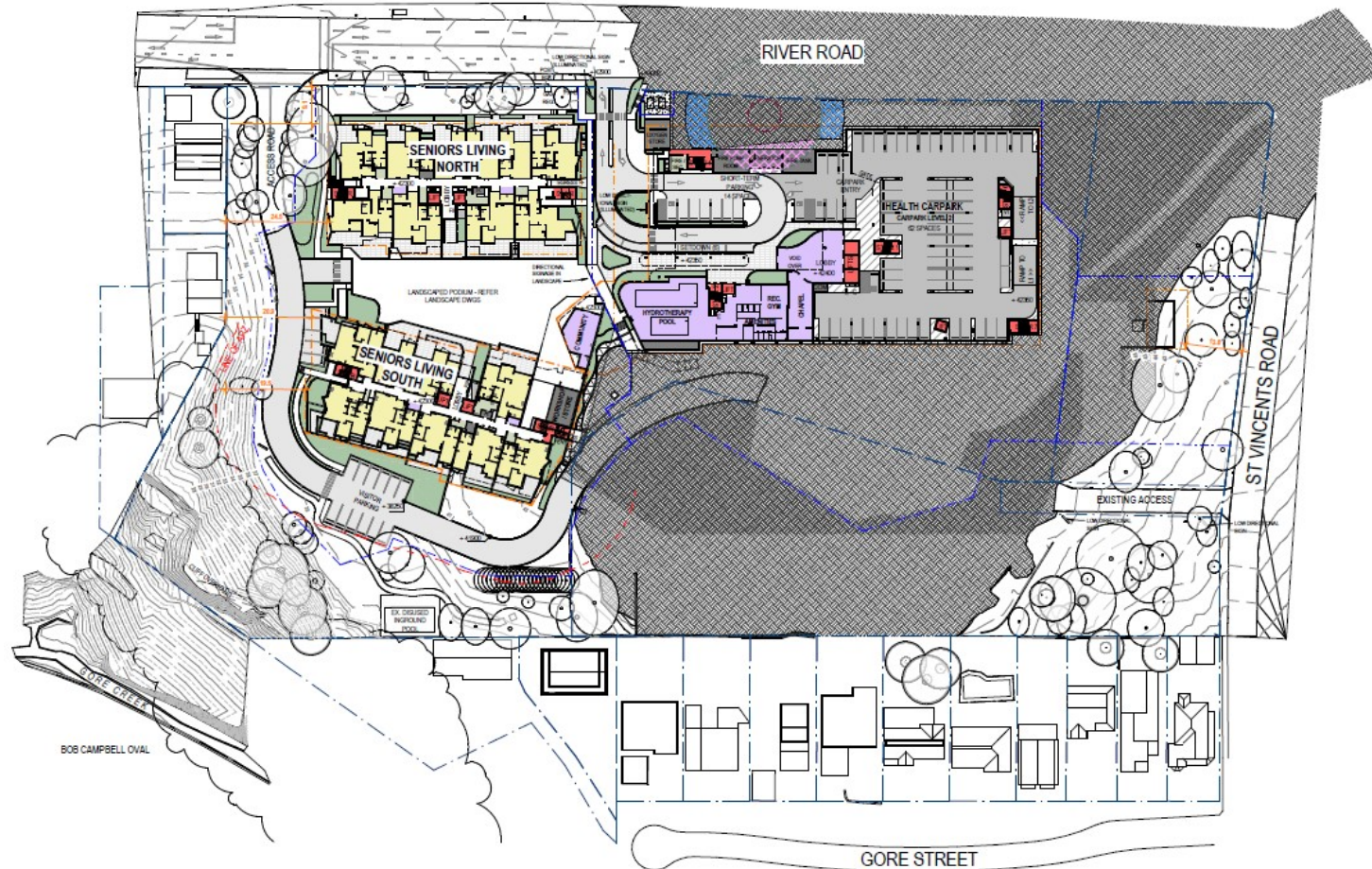
CLIENT: HammondCare  
PROJECT: GREENWICH HOSPITAL REDEVELOPMENT  
RIVER RD, GREENWICH

APPROVAL ISSUE  
NOT FOR CONSTRUCTION

REVISION: P20  
DATE: 01/06/2022  
DRAWING TITLE: PROPOSED SITE PLAN  
DRAWN: N/A1  
CHECKED: N/A1  
SCALE: 1:500 @A1

20/06/2022 1:30:10 PM

# Thematic Road Safety Audit Report Greenwich Hospital, River Road, Greenwich



1:500 @ A1

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DESIGNER: J. WYNNDHAM PRINCE PTY LTD. PROJECT: GREENWICH HOSPITAL REDEVELOPMENT. DRAWING: SITE PLAN - LEVEL 2 (SETDOWN). DATE: 28/06/2022. SCALE: 1:500 @ A1.

REV	DATE	DESCRIPTION	BY	CHECKED
001	28/06/2022	ISSUE TO CONSULTANTS	AWB	
002	28/06/2022	FINAL SET FOR CONSTRUCTION	AWB	
003	28/06/2022	FOR CONSTRUCTION	AWB	
004	28/06/2022	FOR CONSTRUCTION	AWB	
005	28/06/2022	FOR CONSTRUCTION	AWB	
006	28/06/2022	FOR CONSTRUCTION	AWB	
007	28/06/2022	FOR CONSTRUCTION	AWB	
008	28/06/2022	FOR CONSTRUCTION	AWB	
009	28/06/2022	FOR CONSTRUCTION	AWB	
010	28/06/2022	FOR CONSTRUCTION	AWB	



## LEGEND - SITE PLAN

- EXISTING BUILDING
- PLANNED BUILDING
- ROADWAY
- LANDSCAPE

SYDNEY  
100 DRY ROAD  
STUDIOS 3 LEVEL 3  
36 BUCKINGHAM STREET  
GLADSTONE QLD 4054  
www.bim.com.au



CLIENT: HammondCare  
PROJECT: GREENWICH HOSPITAL REDEVELOPMENT  
RIVER RD, GREENWICH

## APPROVAL ISSUE NOT FOR CONSTRUCTION

REVISION: P25  
DATE: 28/06/2022  
DRAWING TITLE: SITE PLAN - LEVEL 2 (SETDOWN)  
DRAWING NO: DD-SW-0201  
SCALE: 1:500 @ A1

## 2070.254.W.2337



1. This site is SCATS linked.
2. Special Regulatory Stop Sign (R1-202) placed on post 3.
3. All push buttons are audio tactile.

[illegible]

A. ORIGINAL ISSUE THIS DRAWING IS THE PROPERTY OF TASC IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED ON THIS DRAWING. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM TASC.	PUBLIC UTILITY LEGEND		RESIDENCE PLANS		S.D.S. Ref. No. 215-87	APPROVED	Roads and Traffic Authority, N.S.W.	DESIGN OFFICE PARAHMATA - SYDNEY TECHNICAL SERVICES
						T LAMBERT	LANE COVE CITY COUNCIL	CADD FILE: W2337-AB.QXD
							S.R.2070 RIVER ROAD	SCALE 1:1,200
							AND GREENWICH HOSPITAL ACCESS ROAD	FILE 254 TS 123
							GREENWICH	REGR. 2070.254.VV.2337
							DESIGN LAYOUT	TCS NO. 2337

## 6 FORMAL STATEMENT

Peter Sharoff & Mihaela Pralea, declare that we have reviewed the material and data listed in this report, inspected the site and identified the potential safety and operational deficiencies above.

We declare that we have had no involvement, nor provided any input into the design or preparation of the development documentation provided by TSA for this Road Safety Audit.

It should be noted that while every effort has been made to identify potential safety hazards, no guarantee could be made that every deficiency has been identified.

We recommend that the issues identified in the deficiency log be investigated and corrective actions implemented in accordance with Road Authority requirements for the proposed Development.

Peter Sharoff

*Peter Sharoff*

Team Leader, Road Safety Auditor – Level 3  
Registration No: RSA-02-0211

Mihaela Pralea  
Road Safety Auditor – Level 2

\*\*\*\*\*  
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## 7 SAMPLE CORRECTIVE ACTION REPORT – CAR

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 1</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  The central access and the signal controlled access are both existing and this will not change as part of the proposed development. There will however, be a removal of much of the vegetation the impacts on the current sighting and there will be new conspicuous way finding signage installed. The existing roadmarking is not proposed to be altered as part of the development and the traffic generation of the site will not increase to any significant extent. It is my understanding that there have not been any pattern of traffic accidents on this section of the road despite the concerns raised in the audit. The principal issue/impact is the encroachment of foliage onto the edge of the road and this will not be corrected.		
<b>ACTION ON DEFICIENCY</b>  <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> CORRECTIVE ACTION: </div> <div style="width: 20%; text-align: center;"> <input type="checkbox"/> Accept </div> <div style="width: 20%; text-align: center;"> <input type="checkbox"/> Reject </div> </div> <div style="margin-top: 10px;"> REASON FOR NO ACTION: </div> <div style="margin-top: 10px;"> COMPLETION DATE FOR CORRECTIVE ACTION: </div> <div style="margin-top: 10px;"> Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable </div> <div style="margin-top: 10px;"> Signature: _____ Date: _____ </div> <div style="margin-top: 10px;"> ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: </div> <div style="margin-top: 10px;"> Signature: _____ Date: _____ </div>		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 2</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  Pre DA discussions with Council and TfNSW have confirmed that Consent Conditions will require the right turn movements to be prohibited. As the Hospital is a public access "road related area", the prohibitions will be enforced by NO RIGHT TURN signs.		
<b>ACTION ON DEFICIENCY</b>		
<div style="display: flex; justify-content: space-between;"> <div> CORRECTIVE ACTION: </div> <div> <input type="checkbox"/> Accept </div> <div> <input type="checkbox"/> Reject </div> </div>		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
<div style="display: flex; justify-content: space-between;"> <div> Priority for Action: </div> <div> <input type="checkbox"/> Immediate </div> <div> <input type="checkbox"/> Necessary </div> <div> <input type="checkbox"/> Desirable </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> Signature: </div> <div> Date: </div> </div>		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
<div style="display: flex; justify-content: space-between;"> <div> Signature: </div> <div> Date: </div> </div>		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 3</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  The offending vegetation will be removed and the right turn movements prohibited.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 4</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This is an existing longstanding circumstance which will be improved as a result of removal of the vegetation. In reality, there is a significant separation between the central access and the signal controlled access.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION: Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. 5
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This is an existing circumstance which is not the responsibility of the Hospital. The bus stop is conveniently located out of the through lane and conveniently located in relation to the Hospital and the proposed Seniors Living element.		
<b>ACTION ON DEFICIENCY</b>  CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject REASON FOR NO ACTION: _____ COMPLETION DATE FOR CORRECTIVE ACTION: Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable Signature: _____ Date: _____ ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: Signature: _____ Date: _____		

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. 6
PROJECT:	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
AUDIT STAGE:	Thematic	
AUDIT DATE:	28 JUne 2022	
PROJECT MANAGER:	Alex Lisney – TSA	
AUDITOR(s):	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
ROAD SAFETY DEFICIENCY		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b> The proximity of the on-street parking is a normal circumstance. The volume of hospital vehicles exiting to St. Vincents Road will reduce significantly as a result of the changed parking arrangements and more vehicles will access through the traffic signals on River Road.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION:		<input type="checkbox"/> Accept <input type="checkbox"/> Reject
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action:	<input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable	
Signature:	Date:	
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:		
Signature:	Date:	

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 7</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This is an existing circumstance which is not the responsibility of the Hospital. The bus stop is conveniently located out of the through lane and conveniently located in relation to the Hospital and the proposed Seniors Living element.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No.8</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This is an existing circumstance which is not the responsibility of the Hospital. The bus stop is conveniently located out of the through lane and conveniently located in relation to the Hospital and the proposed Seniors Living element.		
<b>ACTION ON DEFICIENCY</b>		
<div style="display: flex; justify-content: space-between;"> <div> CORRECTIVE ACTION: </div> <div> <input type="checkbox"/> Accept </div> <div> <input type="checkbox"/> Reject </div> </div>		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
<div style="display: flex; justify-content: space-between;"> <div> Priority for Action: </div> <div> <input type="checkbox"/> Immediate </div> <div> <input type="checkbox"/> Necessary </div> <div> <input type="checkbox"/> Desirable </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> Signature: </div> <div> Date: </div> </div>		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
<div style="display: flex; justify-content: space-between;"> <div> Signature: </div> <div> Date: </div> </div>		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 9</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  The public footway is the responsibility of Council, some parts of the footway will be upgraded as part of the hospital development.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION: Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: Signature: _____ Date: _____		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. 10</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  Council is responsible for the maintenance of River Road.		
<b>ACTION ON DEFICIENCY</b>  <div style="display: flex; justify-content: space-between;"> <div> CORRECTIVE ACTION: <input type="checkbox"/> Accept  REASON FOR NO ACTION: </div> <div> <input type="checkbox"/> Reject </div> </div> COMPLETION DATE FOR CORRECTIVE ACTION: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>Signature: _____</div> <div>Date: _____</div> </div> <div style="border-top: 1px solid black; margin-top: 10px;"> ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>Signature: _____</div> <div>Date: _____</div> </div>		

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. 11
PROJECT:	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
AUDIT STAGE:	Thematic	
AUDIT DATE:	28 JUne 2022	
PROJECT MANAGER:	Alex Lisney – TSA	
AUDITOR(s):	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
ROAD SAFETY DEFICIENCY		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
PROJECT MANAGER RESPONSE/CORRECTIVE ACTION		
The footpath is Council's responsibility. The overhanging tree will be trimmed as part of the vegetation containment work.		
ACTION ON DEFICIENCY		
CORRECTIVE ACTION:	<input type="checkbox"/> Accept	<input type="checkbox"/> Reject
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action:	<input type="checkbox"/> Immediate	<input type="checkbox"/> Necessary
		<input type="checkbox"/> Desirable
Signature:	Date:	
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:		
Signature:	Date:	

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G1</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  Council is responsible for the maintenance of Saint Vincents Road		
<b>ACTION ON DEFICIENCY</b>  <div style="display: flex; justify-content: space-between;"> <div> CORRECTIVE ACTION: <input type="checkbox"/> Accept  REASON FOR NO ACTION: </div> <div> <input type="checkbox"/> Reject </div> </div> COMPLETION DATE FOR CORRECTIVE ACTION: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>Signature: _____</div> <div>Date: _____</div> </div> <div style="border-top: 1px solid black; margin-top: 10px;"> ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>Signature: _____</div> <div>Date: _____</div> </div>		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G2</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b> The Hospital is not responsible for the street lighting.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G3</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b> The Hospital is not responsible for power poles.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. G4
PROJECT:	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
AUDIT STAGE:	Thematic	
AUDIT DATE:	28 JUne 2022	
PROJECT MANAGER:	Alex Lisney – TSA	
AUDITOR(s):	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
ROAD SAFETY DEFICIENCY		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
PROJECT MANAGER RESPONSE/CORRECTIVE ACTION		
Council is responsible for the footway and kerb ramps.		
ACTION ON DEFICIENCY		
CORRECTIVE ACTION:	<input type="checkbox"/> Accept	<input type="checkbox"/> Reject
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action:	<input type="checkbox"/> Immediate	<input type="checkbox"/> Necessary
		<input type="checkbox"/> Desirable
Signature:	Date:	
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:		
Signature:	Date:	

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. G5
PROJECT:	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
AUDIT STAGE:	Thematic	
AUDIT DATE:	28 JUne 2022	
PROJECT MANAGER:	Alex Lisney – TSA	
AUDITOR(s):	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
ROAD SAFETY DEFICIENCY		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
PROJECT MANAGER RESPONSE/CORRECTIVE ACTION		
This is not a matter for the Hospital.		
ACTION ON DEFICIENCY		
CORRECTIVE ACTION:	<input type="checkbox"/> Accept	<input type="checkbox"/> Reject
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action:	<input type="checkbox"/> Immediate	<input type="checkbox"/> Necessary
		<input type="checkbox"/> Desirable
Signature:	Date:	
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:		
Signature:	Date:	

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. G6
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>		
This is not a matter for the Hospital.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION:	<input type="checkbox"/> Accept	<input type="checkbox"/> Reject
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action:	<input type="checkbox"/> Immediate	<input type="checkbox"/> Necessary <input type="checkbox"/> Desirable
Signature: _____	Date: _____	
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:		
Signature: _____	Date: _____	

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G7</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This is not a matter for the Hospital.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G8</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This is not a matter for the Hospital.		
<b>ACTION ON DEFICIENCY</b>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> CORRECTIVE ACTION: </div> <div style="width: 20%; text-align: center;"> <input type="checkbox"/> Accept </div> <div style="width: 20%; text-align: center;"> <input type="checkbox"/> Reject </div> </div>		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> Priority for Action: </div> <div style="width: 30%; text-align: center;"> <input type="checkbox"/> Immediate </div> <div style="width: 30%; text-align: center;"> <input type="checkbox"/> Necessary </div> <div style="width: 10%; text-align: center;"> <input type="checkbox"/> Desirable </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Signature: </div> <div style="width: 10%; text-align: center;"> Date: </div> <div style="width: 45%;"></div> </div>		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Signature: </div> <div style="width: 10%; text-align: center;"> Date: </div> <div style="width: 45%;"></div> </div>		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G9</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  This will be undertaken including signage for the interim construction staging circumstances.		
<b>ACTION ON DEFICIENCY</b>  <div style="display: flex; justify-content: space-between;"> <div> CORRECTIVE ACTION: <input type="checkbox"/> Accept  REASON FOR NO ACTION: </div> <div> <input type="checkbox"/> Reject </div> </div> COMPLETION DATE FOR CORRECTIVE ACTION: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable </div> </div> <div style="display: flex; justify-content: space-between;"> <div>Signature: _____</div> <div>Date: _____</div> </div> <div style="border-top: 1px solid black; padding-top: 10px;"> ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>Signature: _____</div> <div>Date: _____</div> </div>		

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G10</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  As specified in G4, the overhanging tree will be trimmed back.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject		
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable		
Signature: _____ Date: _____		
<b>ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:</b>		
Signature: _____ Date: _____		

ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT		CAR No. G11
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>		
The trees on the Hospital site will be trimmed back. Trimming of the other trees is a matter for Council.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION:	<input type="checkbox"/> Accept	<input type="checkbox"/> Reject
REASON FOR NO ACTION:		
COMPLETION DATE FOR CORRECTIVE ACTION:		
Priority for Action:	<input type="checkbox"/> Immediate	<input type="checkbox"/> Necessary <input type="checkbox"/> Desirable
Signature:	Date:	
ROAD AUTHORITY REPRESENTATIVE CONCURRENCE:		
Signature:	Date:	

<b>ROAD SAFETY AUDIT CORRECTIVE ACTION REPORT</b>		<b>CAR No. G12</b>
<b>PROJECT:</b>	Greenwich Hospital Redevelopment Access Points River Road and Saint Vincents Road, Greenwich	
<b>AUDIT STAGE:</b>	Thematic	
<b>AUDIT DATE:</b>	28 JUne 2022	
<b>PROJECT MANAGER:</b>	Alex Lisney – TSA	
<b>AUDITOR(s):</b>	J. Wyndham Prince Pty Ltd - Peter Sharoff & Mihaela Pralea	
<b>ROAD SAFETY DEFICIENCY</b>		<input type="checkbox"/> Extreme <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
<b>PROJECT MANAGER RESPONSE/CORRECTIVE ACTION</b>  Turning path assessment for the modified central access are provided in the TIA. The other accesses are existing and suitably provide for the movement of vehicles requiring to access the site.		
<b>ACTION ON DEFICIENCY</b>		
CORRECTIVE ACTION: <input type="checkbox"/> Accept <input type="checkbox"/> Reject REASON FOR NO ACTION: _____ COMPLETION DATE FOR CORRECTIVE ACTION: _____ Priority for Action: <input type="checkbox"/> Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable Signature: _____ Date: _____ ROAD AUTHORITY REPRESENTATIVE CONCURRENCE: _____ Signature: _____ Date: _____		