



First Draft

TRANSPORT MANAGEMENT PLAN

Sydney Resolution Concert Series 2012

Tuesday 3rd January 2012

The event proposed is intended to provide a destination for those seeking a harbour side location to enjoy the planned entertainment. The event is being designed to entertain 25,000 patrons from 1400hrs to 2230hrs.

The event proposed would be a licensed premise with food provided by well known chefs and music that includes world famous artists. All with the iconic Sydney Harbour and its bridge as a scenic back drop.

TMP Details

Event Date : **Tuesday 3rd January 2012**
Event Time: **Event Operational 1400 - 2230**
Road Closures: **None**

Event Organiser: **Sydney Resolution Series Inc. Pty Ltd.**

TMP Version: **1.1**

Issue Date: **9th Sep 2011**

Revision Date: **N/A**

Document Author: **Karl Christian, Who Dares Pty Ltd
RTA Certificate 2133007522
Phone 9569 9922 Fax 9569 9933**

This Transport Management Plan approved by:

New South Wales Police:	Date:
Roads & Traffic Authority:	Date:
Leichhardt Council:	Date:
Sydney City Council:	Date:
Sydney Ports Authority:	Date:
Maritime NSW:	Date:

Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sydney Resolution Concert Series 2012, will operate.

In case of emergencies, or for the management of incidents, the NSW Police is not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

Planning Contacts

Event Organiser -

Andrew McManus

Phone 03 9481 6377
Fax 03 9481 6378
Mobile 0413 437 777
Email andrew@mcmanusentertainment.com

Christian Pepper

Mobile 0404 843 471
Email christian@forcevents.com.au

NSW Police -

Alan Clarke

Phone 02 9265 4101
E-mail Clar1ala@police.nsw.gov.au

Paul Carrett

E-mail Carr1pau@police.nsw.gov.au

RailCorp -

Michael Logue

Mobile 0418 677 823
E-mail Special.Events@railcorp.nsw.gov.au

STA -

Raymond Carroll

Phone 02 92451327
Fax 02 9245 1330
Mobile 0457 599 181
E-mail Raymond_Carroll@sta.nsw.gov.au

Sydney Ports Authority -

Heather Mattes

Phone 02 9296 4992
Fax 02 9296 4768
Mobile 0458 555 289
E-mail hmattes@sydneyports.com.au

Transport NSW -

Greg Huish

Phone 02 8396 7968
Fax 02 8396 1679
Mobile 0412 259 447
E-mail Greg.Huish@transport.nsw.gov.au

Transport Management Centre -

Stephen Elliott

Phone 02 8396 1441
Fax 02 8396 1425
Mobile 0413 368 230
E-mail Stephen_ELLIOTT@rta.nsw.gov.au

Maritime NSW -

Steve Dunn

Phone 02 9563 8691
Fax 02 9563 8699
Mobile 0438 403 362
E-mail Steve.Dunn@maritime.nsw.gov.au

Chris Bolton

Phone 02 9563 8691
Fax 02 9563 8699
Mobile 0418 417034
E-mail Chris.Bolton@maritime.nsw.gov.au

Murrays Coaches -

Stefano Boscato

Phone 13 22 59
Fax 02 6126 4628
Mobile 0434 603 124
E-mail Stefano.Boscato@murrays.com.au

Captain Cook Cruises -

Bianka Zevgitis

Phone 02 8270 5134
Fax 02 9290 3858
E-mail biankaz@captaincook.com.au

1. Objectives

- 1.1. To ensure that the Sydney Resolution Concert Series proposed for the Glebe Island area is conducted in a safe manner with minimum disruption to the wider community.
- 1.2. To provide a high level description of the various traffic, transport and pedestrian management to make this event a success.
- 1.3. To provide a framework for each agency to use to develop their own plans.
- 1.4. To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.

2. Agency issues and feedback

- 2.1. The plan attempts to address all the feedback from all agencies and stakeholders. The proposal has tried to objectively balance goals and concerns that might impact across agencies. Some of the reasoning for main issues are;
 - Because of RTA concern about traffic congestion the proposal is to use ferries to transfer 50% of patrons to and from the event site. See attached ferry transfer plan.
 - The proposal is to transfer the remaining patrons from and back to Central Station. 50% of the expected 25,000 patrons would mean that 80 buses with a 45 minute turnaround carrying a minimum of 50 passengers each would transfer up to a peak of 5300 patrons per hour from the advertised transport times of 1400hrs to 1700hrs. Buses will be available but not advertised for stragglers after 1700.
 - Screening off viewing from Anzac Bridge will be done and an engineer's report commissioned for it.
 - All figures are based on breakdowns of vehicle capacity, footpath capacity and travel times on the night with regards to traffic flows. The estimates are based on expected peak ingress and egress flows. Some queuing for bus and ferry access is envisaged on egress but no impractical waiting times are expected. For example the estimate for transferring 12500 patrons away at egress by bus between 2230 and 0001 is judged as practical since 5300 per hour will be possible based on the above calculations.

3. Impact amelioration

- 3.1. The event being proposed would attract 25,000 patrons to the area. This will have an impact due to the extra traffic generated via event buses, patrons being dropped off and patrons using public transport or walking to the event.
- 3.2. It is proposed to ameliorate this impact by:
 - Utilising Captain Cook Cruises to transfer 12500 patrons from Darling Harbour and Blackwattle Bay. Three barges will be secured to the southern border of the site to unload passengers. See attachment Ferry Plan (FP). Marshalls will be placed at each ferry wharf to provide safety and guidance.
 - Run 80 buses 45min turnaround from and to Central station. It is estimated that up to 12500 patrons will use this option. Marshalls will provide safety and guidance.
 - To minimise impact on the intersection of James Craig Rd and The Crescent Who Dares Pty Ltd. has designed the TCP attachment . It is designed to keep coaches flowing into James Craig Rd from the Anzac Bridge and out via a dedicated lane to turn left at all times under police supervision. This plan will not be implemented during peak hour when no buses are advertised as travelling. The small amount of buses will be handled by the normal operation of the intersection at that time.
 - VIP and wheelchair on site parking 1200 patrons
 - Some patrons will use existing transport such as light rail, existing bus services or get dropped off, see pedestrian management plan.
 - The event organiser will influence option uptake by incorporating into the ticket system the transport options. Price points and discounts can be used to direct patrons towards desired options. Once having purchased a ticket it is likely that patrons will use the option they have paid for.
 - Provide buses for staff before the event from and to Central Station.

4. Public Transport

- 4.1. It is envisaged that Central Station will experience an increase on demand with the peak ingress between 1500hrs and 1700hrs experiencing up to 5000 per hour.
- 4.2. Egress from the event between 2230hrs and 0001. Buses to Central Station will result in 12500 passengers arriving to Central during that time. Post Code information will be communicated to RailCorp prior to the event for planning purposes.
- 4.3. Some patrons that arrived by existing STA buses servicing Victoria Rd Rozelle will use those buses at the end of the event. Due to the small number envisaged, capacity for these patrons will be provided by public alighting from the bus that have travelled from the city.

5. Road Closures

N/A

6. Pedestrian and Wheelchair Access

- 6.1. Pedestrian access will be via existing walkways over Victoria Rd. A 6 meter wide staircase will be installed from the high side of the roadway that exists on the western side of Old Glebe Island Bridge. See Pedestrian Management Plan (PMP) attachment.
- 6.2. A fence line will separate patrons from the water.
- 6.3. Bike rack fencing will be used to designate a boundary for event bus drop off to separate patrons egress and ingress to buses. See site temporary bus stop plan.
- 6.4. Traffic controllers will supervise the safe crossing of pedestrians where their path crosses the road at the intersection of James Craig Rd and Somerville Rd.
- 6.5. Two wheelchair vans will be on hand to pick up from Central Station. They will standby with buses to be used as needed.

7. Evacuation Management

- 7.1. An Evacuation Management Plan will be developed as part of the overall risk management plan for the event. The main area being investigated is the port area to the west of the event. It is accessible via Somerville Rd and can be evacuated to from both eastern and western sides of the event. See Evacuation Management Plan (EMP) attachment.

8. Emergency Operations Centre

- 8.1. There will be an emergency operations centre operational for Police and other agencies to monitor the event from and address any issues.

9. The Event

- 9.1. Bump In – From 17th Dec 2011 To 30th Dec 2011
- 9.2. Event operational - 31st December 2011 1400hrs – 0300hrs and Tuesday 3rd January 2012 1400hrs – 2230hrs. See TMP No#2
- 9.3. Bump Out – From 4th January 2012 to 10th Jan 2012
- 9.4. During Bump In and Bump Out all vehicles will access via James Craig Rd and the entrance gate controlled by Security. It is envisaged that this will have little impact on resident businesses.

10. Emergency Vehicles

- 10.1. Emergency vehicles will have access at all times.
- 10.2. All Emergency Services agencies will be formally notified of this event. Police will monitor and assist emergency vehicle movements. In an emergency NSW Police are the highest authority and any instructions by them to alter this plan will be followed.

11. Residents

- 11.1. All residents notified of the event through letterbox drops and newspaper notification two weeks prior to the event.

12. Vehicle access

- 12.1. A Traffic Control Plan (TCP) has been attached to show how access will be facilitated into James Craig Rd with minimum impact on the City West Link. The design of the plan relies on a lateral shift of the two lanes coming off the Anzac Bridge into the right two lanes. This will provide the ability to close the left lane heading west. The intention is that all buses exiting James Craig Rd can do so at all times into the dedicated lane on the supervision of NSW Police. This plan will not be implemented during 1700 to 2200.
- 12.2. VIP and wheelchair parking will be provided on site for up to 400 vehicles.
- 12.3. It is proposed in the plan that buses will use the Anzac Bridge to travel to the venue. This is to ensure that buses arrive at James Craig Rd west bound and can turn left into it.
- 12.4. It is also proposed to consider on further examination the possibility of travelling buses and perhaps other vehicles through the Port Authority area off Roberts Rd and into the site that way. This would be only a contingency or emergency facility.
- 12.5. All event vehicles will access back of stage by Somerville Rd.

13. Roads and Traffic Authority

- 13.1. RTA will monitor traffic conditions. TMP and TCP need to be approved by the RTA.

14. Leichhardt Council and the City of Sydney Council

- 14.1. Both councils need to approve the final event arrangements via their Local Traffic Committees and impose appropriate conditions to conduct the event.
- 14.2. Both councils need to approve the Traffic Control Plans.

15. Traffic Generators

- 15.1. The Anzac Bridge generates a large amount of vehicles into The Crescent that leads to City West Link. This proposal is designed to bring patrons in by bus predominantly before peak hour and utilise ferries to keep as many vehicles off the roads as possible.

16. Security

- 16.1. The event organiser will provide security appropriate to the event.
- 16.2. No pass outs will be given out.
- 16.3. Security water patrols will provide safety around the perimeter.

17. Insurance

A \$20,000,000 Public Liability Insurance Certificate has been undertaken on behalf of the organisers of the event. The Roads and Traffic Authority, Sydney City Council and Leichhardt Council must be listed as interested parties on this policy.

18. Special Event Clearways (SEC)

- None at this stage

Physical Survey of the Route

Item	Verified	Action Taken
All one way Sts are as described	☒	N/A
Block access to local businesses	☒	N/A
Block Ambulance access	☐	All Emergency Services notified of event. Access to be maintained.
Block local resident access	☐	Access to be maintained
Block Police vehicle access	☐	Access to be maintained
Block public transport access	☒	N/A
Restricted movements – banned turns, heavy/high vehicles	☒	N/A
Road signage – existing/temporary	☒	To be installed by traffic controllers
Signalised intersections	☐	City West Link left turn police to supervise
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	☐	Traffic generators the event itself

Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	☐ Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route	☒ No	Standard
Breakdown of vehicle or heavy vehicle	☒ No	Standard
Security of participants	☐ Yes	Security personnel will be on-site
Security of very important persons (VIPs)	☐ Yes	As required

Variable Message Signs

N/A

VMS locations and messages:

3 X On Site for Bus pick up info		

Attachment 11 BUMP IN

Access to Emergency Response Team Base
will not be impeded in any way

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Signage to be used
In advance of traffic
control positions

Bus Holding Area

Pedestrians will be held
to allow all vehicles egress
at all times

BUS DROP OFF
ZONE

TRAFFIC CONTROLLERS
TO MANAGE PEDESTRIANS
ACROSS ROAD

KISS & DROP ZONE

JAMES CRAIG RD

SUMMERVILLE RD

Existing
Light
Towers

FENCE

TEMP
STEPS

TO
OLD GLEBE ISLAND BRIDGE



Location: Glebe Island

Date: 3rd Jan 2012

Time of works: 1400hrs to 2100hrs

Client: Sydney Resolution Concert

Project: Series 2012

Plan No.: WD/SRCIB01

Minimum Staff Required:

Plan by: Greg Mooney :RTA Cert 2133007523: for Who Dares Pty Ltd

Details:

The main purpose of this plan is to show the intention of vehicle and pedestrian movement.
It is envisaged that only a small percentage of patrons will need pedestrian access with the bulk entering by ferries or bus.

The organiser will work with all agencies to address any fine tuning of plans deemed necessary.

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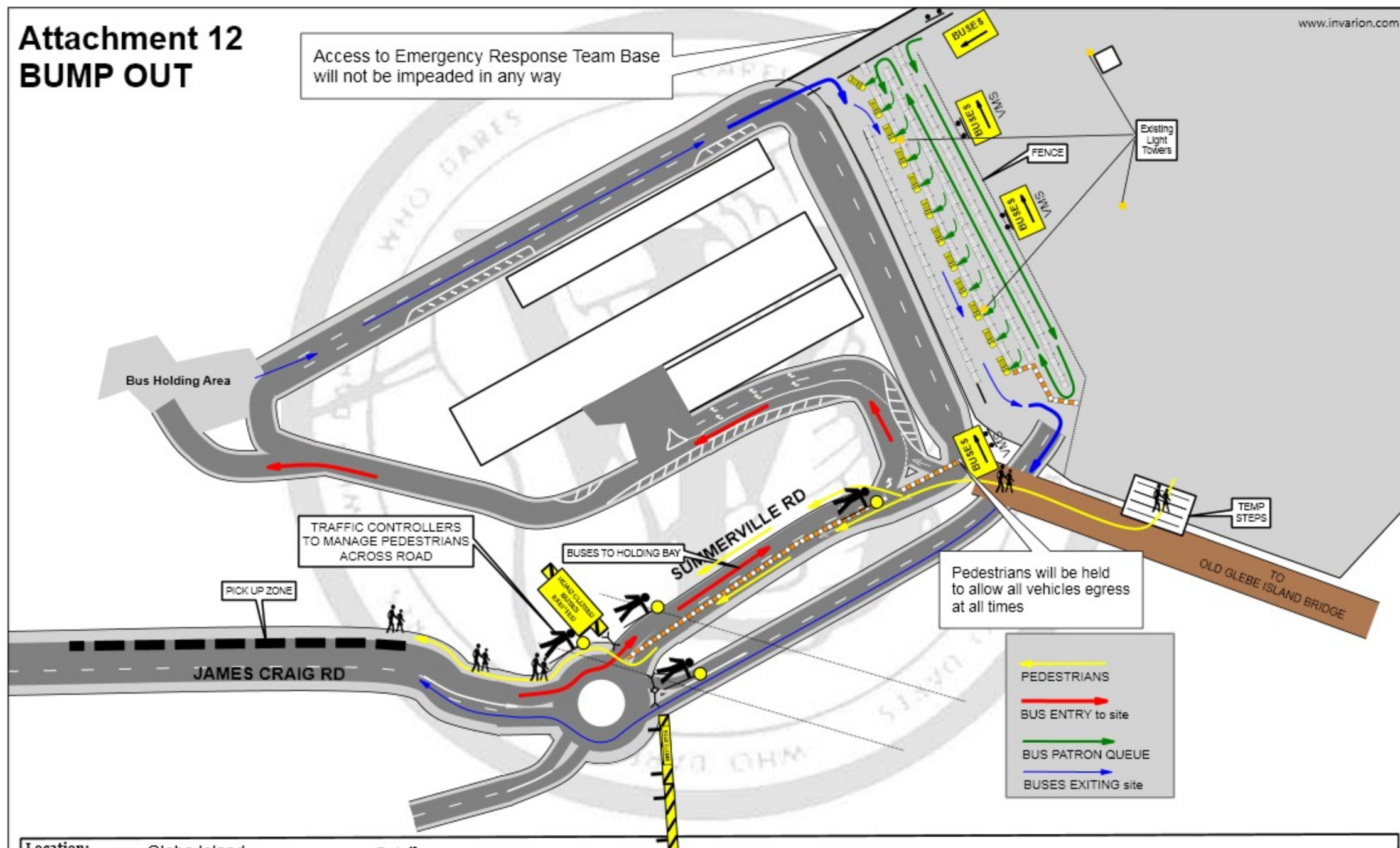
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Attachment 12 BUMP OUT

Access to Emergency Response Team Base
will not be impeded in any way

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Location: Glebe Island
Date: 3rd Jan 2012
Time of works: 2100hrs to 2400hrs
Client: Sydney Resolution Concert
Project: Series 2012
Plan No.: WD/SRCIB02
Minimum Staff Required:

Plan by: Greg Mooney :RTA Cert 2133007523: for Who Dares Pty Ltd

Details:

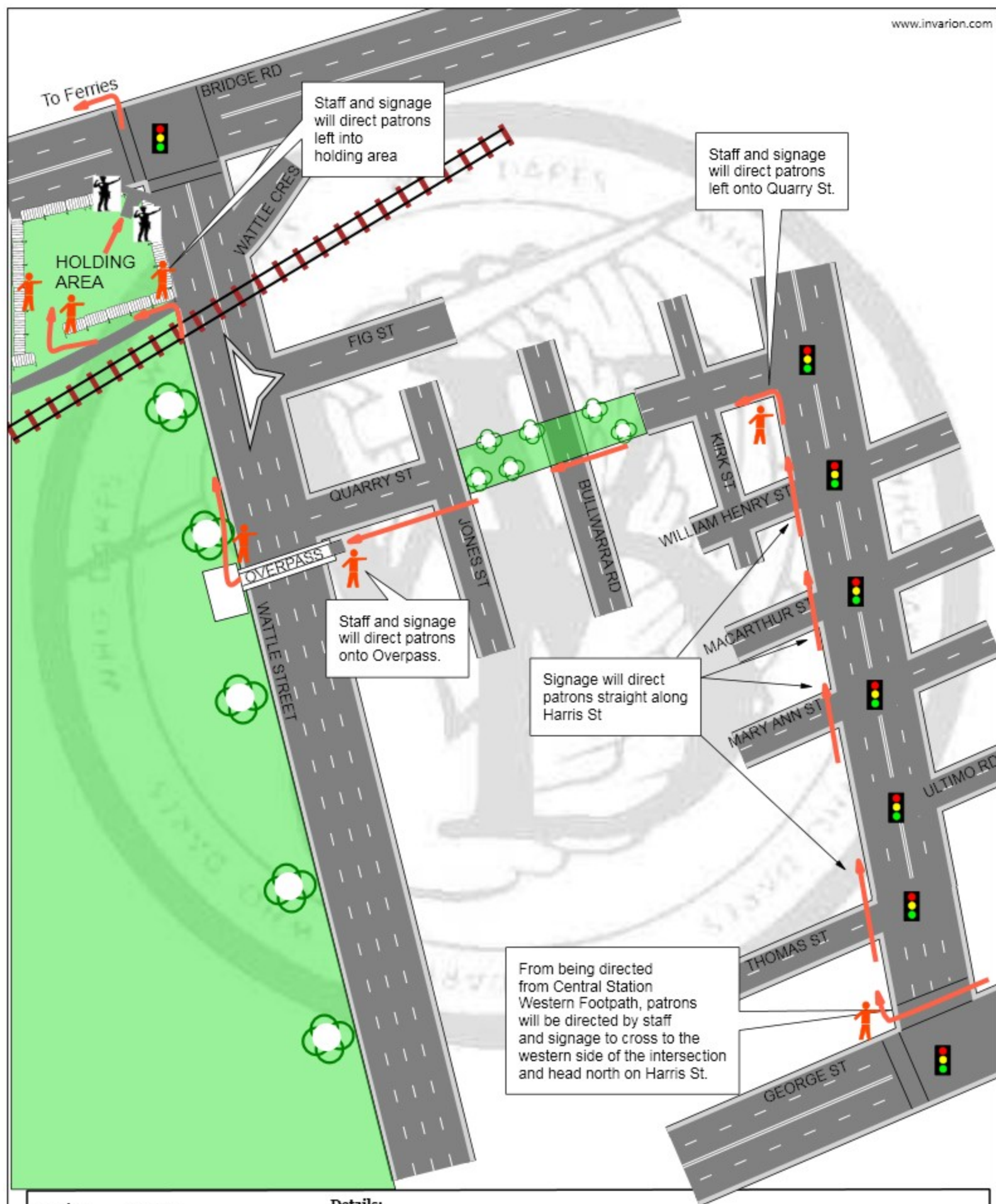
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Location: Ultimo
Date: 31st Dec & 3rd Jan
Time of works: 1400 to 1900
Client: Sydney Resolutions Series Inc.
Project: Sydney Resolutions Series Concert Series
Plan #: WD/SRS1

Details:

This plan is based on 7000 patrons accessing Blackwattle Bay to catch ferries to the event.

Staff and signage will direct patrons to a holding area in Wentworth Park. Police and Security will manage the crossing of patrons in groups. This would result in over the 5 hours of access estimated around 23 persons per minute will use this route.

The return route will be managed in the same way except there will be no need for the holding area in Wentworth Park

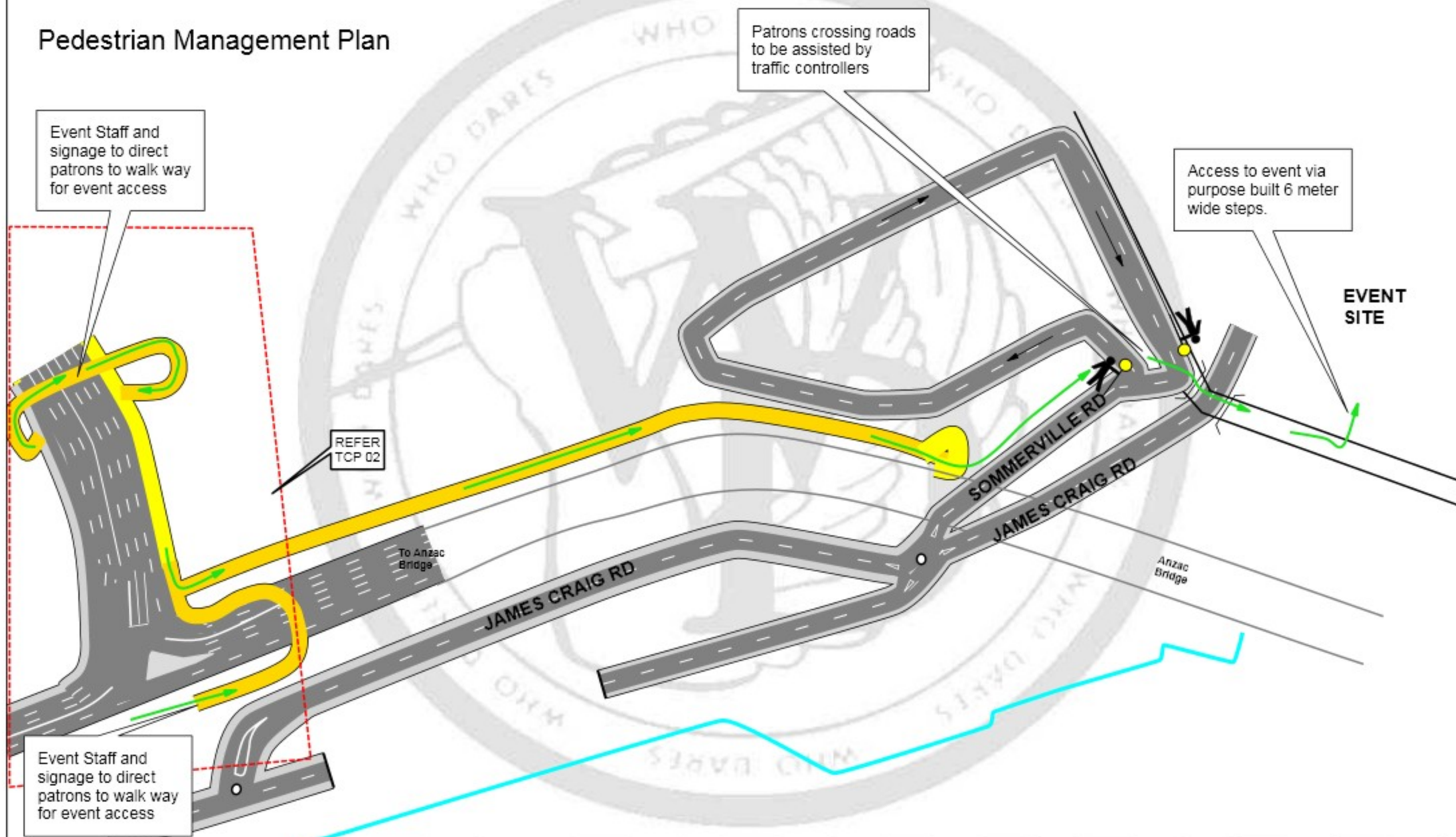
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Plan By: Karl Christian: RTA Cert 2133007522
 For Who Dares Pty Ltd



Pedestrian Management Plan



Location: Rozelle, Glebe Island.

Date: 3rd Jan 2012

Time of works: 1400hrs to 2400hrs

Client: Sydney Resolution Inc. Pty Ltd.

Project: Sydney Resolution Concert Series 2012

Plan No.: WD/SRCSP2

Minimum Staff Required: Ten person Team

Plan by: Greg Mooney :RTA Cert 2133007523: for Who Dares Pty Ltd

Details:

It is not envisaged that many persons will walk into the event. If 2500 patrons catch available buses and trams to the area over the expected arrival times 1400 to 1900 this would result in 8 persons per minute entering the site on foot.

It is envisaged that the same amount of pedestrians accessing the site from the surrounding streets will leave that way.

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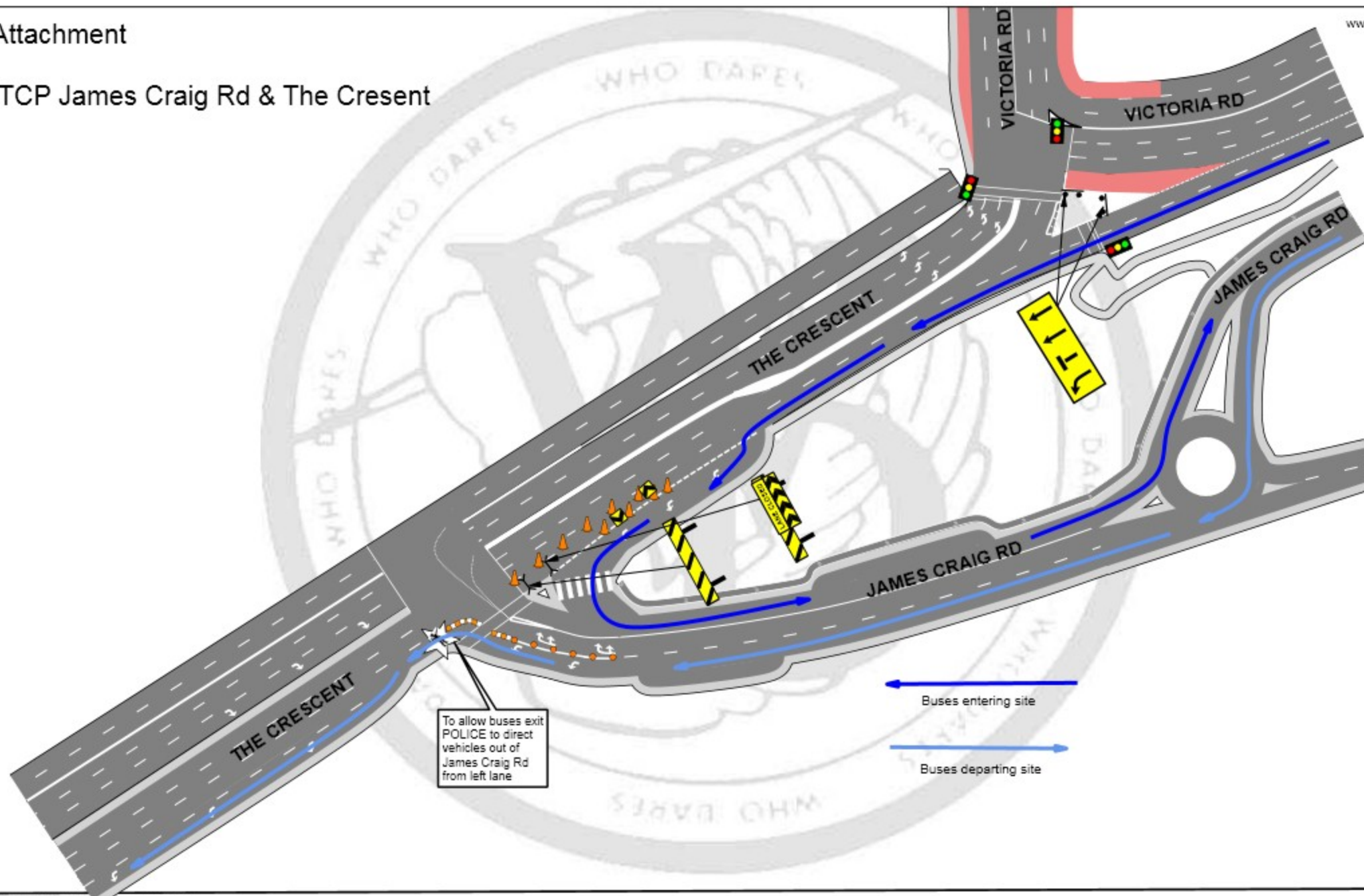
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Attachment

TCP James Craig Rd & The Crescent

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Location: The Crescent Rozelle

Date: 3rd Jan 2012

Time of works: 1400 - 1700 and 2200 - 2400

Client: Sydney Resolution Concert Series

Project: NYE Concert

Plan No.: WD/Glebelst-03

Minimum Staff Required:

Plan by: Greg Mooney :RTA Cert 2133007523: for Who Dares Pty Ltd

Details:

Lateral Merge Taper south bound on the Crescent (west of Victoria Rd)

This is to allow under police direction buses to exit James Craig Rd and travel east on The Crescent

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