



# **PEDESTRIAN, TRAFFIC & TRANSPORT MANAGEMENT PLAN**

PROJECT: ROYAL RANDWICK RACECOURSE

CLIENT: AUSTRALIAN TURF CLUB

LOCAL COUNCIL: RANDWICK CITY COUNCIL

VERSION: 1

## DOCUMENT CONTROL

Pedestrian and Traffic Management Plan: Royal Randwick Racecourse

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## AUTHOR CREDENTIALS

Christopher Kocovski, Transport NSW RMS Card No: 0052255719 (Prepare a Work Zone Traffic Management Plan).



## CONTACT

Christopher Kocovski

0490 044 191

02 9798 2319

[ckocovski@intactsolutions.com.au](mailto:ckocovski@intactsolutions.com.au)

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# 1. INTRODUCTION

## 1.1 PROJECT SUMMARY

Intact Solutions has been engaged by the Australian Turf Club to prepare a Pedestrian and Traffic Management Plan for various operating postures (modes) at the Royal Randwick Racecourse precinct.

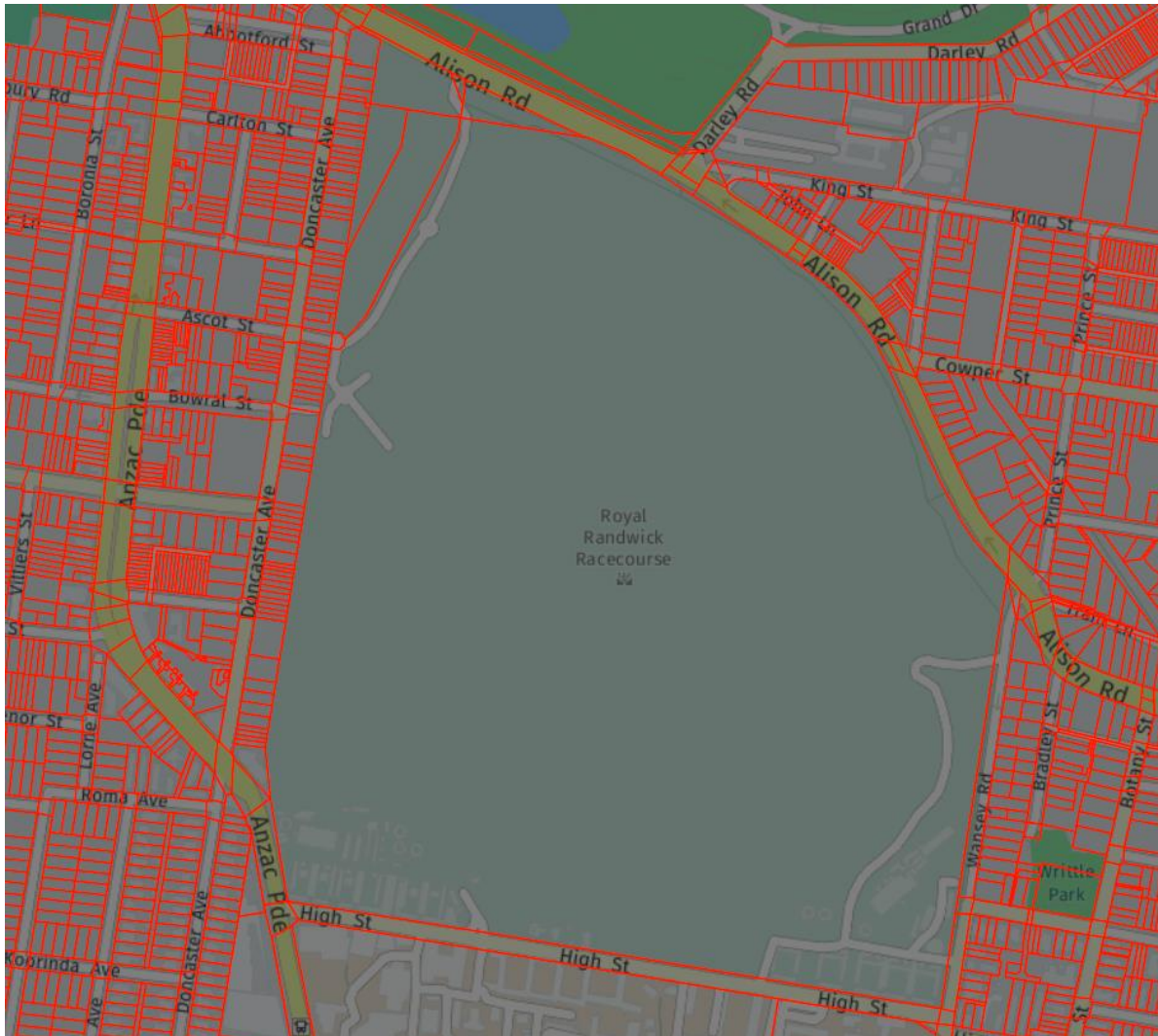


Figure 1 – Royal Randwick Racecourse Site

## 1.2 CONSIDERATIONS

- The document should remain in draft until further testing and consultation with stakeholders can take place; specifically, after the current COVID19 environment and Government restrictions are lifted on places of mass gathering congregation and social distancing.
- The document considers pedestrian, traffic and transport factors relating to the new Winx stand. The Winx stand development is not proposed to increase patron capacity across the Randwick Racecourse precinct, rather just to provide additional covered amenity for the existing patrons.

## 2. TRAFFIC MANAGEMENT PLAN OBJECTIVES

The pedestrian, traffic and transport management measures presented within this report has been prepared in accordance with the requirements of the Guide to Traffic and Transport Management for Special Events, which is published on the RMS website.

The guide presents the following four primary objectives:

- Ensure the safe separation of event patrons, participants and volunteers from traffic
- Manage the reduced capacity of the road system
- Minimise the traffic impact on the non-event community and the emergency services
- Minimise costs

To achieve the above objectives, the Pedestrian and Traffic Management Plan will:

- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels;
- Encourage the use of public transport to the precinct and major events;
- Deliver a better customer experience;
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated.

## 3. KEY STAKEHOLDERS AND CONTACTS

NAME	CONTACT DETAILS	ORGANISATION
Adam Smith	0422 271 555 <a href="mailto:asmith@australianurfclub.com.au">asmith@australianurfclub.com.au</a>	Australian Turf Club
Adam Perkins	0467 898 282 <a href="mailto:aoerkins@australianurfclub.com.au">aoerkins@australianurfclub.com.au</a>	Australian Turf Club
Andrew Sturday	0403 784 191 <a href="mailto:Andrew.Sturday@tmc.transport.nsw.gov.au">Andrew.Sturday@tmc.transport.nsw.gov.au</a>	Transport for NSW
Corinne Dawes	(02) 9349 9299 <a href="mailto:dawe1cor@police.nsw.gov.au">dawe1cor@police.nsw.gov.au</a>	NSW Police
Gary Colston	0437 503 087 <a href="mailto:gcolston@australianurfclub.com.au">gcolston@australianurfclub.com.au</a>	Australian Turf Club
Heather Gavriel	0424 366 714 <a href="mailto:Heather.Gavriel2@transport.nsw.gov.au">Heather.Gavriel2@transport.nsw.gov.au</a>	Transport for NSW
John Flanigan	0439 613 589 <a href="mailto:john.flanigan@randwick.nsw.gov.au">john.flanigan@randwick.nsw.gov.au</a>	Randwick City Council
Ray Carroll	0411 407 425	STA – Sydney Buses
Traffic Management Centre	131 700	Transport for NSW
Taxi Control Room	9020 2325	NSW Taxi Council



## 4. LOCATION

### 4.1 ROYAL RANDWICK RACECOURSE

Royal Randwick Racecourse is a racecourse for horse racing located in the Eastern Suburbs of Sydney, New South Wales. Randwick Racecourse is Crown Land leased to the Australian Turf Club and known to many Sydney racegoers as headquarters. The racecourse is located about six kilometres from the Sydney Central Business District in the suburb of Randwick. The course proper has a circumference of 2224m with a home straight of 410m.

On occasion, the Royal Randwick Racecourse may hold concerts or music festivals which do not fit the typical race day event. These events may have a different demographic of patrons and larger crowds, with origin points widely spread across Sydney. Concerts or music festivals will usually have a set start time, meaning crowd arrival will be concentrated. This differs from a typical race day where arrival times may be spread across the day.

Bound by Avoca Street to the East, Alison Road to the North, High Street to the south and Anzac Parade running North South through its core, the precinct is well serviced by the road network.

Vehicular entry points to the Randwick Racecourse precinct are located on Alison Rd, Ascot St, High St and Wansey Rd. Further location information is located on the precinct map on the next page.



Figure 2 – Winx Stand Artistic View

# ROYAL RANDWICK PRECINCT MAP

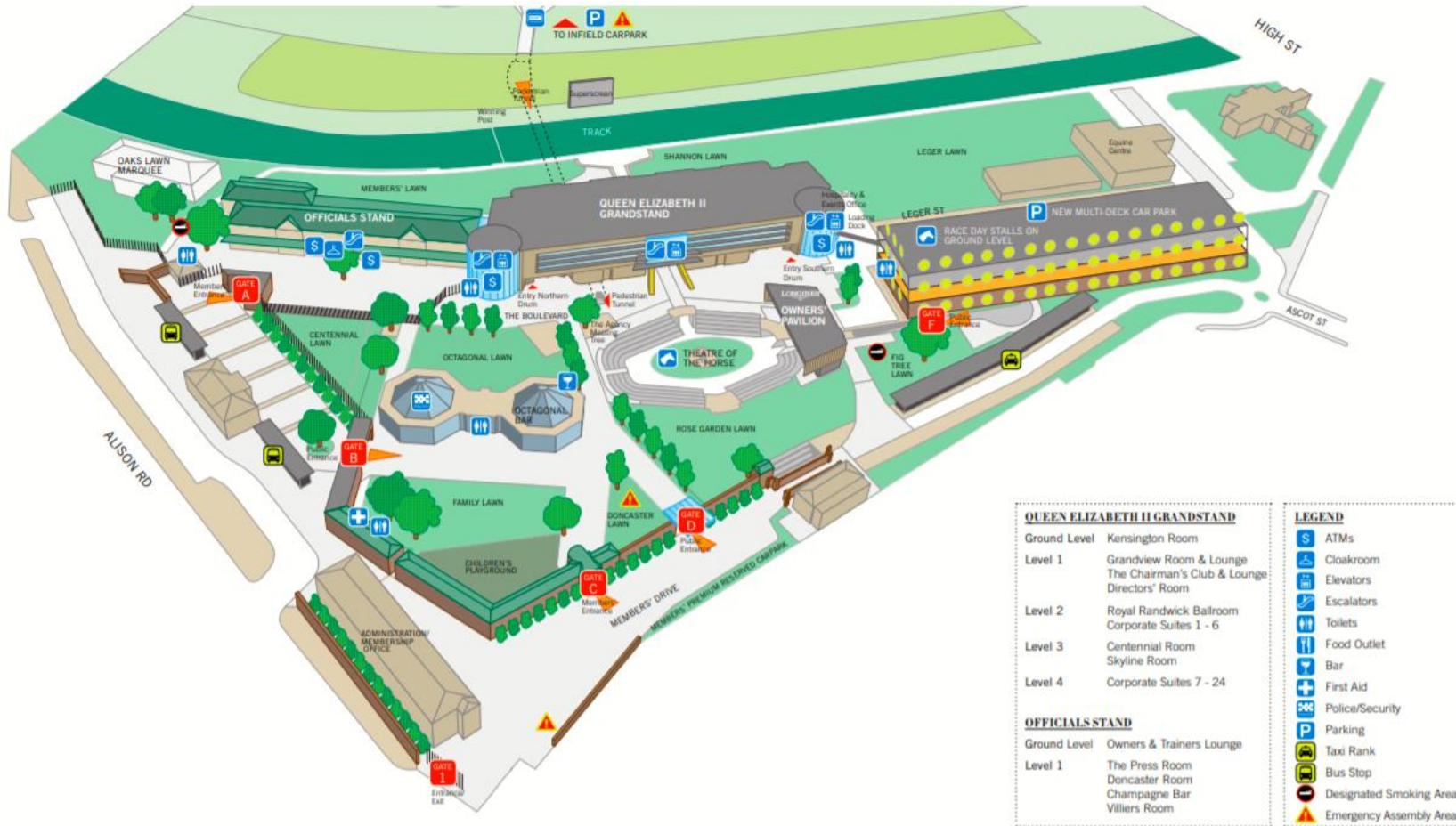


Figure 2 – Royal Randwick Racecourse Precinct Map



## 4.2 ROAD HIERIRARCHY

Within the Randwick Racecourse precinct, Avoca Street and Alison Road are State Roads, Darley Road and Doncaster Road are Regional Roads and High Street is a Local Road. Other landowners include Centennial Park and Moore Park Trust owners of Centennial Parklands and Transdev owners of the Light Rail corridor.

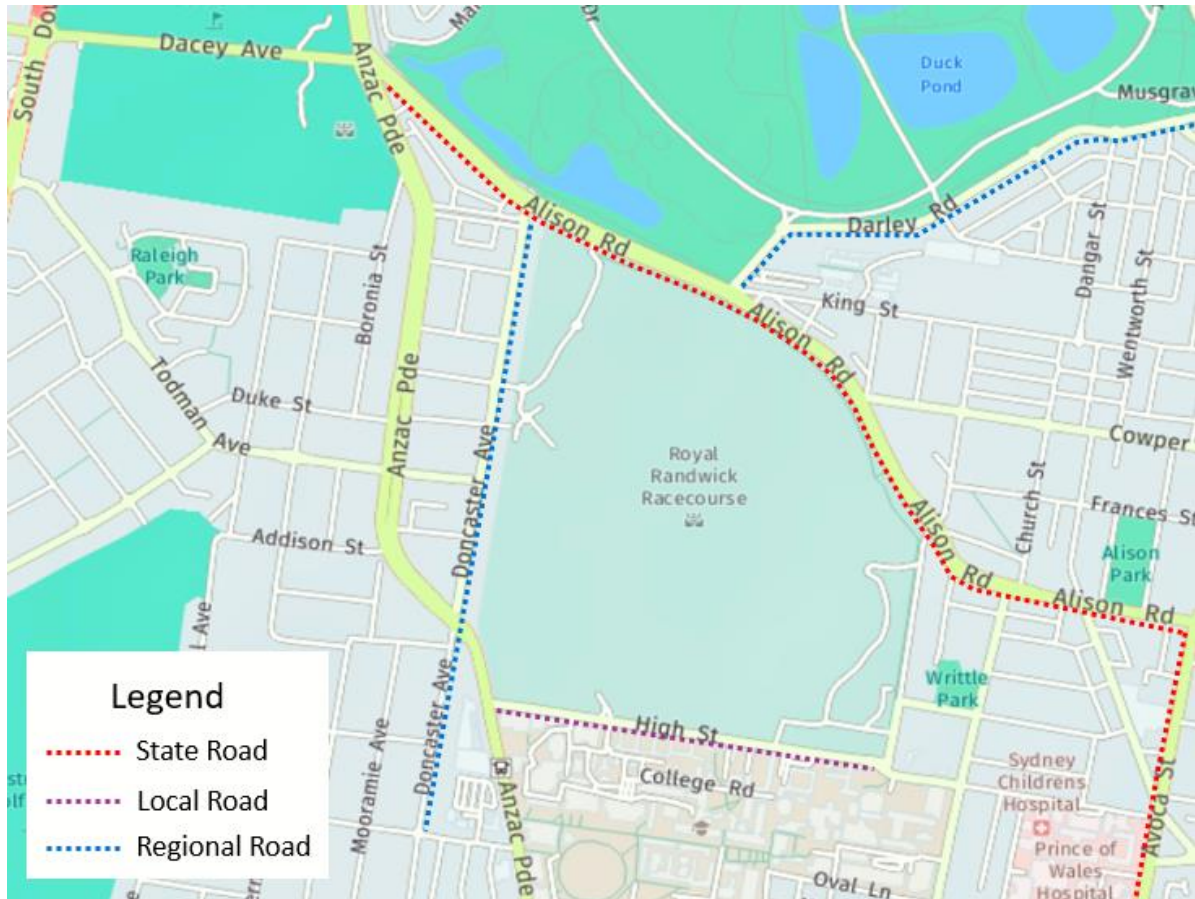


Figure 3 – Road Hierarchy

The NSW administration road hierarchy, illustrated in figure 3 consists of the following road classifications, which align with the generic road hierarchy as follows:

- State Roads (Freeways and Primary Arterials (RMS Managed))
- Regional Roads (Secondary or sub arterials (Council Managed, Part funded by the State))
- Local Roads (Collection and local access roads (Council Managed))

## 5. OPERATING POSTURES

The Randwick Racecourse precinct due to its operating environment across accommodation space for administration staff, racing events and non-race day events requires various pedestrian, traffic and transport management postures. The document contents herein specifically cover operating postures 5,6 and 7 as illustrated on the below table. These operating postures are deemed higher risk due to the volume of patrons attending the precinct and risk associated to the impact of pedestrian, traffic and transport management. Measures for all operating postures can be located under section 10 of the document.

POSTURE #	VENUE OPERATING POSTURE
1	<p>Administration (BAU)</p> <p>The operating posture consists of day to day operations of the business consisting of approximately 100 Australian Turf Club staff and approximately 50 staff operating within the privately leased horse stables onsite.</p>
2	<p>Event (non-race day)</p> <p>The operating posture refer to an event being held at the precinct outside of a race day. i.e. school formal and exhibition.</p>
3	<p>Race day – Midweek</p> <p>The operating posture refers to a race meeting during a weekday. These race meetings attract less congregation of persons compared to a Saturday race day.</p>
4	<p>Race day - Budgeted &lt; 7,000 patron attendance</p> <p>The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of less than 7,000 persons.</p>
5	<p>Race day – Budgeted 7,000 to 15,000 patron attendance</p> <p>The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of 7,000 to 15,000 persons.</p>
6	<p>Race day – Budgeted 15,000 to 30,000 patron attendance</p> <p>The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of 15,000 to 30,000 persons.</p>
7	<p>Race day – Budgeted 30,000 &gt; patron attendance</p> <p>The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of more than 30,000 persons.</p>
8	<p>Other large mass gathering of persons</p> <p>The operating posture refers to a mass gathering of persons which is not attributed to thoroughbred racing such as a concert or festival.</p>

## 6. RISK MANAGEMENT

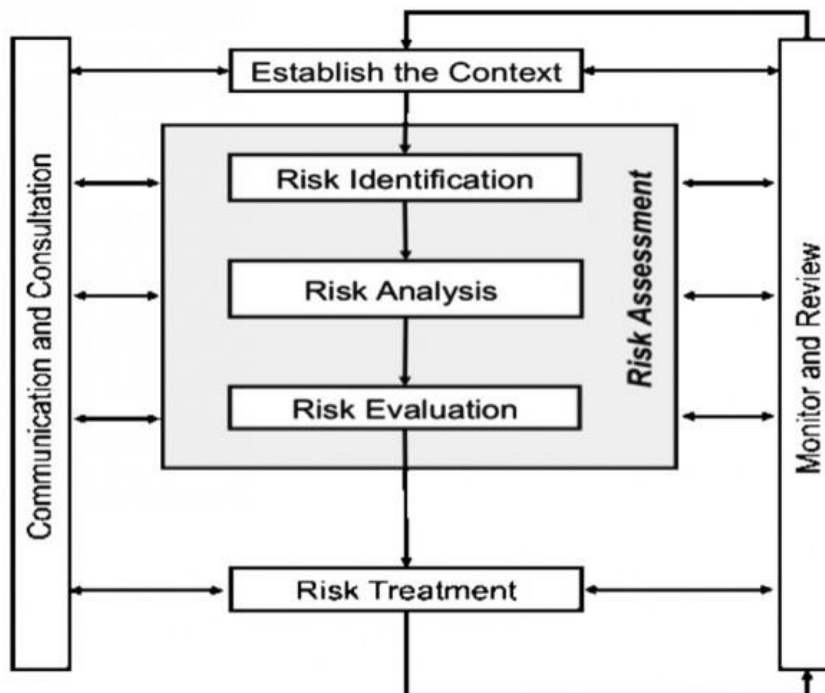
### 6.1 WORK, HEALTH & SAFETY – TRAFFIC CONTROL

A risk management approach is an integral part of the planning for any pedestrian and traffic management planning activity. The risk identification, assessment and control processes are a legal obligation (as per the WHS Act and Regulations 2011) and should be aligned with AS/NZS ISO 31000 – Risk Management and the Code of Practice ‘How to Manage Work Health & Safety Risks’.

The Australian Turf Club are the event organisers (as per RMS Guide to Traffic & Transport management for Special Events) and the risk managers for event operations. They shall ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Intact Solutions accepts the Traffic Management Plan (TMP) and associated Traffic Control Plans (TCP) as traffic risk control measures but notes that TCPs and the TMP alone cannot entirely substitute a thorough AS/NZS ISO 31000-based event/activity Risk Assessment.

The TMP and associated TCPs within this document are designed by Christopher Kocovski – Prepare a Work Zone Traffic Management Plan Card No: 0052255719 and are based on references from RMS Guide to Transport & Management for Special Events and RMS Traffic Control at Worksites Manual. The Australian Turf Club and Intact Solutions will undertake pro-active consultation with key stakeholders in order to assess traffic risk and develop this plan further if required.

Throughout the risk management process, the document will link activities to the Australian Standard (AS/NZS 31000:2009). The standard provides a systematic approach to the Risk Management.

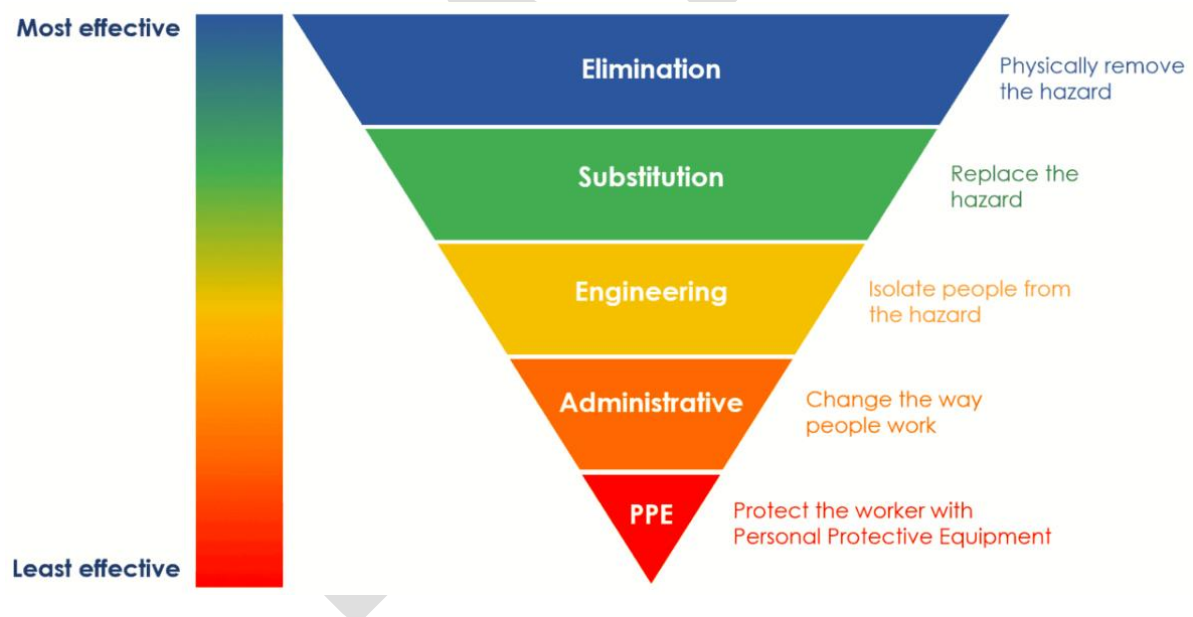


Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below. The Hierarchy of Hazard Controls is recommended

as the best-practice approach to addressing the sources of safety risks. When a hazard is identified it shall be:

1. Eliminated (designed out, completely eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time. A hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.



## 6.2 TABLE 1 & 2 – CONSEQUENCE & LIKELIHOOD

Table 1 and 2 sets out (a) the five (5) descriptors to be used to measure the consequence of the identified risks to the organisation, and (b) the five (5) descriptors to be used to measure the likelihood of the risk occurring.

Table 1		CONSEQUENCE
Level	Descriptor	Description
1	Insignificant	No injuries, no or minimal disruption to operations, low financial loss
2	Minor	No or minimal injuries, minimal to minor disruption to operations, minor financial loss
3	Moderate	Minimal deaths and injuries, short to midterm loss of operations, moderate financial loss, minor to moderate destruction of structure
4	Major	Mass deaths and injuries, mid to long term loss of operations, major financial loss, major destruction of structure
5	Catastrophic	Mass deaths and injuries, total loss of operations, significant financial loss, significant or total destruction of structure

Table 2		LIKELIHOOD
Level	Descriptor	Description
5	Almost Certain	Is expected to occur in most circumstances (e.g. >90% chance)
4	Likely	Will probably occur in most circumstances (e.g. between 50% and 90% chance)
3	Possible	Might occur at some time (e.g. between 10% and 50% chance)
2	Unlikely	Could occur at some time (e.g. between 3% and 10% chance)
1	Rare	May occur only in exceptional circumstances (e.g. <3% chance)



### 6.3 TABLE 3 – RISK ASSESSMENT MATRIX

Table 3 sets out the consequences and likelihood of risks then combines them to produce the level of each risk.

LIKELIHOOD	CONSEQUENCES				
	1 - Insignificant	2 - Minor	3 – Moderate	4 - Major	5 - Catastrophic
1 – Rare	2	3	4	5	6
2 – Unlikely	3	4	5	6	7
3 – Moderate	4	5	6	7	8
4 – Likely	5	6	7	8	9
5 – Almost Certain	6	7	8	9	10

### 6.4 TABLE 4 – RISK ASSESSMENT MANAGEMENT RESPONSE

A risk rating determined to be higher than a “low” or a “moderate” level should result in senior management assessing the viability of implementing the suggested additional control measures. Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate (where it is viable), to further reduce the likelihood or consequences of that stated risk.

RISK SCORE	RISK LEVEL	RISK RESPONSE
2 – 4	Low	Manage through routine procedures.
5 – 6	Moderate	Specific procedures and monitoring required, specify management responsibility.
7 – 8	High	Action plan required, specific senior management attention and specify responsibility.
9 – 10	Extreme	Immediate action required, senior management required with detailed plan management responsibility noted.

### 6.5 SCOPE OF THE ASSESSMENT

The assessment is limited to traffic operational risks affecting WHS and Public safety within the following sources:

- Traffic-related Workplace Health & Safety and Public/Guest Safety
- Traffic-related Public Liability

Disaster scenarios - risks where fatalities are possible and that may require particular emergency response plans: Major Structural collapse, Fire and/or Explosion, Extreme weather and an act of Terrorism.

6.6 TABLE 5 – RISK ANALYSIS & TREATMENT REGISTER

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL RISK			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
1	Vehicle / pedestrian interaction	Injury to person Collison				1.Car park shared zone speed limits. 2.Adequate personnel are rostered in order to vulnerable areas where persons on foot may interact with vehicles. 3. Pedestrian passage entry / exit points in use.				
2	Traffic controller / vehicle interaction	Injury to person Collison				1.Traffic Manager to ensure all traffic controllers wear appropriate traffic safety vests (Australian Standard - AS day/night use rated). 2.Traffic Manager to ensure all traffic controllers wear rigid, non-slip footwear. 3.The use of the traffic patrol vehicle as cover while applying/removing traffic control equipment.				
3	Vehicle / vehicle interaction	Injury to person Collison				1.Contact emergency services on 000 or notify onsite user pay Police as required.				

4	Traffic jam in surrounding area	Driver aggression due to delays Pedestrian / vehicle interaction Vehicle breakdown				1.Regular checks of surrounding roadways on event day by Traffic Manager. 2.Adequate signs, devices and staff are available to implement contingency actions (if required). 3. Live performances scheduled on large carnival days to reduce rapid egress of patrons.			
5	Overcrowding near Royal Randwick Light Rail stop crossing causes congestion and safety management concern for patrons.	Injury to passengers Customer dissatisfaction				1.Transdev and Transport for NSW incident response plan actions. 2. Consistent patron messaging with the Australian Turf Club. 3. Australian Turf Club messaging within Randwick Racecourse precinct. 4. Live performances scheduled on large carnival days to reduce rapid egress of patrons.			
6	Light Rail unplanned services disruption	Network operations/infrastructure incident Overcrowding of platform				1.Transdev and Transport for NSW incident response plan actions. 2. Consistent patron messaging with the Australian Turf Club. 3. Australian Turf Club messaging within Randwick Racecourse precinct.			
7	Medical emergency	Impact on health of patrons				1.Onsite first aid personnel to attend incident location as required. 2. Contact emergency services on 000 for life critical matters.			
8	Uneven surfaces - Slips, trips, falls	Injury to person Delay to crowd movements				1.Management precinct inspection prior to patron arrival. 2.Onsite first aid personnel to attend incident location as required.			

Note: This assessment excludes the following sources of risk: Economic, Financial, Reputation and Legal.

## 7. TRAFFIC & TRANSPORT MANAGEMENT

### 7.1 ROUTES & LOCATIONS



Figure 4 – Randwick Racecourse Precinct Transport Map

### 7.2 VEHICLE ROUTE RESTRICTIONS

LOCATION	RESTRICTIONS
High St	The High St vehicle tunnel between 03:00 to approximately 08:30hrs is restricted to horses and riders only. 08:30 to approximately 20:30hrs the tunnel is restricted to vehicular traffic only.
Ascot St	The Ascot St taxi rank is restricted to taxi vehicles only after 15:00hrs on race days.

Alison Road	Alison Road gate one is restricted to hire car vehicles only after 15:00hrs on race days.
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### 7.3 PEDESTRIAN ROUTE RESTRICTIONS

LOCATION	RESTRICTIONS
Main Drive – Gate D	Gate D leading onto the main drive is secured closed on all race days. All patrons are directed by marshals to exit the precinct via gate B towards the bus terminus / light rail or in the direction of gate F leading towards the taxi rank. Minimising the pedestrian/hire car vehicle interaction risk within the main drive.
Busway Terminus Exit	Crowd control barriers are placed adjacent the busway exit (next to the administration building walkway) to direct patrons away from exiting towards Alison Rd. Patrons routes from this location are to walk towards gate #1 on Alison Rd or towards the crossing intersection of Alison Rd / Darley Rd.
High St Entry Point	Persons not within a vehicle are restricted from entering / exiting the infield tunnel on race days due to patron / vehicle interaction risks

### 7.4 PARKING

The Randwick Racecourse precinct has two primary parking allocations onsite. The parking locations, access and usage allocations are illustrated in the below table.

PARKING	ENTRY LOCATION	PARKING ALLOCATION
Infield Car Park (Approximately 3,000 spaces)	High St	Allocated hard surface parking spaces for Members, Industry and Mobility Parking Scheme Holders. The parking area also has unmarked lawn parking spots for other patrons at no cost.
Multi Deck Car Park (Approximately 568 spaces)	Ascot St	Allocated multi story car park with marked spaces for Members, Industry and Mobility Parking Scheme Holders. The parking allocation also has the capacity for paying patrons to enter the car park on certain days. Fees range from \$10 to \$40.

### 7.5 HEAVY RAIL

Central Station is located approximately 5 km away from the Randwick Racecourse precinct and is the main public transport hub in NSW, the busiest station on the Sydney Trains network. From Central Station, patrons have access to train services throughout Greater Metropolitan Sydney. From Central Station, site patrons have an option to utilise Light Rail or Bus services. Timetable and further information can be located at <https://transportnsw.info/>



## 7.6 LIGHT RAIL

The CBD & South East Light Rail network, comprising of; L2 Randwick Line running in both directions between Circular Quay and Randwick via Central Station; and L3 Kingsford Line operating in both directions between Circular Quay and Juniors Kingsford via Central Station.

The Randwick Racecourse precinct is surrounded by light rail stops for site patrons to use. Royal Randwick light rail stop is primarily the main stop for patron use due to the proximity to the site. Kensington and Wansey Road light rail stops are also in close walking proximity for patron use.

The daily operating hours of light rail services are:

- First service = start at approximately 05:00
- Last service = finish at approximately 01:00 (the following day)

On event days where event patronage exceeds 5,000 but is below 30,000 additional light rail services (above the regular services) from Chalmers Street, Haymarket will be available to patrons for events. The additional services will run as an 'express shuttle', meaning that the light rail vehicle will not stop along the route between Chalmers Street, Haymarket and Royal Randwick stop at Randwick. At ingress the 'express shuttle' will begin running 45 minutes prior to the event start time and finish running 15 minutes after the event start time. On egress the 'express shuttle' will begin running 15 minutes prior to the event finish time, running for a total of 60 minutes.

On event days where event patronage exceeds 30,000 additional light rail services (above the regular services) from Chalmers Street, Haymarket will be available to patrons for 75 minutes on ingress and 90 minutes on egress. At ingress the 'express shuttle' will begin running 60 minutes prior to the event start time and finish running 15 minutes after the event start time. On egress the 'express shuttle' will begin running 30 minutes prior to the event finish time, running for a total of 90 minutes.

Light Rail services frequency will only be uplifted during two (2) time periods as indicated in the below table.

<b>Royal Randwick Racecourse Special Event Level</b>	<b>'Bump- in' (i.e. around start of event)</b>	<b>'Bump-out' (i.e. around end of event)</b>
Low to Medium	7-8 minutes for 60 minutes	5 minutes for 60 minutes
High	5 minutes for 75 minutes	5 minutes for 90 minutes

During bump-in the main objective will be to manage the increased number of light rail passengers waiting to board a light rail service at Central, Chalmers Street Light Rail stop to an event in Randwick. Note: A tram travels in a loop between Central Chalmers Street – Royal Randwick – Central Chalmers Street in 30-40 minutes (dwell and layover time included).

During bump-out the main objective will be to manage the increased number of light rail passengers waiting to board a light rail service at Royal Randwick Light Rail stop to return to Central, Chalmers Street, other CBD stops, east to Randwick or south to Kensington.

Resourcing and management responsibility of the light rail stop is facilitated and managed by Transport for NSW through a partnership with Trans Dev.

The Australian Turf Club would like to work with Transport for NSW on a strategy which encourages patrons to use the Kensington light rail stop as it is within walking distance of the Randwick Racecourse precinct. Further use of the Kensington light rail stop would reduce the patron usage of the Royal Randwick stop during peak egress periods.



Figure 5 – Light Rail Map

## 7.7 BUS SERVICES

The Randwick Racecourse precinct is well served by Eastern Suburb bus services, with the nearest stop at Alison Road, Randwick. This stop is located directly in front of the main gates of the Randwick Racecourse. Services include 338, 339, 372, 373, 374, 376, 377 and M50. Other important routes that service the Randwick precinct include regular bus routes on Anzac Parade that provide connections between La Perouse/Maroubra/Kensington and the city. Further information is available at <https://transportnsw.info/>

Special event buses are managed by Transport for NSW for during budgeted crowds of 30,000 + patrons to/from an event and the nearest public transport hub, Central Station. Carnival race days the Australian Turf Club offer integrated ticketing, with the public transport fare included in the event ticket price. Integrated ticketing for special events encourages greater patronage to events by public transport, reducing the reliance on car travel and improve operational efficiency.

## 7.8 PRIVATE COACHES (OVER 3.4M HIGH) / MINI BUS (UNDER 3.4M HIGH)

Coaches can be either pre-booked by the event organiser or by an event patron with a large group of attendees. A coach can hold anywhere from 28 to 71 passengers, depending on the hire company and the vehicle. Mini buses can seat 21 passengers, depending on the hire company and vehicle.

Coaches and mini buses can set down passengers within the busway terminus on Alison Road. Mini-buses under 3.4m high are to use the infield car park for all patron pick-ups and parking. Designated pick-up area for private coaches over 3.4m high is located on the Eastern Side of Darley Road, outside TAFE NSW Randwick.

## **7.9 POINT TO POINT SERVICES**

Point-to-point transport provides flexible, convenient options for patrons to get from A to B for a fare, via the most direct route or route that the event patron chooses at a time that suits them. Point-to-point transport includes taxis, tourist coach services, hire cars, rideshare services (Uber, Ola and other) and other vehicles with 12 seats or less (including the driver).

Taxi services are the only point-to-point transport which can carry out rank and hail services. At the Royal Randwick racecourse precinct there is a dedicated taxi rank to set down and pick up for passengers. The taxi rank is accessed via Ascot St.

Hire Car services are a pre-booked service by the user where set down occurs within designated area of the taxi rank, located off Ascot St. Pick up (after 3pm) occurs within the main drive, located off Alison Road – gate one. Stretch limousines are not permitted to access the taxi rank and main drive and are directed to the infield car park by marshals. The restriction is applied due to the reduced turning circles available onsite at times.

Rideshare services are a pre-booked service by the user where pick-up and set down usually occurs at a location chosen by the user. During ingress and egress of major events (carnival days), rideshare services will be restricted by a technology driven 'geo-fence' within the vicinity of the Randwick Racecourse precinct. The 'geo-fence' will operate on events to prevent users within the exclusion zone from hailing ridesharing services. Rideshare users will instead be directed by the relevant app to first walk outside the exclusion area before being able to order a rideshare vehicle. This will ensure ridesharing services will not adversely impact traffic or pedestrian movements in the vicinity of the Randwick Racecourse precinct during ingress and the intensive post-event egress period. The extents of the "geo-fence" covers Alison Road, Darley Road and High Street. Rideshare patrons are currently directed by their rideshare apps to proceed to pick-up locations in Doncaster Avenue and King Street, depending on their destination.

Other vehicles with 12 seats or less (including the driver) are a pre-booked service by the user. The vehicle hire company may contact the event manager at the ATC to organise a space for patron set down and pick-up. In the event that they do not pre-arrange coach arrival at the Royal Randwick Racecourse, coach services will use the allocated space on Alison Road west of Doncaster Avenue where a clearway is set-up specifically for coaches.

## **7.10 HELICOPTERS**

Patrons using helicopters to attend the Randwick Racecourse precinct need to contact (02) 9637 4455 to book landings and departures.

## **7.11 ACTIVE TRANSPORT**

The Randwick Racecourse precinct is well established with pedestrian infrastructure and footpaths along all the streets in the vicinity. As such, walking trips between the racecourse and the local resident precinct or nearby public transport facilities is readily achievable.

As a major event precinct, regularly catering to large crowds, walking access to the Randwick Racecourse precinct would be focused on patrons who may live in close proximity to the racecourse. Event patrons may also walk from background bus and light rail services such as from Kingsford, ES Marks Light Rail stop, where patrons will walk from Anzac Parade. Other locations may include from Randwick where there are connections with background buses from the Eastern Suburbs.

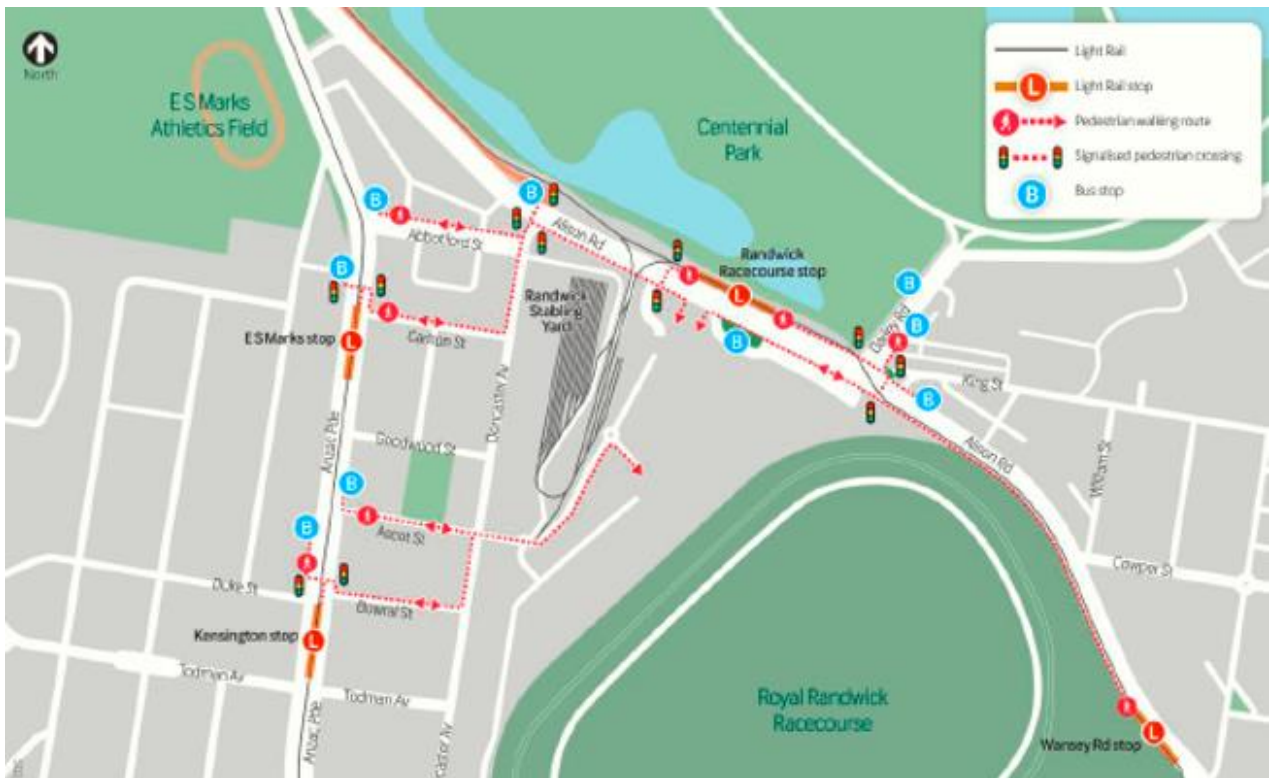


Figure 6 – Walking Routes Map

The Randwick Racecourse precinct is located adjacent to the Centennial Parklands which boasts a height of cycling activity. With numerous shared paths and safe cycling routes in the Randwick precinct, cycling is an attractive activity especially in the warmer months.



Figure 7 – Cycling Routes Map

## **7.12 CONSTRUCTION, TRAFFIC CALMING & TRAFFIC GENERATING DEVELOPEMENTS**

Construction, traffic calming, and traffic generating developments will need to be continually reviewed with relevant precinct stakeholders. At this stage there have been no major traffic generators - no significant council construction, development, demolition works in progress and no large-scale events in the area which would have an adverse effect on the Randwick Racecourse precinct.

## **7.13 NSW POLICE**

NSW Police officers under a user pay scheme are deployed for all race days with the budgeted attendance of 7,000 + patrons. Deployment positions covered by NSW Police relating to pedestrian, traffic and transport management are;

- Alison Rd / Darley Road Intersection
- Alison Road / Gate 1 Intersection
- Ascot St Roundabout
- High St (large carnival days)

## **7.14 NSW FIRE & RESCUE AND NSW AMBULANCE**

Emergency services such as NSW Ambulance and Fire & Rescue access routes are available at the Randwick Racecourse precinct and are of width  $\geq 3.5\text{m}$ .

DRAFT



## 7.15 CONTINGENCY PLANS

The following contingency responses are proposed given various scenarios.

SCENARIO	CONTINGENCY RESPONSE	RESPONSIBILITY
Total failure of all VMS	Traffic marshals to be deployed at points to direct traffic if deemed necessary.	ATC
Heavy rain causing patron vehicles to bog down at the infield car park	Engagement of a tow truck company or onsite tractors to assist where suitable.	ATC
Royal Randwick Racecourse parking full (partial)	Traffic control and parking attendants deployed at gates to direct patrons nearest available parking areas. VMS notification to all patrons of circumstances.	ATC
All car parks full	ATC communicate to TMC and ask for directional messages to be included in RMS live traffic notices.	ATC/ Transport NSW – TMC
Unplanned disruption to transport arrangements	Australian Turf Club and TMC to work collaboratively to ensure all public communications align without conflicting customer messages.	ATC/ Transport NSW – TMC
Mass egress of vehicles from the multi storey car park, taxi rank and patron foot traffic onto Ascot St.	Direct all vehicular traffic exiting the multi storey car park through the rear of the venue (black gates) and out onto Bowral lane to Doncaster Ave. Deployment of this contingency response could elevate up to 568 vehicles exiting onto Ascot St. Stop/Slow traffic control scheme should be considered on Doncaster for the safe egress of vehicles.	ATC

## **7.16 HEAVY VEHICLE IMPACTS**

Intact Solutions does not envisage that the proposed traffic control arrangements will significantly impact heavy vehicle traffic in the local community due to the day of week and timing of events.

## **7.17 SPECIAL EVENT CLEARWAYS**

Event day special event clearways are enforced to provide capacity on the road network. Notably, High Street (northern kerb) between Wansey Road and Anzac Parade, Ascot Street between the Randwick Racecourse entrance and Doncaster Avenue, Darley Road between the Centennial Parklands Randwick Gates and Alison Road and Alison Road between Doncaster Avenue and Anzac Parade have enforced clearways. These clearways are enforced between 10am and 7pm.

## **7.18 ROAD CLOSURES**

Road closures are not proposed around the Randwick Racecourse precinct.

## **7.19 RMS AUTHORISED TRAFFIC CONTROLLERS**

Traffic controllers are deployed during events which have a budgeted crowd of 7,000 + patrons' attendance. The traffic controllers are deployed to carry out access control /motorist guidance duties at strategic access locations to the Randwick Racecourse precinct. The areas covered by traffic controllers are High St infield tunnel, Alison Rd bus terminus, Ascot St taxi rank and Alison Rd gate one. Traffic controllers are not deployed to carry out stop/slow scheme or altering roadway conditions.

## **7.20 LIGHT PHASING TECHNICIANS**

Light phasing technicians are not deployed for traffic, transport and pedestrian management requirements. During large carnival race days in consultation with the NSW Police and Transport for NSW event mode light phasing patterns are activated at the Alison Rd / Darley Rd intersection to increase the patron throughput. At High St / Racecourse entry intersection and High St/ Anzac Pde event phasing is also activated during egress to increase the vehicular throughput leaving the infield car park.

## **7.21 TAXI COUNCIL COMMISSIONAIRES**

The NSW Taxi Council provide two Taxi Commissionaires which are located at the taxi rank for all large carnival race days. The Taxi Commissionaires assist with the management of the taxi rank, patron management and directional advice to taxi drivers.

## **7.22 POINT TO POINT TRANSPORT COMPLIANCE OFFICERS**

Point to point transport compliance officers are requested by the Australian Turf Club to attend the Randwick Racecourse precinct during all large carnival days. Point to point compliance officers undertake random vehicle inspections and ensure relevant transport guidelines are adhered to by drivers and service users.

# **8. MINIMISING IMPACT**

## **8.1 ACCESS FOR LOCAL RESIDENTS, BUSINESSES, HOSPITALS & EMERGENCY VEHICLES**

Access for local residents and businesses will not be restricted. Access to the precinct will be available for emergency service vehicles at all times.

## 8.2 ADVERTISING TRAFFIC AND TRANSPORT ARRANGEMENTS

The Australian Turf Club and Transport for NSW collaborate to prepare communication material for events. Transport for NSW has a 'Getting to events' webpage <https://transportnsw.info/events> This website provides information on traffic and transport for events across NSW. Key information includes:

- Day, date, location and time of event
- Promotion and benefits of public transport
- Promotion of park and ride, if operating
- A link to plan your trip to the event via public transport
- Various transport options including Metro, Train, Light Rail, Bus, Ferry
- Opal ticketing information
- A link to 'Live Traffic NSW', if you choose to drive

The Australian Turf Club also publishes transport options on their official website, which is available for patron viewing and planning. Webpage <https://www.australianurfclub.com.au/royal-randwick/royal-randwick-transport/>

## 8.3 PERMANENT VARIABLE MESSAGE SIGNS [PVMS]

The use of PVMS is supported subject to Transport for NSW endorsement and approval.

## 8.4 PORTABLE VARIABLE MESSAGE SIGNS [VMS]

Variable Message Signs are critical for the flawless operation of traffic and pedestrian management. The VMS allocation is proposed and is subject to change as operational requirements arise. The following table summarises the VMS schedule.

VMS #1 Alison Road @ Main Gate (footpath near light pole)										
VMS 1 - Msg 1	Frame 1 (3 sec.)	P	A	R	K	I	N	G		Deployment Dates - TBC 06:00 – 15:30
		V	I	A						
		H	I	G	H		S	T		
	Frame 2 (3 sec.)	N	O		D	R	O	P		
		O	F	F		H	E	R	E	
VMS 1 - Msg 2	Frame 1 (3 sec.)	C	A	U	T	I	O	N		Deployment Dates - TBC 15:30 – 20:00
		S	L	O	W					
		D	O	W	N					
	Frame 2 (3 sec.)	N	O							
		P	I	C	K		U	P		
		H	E	R	E					

**VMS #2 Anzac Parade & Abbotsford St – Side of road/footpath**

VMS 2 - Msg 1	Frame 1 (3 sec.)	T	A	X	I	R	A	N	K	Deployment Dates - TBC 06:00 – 15:30
		V	I	A						
		A	S	C	O	T		S	T	
	Frame 2 (3 sec.)	P	A	R	K	I	N	G		
		V	I	A						
		H	I	G	H		S	T		
VMS 2 - Msg 2	Frame 1 (3 sec.)	P	A	R	K	I	N	G		Deployment Dates - TBC 15:30 – 20:00
		V	I	A						
		A	S	C	O	T		S	T	
	Frame 2 (3 sec.)	C	A	U	T	I	O	N		
		S	L	O	W					
		D	O	W	N					

**VMS #3 Anzac Parade & Ascot Street – side of road/footpath**

VMS 3 - Msg 1	Frame 1 (3 sec.)	T	A	X	I					Deployment Dates - TBC 06:00 – 15:30
		R	A	N	K					
		<	<	<	<	<	<	<	<	
	Frame 2 (3 sec.)	C	A	U	T	I	O	N		
		S	L	O	W					
		D	O	W	N					
VMS 3 - Msg 2	Frame 1 (3 sec.)	T	A	X	I					Deployment Dates - TBC 15:30 – 20:00
		R	A	N	K					
		<	<	<	<	<	<	<	<	
	Frame 2 (3 sec.)	C	A	U	T	I	O	N		
		S	L	O	W					
		D	O	W	N					

**VMS #4 Intersection of Darley Rd & Alison Rd (entrance to new busway)**

VMS 4 - Msg 1	Frame 1 (3 sec.)	S	T	A		B	U	S		Deployment Dates - TBC 06:00 – 15:30
		D	R	O	P		O	F	F	
		&		P	I	C	K	U	P	
	Frame 2 (3 sec.)	P	R	I	V	A	T	E		
		B	U	S		D	R	O	P	
		O	F	F		O	N	L	Y	
VMS 4 - Msg 2	Frame 1 (3 sec.)	S	T	A		B	U	S		Deployment Dates - TBC 15:30 – 20:00
		D	R	O	P		O	F	F	
		&		P	I	C	K	U	P	
	Frame 2 (3 sec.)	N	O		P	A	R	T	Y	
		B	U	S						
		P	I	C	K	U	P			

**VMS #5 Intersection of Alison Road & Wansey Road (SE side of intersection)**

VMS 5 - Msg 1	Frame 1 (3 sec.)	R	A	N	D	W	I	C	K	Deployment Dates - TBC 06:00 – 15:30
		R	A	C	E		D	A	Y	
	Frame 2 (3 sec.)	N	O		D	R	O	P		
		O	F	F		P	A	S	T	
		T	H	I	S					
VMS 5 - Msg 2	Frame 1 (3 sec.)	R	A	N	D	W	I	C	K	Deployment Dates - TBC 15:30 – 20:00
		R	A	C	E		D	A	Y	
	Frame 2 (3 sec.)	C	A	U	T	I	O	N		
		S	L	O	W					
		D	O	W	N					



**VMS #6 Rose Garden Lawn (Internal)**

		B	U	S	E	S				Deployment Dates - TBC 15:30 – 20:00
		>	>	>	>	>	>	>	>	
		>	>	>	>	>	>	>	>	
Frame 2 (3 sec.)		L	I	G	H	T				
		R	A	I	L					
		>	>	>	>	>	>	>	>	
Frame 3 (3 sec.)		T	A	X	I					
		R	A	N	K					
		<	<	<	<	<	<	<	<	

**VMS #7 Gate E (Internal)**

Frame 1 (3 sec.)		B	U	S	E	S		T	O	Deployment Dates - TBC 15:30 – 20:00
		C	E	N	T	R	A	L		
		>	>	>	>	>	>	>	>	
Frame 2 (3 sec.)		L	I	G	H	T				
		R	A	I	L					
		>	>	>	>	>	>	>	>	
Frame 3 (3 sec.)		T	A	X	I	R	A	N	K	
		A	S	C	O	T		S	T	
		<	<	<	<	<	<	<	<	

## 8.5 WAYFINDING

Within the Randwick Racecourse precinct, the Australian Turf Club deploy wayfinding signs at strategic decision points for patrons. The signs are supported by voice over announcements in some locations to assist with the overall customer experience. Variable Message Signs are deployed to support fixed during large carnivals, specifically for transport directions during egress.



The Randwick City Council are responsible for all wayfinding signage on footpaths and cycle paths owned by the Council external of the Randwick Racecourse precinct.

Transport for NSW is working with the Australian Turf Club to ensure the wayfinding provided internally supports required pedestrian movements to local transport options. Transport for NSW are also preparing a temporary signage overlay, similar to what has been provided for the Moore Park Precinct to support pedestrian movements external to the Randwick Racecourse. Transport for NSW is working with Randwick City Council to determine the future wayfinding along footpaths and cycleways within the precinct.

## 8.6 TRAFFIC IMPACT ASSESSMENT

### Bump-in and Bump out

Freight vehicles associated with the Randwick Racecourse precinct predominately will enter via the Alison Road and Ascot Street entry points. It is anticipated that less than 20 heavy vehicle movements per day will take place and existing road conditions do not require traffic control management given the road condition and lack of any known motor vehicle accidents involving horse-transport vehicles and third-party vehicles.

## Event Day

The subject roads exposed to main event day traffic impacts are:

- Alison Road – main thoroughfare to adjoining roads
- High St – patron vehicles entering and exiting the Randwick Racecourse precinct
- Ascot St – vehicle entering to access the multi-story car park, hire car drop off, ride share drop off and taxi drop off and collection.

A: Alison Road is the main patron thoroughfare and some queuing is anticipated. The bus way entry and exit points are situated along Alison Road and the venues main drive (Gate 1). This road is long enough and sign-posted to accommodate 'stacking' of some 120 + cars in both eastern and western / southern legs adjacent the Racecourse premises. This allows for minor delays to be handled without impact on main roads leading of Alison Road or substantial effect on the local community.

B: Delays on High St have proven to be very short on previous years (e.g. 3min. at a time). High St is subject to additional vehicular movement due to the infield entry point being the main thoroughfare for vehicular entry and exit. Special event clearways and event phasing light patterns are deployed on large carnival days to assist with minimising stationary queuing.

C: Ascot St during event ingress have proven to be short with minimal queuing of vehicles. During egress due to the surge of patron movement it is expected some queuing will occur, particularly on large carnival days. Special event clearways are deployed to support a clear delineation of pedestrians and vehicles. During carnival periods it will also be considered after further consultation that all vehicles exiting the multi-story car park (up to 568 car spots) are directed to leave via Bowral lane instead of Ascot St.

## 9. AUSTRALIAN TURF CLUB PARKING PASSES

Australian Turf Club  
2020 MEMBERS CAR PASS  
**PREMIUM RESERVED ROYAL RANDWICK**

**ROYAL RANDWICK**  
Ascot Car Park  
Enter via Ascot Street

PLUS:

**WARWICK FARM**  
Unreserved Members Car Park  
Enter via Governor Macquarie Drive

**CANTERBURY PARK**  
Unreserved King Street Car Park

320  Member Name

↓ ↓

Australian Turf Club  
2020 MEMBERS CAR PASS  
**RESERVED ROYAL RANDWICK**

**ROYAL RANDWICK**  
Ascot Car Park  
(non-allocated bay parking)  
Enter via Ascot Street

**WARWICK FARM**  
Unreserved Members Car Park  
Enter via Governor Macquarie Drive

**CANTERBURY PARK**  
Unreserved King Street Car Park

 Member Name

↓ ↓

Australian Turf Club  
2020 MEMBERS CAR PASS  
**UNRESERVED ROYAL RANDWICK & WARWICK FARM**

**ROYAL RANDWICK**  
Members Infield Car Park  
Enter via High Street

**WARWICK FARM**  
Unreserved Members Car Park  
Enter Gate C via Hume Highway

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 MEMBERS CAR PASS  
**UNRESERVED ALL VENUES**

**ROYAL RANDWICK**  
Members Infield Car Park  
Enter via High Street

**ROSEHILL GARDENS**  
P3 & P4 Car Parks  
Enter via James Ruse Drive

**CANTERBURY PARK**  
Unreserved King Street Car Park

**WARWICK FARM**  
Unreserved Members Car Park  
Enter Gate C via Hume Highway

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 MEMBERS CAR PASS  
**PREMIUM RESERVED ROSEHILL GARDENS**

**ROSEHILL GARDENS**  
Premium Reserved Car Park  
Enter via P1 off Grand Avenue

**CANTERBURY PARK**  
Inner Car Park  
Enter via King Street

**WARWICK FARM**  
Unreserved Members Car Park  
Enter via Governor Macquarie Drive

Rosehill Spot Number: 124

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 MEMBERS CAR PASS  
**RESERVED ROSEHILL GARDENS**

**ROSEHILL GARDENS**  
P1 Car Park  
Enter via Grand Avenue

**CANTERBURY PARK**  
Unreserved King Street Car Park

**WARWICK FARM**  
Unreserved Members Car Park  
Enter via Governor Macquarie Drive

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 MEMBERS CAR PASS  
**UNRESERVED ROSEHILL GARDENS & CANTERBURY PARK**

**ROSEHILL GARDENS**  
P3 & P4 Car Parks  
Enter via James Ruse Drive

**CANTERBURY PARK**  
Unreserved King Street Car Park

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 CAR PARK PASS

**VIP  
ALL VENUES**

---

**ROYAL RANDWICK**  
Infield Car Park  
Enter via High Street

---

**ROSEHILL GARDENS**  
P1 Car Park  
Enter via Grand Avenue

---

**CANTERBURY PARK**  
Inner Car Park

---

**WARWICK FARM**  
Unreserved Members Car Park  
Enter Gate C via Hume Highway

---

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20


Australian Turf Club  
2020 CAR PARK PASS

**DIRECTOR**

---

**ALL VENUES**  
Access to the Director's Parking Area

---

328  Director Name  
↓ ↓

Australian Turf Club  
2020 CAR PARK PASS

**STAFF**

---

**ROYAL RANDWICK**  
Infield Car Park  
Enter via High Street

---

**ROSEHILL GARDENS**  
P5 Car Park  
Enter via James Ruse Drive  
Infield Car Park  
Enter via Urwin Street

---

**CANTERBURY PARK**  
Unreserved King Street Car Park

---

**WARWICK FARM**  
Unreserved Members Car Park  
Enter Gate C via Hume Highway

---

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 CAR PARK PASS

**JOCKEY**

---

**ROYAL RANDWICK**  
Behind Heritage Building  
Enter via Ascot Street

---

**ROSEHILL GARDENS**  
P3 Car Park  
Enter via James Ruse Drive

---

**CANTERBURY PARK**  
King Street Car Park

---

**WARWICK FARM**  
Members Car Park  
Enter via Governor Macquarie Drive

---

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 CAR PARK PASS

**INDUSTRY**

---

**ROYAL RANDWICK**  
Infield Car Park  
Enter via High Street

---

**ROSEHILL GARDENS**  
P1 Car Park  
Enter via Grand Avenue  
P3 & P4 Car Parks  
Enter via James Ruse Drive

---

**CANTERBURY PARK**  
Inner Car Park

---

**WARWICK FARM**  
Unreserved Members Car Park  
Enter Gate C via Hume Highway

---

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

Australian Turf Club  
2020 CAR PARK PASS

**AUTHORISED  
SERVICE VEHICLE**

---

**ROYAL RANDWICK**  
Rear of the Laboratory  
Enter via Ascot Street

---

**ROSEHILL GARDENS**  
Trade Gate  
Enter via Urwin Street

---

**CANTERBURY PARK**  
King Street Car Park

---

**WARWICK FARM**  
Leger Lawn  
Enter via Hume Highway

---

THIS CAR PARK PASS IS NOT TRANSFERABLE  
Valid 01/01/20 - 31/12/20

## 10. OPERATING POSTURES OVERVIEW

Item	Posture	#1 Administration	#2 Event (non-raceday)	#3 Raceday - Midweek	#4 Raceday - Budgeted <7,000 patrons attendance	#5 Raceday - Budgeted 7,000 to 15,000 patrons attendance	#6 Raceday - Budgeted 15,000 to 30,000 patrons attendance	#7 Raceday - Budgeted 30,000 > patrons attendance	#8 Other large mass gatherings
Transport	Bus	STA Buses Schedule	STA Buses Schedule	STA Buses Schedule	STA Buses Schedule	STA Buses Schedule. Private buses drop off at the busway terminus	STA Buses Schedule. Private buses drop off at the busway terminus	STA Buses Schedule. Private buses drop off at the busway terminus	STA Buses Schedule. Private buses drop off at the busway terminus
	Hire Car	Self Manage - Main Drive	Self Manage - Main Drive	Self Manage - Main Drive	Self Manage - Main Drive (after 3pm)	Yes - Drop off at Taxi Rank & Pickup from Main Drive (after 3pm)	Yes - Drop off at Taxi Rank & Pickup from Main Drive (after 3pm)	Yes - Drop off at Taxi Rank & Pickup from Main Drive (after 3pm)	Yes - Drop off at Taxi Rank & Pickup from Main Drive (after 3pm)
	Lightrail	Light Rail Transport Schedule	Light Rail Transport Schedule	Light Rail Transport Schedule	Light Rail Transport Schedule	Light Rail Transport Schedule	Light Rail Transport Schedule	Light Rail Transport Schedule	Light Rail Transport Schedule
	Other vehicles with 12 seats or less that provide passenger transport services for a fee	Yes - Main Drive	Yes - Main Drive	Yes - Main Drive	Yes - Stretch Limousine Pickup/Drop off at Infield	Yes - Stretch Limousine Pickup/Drop off at Infield	Yes - Stretch Limousine Pickup/Drop off at Infield	Yes - Stretch Limousine Pickup/Drop off at Infield	Yes - Stretch Limousine Pickup/Drop off at Infield
	Rideshare	Yes - Main Drive	Yes - Main Drive	Yes - Main Drive	Yes - Drop off at Taxi and Collect from surrounding roadways	Yes - Drop off at Taxi and Collect from surrounding roadways (rideshare GEO fence activated)	Yes - Drop off at Taxi and Collect from surrounding roadways (rideshare GEO fence activated)	Yes - Drop off at Taxi and Collect from surrounding roadways (rideshare GEO fence activated)	Yes - Drop off at Taxi and Collect from surrounding roadways (rideshare GEO fence activated)
	Taxi	Yes - Main Drive	Yes - Main Drive	Yes - Taxi Rank	Yes - Taxi Rank	Yes - Taxi Rank	Yes - Taxi Rank	Yes - Taxi Rank	Yes - Taxi Rank
	Car Park / Venue Attendants	None	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian & Traffic Management - Personnel	NSW Police Userpay (Pedestrian & Traffic Management)	None	None	None	None	Yes (Carnival Racedays Only)	Yes	Yes	
	Point to Point Compliance Officers	None	None	None	None	Yes (Carnival Racedays Only)	Yes	Yes	
	RMS Authorised Traffic Controllers	None	None	None	None	Yes	Yes	Yes	
	Taxi Council Commissionaires	None	None	None	None	Yes (Carnival Racedays Only)	Yes	Yes	
	NSW Police Userpay (Pedestrian & Traffic Management)	None	None	None	None	Yes	Yes	Yes	
Pedestrian & Traffic Management - Equipment & Services	Permament Variable Message Signs	None	None	None	None	None	Yes	Yes	
	Portable Variable Message Signs	None	None	None	None	Yes (Carnival Racedays Only)	Yes	Yes	
	Road/Lane Occupancy (RMS ROL or Council)	None	None	None	None	None	None	None	
	Special Event Clearways	None	None	None	None	None	Yes	Yes	
	TMC Traffic Light Phasing	None	None	None	None	None	Yes	Yes	

Event-Specific Arrangements