



CONSTRUCTION TRAFFIC IMPACT ASSESSMENT GREENWICH HOSPITAL REDEVELOPMENT

97-115 RIVER ROAD
GREENWICH NSW 2065

SSD-13619238-MOD-2
REQUEST FOR INFORMATION



26 May 2026

Our Reference: 80675.2

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Preamble

This report has been updated to address recent comments from DPHI as tabulated below. Our response to each comment and reference to report updates are also provided below.

SITE Traffic has met with Hindmarsh (main contractor) and other project stakeholders to provide clarifications and further details to address this response.

Matter	Discussion	Action / Response required	SITE Traffic Response
GTIA requirements - Version 1.1	The CTIA (April 2026) relies on information provided within the CTPMSP (Nov 2025) report to meet the requirements of the TfNSW GTIA. As such, by itself the TIA (April 2026) report would not fully meet the requirements of the GTIA.	Update the TIA or attach the CTPMSP to the Appendix of the TIA report, to fulfill GTIA requirements.	The CTPMSP is provided as Appendix C of this report.
Identify area of influence and surrounding transport networks	The CTIA (April 2026) relies on the information provided in the CTPMSP (Nov 2025) rather than providing this information. It is difficult to interpret the SIDRA modelling results for the surrounding intersections, without this information.	As above. How will the restriction on trucks above 3 t be managed? What types of vehicles / trucks will be used on St Vincents?	The CTPMSP is provided as Appendix C of this report. The main contractor will limit truck movements on St Vincents Road/Gate 3 to smaller vehicles <3t. Due to the existing access grades the contractor notes that the majority of vehicles using Gate 3 will typically be cars and small vans. Given the existing delays turning right out of St Vincents Road onto River Road during the peaks, the contractor anticipates that most, if not all, traffic using Gate 3 will typically only be entry movements. The majority of these vehicles are expected to then exit via Gate 1 due to efficiencies of turning right into River Road via traffic signal control.

Matter	Discussion	Action / Response required	SITE Traffic Response
	It is noted there is a truck ban on St Vincents Rd south of River Rd, restricting trucks above 3 tonnes(t). The truck ban has not been identified in the TIA and may require redistribution of heavy vehicles away from Gate 3.		Traffic modelling in Sections 3 and 5 of this report has been updated to reflect this.
Estimate trip generation	Appendix C (CMP, May 2022) of the TPIA developed for the original EIS (May 2022) presented the original assumptions for traffic volumes. Table is Section 4.1.2.1 provides 'deliveries per day' and 'deliveries per hour' for bulk excavation, structure, fitout and finishes, landscaping / external works. There is no table providing traffic numbers for Stage 3. Given that works were initially proposed to be sequential, the numbers initially provided were a worst-case scenario for any given stage.	Clarify the traffic generation assumptions to demonstrate that both Stage 2 and Stage 3 traffic numbers were forecast, then combined for the concurrent construction of Stage 2 and Stage 3.	The main contractor has confirmed the estimated traffic generation adopted in this report is representative of a typical construction day. These traffic volumes are based on the construction methodology, noting that while Stages 2 and 3 are being undertaken concurrently, the rate of activities such as demolition and excavation is not expected to increase, and therefore overall traffic generation is not anticipated to exceed previously assessed levels.

Matter	Discussion	Action / Response required	SITE Traffic Response
	Now that stages are combined, we require the traffic generation volumes for both Stage 2 and Stage 3 and then combined (i.e. an explanation of where the traffic volumes are coming from). It would be anticipated that a combined scenario would have higher volumes than those initially provided.		
Defining deliveries and movements	It should be noted that the construction traffic generation was originally identified as deliveries in Appendix C of the CMP 2022, however when reported within the main body of the CTPMSP (Nov 2024 version), the construction traffic generation is now identified as movements rather than deliveries.	Clarify the use of 'deliveries' or 'movements' within the construction traffic generation as this will have a further impact on the total construction demand to the site.	The traffic volumes presented in Section 3.5.1 of this report are based on 'deliveries' which also shown the Inbound and Outbound movements.

Matter	Discussion	Action / Response required	SITE Traffic Response
	The application of 'deliveries' compared to 'movements' has an impact on the construction traffic generation for the site. A delivery would be one trip into the site and one trip out (a total of two movements), where a movement is a single movement in either direction. Appendix C of the TPA 2022 report refers to 22/23 deliveries, which would have generated up to 46 movements at the site. However, the TIA (April 2026 – Section 2.5.1) referring to movements would only generate up to 22 movements at the site.		
Construction vehicle distribution	The current split amongst the three gates shows that 10% of Project traffic will use Gate 3 on St Vincent Rd.	Confirm that a maximum of 10% of Project generated construction traffic would use St Vincents Rd (i.e. no increase above 10% for the combined staging of Stage 2 and Stage 3).	This assessment, and clarification from the main contractor, estimates a maximum of 10% use of Gate 3. As previously noted, it is also estimated that the majority of traffic using Gate 3 will typically be inbound movements.

Matter	Discussion	Action / Response required	SITE Traffic Response
Site access – Gate 2	A sight distance assessment has been performed for the intersection of River Road /St Vincents Rd to allow for traffic utilising Gate 3, however a sight distance assessment has not been performed for Gate 2. There is a crest to the east of Gate 2 which may limit sight distance. The updated reports recommend widening the access to Gate 2, however this would not address the site distance issues. Traffic controllers are proposed at Gate 2, which could assist in the egress of vehicles, however the sight distance issue should be noted and potentially identified as a reason for the use of controllers at this location.	Update the TIA (April 2026) to assess this and include adequate mitigation measures.	A sight distance assessment of Gate 2 is provided in Section 4.3 along with necessary mitigation measures.
SIDRA modelling and impact mitigation	SIDRA outputs provided in Appendix B of the TIA (April 2026) do not show any trucks being generated by the site. All assumed traffic from site is considered a light vehicle.	The current SIDRA modelling appears to not contain trucks from the site access points.	The Sidra modelling in Section 5 of this report has been updated to include a realistic estimation of Heavy Vehicle (HV) percentages for each Gate and Intersection approach. The original EIS submission did not include any formal right turn bans at the intersection of River Road/St Vincents Road.

Matter	Discussion	Action / Response required	SITE Traffic Response
	It is noted that currently there are delays for vehicles exiting St Vincents Rd. There is a concern that repeated delays of this magnitude (approximately 120 seconds) may increase the risk of drivers attempting to pick a smaller gap to exit the street. For this reason, we require clarity about the numbers of HV/LV to use Gate 3 and St Vincents Rd, as well as consideration for restricting right-hand movements.	Further, depending on whether the construction traffic volumes change for Stage 2 and Stage 3 combined, the SIDRA modelling would again need to be updated with the forecast traffic generation volumes. If there are trucks being used on St Vincent Rd, the SIDRA modelling needs to be updated to show trucks on this road. Clarify whether the traffic from St Vincents Rd needs to turn left, whether the same turn bans will apply as for the original EIS submission. LoS tables do not provide enough clarity, the results should be discussed in the report and by approach (every leg of the intersection should be spoken about).	It is acknowledged that St Vincents Road currently has a small volume of Through and Right Turn traffic on both northbound and southbound approaches. Whilst these volumes are extremely low, they are required to give way to both directions of River Road traffic which causes delays. This delay does not result in any notable vehicle queuing on either approach, and typically only affects one vehicle during the peaks. Furthermore, it is also noted that if a car is waiting to turn right onto River Road, there is still enough room for another vehicle to turn left without being blocked. Key results of the modelling are discussed in Section 4.2.

1. Introduction



ITE Traffic has prepared this Construction Traffic Impact Assessment in response to the Department of Planning, Housing and Infrastructure's request for further information dated 16 March 2026.

This report addresses relevant traffic, access and parking arrangements during the concurrent Stages 2 and 3 of construction including the following:

1. Proposed vehicle routes with indicative split between heavy vehicles using River Road and St Vincents Road.
2. Confirmation of whether the proposed heavy vehicles have taken into consideration all material, plant and equipment deliveries, and waste trucks for the two concurrent stages.
3. Analysis of the existing transport network including existing performance levels of nearby intersections utilising appropriate traffic modelling methods (such as Sidra network modelling).
4. Revised site access arrangements and how they would change and/or be managed, including any driveway restrictions on St Vincents Road, as well as how site access arrangements would change during the three months that the Seniors Living Buildings would be operational while the Health Building is still under construction.
5. Revised vehicle and pedestrian traffic controls that would be applied to the roads and surrounding sensitive receivers including the school.
6. Revised on-site car parking and commute arrangements for contractors / construction workers during the concurrent construction works.

This report should also be read in conjunction with the Construction Traffic and Pedestrian Management Sub-Plan (CTMPS) prepared by SITE Traffic dated 21/11/2025 Ref 80675 as provided in Appendix C.

2. Baseline Construction Details

The following sections provide baseline construction details that have been used as part of this assessment to formulate necessary traffic and parking estimates.

The majority of this information has been provided in consultation with the broader project team, and where required, SITE traffic has made sound judgement and reasonable assessment having regard to forecasting future traffic conditions.

2.1 Construction Staging

The current construction staging is provided as follows:

- ▶ Seniors Living: April 2026 - June 2028.
- ▶ Health Care: April 2026 - February 2029.

Construction activity is expected to peak between 2027 and early 2028 prior to completion of the Seniors Living.

2.2 Construction Work Hours

Typical construction work hours will be as follows:

- ▶ 7:30 am to 5:30 pm Monday to Friday.
- ▶ 8:00 am to 1:00 pm Saturdays.
- ▶ No work Sundays and Public Holidays.

2.3 Workforce Parking

Workforce parking will be provided adjacent to the existing Pallister building. Other ad-hoc areas will be made available from time to time throughout the site based on construction activities, availability of space and use of lay down areas. Other areas that may be used for staff parking may be provided along the internal ring road, Pallister and Respite areas.

The head contractor also confirms that subcontractor agreements identify that limited on-site parking will be provided, and that the workforce will be encouraged to utilise nearby public transport facilities, active transport and ride share options.

The head contractor will also provide storage areas for workforce staff to store and lock their tools and equipment to avoid the need for daily private vehicle use.

The head contractor will monitor (and undertake enforcement where possible) to prevent workforce parking on nearby streets adjacent to the worksite.

2.4 Materials Handling and Lay Down Areas

All loading and unloading activities will occur on-site. The proposed on-site materials handling and lay down areas are shown in Figure 1.



Figure 1: Proposed Materials Handling and Lay Down Areas

2.5 Construction Traffic

2.5.1 Construction Traffic Generation

The estimated construction traffic generation as confirmed by the main contractor for all material, plant, equipment deliveries etc, are expected to peak to the following volumes by 2027/2028:

	Bulk Excavation	Structures & Fit-out	External Works	Inbound	Outbound	Total
Per Day	75	55	25	78	78	155
Per Hour	9	8	5	11	11	22

These traffic volumes are based on the construction methodology, noting that while Stages 2 and 3 are being undertaken concurrently, the rate of activities such as demolition and excavation is not expected to increase, and therefore overall traffic generation is not anticipated to exceed previously assessed levels.

From the above construction activities, it has been confirmed that there will be a minor overlap between bulk excavation and structures work of about 2 months. We have assumed this 2 month overlap period to be the most intense worst-case period, which has been adopted for the purpose of this assessment.

Furthermore, it is understood these volumes will taper off significantly by June 2028 when construction of the Seniors Living is complete.

2.5.2 Construction Traffic Composition

The indicative composition of construction related vehicles during the 2027/2028 peak is provided as follows:

Vehicle Type	Vehicle Length	Percent of Total Construction Traffic
Semi-Trailers (AV)	19m	5%
Truck & Dog Tippers (AV)	18.1m	20%
Heavy Rigid Vehicles (HRV)	12.5m	25%
Medium rigid vehicles (MRV)	8.8m	25%
Small rigid vehicles (SRV)	6.4m	15%
Light vehicles/utes (LV)	5.2m	10%

2.5.3 Construction Traffic Distribution

The distribution of construction related traffic to/from the site is estimated to predominantly travel via routes shown in Figure 2.

For the purpose of this assessment, these routes and distribution percentages apply to all construction related heavy vehicles (HVs) and light vehicles (LVs).

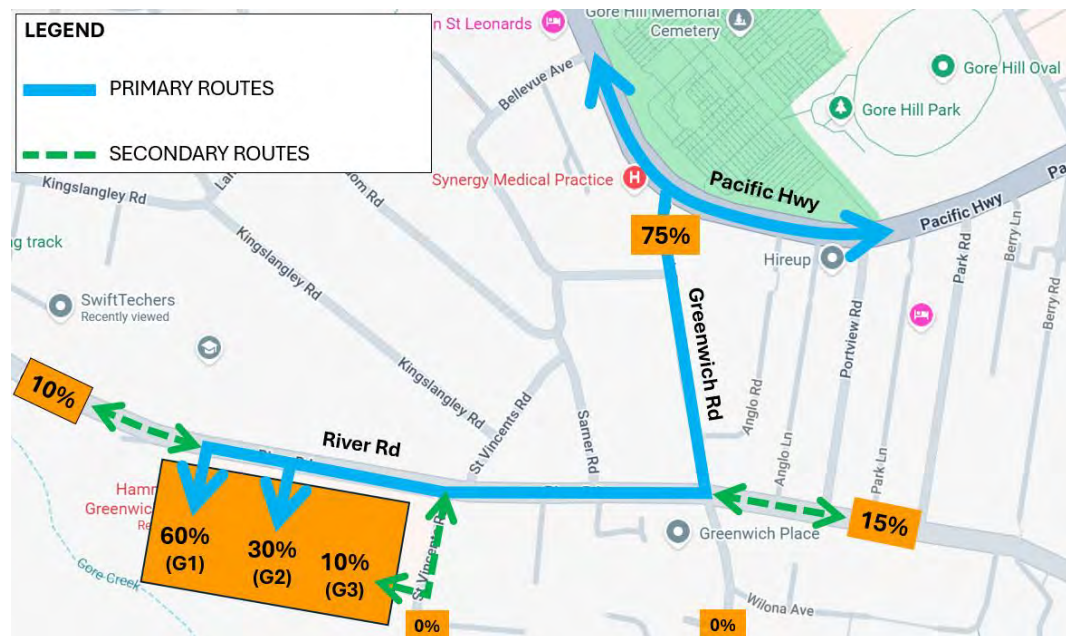


Figure 2: Estimated Construction Traffic Distribution Routes

2.5.4 Construction Traffic Volumes

Based on the above, the indicative split between construction related heavy vehicles using the adjacent road network is shown in Figure 3 and Figure 4 overleaf (also refer to **Appendix A**).

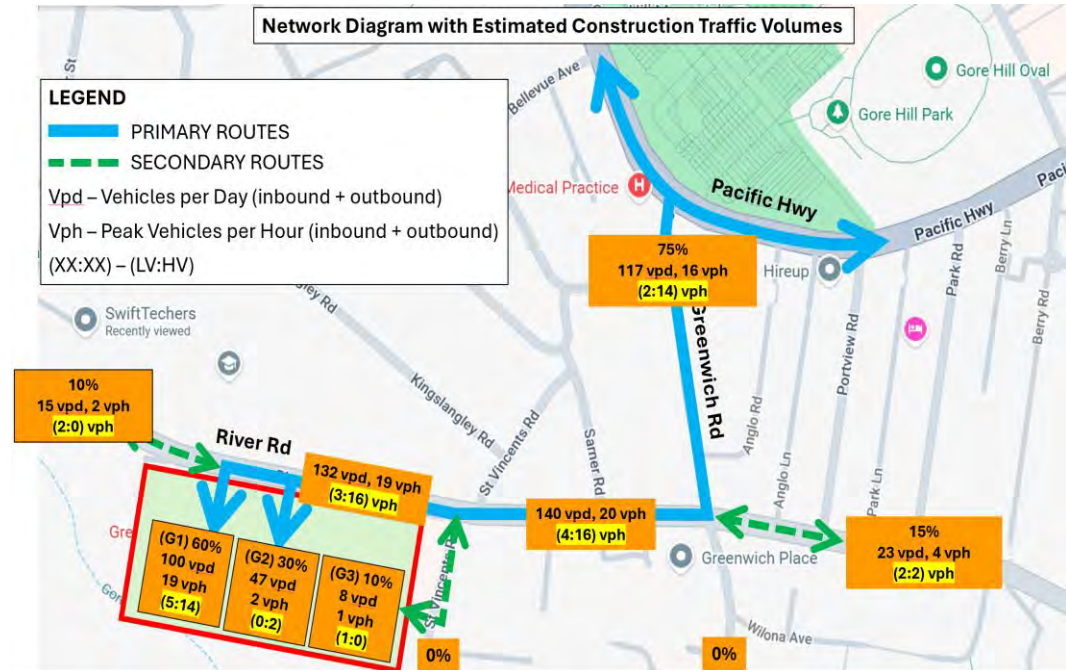


Figure 3: Estimated Mid-Block Construction Traffic Volumes

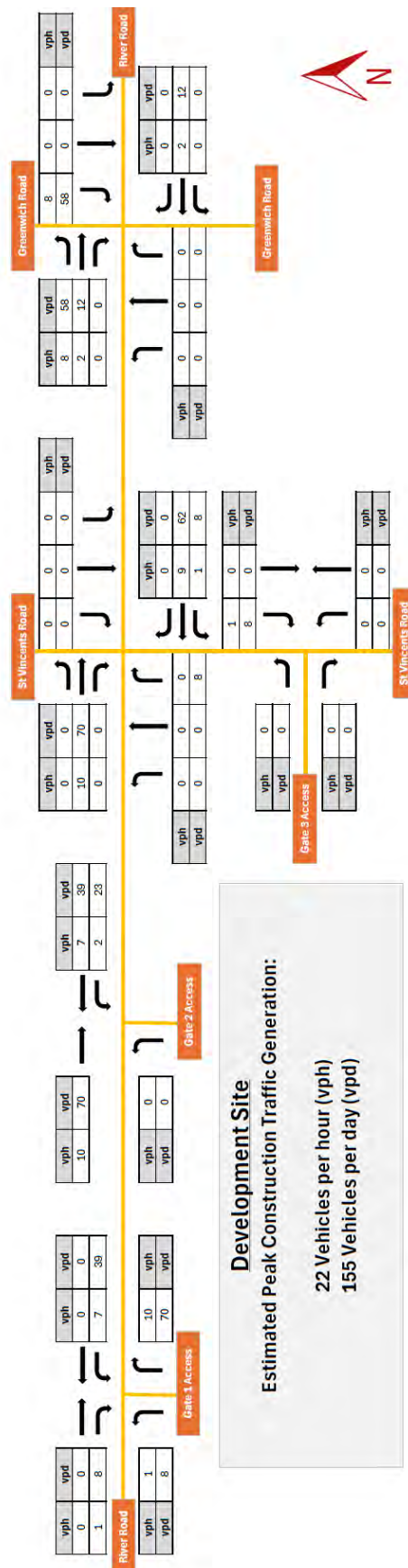


Figure 4: Estimated Intersection Construction Traffic Volumes

3. Construction Access Management

3.1 Site Accesses Arrangements

Access to the site will be via the 3 existing accesses, namely Gates 1 and 2 on River Road and Gate 3 on St Vincents Road as shown in Figure 5.

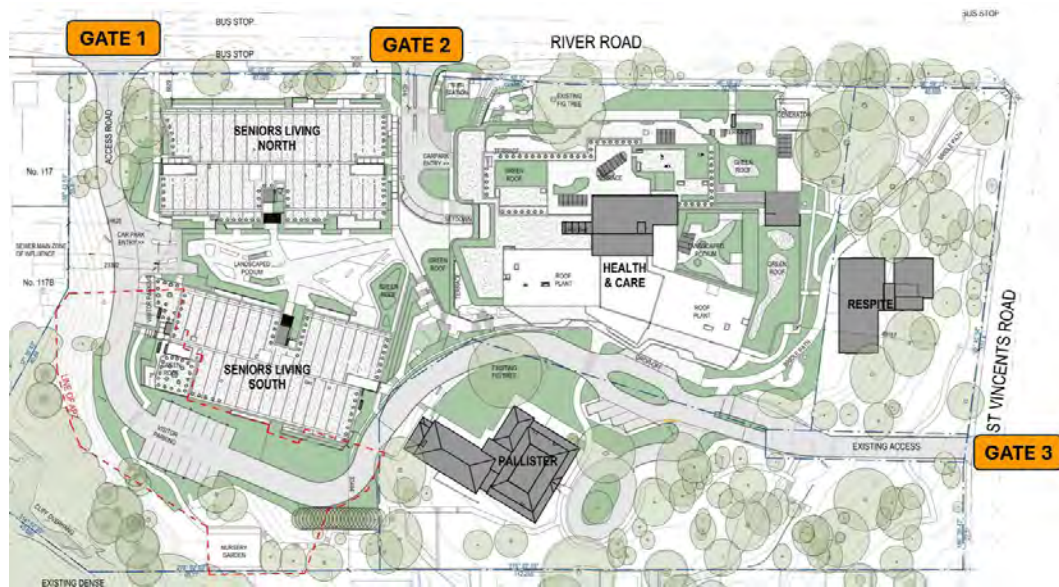


Figure 5: Construction Access Gates

The internal access road to Gate 2 has recently been widened to safely accommodate two-way vehicle movements.

The permitted vehicle movements for all construction vehicles at each Gate will be as follows:

- ▶ **Gate 1:** All movements permitted (under full signal control).
- ▶ **Gate 2:** Left in/Left out only.
- ▶ **Gate 3:** Right in/Left out only.

3.2 Site Access Management

Each Gate shall be manned by a qualified Traffic Controller (TC). The role of each TC at each Gate shall generally be as follows:

- ▶ **Gate 1 TC:**
 - Assist in the safe passage of pedestrians and cyclists along and across River Road.
 - Do not allow vehicles (or pedestrians) to traverse the intersection without the appropriate and legal traffic signal control. Ensure all traffic movements adhere to the signal controls.

- Manage the inbound and outbound flow of construction vehicles via UHF radio communications.
 - Do not release large vehicles out of the site unless they have a green traffic signal and pedestrians/cyclists are clear of the crossings.
 - Hold outbound vehicles on site if an inbound vehicle is about to enter within a 4-minute window (i.e. 2 signal cycles) to avoid conflicts.
 - Unless an emergency prevails, general traffic and entering construction traffic on River Road shall not be stopped. If for any reason entering construction traffic needs to be stopped or cannot enter, it should instead be waived on to circulate the block and re-enter.
- ▶ **Gate 2 TC:**
- Assist in the safe passage of pedestrians and cyclists along River Road.
 - Ensure construction vehicles do not turn right out of the site.
 - Manage the inbound and outbound flow of construction vehicles via UHF radio communications. Hold outbound vehicles on site if an inbound vehicle is about to enter to avoid conflicts.
 - Unless an emergency prevails, general traffic and entering construction traffic on River Road shall not be stopped. If for any reason entering construction traffic needs to be stopped or cannot enter, it should instead be waived on to circulate the block and re-enter.
- ▶ **Gate 3 TC:**
- Assist in the safe passage of pedestrians and cyclists along St Vincents Road.
 - Ensure construction vehicles do not stop along St Vincents Road or block any existing access driveways.
 - Ensure inbound construction vehicles to this Gate radio ahead within 3 to 5 minutes of arrival. Do not let vehicles exit the site if a vehicle is entering within this timeframe.
 - Unless an emergency prevails, general traffic and entering construction traffic on St Vincents Road shall not be stopped. If for any reason entering construction traffic needs to be stopped or cannot enter, it should instead be waived on to circulate the block and re-enter.

3.3 Gate 2 Access Sight Distance

The available sight distance for vehicles turning left out of Gate 2 is currently impacted by overgrown foliage along the footpath east of the access as shown in Figure 6.



Figure 6: Gate 2 Sight Distance Limitation

Based on Austroads Guide to Road Design Part 4A, the Minimum Gap Sight Distance for left turns into a 40km/h road frontage with a 5 second critical gap acceptance time is 55m. AS2890.2 also requires 55m of Safe Intersection Sight Distance

As illustrated in Figure 7, and subject to trimming exiting foliage, the available sight distance at Gate 2 is 83m to the top of the crest of River Road.



Figure 7: Gate 2 Sight Distance Availability

4. Traffic Impact Analysis

4.1 Baseline Traffic Volumes

Baseline traffic volumes were extracted from surveys undertaken as part of the previous traffic impact assessment (TTPA Report dated May 2022 Ref: 20352) as provided in Figure 8.

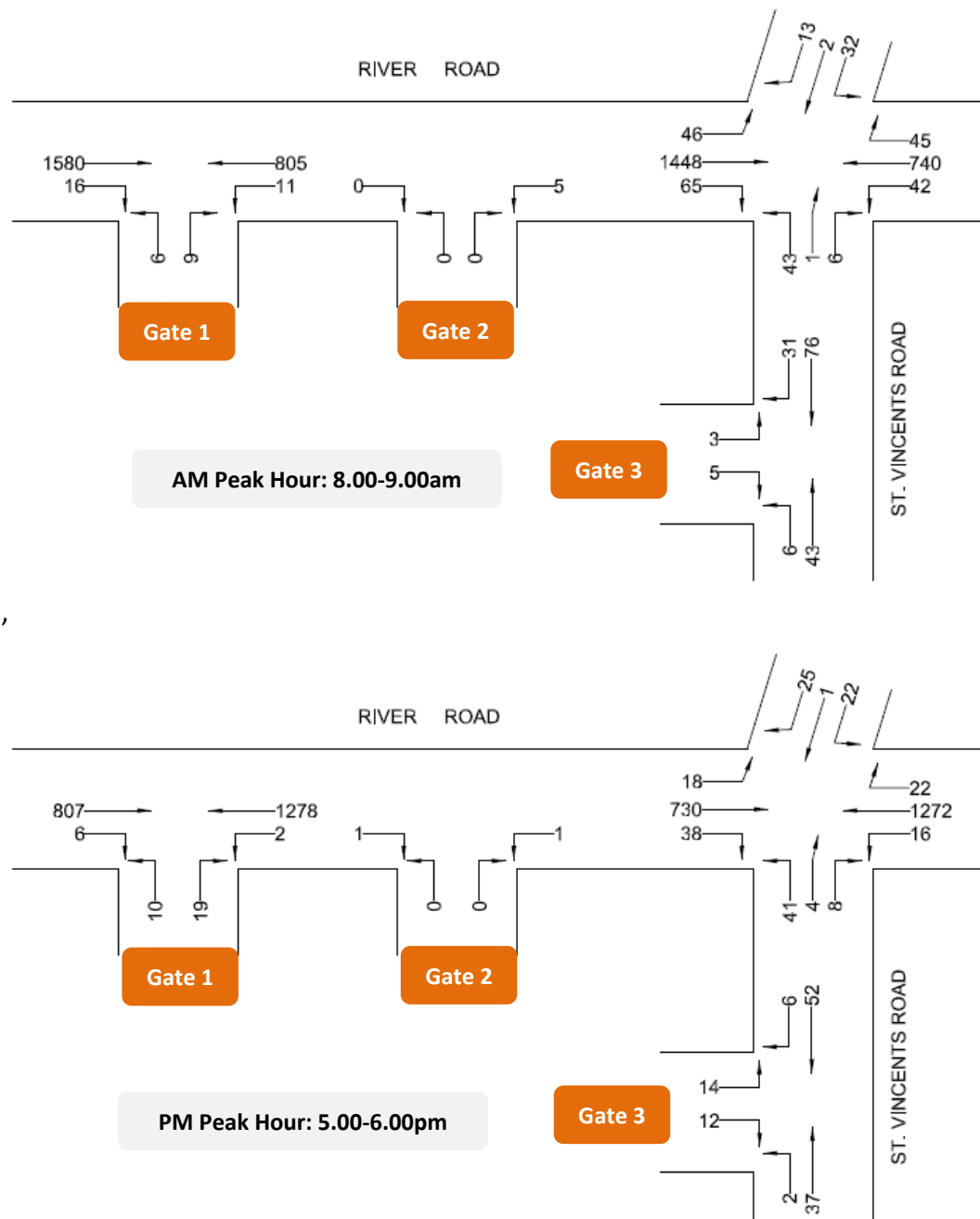


Figure 8: 2017 Peak Hour Traffic Survey Data

It is noted these volumes include pre-existing traffic associated with the hospital operations which no longer exist.

Upon review of historical traffic data as shown below, It is apparent that there has been no general traffic growth along River Road since 2007 and the 2017 volumes of Figure 8 are considered to reflect the existing 2026 situation minus pre-existing hospital related traffic.

	May 2007		October 2017		May 2021	
	AM	PM	AM	PM	AM	PM
River Road Eastbound	1,473	850	1,580	807	1,397	692
River Road Westbound	880	1,486	805	1,278	686	1,261

4.2 Sidra Modelling

Sidra network modelling has been carried out on the following intersections:

- ▶ Gate 1 (River Road signalised access).
- ▶ Gate 2 (River Road left in/left out giveway access).
- ▶ River Road/St Vincents Road (giveway intersection).

The two modelled scenarios include:

- ▶ 2026 Base (existing situation with no hospital related traffic).
- ▶ 2028 Construction (existing situation plus construction traffic of Figure 4).

Full Sidra output results for both scenarios are provided in **Appendix B**.

A summary of output results for each intersection is provided as follows:

Intersection	Period	2026 Base		2028 Construction	
		LOS	Delay (sec.)	LOS	Delay (sec)
Gate 1	AM	A	0.3	A	0.5
	PM	A	1.9	A	2.1
Gate 2	AM	A	7.9	A	7.9
	PM	B	11.4	A	11.5
River Rd/St Vincents Rd	AM	A-F	1.9	A-F	1.7
	PM	A-F	4.7	A-F	4.9

Key findings of this modelling are summarised as follows:

▶ **Gate 1:**

- This intersection operates well within capacity for both modelled scenarios.
- The additional construction traffic at this intersection has very little to no impact on the overall operation and performance of River Road.

▶ **Gate 2:**

- This intersection operates well within capacity for both modelled scenarios.
- Due to the restricted left in/left out turn movements there is very little to no impact on this intersection as a result of expected construction traffic.
- It is expected due to the right turn ban, the majority of traffic exiting this Gate will instead exit via Gate 1.

▶ **River Rd/St Vincents Rd:**

- The eastbound and westbound River Road approaches of this intersection operate well within capacity with minimal delays for both base and construction scenarios.
- St Vincents Road has a small volume of Through and Right Turn traffic on both northbound and southbound approaches (this is background traffic and not construction related). Whilst these volumes are extremely low, they are required to give way to both directions of River Road traffic causing delays. This delay does not result in any notable vehicle queuing on either approach, and typically only affects one vehicle during each peak.
- The additional construction traffic at this intersection has very little to no impact on the overall operation and performance of River Road and St Vincents Road.

5. Traffic Mitigation Measures

The proposed measures to mitigate potential road safety and efficiency during construction (as per Condition C15(d)) include:

- ▶ Limit traffic speeds to 40km/h along River Road during construction hours.
- ▶ Limit traffic speeds to 20km/h along St Vincents Road during construction hours.
- ▶ Limit all construction traffic at Gate 2 to Left in/Left out only movements.
- ▶ Widen the Hospital access connection at Gate 2 to accommodate large trucks.
- ▶ Trim vegetation to east of Gate 2 to allow sufficient sight distance for exiting vehicles.
- ▶ Provide specific measures in St Vincents Road including:
 - widen Hospital access connection to accommodate large trucks.
 - managing exiting construction traffic so that trucks can enter the site unimpeded from St Vincents Road.
 - Encourage exiting vehicles to use Gate 1.
- ▶ Provide temporary fencing and/or site hoarding and gated accesses around the site to restrict non-bona fide pedestrian and vehicle movements.
- ▶ Provide Traffic Controllers at each Gate to ensure the safe passage of pedestrians and cyclists, and to control truck exit/release movements.

6. Summary of RFI Responses

Proposed vehicle routes with indicative split between heavy vehicles using River Road and St Vincents Road.

Proposed construction vehicle routes, splits and vehicle types are provided in Section 2.5.

Confirmation of whether the proposed heavy vehicles have taken into consideration all material, plant and equipment deliveries, and waste trucks for the two concurrent stages.

Consultation with the broader project team confirms the estimated construction traffic volumes provided in Section 2.5 have taken into consideration all material, plant and equipment deliveries, and waste trucks for the two concurrent stages.

Analysis of the existing transport network including existing performance levels of nearby intersections utilising appropriate traffic modelling methods (such as Sidra network modelling).

Sidra traffic modelling has been carried out based on 2026 'without' construction and 2028 'with' construction scenarios. This modelling is summarised in Section 4.2 with full results in Appendix B.

This modelling demonstrates that River Road is operating within capacity and at acceptable levels of service able to accommodate the additional construction traffic volumes.

The small volume of existing traffic turning right out of St Vincent Road currently experiences delays due to the need to give way to traffic in both direction of River Road. The relatively small amount of additional construction traffic on St Vincent's Road does not notably worsen the existing situation.

Revised site access arrangements and how they would change and/or be managed, including any driveway restrictions on St Vincents Road, as well as how site access arrangements would change during the three months that the Seniors Living Buildings would be operational while the Health Building is still under construction.

Vehicle access arrangements to the site will largely be as per existing.

Gate 2 has been widened to accommodate turn movements for larger vehicles to access the site.

St Vincents road will be used as a backup entrance only with the majority of heavy vehicle movements running through Gates 1 and 2 on River Road. Up until the handover of the Seniors Living, the traffic split of construction traffic is estimated at 90% River Road and 10% St Vincents Road.

Following completion and handover of the Seniors Living, there will be a short 3-month period of construction remaining on the Health Building. During this period the overall construction intensity will significantly reduce and access via Gate 1 will be minimised.

Other mitigating measures are provided in Section 5.

Revised vehicle and pedestrian traffic controls that would be applied to the roads and surrounding sensitive receivers including the school.

Traffic controllers will be positioned on all access gates during construction – refer to Section 3.

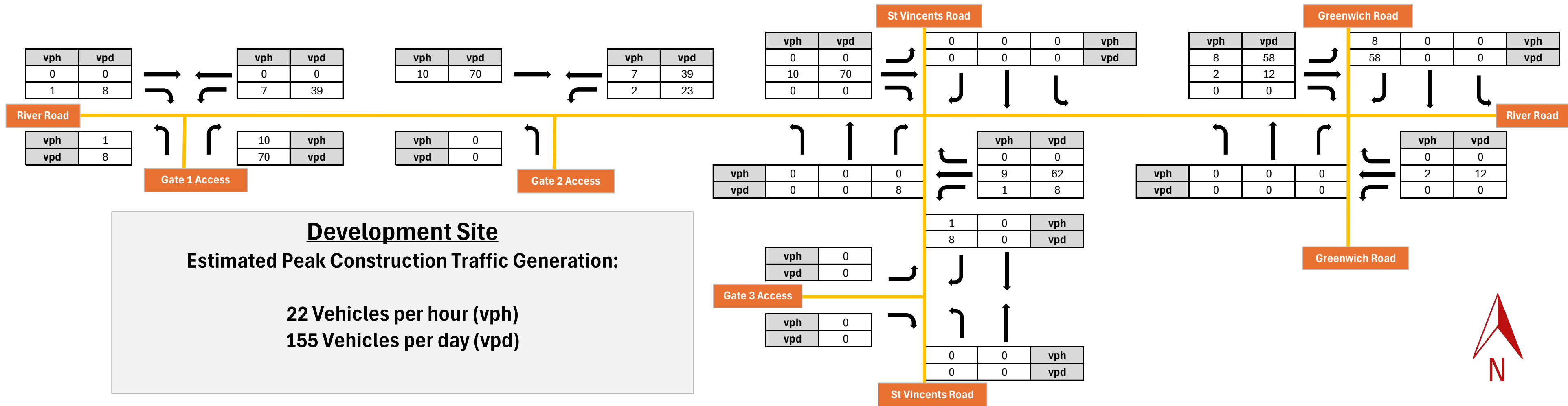
Pedestrian crossing arrangements at Gate 1 and the interface with the school will be maintained under full traffic signal control.

Revised on-site car parking and commute arrangements for contractors / construction workers during the concurrent construction works.

Workforce parking will be provided adjacent to the existing Pallister building. Other ad-hoc areas will be made available from time to time throughout the site based on construction activities, availability of space and use of lay down areas. Other areas that may be used for staff parking may be provided along the internal ring road, Pallister and Respite areas. Refer to Section 2.3.

Appendix A

CONSTRUCTION TRAFFIC VOLUMES

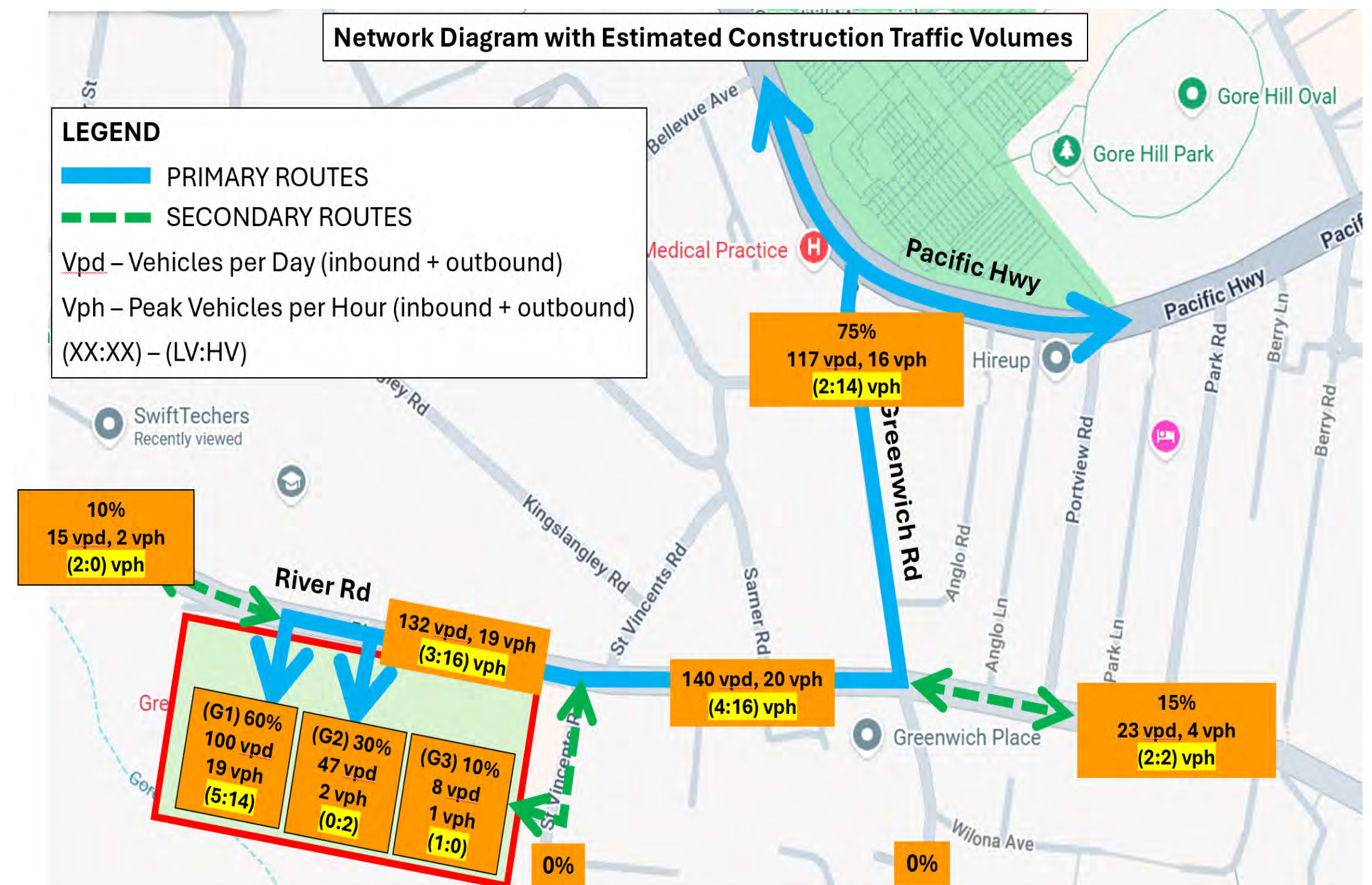


	Bulk Excavation	Structures & Fit-out	External Works	Inbound	Outbound	Total
Per Day	75	55	25	78	78	155
Per Hour	9	8	5	11	11	22

6 25% LVs and SRV
 16 75% HVs

	vph		vpd	
	In	Out	In	Out
Gate 1:	8	11	47	78
Gate 2:	2	0	23	0
Gate 3:	1	0	8	0
Total	11	11	78	78

	LVs		HVs		Total
	In	Out	In	Out	
Gate 1:	2	3	6	8	19 vph
Gate 2:	0	0	2	0	2 vph
Gate 3:	1	0	0	0	1 vph
Total	3	3	8	8	11 vph



Appendix B

SIDRA ANALYSIS MODELLING RESULTS

MOVEMENT SUMMARY

 **Site: 80675 [Greenwich Hospital - Gate 1 - AM 2026 Base (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 1 - AM Peak without construction traffic.
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Gate 1 Access															
1	L2	All MCs	1	0.0	1	0.0	0.008	39.8	LOS D	0.1	0.6	0.88	0.55	0.88	20.7
3	R2	All MCs	1	0.0	1	0.0	0.008	40.1	LOS D	0.1	0.6	0.88	0.55	0.88	20.7
Approach			2	0.0	2	0.0	0.008	39.9	LOS D	0.1	0.6	0.88	0.55	0.88	20.7
East: River Road															
4	L2	All MCs	1	0.0	1	0.0	0.001	3.7	LOS A	0.0	0.0	0.02	0.46	0.02	31.1
5	T1	All MCs	805	3.0	805	3.0	* 0.569	0.3	LOS A	1.7	12.5	0.05	0.05	0.05	39.9
Approach			806	3.0	806	3.0	0.569	0.3	LOS A	1.7	12.5	0.05	0.05	0.05	39.9
West: River Road															
11	T1	All MCs	1580	3.0	1580	3.0	0.559	0.3	LOS A	1.7	12.1	0.05	0.04	0.05	39.9
12	R2	All MCs	1	0.0	1	0.0	0.559	3.9	LOS A	1.7	12.0	0.05	0.04	0.05	32.4
Approach			1581	3.0	1581	3.0	0.559	0.3	LOS A	1.7	12.1	0.05	0.04	0.05	39.9
All Vehicles			2389	3.0	2389	3.0	0.569	0.3	LOS A	1.7	12.5	0.05	0.05	0.05	39.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Gate 1 Access												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: River Road												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		100	105	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 **Site: 80675 [Greenwich Hospital - Gate 1 - PM 2026 Base (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 1 - PM Peak without construction traffic.
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Gate 1 Access															
1	L2	All MCs	1	0.0	1	0.0	0.008	39.8	LOS D	0.1	0.6	0.88	0.55	0.88	20.7
3	R2	All MCs	1	0.0	1	0.0	0.008	40.1	LOS D	0.1	0.6	0.88	0.55	0.88	20.7
Approach			2	0.0	2	0.0	0.008	39.9	LOS D	0.1	0.6	0.88	0.55	0.88	20.7
East: River Road															
4	L2	All MCs	1	0.0	1	0.0	0.001	3.7	LOS A	0.0	0.0	0.02	0.46	0.02	31.1
5	T1	All MCs	1278	3.0	1278	3.0	* 0.903	2.8	LOS A	13.3	95.4	0.19	0.20	0.21	38.8
Approach			1279	3.0	1279	3.0	0.903	2.8	LOS A	13.3	95.4	0.19	0.20	0.21	38.8
West: River Road															
11	T1	All MCs	807	3.0	807	3.0	0.287	0.3	LOS A	0.5	3.9	0.03	0.03	0.03	39.9
12	R2	All MCs	1	0.0	1	0.0	0.287	4.1	LOS A	0.5	3.8	0.03	0.03	0.03	32.4
Approach			808	3.0	808	3.0	0.287	0.3	LOS A	0.5	3.9	0.03	0.03	0.03	39.9
All Vehicles			2089	3.0	2089	3.0	0.903	1.9	LOS A	13.3	95.4	0.13	0.13	0.14	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Gate 1 Access												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: River Road												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		100	105	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 80675 [Greenwich Hospital - Gate 2 - AM 2026 Base (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 2 - AM Peak without estimated construction traffic.
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Gate 2 Access															
1	L2	All MCs	1	0.0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.30	0.53	0.30	48.5
Approach			1	0.0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.30	0.53	0.30	48.5
East: River Road															
4	L2	All MCs	1	0.0	1	0.0	0.122	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	56.2
5	T1	All MCs	805	3.0	805	3.0	0.300	0.5	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			806	3.0	806	3.0	0.300	0.5	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: River Road															
11	T1	All MCs	1580	3.0	1580	3.0	0.413	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1580	3.0	1580	3.0	0.413	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			2387	3.0	2387	3.0	0.413	0.3	NA	0.0	0.0	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 80675 [Greenwich Hospital - Gate 2 - PM 2026 Base (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 2 - PM Peak without estimated construction traffic.
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Gate 2 Access															
1	L2	All MCs	1	0.0	1	0.0	0.001	11.4	LOS B	0.0	0.0	0.40	0.55	0.40	48.2
Approach			1	0.0	1	0.0	0.001	11.4	LOS B	0.0	0.0	0.40	0.55	0.40	48.2
East: River Road															
4	L2	All MCs	1	0.0	1	0.0	0.193	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	56.2
5	T1	All MCs	1278	3.0	1278	3.0	0.475	1.4	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1279	3.0	1279	3.0	0.475	1.4	NA	0.0	0.0	0.00	0.00	0.00	59.7
West: River Road															
11	T1	All MCs	807	3.0	807	3.0	0.211	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			807	3.0	807	3.0	0.211	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			2087	3.0	2087	3.0	0.475	0.9	NA	0.0	0.0	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Greenwich Hospital - Intersection - AM 2026 Base
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - River Road and St Vincents Road Intersection - AM Peak without construction traffic.
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: St Vincents Road															
1	L2	All MCs	40	0.0	40	0.0	0.077	10.7	LOS B	0.2	1.7	0.63	0.84	0.63	49.2
2	T1	All MCs	1	0.0	1	0.0	0.149	77.9	LOS F	0.4	2.7	0.97	0.99	0.98	26.1
3	R2	All MCs	6	0.0	6	0.0	0.149	76.6	LOS F	0.4	2.7	0.97	0.99	0.98	26.0
Approach			47	0.0	47	0.0	0.149	20.6	LOS C	0.4	2.7	0.68	0.86	0.68	43.5
East: River Road															
4	L2	All MCs	10	0.0	10	0.0	0.392	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.2
5	T1	All MCs	740	3.0	740	3.0	0.392	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
6	R2	All MCs	45	0.0	45	0.0	0.191	22.4	LOS C	0.7	4.6	0.89	0.96	0.92	42.5
Approach			795	2.8	795	2.8	0.392	1.5	NA	0.7	4.6	0.05	0.06	0.05	58.3
North: St Vincents Road															
7	L2	All MCs	32	0.0	32	0.0	0.061	10.7	LOS B	0.2	1.4	0.62	0.84	0.62	49.2
8	T1	All MCs	2	0.0	2	0.0	0.333	90.1	LOS F	0.9	6.3	0.98	1.01	1.06	23.1
9	R2	All MCs	13	0.0	13	0.0	0.333	95.9	LOS F	0.9	6.3	0.98	1.01	1.06	23.0
Approach			47	0.0	47	0.0	0.333	37.6	LOS E	0.9	6.3	0.74	0.89	0.76	36.1
West: River Road															
10	L2	All MCs	46	0.0	46	0.0	0.419	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.0
11	T1	All MCs	1525	3.0	1525	3.0	0.419	0.2	LOS A	0.3	2.2	0.02	0.05	0.03	59.5
12	R2	All MCs	18	0.0	18	0.0	0.419	9.1	LOS A	0.3	2.2	0.04	0.06	0.06	57.0
Approach			1589	2.9	1589	2.9	0.419	0.4	NA	0.3	2.2	0.02	0.04	0.03	59.4
All Vehicles			2478	2.7	2478	2.7	0.419	1.9	NA	0.9	6.3	0.06	0.08	0.06	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Greenwich Hospital - Intersection - PM 2026 Base
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - River Road and St Vincents Road Intersection - PM Peak without construction traffic.
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: St Vincents Road															
1	L2	All MCs	38	0.0	38	0.0	0.298	35.8	LOS E	0.9	6.1	0.93	1.00	1.04	36.8
2	T1	All MCs	4	0.0	4	0.0	0.303	110.1	LOS F	0.8	5.5	0.98	1.01	1.05	20.9
3	R2	All MCs	7	0.0	7	0.0	0.303	113.3	LOS F	0.8	5.5	0.98	1.01	1.05	20.8
Approach			49	0.0	49	0.0	0.303	52.9	LOS F	0.9	6.1	0.94	1.00	1.04	31.4
East: River Road															
4	L2	All MCs	15	0.0	15	0.0	0.673	5.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.7
5	T1	All MCs	1272	3.0	1272	3.0	0.673	0.4	LOS A	0.0	0.0	0.00	0.01	0.00	59.1
6	R2	All MCs	22	0.0	22	0.0	0.029	9.2	LOS A	0.1	0.8	0.61	0.73	0.61	50.2
Approach			1309	2.9	1309	2.9	0.673	0.6	NA	0.1	0.8	0.01	0.02	0.01	58.9
North: St Vincents Road															
7	L2	All MCs	22	0.0	22	0.0	0.028	7.9	LOS A	0.1	0.7	0.47	0.67	0.47	51.1
8	T1	All MCs	1	0.0	1	0.0	0.757	184.9	LOS F	2.3	15.9	0.99	1.07	1.35	14.3
9	R2	All MCs	25	0.0	25	0.0	0.757	192.2	LOS F	2.3	15.9	0.99	1.07	1.35	14.3
Approach			48	0.0	48	0.0	0.757	107.6	LOS F	2.3	15.9	0.75	0.89	0.95	21.3
West: River Road															
10	L2	All MCs	18	0.0	18	0.0	0.263	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.2
11	T1	All MCs	791	3.0	791	3.0	0.263	1.6	LOS A	1.4	10.1	0.14	0.17	0.14	57.8
12	R2	All MCs	37	0.0	37	0.0	0.263	17.3	LOS C	1.4	10.1	0.37	0.41	0.37	52.8
Approach			846	2.8	846	2.8	0.263	2.4	NA	1.4	10.1	0.15	0.18	0.15	57.5
All Vehicles			2252	2.7	2252	2.7	0.757	4.7	NA	2.3	15.9	0.10	0.12	0.11	55.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 Site: 80675 [Greenwich Hospital - Gate 1 - AM 2028 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 1 - AM Peak including estimated construction traffic.
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Gate 1 Access															
1	L2	All MCs	1	0.0	1	0.0	0.064	41.6	LOS D	0.5	5.5	0.90	0.63	0.90	20.4
3	R2	All MCs	10	80.0	10	80.0	* 0.064	41.9	LOS D	0.5	5.5	0.90	0.63	0.90	20.2
Approach			11	72.7	11	72.7	0.064	41.8	LOS D	0.5	5.5	0.90	0.63	0.90	20.2
East: River Road															
4	L2	All MCs	7	85.7	7	85.7	0.008	4.2	LOS A	0.0	0.1	0.02	0.44	0.02	31.1
5	T1	All MCs	805	3.0	805	3.0	* 0.569	0.3	LOS A	1.7	12.5	0.05	0.05	0.05	39.9
Approach			812	3.7	812	3.7	0.569	0.3	LOS A	1.7	12.5	0.05	0.05	0.05	39.8
West: River Road															
11	T1	All MCs	1580	3.0	1580	3.0	0.559	0.3	LOS A	1.7	12.1	0.05	0.04	0.05	39.9
12	R2	All MCs	1	0.0	1	0.0	0.559	3.9	LOS A	1.7	12.0	0.05	0.04	0.05	32.4
Approach			1581	3.0	1581	3.0	0.559	0.3	LOS A	1.7	12.1	0.05	0.04	0.05	39.9
All Vehicles			2404	3.6	2404	3.6	0.569	0.5	LOS A	1.7	12.5	0.05	0.05	0.05	39.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Gate 1 Access												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: River Road												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		100	105	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 80675 [Greenwich Hospital - Gate 1 - PM 2028 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 1 - PM Peak including estimated construction traffic.
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Gate 1 Access															
1	L2	All MCs	1	0.0	1	0.0	0.064	41.6	LOS D	0.5	5.5	0.90	0.63	0.90	20.4
3	R2	All MCs	10	80.0	10	80.0	* 0.064	41.9	LOS D	0.5	5.5	0.90	0.63	0.90	20.2
Approach			11	72.7	11	72.7	0.064	41.8	LOS D	0.5	5.5	0.90	0.63	0.90	20.2
East: River Road															
4	L2	All MCs	7	85.7	7	85.7	0.008	4.2	LOS A	0.0	0.1	0.02	0.44	0.02	31.1
5	T1	All MCs	1278	3.0	1278	3.0	* 0.903	2.8	LOS A	13.3	95.4	0.19	0.20	0.21	38.8
Approach			1285	3.5	1285	3.5	0.903	2.9	LOS A	13.3	95.4	0.19	0.20	0.21	38.8
West: River Road															
11	T1	All MCs	807	3.0	807	3.0	0.287	0.3	LOS A	0.5	3.9	0.03	0.03	0.03	39.9
12	R2	All MCs	1	0.0	1	0.0	0.287	4.1	LOS A	0.5	3.8	0.03	0.03	0.03	32.4
Approach			808	3.0	808	3.0	0.287	0.3	LOS A	0.5	3.9	0.03	0.03	0.03	39.9
All Vehicles			2104	3.6	2104	3.6	0.903	2.1	LOS A	13.3	95.4	0.13	0.14	0.15	39.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Gate 1 Access												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
East: River Road												
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		100	105	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 80675 [Greenwich Hospital - Gate 2 - AM 2028 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 2 - AM Peak including estimated construction traffic.
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Gate 2 Access															
1	L2	All MCs	1	100.0	1	100.0	0.002	10.3	LOS B	0.0	0.1	0.38	0.54	0.38	42.2
Approach			1	100.0	1	100.0	0.002	10.3	LOS B	0.0	0.1	0.38	0.54	0.38	42.2
East: River Road															
4	L2	All MCs	2	100.0	2	100.0	0.123	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	50.6
5	T1	All MCs	812	3.0	812	3.0	0.303	0.5	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			814	3.2	814	3.2	0.303	0.5	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: River Road															
11	T1	All MCs	1590	3.0	1590	3.0	0.416	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1590	3.0	1590	3.0	0.416	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			2405	3.1	2405	3.1	0.416	0.3	NA	0.0	0.1	0.00	0.00	0.00	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 80675 [Greenwich Hospital - Gate 2 - PM 2028 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - Gate 2 - PM Peak including estimated construction traffic.
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Gate 2 Access															
1	L2	All MCs	1	100.0	1	100.0	0.002	15.0	LOS C	0.0	0.1	0.48	0.58	0.48	40.9
Approach			1	100.0	1	100.0	0.002	15.0	LOS C	0.0	0.1	0.48	0.58	0.48	40.9
East: River Road															
4	L2	All MCs	2	100.0	2	100.0	0.195	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	50.6
5	T1	All MCs	1285	3.0	1285	3.0	0.479	1.4	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1287	3.2	1287	3.2	0.479	1.5	NA	0.0	0.0	0.00	0.00	0.00	59.7
West: River Road															
11	T1	All MCs	817	3.0	817	3.0	0.214	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			817	3.0	817	3.0	0.214	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			2105	3.1	2105	3.1	0.479	0.9	NA	0.0	0.1	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

▼ Site: 101 [Greenwich Hospital - Intersection - AM 2028 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - River Road and St Vincents Road Intersection - AM Peak including estimated construction traffic.
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: St Vincents Road															
1	L2	All MCs	40	0.0	40	0.0	0.078	5.4	LOS A	0.3	1.8	0.64	0.64	0.64	25.3
2	T1	All MCs	1	0.0	1	0.0	0.157	77.8	LOS F	0.4	2.9	0.97	0.98	0.98	17.0
3	R2	All MCs	6	0.0	6	0.0	0.157	75.8	LOS F	0.4	2.9	0.97	0.98	0.98	17.0
Approach			47	0.0	47	0.0	0.157	15.9	LOS C	0.4	2.9	0.69	0.69	0.69	23.6
East: River Road															
4	L2	All MCs	11	0.0	11	0.0	0.400	3.6	LOS A	0.0	0.0	0.00	0.01	0.00	39.4
5	T1	All MCs	749	4.0	749	4.0	0.400	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	39.8
6	R2	All MCs	45	0.0	45	0.0	0.196	20.9	LOS C	0.7	4.7	0.90	0.96	0.93	32.3
Approach			805	3.7	805	3.7	0.400	1.4	NA	0.7	4.7	0.05	0.06	0.05	39.3
North: St Vincents Road															
7	L2	All MCs	32	0.0	32	0.0	0.062	8.7	LOS A	0.2	1.4	0.63	0.80	0.63	36.1
8	T1	All MCs	2	0.0	2	0.0	0.351	95.1	LOS F	0.9	6.6	0.98	1.02	1.07	15.5
9	R2	All MCs	13	0.0	13	0.0	0.351	100.2	LOS F	0.9	6.6	0.98	1.02	1.07	19.0
Approach			47	0.0	47	0.0	0.351	37.7	LOS E	0.9	6.6	0.74	0.87	0.77	27.7
West: River Road															
10	L2	All MCs	46	0.0	46	0.0	0.424	3.6	LOS A	0.0	0.0	0.00	0.03	0.00	39.3
11	T1	All MCs	1535	3.5	1535	3.5	0.424	0.2	LOS A	0.3	2.3	0.02	0.04	0.03	39.8
12	R2	All MCs	18	0.0	18	0.0	0.424	7.2	LOS A	0.3	2.3	0.04	0.05	0.06	26.7
Approach			1599	3.4	1599	3.4	0.424	0.4	NA	0.3	2.3	0.02	0.04	0.03	39.6
All Vehicles			2498	3.4	2498	3.4	0.424	1.7	NA	0.9	6.6	0.06	0.07	0.06	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Greenwich Hospital - Intersection - PM 2028 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenwich Hospital - River Road and St Vincents Road Intersection - PM Peak including estimated construction traffic.
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: St Vincents Road															
1	L2	All MCs	38	0.0	38	0.0	0.313	32.2	LOS D	0.9	6.4	0.94	1.00	1.05	21.4
2	T1	All MCs	4	0.0	4	0.0	0.327	116.2	LOS F	0.9	6.0	0.98	1.02	1.05	14.2
3	R2	All MCs	7	0.0	7	0.0	0.327	119.2	LOS F	0.9	6.0	0.98	1.02	1.05	14.2
Approach			49	0.0	49	0.0	0.327	51.5	LOS F	0.9	6.4	0.95	1.01	1.05	19.2
East: River Road															
4	L2	All MCs	16	0.0	16	0.0	0.681	4.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.0
5	T1	All MCs	1281	3.6	1281	3.6	0.681	0.6	LOS A	0.0	0.0	0.00	0.01	0.00	39.5
6	R2	All MCs	22	0.0	22	0.0	0.029	7.2	LOS A	0.1	0.8	0.61	0.69	0.61	36.7
Approach			1319	3.5	1319	3.5	0.681	0.8	NA	0.1	0.8	0.01	0.02	0.01	39.4
North: St Vincents Road															
7	L2	All MCs	22	0.0	22	0.0	0.028	5.9	LOS A	0.1	0.7	0.47	0.61	0.47	37.2
8	T1	All MCs	1	0.0	1	0.0	0.818	214.3	LOS F	2.5	17.7	1.00	1.13	1.43	10.2
9	R2	All MCs	25	0.0	25	0.0	0.818	221.0	LOS F	2.5	17.7	1.00	1.13	1.43	11.7
Approach			48	0.0	48	0.0	0.818	122.2	LOS F	2.5	17.7	0.76	0.89	0.99	16.9
West: River Road															
10	L2	All MCs	18	0.0	18	0.0	0.269	3.5	LOS A	0.0	0.0	0.00	0.02	0.00	39.4
11	T1	All MCs	801	4.0	801	4.0	0.269	1.7	LOS A	1.5	10.7	0.15	0.17	0.15	39.0
12	R2	All MCs	37	0.0	37	0.0	0.269	15.8	LOS C	1.5	10.7	0.38	0.41	0.38	25.7
Approach			856	3.7	856	3.7	0.269	2.4	NA	1.5	10.7	0.15	0.17	0.15	38.2
All Vehicles			2272	3.4	2272	3.4	0.818	5.0	NA	2.5	17.7	0.10	0.12	0.11	37.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix C

CTPMSP



CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT SUB-PLAN (CTPMSP)

GREENWICH HOSPITAL REDEVELOPMENT

97-115 RIVER ROAD

GREENWICH NSW 2065

SSD-13619238



21 November 2025

Our Reference: 80675

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Appendices

- A Vehicle Swept Path Plans
- B Traffic Guidance Scheme

1. Introduction



ITE Traffic has prepared this revised Construction Traffic & Pedestrian Management Sub-Plan (CTPMSP) as part of a Modification Application to enable the concurrent delivery of Stage 2 and Stage 3 of Greenwich Hospital Redevelopment.

The revised construction methodology is to consolidate Stage 2 and Stage 3 to achieve a shorter overall construction period and to minimise prolonged impacts.

As such the proposed construction program has been revised as follows:

- ▶ **Stage 1 – Early Works**, including site establishment, landscaping, and enabling infrastructure works.
- ▶ **Stage 2 – Health Building and Stage 3 Serviced Seniors Living**, providing the new health building, serviced seniors living buildings, and basement levels.
- ▶ **Stage 4 – Respite**, delivery of the respite building on the eastern edge of the site.

The subject site is located at 97-115 River Road Greenwich as shown in Figure 1.

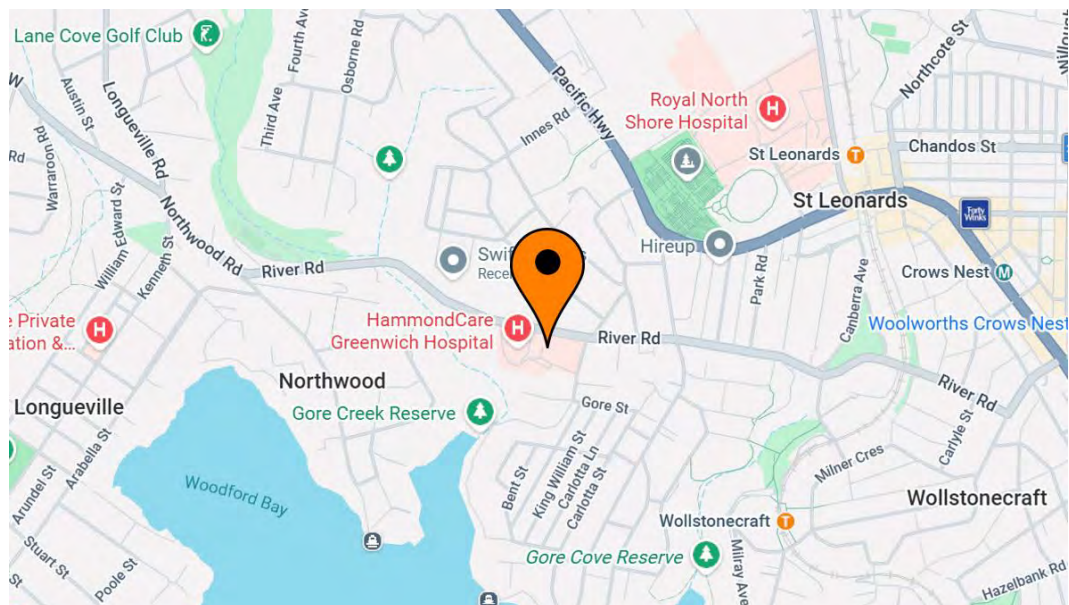


Figure 1: Site Locality

2. Proposed Development

The approved redevelopment involves:

- ▶ Demolition of the existing hospital building and associated facilities with the exception of heritage listed Pallister House.
- ▶ Construction of a new hospital facility and integrated healthcare services, including:
 - A new 7 storey main hospital building offering 130-bed residential aged care and health care facilities
 - Two new 5-6 storey serviced self-care buildings offering 89 services senior living units
 - A new 2-3 storey respite care building.
- ▶ Construction of associated site facilities and services, including pedestrian and vehicular access to basement parking.
- ▶ Site landscaping and infrastructure works.
- ▶ Preservation of Pallister House which will continue to house dementia care and administrative functions.

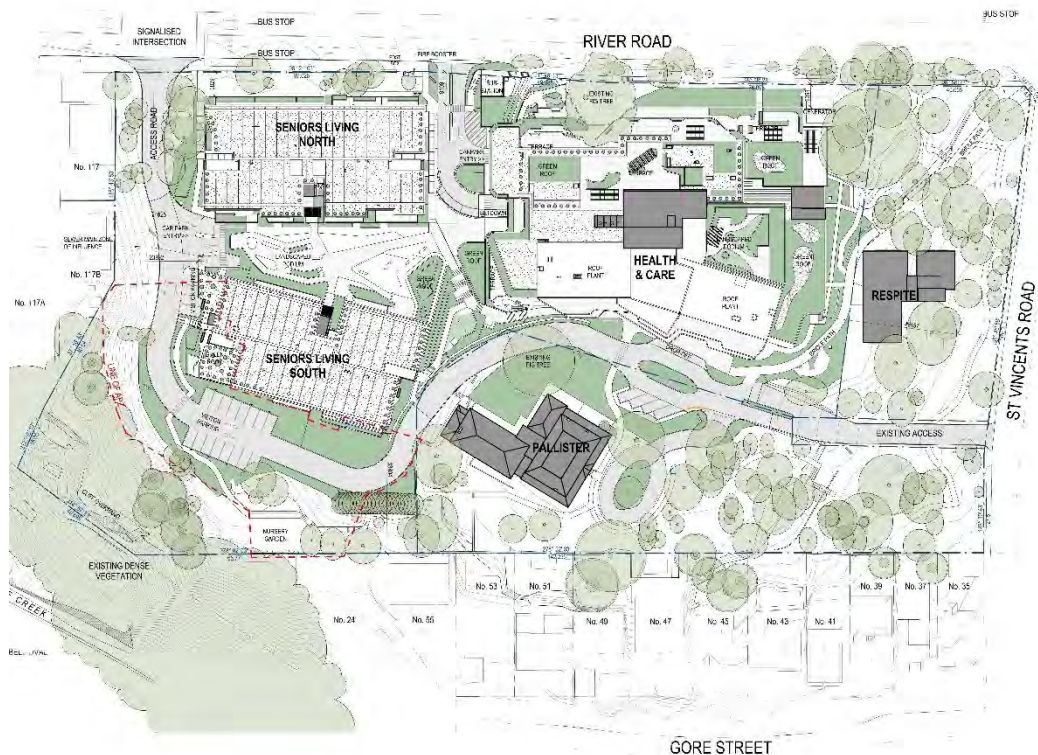


Figure 2: Approved Plan of Development

3. Existing Site Conditions

The existing hospital provides rehabilitation with an integrated day therapy and home-based rehabilitation services, inpatient palliative care services and day respite services as well as psycho geriatric assessment and inpatient care.

The services provided by the hospital are currently located in several interconnected buildings throughout the site as shown in Figure 3.

Vehicle access to the site is as follows:

- ▶ Signalised intersection with River Road (west).
- ▶ Mid-block access via River Road.
- ▶ All movements access via St Vincents Road.

Pedestrian access to the site is generally limited to the River Road frontage.

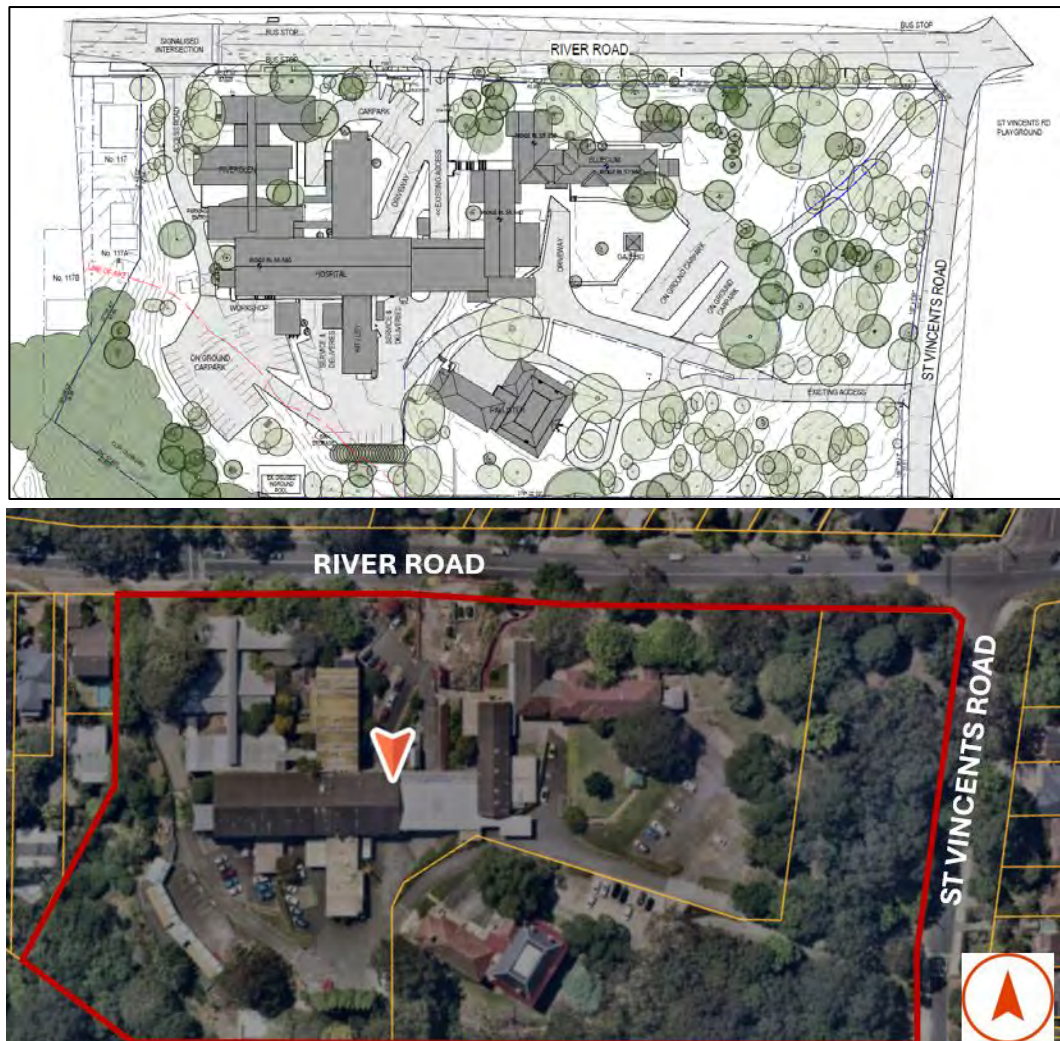


Figure 3: Existing Site Plan and Aerial View

4. Existing Traffic Conditions

4.1 Road Network

The road network classifications that directly service the site are as follows and shown in Figure 4 overleaf:

- ▶ **Pacific Highway** – a State Road and Arterial route providing the major north/south connection between Sydney and Hornsby.



- ▶ **River Road** – a Regional Road and Sub-Arterial route which connects Longueville and Crows Nest.



- ▶ **Greenwich Road** – a Collector route which links River Road to the Pacific Highway.



- ▶ **St Vincents Road** – a local access road which connects to River Road.

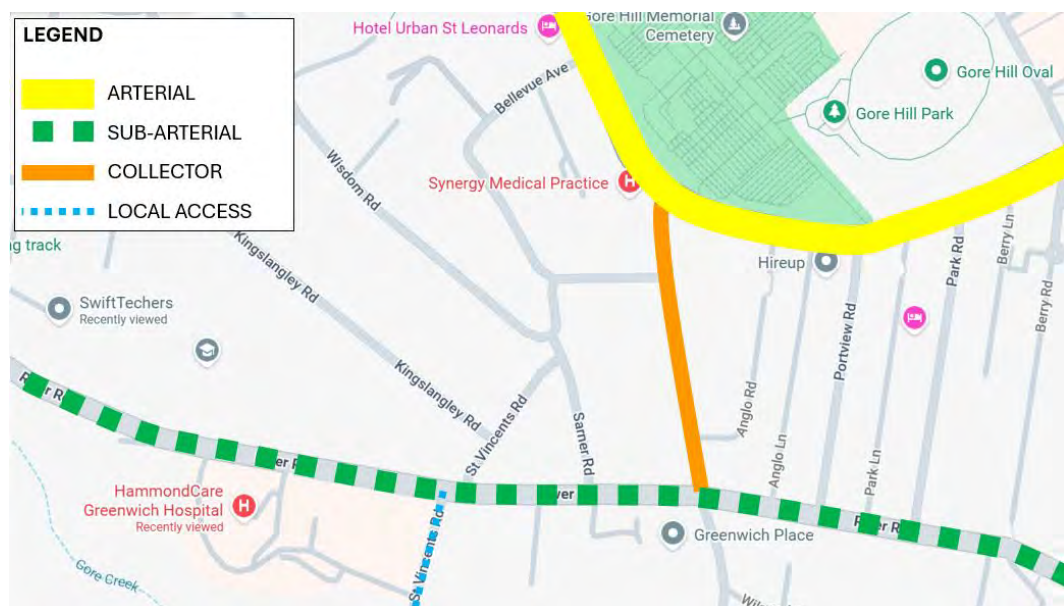


Figure 4: Existing Road Network Plan

4.2 Traffic Controls

Key traffic controls along the road network in the vicinity of the site are shown in Figure 5 and include:

- ▶ Signalised intersection of Pacific Highway/Greenwich Road.
- ▶ Signalised intersection of River Road/Greenwich Road.
- ▶ Signalised intersection of River Road/main Hospital access.
- ▶ Give Way intersection control of River Road/St Vincents Road.
- ▶ 50 km/h sign posted speed limit along River Road and St Vincents Road.
- ▶ 40km/h School Zone (8 - 9.30am, 2.30 - 4pm School Days) along River Road between St Vincents Road and Standish Street.

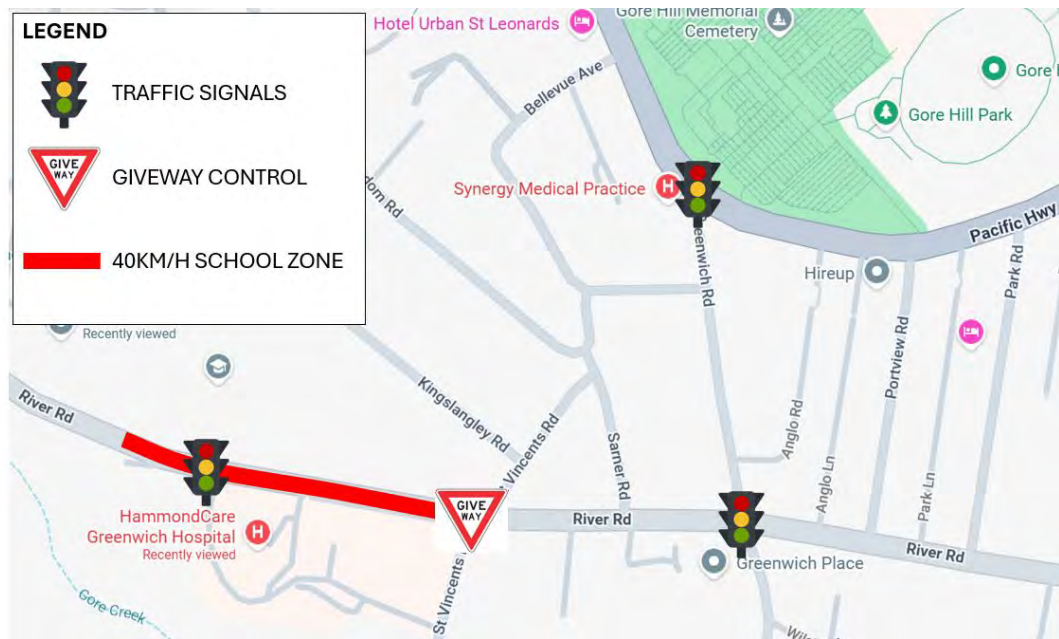


Figure 5: Key Traffic Controls

4.3 Traffic Volumes

Recently surveyed morning (AM) and afternoon (PM) peak hour mid-block traffic volumes adjacent to the subject site are provided in Figure 6.

The AM and PM peak hours were found to be 8.00am-9.00am and 5.00pm to 6.00pm respectively.

It is noted these volumes include existing traffic associated with the hospital operations.

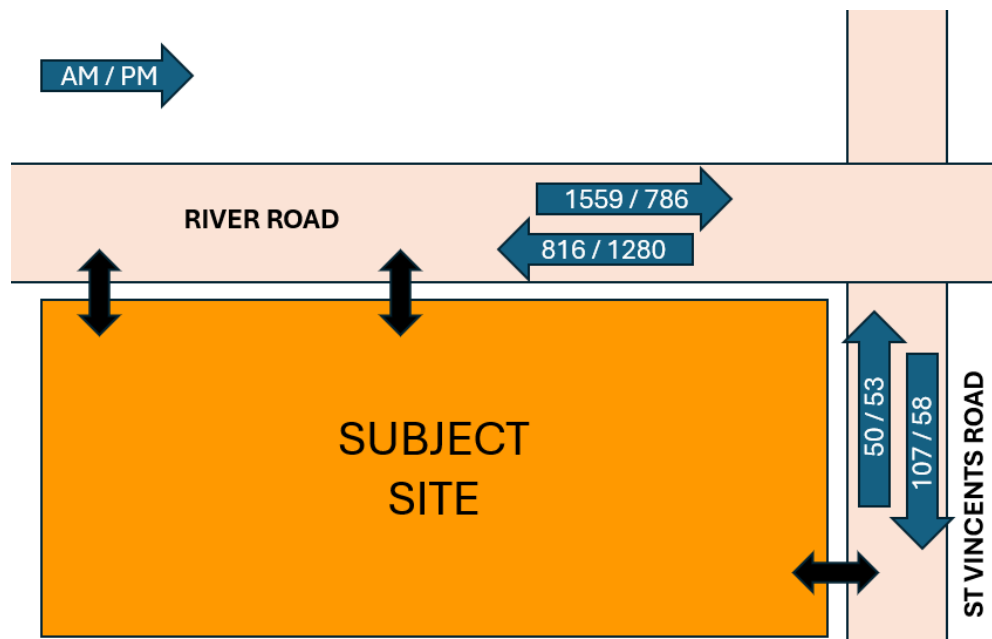


Figure 6: Existing Mid-Block Peak Hour Traffic Volumes

4.4 Public Transport

The subject site is within close proximity to 6 bus stops along River Road, St Vincents Road and Kingslangley Road as shown in Figure 7.

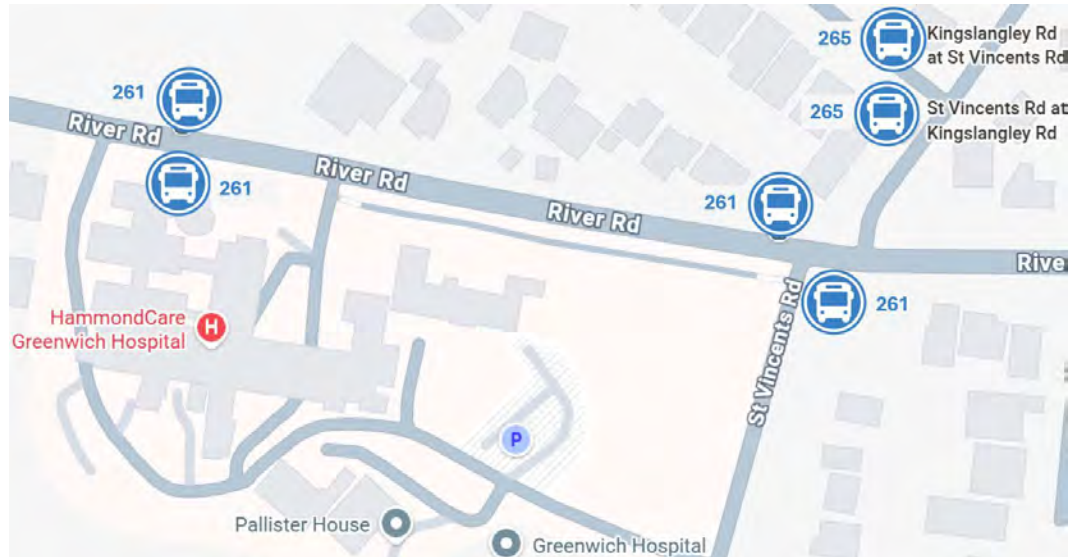


Figure 7: Bus Stop Locations

- ▶ **Bus Route 261** operates along River Road between Lane Cove and the City via Longueville, Northwood and Crows Nest and North Sydney. This route operates as a 6 days per week service with a number of weekday services extending to Chatswood. Bus stops are provided on either side of River Road adjacent to the Hospital's signalised access and also in the vicinity of St Vincents Road.
- ▶ **Bus Route 265** operates along Greenwich Road and River Road (part) connecting between Lane Cove and McMahons Point via St Leonards, Crows Nest and North Sydney. This service operates on a full-time basis on weekdays with peak period frequencies of 30 minutes and 60-minute frequencies at other times and daytime on Saturdays. Bus stops for this service are located either side of St Vincents Road/ Kingslangley Road intersection.

Two train stations are within 1km east of the site, namely:

- ▶ St Leonards Station, and
- ▶ Wollstonecraft Station.

It is noted that commuter car parking is provided at the Wollstonecraft Station.

4.5 Pedestrians and Active Transport

The extent of existing pedestrian footpaths and road crossings surrounding the subject site are shown in Figure 8.



Figure 8: Existing Pedestrian Footpaths and Road Crossings

There are currently no existing on-street bicycle lanes within the vicinity of the subject site.

5. Construction Staging and Work Hours

5.1 Revised Construction Staging

The revised overall staging program (Rev 4) is provided below:

Stage	Scope	Previous Program (Rev3)	Revised Program (Rev4)
1	Early Works comprises enabling and external works. Works include: - Decommissioning and capping of existing services - Installation of temporary MSB, substations, potable water, power and comms to the hospital and Pallister House - Civil and stormwater works and new internal access road - Landscape works (nursery garden, southern boundary berm, revegetation of southwest slope) - Other temporary services	Commence: Q4 2024 Complete: Q4 2025	Commence: Q4 2024 Complete: Q1 2026
2	Health Buildings - Demolition and earthworks for the hospital and seniors living building sites - Basement (shared with Stage 3) - Full construction of the new hospital building	Commence: Q4 2029 Complete: Q4 2031	Commence: April 2026 Complete: Q3 2029
3	Serviced Seniors Living – North and South - Construction of two 5-6 storey seniors living buildings - Basement (shared with Stage 2)	Commence: Q4 2031 Complete: Q1/2 2033	Commence: April 2026 Complete: Q2 2028
4	Respite Care Building Construction of two storey respite building	Commence: Q1 2033 Complete: Q4 2033	Commence: Q1 2033 Complete: Q4 2033

The now consolidated staging plans for the concurrent Stage 2 and Stage 3 demolition and construction activities are provided in Figure 9 and Figure 10.

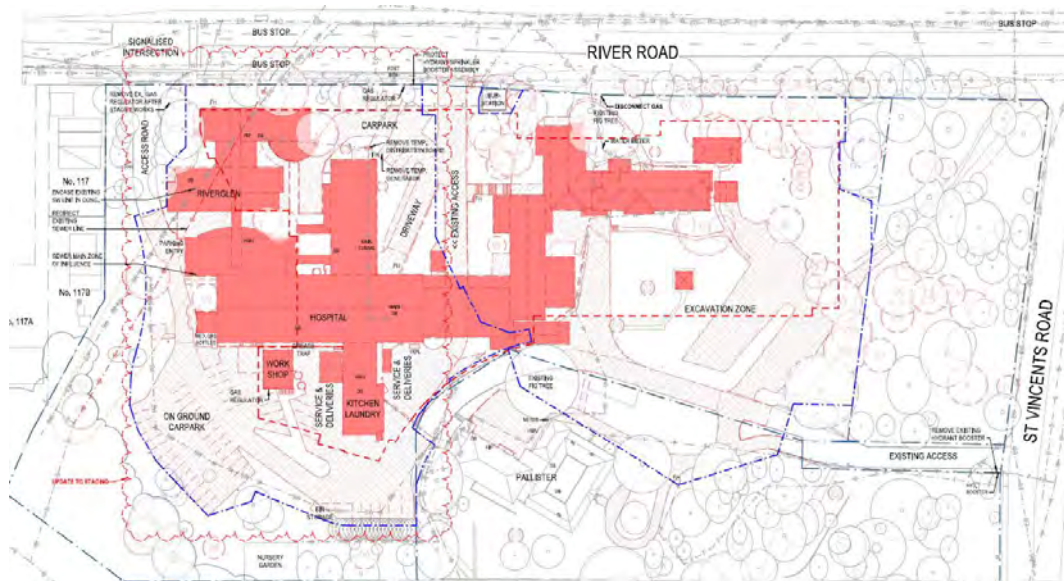


Figure 9: Combined Stage 2 and Stage 3 Demolition Plan

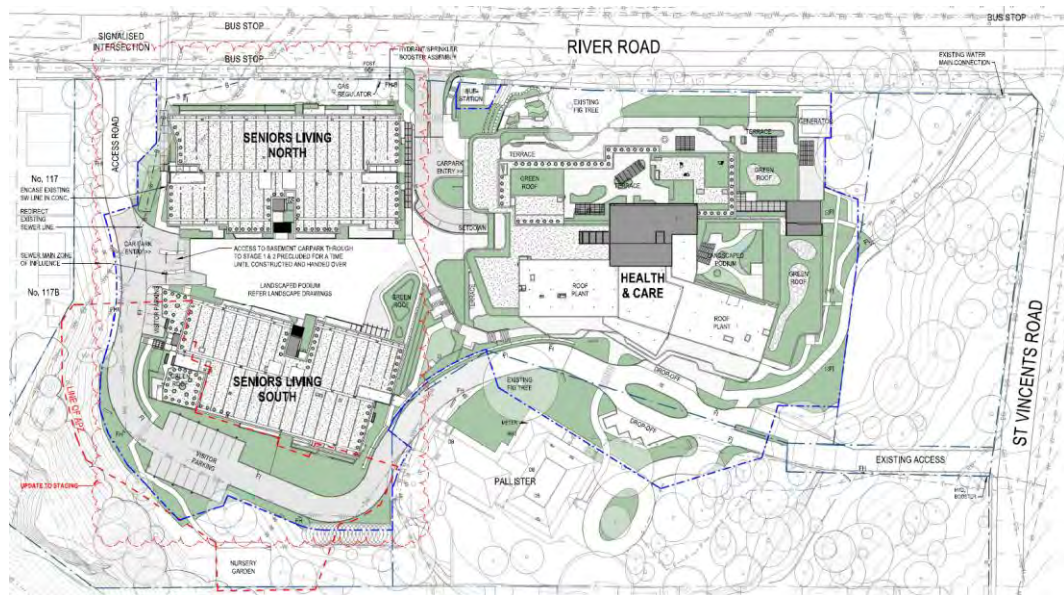


Figure 10: Combined Stage 2 and Stage 3 Construction Plan

5.2 Construction Work Hours

Typical construction work hours shall be as follows:

- ▶ 7:30 am to 5:30 pm Monday to Friday.
- ▶ 8:00 am to 1:00 pm Saturday.
- ▶ No work Sunday and Public Holidays.

Rock breaking, rock hammering, sheet piling and similar activities shall only be carried out between the following hours:

- ▶ 9:00 am to Midday and 2:00 pm to 5:00 pm Monday to Friday.
- ▶ 9:00 am to Midday Saturday.
- ▶ No work Sunday and Public Holidays.

6. Road Safety Audit

A construction stage Road Safety Audit was previously prepared by Positive Traffic Pty Ltd in November 2024 (Report No: PT124067r01_V7).

The key findings of this audit and response comments are reproduced below:

No.	Item	Description	Risk	Audit Team Assessment/Comment	SITE Traffic Response
1.	Inconsistent CTMP / TGS Plans	Discrepancies in TGS and CTMP traffic management plans	Low	Consistency of information in particular placement of traffic controls and signage should be considered across all plans to avoid confusion	Comments based on an old draft version of the CTMP/TGS's and no longer valid.
2.	TGS Plan	Advisory signage for trucks turning around St Vincents Road intersection	Med	Consideration for expansion of TGS signage plan to include 'trucks turning' advisory signage for St Vincents Road / River Road intersection	Trucks advisory signage is incorporated into the current TGSs.
3.	Protection of pedestrians on south – west corner of St Vincents Road intersection	Provision of barrier separation of pedestrians using poor condition pathway on south – west corner of St Vincents Road intersection	High	Consideration for removable barriers to provide separation to pedestrians / large vehicles.	Barriers would be problematic at this location and would narrow the existing footpath /kerb ramp area. Left turns out of St Vincents Rd will be minimal and not the primary haulage route.
4.	Driveway Access Grades	Existing steep grade of St Vincents Road access	High	Confirm suitability of driveway for large vehicle access having regard to existing steep grades and limited grade transitions	The main contractor has confirmed in writing that the driveway gradients will not be an issue during construction.
5.	School Consultation	Plan of Management for School communications	Med	Consideration of an ongoing communications strategy for school parents / staff parking advisory of any changes to on-street parking availability and construction activities	Refer to Section 7.14 of this document.
6.	Movement of large vehicles during school peak periods	Ambiguity of sub CTMP references to heavy vehicle access during school peak periods	High	Access by large heavy vehicles during school peak periods should be avoided in all instances	Refer to commentary below.

On the basis that there are no fundamental changes to the existing road and transport network or the CTPMSP, with the exception of combining Stages 2 and 3, it is our professional view that an additional road safety audit would not be necessary.

We confirm that the recommendations of Items 1 to 5 above have been carried over into this revised CTPMSP.

Having regard to Item 6, we note that restricting heavy vehicle movements during the morning and afternoon school peaks will effectively halve the working day and accessibility of heavy vehicles by limiting their access times to a short 5-hour window between 9.30 am to 2.30 pm.

We also note such restrictions are not conditioned as part of the Development Consent.

If such limiting restrictions were imposed, the overall construction program would be extended significantly, and in turn lengthen the duration of impacts to the broader community. This would also have substantial cost implications to the construction budget.

In view of this matter, and to help mitigate the risks of heavy vehicles during school peaks, it is instead recommended that the head contractor of each stage closely monitor the interaction of vehicles and school students during the critical peaks.

The head contractor shall then meet with representatives of Greenwich Public School on a bi-monthly basis (or as otherwise deemed necessary) to discuss any identified safety concerns and implement reasonable mitigation measures in response.

This CTPMSP also recommends reducing the traffic speed in St Vincents Road to 20km/h during construction times.

7. Construction Traffic Management

7.1 General Mitigation Measures

The proposed measures to mitigate potential road safety and efficiency during construction (as per Condition C15(d)) include:

- ▶ Limit traffic speeds to 40km/h along River Road during construction hours.
- ▶ Limit traffic speeds to 20km/h along St Vincents Road during construction hours.
- ▶ Limit all construction traffic at Gate 2 to Left in/Left out only movements.
- ▶ Widen the Hospital access connection at Gate 2 to accommodate large trucks.
- ▶ Provide specific measures in St Vincents Road including:
 - prohibition of parking along the western kerb (See Figure 15).
 - widen Hospital access connection to accommodate large trucks.
 - Managing exiting construction traffic so that exiting trucks are precluded from passing entering trucks on St Vincents Road.
- ▶ Provide temporary fencing and/or site hoarding and gated accesses around the site to restrict non-bona fide pedestrian and vehicle movements.
- ▶ Provide Traffic Controllers at each Gate to ensure the safe passage of pedestrians and cyclists, and to control truck exit/release movements.
- ▶ Prepare specific Traffic Management Plans for the infrequent access of any vehicles larger than Truck and Dog configurations.

7.2 Construction Traffic

It is anticipated that the construction works will involve the following vehicle types:

Vehicle Type	Vehicle Length
Semi-Trailer (AV) - infrequent	19m
Truck & Dog Tipper	18.1m (or worst-case 20.0m Truck & Quad Dog)
Heavy Rigid Vehicles (HRV)	12.5m
Medium rigid vehicles (MRV)	8.8m
Small rigid vehicles (SRV)	6.4m
Mobile cranes	9.8m - 13.5m
Concrete agitators/pumps	8.8m – 9.8m
Utility vehicle/Van (B99)	5.2m

The maximum estimated total truck movements (inbound plus outbound) are expected to be as follows:

	Bulk Excavation	Structure & Fit-out	External Works
Per Day	75	55	25
Per Hour	9	8	5

The delivery/dispatch of any heavy plant via oversized vehicles will occur outside of normal commuter and school peaks.

Any infrequent access movements required for such oversized vehicles (large structured components or machinery etc) shall be subject to separate specific traffic management plans.

7.3 Site Accesses

Access to the site will be via the 3 existing accesses, namely Gates 1 and 2 on River Road and Gate 3 on St Vincents Road as shown in Figure 11.

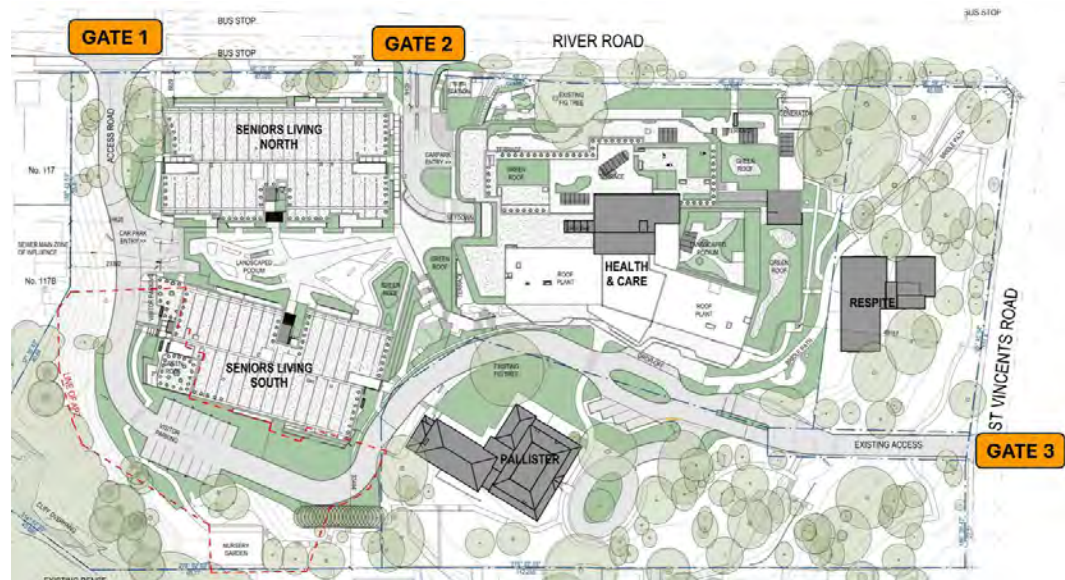


Figure 11: Construction Access Gates

The permitted vehicle movements for all construction vehicles at each Gate shall be as follows:

- ▶ **Gate 1:** All movements permitted (under full signal control).
- ▶ **Gate 2:** Left in/Left out only.
- ▶ **Gate 3:** Right in/Left out only.

7.4 Access Management

Each Gate shall be manned by a qualified Traffic Controller (TC). The role of each TC at each Gate shall generally be as follows:

▶ **Gate 1 TC:**

- Assist in the safe passage of pedestrians and cyclists along and across River Road.
- Do not allow vehicles (or pedestrians) to traverse the intersection without the appropriate and legal traffic signal control. Ensure all traffic movements adhere to the signal controls.
- Manage the inbound and outbound flow of construction vehicles via UHF radio communications.
- Do not release large vehicles out of the site unless they have a green traffic signal and pedestrians/cyclists are clear of the crossings.
- Hold outbound vehicles on site if an inbound vehicle is about to enter within a 4-minute window (i.e. 2 signal cycles) to avoid conflicts.
- Unless an emergency prevails, general traffic and entering construction traffic on River Road shall not be stopped. If for any reason entering construction traffic needs to be stopped or cannot enter, it should instead be waived on to circulate the block and re-enter.

▶ **Gate 2 TC:**

- Assist in the safe passage of pedestrians and cyclists along River Road.
- Ensure construction vehicles do not turn right out of the site.
- Manage the inbound and outbound flow of construction vehicles via UHF radio communications. Hold outbound vehicles on site if an inbound vehicle is about to enter to avoid conflicts.
- Unless an emergency prevails, general traffic and entering construction traffic on River Road shall not be stopped. If for any reason entering construction traffic needs to be stopped or cannot enter, it should instead be waived on to circulate the block and re-enter.

▶ **Gate 3 TC:**

- Assist in the safe passage of pedestrians and cyclists along St Vincents Road.
- Ensure inbound construction vehicles to this Gate radio ahead within 3 to 5 minutes of arrival. Do not let vehicles exit the site if a vehicle is entering within this timeframe.
- Unless an emergency prevails, general traffic and entering construction traffic on St Vincents Road shall not be stopped. If for any reason entering construction traffic needs to be stopped or cannot enter, it should instead be waived on to circulate the block and re-enter.

7.5 Vehicle Swept Path Analysis

Vehicle swept path analysis has been carried out using AutoDesk Vehicle Tracking for a worst-case oversized Truck and Quad Dog configuration at each access Gate as well as the intersection of River Road/St Vincents Road.

Vehicle Swept Path Plans are provided in Appendix A and summarised below.

7.5.1 Gate 1 Vehicle Swept Paths

As shown in Figure 12, there will be no fundamental issues with Truck and Quad Dog vehicles using this access Gate.

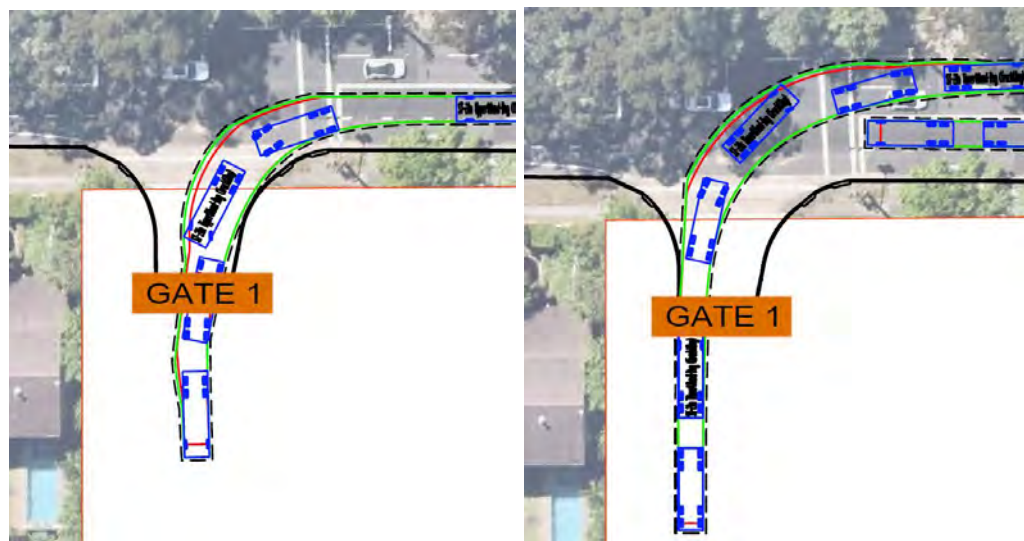


Figure 12: Gate 1 – Vehicle Swept Paths

7.5.2 Gate 2 Vehicle Swept Paths

As shown in Figure 13, there will be no fundamental issues with Truck and Quad Dog vehicles using this access Gate.

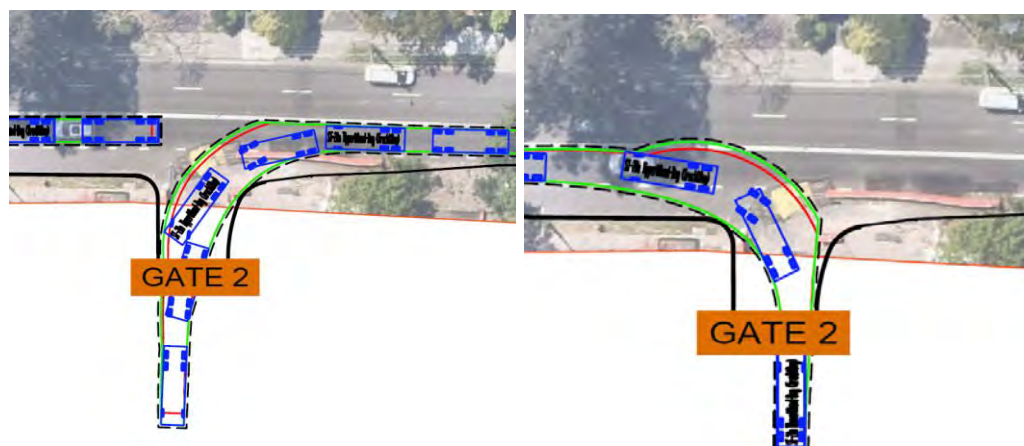


Figure 13: Gate 2 – Vehicle Swept Paths

7.5.3 Gate 3 Vehicle Swept Paths

As shown in Figure 14, both inbound and outbound vehicles will be required to use the eastern side of St Vincents Road to access the site.

Parking is currently permitted outside of school drop off/pick up hours along the eastern side of St Vincents Road, and unrestricted parking on the western side.

In order to facilitate adequate and safe vehicle turn movements and access arrangements it is proposed to adjust the kerbside signage and parking arrangements as shown in Figure 15 and also represented in the swept path plans.

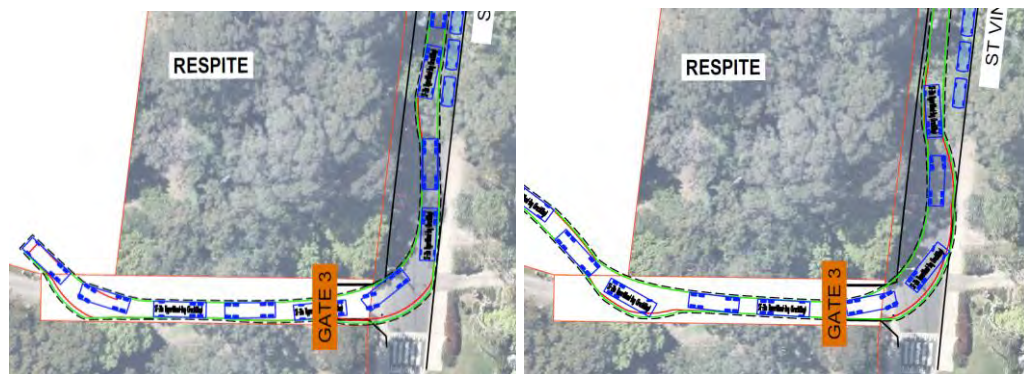


Figure 14: Gate 3 – Vehicle Swept Paths

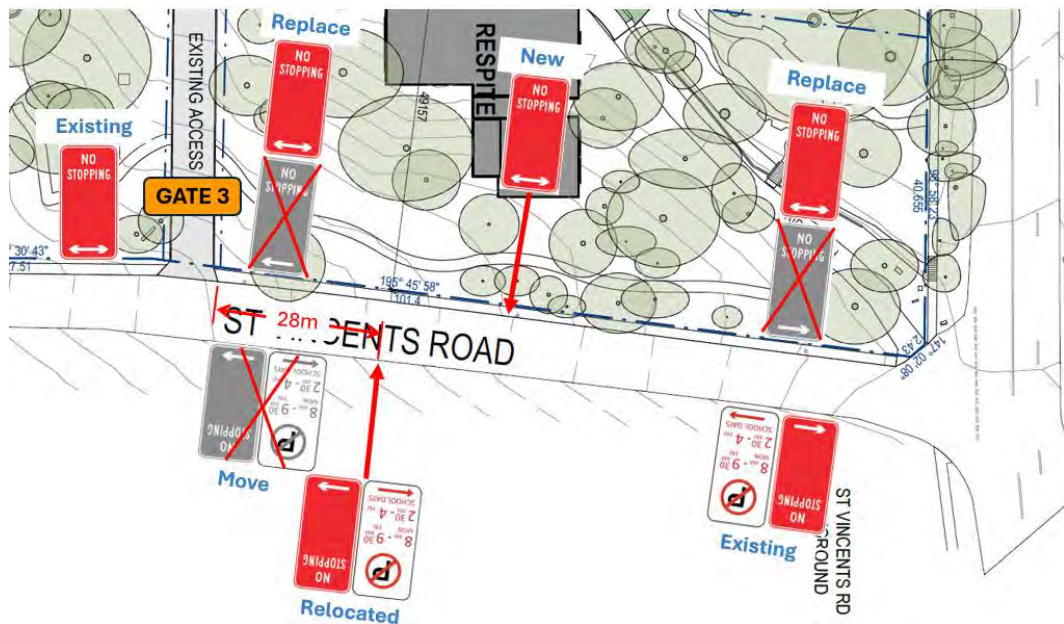


Figure 15: St Vincents Road Kerbside Parking Changes

7.5.4 River Road/St Vincents Road Vehicle Swept Paths

As shown in Figure 16, there will be no fundamental issues with Truck and Quad Dog vehicles using this intersection.



Figure 16: River Road/St Vincents Road – Vehicle Swept Paths

It is noted that right turns out of St Vincent Drive will be acceptable based on the Minimum Gap Sight Distance (MGSD) available at this location and on the premise traffic speeds during construction will be reduced to 40km/h along River Road.

Based on a 50km/h 'design' speed and critical gap acceptance time of 5 seconds, Austroads Guide to Road Design Part 4A requires a MGSD of 69m. The available MGSD for traffic turning right out of St Vincents Road is depicted in Figure 17 which exceeds Austroads requirements and allows for safe right turn movements.

It is also worthy to note that the 2 sets of traffic signals either side of this intersection along River Road will generate gaps in traffic flows to further allow sufficient time for right turn movements during each signal cycle.



Figure 17: Available Sight Distance (MGSD) – River Road/St Vincents Road

7.6 Haulage and Access Routes

The primary haulage and secondary access routes to/from the site shall be as shown in Figure 18.

All heavy vehicles exceeding 12m in length shall only follow the primary access route.



Figure 18: Primary Haulage and Secondary Access Routes

7.7 Works Zones

There are no requirements for any on-street Works Zones for the day-to-day construction activities. There will be adequate space within the site for materials storage, loading/unloading and vehicle manoeuvring.

There shall be no loading/unloading of vehicles along River Road or St Vincents Road, likewise that shall be no storage of equipment or materials outside of the subject site.

7.8 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS) has been developed for implementation on the public road network for the full duration of Stages 2 and 3 of construction.

Of key importance to the TGS is:

- ▶ The placement of 1 x Traffic Controller at each of the 3 access Gates.
- ▶ Temporary reduction of traffic speeds on River Road to 40km/h during site hours.

- ▶ Temporary reduction of traffic speeds on St Vincents Road to 20km/h during site hours.
- ▶ Advanced warning signs of 'Trucks Turning'.
- ▶ Pedestrian caution signs at each Gate crossing.

The TGS for implementation is provided in Appendix B which also includes an after-care arrangement.

It is noted that the revised TGS strictly precludes any requirements for a traffic controller to stop traffic along River Road or St Vincents Road or in the vicinity of operational traffic signals. Any such arrangements would be completely unnecessary for construction activity and represents a significant safety risk.

7.9 Pedestrian Management

Whilst pedestrians are considered vulnerable road users, we note that all existing pedestrian infrastructure will remain as per existing and no pedestrian detours are proposed or considered necessary.

Pedestrians walking along the site frontage and site boundaries will be protected by temporary construction fencing and/or site hoarding.

Traffic controllers shall always supervise vehicle movements into and out of the site at all 3 Gates ensuring pedestrians have a safe passage and are always separated from vehicle movements.

7.10 Emergency Vehicle Access

The proposed works will not adversely affect access to the site by emergency vehicles. Emergency protocols on the site would specify a requirement for a traffic controller to assist with emergency access on the site as and when needed.

Traffic controllers will hold all existing traffic from exiting the site in the event of a passing emergency vehicle along River Road or St Vincents Roads.

Contacts will be maintained with the ambulance, fire services, police, and other emergency services agencies throughout the construction period, and a 24-hour site contact will be made available for 'out-of-hours' emergencies and access.

As such, there would be no impacts on the provision of emergency vehicle access to the site, past the site frontages or to other neighbouring properties as a result of the proposed construction activities.

7.11 Public Road Integrity

Shaker grids and brush clean will be employed to minimise any wheel tracking or spoil spillage on the public road.

The head contractor will ensure that all roads in the vicinity of the site remain in clean and serviceable states during the construction period.

Any damage to kerbs, signage, trees, footpaths etc., shall be repaired or replaced to the satisfaction of Council.

7.12 Workforce Parking

The head contractor confirms that subcontractor agreements identify that limited on-site parking will be provided, and that the workforce will be encouraged to utilise nearby public transport facilities, active transport and ride share options.

The head contractor will also provide storage areas for workforce staff to store and lock their tools and equipment to avoid the need for daily vehicle use.

Parking restrictions and alternative transport options will be discussed within the site specific induction and familiarisation and included in Work Pack documents.

The head contractor will monitor (and undertake enforcement where possible) to prevent workforce parking on nearby streets adjacent to the worksite.

In any regard it is noted that the site will not be in operation as a fully functioning hospital during Stages 2 and 3 of construction, such that there will be no competing demands for parking with staff, visitors and patients. This will allow better flexibility and temporary areas for workforce parking within the site.

7.13 Materials Handling

All materials shall be unloaded and stored within the site at all times.

Loading/unloading of materials will occur on site from designated Loading Areas by crane or with the assistance of trolleys/forklifts.

No materials or equipment will be placed or left on any public road or footpath areas at any time.

7.14 Public Notifications and Consultation

The head contractor shall prepare on-going notification letters to be emailed to the relevant authorities and letter box dropped to adjoining property owners and the adjacent school to advise of the timeframes for each phase of the construction process and any related changes.

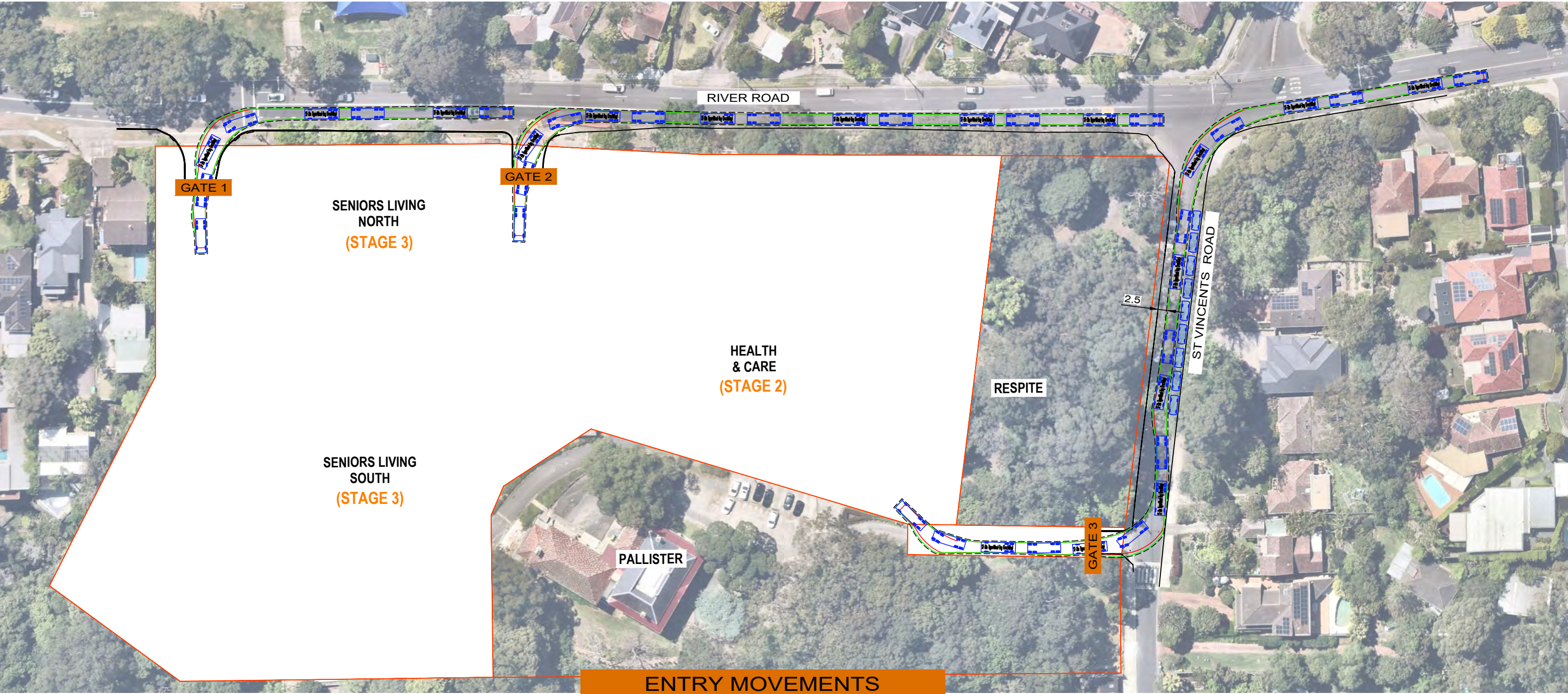
The notifications will be provided a minimum of 7 days prior to the implementation of any temporary traffic control measures or changes to access, traffic or parking arrangements.

As previously notes in Section 6, to help mitigate the risks of heavy vehicles during school peaks, it is proposed that the head contractor of each stage closely monitor the interaction of vehicles and school students during the critical peaks.

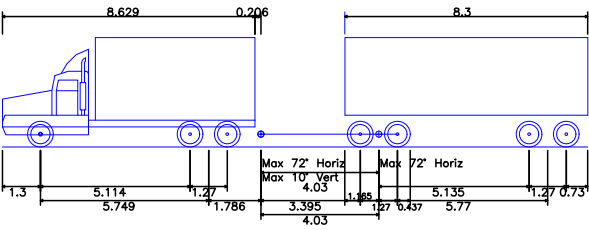
The head contractor shall then meet with representatives of Greenwich Public School on a bi-monthly basis (or as otherwise deemed necessary) to discuss any identified safety concerns and implement reasonable mitigation measures in response.

Appendix A

VEHICLE SWEPT PATH PLANS



DESIGN VEHICLE



Oversized Tipper & Quad-Dog (Truck & Dog)

Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	3.737m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

V AUTODESK
Vehicle Tracking

- VEHICLE OUTLINE
- VEHICLE OVERHANG
- WHEEL TRACK
- 300mm VEHICLE CLEARANCE

5 DESIGN SPEED

10 0 10 20 30 40 50 METRES
SCALE 1 : 500 (A1 FULL SIZE)

A	Issue for Implementation	M MRSIC	14.11.2025
REVISION		DRAWN	DATE



CLIENT

HammondCare

DESIGNED
M MRSIC

M MRSIC

CERTIFIED
H DEMPSEY

H DEMPSEY

DATE
14.11.2025

TMD
OP 983
RPEQ
27009

GREENWICH HOSPITAL REDEVELOPMENT
97-115 River Rd Greenwich NSW 2065

VEHICLE SWEEP PATH PLAN
STAGE 2 AND STAGE 3

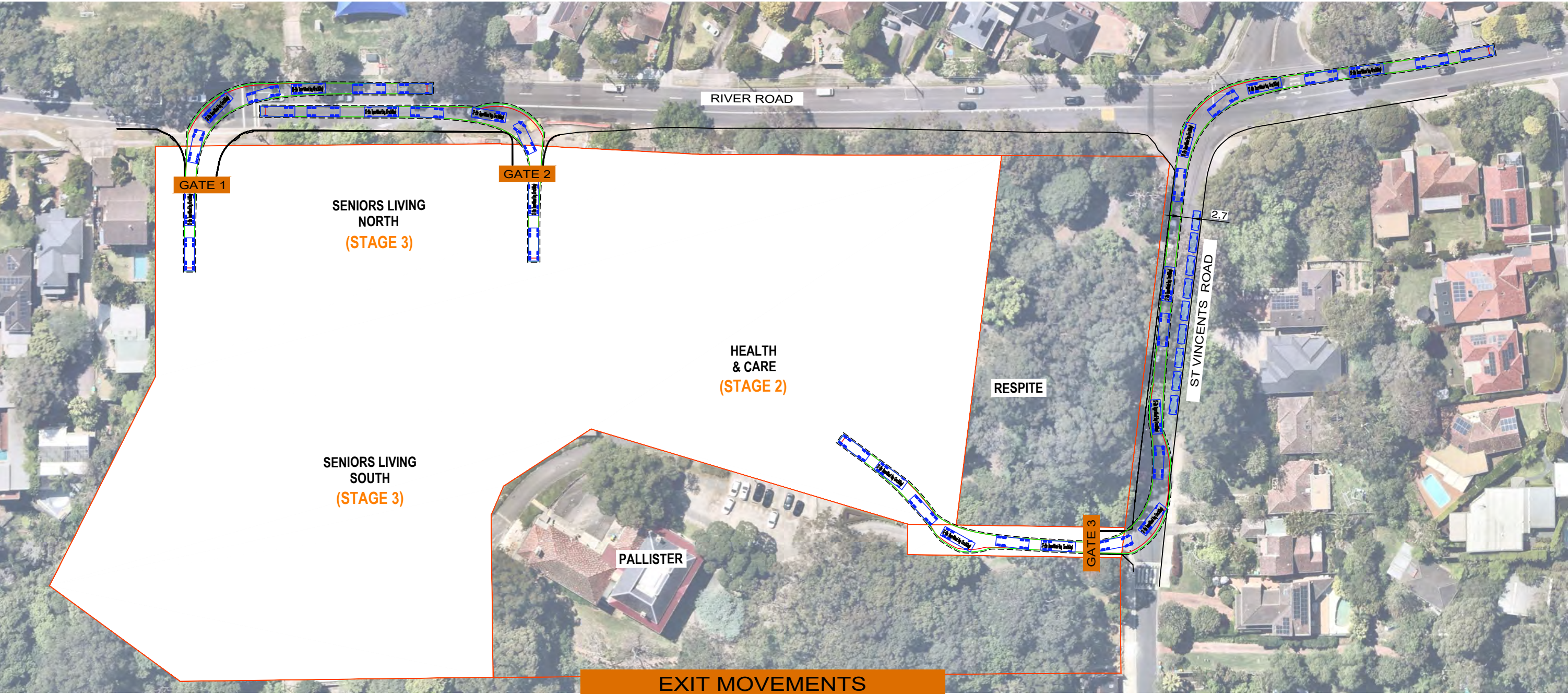
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80675 - SP1

SHEET 1 OF 2

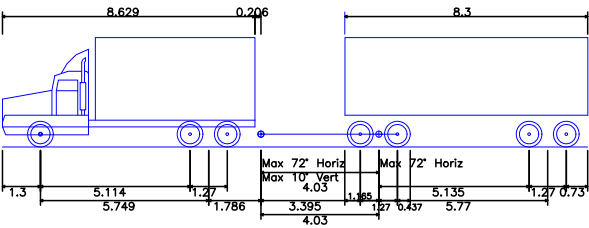
PROJECT NUMBER
80675

REVISION

A



DESIGN VEHICLE



Oversized Tipper & Quad-Dog (Truck & Dog)

Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	3.737m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

V AUTODESK
Vehicle Tracking

- VEHICLE OUTLINE
- VEHICLE OVERHANG
- WHEEL TRACK
- 300mm VEHICLE CLEARANCE

5 DESIGN SPEED

10 0 10 20 30 40 50 METRES
SCALE 1 : 500 (A1 FULL SIZE)

A	Issue for Implementation	M MRSIC	14.11.2025
REVISION		DRAWN	DATE



CLIENT

HammondCare

DESIGNED

M MRSIC

CERTIFIED

H DEMPSEY

DATE

14.11.2025

TMD

OP 983

RPEQ

27009

GREENWICH HOSPITAL REDEVELOPMENT
97-115 River Rd Greenwich NSW 2065

VEHICLE SWEEP PATH PLAN
STAGE 2 AND STAGE 3

DRAWING NUMBER

80675 - SP2

SHEET 2 OF 2

PROJECT NUMBER

80675

REVISION

A

Appendix B

TRAFFIC GUIDANCE SCHEME



- NOTES:**
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
 2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
 - 5.
 6. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 7. THIS TRAFFIC GUIDANCE SCHEME SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 8. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
 9. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
 10. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
 11. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MAY BE MADE TO SUIT SITE CONDITIONS.

		SITE TRAFFIC PTY LTD ABN: 33 651 657 091		NORTHPOINT		CLIENT 		GREENWICH HOSPITAL REDEVELOPMENT 97-115 River Rd Greenwich NSW 2065		DRAWING NUMBER 80675 - 001	
BRISBANE L1, 16 McDougall St Milton QLD 4064 Tel: (07) 3554 1364		GOLD COAST L15, 2 Corporate Crt Bundall QLD 4217 Tel: (07) 5591 9575				DESIGNED M MRSIC 		CERTIFIED H DEMPSEY 		DATE 14.11.2025 TMD OP 983 RPEQ 27009	
www.sitetraffic.com.au Email: admin@sitetraffic.com.au		A Issue for Implementation		M MRSIC		14.11.2025		TRAFFIC GUIDANCE SCHEME STAGE 2 AND STAGE 3		SHEET 1 OF 4	
		REVISION		DRAWN		DATE		PROJECT NUMBER 80675		REVISION A	

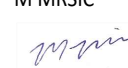
NOTES:

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4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
- 5.
6. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC GUIDANCE SCHEME SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
9. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
11. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MAY BE MADE TO SUIT SITE CONDITIONS.





- NOTES:**
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
 2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
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 TRAFFIC		SITE TRAFFIC PTY LTD ABN: 33 651 657 091		NORTHPOINT		CLIENT 		GREENWICH HOSPITAL REDEVELOPMENT 97-115 River Rd Greenwich NSW 2065		DRAWING NUMBER 80675 - 003	
BRISBANE L1, 16 McDougall St Milton QLD 4064 Tel: (07) 3554 1364		GOLD COAST L15, 2 Corporate Crt Bundall QLD 4217 Tel: (07) 5591 9575				DESIGNED M MRSIC 		CERTIFIED H DEMPSEY 		DATE 14.11.2025 TMD OP 983 RPEQ 27009	
www.sitetraffic.com.au Email: admin@sitetraffic.com.au				A Issue for Implementation		M MRSIC		14.11.2025		TRAFFIC GUIDANCE SCHEME STAGE 2 AND STAGE 3	
REVISION		DRAWN		DATE						SHEET 3 OF 4	
										PROJECT NUMBER 80675	
										REVISION A	

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