



Final Draft

TRANSPORT MANAGEMENT PLAN

Sydney Resolution Concert Series 2012

Saturday 31st Dec 2011

The event proposed is intended to provide an alternative destination for those seeking a harbour side location to enjoy the New Year's Eve celebrations. The event is being designed to entertain 40,000 patrons from 1400hrs to 0300hrs and it is hoped that the event hours of operation will mean that 40,000 persons who might have been intending to travel into the city during peak hours will come to this event earlier and leave later thereby taking some of the load off the peak.

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 : **Saturday 31st Dec 2011**
Event Time: **Event Operational 1400 - 0300**
Road Closures: **See below**

❖ Road Closures event date from 1000 till 0300 hours Saturday 31st Dec 2011

- James Craig Rd Rozelle east of roundabout at the corner of Somerville Rd closed to all but event traffic.
- An emergency vehicle access at all times
- Local resident access available at all times

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

TMP Version: **1.2**

Issue Date: 7th Sep 2011

Revision Date: N/A

Document Author: **Karl Christian, Who Dares Pty Ltd**
RTA Certificate 2133007522
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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

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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 pick up patrons from Redfern Station.
 - Because the return of those patrons to Redfern Station has been identified by RailCorp as problematic it is proposed to return those patrons to Central Station that has the capacity to receive them.
 - The proposal is designed to keep coaches out of STA drop zone in George St by dropping off passengers prior to that area but still on the western side of George St so that patrons can use the underground tunnel to access trains.
 - The direction to seek alternative transport has been explored through a ferry option plan that is being finetuned with further discussions needed. However the numbers so far have been based on vessel capacity and estimated travel times.
 - 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 of 136 coaches required is based on loading 34 every 15 minutes. With an estimated 60 minute round trip this would result in 34 buses returning in time to replace the ones departing. At 136 coaches with a minimum capacity of 50 persons each would result in 6800 passengers per hour being able to be transferred.

3. Impact amelioration

3.1. The event being proposed would attract 40,000 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 up to 10880 patrons from Darling Harbour and Blackwattle Bay. A temporary wharf will be secured to the southern border of the site to unload passengers. 1 in Ferry Plan (FP). Marshalls will be placed at each ferry to provide safety and guidance.
- Run 136 Murrays Coaches with 60min turnaround from Redfern Station transferring up to 6800 patrons per hour. See attachment 2, 3, 4 & 5 for pick up facility and management, route and drop off facility and management. It is estimated that up to 21840 patrons will use this option. The preferred route is in via Anzac Bridge and the contingency plan is via Ross St and The Crescent. 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 8. 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.
- On egress it is proposed to take patrons that arrived by bus back to Central Station. This is the preferred option for RailCorp as they have the holding capacity, longer loading time and room on trains. Some trains commence at Central. This option is proposed after discussion with Michael Logue. See attachment 7.
- For coach drop off and pick up facility and management at the event see attachment 6.
- VIP and wheelchair on site parking 1200 patrons
- The remaining 6000 patrons will use existing transport such as light rail, existing bus services, get dropped off or walk from within the local area, 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.
- The event organiser will continually work with agencies and private contractors to spread the impact on existing

infrastructure by committing resources to other practical options.

- Provide buses for staff before the event from Redfern Station and post event to Central Station.

Egress will start slowly with some patrons that have arrived early going to after parties possibly leaving before midnight. Buses that have been standing by on site will be available all evening for the return trip. Ferries to Blackwattle Bay will run all evening and the other ferry services will be able to return patrons post 0020.

4. Public Transport

- 4.1. It is envisaged that Redfern Rail Station will experience an increase on demand with the peak ingress between 1600hrs and 1900hrs experiencing up to 7500 per hour.
- 4.2. The small number of patrons wanting to leave the event between 1900hrs and 0030hrs will be taken to Central Station.
- 4.3. Egress from the event between 0030hrs and 0300 as stated above will be to Central Station. It is proposed to drop patrons off in George St. heading north between Harris St and Wattle St see attachment 7.
- 4.4. 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

Saturday 31st Dec 2011

- James Craig Rd east of the roundabout at Somerville Rd.
- Emergency vehicle access to be maintained at all times.
- Local resident access to be maintained at all times.

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 9.

- 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. Wheelchair access will be provided via a ramp next to the stairs accessing the event.
- 6.5. 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.
- 6.6. Two wheelchair vans will be on hand to pick up from Central or Redfern Stations. 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 10.

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 (8) 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 Coaches exiting James Craig Rd can do so at all times into the dedicated lane on the supervision of NSW Police.
- 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 some coaches be allowed to use the Anzac Bridge when it is open to travel to the venue. This is to ensure that a minimum amount of buses only need to turn right from City West Link into James Craig Rd.
- 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. New Year's Eve is a very high generator of traffic. The plan is designed to minimise impact on the City West Link and Victoria Rd. The plan is designed to keep City West Link flowing by access being primarily from City West Link heading west and turning left into

James Craig Rd. Exiting vehicles should turn left from James Craig Rd into a dedicated lane under the supervision of NSW Police.

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)

- Gibbons St Redfern from Garden St to Redfern St both sides (for buses)
- Wyndham St Redfern from Henderson Rd to Garden St west side (for buses)
- Wyndham St Redfern from Chapel Ln to Garden St east side.
- Botany Rd from Boundary St to Henderson St on the western side.

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 NYE & 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 1

Ferry Plan

1. Darling Harbour, Glebe Island – 2 x Vessels, 300 persons each. 24min return trip
– 2 x Vessels, 400 persons each. 24min return trip
5600 total
2. Blackwattle Bay, Glebe Island – 3 x Vessels, 140 persons each. 24min return trip
– 1 x Vessel, 240 persons. 24min return trip
5280 total

These figures are based on how many transfers are practical during egress between 0020 and 0330.

For example, Blackwattle Bay 3 vessels at 140 per vessel and 1 vessel at 240 per vessel with 24min turn around x the 3hrs is 5280.

These figures have also been don with consideration to how many pedestrians will be walking from Blackwattle Bay which would be 1760 per hour or 30 per minute.
Security will be deployed to assist patrons in way finding and crossing roads

Time Table;

FERRY SERVICES

As part of their ticket purchase patrons will be asked to choose from the following services.

Patrons will need to choose their departure service from the same timetable as their arrival service.

GREEN FERRY SERVICE - ARRIVAL		
Service #	Capacity	Times
		Darling Harbour
Service 1	700 pax	1400
Service 2	700 pax	1425
Service 3	700 pax	1450
Service 4	700 pax	1615
Service 5	700 pax	1540
Service 6	700 pax	1605
Service 7	700 pax	1630
Service 8	700 pax	1655
Service 9	700 pax	1705
Service 10	700 pax	1730
Service 11	700 pax	1755
Service 12	700 pax	1805
Contingency	700 pax	1830

GREEN FERRY SERVICE - DEPARTURE		
Service #	Capacity	Times
		Glebe Island
Service 13	700 pax	0020
Service 14	700 pax	0045
Service 15	700 pax	0110
Service 16	700 pax	0135
Service 17	700 pax	0200
Service 18	700 pax	0225
Service 19	700 pax	0250
Service 20	700 pax	0315
Contingency	700 pax	0340

Services 11 to 12 would be limited to 5600 combined to suit egress capabilities. Boats will leave every 6 minutes but will be sold in 25 minute blocks. Services will leave as per schedule. If patrons miss their service they will be placed on the next available service. There will also be a contingency service to pick up the overflow.

GREY FERRY SERVICE - ARRIVAL		
Service #	Capacity	Times
		Blackwattle Bay
Service 21	660 pax	1400
Service 22	660 pax	1425
Service 23	660 pax	1450
Service 24	660 pax	1515
Service 25	660 pax	1540
Service 26	660 pax	1605
Service 27	660 pax	1630
Service 28	660 pax	1655
Service 29	660 pax	1720
Service 30	660 pax	1745
Service 31	660 pax	1810
Service 32	660 pax	1835
Service 33	660 pax	1900
Contingency	660 pax	1925

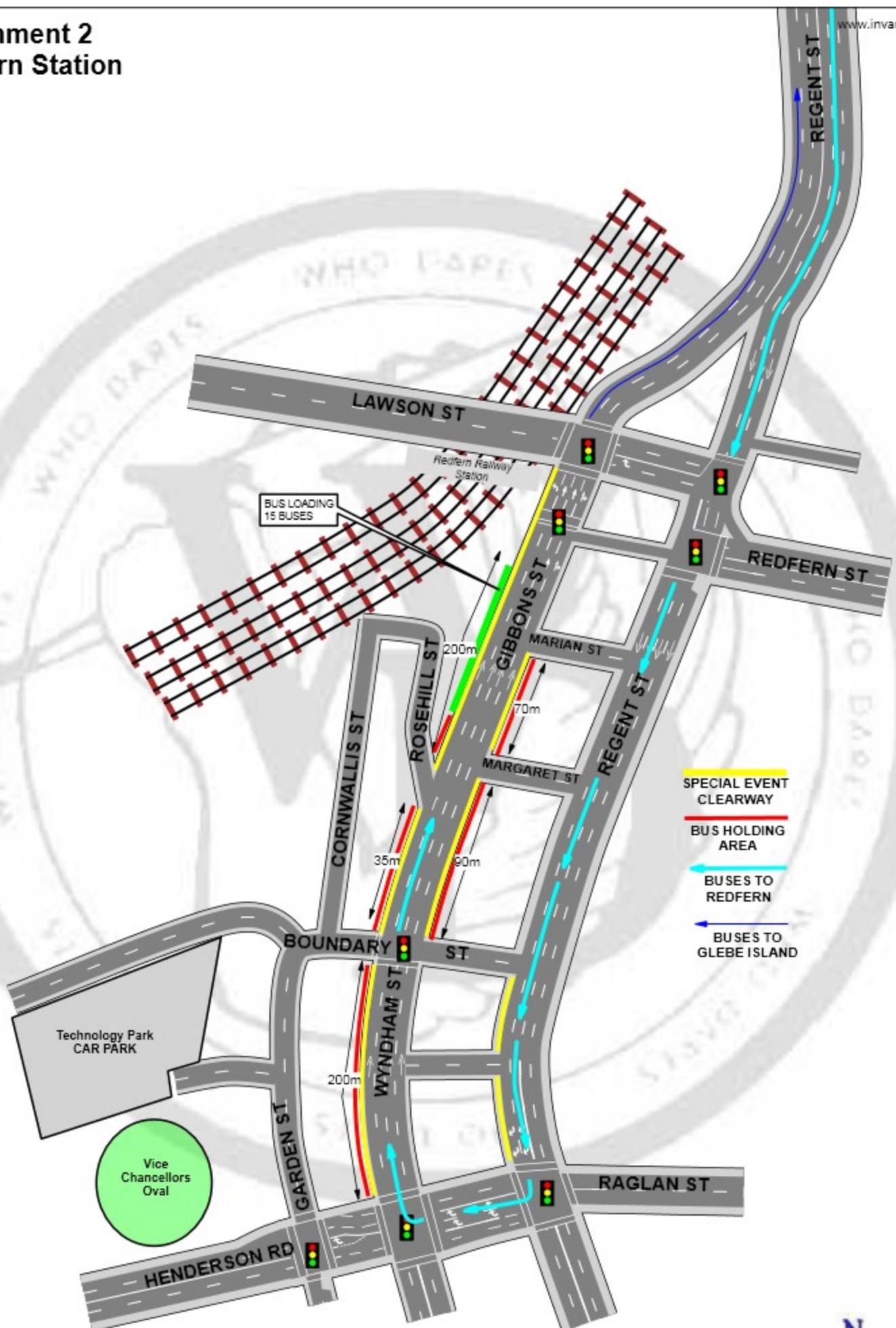
GREY FERRY SERVICE - DEPARTURES

Service #	Capacity	Times
Service	Capacity	Glebe Island
Service 34	660 pax	0020
Service 35	660 pax	0045
Service 36	660 pax	0110
Service 37	660 pax	0135
Service 38	660 pax	0200
Service 39	660 pax	0225
Service 40	660 pax	0250
Service 41	660 pax	0315
Contingency	660 pax	0340

Service's 21 to 33 would be limited to 5280 combined to suit egress capabilities. Boats will leave every 6 minutes but will be sold in 25 minute blocks. Services will leave as per schedule. If patrons miss their service they will be placed on the next available service. There will also be a contingency service to pick up the overflow.

Attachment 2 Redfern Station

www.invarion.com



Details: This plan shows special event clearway required to create a bus layover and pick up area. It will be managed by Murrays coaches and event staff.

Buses will standby in the red zone and pick up in the green zone

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

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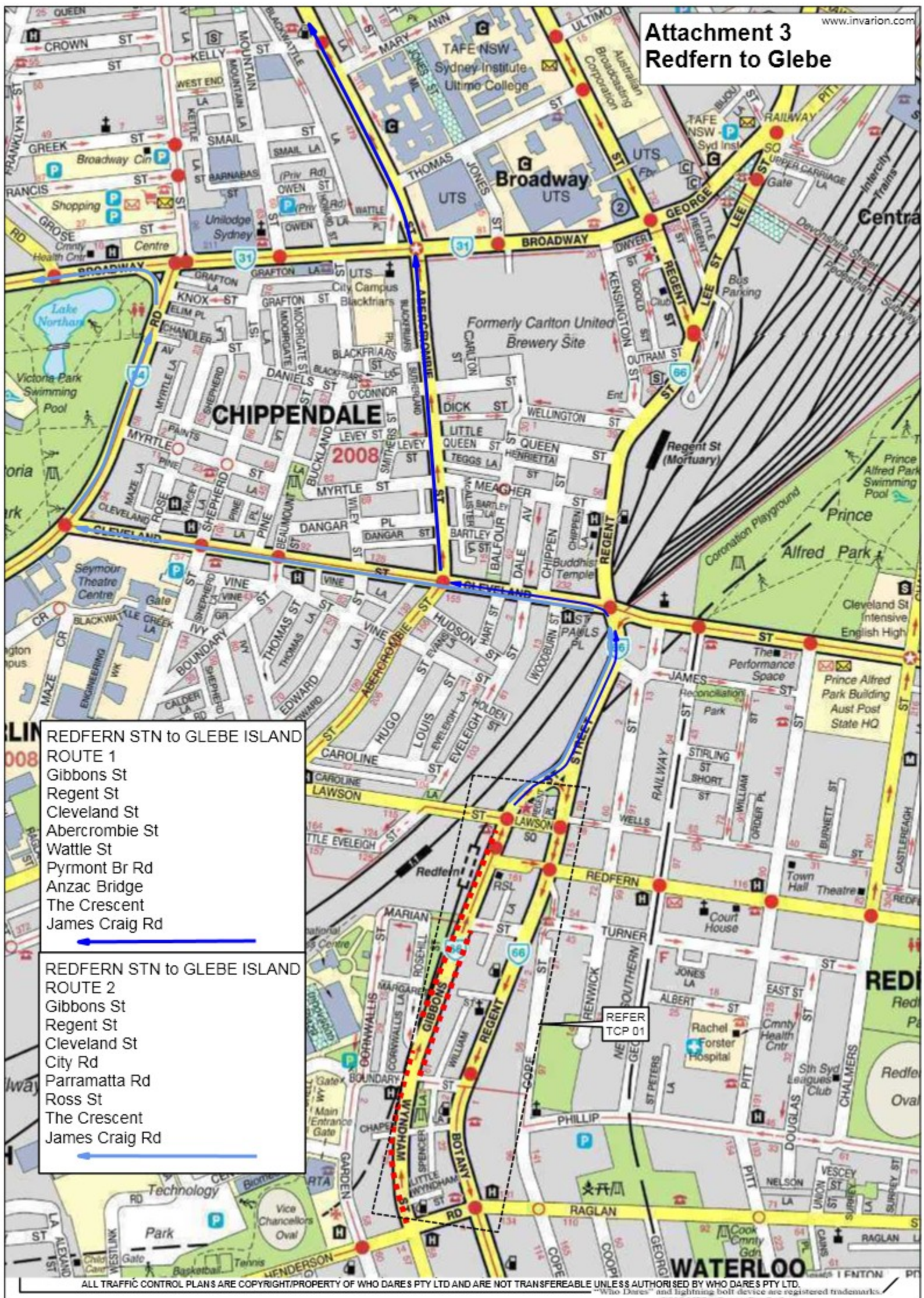
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Attachment 3 Redfern to Glebe

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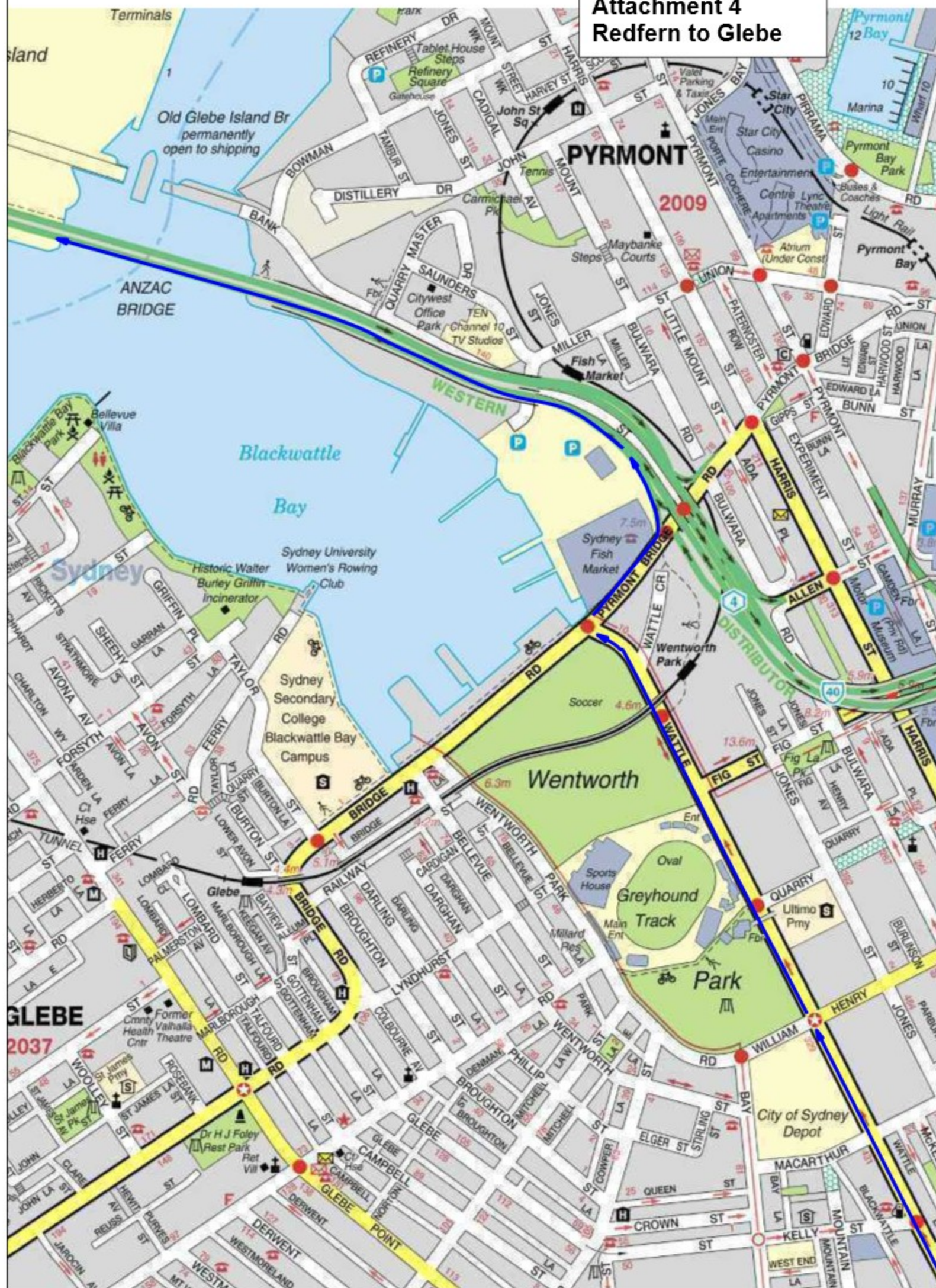


REDFERN STN to GLEBE ISLAND
ROUTE 1
Gibbons St
Regent St
Cleveland St
Abercrombie St
Wattle St
Pyrmont Br Rd
Anzac Bridge
The Crescent
James Craig Rd

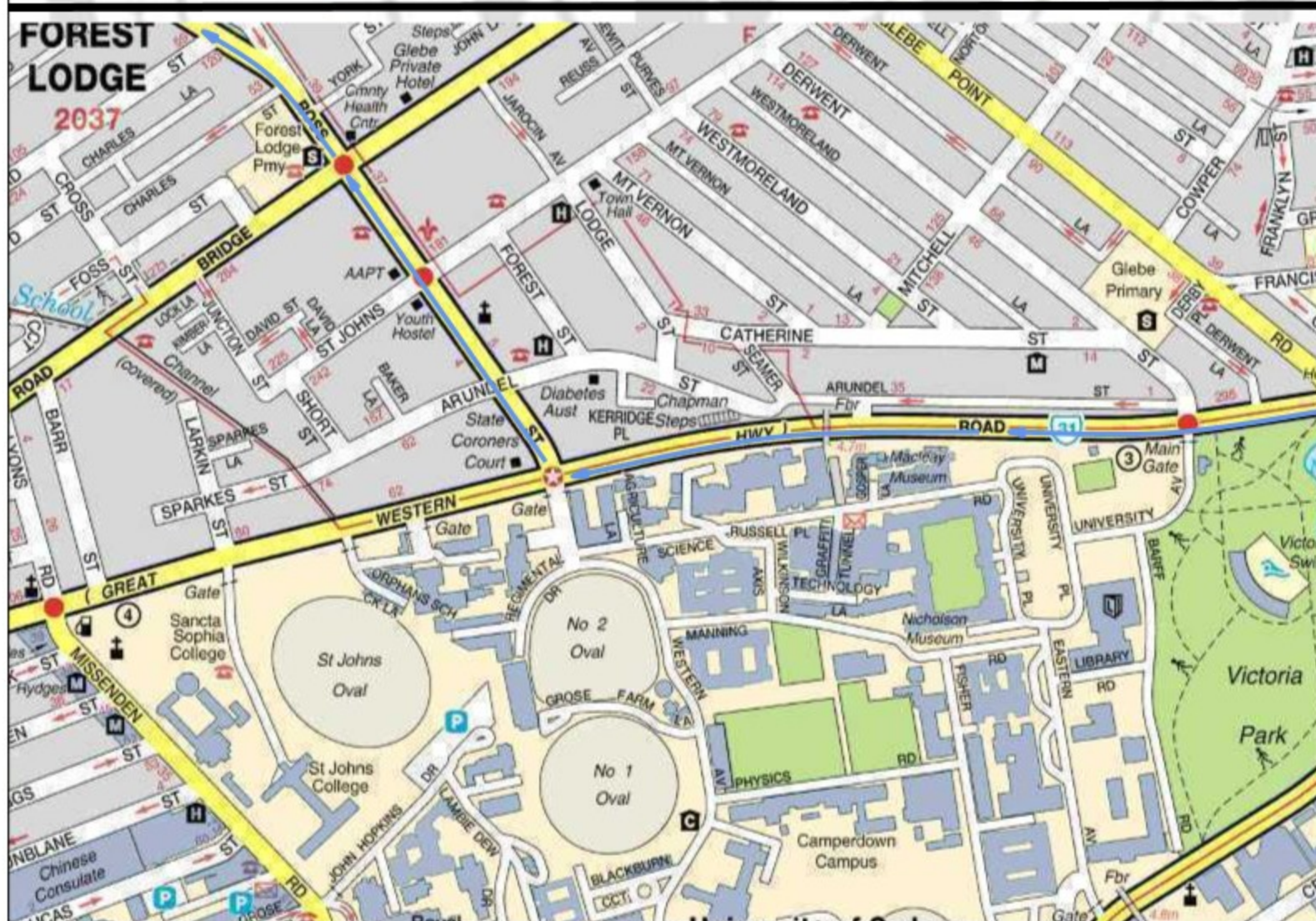
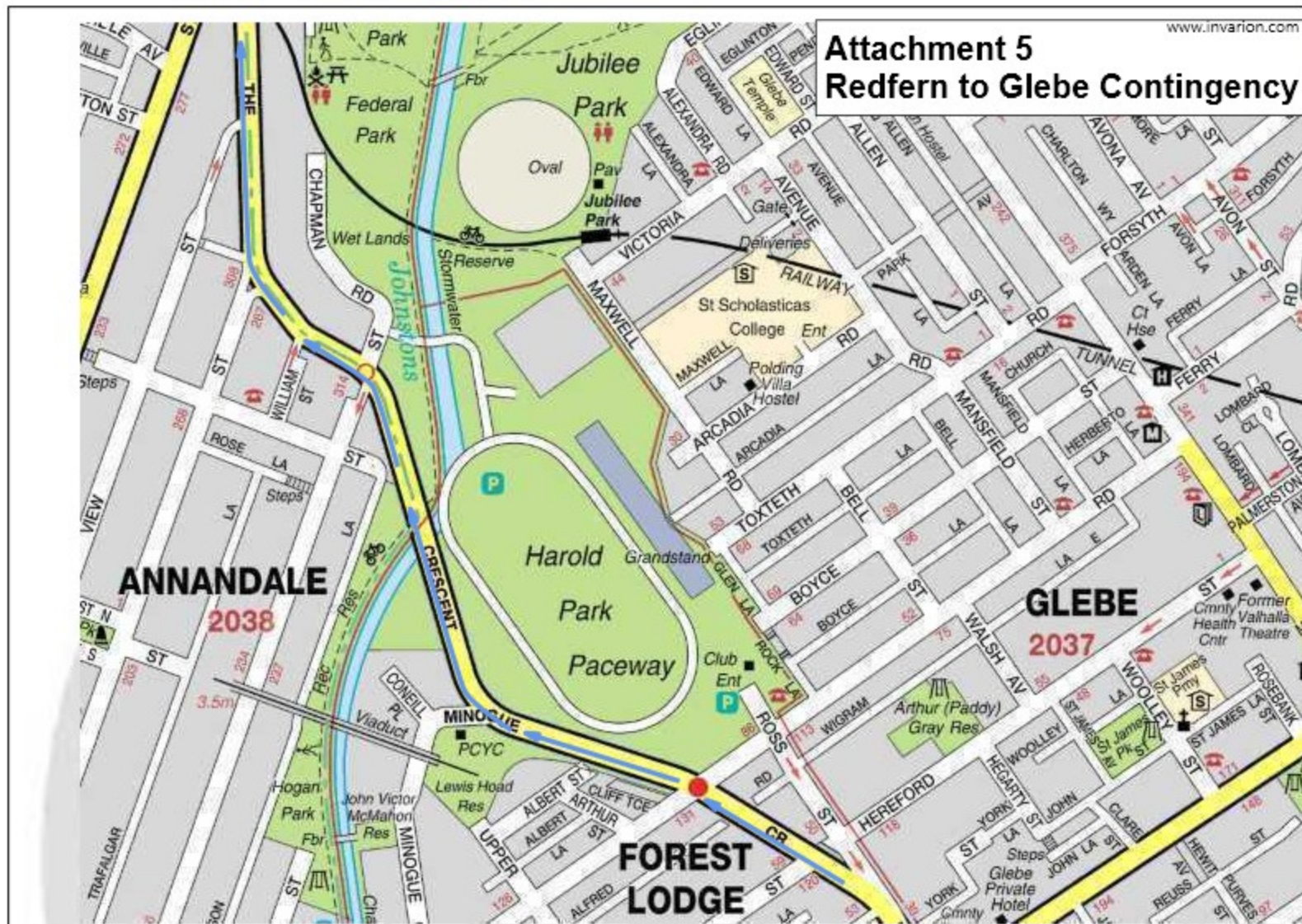
REDFERN STN to GLEBE ISLAND
ROUTE 2
Gibbons St
Regent St
Cleveland St
City Rd
Parramatta Rd
Ross St
The Crescent
James Craig Rd

REFER
TCP 01

Attachment 4 Redfern to Glebe

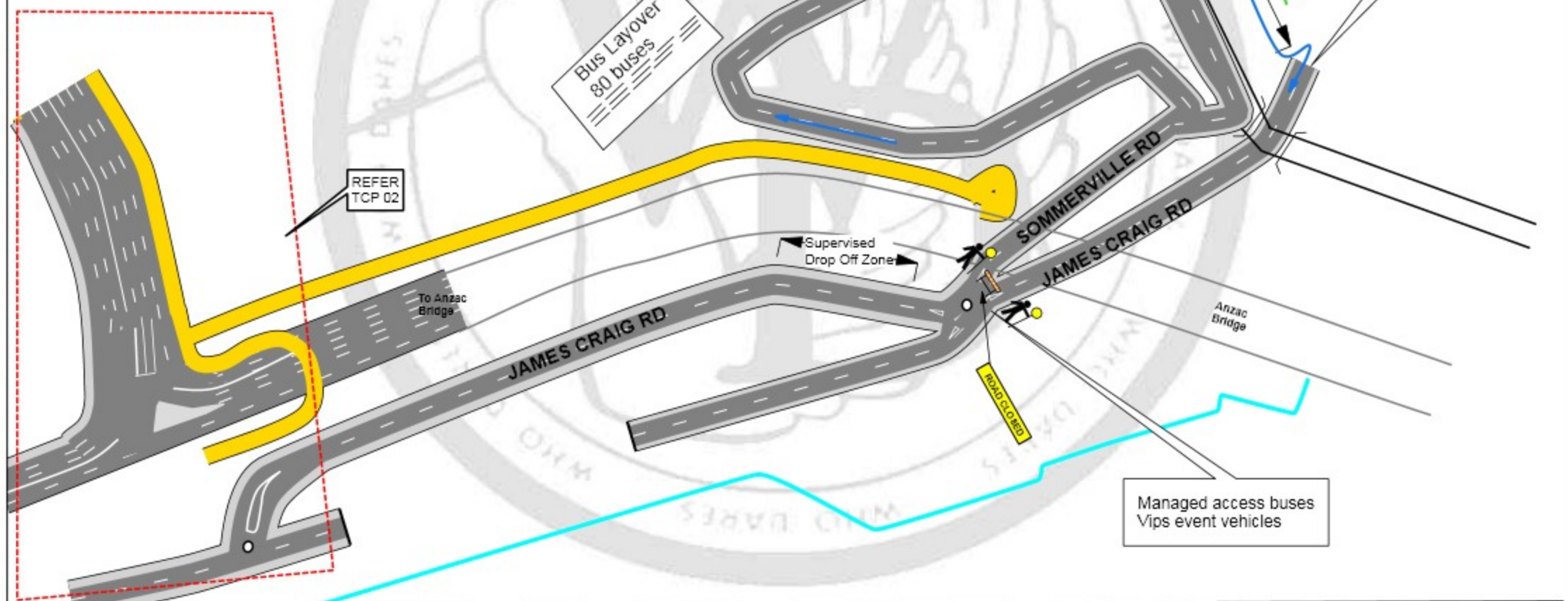


Attachment 5 Redfern to Glebe Contingency



Attachment 6 Bus drop off at event and layover

For greater detail see attachments 11 and 12

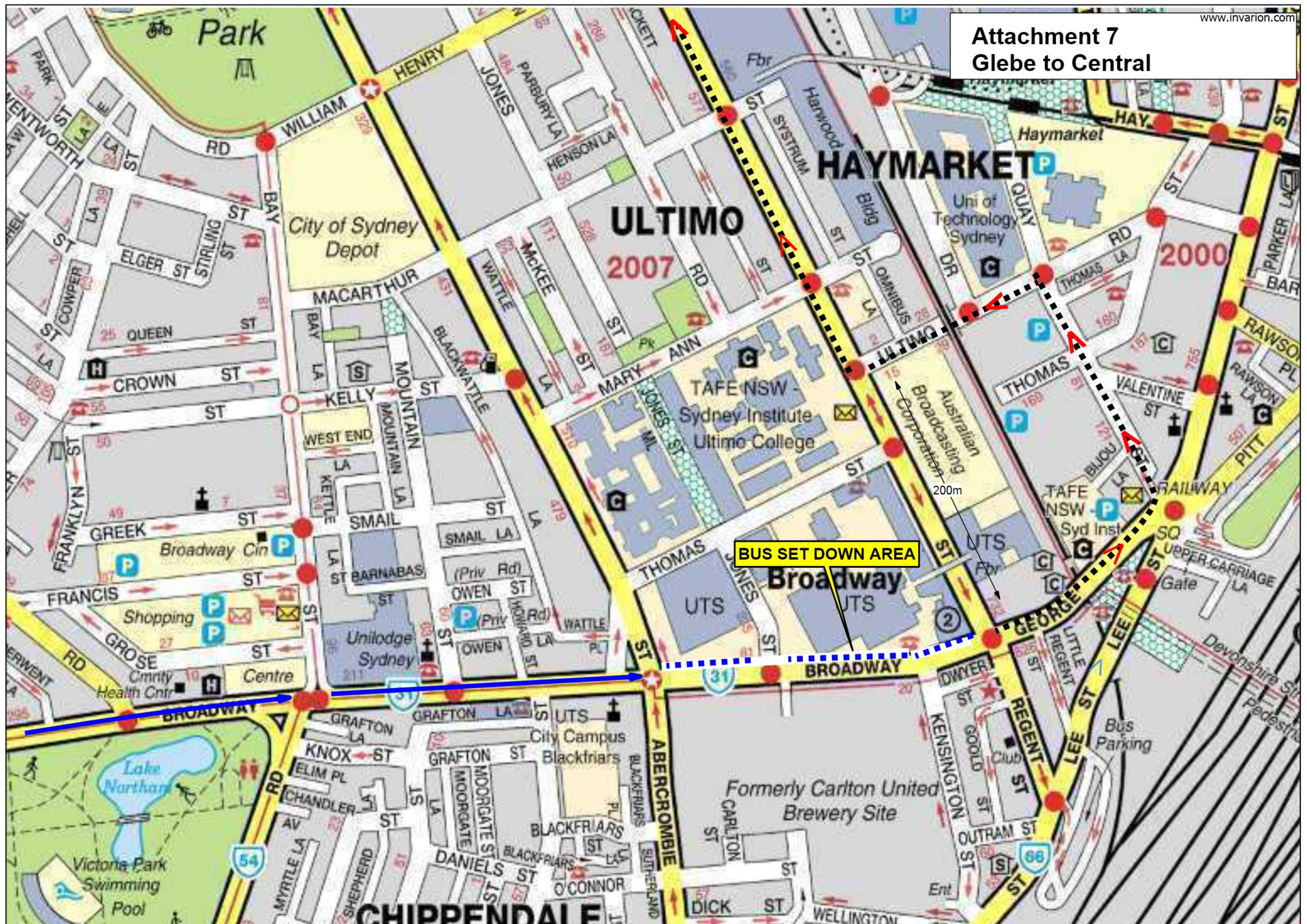


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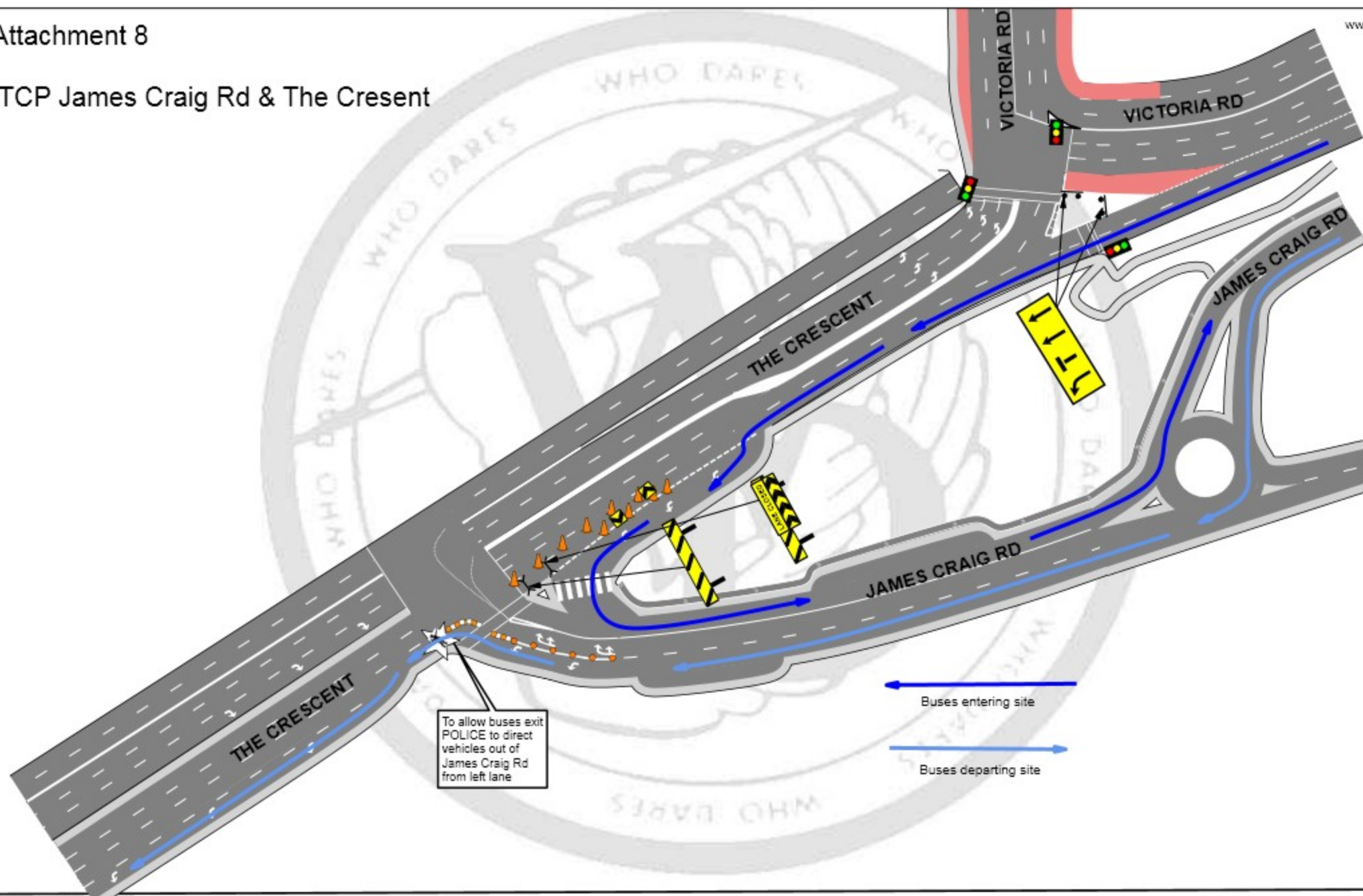
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Attachment 8

TCP James Craig Rd & The Crescent

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Location: The Crescent Rozelle

Date: Sat 31 Dec 11 - Sun 1 Jan 12

Time of works: 1400 - 0400

Client: Sydney Resolution Concert Series

Project: NYE Concert

Plan No.: WD/GlebeIsl-02

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)

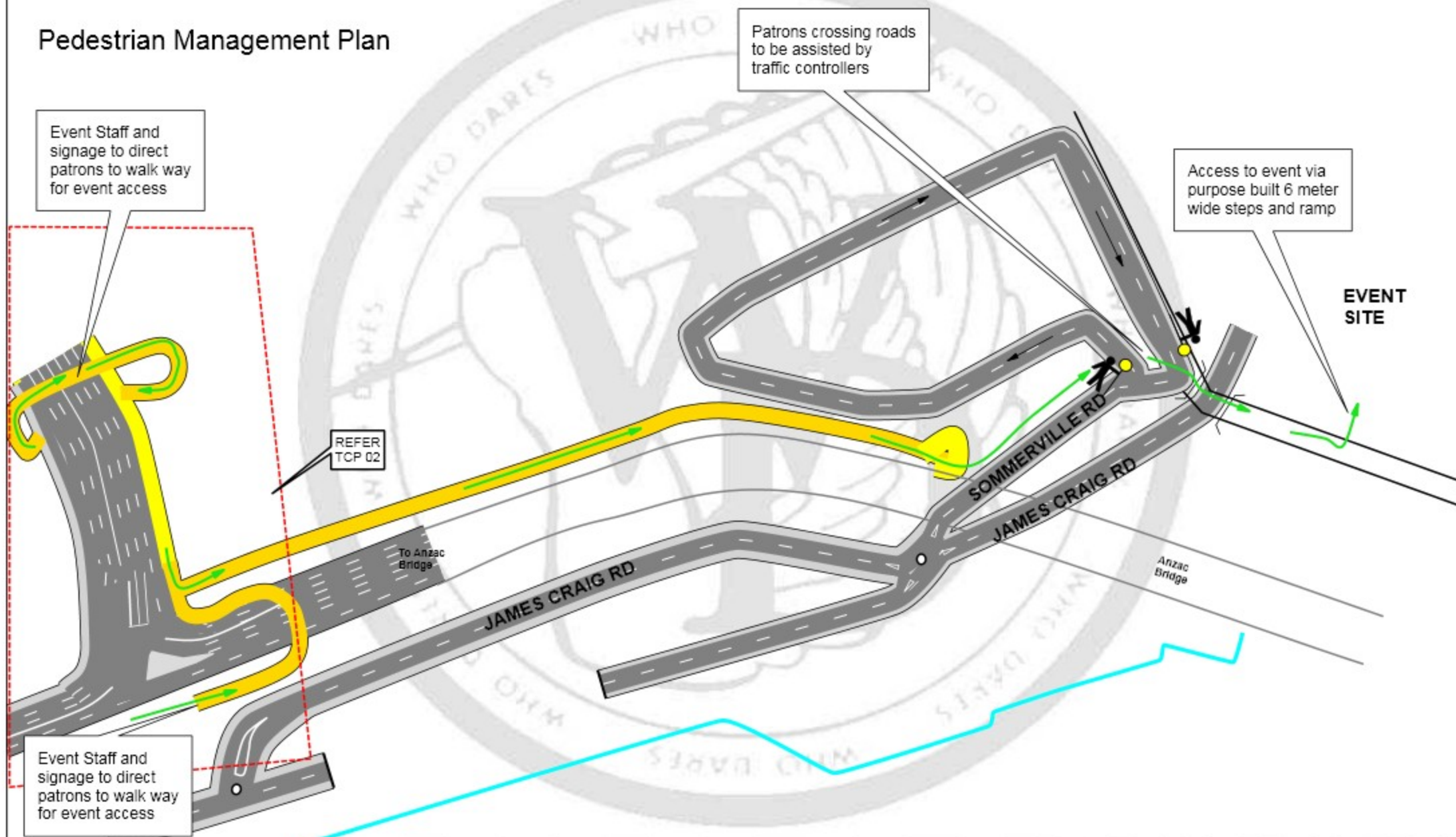
This is to allow under police direction buses to exit James Craig Rd and travel east on The Crescent

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Pedestrian Management Plan



Location: Rozelle, Glebe Island.

Date: Sat 31st Dec 2011

Time of works: 1300hrs to 0300hrs

Client: Sydney Resolution Inc. Pty Ltd.

Project: Sydney Resolution Concert Series 2012

Plan No.: WD/SRCSP1

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.

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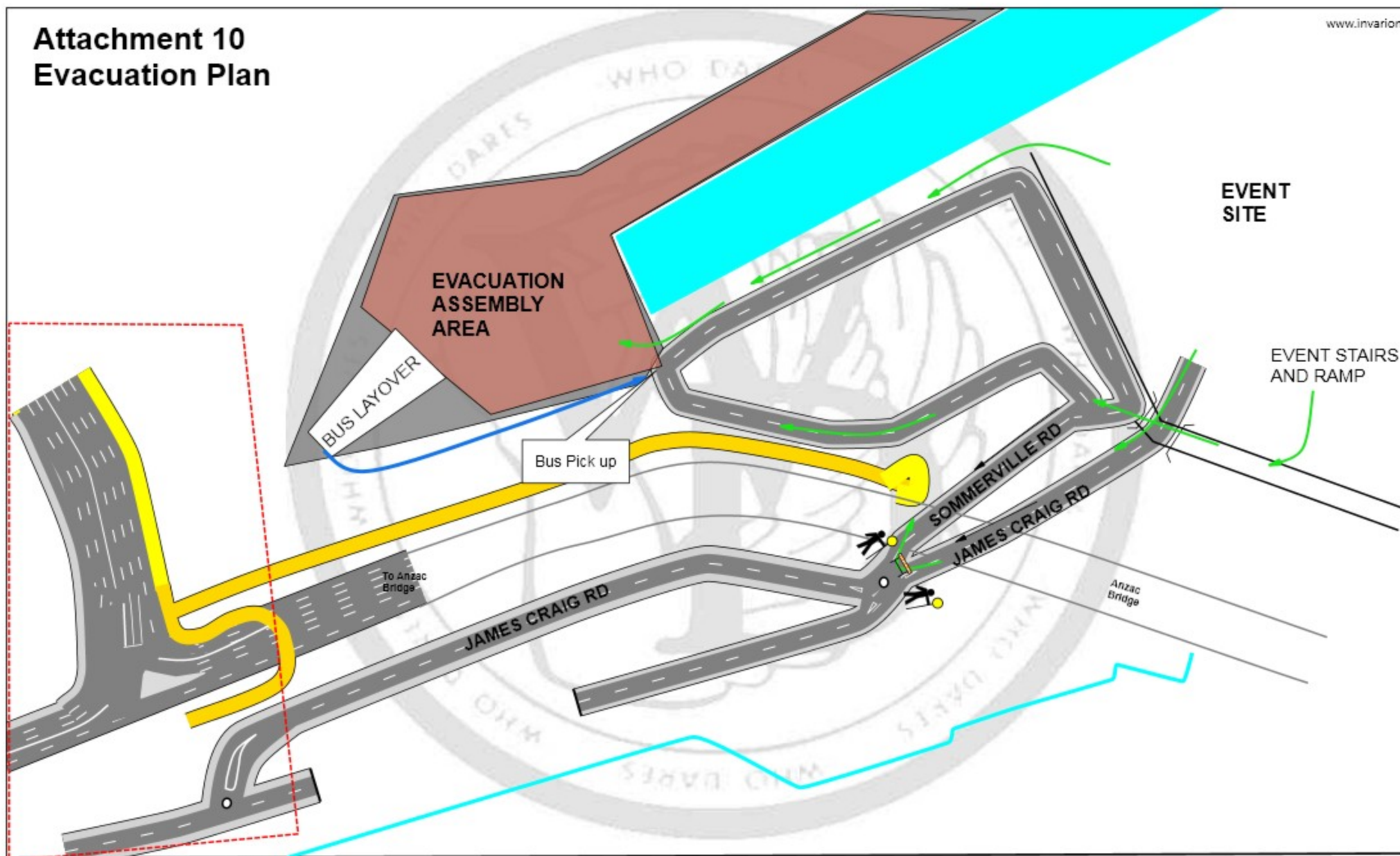
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Attachment 10 Evacuation Plan

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Location: Rozelle, Glebe Island.

Date: Sat 31st Dec 2011

Time of works: 1300hrs to 0300hrs

Client: Sydney Resolution Inc. Pty Ltd.

Project: Sydney Resolution Concert Series 2012

Plan No.: WD/SRCSE2 All designated

Minimum Staff Required: response staff

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

Details:

This area is proposed for evacuation if it is required. The area will be cleared of debris and clear paths will be sign posted.

Buses can be brought from the layover to pick up patrons once they have assembled.

The road east of James Craig Rd and Somerville Rd will be closed to all vehicles except emergency vehicles.

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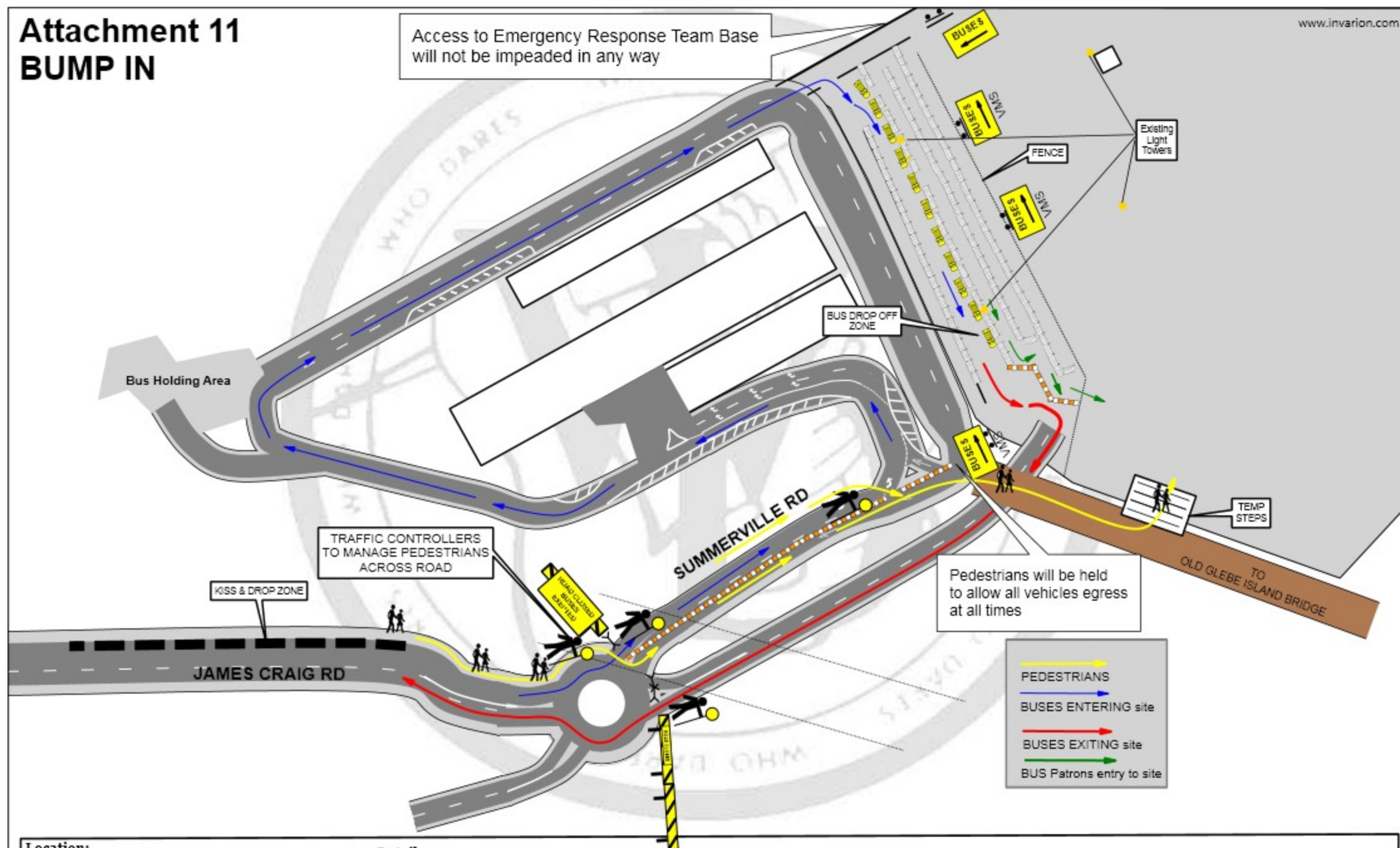


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Attachment 11 BUMP IN

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

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Location:

Details:

Date:
Time of works:

Client:
Project:
Plan No.:

Minimum Staff Required:

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

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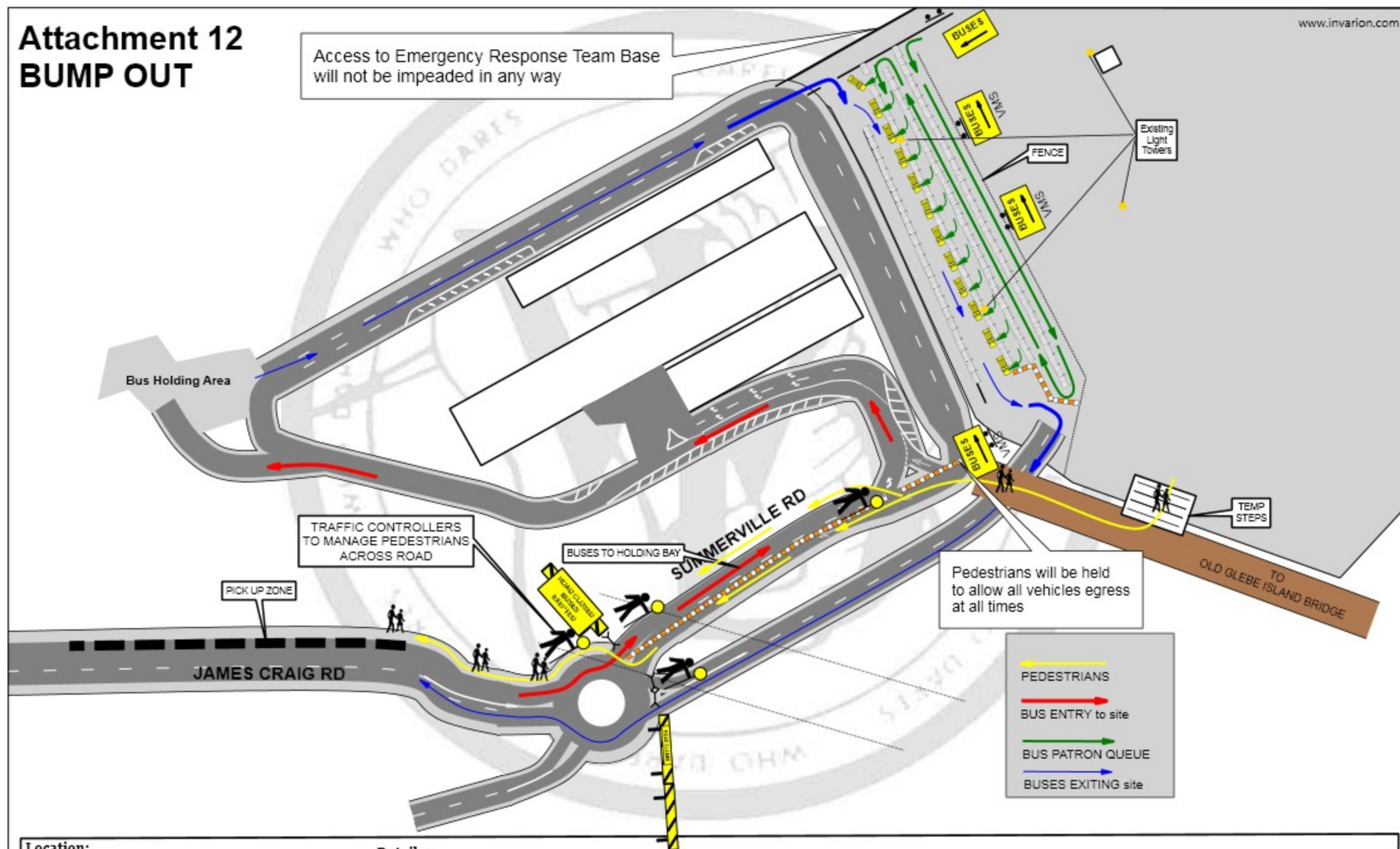


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Attachment 12 BUMP OUT

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

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Location:

Details:

Date:

Time of works:

Client:

Project:

Plan No.:

Minimum Staff Required:

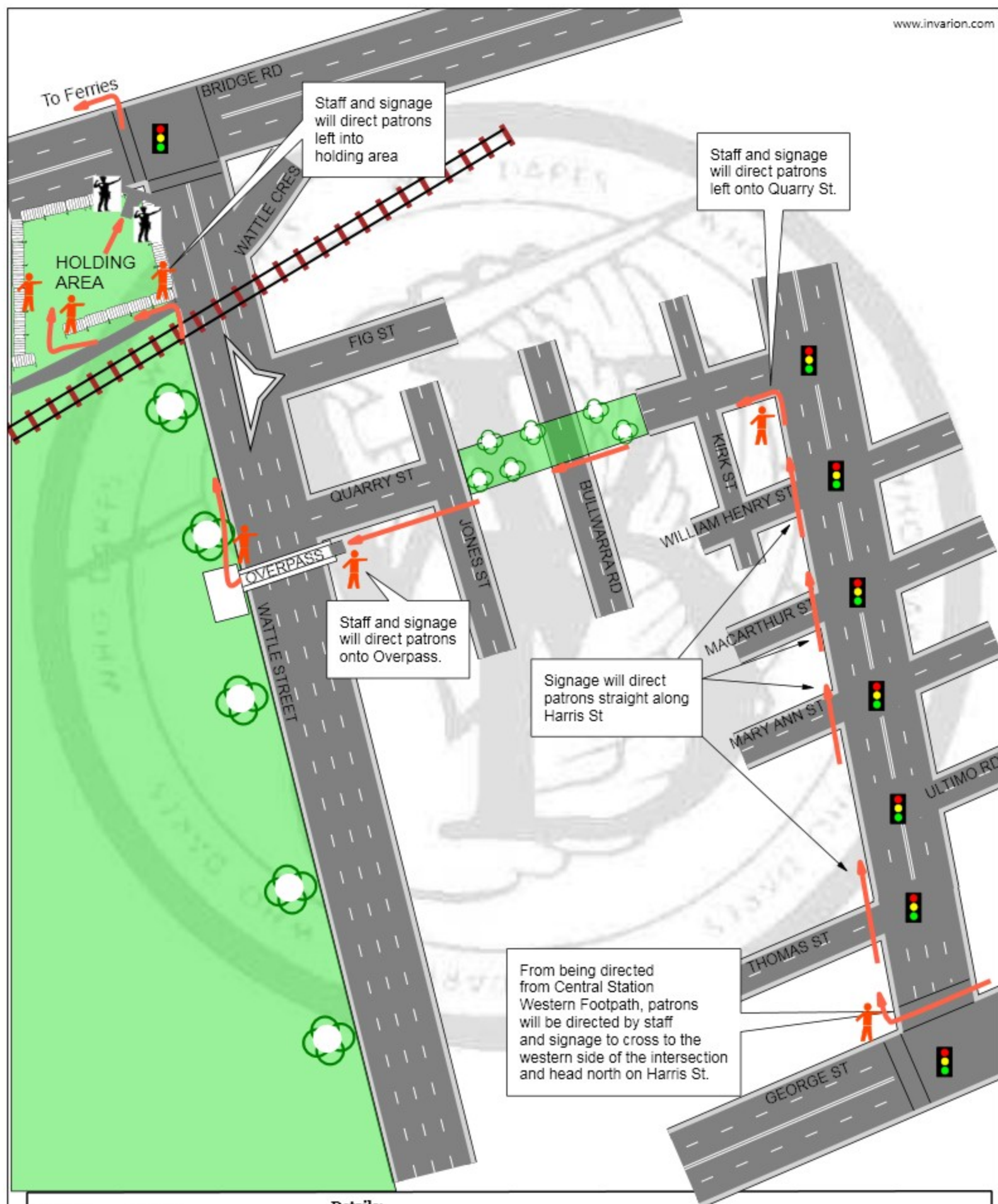
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Location: Ultimo
Date: 31st Dec & 3rd Jan
Time of works: 1400 to 1900
Client: Sydney Resolutions Series Inc.
Project: Sydney Resolutions Series Concert Series
Plan #: WD/SRS1

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
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