PRINT IN COLOUR

DEPARTMENT LEGEND

ADMINISTRATION	NOT INCLUDED FOR NFA CALC	SUPPORT
CIRCULATION	OFFICE	TRAVEL & ENGINEER
CONSULT CLINIC	TREATMENT	TREATMENT-CIRCULATION

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT / COMPANY
B	95% ISSUE	19/6/23	SH/ JM	DIPL
A	75% RESUBMISSION	13/12/22	SH	DIPL

hodgkison
architecture
interiors
www.hodgkison.com.au
21100

Drawn: JM/ JZ — Date: 2/6/23	Checked: SH — Date: 19/6/23
Designed: SH/ JM — Date: 7/7/23	Approved: DS — Date: 19/6/23
Design Project Leader: SH — Date: 7/7/23	NTG Project Manager: SW/ LG — Date: 7/7/23

Northern Territory Government

ALICE SPRINGS HOSPITAL
GAP ROAD, ALICE SPRINGS NT 0870
AMBULATORY CARE RENAL DIALYSIS UNIT

ARRANGEMENT PLAN

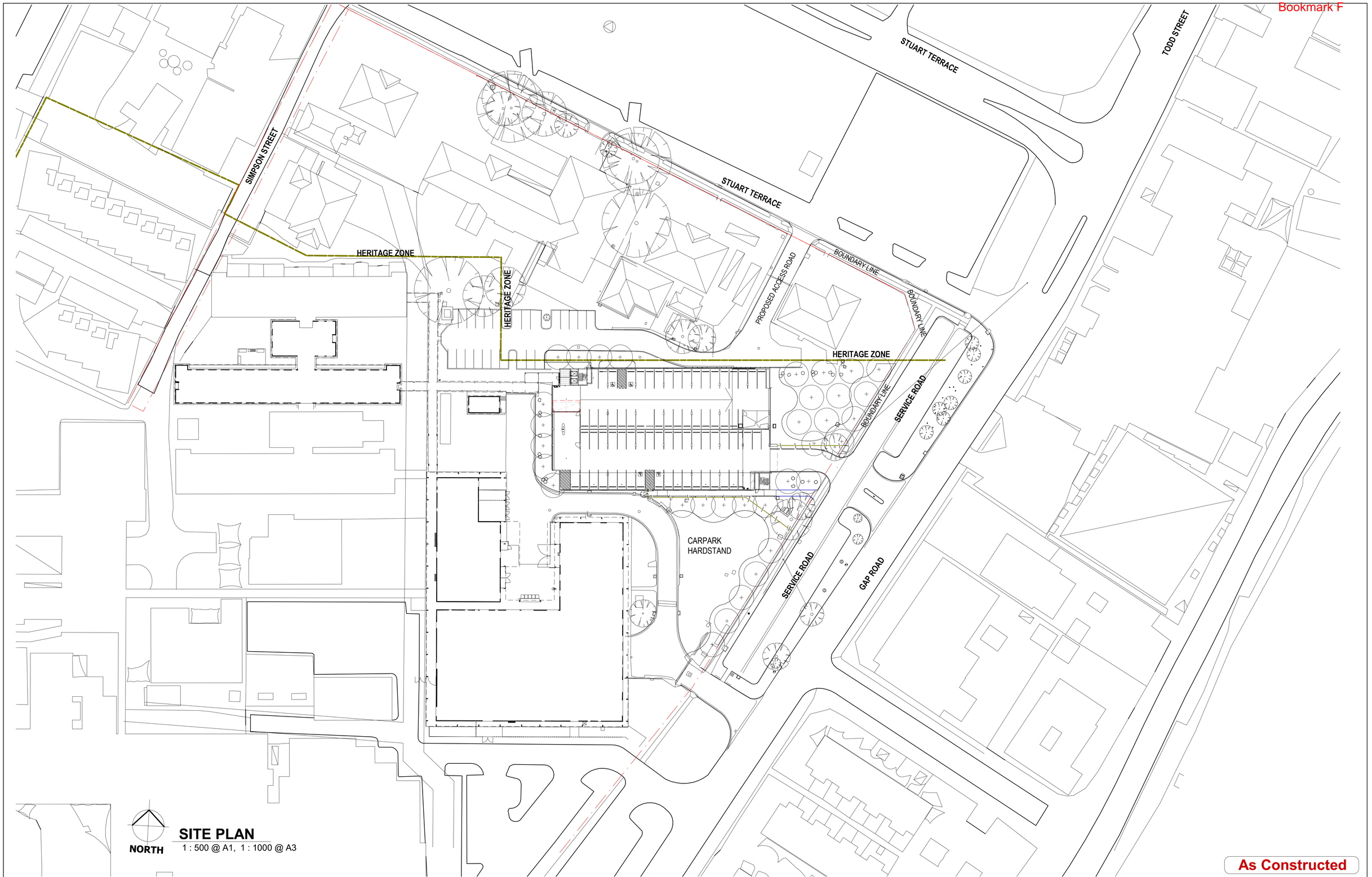
NTG Project No.	NTG Asset No.	Sheet Reference	NTG DRAWING No.	AMENDMENT	
HEA03180	00434	A.40 OF -	B22-16057	B	A1

Version: March 2021

Plotted: 7/07/2023 2:38:40 PM
C:\Users\jonathanm\Documents\21100 A_WD_CENTRAL_R22_jonathanmZCRHL.rvt

Appendix B AS CONSTRUCTED DRAWINGS MULTI LEVEL CAR PARK LOT 4579

Bookmark F



SITE PLAN

1 : 500 @ A1, 1 : 1000 @ A3

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
3	AS CONSTRUCTED	04.05.22		
2	DOOR & WINDOW UPDATED	26.07.21		
1	FOR CONSTRUCTION	14.05.21		

AMENDMENTS Plot Date : 6/05/2022 9:51:26 AM

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD *Build with Pride*

DRAWN JBC DATE: MARCH 2021	CHECKED AGA DATE: MARCH 2021
DESIGNED AGA DATE: JAN 2021	APPROVED RA DATE: MARCH 2021
DESIGN PROJECT LEADER DATE: MAY 2021	NTG PROJECT MANAGER DATE: MAY 2021

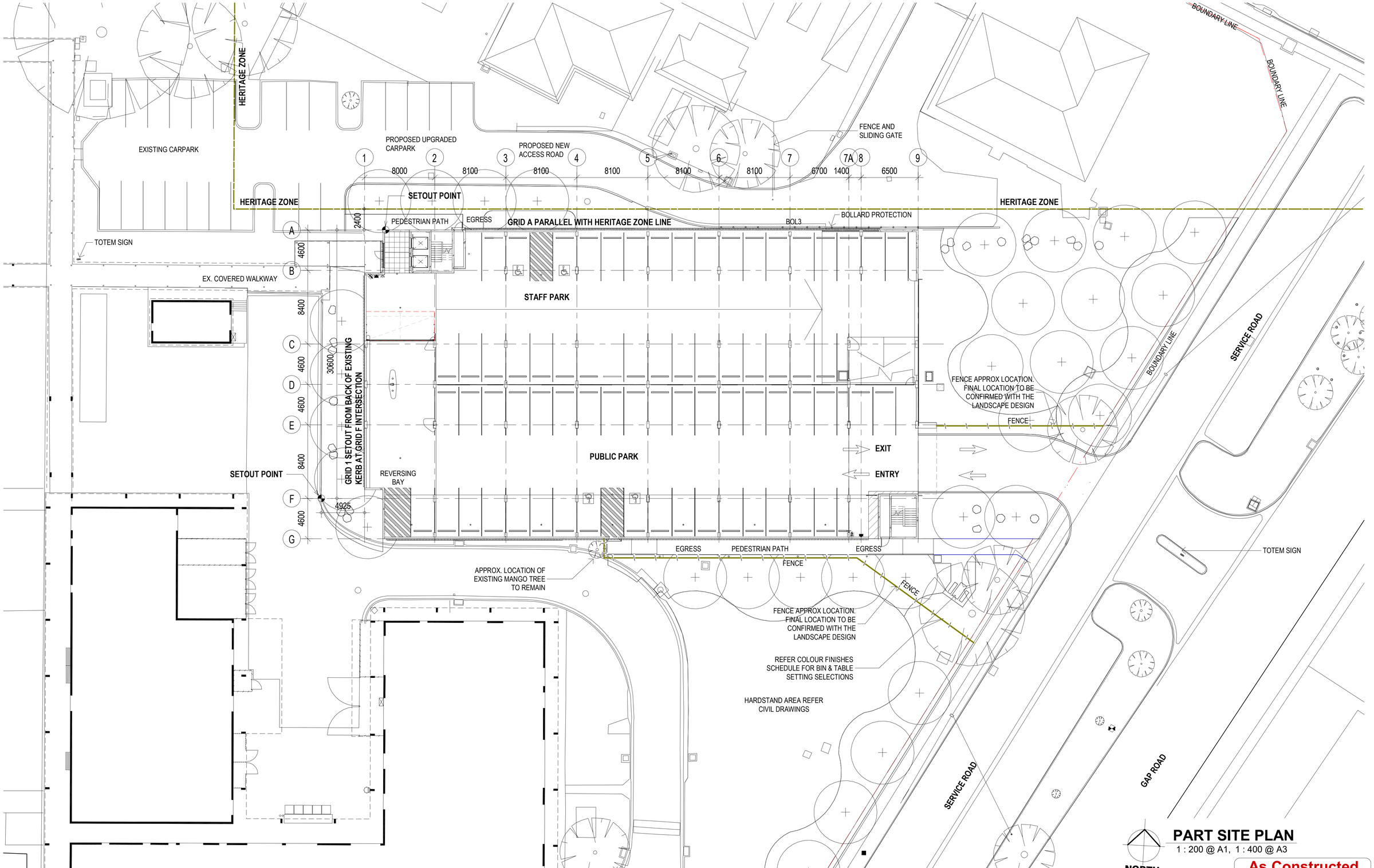
Northern Territory Government

ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
SITE PLAN

NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A002 OF 44	B21-2411	3	A1

Ver. Nov 2019

Bookmark F



PART SITE PLAN

1 : 200 @ A1, 1 : 400 @ A3

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
3	AS CONSTRUCTED	04.05.22		
2	DOOR & WINDOW UPDATED	26.07.21		
1	FOR CONSTRUCTION	14.05.21		

AMENDMENTS — Plot Date : 6/05/2022 9:51:37 AM

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD — Build with Pride

DRAWN: JBC — DATE: MARCH 2021	CHECKED: AGA — DATE: MARCH 2021
DESIGNED: AGA — DATE: JAN 2021	APPROVED: RA — DATE: MARCH 2021
DESIGN PROJECT LEADER — DATE: MAY 2021	NTG PROJECT MANAGER — DATE: MAY 2021

Northern Territory Government

ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
PART SITE PLAN

NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A004 OF 44	B21-2413	3	A1

Ver. Nov 2019

Bookmark F

LEGEND

BOL1	BOLLARD 1 TO AS2890.6
BOL2	BOLLARD 2
BOL3	BOLLARD 3
GRD	GUARD RAIL

1 2 3 4 5 6 7 7A 8 9

8000 8100 8100 8100 8100 8100 6700 1400 6500

A204 B204 C205

A B C D E F G

4600 8400 4600 8400 4600

HERITAGE ZONE

AWNING OVER SHOWN DASHED

NEW COVERED WALKWAY CONNECTING TO EXISTING

F A206 E A206 A A404

LIFT LOBBY

STAIR 2

FRL 60/60/60

CB1

COMPACTED FILL UNDER RAMP
REFER TO STRUCTURAL AND CIVIL DRAWINGS

SELECTED GRAVEL MULCH UNDER SUSPENDED RAMP
REFER TO STRUCTURAL AND CIVIL DRAWINGS

SHS POST TO CLOSE OFF THE SLIDING GATE.

BOLLARDS AT 1400 CTS

BOL3 BOL3

SB 1400 1400

B A404 F A206 E A206

SB SB

GATE

BOL2 BOL2

ACCESS CARD READER

ELECTRIC CAR CHARGING STATION

MOTORBIKE PARKING

1200 2600 2600 2250

300

EXIT

1

GROUND FLOOR

R.L. 575.500

D A205

2950 2600 2600 2600 2600

300 300 300

BOL1

REVERSING BAY

2600 2600 2600 2600

300 300 300

2600 2600 1200 3200

300

ENTRY

GRD

FRL 60/60/60

STAIR 1

MOTORBIKE PARKING

EGRESS PEDESTRIAN PATH EGRESS

B A204 C A205

GROUND FLOOR CARPARK No. SUMMARY

PUBLIC: 36 PARKS (INCLUDING 1 x ELECTRICAL, 2 x ACCESSIBLE), 2 x MOTORBIKE PARKS
STAFF: 34 PARKS (INCLUDING 1 x ELECTRICAL, 1 x ACCESSIBLE), 1 x MOTORBIKE PARKS

TOTAL - GF - LEVEL 3
288 CARPARKS, 15 MOTORBIKE BIKE PARKS

CB1	ZEE PARK POST & RAIL FOR RUNAWAY CARS - SENTINEL - STB - 047	
CB2	ZEE PARK POST & RAIL - STB - 019	
CB3	ZEE PARK WITH HANDRAIL & MESH GA 1100MM - STB - 021	
SB	CHAINWIRE MESH SECURITY BARRIER	

GROUND SUB PLAN

1 : 100 @ A1, 1 : 200 @ A3

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
4	AS CONSTRUCTED	04.05.22		
3	DOOR & WINDOW UPDATED	26.07.21		
2	FIRE HYDRANT RELOCATED/CARPARK SCHEDULE UPDATED	14.07.21		
1	FOR CONSTRUCTION	14.05.21		

AMENDMENTS Plot Date : 6/05/2022 9:52:13 AM

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD Build with Pride

DRAWN JBC DATE: MARCH 2021	CHECKED AGA DATE: MARCH 2021
DESIGNED AGA DATE: JAN 2021	APPROVED RA DATE: MARCH 2021
DESIGN PROJECT LEADER DATE: MAY 2021	NTG PROJECT MANAGER DATE: MAY 2021

Northern Territory Government

ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
GROUND SUB PLAN

NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A105 OF 44	B21-2420	4	A1

Ver. Nov 2019

Bookmark F

HERITAGE ZONE
AWNING OVER SHOWN DASHED
PEDESTRIAN PATH
EGRESS D01
FRL 60/60/60
LIFT LOBBY
LIFT
LIFT
STAIR 2
NEW COVERED WALKWAY CONNECTING TO EXISTING
EX. COVERED WALKWAY
ELECTRIC VEHICLE
INDUCTION LOOP REFER ELECTRICAL DWGS
RAMP UP 1:20
SECTIONAL DOOR TO UPPER FLOORS STAFF PARKING WITH SECURE ACCESS SYSTEM
GRATED INLET PIT REFER TO CIVIL DRWGS
MOTORBIKE PARKING
RAMP UP 1:14
SW MANHOLE
GATE G01
CARD READER & INTERCOM
2.4M HIGH FIXED CLEARANCE HEIGHT BARRIER. REFER TO STRUCTURAL DRWGS.
REVERSING BAY
ENTRY
EXIT
STAIR 1
FH RISER FROM ABOVE
EGRESS
RAMP UP 1:20
150mm HIGH CONC KERB
175mm STEP AT DOOR AND EGRESS
PEDESTRIAN PATH ALSO REFER TO A100 FOR SETOUT
FHR ON SHS POST

R.L. 577.700
R.L. 575.500

GROUND FLOOR

GROUND FLOOR CARPARK No. SUMMARY

PUBLIC: 36 PARKS (INCLUDING 1 x ELECTRICAL, 2 x ACCESSIBLE), 2 x MOTORBIKE PARKS
STAFF: 34 PARKS (INCLUDING 1 x ELECTRICAL, 1 x ACCESSIBLE), 1 x MOTORBIKE PARKS

TOTAL - GF - LEVEL 3
288 CARPARKS, 15 MOTORBIKE BIKE PARKS

GROUND LEVEL

1 : 100 @ A1,
1 : 200 @ A3

NORTH

CB1	ZEE PARK POST & RAIL FOR RUNAWAY CARS - SENTINEL - STB - 047	
CB2	ZEE PARK POST & RAIL - STB - 019	
CB3	ZEE PARK WITH HANDRAIL & MESH GA 1100MM - STB - 021	
SB	CHAINWIRE MESH SECURITY BARRIER	

LEGEND

BOL1	BOLLARD 1 TO AS2890.6
BOL2	BOLLARD 2
BOL3	BOLLARD 3
BOL4	BOLLARD 4 WITH LIGHT
BOL5	BOLLARD 5
CCOL.	CONCRETE COLUMN

LEGEND

DB	DISTRIBUTION BOARD
DP2	250MM DIA DOWNPIPE
FE	FIRE EXTINGUISHER
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FW	FLOOR WASTE

LEGEND

GATE	CHAINWIRE MESH GATE
GRD	GUARD RAIL
LIFT	LIFT
TR	THRESHOLD RAMP

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
4	AS CONSTRUCTED	04.05.22		
3	DOOR & WINDOW UPDATED	26.07.21		
2	FIRE HYDRANT RELOCATED/CARPARK SCHEDULE UPDATED	14.07.21		
1	FOR CONSTRUCTION	14.05.21		

AMENDMENTS Plot Date : 6/05/2022 9:52:22 AM

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD Build with Pride

DRAWN JBC DATE: MARCH 2021	CHECKED AGA DATE: MARCH 2021
DESIGNED AGA DATE: JAN 2021	APPROVED RA DATE: MARCH 2021
DESIGN PROJECT LEADER DATE: MAY 2021	NTG PROJECT MANAGER DATE: MAY 2021

Northern Territory Government

ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
GROUND FLOOR PLAN

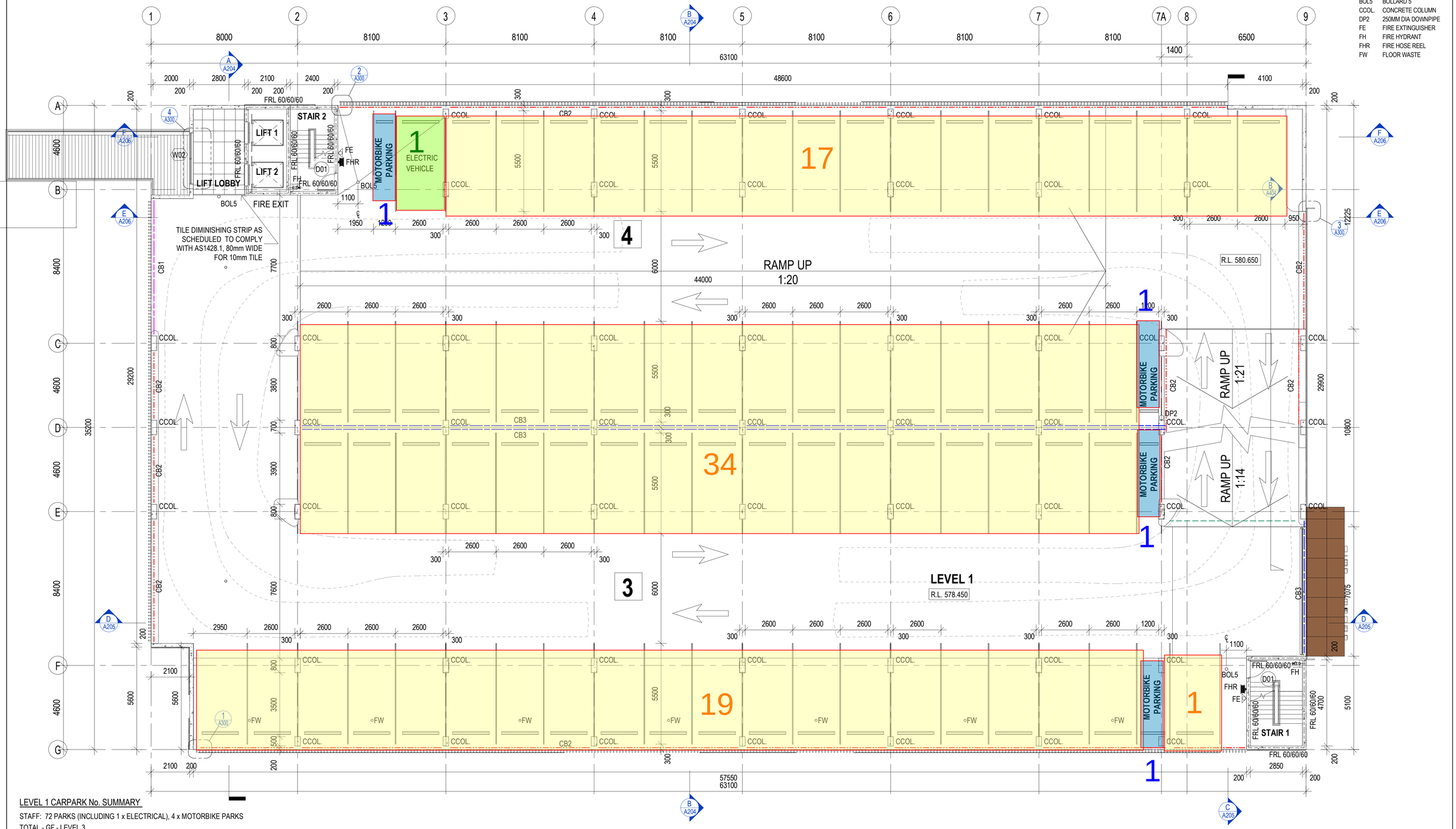
NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A106 OF 44	B21-2421	4	A1

Ver. Nov 2019

Bookmark F

LEGEND

BOL5	BOLLARD 5
CCOL.	CONCRETE COLUMN
DP2	250MM DIA DOWNPIPE
FE	FIRE EXTINGUISHER
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FW	FLOOR WASTE



LEVEL 1 CARPARK No. SUMMARY

STAFF: 72 PARKS (INCLUDING 1 x ELECTRICAL), 4 x MOTORBIKE PARKS

TOTAL - GF - LEVEL 3

288 CARPARKS, 15 MOTORBIKE BIKE PARKS

NORTH

LEVEL 1 FLOOR PLAN

1 : 100 @ A1,1 : 200 @ A3

CB1	ZEE PARK POST & RAIL FOR RUNAWAY CARS - SENTINEL - STB - 047
CB2	ZEE PARK POST & RAIL - STB - 019
CB3	ZEE PARK WITH HANDRAIL & MESH GA 1100MM - STB - 021
SB	CHAINWIRE MESH SECURITY BARRIER

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
3	AS CONSTRUCTED	04.05.22		
2	CARPARK SCHEDULE UPDATED	14.07.21		
1	FOR CONSTRUCTION	14.05.21		

AMENDMENTS Plot Date : 6/05/2022 9:52:28 AM

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD Build with Pride

DRAWN JBC DATE: MARCH 2021	CHECKED AGA DATE: MARCH 2021
DESIGNED AGA DATE: JAN 2021	APPROVED RA DATE: MARCH 2021
DESIGN PROJECT LEADER DATE: MAY 2021	NTG PROJECT MANAGER DATE: MAY 2021

Northern Territory Government

ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
LEVEL 1 FLOOR PLAN

NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A107 OF 44	B21-2422	3	A1

Ver. Nov 2019

Bookmark F

LEGEND

BOL5	BOLLARD 5
CCOL.	CONCRETE COLUMN
DB	DISTRIBUTION BOARD
DP2	250MM DIA DOWNPIPE
FE	FIRE EXTINGUISHER
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FW	FLOOR WASTE

LIFT LOBBY
LIFT 1
LIFT 2
STAIR 2
STAIR 1
FIRE EXIT
TILE DIMINISHING STRIP AS SCHEDULED TO COMPLY WITH AS1428.1, 80mm WIDE FOR 10mm TILE
MOTORBIKE PARKING
ELECTRIC VEHICLE
17
34
19
RAMP UP 1:20
RAMP UP 1:21
R.L. 583.350
LEVEL 2
R.L. 581.150
FRL 60/60/60
CB1
CB2
CB3
SB

LEVEL 2 CARPARK No. SUMMARY

STAFF: 72 PARKS (INCLUDING 1 x ELECTRICAL), 4 x MOTORBIKE PARKS

TOTAL - GF - LEVEL 3

288 CARPARKS, 15 MOTORBIKE BIKE PARKS

NORTH

LEVEL 2 FLOOR PLAN

1 : 100 @ A1, 1 : 200 @ A3

CB1 ZEE PARK POST & RAIL FOR RUNAWAY CARS - SENTINEL - STB - 047
CB2 ZEE PARK POST & RAIL - STB - 019
CB3 ZEE PARK WITH HANDRAIL & MESH GA 1100MM - STB - 021
SB CHAINWIRE MESH SECURITY BARRIER

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
3	AS CONSTRUCTED	04.05.22		
2	CARPARK SCHEDULE UPDATED	14.07.21		
1	FOR CONSTRUCTION	14.05.21		
	AMENDMENTS	Plot Date : 6/05/2022 9:52:37 AM		

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD Build with Pride

DRAWN JBC DATE: MARCH 2021	CHECKED AGA DATE: MARCH 2021
DESIGNED AGA DATE: JAN 2021	APPROVED RA DATE: MARCH 2021
DESIGN PROJECT LEADER DATE: MAY 2021	NTG PROJECT MANAGER DATE: MAY 2021

Northern Territory Government

ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
LEVEL 2 FLOOR PLAN

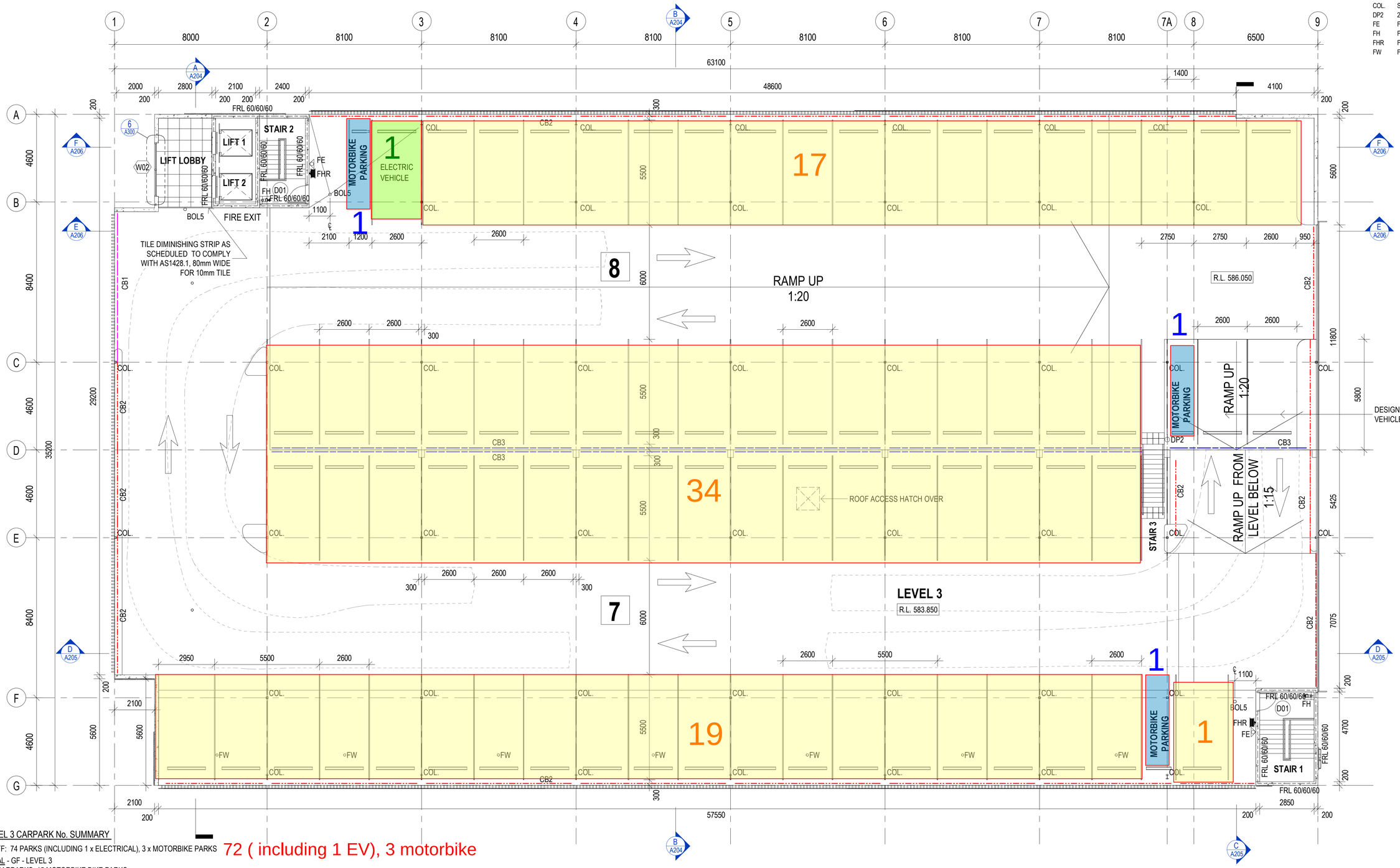
NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A108 OF 44	B21-2423	3	A1

Ver. Nov 2019

Bookmark F

LEGEND

BOL5	BOLLARD 5
COL.	STEEL COLUMN
DP2	250MM DIA DOWNPIPE
FE	FIRE EXTINGUISHER
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FW	FLOOR WASTE



LEVEL 3 CARPARK No. SUMMARY

STAFF: 74 PARKS (INCLUDING 1 x ELECTRICAL), 3 x MOTORBIKE PARKS 72 (including 1 EV), 3 motorbike

TOTAL - GF - LEVEL 3

288 CARPARKS, 15 MOTORBIKE BIKE PARKS

CB1	ZEE PARK POST & RAIL FOR RUNAWAY CARS - SENTINEL - STB - 047
CB2	ZEE PARK POST & RAIL - STB - 019
CB3	ZEE PARK WITH HANDRAIL & MESH GA 1100MM - STB - 021
SB	CHAINWIRE MESH SECURITY BARRIER

NORTH

LEVEL 3 FLOOR PLAN

1 : 100 @ A1, 1 : 200 @ A3

As Constructed

No.	DESCRIPTION	DATE	INIT.	DEPT/COMPANY
3	AS CONSTRUCTED	04.05.22		
2	STAIR 3 ADDED/CARPARK SCHEDULE UPDATED	14.07.21		
1	FOR CONSTRUCTION	14.05.21		
	AMENDMENTS	Plot Date : 6/05/2022 9:52:46 AM		

ARCHITECT	ASHFORD GROUP ARCHITECTS
STRUCTURAL / CIVIL	ADG ENGINEERS
ELECTRICAL / MECHANICAL	NTBS CONSULTING
HYDRAULIC	AWS DESIGN
LANDSCAPE	CLOUSTONS
BLD CERTIFICATION	BCA SOLUTIONS
ENERGY SUSTAINABILITY	-
ACOUSTIC CONSULTANT	BESTEC

SUNBUILD *Build with Pride*

DRAWN JBC DATE: MARCH 2021	CHECKED AGA DATE: MARCH 2021
DESIGNED AGA DATE: JAN 2021	APPROVED RA DATE: MARCH 2021
DESIGN PROJECT LEADER DATE: MAY 2021	NTG PROJECT MANAGER DATE: MAY 2021

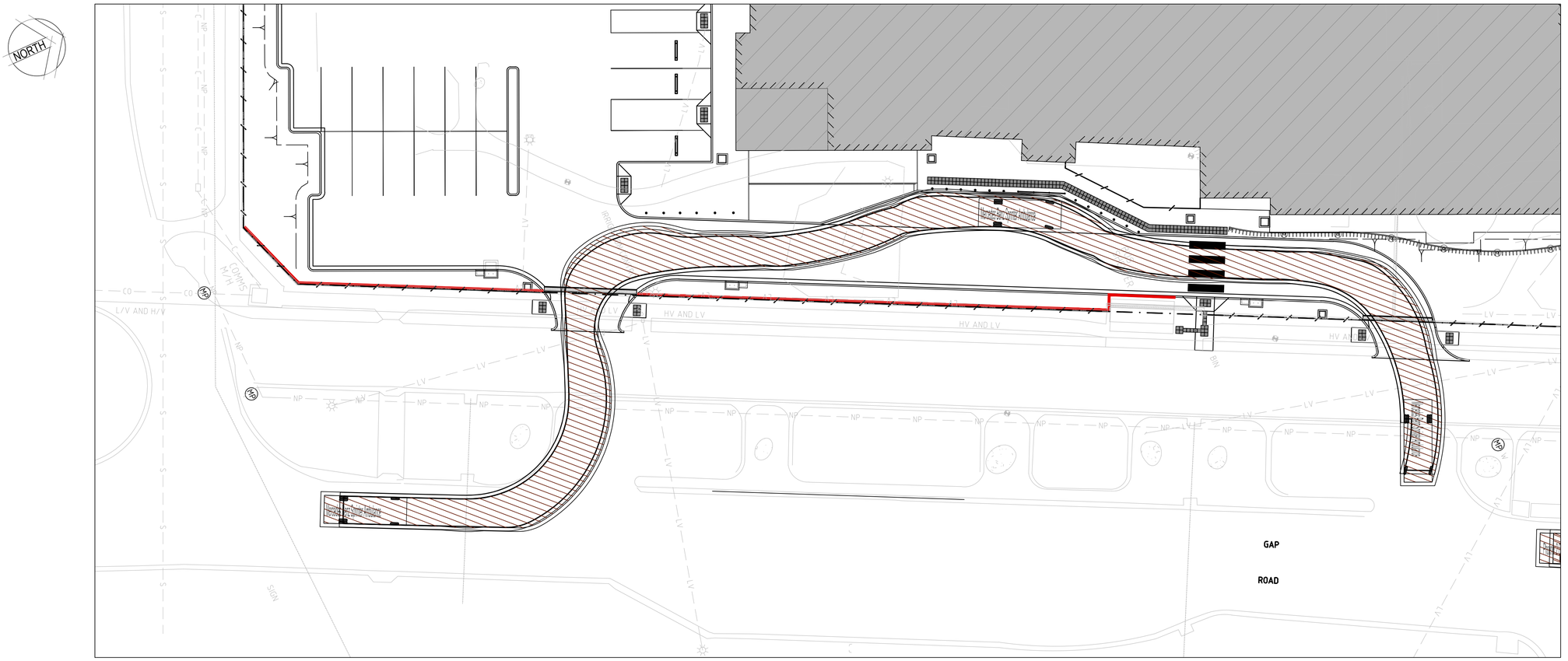
Northern Territory Government

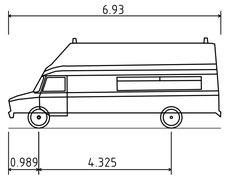
ALICE SPRINGS REGION
ALICE SPRINGS HOSPITAL
MULTI-STOREY CAR PARK
LEVEL 3 FLOOR PLAN

NTG PROJECT No.	NTG ASSET No.	SHEET No.	NTG DRAWING No.	AMENDMENT	SHEET SIZE
HEA02750	00434	A109 OF 44	B21-2424	3	A1

Ver. Nov 2019

Appendix C SWEPT PATH ANALYSIS

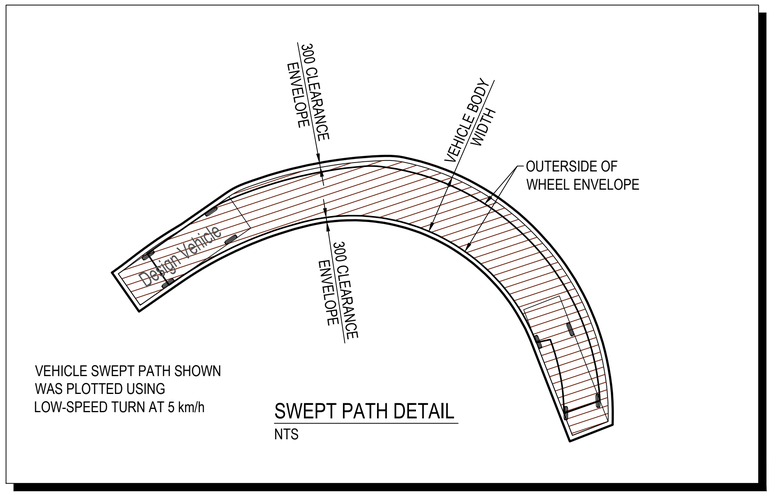




Mercedes Benz Sprinter Ambulance

Overall Length	6.930m
Overall Width	2.350m
Overall Body Height	2.945m
Min Body Ground Clearance	0.344m
Track Width	2.300m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	7.800m

SWEPT PATH DESIGN VEHICLE
NTS



VEHICLE SWEPT PATH SHOWN
WAS PLOTTED USING
LOW-SPEED TURN AT 5 km/h

SWEPT PATH DETAIL
NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	01.09.22	CK	CARDNO

Drawn: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022
Designed: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022
Design Project Leader: CK, Date: 01.09.2022	NTG Project Manager: SW, Date: -

Northern Territory Government

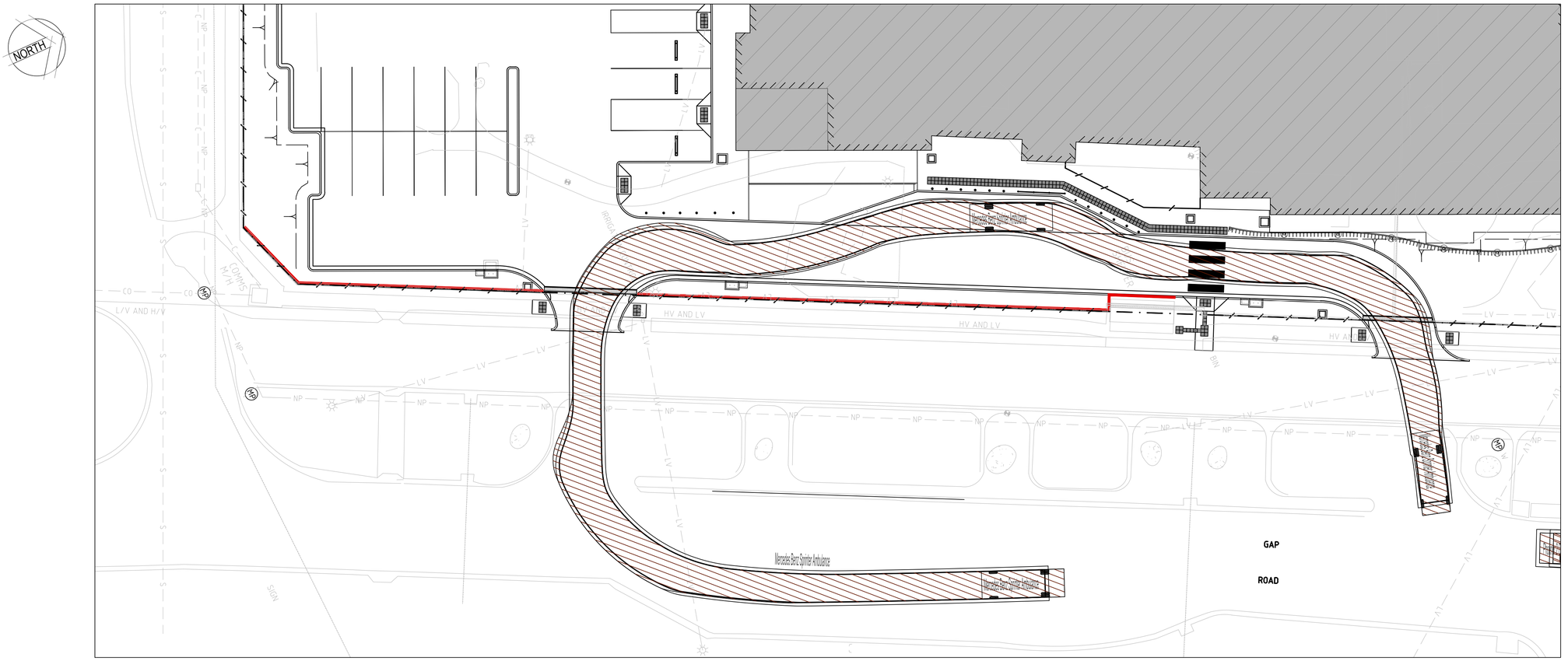
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

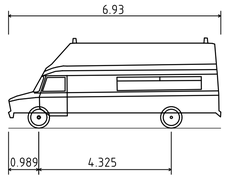
DROP-OFF AREA - LEFT IN
SWEPT PATH - AMBULANCE

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK020 OF -	DZ2114-SK-020	A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg

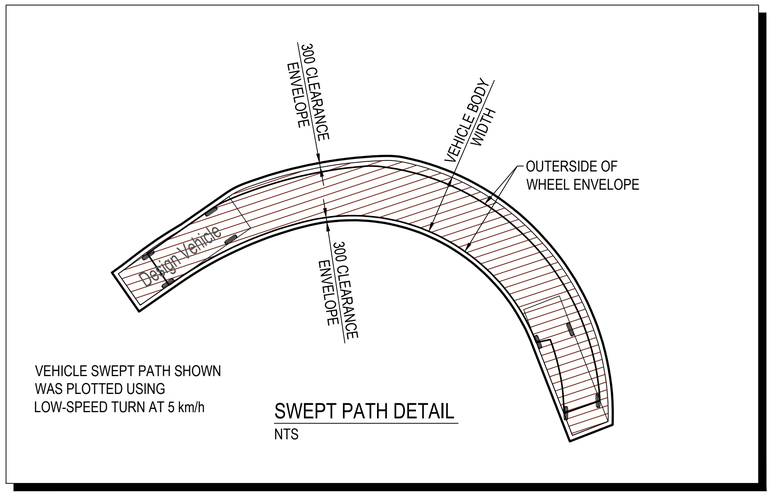




Mercedes Benz Sprinter Ambulance

Overall Length	6.930m
Overall Width	2.350m
Overall Body Height	2.945m
Min Body Ground Clearance	0.344m
Track Width	2.300m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	7.800m

SWEPT PATH DESIGN VEHICLE
NTS



VEHICLE SWEPT PATH SHOWN
WAS PLOTTED USING
LOW-SPEED TURN AT 5 km/h

SWEPT PATH DETAIL
NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	01.09.22	CK	CARDNO

Drawn: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022
Designed: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022
Design Project Leader: CK, Date: 01.09.2022	NTG Project Manager: SW, Date: -

Northern Territory Government

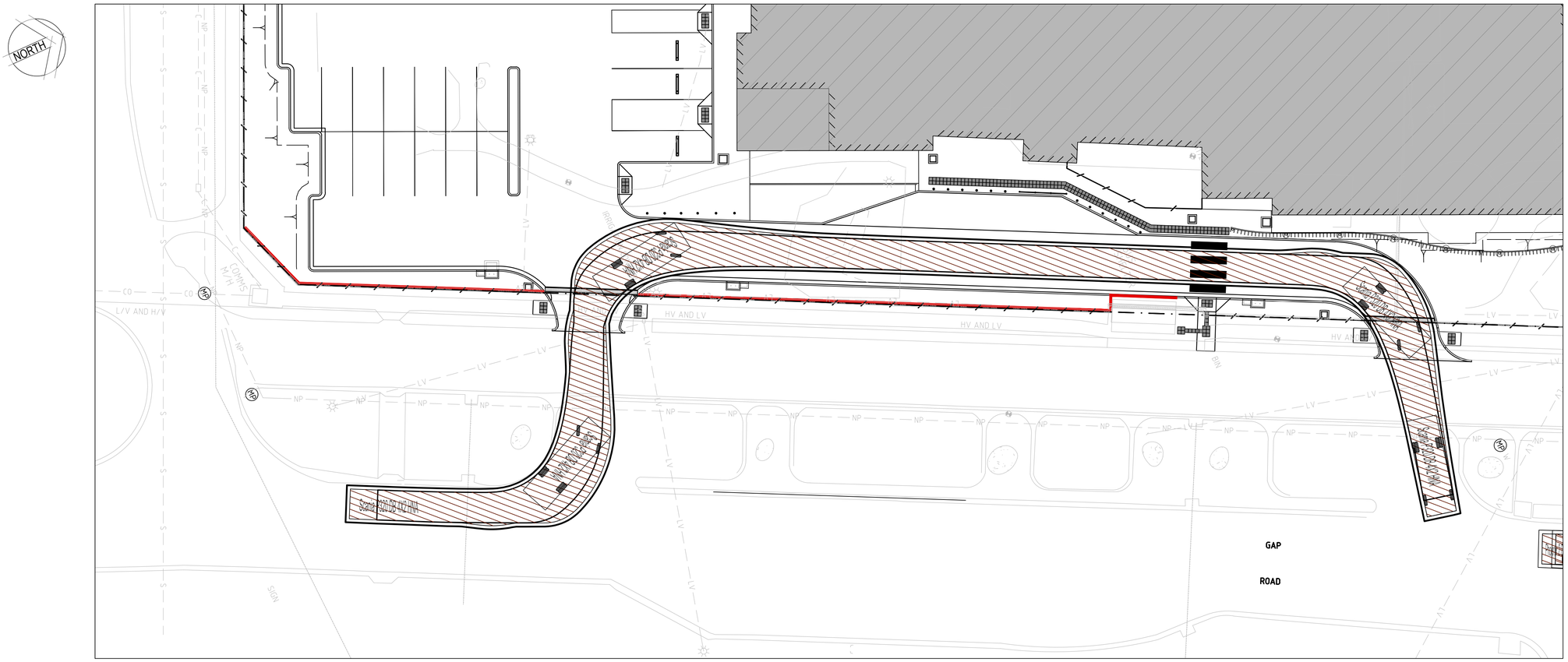
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

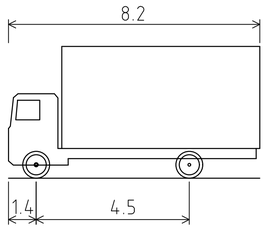
DROP-OFF AREA - RIGHT IN SWEPT PATH - AMBULANCE

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No. Amendment	
-	-	SK021 OF -	DZ2114-SK-021 A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg

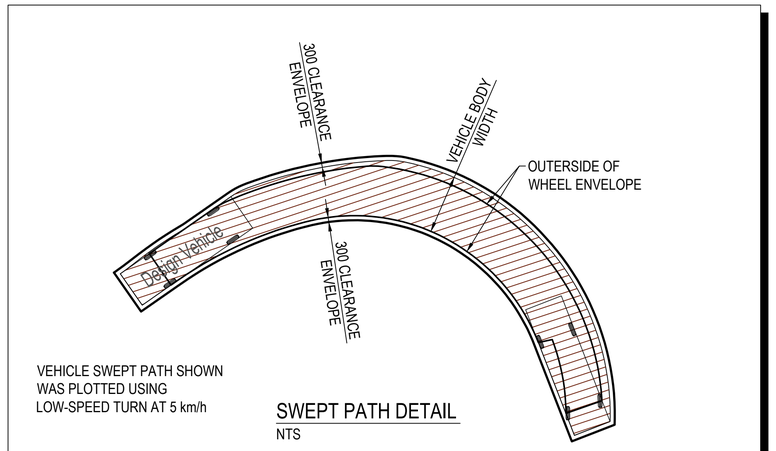




FIRE TRUCK 8.2m (Scania P320 DB 4X2 HNA)

Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	3.100m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.250m

SWEPT PATH DESIGN VEHICLE
NTS



VEHICLE SWEPT PATH SHOWN
WAS PLOTTED USING
LOW-SPEED TURN AT 5 km/h

SWEPT PATH DETAIL
NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
B	ISSUED FOR DISCUSSION	27.09.22	CK	CARDNO
A	ISSUED FOR DISCUSSION	05.09.22	CK	CARDNO

Drawn: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Designed: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Design Project Leader: CK, Date: 05.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

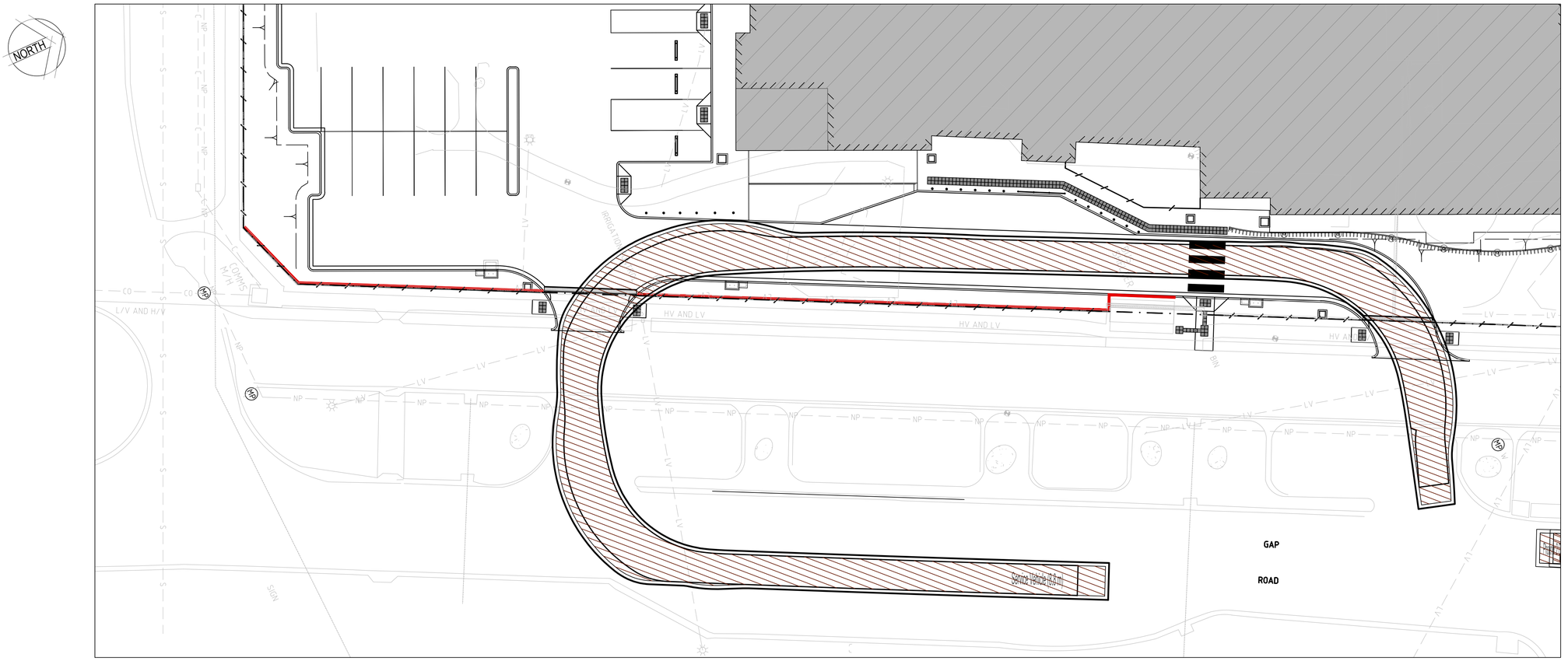
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

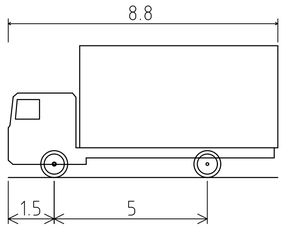
DROP-OFF AREA - LEFT IN
SWEPT PATH - FIRE TRUCK (8.2m)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No. Amendment	
-	-	SK025 OF -	DZ2114-SK-025 B	A1

Version: March 2021

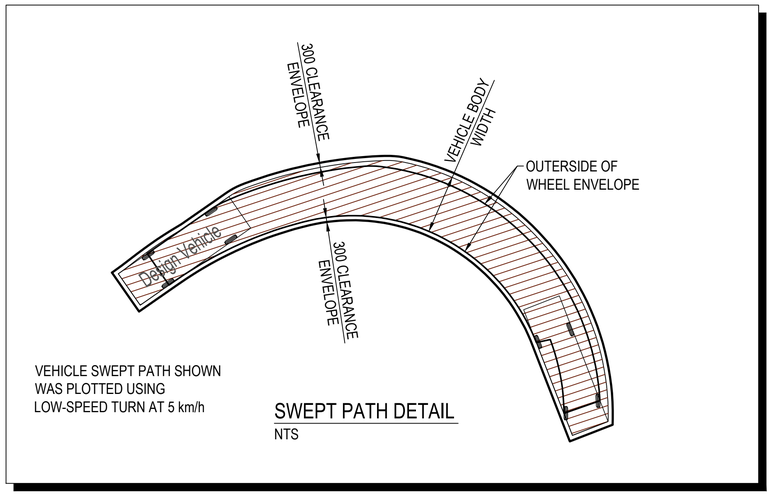
PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg





Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

SWEPT PATH DESIGN VEHICLE
NTS



SWEPT PATH DETAIL
NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	05.09.22	CK	CARDNO

Drawn: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Designed: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Design Project Leader: CK, Date: 05.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

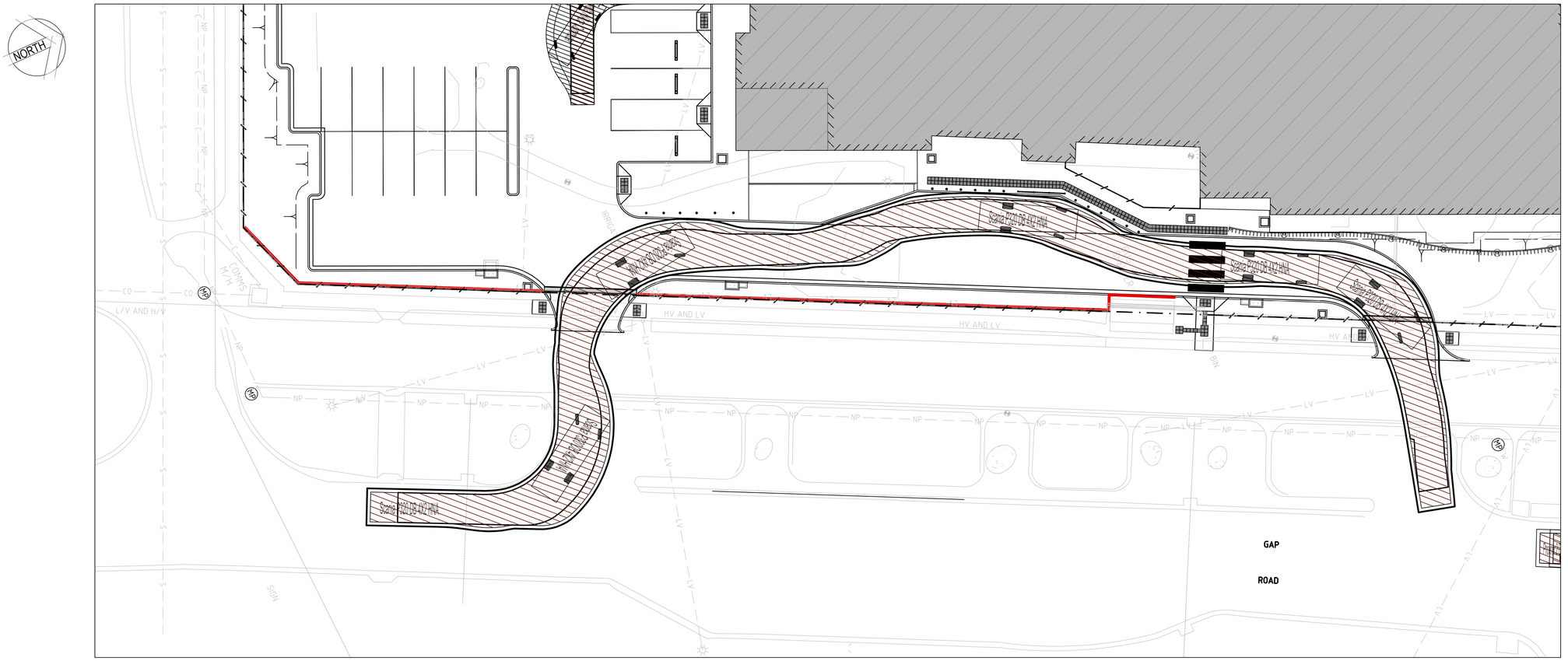
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

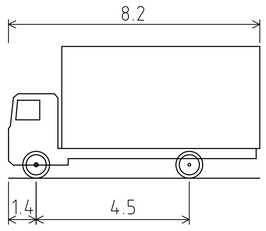
DROP-OFF AREA - RIGHT IN
SWEPT PATH - 8.8m SERVICE VEHICLE (AUSTROADS)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No. Amendment	
-	-	SK023 OF -	DZ2114-SK-023 A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg

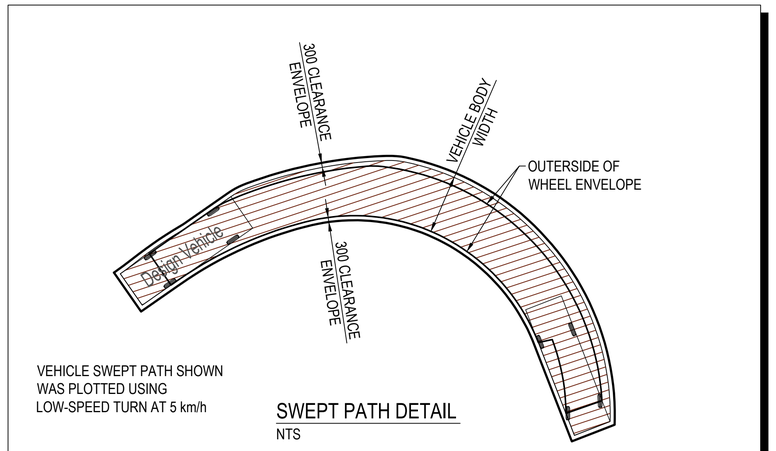




FIRE TRUCK 8.2m (Scania P320 DB 4X2 HNA)

Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	3.100m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.250m

SWEPT PATH DESIGN VEHICLE
NTS



VEHICLE SWEPT PATH SHOWN
WAS PLOTTED USING
LOW-SPEED TURN AT 5 km/h

SWEPT PATH DETAIL
NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	28.09.22	CK	CARDNO

Drawn: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Designed: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Design Project Leader: CK, Date: 05.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

DROP-OFF AREA - LEFT IN
SWEPT PATH - FIRE TRUCK (8.2m)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK027 OF -	DZ2114-SK-027	A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
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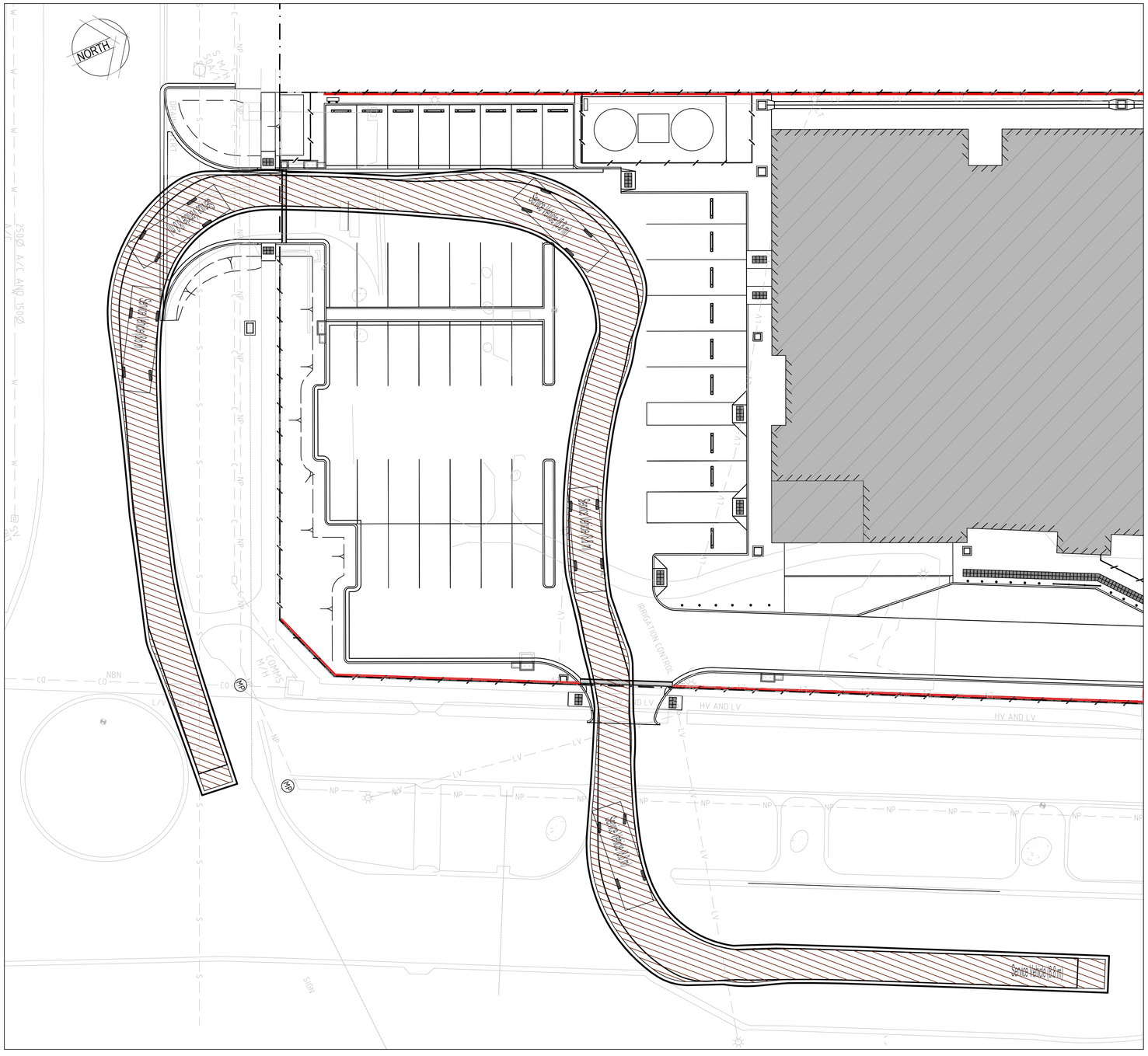
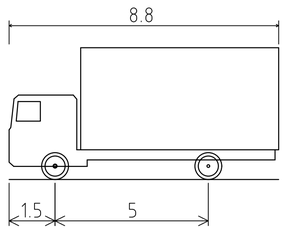




Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

SWEPT PATH DESIGN VEHICLE

NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	05.09.22	CK	CARDNO

Drawn: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Designed: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Design Project Leader: CK, Date: 05.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

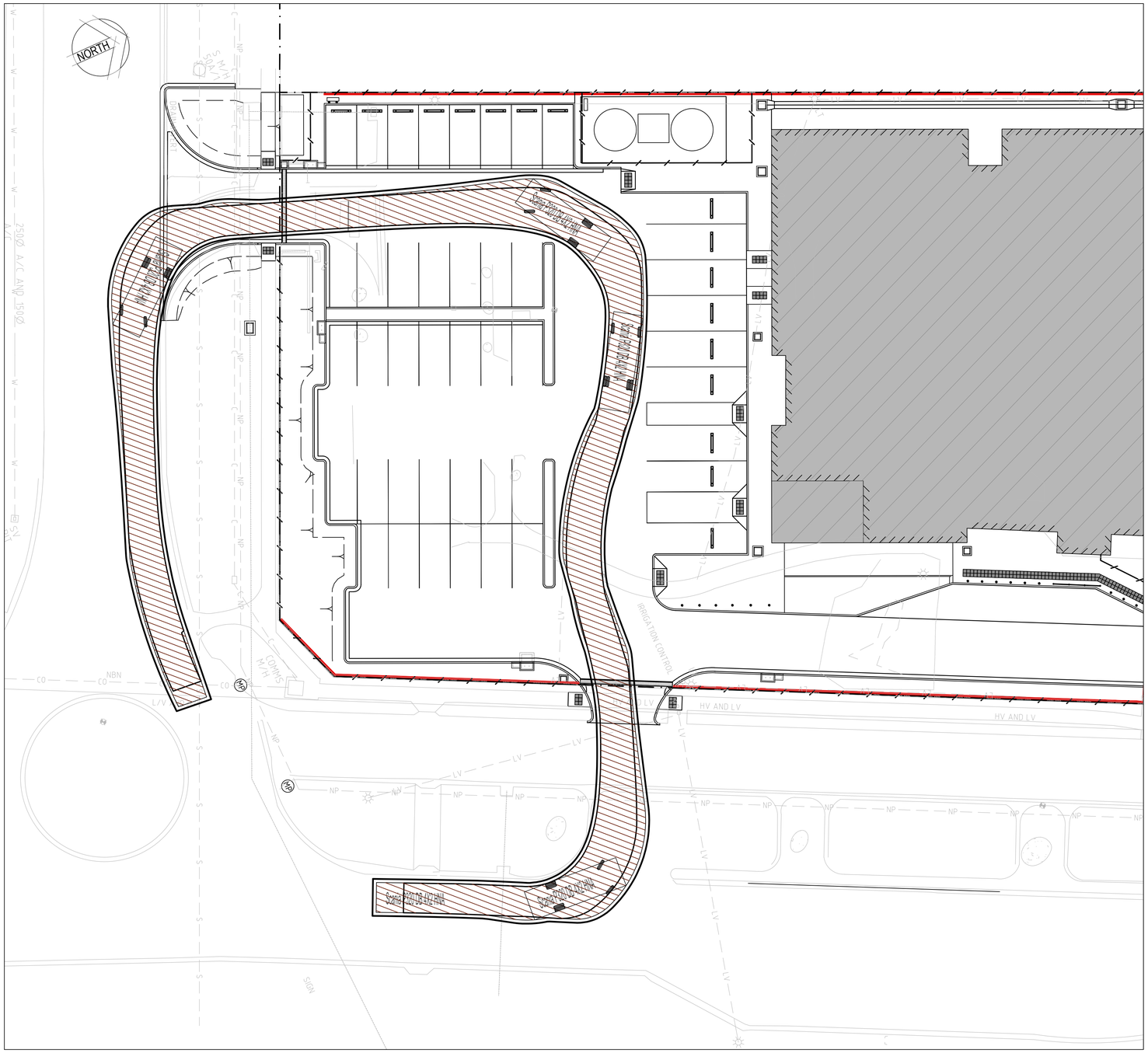
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

CARPARK AREA - RIGHT IN
SWEPT PATH - 8.8m SERVICE VEHICLE (AUSTROADS)

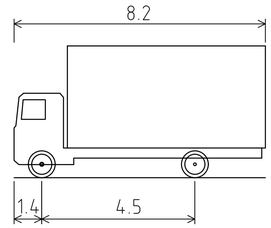
NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK024 OF -	DZ2114-SK-024	A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg



SWEPT PATH DETAIL
NTS



FIRE TRUCK 8.2m (Scania P320 DB 4X2 HNA)

Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	3.100m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.250m

SWEPT PATH DESIGN VEHICLE
NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	05.09.22	CK	CARDNO

Drawn: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Designed: JC, Date: 05.09.2022	Checked: CK, Date: 05.09.2022		
Design Project Leader: CK, Date: 05.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

CARPARK AREA - LEFT IN
SWEPT PATH - FIRE TRUCK (8.2m)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK026 OF -	DZ2114-SK-026	A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
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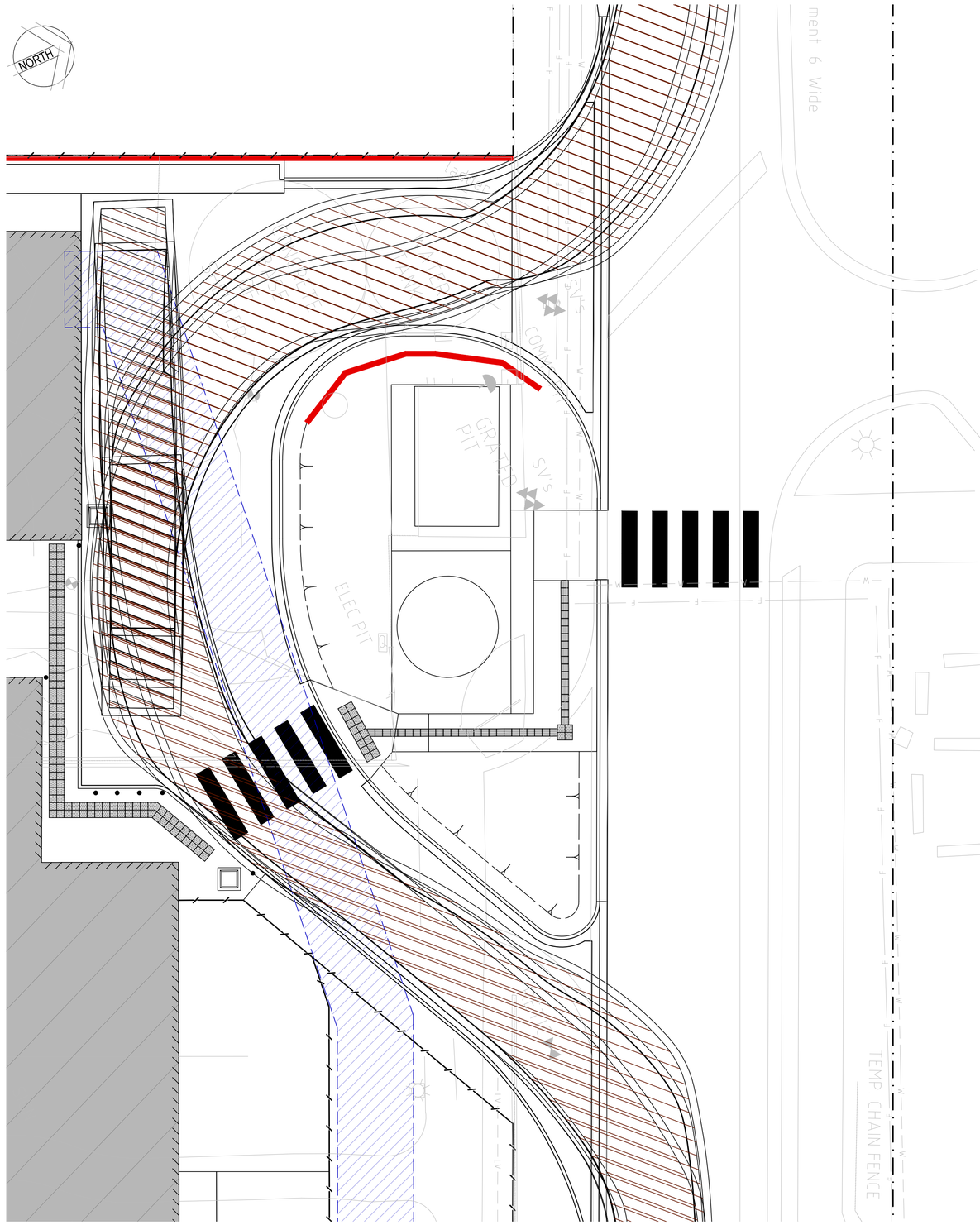
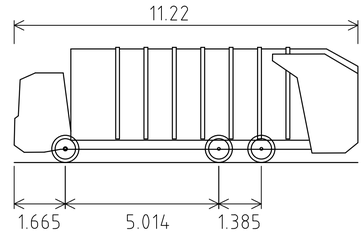
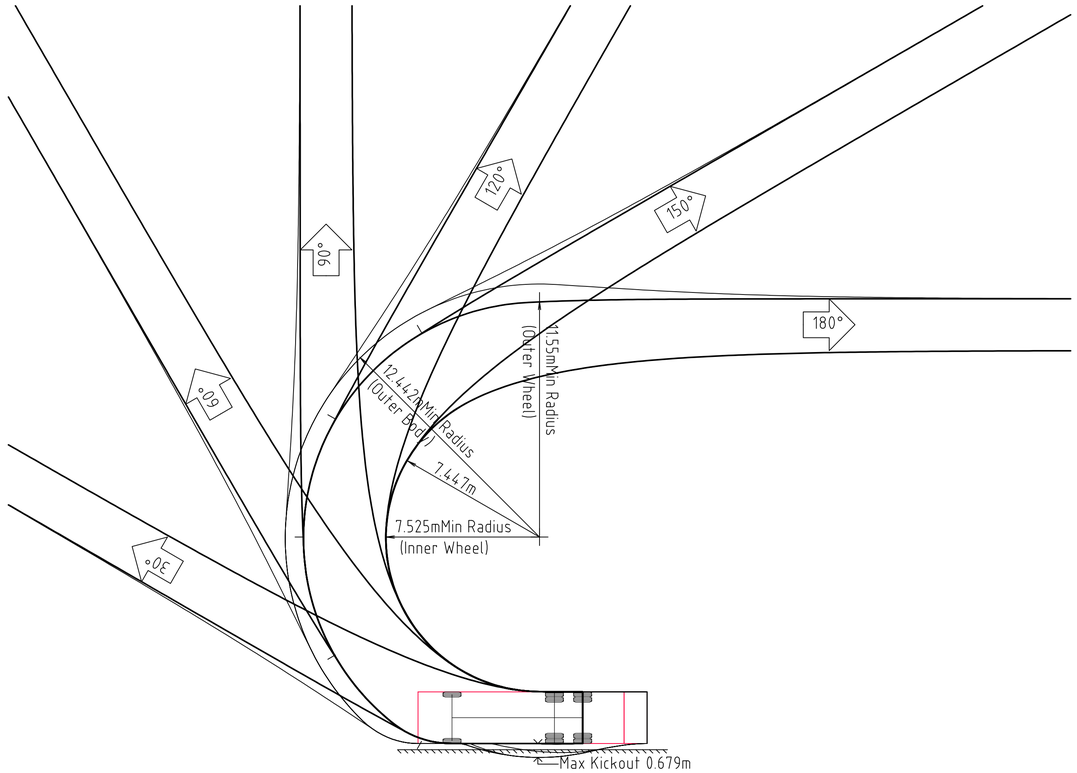




Refuse Truck	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.550m

SWEPT PATH DESIGN VEHICLE

NTS



FOR INFORMATION ONLY

NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 1 2 4 6 8 10m

SCALE 1:100 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
B	ISSUED FOR DISCUSSION	06.10.22	CK	CARDNO
A	ISSUED FOR DISCUSSION	01.09.22	CK	CARDNO

Drawn: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022		
Designed: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022		
Design Project Leader: CK, Date: 01.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

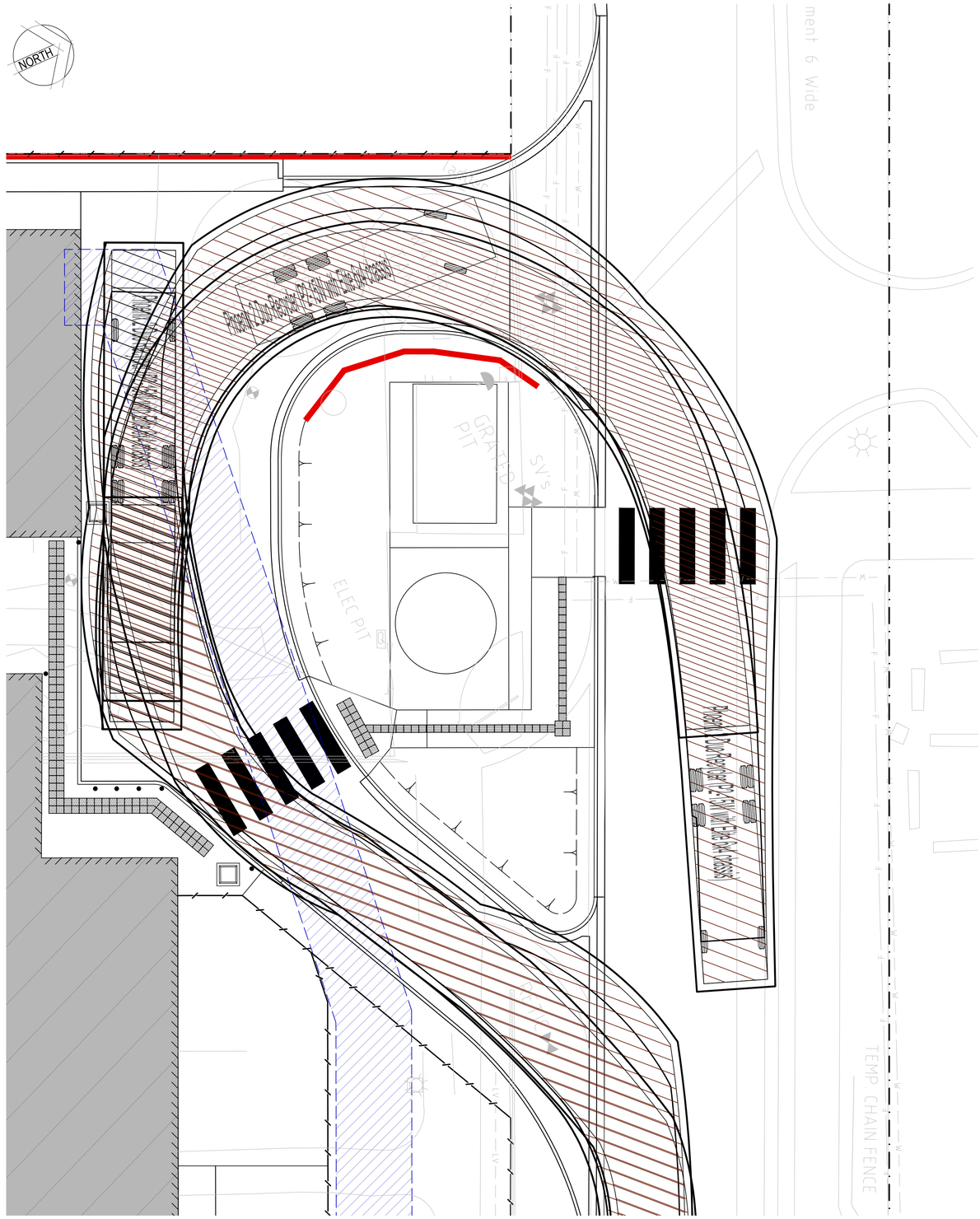
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

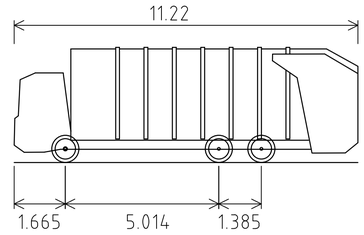
DELIVERY AREA
SWEPT PATH - GARBAGE TRUCK

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK022 OF -	DZ2114-SK-022	B	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg

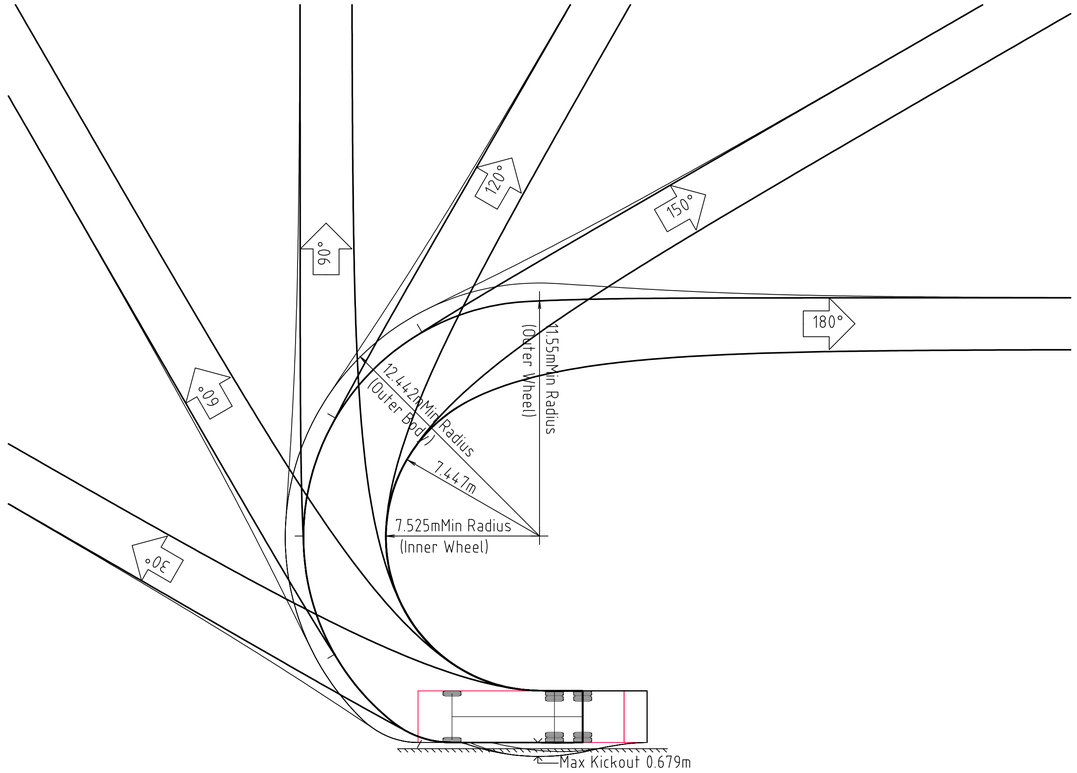




Refuse Truck	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.550m

SWEPT PATH DESIGN VEHICLE

NTS



FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 1 2 4 6 8 10m
SCALE 1:100 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	10.10.22	CK	CARDNO

Drawn: JC, Date: 10.10.2022	Checked: CK, Date: 10.10.2022		
Designed: JC, Date: 10.10.2022	Checked: CK, Date: 10.10.2022		
Design Project Leader: CK, Date: 10.10.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

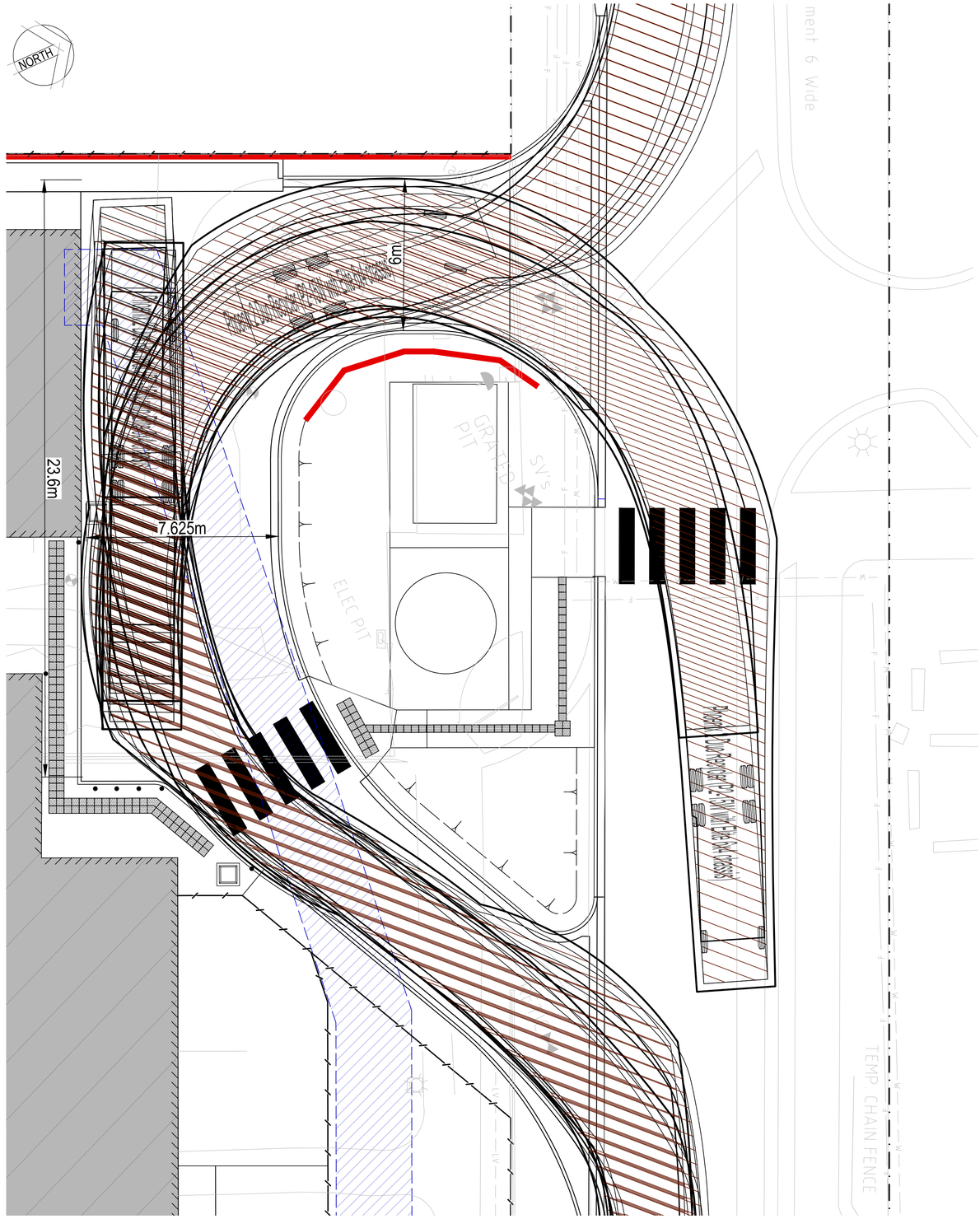
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

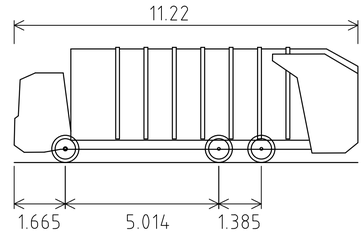
DELIVERY AREA
SWEPT PATH - GARBAGE TRUCK

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No. Amendment	
-	-	SK022 OF -	DZ2114-SK-028 A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:08 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg

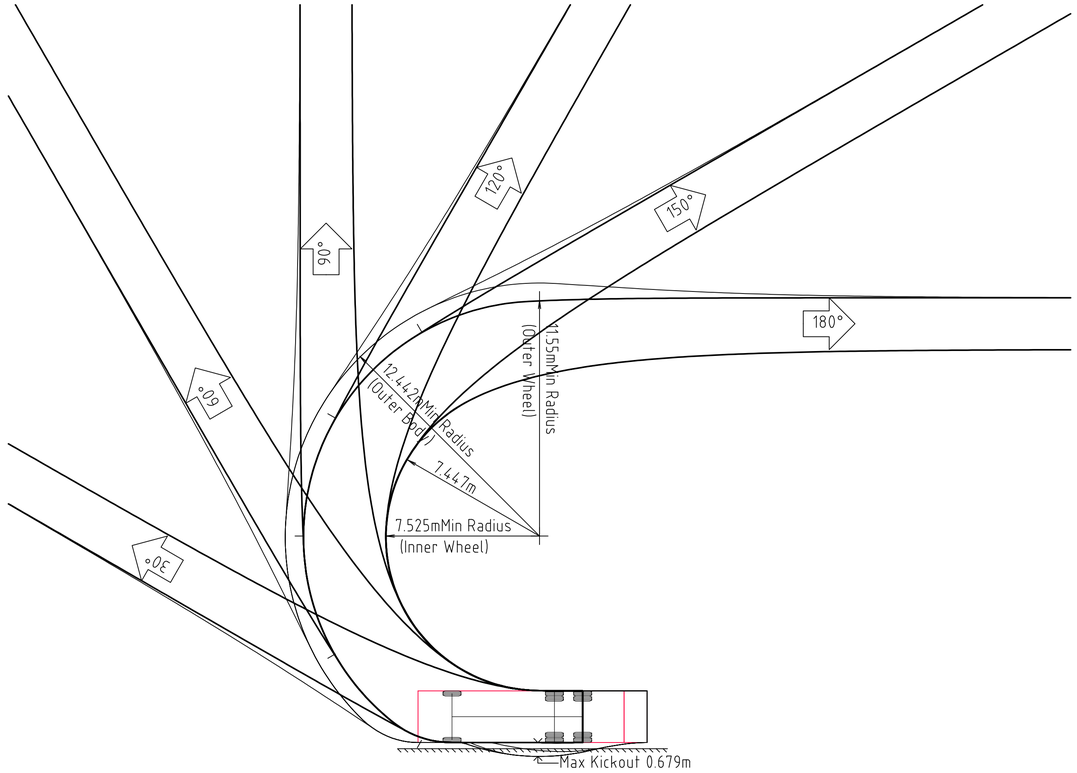




Refuse Truck	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.550m

SWEPT PATH DESIGN VEHICLE

NTS



FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 1 2 4 6 8 10m
SCALE 1:100 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	01.09.22	CK	CARDNO

Drawn: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022		
Designed: JC, Date: 01.09.2022	Checked: CK, Date: 01.09.2022		
Design Project Leader: CK, Date: 01.09.2022	NTG Project Manager: SW, Date: -		

Northern Territory Government

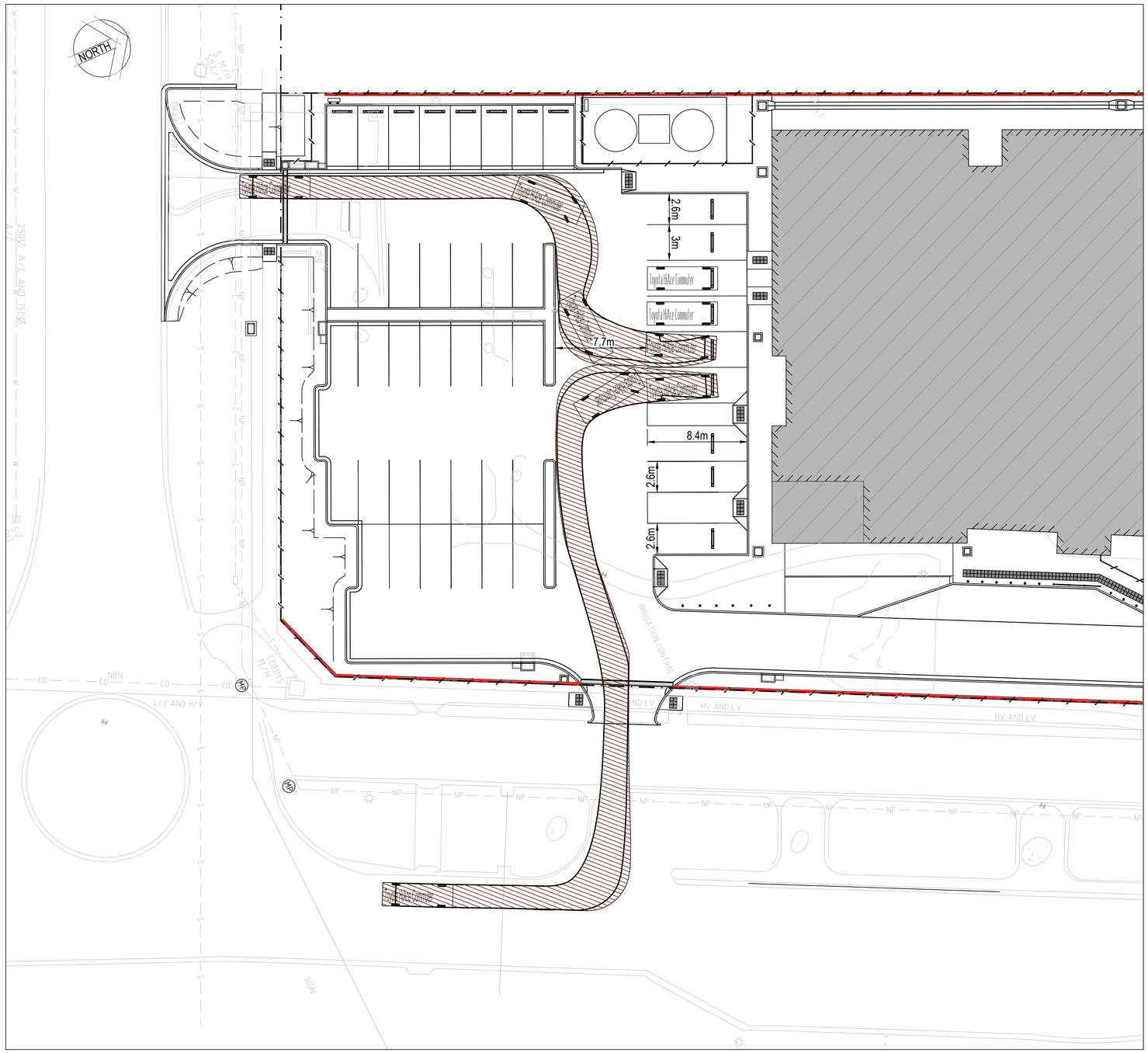
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

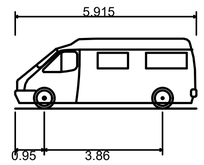
DELIVERY AREA
SWEPT PATH - GARBAGE TRUCK

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No. Amendment	
-	-	SK022 OF -	DZ2114-SK-022 A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:07 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg





Toyota HiAce Commuter

Overall Length	5.915m
Overall Width	1.950m
Overall Body Height	2.280m
Min Body Ground Clearance	0.180m
Track Width	1.915m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	5.500m

SWEPT PATH DESIGN VEHICLE

NTS

FOR INFORMATION ONLY

NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m

SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	21.03.2023	CK	STANTEC

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Level 6, 93 Mitchell Street
Darwin NT 0800
Tel: 08 8942 8200
Web: www.stantec.com/au

Drawn: JC, Date: 21.03.2023	Checked: CK, Date: 21.03.2023
Designed: JC, Date: 21.03.2023	Checked: CK, Date: 21.03.2023
Design Project Leader: CK, Date: 21.03.2023	NTG Project Manager: SW, Date: -

Northern Territory Government

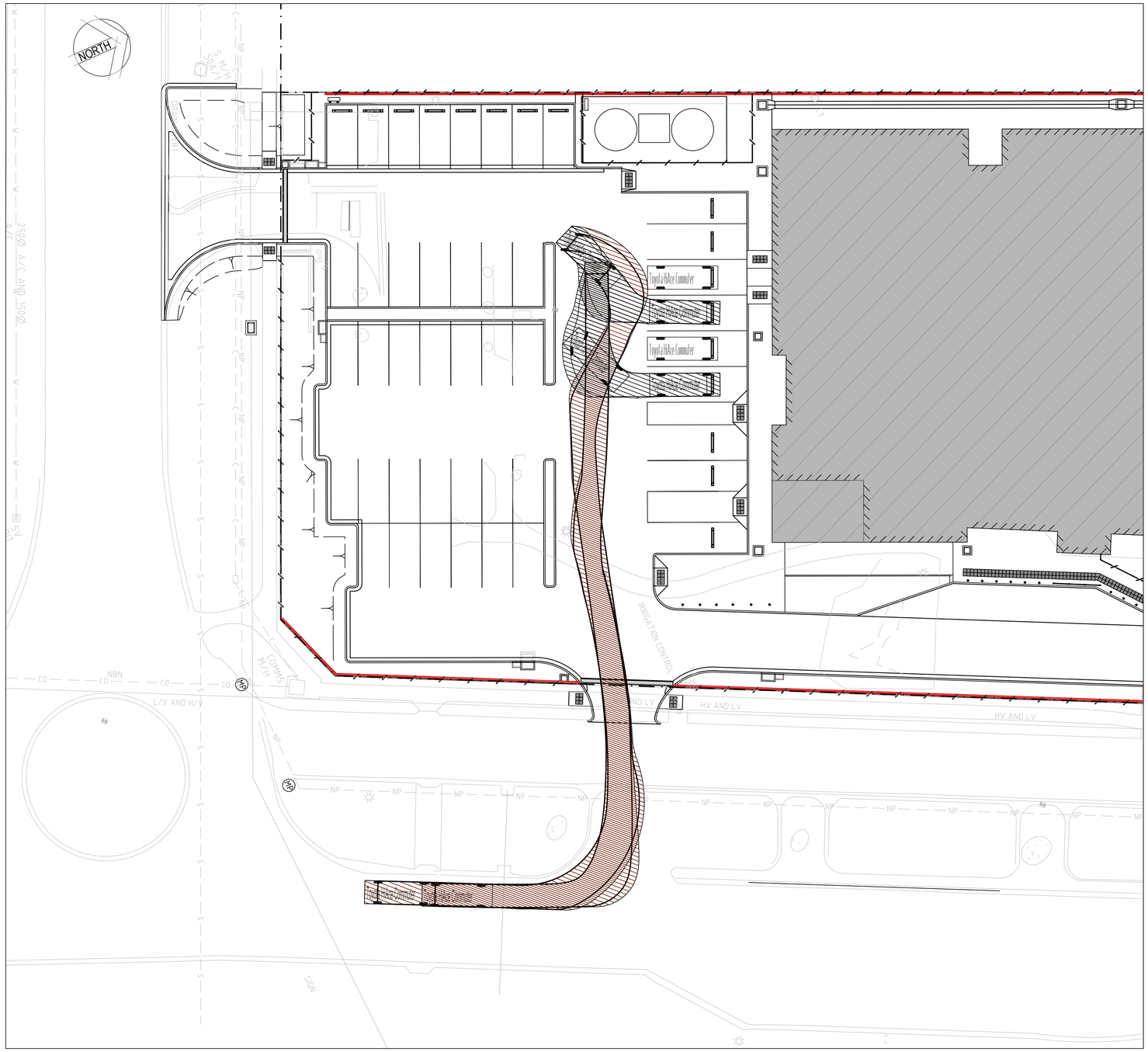
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

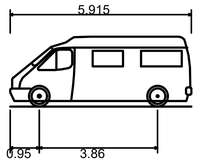
MINI BUS (TOYOTA HIACE) SWEPT PATH (FORWARD-IN MANOEUVRE)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK029 OF -	DZ2114-SK-029	A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:08 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg





Toyota HiAce Commuter	
Overall Length	5.915m
Overall Width	1.950m
Overall Body Height	2.280m
Min Body Ground Clearance	0.180m
Track Width	1.915m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	5.500m

SWEPT PATH DESIGN VEHICLE

NTS

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m
SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	21.03.2023	CK	STANTEC

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Level 6, 93 Mitchell Street
Darwin NT 0800
Tel: 08 8942 8200
Web: www.stantec.com/au

Drawn: JC, Date: 21.03.2023	Checked: CK, Date: 21.03.2023
Designed: JC, Date: 21.03.2023	Checked: CK, Date: 21.03.2023
Design Project Leader: CK, Date: 21.03.2023	NTG Project Manager: SW, Date: -

Northern Territory Government

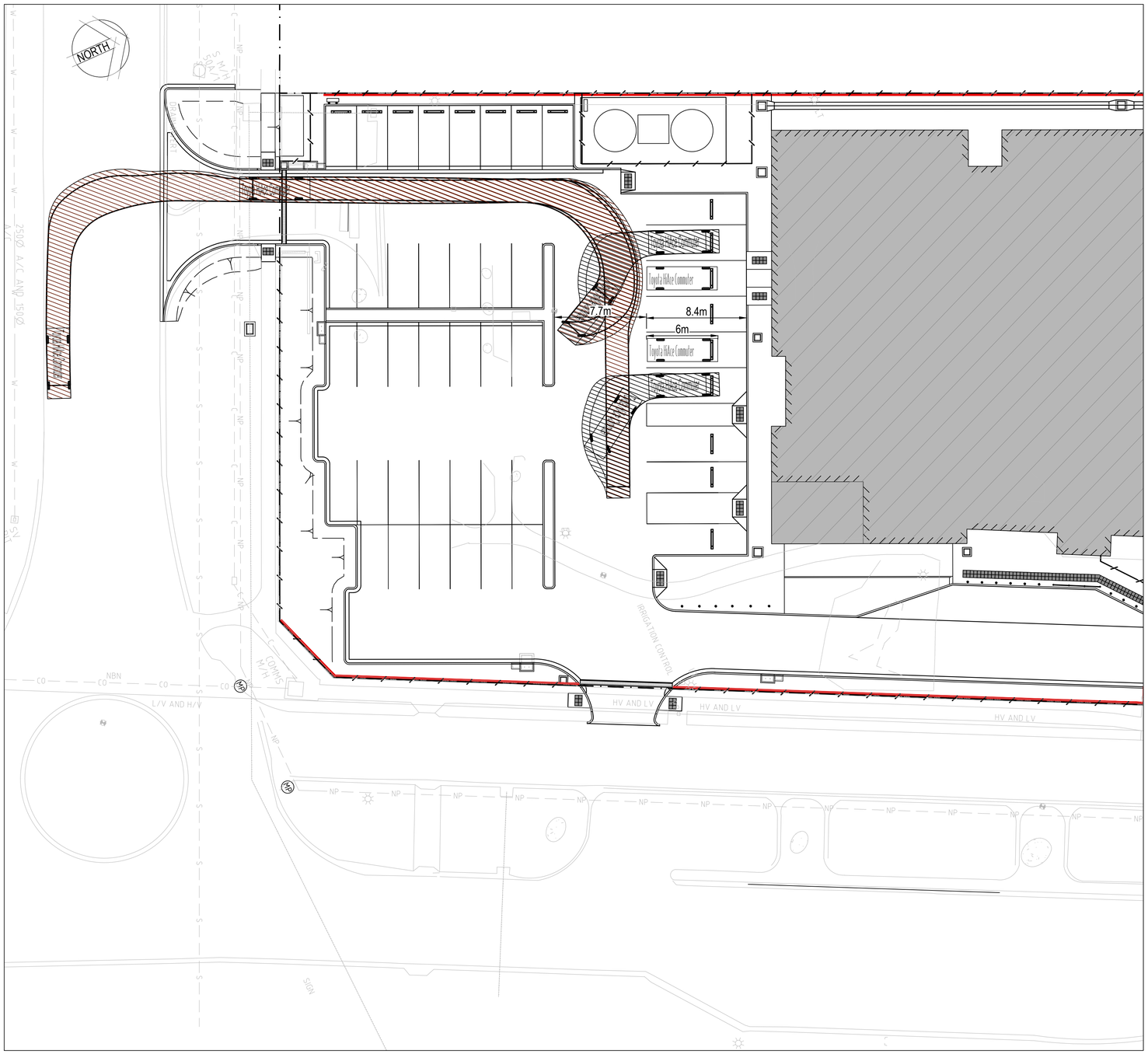
ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

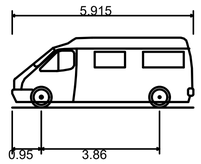
MINI BUS (TOYOTA HIACE)
SWEPT PATH (REVERSE-IN MANOEUVRE)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No.	Amendment	
-	-	SK030 OF -	DZ2114-SK-030	A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:08 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg





Toyota HiAce Commuter	
Overall Length	5.915m
Overall Width	1.950m
Overall Body Height	2.280m
Min Body Ground Clearance	0.180m
Track Width	1.915m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	5.500m

SWEPT PATH DESIGN VEHICLE

NTS

FOR INFORMATION ONLY

NOT TO BE USED FOR CONSTRUCTION PURPOSES

0 5 10 15 20m

SCALE 1:200 @A1

No.	AMENDMENT DESCRIPTION	DATE	INIT.	DEPT/COMPANY
A	ISSUED FOR DISCUSSION	21.03.2023	CK	STANTEC

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
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Drawn: JC, Date: 21.03.2023	Checked: CK, Date: 21.03.2023
Designed: JC, Date: 21.03.2023	Checked: CK, Date: 21.03.2023
Design Project Leader: CK, Date: 21.03.2023	NTG Project Manager: SW, Date: -

Northern Territory Government

ALICE SPRINGS REGION
GAP ROAD, ALICE SPRINGS, NT 0870
AMBULATORY CARE DIALYSIS UNIT

MINI BUS (TOYOTA HIACE)
SWEPT PATH (REVERSE-IN MANOEUVRE)

NTG Project No.	NTG Asset No.	Sheet Reference	NTG Drawing No. Amendment	
-	-	SK031 OF -	DZ2114-SK-031 A	A1

Version: March 2021

PLOTTED ON: 16/Nov/2023 11:08 AM
USER: CUSI, JOHN ERIC
FILE LOCATION: C:\JCusi\100-Stantec projects\DZ-2114 ASH Ambulatory care\DZ-2114 ASH Ambulatory care\Design Tech\Design\Dwgs\Civil\01-Preliminary\XR-SWEPT.dwg

Appendix D SIDRA RESULTS

D 1 - SIDRA RESULTS FOR CURRENT SCENARIO 2024 AM

MOVEMENT SUMMARY

Site: 101 [Parking access Traeger Av 2024 AM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
East: Traeger Avenue										
5	T1	131	1.6	131	1.6	0.068	0.0	LOS A	0.0	0.0
Approach		131	1.6	131	1.6	0.068	0.0	NA	0.0	0.0
North: Parking access Road Traeger Av										
7	L2	3	0.0	3	0.0	0.002	6.2	LOS A	0.0	0.0
Approach		3	0.0	3	0.0	0.002	6.2	LOS A	0.0	0.0
West: Traeger Avenue										
11	T1	218	2.9	218	2.9	0.114	0.0	LOS A	0.0	0.0
Approach		218	2.9	218	2.9	0.114	0.0	NA	0.0	0.0
All Vehicles		352	2.4	352	2.4	0.114	0.1	NA	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [Traeger Av / Gap Rd 2024 AM (Site Folder: 2024 without development)]

Traeger Avenue / Gap Road intesection Base year AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
1	L2	66	1.6	66	1.6	0.168	3.5	LOS A	0.0	0.0
2	T1	252	3.8	252	3.8	0.168	0.1	LOS A	0.0	0.0
Approach		318	3.3	318	3.3	0.168	0.8	NA	0.0	0.0
North: Gap Road										
8	T1	153	3.4	153	3.4	0.130	0.6	LOS A	0.2	1.4
9	R2	64	1.6	64	1.6	0.130	4.1	LOS A	0.2	1.4
Approach		217	2.9	217	2.9	0.130	1.6	NA	0.2	1.4
West: Traeger Avenue										
10	L2	154	2.1	154	2.1	0.243	8.0	LOS A	0.4	2.9
12	R2	67	4.7	67	4.7	0.243	10.0	LOS B	0.4	2.9
Approach		221	2.9	221	2.9	0.243	8.7	LOS A	0.4	2.9
All Vehicles		756	3.1	756	3.1	0.243	3.3	NA	0.4	2.9

MOVEMENT SUMMARY

▽ Site: 101 [Parking access Gap Rd 2024 AM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	6	33.3	6	33.3	0.212	3.1	LOS A	0.0	0.0
11	T1	399	2.6	399	2.6	0.212	0.0	LOS A	0.0	0.0
Approach		405	3.1	405	3.1	0.212	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	189	0.0	189	0.0	0.111	0.3	LOS A	0.1	0.4
6	R2	9	55.6	9	55.6	0.111	7.6	LOS A	0.1	0.4
Approach		199	2.6	199	2.6	0.111	0.6	NA	0.1	0.4
All Vehicles		604	3.0	604	3.0	0.212	0.2	NA	0.1	0.4

MOVEMENT SUMMARY

▽ Site: 101 [Parking exit Gap Rd 2024 AM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
11	T1	399	2.6	399	2.6	0.208	0.0	LOS A	0.0	0.0
Approach		399	2.6	399	2.6	0.208	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	195	2.7	195	2.7	0.102	0.0	LOS A	0.0	0.0
Approach		195	2.7	195	2.7	0.102	0.0	NA	0.0	0.0
West: Parking exit Road Gap Rd										
7	L2	3	66.7	3	66.7	0.004	8.9	LOS A	0.0	0.1
9	R2	1	0.0	1	0.0	0.001	8.3	LOS A	0.0	0.0
Approach		4	50.0	4	50.0	0.004	8.7	LOS A	0.0	0.1
All Vehicles		598	3.0	598	3.0	0.208	0.1	NA	0.0	0.1

MOVEMENT SUMMARY

▽ Site: 101 [Hospital Road Gap Rd 2024 AM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	32	3.3	32	3.3	0.211	3.0	LOS A	0.0	0.0
11	T1	371	3.1	371	3.1	0.211	0.0	LOS A	0.0	0.0
Approach		402	3.1	402	3.1	0.211	0.2	NA	0.0	0.0
North: Gap Road										
5	T1	186	2.8	186	2.8	0.120	0.3	LOS A	0.1	0.7
6	R2	27	0.0	27	0.0	0.120	7.1	LOS A	0.1	0.7
Approach		214	2.5	214	2.5	0.120	1.2	NA	0.1	0.7
West: Hospital Road										
7	L2	19	5.6	19	5.6	0.030	4.6	LOS A	0.0	0.3
9	R2	9	0.0	9	0.0	0.030	5.9	LOS A	0.0	0.3
Approach		28	3.7	28	3.7	0.030	5.1	LOS A	0.0	0.3
All Vehicles		644	2.9	644	2.9	0.211	0.8	NA	0.1	0.7

MOVEMENT SUMMARY

▽ Site: 101 [Hospital access Rd Rd 2024 AM (Site Folder: 2024 without development)]

ASH access Rd- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Parking access Road										
7	L2	1	0.0	1	0.0	0.006	5.6	LOS A	0.0	0.1
9	R2	6	0.0	6	0.0	0.006	5.6	LOS A	0.0	0.1
Approach		7	0.0	7	0.0	0.006	5.6	LOS A	0.0	0.1
East: ASH access Rd										
10	L2	31	0.0	31	0.0	0.031	3.3	LOS A	0.0	0.0
11	T1	28	3.7	28	3.7	0.031	0.0	LOS A	0.0	0.0
Approach		59	1.8	59	1.8	0.031	1.7	NA	0.0	0.0
West: ASH access Rd										
5	T1	21	5.0	21	5.0	0.011	0.0	LOS A	0.0	0.0
Approach		21	5.0	21	5.0	0.011	0.0	NA	0.0	0.0
All Vehicles		87	2.4	87	2.4	0.031	1.6	NA	0.0	0.1

D 2 SIDRA RESULTS FOR CURRENT SCENARIO 2024 PM

MOVEMENT SUMMARY

Site: 101 [Hospital access Rd Rd 2024 PM (Site Folder: 2024 without development)]

ASH access Rd- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Parking access Road										
7	L2	1	0.0	1	0.0	0.005	5.6	LOS A	0.0	0.0
9	R2	5	0.0	5	0.0	0.005	5.5	LOS A	0.0	0.0
Approach		6	0.0	6	0.0	0.005	5.6	LOS A	0.0	0.0
East: ASH access Rd										
10	L2	19	0.0	19	0.0	0.016	3.3	LOS A	0.0	0.0
11	T1	12	9.1	12	9.1	0.016	0.0	LOS A	0.0	0.0
Approach		31	3.4	31	3.4	0.016	2.0	NA	0.0	0.0
West: ASH access Rd										
5	T1	13	8.3	13	8.3	0.007	0.0	LOS A	0.0	0.0
Approach		13	8.3	13	8.3	0.007	0.0	NA	0.0	0.0
All Vehicles		49	4.3	49	4.3	0.016	2.0	NA	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [Hospital Road Gap Rd 2024 PM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	13	0.0	13	0.0	0.192	3.0	LOS A	0.0	0.0
11	T1	356	2.1	356	2.1	0.192	0.0	LOS A	0.0	0.0
Approach		368	2.0	368	2.0	0.192	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	271	1.2	271	1.2	0.155	0.2	LOS A	0.1	0.5
6	R2	18	5.9	18	5.9	0.155	7.2	LOS A	0.1	0.5
Approach		288	1.5	288	1.5	0.155	0.6	NA	0.1	0.5
West: Hospital Road										
7	L2	14	7.7	14	7.7	0.019	4.6	LOS A	0.0	0.2
9	R2	4	0.0	4	0.0	0.019	6.1	LOS A	0.0	0.2
Approach		18	5.9	18	5.9	0.019	4.9	LOS A	0.0	0.2
All Vehicles		675	1.9	675	1.9	0.192	0.4	NA	0.1	0.5

MOVEMENT SUMMARY

▽ Site: 101 [Parking exit Gap Rd 2024 PM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
11	T1	365	2.3	365	2.3	0.190	0.0	LOS A	0.0	0.0
Approach		365	2.3	365	2.3	0.190	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	275	1.1	275	1.1	0.142	0.0	LOS A	0.0	0.0
Approach		275	1.1	275	1.1	0.142	0.0	NA	0.0	0.0
West: Parking exit Road Gap Rd										
7	L2	3	0.0	3	0.0	0.003	6.7	LOS A	0.0	0.0
9	R2	3	0.0	3	0.0	0.005	8.6	LOS A	0.0	0.0
Approach		6	0.0	6	0.0	0.005	7.6	LOS A	0.0	0.0
All Vehicles		646	1.8	646	1.8	0.190	0.1	NA	0.0	0.0

MOVEMENT SUMMARY

▽ Site: 101 [Parking access Gap Rd 2024 PM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	1	0.0	1	0.0	0.191	3.1	LOS A	0.0	0.0
11	T1	365	2.3	365	2.3	0.191	0.0	LOS A	0.0	0.0
Approach		366	2.3	366	2.3	0.191	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	275	1.1	275	1.1	0.143	0.0	LOS A	0.0	0.0
6	R2	1	0.0	1	0.0	0.143	6.3	LOS A	0.0	0.0
Approach		276	1.1	276	1.1	0.143	0.0	NA	0.0	0.0
All Vehicles		642	1.8	642	1.8	0.191	0.0	NA	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [Traeger Av / Gap Rd 2023 PM (Site Folder: 2024 without development)]

Traeger Avenue / Gap Road intesection Base year PM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
1	L2	55	5.8	55	5.8	0.147	5.6	LOS A	0.0	0.0
2	T1	223	1.9	223	1.9	0.147	0.0	LOS A	0.0	0.0
Approach		278	2.7	278	2.7	0.147	1.1	NA	0.0	0.0
North: Gap Road										
8	T1	221	1.4	221	1.4	0.175	0.5	LOS A	0.3	1.8
9	R2	81	1.3	81	1.3	0.175	4.0	LOS A	0.3	1.8
Approach		302	1.4	302	1.4	0.175	1.4	NA	0.3	1.8
West: Traeger Avenue										
10	L2	143	2.9	143	2.9	0.236	7.4	LOS A	0.4	2.8
12	R2	68	3.1	68	3.1	0.236	9.7	LOS A	0.4	2.8
Approach		212	3.0	212	3.0	0.236	8.2	LOS A	0.4	2.8
All Vehicles		792	2.3	792	2.3	0.236	3.1	NA	0.4	2.8

MOVEMENT SUMMARY

Site: 101 [Parking access Traeger Av 2024 PM (Site Folder: 2024 without development)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
East: Traeger Avenue										
5	T1	136	3.1	136	3.1	0.071	0.0	LOS A	0.0	0.0
Approach		136	3.1	136	3.1	0.071	0.0	NA	0.0	0.0
North: Parking access Road Traeger Av										
7	L2	33	0.0	33	0.0	0.023	6.1	LOS A	0.0	0.3
Approach		33	0.0	33	0.0	0.023	6.1	LOS A	0.0	0.3
West: Traeger Avenue										
11	T1	179	3.5	179	3.5	0.094	0.0	LOS A	0.0	0.0
Approach		179	3.5	179	3.5	0.094	0.0	NA	0.0	0.0
All Vehicles		347	3.0	347	3.0	0.094	0.6	NA	0.0	0.3

D 3 SIDRA RESULTS FOR OPENING YEAR 2025. AM

MOVEMENT SUMMARY

Site: 101 [Hospital access Rd Rd 2025 AM (Site Folder: 2025 opening year)]

ASH access Rd- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Parking access Road										
7	L2	1	0.0	1	0.0	0.005	5.6	LOS A	0.0	0.1
9	R2	4	50.0	4	50.0	0.005	6.3	LOS A	0.0	0.1
Approach		5	40.0	5	40.0	0.005	6.2	LOS A	0.0	0.1
East: ASH access Rd										
10	L2	4	50.0	4	50.0	0.018	3.3	LOS A	0.0	0.0
11	T1	28	3.7	28	3.7	0.018	0.0	LOS A	0.0	0.0
Approach		33	9.7	33	9.7	0.018	0.4	NA	0.0	0.0
West: ASH access Rd										
5	T1	22	4.8	22	4.8	0.012	0.0	LOS A	0.0	0.0
Approach		22	4.8	22	4.8	0.012	0.0	NA	0.0	0.0
All Vehicles		60	10.5	60	10.5	0.018	0.8	NA	0.0	0.1

MOVEMENT SUMMARY

Site: 101 [Hospital Road Gap Rd 2025 AM (Site Folder: 2025 opening year)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	19	11.1	19	11.1	0.218	3.0	LOS A	0.0	0.0
11	T1	395	3.2	395	3.2	0.218	0.0	LOS A	0.0	0.0
Approach		414	3.6	414	3.6	0.218	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	233	2.3	233	2.3	0.135	0.2	LOS A	0.1	0.4
6	R2	15	7.1	15	7.1	0.135	7.4	LOS A	0.1	0.4
Approach		247	2.6	247	2.6	0.135	0.6	NA	0.1	0.4
West: Hospital Road										
7	L2	18	11.8	18	11.8	0.031	4.9	LOS A	0.0	0.3
9	R2	8	12.5	8	12.5	0.031	6.7	LOS A	0.0	0.3
Approach		26	12.0	26	12.0	0.031	5.5	LOS A	0.0	0.3
All Vehicles		687	3.5	687	3.5	0.218	0.5	NA	0.1	0.4

MOVEMENT SUMMARY

Site: 101 [Parking exit Gap Rd 2025 AM (Site Folder: 2025 opening year)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
11	T1	418	2.8	418	2.8	0.218	0.0	LOS A	0.0	0.0
Approach		418	2.8	418	2.8	0.218	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	204	3.1	204	3.1	0.107	0.0	LOS A	0.0	0.0
Approach		204	3.1	204	3.1	0.107	0.0	NA	0.0	0.0
West: Parking exit Road Gap Rd										
7	L2	8	25.0	8	25.0	0.009	7.7	LOS A	0.0	0.1
9	R2	6	0.0	6	0.0	0.009	8.5	LOS A	0.0	0.1
Approach		15	14.3	15	14.3	0.009	8.1	LOS A	0.0	0.1
All Vehicles		637	3.1	637	3.1	0.218	0.2	NA	0.0	0.1

MOVEMENT SUMMARY

Site: 101 [Parking access Gap Rd 2025 PM (Site Folder: 2025 opening year)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	13	0.0	13	0.0	0.219	3.0	LOS A	0.0	0.0
11	T1	408	2.3	408	2.3	0.219	0.0	LOS A	0.0	0.0
Approach		421	2.3	421	2.3	0.219	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	284	1.5	284	1.5	0.183	0.4	LOS A	0.2	1.2
6	R2	41	0.0	41	0.0	0.183	6.2	LOS A	0.2	1.2
Approach		325	1.3	325	1.3	0.183	1.1	NA	0.2	1.2
All Vehicles		746	1.8	746	1.8	0.219	0.5	NA	0.2	1.2

MOVEMENT SUMMARY

Site: 101 [Traeger Av / Gap Rd 2025 AM (Site Folder: 2025 opening year)]

Traeger Avenue / Gap Road intesection Base year AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
1	L2	78	1.4	78	1.4	0.183	5.6	LOS A	0.0	0.0
2	T1	267	3.9	267	3.9	0.183	0.0	LOS A	0.0	0.0
Approach		345	3.4	345	3.4	0.183	1.3	NA	0.0	0.0
North: Gap Road										
8	T1	158	4.0	158	4.0	0.137	0.7	LOS A	0.2	1.5
9	R2	67	1.6	67	1.6	0.137	4.2	LOS A	0.2	1.5
Approach		225	3.3	225	3.3	0.137	1.7	NA	0.2	1.5
West: Traeger Avenue										
10	L2	168	1.9	168	1.9	0.273	7.7	LOS A	0.5	3.3
12	R2	74	4.3	74	4.3	0.273	9.8	LOS A	0.5	3.3
Approach		242	2.6	242	2.6	0.273	8.3	LOS A	0.5	3.3
All Vehicles		813	3.1	813	3.1	0.273	3.5	NA	0.5	3.3

MOVEMENT SUMMARY

Site: 101 [Parking access Traeger Av 2025 AM (Site Folder: 2025 opening year)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
East: Traeger Avenue										
5	T1	134	1.6	134	1.6	0.077	0.1	LOS A	0.0	0.2
6	R2	11	0.0	11	0.0	0.077	4.7	LOS A	0.0	0.2
Approach		144	1.5	144	1.5	0.077	0.4	NA	0.0	0.2
North: Parking access Road Traeger Av										
7	L2	20	0.0	20	0.0	0.030	3.7	LOS A	0.0	0.3
9	R2	14	0.0	14	0.0	0.030	4.3	LOS A	0.0	0.3
Approach		34	0.0	34	0.0	0.030	3.9	LOS A	0.0	0.3
West: Traeger Avenue										
10	L2	39	0.0	39	0.0	0.136	5.6	LOS A	0.0	0.0
11	T1	220	2.9	220	2.9	0.136	0.0	LOS A	0.0	0.0
Approach		259	2.4	259	2.4	0.136	0.9	NA	0.0	0.0
All Vehicles		437	1.9	437	1.9	0.136	1.0	NA	0.0	0.3

D 4 SIDRA RESULTS FOR OPENING YEAR 2025. PM

MOVEMENT SUMMARY

▽ Site: 101 [Hospital Road Gap Rd 2025 PM (Site Folder: 2025 opening year)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	5	20.0	5	20.0	0.213	3.0	LOS A	0.0	0.0
11	T1	404	2.1	404	2.1	0.213	0.0	LOS A	0.0	0.0
Approach		409	2.3	409	2.3	0.213	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	313	1.0	313	1.0	0.172	0.1	LOS A	0.1	0.4
6	R2	11	20.0	11	20.0	0.172	7.9	LOS A	0.1	0.4
Approach		323	1.6	323	1.6	0.172	0.4	NA	0.1	0.4
West: Hospital Road										
7	L2	14	15.4	14	15.4	0.022	4.9	LOS A	0.0	0.3
9	R2	4	25.0	4	25.0	0.022	7.9	LOS A	0.0	0.3
Approach		18	17.6	18	17.6	0.022	5.6	LOS A	0.0	0.3
All Vehicles		751	2.4	751	2.4	0.213	0.3	NA	0.1	0.4

MOVEMENT SUMMARY

▽ Site: 101 [Parking exit Gap Rd 2025 PM (Site Folder: 2025 opening year)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
11	T1	408	2.3	408	2.3	0.213	0.0	LOS A	0.0	0.0
Approach		408	2.3	408	2.3	0.213	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	284	1.5	284	1.5	0.147	0.0	LOS A	0.0	0.0
Approach		284	1.5	284	1.5	0.147	0.0	NA	0.0	0.0
West: Parking exit Road Gap Rd										
7	L2	8	0.0	8	0.0	0.008	6.9	LOS A	0.0	0.1
9	R2	8	0.0	8	0.0	0.013	9.0	LOS A	0.0	0.1
Approach		17	0.0	17	0.0	0.013	8.0	LOS A	0.0	0.1
All Vehicles		709	1.9	709	1.9	0.213	0.2	NA	0.0	0.1

MOVEMENT SUMMARY

▽ Site: 101 [Hospital access Rd Rd 2025 PM (Site Folder: 2025 opening year)] N

ASH access Rd- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Parking access Road										
7	L2	1	0.0	1	0.0	0.005	5.6	LOS A	0.0	0.1
9	R2	4	50.0	4	50.0	0.005	6.2	LOS A	0.0	0.1
Approach		5	40.0	5	40.0	0.005	6.1	LOS A	0.0	0.1
East: ASH access Rd										
10	L2	4	50.0	4	50.0	0.009	3.3	LOS A	0.0	0.0
11	T1	12	9.1	12	9.1	0.009	0.0	LOS A	0.0	0.0
Approach		16	20.0	16	20.0	0.009	0.9	NA	0.0	0.0
West: ASH access Rd										
5	T1	14	7.7	14	7.7	0.007	0.0	LOS A	0.0	0.0
Approach		14	7.7	14	7.7	0.007	0.0	NA	0.0	0.0
All Vehicles		35	18.2	35	18.2	0.009	1.3	NA	0.0	0.1

MOVEMENT SUMMARY

▽ Site: 101 [Parking access Gap Rd 2025 AM (Site Folder: 2025 opening year)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	19	11.1	19	11.1	0.229	3.0	LOS A	0.0	0.0
11	T1	418	2.8	418	2.8	0.229	0.0	LOS A	0.0	0.0
Approach		437	3.1	437	3.1	0.229	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	204	3.1	204	3.1	0.150	0.6	LOS A	0.2	1.3
6	R2	49	0.0	49	0.0	0.150	6.2	LOS A	0.2	1.3
Approach		254	2.5	254	2.5	0.150	1.7	NA	0.2	1.3
All Vehicles		691	2.9	691	2.9	0.229	0.7	NA	0.2	1.3

MOVEMENT SUMMARY

Site: 101 [Traeger Av / Gap Rd 2025 PM (Site Folder: 2025 opening year)] N

Traeger Avenue / Gap Road intesection Base year AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
1	L2	64	4.9	64	4.9	0.160	5.6	LOS A	0.0	0.0
2	T1	238	2.2	238	2.2	0.160	0.0	LOS A	0.0	0.0
Approach		302	2.8	302	2.8	0.160	1.2	NA	0.0	0.0
North: Gap Road										
8	T1	223	0.5	223	0.5	0.184	0.6	LOS A	0.3	2.0
9	R2	87	4.8	87	4.8	0.184	4.1	LOS A	0.3	2.0
Approach		311	1.7	311	1.7	0.184	1.6	NA	0.3	2.0
West: Traeger Avenue										
10	L2	167	2.5	167	2.5	0.267	7.5	LOS A	0.4	3.2
12	R2	71	3.0	71	3.0	0.267	10.2	LOS B	0.4	3.2
Approach		238	2.7	238	2.7	0.267	8.3	LOS A	0.4	3.2
All Vehicles		851	2.4	851	2.4	0.267	3.3	NA	0.4	3.2

MOVEMENT SUMMARY

Site: 101 [Parking access Traeger Av 2025 PM (Site Folder: 2025 opening year)] I

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
East: Traeger Avenue										
5	T1	139	3.0	139	3.0	0.079	0.1	LOS A	0.0	0.2
6	R2	9	0.0	9	0.0	0.079	4.5	LOS A	0.0	0.2
Approach		148	2.8	148	2.8	0.079	0.3	NA	0.0	0.2
North: Parking access Road Traeger Av										
7	L2	55	0.0	55	0.0	0.069	3.6	LOS A	0.1	0.7
9	R2	28	0.0	28	0.0	0.069	4.2	LOS A	0.1	0.7
Approach		83	0.0	83	0.0	0.069	3.8	LOS A	0.1	0.7
West: Traeger Avenue										
10	L2	34	0.0	34	0.0	0.113	5.6	LOS A	0.0	0.0
11	T1	181	3.5	181	3.5	0.113	0.0	LOS A	0.0	0.0
Approach		215	2.9	215	2.9	0.113	0.9	NA	0.0	0.0
All Vehicles		446	2.4	446	2.4	0.113	1.3	NA	0.1	0.7

D 5 SIDRA RESULTS FOR 2035 AM

MOVEMENT SUMMARY

Site: 101 [Hospital access Rd Rd 2035 AM (Site Folder: 2035)] N

ASH access Rd- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Parking access Road										
7	L2	1	0.0	1	0.0	0.005	5.6	LOS A	0.0	0.1
9	R2	4	50.0	4	50.0	0.005	6.3	LOS A	0.0	0.1
Approach		5	40.0	5	40.0	0.005	6.2	LOS A	0.0	0.1
East: ASH access Rd										
10	L2	4	50.0	4	50.0	0.020	3.3	LOS A	0.0	0.0
11	T1	32	3.3	32	3.3	0.020	0.0	LOS A	0.0	0.0
Approach		36	8.8	36	8.8	0.020	0.4	NA	0.0	0.0
West: ASH access Rd										
5	T1	17	6.3	17	6.3	0.009	0.0	LOS A	0.0	0.0
Approach		17	6.3	17	6.3	0.009	0.0	NA	0.0	0.0
All Vehicles		58	10.9	58	10.9	0.020	0.8	NA	0.0	0.1

MOVEMENT SUMMARY

Site: 101 [Hospital Road Gap Rd 2035 AM (Site Folder: 2035)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	20	10.5	20	10.5	0.237	3.0	LOS A	0.0	0.0
11	T1	432	3.2	432	3.2	0.237	0.0	LOS A	0.0	0.0
Approach		452	3.5	452	3.5	0.237	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	252	2.5	252	2.5	0.146	0.2	LOS A	0.1	0.5
6	R2	16	6.7	16	6.7	0.146	7.7	LOS A	0.1	0.5
Approach		267	2.8	267	2.8	0.146	0.7	NA	0.1	0.5
West: Hospital Road										
7	L2	16	13.3	16	13.3	0.026	5.1	LOS A	0.0	0.3
9	R2	5	20.0	5	20.0	0.026	7.6	LOS A	0.0	0.3
Approach		21	15.0	21	15.0	0.026	5.7	LOS A	0.0	0.3
All Vehicles		740	3.6	740	3.6	0.237	0.5	NA	0.1	0.5

MOVEMENT SUMMARY

▽ Site: 101 [Parking exit Gap Rd 2035 AM (Site Folder: 2035)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
11	T1	458	2.8	458	2.8	0.239	0.0	LOS A	0.0	0.0
Approach		458	2.8	458	2.8	0.239	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	224	3.3	224	3.3	0.117	0.0	LOS A	0.0	0.0
Approach		224	3.3	224	3.3	0.117	0.0	NA	0.0	0.0
West: Parking exit Road Gap Rd										
7	L2	8	25.0	8	25.0	0.010	8.0	LOS A	0.0	0.1
9	R2	6	0.0	6	0.0	0.010	9.0	LOS A	0.0	0.1
Approach		15	14.3	15	14.3	0.010	8.4	LOS A	0.0	0.1
All Vehicles		697	3.2	697	3.2	0.239	0.2	NA	0.0	0.1

MOVEMENT SUMMARY

▽ Site: 101 [Parking access Gap Rd 2035 AM (Site Folder: 2035)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	19	11.1	19	11.1	0.250	3.0	LOS A	0.0	0.0
11	T1	458	2.8	458	2.8	0.250	0.0	LOS A	0.0	0.0
Approach		477	3.1	477	3.1	0.250	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	224	3.3	224	3.3	0.163	0.7	LOS A	0.2	1.4
6	R2	49	0.0	49	0.0	0.163	6.5	LOS A	0.2	1.4
Approach		274	2.7	274	2.7	0.163	1.7	NA	0.2	1.4
All Vehicles		751	2.9	751	2.9	0.250	0.7	NA	0.2	1.4

MOVEMENT SUMMARY

Site: 101 [Traeger Av / Gap Rd 2035 AM (Site Folder: 2035)] Ne

Traeger Avenue / Gap Road intesection Base year AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
1	L2	84	1.3	84	1.3	0.200	5.6	LOS A	0.0	0.0
2	T1	293	4.0	293	4.0	0.200	0.1	LOS A	0.0	0.0
Approach		377	3.4	377	3.4	0.200	1.3	NA	0.0	0.0
North: Gap Road										
8	T1	174	4.2	174	4.2	0.152	0.8	LOS A	0.2	1.7
9	R2	74	1.4	74	1.4	0.152	4.4	LOS A	0.2	1.7
Approach		247	3.4	247	3.4	0.152	1.8	NA	0.2	1.7
West: Traeger Avenue										
10	L2	184	1.7	184	1.7	0.311	8.1	LOS A	0.6	4.0
12	R2	80	3.9	80	3.9	0.311	10.6	LOS B	0.6	4.0
Approach		264	2.4	264	2.4	0.311	8.8	LOS A	0.6	4.0
All Vehicles		888	3.1	888	3.1	0.311	3.7	NA	0.6	4.0

MOVEMENT SUMMARY

Site: 101 [Parking access Traeger Av 2035 AM (Site Folder: 2035)] Ne

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
East: Traeger Avenue										
5	T1	147	1.4	147	1.4	0.084	0.1	LOS A	0.0	0.2
6	R2	11	0.0	11	0.0	0.084	4.8	LOS A	0.0	0.2
Approach		158	1.3	158	1.3	0.084	0.4	NA	0.0	0.2
North: Parking access Road Traeger Av										
7	L2	20	0.0	20	0.0	0.031	3.8	LOS A	0.0	0.3
9	R2	14	0.0	14	0.0	0.031	4.5	LOS A	0.0	0.3
Approach		34	0.0	34	0.0	0.031	4.1	LOS A	0.0	0.3
West: Traeger Avenue										
10	L2	39	0.0	39	0.0	0.148	5.6	LOS A	0.0	0.0
11	T1	242	3.0	242	3.0	0.148	0.0	LOS A	0.0	0.0
Approach		281	2.6	281	2.6	0.148	0.8	NA	0.0	0.0
All Vehicles		473	2.0	473	2.0	0.148	0.9	NA	0.0	0.3

D 6 SIDRA RESULTS FOR 2035 PM

MOVEMENT SUMMARY

Site: 101 [Hospital access Rd Rd 2035 PM (Site Folder: 2035)] Ne

ASH access Rd- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Parking access Road										
7	L2	1	0.0	1	0.0	0.005	5.6	LOS A	0.0	0.1
9	R2	4	50.0	4	50.0	0.005	6.2	LOS A	0.0	0.1
Approach		5	40.0	5	40.0	0.005	6.1	LOS A	0.0	0.1
East: ASH access Rd										
10	L2	4	50.0	4	50.0	0.010	3.3	LOS A	0.0	0.0
11	T1	13	8.3	13	8.3	0.010	0.0	LOS A	0.0	0.0
Approach		17	18.8	17	18.8	0.010	0.8	NA	0.0	0.0
West: ASH access Rd										
5	T1	20	5.3	20	5.3	0.011	0.0	LOS A	0.0	0.0
Approach		20	5.3	20	5.3	0.011	0.0	NA	0.0	0.0
All Vehicles		42	15.0	42	15.0	0.011	1.1	NA	0.0	0.1

MOVEMENT SUMMARY

Site: 101 [Hospital Road Gap Rd 2035 PM (Site Folder: 2035)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	5	20.0	5	20.0	0.232	3.0	LOS A	0.0	0.0
11	T1	440	2.2	440	2.2	0.232	0.0	LOS A	0.0	0.0
Approach		445	2.4	445	2.4	0.232	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	339	0.9	339	0.9	0.187	0.2	LOS A	0.1	0.4
6	R2	12	18.2	12	18.2	0.187	8.2	LOS A	0.1	0.4
Approach		351	1.5	351	1.5	0.187	0.4	NA	0.1	0.4
West: Hospital Road										
7	L2	17	12.5	17	12.5	0.030	5.1	LOS A	0.0	0.3
9	R2	6	16.7	6	16.7	0.030	8.2	LOS A	0.0	0.3
Approach		23	13.6	23	13.6	0.030	6.0	LOS A	0.0	0.3
All Vehicles		819	2.3	819	2.3	0.232	0.4	NA	0.1	0.4

MOVEMENT SUMMARY

Site: 101 [Parking exit Gap Rd 2035 PM (Site Folder: 2035)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
11	T1	445	2.4	445	2.4	0.232	0.0	LOS A	0.0	0.0
Approach		445	2.4	445	2.4	0.232	0.0	NA	0.0	0.0
North: Gap Road										
5	T1	312	1.4	312	1.4	0.161	0.0	LOS A	0.0	0.0
Approach		312	1.4	312	1.4	0.161	0.0	NA	0.0	0.0
West: Parking exit Road Gap Rd										
7	L2	8	0.0	8	0.0	0.008	7.1	LOS A	0.0	0.1
9	R2	8	0.0	8	0.0	0.014	9.5	LOS A	0.0	0.1
Approach		17	0.0	17	0.0	0.014	8.3	LOS A	0.0	0.1
All Vehicles		774	1.9	774	1.9	0.232	0.2	NA	0.0	0.1

MOVEMENT SUMMARY

Site: 101 [Parking access Gap Rd 2035 PM (Site Folder: 2035)] N

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	13	0.0	13	0.0	0.239	3.0	LOS A	0.0	0.0
11	T1	445	2.4	445	2.4	0.239	0.0	LOS A	0.0	0.0
Approach		458	2.3	458	2.3	0.239	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	312	1.4	312	1.4	0.198	0.4	LOS A	0.2	1.2
6	R2	41	0.0	41	0.0	0.198	6.5	LOS A	0.2	1.2
Approach		353	1.2	353	1.2	0.198	1.1	NA	0.2	1.2
All Vehicles		811	1.8	811	1.8	0.239	0.5	NA	0.2	1.2

MOVEMENT SUMMARY

Site: 101 [Traeger Av / Gap Rd 2035 PM (Site Folder: 2035)] Ne

Traeger Avenue / Gap Road intesection Base year AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
1	L2	69	4.5	69	4.5	0.174	5.6	LOS A	0.0	0.0
2	T1	260	2.0	260	2.0	0.174	0.0	LOS A	0.0	0.0
Approach		329	2.6	329	2.6	0.174	1.2	NA	0.0	0.0
North: Gap Road										
8	T1	248	1.7	248	1.7	0.202	0.6	LOS A	0.3	2.2
9	R2	93	1.1	93	1.1	0.202	4.2	LOS A	0.3	2.2
Approach		341	1.5	341	1.5	0.202	1.6	NA	0.3	2.2
West: Traeger Avenue										
10	L2	180	2.3	180	2.3	0.298	7.8	LOS A	0.5	3.7
12	R2	75	2.8	75	2.8	0.298	11.0	LOS B	0.5	3.7
Approach		255	2.5	255	2.5	0.298	8.7	LOS A	0.5	3.7
All Vehicles		925	2.2	925	2.2	0.298	3.4	NA	0.5	3.7

MOVEMENT SUMMARY

Site: 101 [Parking access Traeger Av 2035 PM (Site Folder: 2035)] Net

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
East: Traeger Avenue										
5	T1	153	2.8	153	2.8	0.086	0.1	LOS A	0.0	0.2
6	R2	9	0.0	9	0.0	0.086	4.6	LOS A	0.0	0.2
Approach		162	2.6	162	2.6	0.086	0.3	NA	0.0	0.2
North: Parking access Road Traeger Av										
7	L2	55	0.0	55	0.0	0.071	3.7	LOS A	0.1	0.7
9	R2	28	0.0	28	0.0	0.071	4.3	LOS A	0.1	0.7
Approach		83	0.0	83	0.0	0.071	3.9	LOS A	0.1	0.7
West: Traeger Avenue										
10	L2	34	0.0	34	0.0	0.123	5.6	LOS A	0.0	0.0
11	T1	199	3.7	199	3.7	0.123	0.0	LOS A	0.0	0.0
Approach		233	3.2	233	3.2	0.123	0.8	NA	0.0	0.0
All Vehicles		478	2.4	478	2.4	0.123	1.2	NA	0.1	0.7

Appendix E ROAD SAFETY INSPECTION - RSI

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

NORTHERN TERRITORY GOVERNMENT

Document title	Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report
Contact details	Stantec Australia Pty Ltd
Approved by	Ryan Prescott – Group Leader Northern Territory / Snr Road Safety Auditor
Date approved	31 May 2024
Document review	Nil
TRM number	-

Version	Date	Author	Changes made
1.0	31 May 2024	Lina Restrepo	Document first release

Acronyms	Full form
RSI	Road Safety Inspection

Contents

1 Introduction

Stantec has been engaged by the Department of Infrastructure Planning and Logistics (DIPL), through Hodgkison Pty Ltd, to conduct a Road Safety Inspection (RSI) for the surrounding roads of the proposed Renal Dialysis Unit located within the Alice Springs Hospital campus on Traeger Avenue, The Gap, Alice Springs.

This RSI intends to investigate the potential safety issues the current layout presents for all road users as well as the potential hazards associated with the proposed Renal Dialysis Centre, including its designed access and egress points.

2 Methodology

2.1 General

2.1.1 Scope of the Inspection

A Road Safety Inspection is a formal examination of an existing road or road-related area in which an independent, qualified team report on the crash potential and likely safety performance of the location. This inspection was formerly known as an 'Existing Road Safety Audit'.

This Road Safety Inspection has been conducted following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit.

The background and objective of the inspection is to assess the existing roads that surrounds the proposed Renal Dialysis Centre, with consideration given to pedestrian safety and any projected change in traffic due to the proposed development and the access points on Gap Road and Traeger Avenue.

The Road Safety Inspection was undertaken by Ryan Prescott (Senior Road Safety Auditor) and Lina Restrepo (Road Safety Auditor) from Stantec.

All the findings described in Section 4 of this report are considered by the inspection team to require action to improve the safety of the existing road environment and minimise the risk of crash occurrence and reduce potential crash severity. It is noted that as this is a RSI, there are findings presented for which action is nominated which are independent of the proposed development.

The inspection team has examined and reported only on the road safety implications of the road infrastructure as presented.

It is intended that the findings and recommendations for corrective action be discussed with the designer/client/asset owner, who then must determine whether the recommendations should be implemented, and where it is decided otherwise, to give reasons in writing for the decision.

2.1.2 Previous Road Safety Inspections

No recent Road Safety Inspection or Audit was provided to Stantec for the study area.

2.1.3 Auditors and Audit Process

The report has been based on the site visit undertaken by members of the audit team and the Architectural drawings design plans issued for 95% updated review from 07/07/2023.

The inspection was carried out following the procedures set out in Austroads *Guide to Road Safety, Part 6: Road Safety Audit* (2022).

The Audit team consists of Ryan Prescott (Senior Road Safety Auditor) and Lina Restrepo (Road Safety Auditor).

The day-time site inspection for the section of road was carried out by the audit team on 12 April 2024 between 7:10-8:00am. The night inspection was conducted on 11 April between 9:00pm and 9:30pm The weather was fine, and the road surface was dry for both inspections.

A desktop assessment of the existing roads was completed on the 30th of May 2024.

The Road Safety Inspection report and Corrective Actions Report are presented in Microsoft Word and in .pdf format to allow for responses to be provided by the asset owners.

2.2 Distribution of Information

The contents of this report are the property of the commissioning agency. Furthermore, individual sections are the property of the relevant authorities responsible for addressing the findings and recommendations.

Information within this report may be misleading if taken in isolation without reference to the follow-up actions.

No part of this report, or information derived from it, shall be released to third parties without express permission from the relevant stakeholders.

3 Background Information

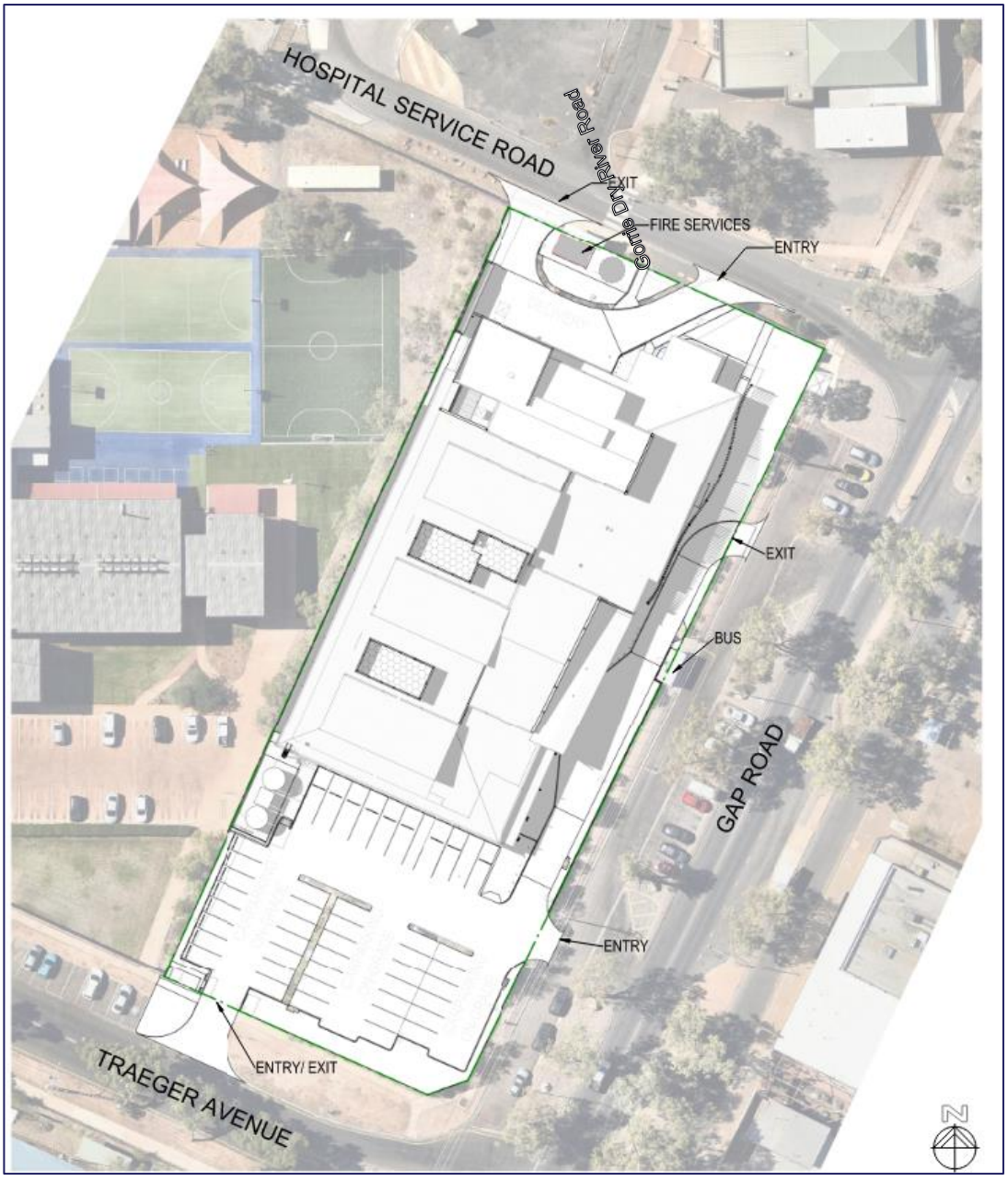
3.1 Scope of Project / Site Description

Stantec has been engaged by the Department of Infrastructure Planning and Logistics (DIPL), through Hodgkison Pty Ltd, to conduct a Road Safety Inspection for the proposed Renal Dialysis Unit located within the Alice Springs Hospital Campus on Traeger Avenue, The Gap, Alice Springs.

This report has been prepared in accordance with the Austroads *Guide to Road Safety Part 6: Road Safety Audit*.

The location of the area is shown below in **Figure 1-1**.

Figure 1-1 Location of works



Source: Architectural Drawings 95% issue update (07/07/2023)

3.2 Existing Road Network

The site is surrounded by Gap Road, Traeger Avenue, and the Hospital Access Road. Table 3-1 summarises the road network.

Table 3-1 Road Network Classification

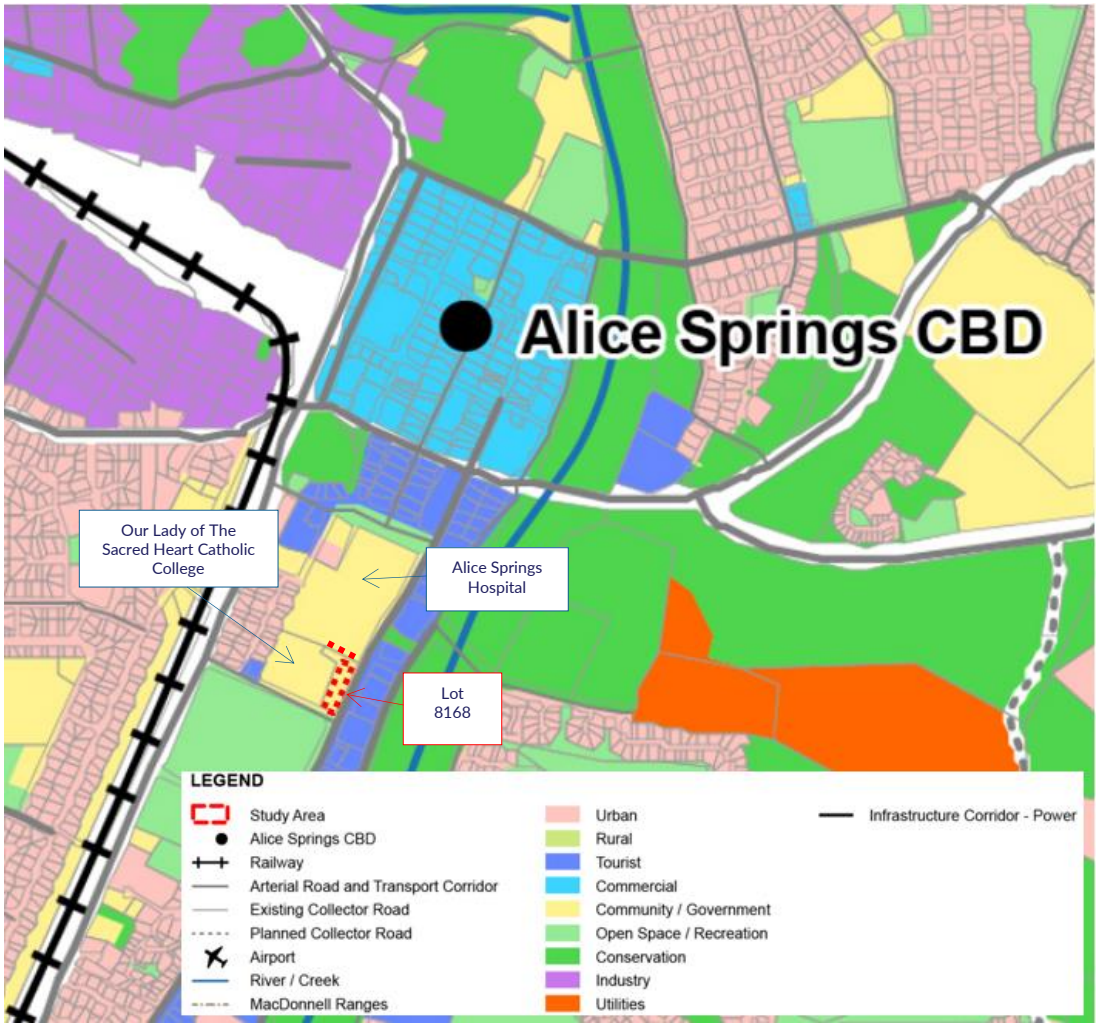
Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Shared paths	Road Width (m)	Posted Speed (km/h)
Traeger Avenue	Collector Road	Alice Springs Town Council	2	2	9.0	School Zone 40
Gap Road	Distributor Road	Alice Springs Town Council	2	2	7.5	School Zone 40
Hospital Access Road	Local Road	Alice Springs Town Council	2	1	7.0	5km/h

Gap Road is bordered by service roads on both sides. The service road between the proposed development and Gap Road is one way (North bound) and includes a bus stop and several parking bays. In contrast, the service road East of Gap Road facilitates two-way traffic flow from Bagot Street towards the south.

3.3 Surrounding Land Uses

As included within the Alice Springs Regional Land Use Plan 2016, the Lot 8168 is zoned 'Community / Government' area as shown in **Figure 3-1**. It is immediately surrounded by Traeger Park is zoned as 'Open Space / Recreation' to the south, 'Tourist' area to the east and 'Community / Government' area to the north and west.

Figure 3-1 Study Area Zoning



Source: Alice Springs Regional Land Use Plan 2016

3.4 Traffic Volumes

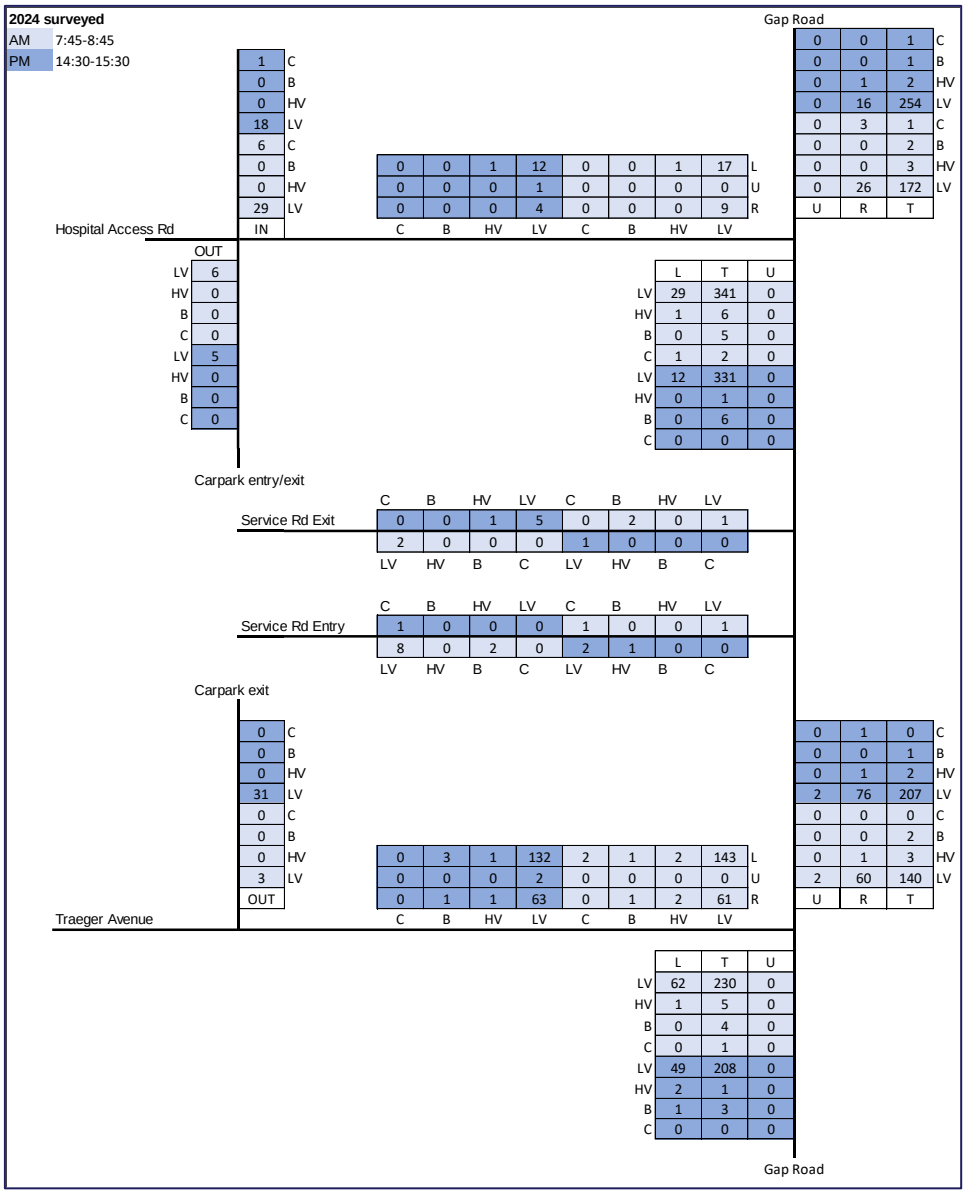
Traffic counts were conducted during two consecutive days, Wednesday 17 and Thursday 18 April 2024, between 6:30 and 18:30 for all movements occurring within the surrounding roads of the proposed development and different vehicle types including:

- Light vehicles: LV
- Heavy vehicles: HV
- Buses: B
- Cyclists: C

The data showed the morning peak took place between 7:45am and 8:45am, while the evening peak occurred at 14:30pm.

The following figure presents the average traffic volumes recorded for the AM and PM peak periods.

Figure 3-2 AM and PM traffic volumes



3.5 Crash Data

The crash history for site was provided by Road Safety NT and includes the reported crash data for the previous 10 years. As shown below in **Figure 3-3**, the road sections which the crash data was assessed for are:

- Gap Road between Benstead Street and Yarabah Court and the roads intersecting Gap Road along this segment.
- The whole segment of the Alice Springs Hospital Road.
- Traeger Avenue between Gap Road and Telegraph Terrace and a section of Willshire Street.

Figure 3-3 Crash data area

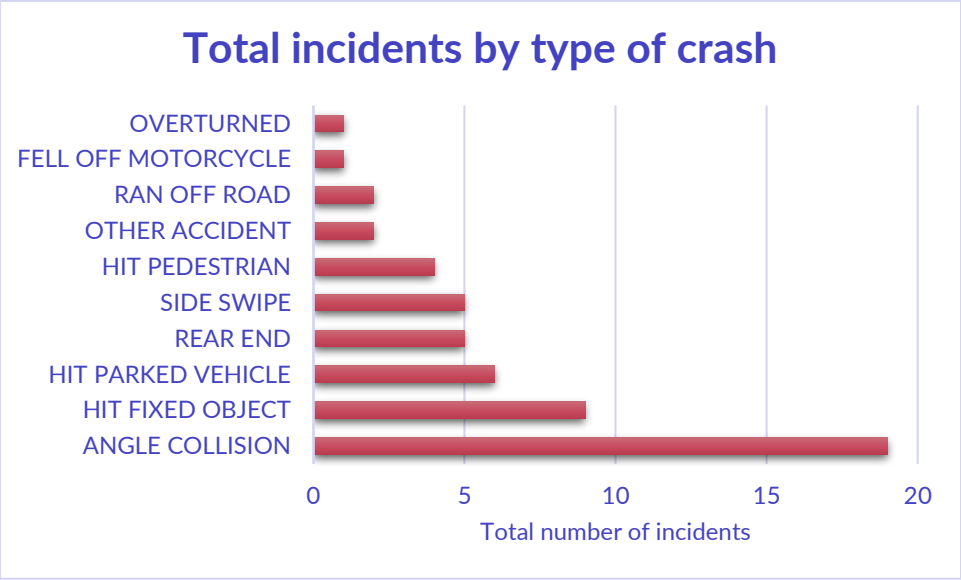
Source: Metromap (May 2024)

A review of the crash data provided showed that between 2013 and 2023, 54 incidents were recorded and 96 people involved.

Figure 3-4 illustrates the total number of incidents by crash types; noting that 'Angle collision' reported the highest number of collisions with 19 incidents, followed by 'hit fix object' with 9 crashes.

4 incidents involving pedestrians have been reported during the last 10 years with all crashes involving pedestrians taking place within the carriageway. Two people were treated and admitted to medical facilities, one was treated but not admitted and the remaining people involved in these crashes resulted in no reported injury.

Figure 3-4 Total incidents by type of crash

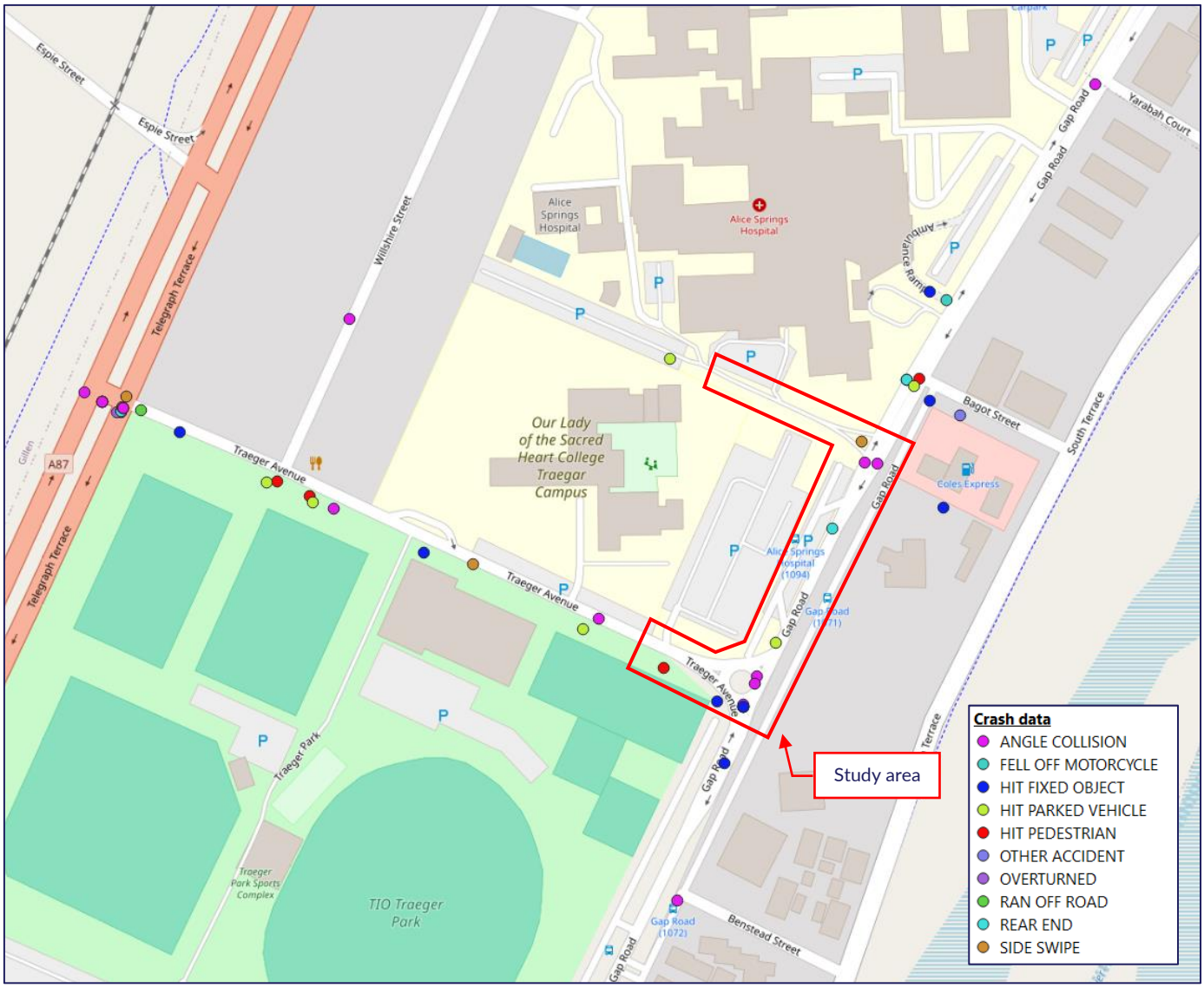


The summary of the crashes include:

- 51 people did not report sustaining injuries from the crashes, 14 were treated and admitted to medical facilities, 4 were treated but not admitted to medical facilities, 1 resulted in an injurey but was not treated and the remainder are unkown. No fatalities have been reported in the analysed area within the last 10 years.
- 56% of the crashes occurred with light traffic density followed by 28% medium traffic density and only 2% under heavy traffic density conditions.
- 67% of reported crashes occurred in the carriageway.
- 94% of crashes took place on dry surface.

While the data summary above considers all crashes reported within the overall area reqested, it is nominated that the total crashes that were reported within what would be considered the immediate study area of the proposed works is significantly less. This summary is presented in **Figure 3-5** below.

Figure 3-5 Crash data location and type



Concerning the study area addressed in this report, there have been 11 crashes in the last 10 years, averaging 1.1 incident per year. These crashes consist of 5 ‘angle collision’, 2 ‘hit fixed object’, and one incident each for ‘hit parked vehicle’, ‘rear-end’, ‘swide swipe’ and ‘hit pedestrian’. The intersections of Gap Road and Traeger Avenue, as well as Gap Road and the Hospital access Road, experienced the highest concentration of crashes, with 5 and 3 incidents respectively.

Three people were treated admitted to medical facilities, while the remining people involved in the crashes reported no injuries.

4 Audit Findings and Recommendations

4.1 Priority Rating

The findings of the RSI, along with a comments / recommendations and priority rating for each identified issue are provided within the following section.

The priority ratings used are based on the risk matrix provided in Austroads as follows:

- Critical – Must be attended to.
- Important – Should be attended to or the risk significantly reduced, even if the treatment cost is high.
- Moderate – Should be attended to or the risk significantly reduced, especially if the treatment cost is medium, but not high.
- Low – Should be attended to or the risk reduced, especially if the treatment cost is low.
- Comment.

4.2 Findings and Recommendations – Alice Springs Hospital -Ambulatory Care Unit, Renal Dialysis Centre

#	Audit Findings	Recommendation	Priority Rating	Client agreed Y/N	Client Response
1	**Parking – southern end of service road. Close to proposed access point – Gap Road** Parking is currently occurring on the southern end (the 'dead end') of the service road with no marked bays or parking signs. During the site visit it was observed that there is a potential conflict between vehicles driving out from this section and vehicles accessing the Dialysis centre from Gap Road which can result in 'side collision' related crashes. Refer to **Figure A 1**.	**Recommendation** Remove/reconstruct to be landscaping the trafficable area (pavement) of the service road between the proposed access to the Renal Dialysis Centre and the end of the service road (close to Traeger Avenue) and Improve pedestrian path within this section by removing the pram ramp and providing an at grade pedestrian path.	Important		
2	**Power pole close to the access point –Service road** During the site visit it was noted that the power pole is located in close proximity to the access point. Sufficient clearance should be provided between the pole and the access point to remove the potential for 'hit object' type crashes. Refer to **Figure A 2** and **Figure A 3**.	**Recommendation** Provide sufficient clearance between the access point and the power pole and provide swept path analysis to demonstrate that the location of the power pole won't interfere with vehicles accessing the site.	Important		
3	**Parking bays located opposite of the bus stop bay** It was observed that there are parking bays located opposite to the bus stop bay. There is the potential for vehicles accessing / egressing these bays to cause 'side impact' crashes where buses are using the bus stop as the effective carriage width will be significantly reduced. Refer to **Figure A 4** and **Figure A 5**	**Recommendation** If the bus stop is used by buses for long waits, it is recommended for the parking bays to be removed, otherwise no modifications are required as the risk is minimal.	Comment		

4	**Faded 40km/h speed limit pavement marking within the area** The 40km/h speed limit pavement markings along Gap Road and Traeger Avenue were observed to be faded and generally indistinguishable. Worn or faded pavement markings may result in poor execution of required speed reductions / adherence to speed limits. Drivers may not be able to see the pavement markings resulting in speeding behaviours in a school and hospital zone. Refer to **Figure A 6, Figure A 7**, and **Figure A 8**	**Recommendation** Reinstate 40km/h pavement markings	Moderate		
5	**Lack of shared path connection between Bus stop and existing path** There is a lack of shared path connection between the bus stop 1071 (southbound) located on Gap Road and the existing path and pedestrian crossing located south of the bus stop. Due to the lack of shared paths, pedestrians are more likely to walk within the road carriageway increasing the risk of collisions with vehicles. Chances of survival for a hit pedestrian type of crash diminish rapidly at impact speeds above 30km/h. Refer to Figure A 9.	**Recommendation** Provide shared path to connect the bus stop with the existing shard path and pedestrian crossing facilities. Path to be provided to minimise total road crossing points for pedestrians thus minimising pedestrian/ vehicle interactions.	Moderate		
6	**Misaligned Pram ramps and long crossing distance with no median Traeger Avenue** The pedestrian crossing at Traeger Avenue has misaligned Kerb ramps and long crossing distance. Misaligned kerb ramps at pedestrian crossings could inadvertently lead visually impaired persons towards kerbing,	**Recommendation** Realign kerb ramps and reduce the effective crossing distance by installing a median (refuge) with cut-through for pedestrians to allow for crossing in two movements.	Critical		

	creating a potential trip hazard or lead them towards traffic increasing the risk of pedestrian related crashes. Long pedestrian crossing distance increase pedestrian's exposure, especially for elderly or pedestrians with movement impairment which often travel at a slower speed. Refer to **Figure A 10** and **Figure A 11**				
7	**Non-compliant 'No Stopping' sign R5-35** There are non-compliant 'No-stopping' signs R5-35 along Traeger Avenue. The size and position are difficult to be seen by motorists. The existing size and location of the signs may result in poor execution of the instruction of the sign resulting in vehicles stopping along this road increasing the risk of a wide range of collisions. As per AS1742.10 section 6.4, the section of road adjacent to a pedestrian crossing were stopping of vehicles is prohibited shall be indicated either by the no stopping sign R5-35 or by pavement marking. Refer to **Figure A 12**	**Recommendation** Replace the existing No Stopping signs and install them as per AS1742.10 Figure 1	Moderate		
8	**Non-compliant 'Crossing Ahead' supplementary plate W8-22 and school zone signs** The 'Crossing Ahead' supplementary plate installed on Traeger Avenue is non-compliant. AS1742.10 section 11.2 states that the crossing ahead W8-22 sign shall not be used without the Children W6-3 sign. The 'Crossing Ahead' supplementary plate may be used in advance of a mid-block crossing.	**Recommendation** Provide children crossing signs at Gap Road and Traeger Avenue as per AS 1742.10 section 7.2 and Figure 3 and school zone signs as per the approved signs for the Northern Territory (Refer to **Figure A 14**.)	Moderate		

	Additionally, the school zone signs are not in accordance with current Australian Standards, or the road signs approved in the Northern Territory. Refer to **Figure A 13**				
9	**5km shared zone** The existing parking area has a shared zone sign with a speed limit of 5km/h at the Hospital Access Road gate. No shared zone sign is provided at the access point at the Hospital Access Road. As per AS1742.4 section 3.1.10, shared zones are roads or networks where pedestrians and vehicular traffic share the road space. The speed limit within a shared zone is 10km/h. Refer to **Figure A 15**	**Recommendation** Install shared zone signs within the proposed Dialysis Unit Centre and at the access points to alert motorist that the circulation areas are to be shared with pedestrians.	Low		
10	**Non-compliant pedestrian and traffic signs** There are non-compliant pedestrian and traffic sings along the Hospital Access Road as listed below: • 5km/h speed limit 'Caution Pedestrians' • 'No Parking' • 'Beware of pedestrians' None of the abovementioned signs are compliant with current Australian Standards. Inconsistent, incorrect, or inappropriate application of traffic sign can result in various crash types at various road layouts and locations due to drivers in incorrectly judging the road layout ahead or road conditions based on the signs provided. Australian Standard AS 1742.2-2022: Traffic Control Devices for General Use indicates that traffic signs are provided to aid	**Recommendation** Remove the non-compliant signs and install: • 5km/h speed limit R4-1 signs; • No-parking (at any time) R5-40 • Pedestrian Crossing R3-1 at the immediate vicinity of the pedestrian crossing (zebra) as per AS 1742.10	Moderate		

	the safe and orderly movement of traffic. Uniformity in the design of signs facilitates identification by the road user. This assists the road user in promptly interpreting the message or instruction. AS 1742.2 also indicates that as signs are an essential part of the road traffic system, their messages shall be consistent, their design and placement coordinated with the road geometric design, and their size selected so that they are both conspicuous and legible at required reading distances. Refer to **Figure A 16** and **Figure A 17**				
11	**Confusing 'No Entry' and 'Buses Excepted' signs, a crossover over the median, and bus zone** There are 'No Entry' and 'Buses Excepted' signs on Gap Road southbound of the bus stop 1071, and a 'No Entry' sign and a 'Bus Zone' on the service road. Additionally, there is a crossover over the median that separates Gap Road and the Service Road. It is unclear what is the purpose of these signs, the crossover, and the bus zone are, as there are no public transport services that circulate along the service road. The installed signs are confusing and increase the risk of a wide range of crashes such as rear end collisions as motorists can stop abruptly at the 'No Entry' signs. Refer to **Figure A 18, Figure A 19,** and **Figure A 20**	**Recommendation** Further investigation required to evaluate the purpose of these signs and the crossover. Should the service road be found to be used by buses, investigate if these can access the service road through the existing accesses instead of the crossover and remove the 'No Entry' and 'Buses Excepted' signs and rehabilitate the crossing area. If the crossover is not serving any purpose, remove it and provide a shared path to connect to the pedestrian crossing point.	Critical		
12	**Pedestrian crossings in poor condition** There are seven (7) pedestrian crossings within the study area located as follow -Pedestrian crossing on Gap Road south of Traeger Avenue	**Recommendation** Improve the general condition of the pedestrian crossing points, including width, aligned pram	Moderate		

	-Pedestrian crossing on Gap Road north of Traeger Avenue -Pedestrian crossing on Gap Road south of Hospital Access Road -Pedestrian crossing on The Hospital access road close to Gap Road -Pedestrian crossing on The Hospital access road midblock -Pedestrian crossing on Traeger Avenue close to Gap Road -Pedestrian crossing on Traeger Avenue midblock The crossing points are generally in poor condition, with a lack of TGSIs, narrow paths, misaligned kerb ramps, non-compliant steps at the transition to/from the roadway, etc. Due to the crossings being located close to hospital, medical facilities and a school, it is expected pedestrians using the crossing points will include vulnerable road users such as children, elderly, and people with disabilities. Narrow shared paths and pram ramps do not provide the conditions for wheelchairs, cyclists, or other active transport modes to use the path. Pedestrian crossings in poor condition and with restricted visibility to motorists increase the risk of collision between vehicles and pedestrians. The chances of survival of a hit pedestrian crash decreases rapidly above 30km/h speed environment. The area has a speed limit of 40km/h. A lack of TGSI increase the risk of vision-impaired users being able to safely assess the location and direction of the crossing. According to AS1428.4.1, TGSIs provide cues which when combined with other environmental information, assist people who are blind or vision-impaired with their orientation.	ramps, TGSIs, and signs as per Australian Standards.			

	Warning TGSIs indicate and approaching hazard and provide a message to pause. Inconsistent installation and lack of TGSI could cause confusion and increase the risk of pedestrian related crashes, particularly for blind or vision-impaired pedestrians. Refer to **Figure A 21, Figure A 22,** and **Figure A 23**				
13	**Shared path in poor condition** The shared path on Gap road service road north of the proposed exit point has uneven surface level which is hazardous for pedestrians. Poor path conditions with uneven surface levels can be a trip hazard and are not suitable for pedestrians, especially for people with disabilities or the elderly. Refer to **Figure A 24**	**Recommendation** Provide a DDA complaint shared path following Northern Territory Guidelines.	Critical		
14	**Faded line marking -General locations** Line marking within the audited area was observed to be faded and worn-out in several locations. Worn or faded pavement marking may result in poor execution of required indications, particularly at intersections. Drivers may not be able to position themselves correctly and on time resulting in a wide range of crashes. Australian Standard AS 1742.2:2022 Section 5.2.1 indicates that clear and effective pavement markings are essential for the proper guidance and control of all road users. As such, pavement markings should be clearly visible to any road user and must be periodically maintained Refer to **Figure A 25** to **Figure A 28**	**Recommendation** Reinstate line markings to prescribed standards.	Important		

15	**Traffic island rounded shape at Traeger Avenue / Gap Road intersection** The traffic island at the Traeger Avenue / Gap Road intersection has a rounded shape (resembling a roundabout). In its current arrangement, there is the potential for motorists travelling along Traeger Road to misinterpret the function of this island as a round-a-bout and enter the Gap Road traffic stream thinking they have right of way. It has been noted that the traffic count surveys recorded some traffic volumes as U turn manoeuvres. Refer to **Figure A 29**, and **Figure A 30**	**Recommendation** Remove the round shaped island and construct a traffic island as per Australian Guidelines.	Important		
16	**Road restriction due to R-Turn vehicles into the proposed site** The project design drawings do not show any modifications to Gap Road to provide a turning pocket for motorists entering the Renal Dialysis site. There is the potential for vehicles waiting to turn Right into the site preventing through movements for other vehicles travelling South, including emergency vehicles.	**Recommendation** For instances there is a queue of vehicles waiting to access the proposed site, ambulances travelling southbound from the Hospital, have two opportunities to access the service road before reaching any queue. Which would allow them to bypass any short-term blockage. No action required.	Comment		
17	**Turn-right manoeuvre from the proposed exit point on Gap Road.** There are currently no signs that prohibit the right-turn manoeuvre from the proposed site into Gap Road. While there is double barrier line marking, it is currently faded and difficult to see thus it would be considered reasonable for a motorist to believe a right turn manoeuvre is permitted. As there are no sight distance issues that would increase the risk of collisions for vehicles exiting the site and turning right onto Gap road southbound, it is believed this movements could be permitted.	**Recommendation** Repaint the line marking to permit right out movements onto Gap road.	Low		

18	**Risk of vehicles overtaking turning vehicles** There is a concern that vehicles travelling southbound will try to overtake vehicles awaiting to turn right into the proposed Dialysis centre by using the bus stop bay. The bus stop is properly signed, and line marked. There are no sight distance impediments to identify the area as a bay rather than an additional through lane. The risk of overtaking vehicles is considered minimal at this location. **Refer to** Figure A 31	**Recommendation** **No action required**	Comment		

5 Concluding Statement

This audit has been carried out for the sole purpose of identifying any features of the existing road alignment and the proposed site development which could be altered or removed to improve its safety. The identified problems have been noted in the Corrective Action Report which is provided above. The accompanying recommendations are forwarded for assessment and response / action.

6 Appendix A: Photos

Figure A 1 Service Road Southbound of service road

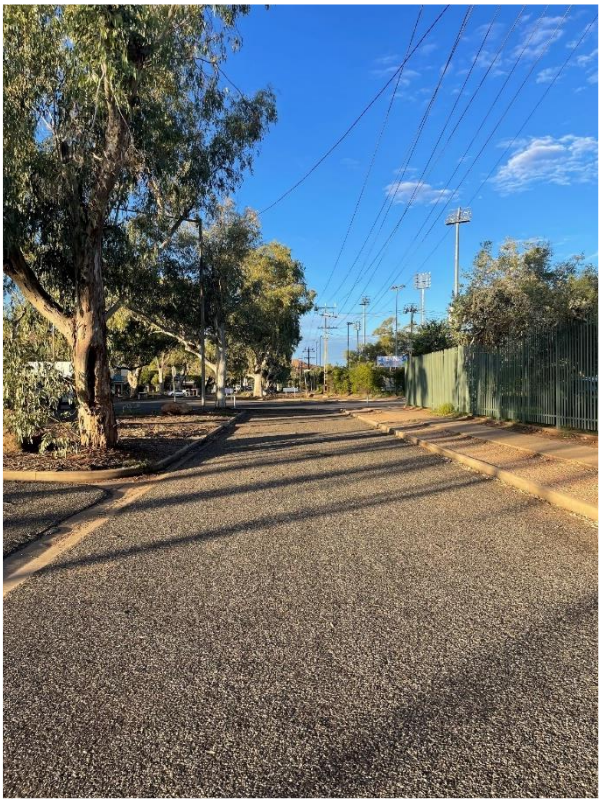


Figure A 2 Power pole close to proposed access point

Figure A 3 Power pole close to proposed access point

Figure A 4 Parking bays close to bus stop

Figure A 5 Parking bays close to bus stop

Figure A 6 Faded 40km/h speed limit pavement marking

Figure A 7 Faded 40km/h speed limit pavement marking

Figure A 8 Faded 40km/h speed limit pavement marking

Figure A 9 lack of shared path connection between bus stop and existing shared path

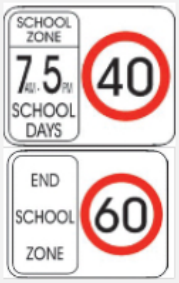
Figure A 10 Misaligned Pram ramps and long crossing distance

Figure A 11 Misaligned Pram ramps and long crossing distance

Figure A 12 Non-compliant 'No Stopping' signs

Figure A 13 Non-compliant school zone signs

Figure A 14 School zone signs approved in the Northern Territory



School zone signs

You must drive at 40km/hr in a school zone during school days and the times noted on the sign. You can drive at up to 60km/h once you have left the school zone.

Figure A 15 Shared Zone area sign

Figure A 16 non-compliant pedestrian and traffic signs

Figure A 17 non-compliant pedestrian and traffic signs

Figure A 18 Confusing signs and crossover

Figure A 19 Confusing signs and crossover

Figure A 20 Confusing 'Bus Zone'

Figure A 21 Pedestrian crossing on Gap Road south of Hospital Access Road

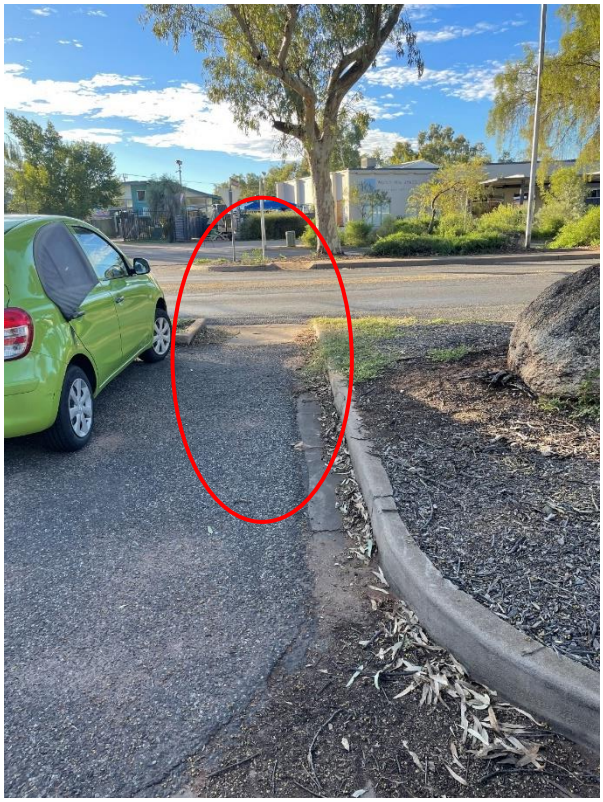


Figure A 22 Pedestrian crossing on Gap Road north of Traeger Avenue

Figure A 23 Pedestrian crossing on Gap Road north of Traeger Avenue

Figure A 24 Shared path in poor condition

Figure A 25 Line marking in poor condition

Figure A 26 Line marking in poor condition

Figure A 27 Line marking in poor condition

Figure A 28 Line marking in poor condition

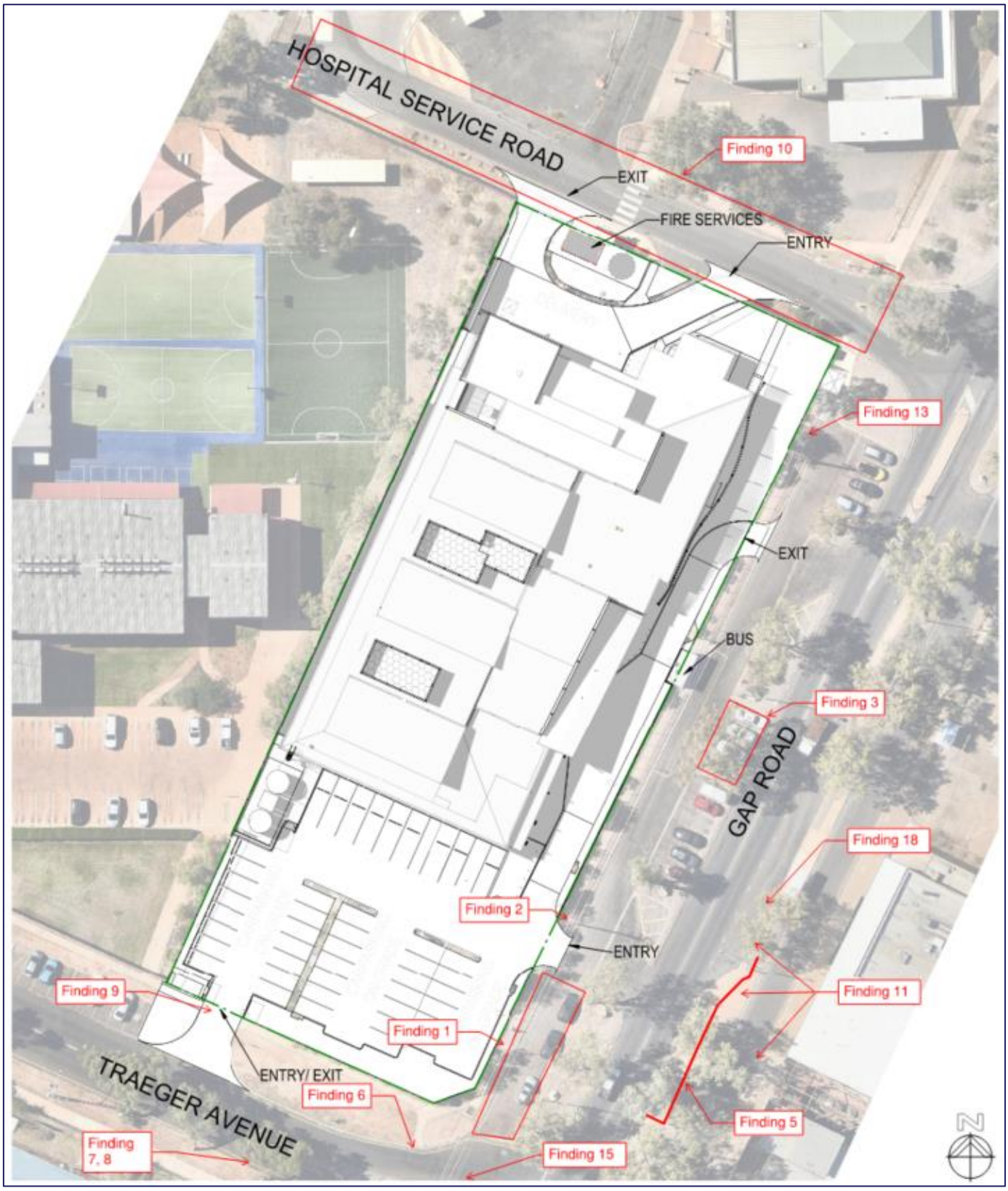
Figure A 29 Traffic island rounded shape

Figure A 30 Traffic island rounded shape

Figure A 31 Bus stop

7 Appendix B: Findings

Figure B 1 Findings location



Appendix F TECHNICAL NOTE- RESPONSE TO DCA MEETING

Technical Note

To:	Development Consent Authority Northern Territory	From:	Lina Restrepo and Andreas Wang Stantec
File:	304700573 ASH Ambulatory Care TIA Report	Date:	February 7, 2024

Reference: Response to DIPL comments regarding TIA Report

The Development Application for the Alice Springs Hospital (ASH) Ambulatory Care Unit, Renal Dialysis Unit has been listed for a meeting of the Development Consent Authority (DCA).

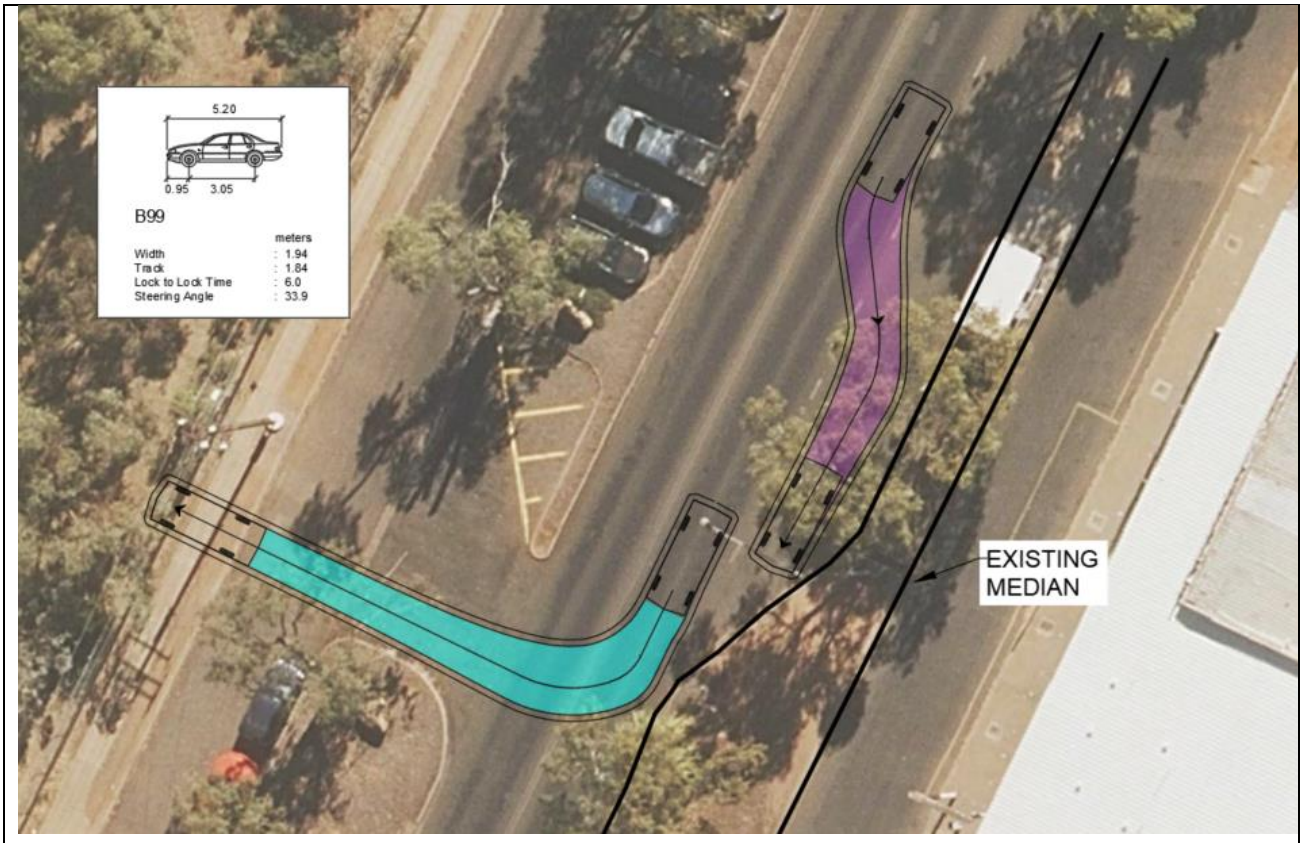
This Technical Note includes the responses from Stantec to the questions raised by Cindy McDonal from DIPL transport Safety and Services sent on 22 January 2024 regarding the TIA (Revision F) prepared by Stantec.

1.

DIPL comment: There is concern that the right turn traffic off Gap Road into the development site may impact on the outbound bus stop cut-in, where vehicle stacking could result in motorists using the cut-in as an opportunity to overtake stationary vehicles on the left.

Stantec response: A swept path analysis was conducted to illustrate the location of a car waiting to turn right-in from Gap Road to access the site, while a different vehicle attempts to overtake the stationary car using the bus bay. As shown in the image, the vehicle trying to overtake from the bus bay won't have sufficient room to perform the manoeuvre, as the stationary vehicle will be positioned at the end of the bus bay while waiting to turn right-in.

Reference: **Response to DIPL comments regarding TIA Report**



It is also noted that the SIDRA analysis shows that vehicles performing the right-turn into the site are expected to have average delays of approximately 6 seconds during both the AM and PM peak hours for the future scenario 2035, while the through movements are expected to have average delays of 0.4 sec for both peak hours. SIDRA shows a LoS A for both peak hours. As such, there is no incentive for vehicles to undertake potentially dangerous maneuvers to overtake a stationary vehicle waiting to turn.

Reference: **Response to DIPL comments regarding TIA Report**

MOVEMENT SUMMARY

▽ Site: 101 [Parking access Gap Rd 2035 AM (Site Folder: 2035)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m
South: Gap Road										
10	L2	12	0	13	0.0	0.172	3.0	LOS A	0.0	0.0
11	T1	302	6	318	2.0	0.172	0.0	LOS A	0.0	0.0
Approach		314	6	331	1.9	0.172	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	207	1	218	0.5	0.147	0.4	LOS A	0.4	2.7
6	R2	43	0	45	0.0	0.147	5.6	LOS A	0.4	2.7
Approach		250	1	263	0.4	0.147	1.3	NA	0.4	2.7
All Vehicles		564	7	594	1.2	0.172	0.6	NA	0.4	2.7

MOVEMENT SUMMARY

▽ Site: 101 [Parking access Gap Rd 2035 PM (Site Folder: 2035)]

Parking exit Road- Base year AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEU [Veh. veh	Dist] m
South: Gap Road										
10	L2	11	0	12	0.0	0.208	3.0	LOS A	0.0	0.0
11	T1	371	4	391	1.1	0.208	0.0	LOS A	0.0	0.0
Approach		382	4	402	1.0	0.208	0.1	NA	0.0	0.0
North: Gap Road										
5	T1	262	2	276	0.8	0.176	0.4	LOS A	0.4	2.7
6	R2	38	0	40	0.0	0.176	6.1	LOS A	0.4	2.7
Approach		300	2	316	0.7	0.176	1.1	NA	0.4	2.7
All Vehicles		682	6	718	0.9	0.208	0.5	NA	0.4	2.7

2.

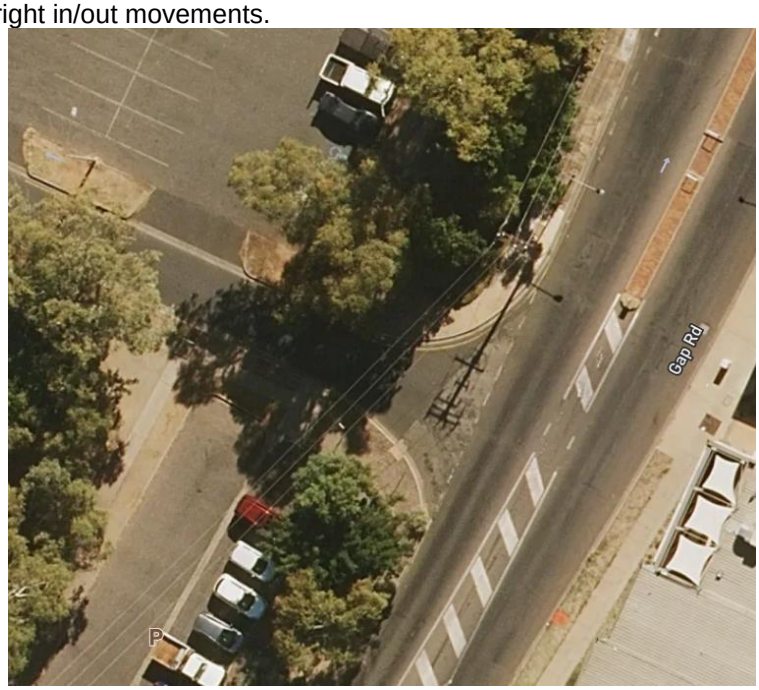
DIPL comment: There are currently double barrier lines on Gap Road at the proposed location.

Stantec response: The line marking can be modified to allow vehicles to turn right-in and right-out to and from the site.

Reference: **Response to DIPL comments regarding TIA Report**

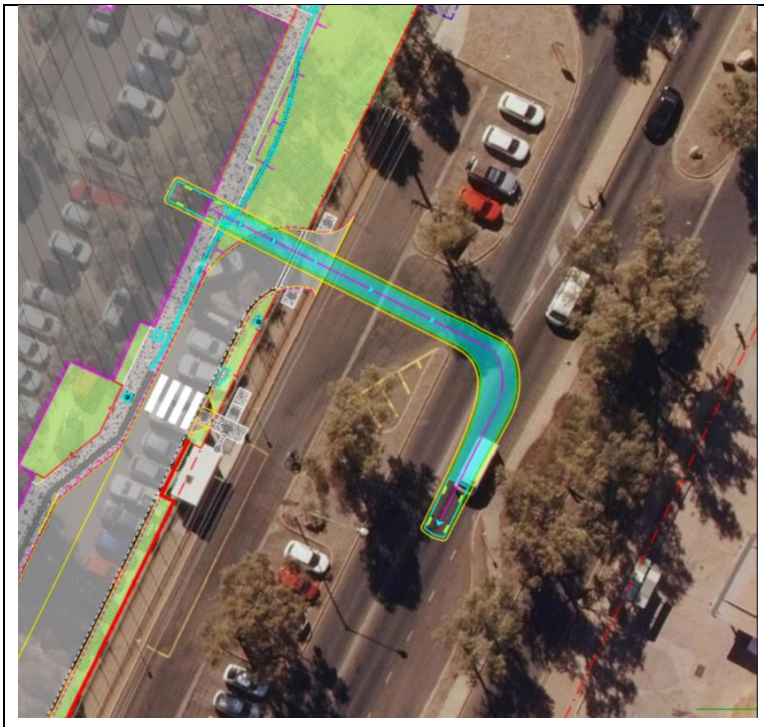
A similar example is presented below (from Victoria) where the continuous lanes have been modified to allow vehicles to turn right.

A similar example is provided for the intersection of Simpson St / Gap Rd, where there is broken line that allows right in/out movements.



Additionally, a swept path was conducted to illustrate that right-out movements from the site and the service road into Gap Road can be performed without encroachments.

Reference: **Response to DIPL comments regarding TIA Report**



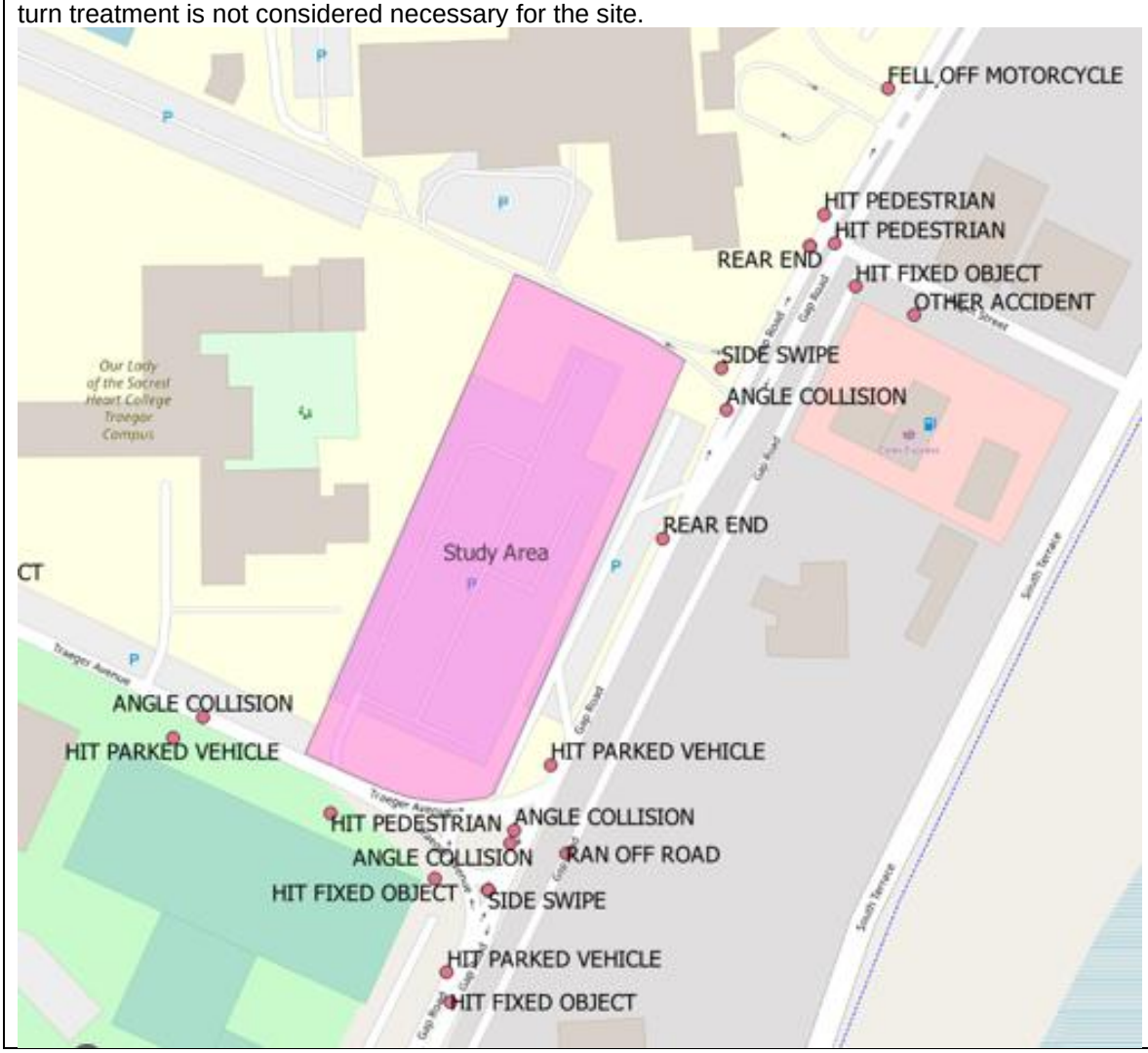
Reference: **Response to DIPL comments regarding TIA Report**

3.

DIPL comment: A right turn off Gap Road is not recommended without any modifications to Gap Road, such as the introduction of a channelized right turn bay.

Stantec response: As mentioned in Point 1, the average delay for the right-turn in to the Site is approximately 6 seconds for both the 2035 AM and PM peak hours, while the average delay for the southbound through movement is 0.4 seconds.

As per the crash data shown in section 2.6 of the TIA, only one rear-end collision was recorded in the study area over the past 10 years. The area has a speed environment of 40km/h, a straight alignment with exceptional sight distance from both approaches, low volumes turn volumes (estimated maximum of 43 vehicles in the AM peak, which is the equivalent of 1 vehicle every 84 seconds), hence an auxiliary lane turn treatment is not considered necessary for the site.



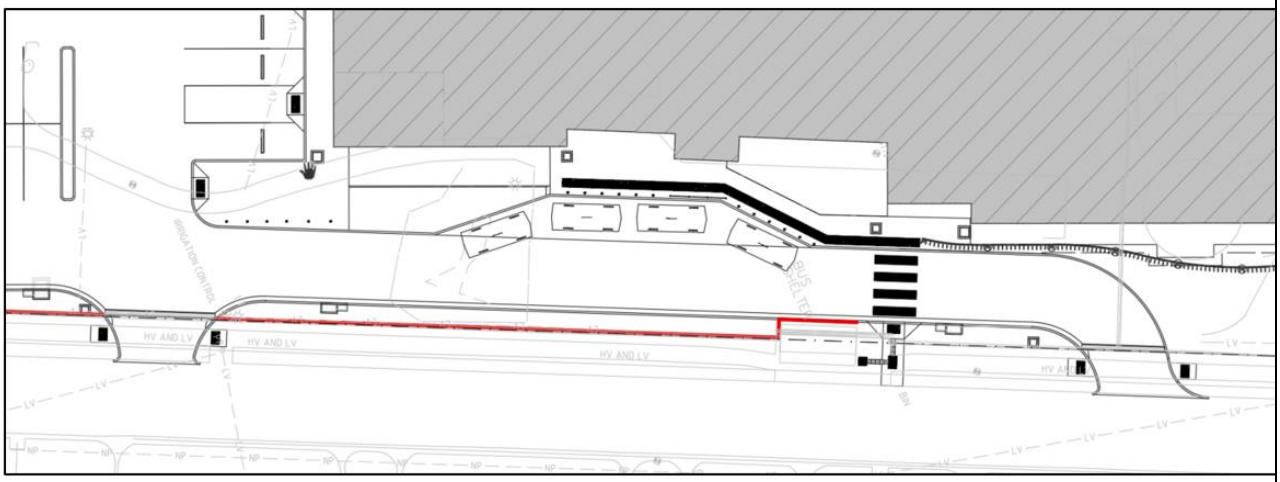
Reference: **Response to DIPL comments regarding TIA Report**

4.

DIPL comment: It is noted that there is provision for taxis and minibuses to drop off passengers at a shared location (5.2 Drop – Off Area). It may be beneficial to consider a dedicated pickup and drop off location, if that is suitable for use by wheelchair accessible commercial passenger vehicles.

Stantec response: The drop-off area is available for all types of vehicles, private and public, with a capacity for up to 4 vehicles without obstructing the carriageway for through movements.

The parking area includes 2 ACROD bays, 6 bays for the mini buses and additional bays with pram ramps and path that conduct to the building access.



Stantec Australia Pty Ltd

Lina Restrepo
Traffic Engineer

Phone: +61863154829
Fax: Fax Number
lina.restrepo@stantec.com

Attachment D

Alice Springs Town Council Written Support

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

20 August 2024

Mr Peter David Stanley
Floor Level 1, 101/55 Plaza Parade, The Hive,
Tower 2 Maroochydore,
QLD 4558

Dear Mr Stanley

IN PRINCIPLE SUPPORT OF UPDATED TRAFFIC IMPACT ASSESSMENT FOR MEDICAL CLINIC - DEVELOPMENT APPLICATION – LOT 8168, (2) TRAEGER AVENUE (PA2023/0065)

The Alice Springs Town Council (ASTC) acknowledges receipt of your revised Traffic Impact Assessment (TIA) dated 29 July 2024 for the abovementioned development application.

ASTC has reviewed the proposed road treatments, the updated TIA, and the road safety inspection: corrective action report compiled by Stantec. The provided information addresses a number of ASTC's original concerns regarding traffic volume, peak hour impacts and right turning traffic. Specifically, the revised traffic modelling indicates a need for the upgrading of the roundabout at the intersection of Gap Road and Traeger Avenue to an island with associated pathways to meet current standards.

The Alice Springs Town Council provides *in-principle* support, subject to the completion of the recommendations contained within the Road safety inspection: corrective action report:

ASTC request the DCA to include the following condition in the development permit.

The upgrade of the roundabout at the corner of Gap Road and Traeger Avenue to an island, including associated upgrades to road reserves (kerb crossovers and driveways, pedestrian and bike access, sightlines, and works within verges and carriageways) as recommended in the Road safety inspection: corrective action report, must be completed prior to the occupation of the development or in accordance with a staged program approved to the satisfaction of the Director Technical Services, Alice Springs Town Council, at no cost to the Council.

The inclusion of this condition ensures that the required road infrastructure is in place before or during the development to mitigate traffic impacts.

Please note that this letter of in-principle support does not constitute formal approval for the development application. Final approval is subject to the satisfaction of all relevant planning and development requirements.

Should you require any further clarification, please don't hesitate to contact me.

Yours faithfully,

Matt Raymond
MANAGER FACILITIES AND DEVELOPMENTS

Attachment E

DIPL Transport Safety and Services Division Written Support

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

Shanil Hameed

From: Gunalan Sivachelvan <Gunalan.Sivachelvan@nt.gov.au>
Sent: Tuesday, 10 September 2024 10:17 AM
To: Shanil Hameed; Trudy Dixon
Cc: Ryan; Peter Stanley; Loukas Gikopoulos
Subject: RE: Development Application PA2023/0065 – Lot 8168, 2 Traeger Avenue - DIPL Transport - Meeting Request

Hi Shanil,

On the basis of the in principle support provided by the Alice Springs Town Council (ASTC), DIPL Transport and Civil Services (DIPL TCS) have no objections to the development proposal.

I have included below a summary of our initial comments and subsequent meeting to discuss these comments; as well as the decision by ASTC for records.

I note the following initial comments from DIPL TCS on the proposal, provided on the 22nd January 2024 were as follows:

- Please refer to the below and attached in regards to the Alice Springs Hospital re-development that is located within close proximity to both inbound and outbound public transport bus stops.
- There is concern that the right turn traffic off Gap Road into the development site may impact on the outbound bus stop cut-in, where vehicle stacking could result in motorists using the cut-in as an opportunity to overtake stationary vehicles on the left.
- There are currently double barrier lines on Gap Road at the proposed location.
- A right turn off Gap Road is not recommended without any modifications to Gap Road, such as the introduction of a channelized right turn bay.
- However, it is noted that this portion of Gap Road is under the care and control of the ASTC, and their input will be required on the final layout.
- It is noted that there is provision for taxis and minibuses to drop off passengers at a shared location (5.2 Drop – Off Area). It may be beneficial to consider a dedicated pickup and drop off location, if that is suitable for use by wheelchair accessible commercial passenger vehicles.

Following the initial comments, representatives from DIPL TCS (Gunalan Sivachelvan and Trudy Dixon) had a meeting with Shanil Hameed from Hodgkinson and Ryan Prescott from Stantec on the 29th of July 2024 to discuss the above points. Based on discussions, it was agreed that it was not feasible to undertake widening to construct a channelized right turn bay (based on the available width on Gap road and Sacred trees adjacent to the existing access).

It was agreed an option could be to look at relocating the affected bus stop, but this was not considered to be an immediate requirement based on current bus frequencies.

The affected section of Gap Road is under the care and control of the ASTC.

On the 20thof August 2024, ASTC have provided in principle support to the proposal. ASTC have identified the upgrade of the roundabout at the corner of Gap Road and Traeger Avenue to an island (including associated upgrades to road reserves (kerb crossovers and driveways, pedestrian and bike access, sightlines, and works within verges and carriageway) , as the only upgrade requirement from their end.

On the basis of the ASTC decision, DIPL TCS have no objections to the development proposal.

Regards.

Gunalan Sivachelvan
A/Regional Director
CPEng MIEAust NER
Transport & Civil Services, Alice Springs
Department of Infrastructure, Planning & Logistics
Northern Territory Government

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