



Sydney Football Stadium Redevelopment

Pedestrian Route Capacity Analysis

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1 Introduction

1.1 Background

This Pedestrian Route Capacity Analysis (PRCA) has been prepared by JMT Consulting on behalf of Infrastructure NSW to support the future operations of the Sydney Football Stadium (SFS). The PRCA has been developed to meet the statutory requirements of Conditions D10 and D11 of State Significant Development (SSD) 9835 relating to the Sydney Football Stadium Redevelopment.

1.2 Sydney Football Stadium Redevelopment

On 6 December 2018, the then Minister for Planning approved Stage 1 of Sydney Football Stadium (SFS) comprising a concept approval and concurrent early works package (SSD 9249) to facilitate redevelopment of the Sydney Football Stadium. The concept approval established the maximum building envelope, design and operational parameters for a new stadium with up to 45,000 seats for patrons and allowing for 55,000 patrons in concert mode. The concurrent Stage 1 works, which were completed on 28 February 2020, facilitated the demolition of the former SFS and associated buildings.

Stage 2 of the Sydney Football Stadium (SFS) Redevelopment (SSD 9835) was approved by the Minister for Planning and Public Spaces on 6 December 2019. Stage 2 provides for:

- construction of the stadium, including:
 - 45,000 seats (additional 10,000 - person capacity in the playing field in concert mode) in four tiers including general admission areas, members seating and corporate / premium seating;
 - roof cover over all permanent seats and a rectangular playing pitch;
 - a mezzanine level with staff and operational areas;
 - internal pedestrian circulation zones, media facilities and other administration areas on the seating levels;
 - a basement level (at the level of the playing pitch) accommodating pedestrian and vehicular circulation zones, 50 car parking spaces, facilities for teams and officials, media and broadcasting areas, storage and internal loading areas;
 - food and drink kiosks, corporate and media facilities; and
 - four signage zones.

- construction and establishment of the public domain within the site, including:
 - hard and soft landscaping works;
 - publicly accessible event and operational areas;
 - public art; and
 - provision of pedestrian and cycling facilities.
- wayfinding signage and lighting design within the site;
- reinstatement of the existing Moore Park Carpark 1 (MP1) upon completion of construction works with 540 at-grade car parking spaces and vehicular connection to the new stadium basement level;
- operation and use of the new stadium and the public domain areas within the site for a range of sporting and entertainment events; and
- extension and augmentation of utilities and infrastructure.

To date, SSD 9835 has been modified on six previous occasions as summarised in Table 1 with a further modification (Modification 7) under assessment at the time of writing.

Table 1 Modifications to SSD 9835

Modification	Approved	Description
Modification 1	3 April 2020	Amend Conditions B14 and B15 to enable the condition to be satisfied in accordance with the principles and framework prescribed by the <i>Contaminated Land Management Act 1997</i> .
Modification 2	14 December 2020	Reinstate fitness facilities that were previously available within the former SFS.
Modification 3	7 December 2020	Alter the approved mezzanine slabs at the eastern and western stands and relocate the approved administration facilities. design amendments to the south western glazed façade. inclusion of an additional stadium signage condition.
Modification 4	22 April 2021	Relocate the photovoltaic (PV) cells from the stadium's roof to Level 5 (above the eastern and western plant rooms) and a reduction in the amount of kilowatts peak (kWp) generated.
Modification 5	8 June 2021	Minor modification to correct plan revisions and dates.

Modification	Approved	Description
Modification 6	29 September 2021	Fit-out, use and operation of the eastern mezzanine of the stadium for the purpose of a dedicated training and administration facility for the Sydney Roosters NRL football club, known as the Sydney Roosters Centre of Excellence.
Modification 7	Pending determination	Design, construction and operation of the Precinct Village and Car Park development to include: • up to a maximum of 1,500 space multi-level car park below the proposed ground level • reconfiguration of the currently approved drop off requirements for the elderly and mobility impaired • free flow level pedestrian access to and from the SFS concourse from Driver Ave and Moore Park Road • electric car charging provision • a versatile and community public domain, comprising: – provision for 4 x north-south orientated tennis courts on non-event days with the potential to become an event platform on event days; – children's playground; – 1,500m cafe / retail / restaurants with associated amenities in a single storey pavilion (6 metre) low level; – customer service office and ticket window; and – vertical transport provisions – utilities provision augmentation.

1.3 Study context

Extensive traffic and transport analysis was undertaken for the future Sydney Football Stadium as part of the Stage 1 and Stage 2 DA applications.

As part of the Response to Submission (RTS) to the Stage 2 DA (SSD 9835) a Pedestrian Route Capacity Analysis was prepared by JMT Consulting which considered the likely pedestrian flows to/from the SFS during events and capacity of footpaths in the Moore Park and Surry Hills area to accommodate these movements. An initial PRCA was submitted to TfNSW on 30 August 2019, with an updated assessment provided on 30 October 2019 which included further sensitivity analysis. The initial PRCA was assessed and approved by the Minister for Planning as part of a suite of documents that form the SSD approval.

As part of the SSD approval, the approved PRCA is required to be updated in consultation with Transport for NSW (TfNSW), NSW Police, City of Sydney Council, Venues NSW and Greater Sydney Parklands Trust before being endorsed by the Coordinator General, Transport Coordination, within TfNSW.

This PRCA has been prepared in response to Conditions D10 and D11 which set out the scope of the PRCA and will:

- Finalise components of the SSD approved transport strategy including the initial Pedestrian Route Capacity Analysis;
- Consider changes in the transport environment since the approval of the Stage 2 SSD Application (e.g. opening of light rail) as well as potential additional changes from the implementation of the Moore Park Masterplan 2040; and
- Consider, at a more detailed level, the operation of pedestrian infrastructure in the precinct including signalised intersections on Devonshire Street and Foveaux Street.

2 Study Methodology

2.1 Event categories

The updated PRCA has considered a range of different event categories, which align with those nominated in TfNSW's broader Moore Park Precinct Transport Action Plan. The categories are as follows:

- Event category A+ (>40,000 people including major concerts up to 55,000 and typical double header events);
- Event category A (30,000 – 40,000 people);
- Event category B (20,000 – 30,000 people);
- Event category C (8,000 – 20,000 people); and
- Event category D (less than 8,000 people).

In addition to these categories, two further event types have been considered for the purposes of the updated PRCA:

- Major double header event - 78,000 people. This figure corresponds to the highest ever attendance for a double header in the Moore Park Precinct.
- 95,000 people double header scenario. This is a theoretical scenario whereby both the SFS and the SCG are full for events held at the same time, however it is worth highlighting that this scenario has never once occurred in the history of events in the Moore Park Precinct¹.

These two event scenarios are consistent with that adopted in the original PRCA undertaken to support the RTS for the Stage 2 DA.

2.2 Transport mode share

In conjunction with TfNSW during the preparation of the Event Traffic and Transport Management Plan (ETTMP) required under Condition D16 of SSD 9835, a series of transport mode shares for events at the SFS were agreed. These adopted mode shares are presented in Table 2 and are based on recent findings of the post event patron surveys and event day interview surveys, as well as previous travel data collected in 2018 for double header events. It should be noted however that the transport mode share for events can vary based on a number of range of factors including time of event, weather, type of contest or other concurrent events that may be occurring the precinct.

The adopted mode shares have been used to determine the pedestrian flows along the various routes considered in this PRCA.

¹ It is highly unlikely that a double header event resulting in 95,000 patrons would be scheduled simultaneously at the SFS and SCG with shared start and finish times given the logistical challenges that doing so would present.

Table 2 Forecast transport mode share by event type

Transport Mode	Crowd Size						
	8,000	20,000	30,000	40,000	55,000	78,000	95,000
Driver / passenger	42.00%	38.50%	35.40%	31.50%	28.90%	20.00%	17.00%
Dropped off in private vehicle	2.30%	2.40%	2.50%	2.70%	2.80%	3.70%	4.50%
Taxi	2.70%	2.90%	3.00%	3.20%	3.30%	4.00%	4.70%
Uber	7.50%	7.80%	8.30%	8.80%	9.10%	10.00%	11.00%
Walk from surrounding area	6.00%	6.40%	6.70%	7.10%	7.40%	10.00%	11.00%
Walk from Central Station	4.80%	5.10%	5.40%	5.70%	5.90%	11.90%	13.00%
Light Rail	19.20%	20.50%	21.50%	22.80%	23.70%	20.00%	18.00%
Bus/ coach	15.10%	16.00%	16.80%	17.80%	18.50%	20.00%	20.40%
Cycle	0.40%	0.40%	0.40%	0.40%	0.40%	0.40%	0.40%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

The format of the mode share table has been updated since the original PRCA developed in 2019 to support the SSDA approval. These updates have arisen so as to align with the format presented in the Operational Transport Plans required under Conditions D16, D18 and D50 of the project approval. The mode shares for various event types have been developed following consultation with Transport for NSW in 2021 based on updated travel surveys of events in Moore Park.

2.3 Pedestrian routes considered

Nine separate pedestrian routes have been considered in this PRCA as indicated in Figure 1. These routes and associated footpaths are consistent with those considered in the original PRCA developed in 2018, and have been selected to align with the primary desire lines between the SFS and key transport nodes or land uses, including:

- Central Station (via either Foveaux Street or Devonshire Street);
- Oxford Street (via either Flinders Street, Greens Road, Oatley Road or Regent Street);
- Kensington / Randwick (via Anzac Parade); and
- Bondi Junction (via Moore Park Road).

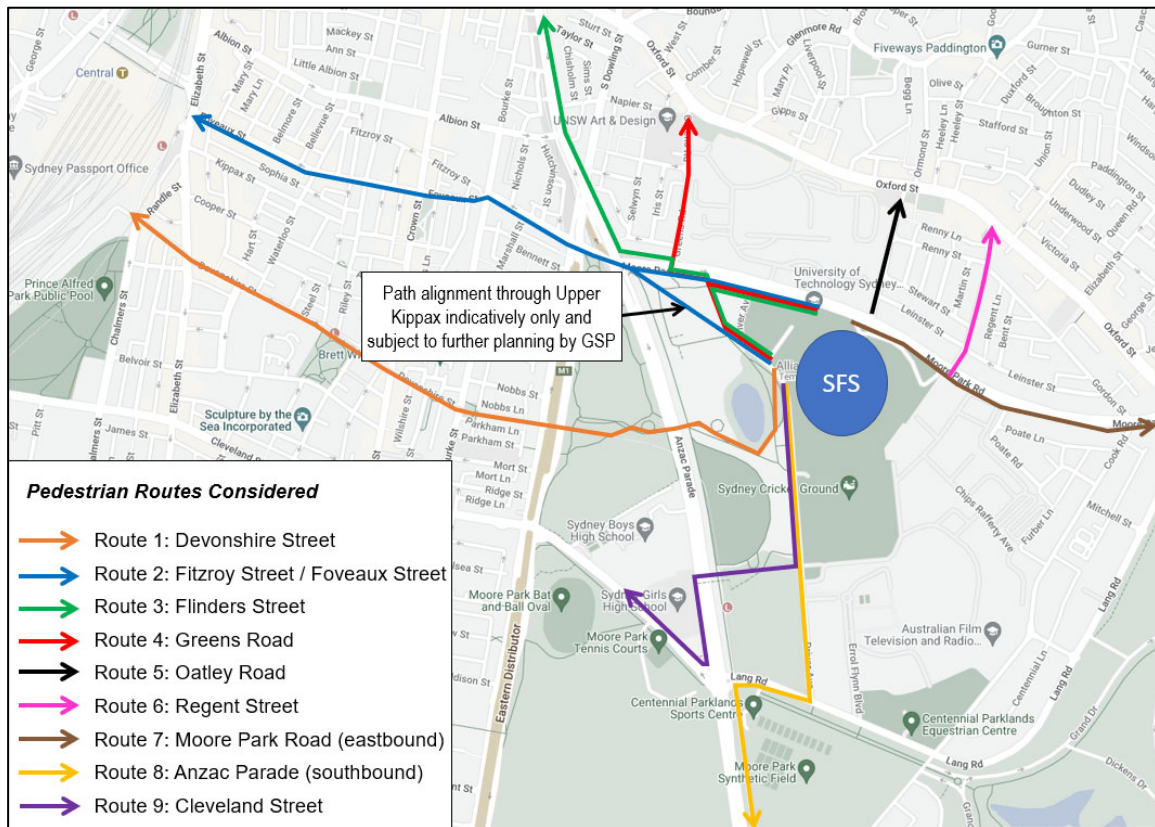


Figure 1 Pedestrian routes considered

2.4 Distribution of pedestrian trips

Pedestrians have been assigned to the nine walking routes based on observations from events held at the SFS and SCG. The assigned routes generally coincide with the shortest path of travel for pedestrians. For example, those travelling by train from Central Station were assumed to travel via either Fitzroy Street/Foveaux Street or Devonshire Street, while those travelling by bus were assumed to primarily use Oatley Road or Regent Street. Those arriving by private vehicle and light rail complete their pedestrian trips within the immediate precinct and therefore do not contribute to pedestrian demands on the nine identified walking routes. The assumed pedestrian trip distribution across the nine walking routes is presented in Table 3, noting that:

- Some totals do not add to 100% as some pedestrian flows will either be contained in the precinct or (in the case of a small number of movements) travel on paths outside of the nine identified walking routes.
- Pedestrian movements associated with some modes of travel (e.g. light rail, cycling) are entirely contained within Moore Park East and therefore no pedestrian demands will eventuate on the nine external walking routes

Table 3 Forecast pedestrian trip distribution

Mode of Travel	Forecast Distribution of Pedestrian Trips									
	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Total
Driver / passenger	0%	0%	0%	0%	0%	0%	0%	0%	13%*	13%
Dropped off in private vehicle	10%	10%	10%	10%	10%	10%	10%	10%	10%	90%
Taxi	10%	10%	10%	10%	10%	10%	10%	10%	10%	90%
Uber	10%	10%	10%	10%	10%	10%	10%	10%	10%	90%
Walk from surrounding area	15%	10%	10%	10%	10%	10%	10%	10%	10%	95%
Walk from Central Station	55%	40%	0%	0%	0%	0%	0%	0%	5%	100%
Light Rail	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus/ coach	0%	0%	5%	5%	5%	5%	5%	5%	5%	35%
Cycle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

* This figure will change depending on the crowd size. The number of people using this walking route is limited by the capacity of the Sydney Boys / Girls High School car parking area of 750 cars.

2.5 Pedestrian demands

Based on the trip distribution assumptions outlined in Section 2.4 the volume of pedestrians travelling on each of the identified nine walking routes has been determined. The analysis has considered the worst case scenario of pedestrian movements following the conclusion of events, given that pedestrians arrive to events in a staggered fashion over a longer period of time (up to two hours).

Consistent with the pedestrian modelling undertaken for the SFS itself, it has been assumed that 90% of attendees leave the SFS within a 30 minute period following the conclusion of the event. The resultant pedestrian demands on each of the nine walking routes are summarised in Table 4.

Table 4 Forecast pedestrian demands by walking route

Route Number	Pedestrian Demands (Peak 30 Minute Departure Period)						
	8,000	20,000	30,000	40,000	55,000	78,000	95,000
Route 1	362	959	1,520	2,143	3,056	7,308	9,808
Route 2	294	775	1,228	1,733	2,472	5,638	7,585
Route 3	187	494	781	1,105	1,578	2,647	3,541
Route 4	187	494	781	1,105	1,578	2,647	3,541
Route 5	187	494	781	1,105	1,578	2,647	3,541
Route 6	187	494	781	1,105	1,578	2,647	3,541
Route 7	187	494	781	1,105	1,578	2,647	3,541
Route 8	209	552	872	1,232	1,762	2,998	4,011
Route 9	718	1,718	2,479	3,098	3,614	4,955	5,987

As pedestrians move further and further away from the SFS along Routes 1 and 2, pedestrian demands associated with all modes other than train have been assumed to gradually reduce. This is the result of pedestrians diverting off the primary paths of Devonshire Street and Foveaux Street to adjacent streets to stop off at bars/restaurants, access a taxi/ride-share vehicle or walk back home.

For the double header scenarios, the analysis has conservatively assumed that the events conclude at the same time. Typically, double headers are managed so that the start and end times are staggered such that the peak pedestrian flows from the two venues (i.e. the SFS and SCG) do not coincide. Therefore, the analysis undertaken is considered to be highly conservative.

2.6 Pedestrian level of service

John J. Fruin's concept of Level of Service (LoS) was developed in his book *Pedestrian Planning and Design* (Fruin, 1987) and has been adopted as the global industry standard approach to planning for pedestrians. Fruin's LoS can be used to interpret the performance of space and how people move and interact under certain conditions. The Levels of Service are categorised into six bands, with LoS A representing free-flowing conditions while LoS F represents a complete breakdown in flow.

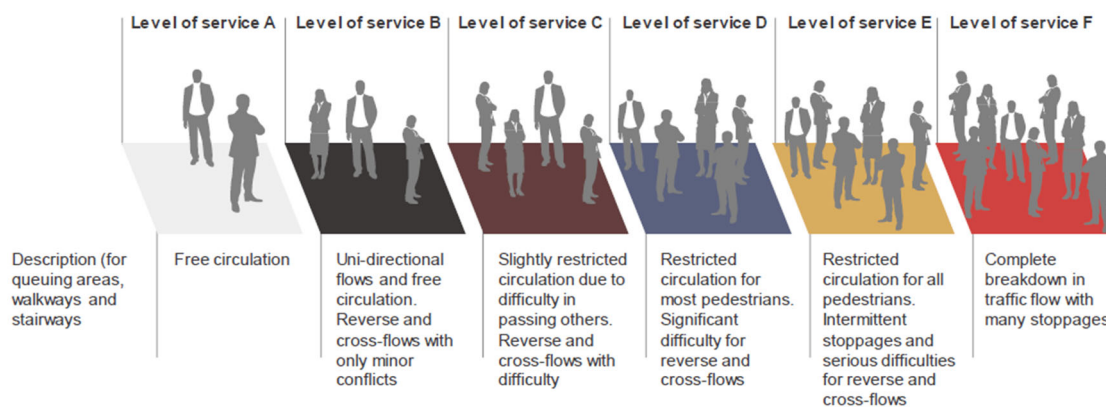


Figure 2 Pedestrian level of service criteria

Fruin Queuing LoS is typically applied to areas where pedestrians queue or wait. The thresholds are more relaxed than Fruin Walkways, reflecting that pedestrians will accept being in closer proximity with others when they are standing still and expect queuing conditions.

Fruin notes the following in relation to level of service (our emphasis added):

“At level-of-service D, the majority of persons would have their normal walking speeds restricted and reduced, due to difficulties in bypassing slower-moving pedestrians and avoiding conflicts”

*“At level-of-service E, virtually all pedestrians would have their normal walking speeds restricted.....This design range should only be employed for short peaks in the most crowded areas.....**Examples would be sports-stadium design, or rail transit facilities**”*

For footpaths adjacent to moving traffic it is therefore considered acceptable to adopt a walkway LoS D for short periods of time. Within the Moore Park Precinct itself (e.g. pathway from Tibby Cotter Bridge), where pedestrian walkways are not bounded by trafficable roads, LoS E is acceptable.

Table 5 Level of service bands

Level of Service	Walkway Level of Service		Queuing Level of Service	
	<i>Lower limit (ppl / m / min)</i>	<i>Upper limit (ppl / m / min)</i>	<i>Lower limit (ppl / sqm)</i>	<i>Upper limit (ppl / sqm)</i>
A	0	23	0	0.83
B	23	33	0.83	1.08
C	33	49	1.08	1.54
D	49	66	1.54	3.57
E	66	82	3.57	5.26
F	82	n/a	5.26	n/a

2.7 Footpath width assumptions

The width of footpaths considered in the assessment was developed through on-site measurements recorded in April 2022 – reflecting current day footpath conditions. The measurements were taken at the narrowest point of the footpath (e.g. where a tree or furniture may reduce the effective width of the street). An example of this method is shown in Figure 3 below.



Figure 3 Example footpath width calculation on Devonshire Street

Footpath widths have also taken into consideration existing measures in place on Moore Park Road and Fitzroy Street to increase footpath capacity and minimise conflicts, where the 'pop up' bike lanes are temporarily closed on event days. Example of this measure is shown in Figure 4 and Figure 5 on the following page.



Figure 4 Temporary closure of Fitzroy Street pop-up cycleway post event



Figure 5 Temporary closure of Moore Park Road pop-up cycleway post event

In accordance with the requirements of Condition D10, the analysis has considered the variable footpath widths along the nine identified walking routes – in particular Devonshire Street (Route 1) and Fitzroy Street / Foveaux Street (Route 2). The footpath widths adopted for the PRCA are summarised in Table 6 on the following page.

Table 6 Pedestrian footpath widths

Pedestrian Route	Location	Effective footpath width (m)
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0
	Tibby Cotter Bridge to South Dowling Street	6.0
	South Dowling Street to Bourke Street	5.0
	Bourke Street to Crown Street	2.3
	Crown Street to Elizabeth Street	1.6
	Elizabeth Street to Chalmers Street	2.5
Route 2: Fitzroy Street / Foveaux Street	Anzac Parade to South Dowling Street	3.1
	South Dowling Street to Bourke Street	4.7*
	Bourke Street to Crown Street	1.9
	Crown Street to Riley Street	2.0
	Riley Street to Elizabeth Street	1.8
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7
	Moore Park Road to South Dowling Street	1.3
	South Dowling Street to Taylor Square	1.2
Route 4: Greens Road	Greens Road (eastern footpath)	1.6
	Greens Road (western footpath)	1.9
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4
	Oatley Road (western footpath)	1.9
Route 6: Regent Street	Regent Street (eastern footpath)	2.3
	Regent Street (western footpath)	2.0
Route 7: Moore Park Road (eastbound)	Moore Park Road (southern footpath)	1.8
Route 8: Anzac Parade (southbound)	Anzac Parade (eastern footpath)	2.6
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0
	Anzac Parade (western footpath)	3.6
	Cleveland Street (northern footpath)	3.4

* Width includes event day closure of on-road bicycle lane

Although the PRCA has primarily considered only the southern footpaths of Devonshire Street and Fitzroy Street/Foveaux Street (given their location on the pedestrian desire line) it is important to recognise that pedestrian flows are typically split between both the northern and southern footpaths. This becomes more common further away from the SFS as pedestrians switch footpaths based on a number of local factors including amenity, proximity to nearby food / beverage or transport services. An example of this splitting of pedestrian flow on Devonshire Street is illustrated in Figure 6.



Figure 6 Pedestrian movements on Devonshire Street towards the SFS

2.8 Intersection capacity assumptions

In line with the requirements of Condition D10, an assessment of the capacity of signalised intersections on Foveaux Street and Devonshire Street has been undertaken. The assessment has considered:

- The amount of queueing space available at each intersection;
- The overall cycle time of the intersection; and
- The 'green time' allocated to pedestrian crossing movements along the pedestrian route between the transport node and the SFS.

The assumptions in relation to intersection capacity are detailed in Table 7.

Table 7 Intersection capacity assumptions

Intersection	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period
South Dowling Street / Moore Park West	51	40	120	33%	15.0
Devonshire Street / Bourke Street	62	22	70	31%	25.7
Devonshire Street / Crown Street	31	25	90	28%	20.0
Devonshire Street / Elizabeth Street	27	25	70	36%	25.7
Devonshire Street / Chalmers Street	25	22	70	31%	25.7
Moore Park Road / Driver Avenue	22	50	90	56%	20.0
Moore Park Road / Anzac Parade	21	55	110	50%	16.4
South Dowling Street / Fitzroy Street	18	40	110	36%	16.4
Fitzroy Street / Bourke Street	21	20	90	22%	20.0
Foveaux Street / Crown Street	24	20	60	33%	30.0
Foveaux Street / Riley Street	27	20	60	33%	30.0
Foveaux Street / Elizabeth Street	26	24	70	34%	25.7

3 Capacity Assessment

3.1 Capacity assessment results

The findings of the updated PRCA are displayed in Table 8 (for footpaths) and Table 9 (for intersections). Detailed outputs for each event type are provided in Appendix A (for footpath level of service) and Appendix B (for intersection level of service) which outlines the pedestrian demands along each segment of the nine identified pedestrian routes by event type.

Table 8 Forecast footpath level of service by event size

Pedestrian Route	Location	Footpath Width (m)	Footpath LOS based on crowd size						
			8,000	20,000	30,000	40,000	55,000	78,000	95,000
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	A	A	A	A	A	C	D
	Tibby Cotter Bridge to South Dowling Street	6.0	A	A	A	A	A	C	D
	South Dowling Street to Bourke Street	5.0	A	A	A	A	A	C	D
	Bourke Street to Crown Street	2.3	A	A	A	A	B	F	F
	Crown Street to Elizabeth Street	1.6	A	A	A	B	C	F	F
	Elizabeth Street to Chalmers Street	2.5	A	A	A	A	B	E	F
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	A	A	A	A	B	D	E
	Moore Park Road (Anzac Pde to Greens Road)	2.5	A	A	A	A	A	B	C
	Anzac Parade to South Dowling Street	3.1	A	A	A	A	B	D	E
	South Dowling Street to Bourke Street	4.7	A	A	A	A	A	C	D
	Bourke Street to Crown Street	1.9	A	A	A	B	C	F	F
	Crown Street to Riley Street	2.0	A	A	A	A	B	E	F
	Riley Street to Elizabeth Street	1.8	A	A	A	A	B	E	F
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	A	A	A	A	B	D	E
	Moore Park Road to South Dowling Street	1.3	A	A	A	A	A	B	C
	South Dowling Street to Taylor Square	1.2	A	A	A	A	A	B	B
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	A	A	A	A	A	B	C
	Greens Road (western footpath)	1.9	A	A	A	A	A	B	B
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	A	A	A	A	A	A	B
	Oatley Road (western footpath)	1.9	A	A	A	A	A	B	B
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	A	A	A	A	A	A	B
	Regent Street (western footpath)	2.0	A	A	A	A	A	A	B
Route 7: Moore Park Road	Moore Park Road (eastern footpath)	3.5	A	A	A	A	A	B	C
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	A	A	A	A	A	C	D
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	A	A	A	B	C	C	D
	Anzac Parade (western footpath)	3.6	A	A	A	B	C	C	D
	Cleveland Street (northern footpath)	3.4	A	A	B	B	C	C	D

Table 9 Forecast intersection level of service by event size

Intersection	Intersection LOS based on crowd size						
	8,000	20,000	30,000	40,000	55,000	78,000	95,000
South Dowling Street / Moore Park West	A	B	C	D	D	F	F
Devonshire Street / Bourke Street	A	A	A	A	B	D	E
Devonshire Street / Crown Street	A	A	C	D	D	F	F
Devonshire Street / Elizabeth Street	A	A	B	C	D	F	F
Devonshire Street / Chalmers Street	A	A	C	D	D	F	F
Moore Park Road / Driver Avenue	A	A	C	D	D	E	F
Moore Park Road / Anzac Parade	A	C	D	D	E	F	F
South Dowling Street / Fitzroy Street	A	D	D	E	F	F	F
Fitzroy Street / Bourke Street	A	C	D	D	E	F	F
Foveaux Street / Crown Street	A	A	B	C	D	E	F
Foveaux Street / Riley Street	A	A	A	B	C	D	E
Foveaux Street / Elizabeth Street	A	A	A	C	D	E	F

3.2 Capacity assessment findings

The updated PRCA indicates that for events of up to 55,000 people at the SFS (e.g. major concerts or typical double headers with the SCG) all footpaths and intersections operate at an acceptable level of service during the peak 30 minute egress period. The exception to this is the intersection of Fitzroy Street and South Dowling Street where a level of service E is forecast for events of 40,000 people and level of service F for events of 55,000 people.

For double header events at the SFS and SCG with a combined attendance of up to 78,000 people, the updated PRCA has identified capacity constraints at intersections and footpaths on both Devonshire Street and Foveaux Street. These capacity constraints are however based on the very conservative assumption that both events conclude at the same time, and the crowds leaving the stadia do so at the same time. In practice, double headers are managed so that the start and end times are staggered such that the peak pedestrian flows from the two venues do not coincide.

An analysis of all double header events held at the SCG / SFS in the period between August 2010 and August 2018 (last event held at the SFS prior to it's demolition) is provided in Figure 7 below. This indicates that in this nine year period there was a total of 20 double headers, with an average (combined) attendance of 47,000 people. The highest attended double header was in January 2017, with a combined attendance of approximately 78,000 people. No more than five double headers were held in a single calendar year.

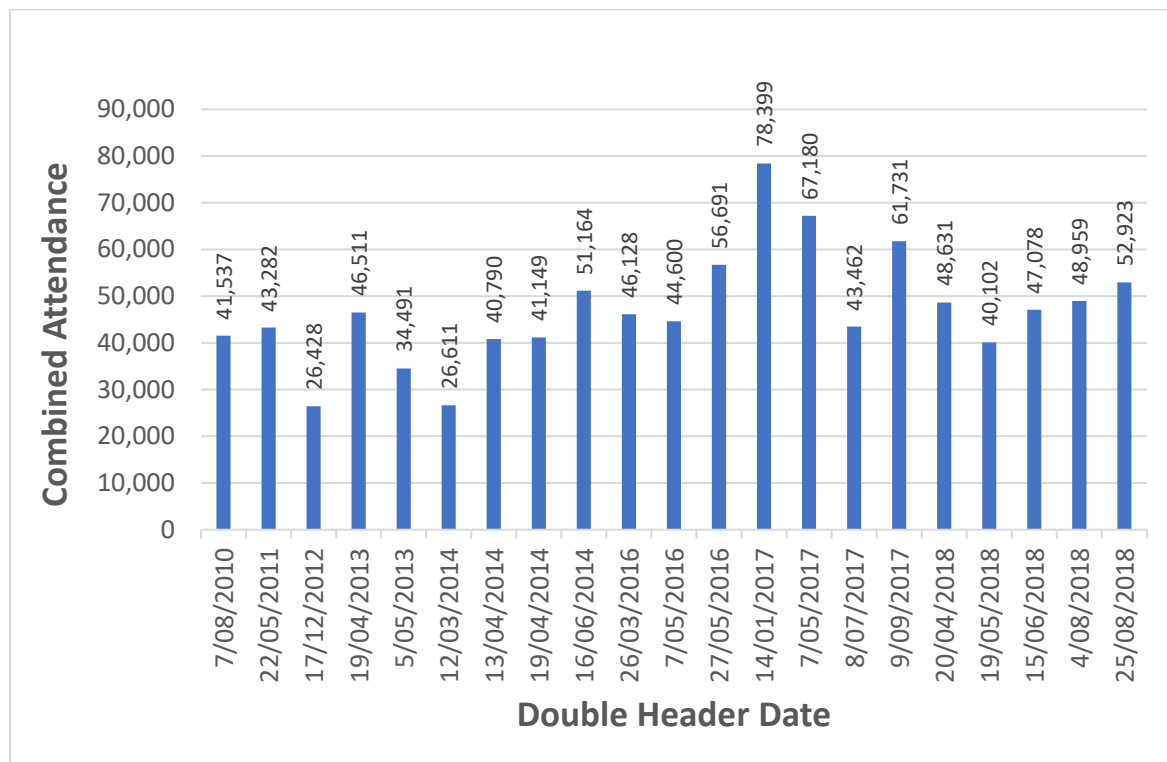


Figure 7 Historical double header events in Moore Park

The majority of double header events resulted in attendances of less than 55,000 people – a figure that can be accommodated by the existing pedestrian network as demonstrated in the updated PRCA. Only four times over an nine year period did the double header attendance exceed 55,000 people – and on all four of these occasions the event start and finish times were staggered.

Although the updated PRCA indicates that some footpaths and intersections would operate at Level of Service F for large double header events, it is not considered appropriate to construct new pedestrian infrastructure to accommodate these rare occasions for the following reasons:

- The assumptions underpinning the updated PRCA around double header events (i.e. they conclude at the same time) is highly conservative. In practice the event finish times are staggered and pedestrian flows are more distributed across the surrounding transport network, resulting in improved operating conditions.
- Any potential impacts associated with a major double header can be managed through temporary overlays as described in Section 4 of this document and may include:
 - More 'green time' allocated to pedestrian crossing movements along key walking routes
 - NSW Police or other personnel stationed at key signalised intersections
 - Temporary traffic lane closures for very large double header events to accommodate higher pedestrian flows post event
- Any footpath widening would come at the expense of other road users such as buses, cyclists and general traffic. The rare occasions when additional footpath width may be required (less than once a year on average based on historical data), for a very short period of time (up to 30 minutes) would not justify negatively impacting these other road users nor represent an efficient allocation of road space.
- The redeveloped SFS will not increase the potential number of people attending double header events in the Moore Park Precinct when compared to previous operating conditions prior to 2019. The 45,000 seat capacity stadium (or 55,000 capacity for major concerts) is consistent with the capacity that was in place for the previous stadium.

Therefore in this context no physical infrastructure works are considered necessary nor appropriate to accommodate forecast pedestrian flows associated with events held at the SFS. Details of existing and proposed measures to manage pedestrian movements for various event types is provided in the following section of this document.

4 Recommendations

Based on the findings of the updated PRCA a series of recommended management measures by event type has been identified and are provided in Table 10 on the following page. The need for these measures will be reviewed as part of pre-event planning discussions held by the MEOG², with the meetings chaired and coordinated by the Customer Journey Planning (CJP) Major Events. These discussions will include feedback from key stakeholders such as NSW Police and Greater Sydney Parklands and modifications to recommended measures may be required depending on the specific circumstances of the event.

As noted by the NSW Police Force through consultation undertaken for this assessment, a flexible approach for Police resources out of agreed consultation / assessment of need for each event is required to provide a scalable response which is in line with major events and sound stakeholder practices to deliver them.

It is recommended that monitoring of initial events held at the SFS be undertaken to review the appropriateness of the measures contained in this document. Results and findings from this monitoring could then be used to revise and update the plan. This requirement for monitoring is reinforced in Conditions A9 through to A14 of the development consent for the Sydney Football Stadium Redevelopment (Stage 2) project SSD 9835. As part of this monitoring consultation will be undertaken with relevant stakeholders, particularly NSW Police and Transport for NSW, to review the effectiveness of the measures in place and determine whether any modifications are required to support pedestrian movements to and from events held at the SFS.

It is noted that the pop-up cycleways on both Moore Park Road and Fitzroy Street are temporary only and, following the completion of the Oxford Street cycleway, Council intends to remove these pop-up cycleways. Should the pop-up cycleways be removed then discussions should be held at the MEOG level in relation to any revisions required to pedestrian management measures as advised in this updated PRCA document.

² The Moore Park Event Operations Group (MEOG) is chaired and coordinated by Customer Journey Planning (CJP) Major Events. MEOG member agencies include Greater Sydney Parklands, Transport for NSW, NSW Police, Venues NSW, the City of Sydney, the NSW Taxi Council, the Bus and Coach Association, the Entertainment Quarter and Playbill Venues. MEOG develops operational plans to ensure the delivery of safe and successful events in the Moore Park sporting and entertainment Precinct and provides a forum for member agencies to work with event organisers on the effective traffic and parking operations in the precinct and its surrounds.

Table 10 Recommended pedestrian management measures by event type

Event Type	Recommended management measures	Responsibility				
		● Lead	● Supporting			
		<i>Transport for NSW</i>	<i>Venues NSW</i>	<i>Greater Sydney Parklands</i>	<i>NSW Police</i>	<i>City of Sydney Council</i>
All events	Prepare Traffic Control Plans (TCPs) that further detail traffic management arrangements to be in place in the Precinct as well as management of pedestrian flow and crowd swell for intersections on Driver Avenue.	●	●	●	●	
	Identify suitable levels of pedestrian management measures to be in place for events held at the SFS as part of pre-event planning sessions. This may include measures such as greater allocation of pedestrian green time at key signalised intersections or additional on-site personnel at certain locations.	●	●	●	●	●
Category D events	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
Category C events	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
	Management of pedestrian flows at signalised intersections on Moore Park Road (as per approved ETTMP and reproduced as Figure 8).		●		●	
	Maintain existing arrangements where pop-up bicycle lanes on Moore Park Road and Fitzroy Street are closed – noting cycleways when pop-up cycleways are removed analysis should be revisited.	●				●

Event Type	Recommended management measures	Responsibility				
		● Lead	● Supporting			
		<i>Transport for NSW</i>	<i>Venues NSW</i>	<i>Greater Sydney Parklands</i>	<i>NSW Police</i>	<i>City of Sydney Council</i>
Category B events	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
	Management of pedestrian flows at signalised intersections on Moore Park Road (as per approved ETTMP and reproduced as Figure 9).		●		●	
	Consider providing additional green time for pedestrians to cross signalised intersections on Fitzroy Street at South Dowling Street and Bourke Street following the conclusion of events.	●				
	Maintain existing arrangements where pop-up bicycle lanes on Moore Park Road and Fitzroy Street are closed – noting cycleways when pop-up cycleways are removed analysis should be revisited.	●				●
Category A events	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
	Management of pedestrian flows at signalised intersections on Moore Park Road (as per approved ETTMP and reproduced as Figure 9).		●		●	
	Provide additional green time for pedestrians to cross signalised intersections on Fitzroy Street at South Dowling Street and Bourke Street following the conclusion of events.	●				
	Maintain existing arrangements where pop-up bicycle lanes on Moore Park Road and Fitzroy Street are closed – noting cycleways when pop-up cycleways are removed analysis should be revisited.	●				●

Event Type	Recommended management measures	Responsibility				
		● Lead	● Supporting			
		<i>Transport for NSW</i>	<i>Venues NSW</i>	<i>Greater Sydney Parklands</i>	<i>NSW Police</i>	<i>City of Sydney Council</i>
Category A+ events	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
	Management of pedestrian flows at signalised intersections on Moore Park Road (as per approved ETTMP and reproduced as Figure 10).		●		●	
	Provide additional green time for pedestrians to cross signalised intersections on Fitzroy Street at South Dowling Street and Bourke Street following the conclusion of events.	●				
	Discussions at MEOG level regarding potential need for additional NSW Police presence at the intersection of South Dowling Street / Fitzroy Street to manage pedestrian movements.				●	
	Maintain existing arrangements where pop-up bicycle lanes on Moore Park Road and Fitzroy Street are closed – noting cycleways when pop-up cycleways are removed analysis should be revisited.	●				●
	Where practical, for double header events, work with the sporting codes so that the events do not conclude at the same time (at least 30 minutes apart).		●			
	Consider measures to encourage patrons to remain in the Moore Park Precinct following the conclusion of the event through post-match activation areas or allowing spectators to enter the playing area.		●	●		

Event Type	Recommended management measures	Responsibility				
		● Lead	● Supporting			
		<i>Transport for NSW</i>	<i>Venues NSW</i>	<i>Greater Sydney Parklands</i>	<i>NSW Police</i>	<i>City of Sydney Council</i>
Double header of up to 78,000 people (events concluding at the same time)	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
	Management of pedestrian flows at signalised intersections on Moore Park Road (as per approved ETTMP and reproduced as Figure 10).		●		●	
	Provide additional green time for pedestrians to cross signalised intersections on Fitzroy Street at South Dowling Street and Bourke Street following the conclusion of events.	●				
	NSW Police to manage crowd movements at the following intersections (subject to MEOG discussions and only required when events conclude at the same time): - South Dowling Street / Fitzroy Street - South Dowling Street / Moore Park West (west of Tibby Cotter Bridge pathway) - Fitzroy Street / Bourke Street - Devonshire Street / Crown Street.				●	
	NSW Police to direct pedestrians to utilise both sides of footpaths on Devonshire Street and Fitzroy Street / Foveaux Street.				●	
	Maintain existing arrangements where pop-up bicycle lanes on Moore Park Road and Fitzroy Street are closed – noting cycleways when pop-up cycleways are removed analysis should be revisited.	●				●
	Where practical, work with the sporting codes so that the events do not conclude at the same time (at least 30 minutes apart).		●			
	Consider measures to encourage patrons to remain in the Moore Park Precinct following the conclusion of the event through post-match activation areas or allowing spectators to enter the playing area.		●	●		
	Consider closing westbound traffic lane on Devonshire Street between Bourke Street and Crown Street post event to increase available footpath width.	●	●		●	●

Event Type	Recommended management measures	Responsibility				
		● Lead	● Supporting			
		<i>Transport for NSW</i>	<i>Venues NSW</i>	<i>Greater Sydney Parklands</i>	<i>NSW Police</i>	<i>City of Sydney Council</i>
Double header of up to 95,000 people (events concluding at the same time)	Temporary closure of Driver Avenue to traffic before/during/after event	●	●	●	●	
	Management of pedestrian flows at signalised intersections on Moore Park Road (as per approved ETTMP and reproduced as Figure 10).		●		●	
	Provide additional green time for pedestrians to cross signalised intersections on Fitzroy Street at South Dowling Street and Bourke Street following the conclusion of events.	●				
	NSW Police to manage crowd movements at all signalised intersections on Devonshire Street, Foveaux Street and Fitzroy Street (subject to MEOG discussions)				●	
	NSW Police to direct pedestrians to utilise both sides of footpaths on Devonshire Street and Fitzroy Street / Foveaux Street.				●	
	Maintain existing arrangements where pop-up bicycle lanes on Moore Park Road and Fitzroy Street are closed – noting cycleways when pop-up cycleways are removed analysis should be revisited.	●				●
	Where practical work with the sporting codes so that the events do not conclude at the same time (at least 30 minutes apart).		●			
	Consider measures to encourage patrons to remain in the Moore Park Precinct following the conclusion of the event through post-match activation areas or allowing spectators to enter the playing area.		●	●		
	Close westbound traffic lane on Devonshire Street between Bourke Street and Crown Street post event to increase footpath width.	●	●		●	●
	Close the southernmost westbound traffic lane on Foveaux Street between Crown Street and Elizabeth Street post event to increase footpath width – noting that Foveaux Street is a supplementary bus route that supplements light rail for large events and bus services would need to be maintained.	●	●		●	●

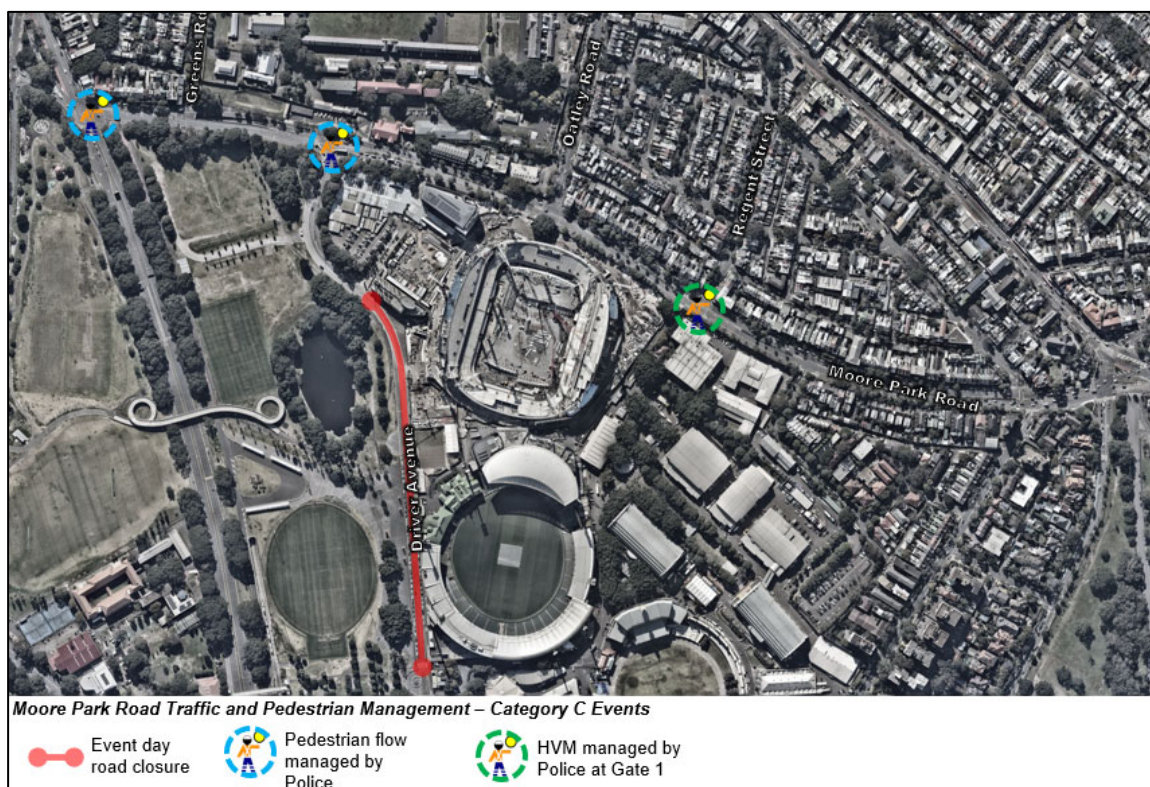


Figure 8 Moore Park Road traffic management – Category C events

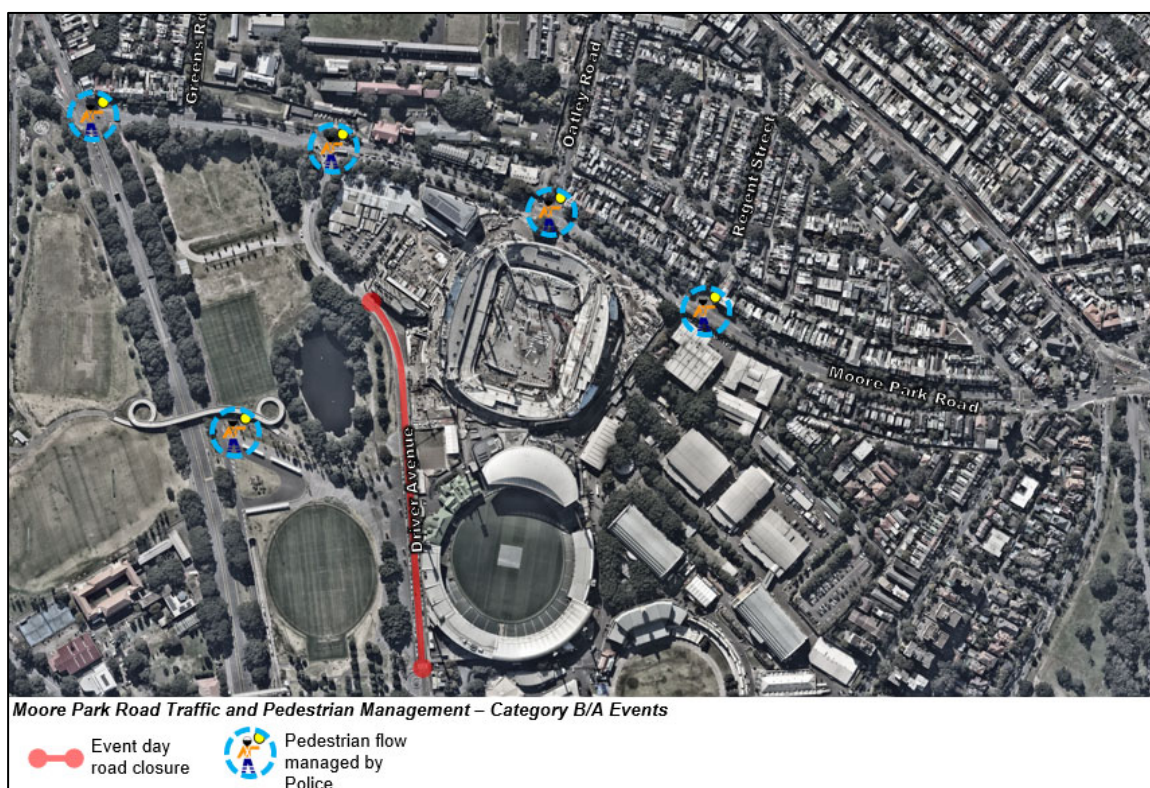


Figure 9 Moore Park Road traffic management – Category B/A events

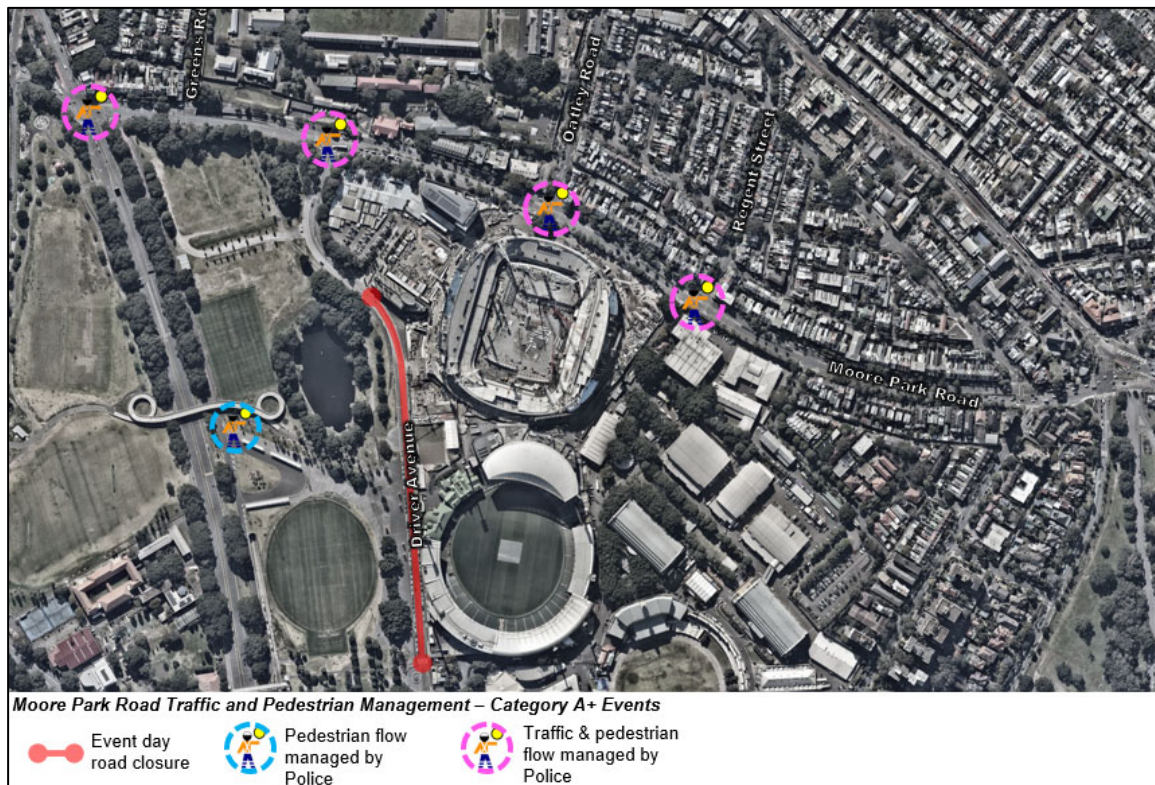


Figure 10 Moore Park Road traffic management – Category A+ events

Appendix A: Detailed PRCA Outputs (Footpaths)

Crowd Size		8,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	345	2	A
	Tibby Cotter Bridge to South Dowling Street	6.0	345	2	A
	South Dowling Street to Bourke Street	5.0	279	2	A
	Bourke Street to Crown Street	2.3	245	4	A
	Crown Street to Elizabeth Street	1.6	237	5	A
	Elizabeth Street to Chalmers Street	2.5	230	3	A
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	258	3	A
	Moore Park Road (Anzac Pde to Greens Road)	2.5	109	1	A
	Anzac Parade to South Dowling Street	3.1	272	3	A
	South Dowling Street to Bourke Street	4.7	272	2	A
	Bourke Street to Crown Street	1.9	210	4	A
	Crown Street to Riley Street	2.0	183	3	A
	Riley Street to Elizabeth Street	1.8	167	3	A
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	187	4	A
	Moore Park Road to South Dowling Street	1.3	82	2	A
	South Dowling Street to Taylor Square	1.2	59	2	A
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	94	2	A
	Greens Road (western footpath)	1.9	94	2	A
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	94	1	A
	Oatley Road (western footpath)	1.9	94	2	A
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	94	1	A
	Regent Street (western footpath)	2.0	94	2	A
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	187	2	A
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	187	2	A
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	718	6	A
	Anzac Parade (western footpath)	3.6	718	7	A
	Cleveland Street (northern footpath)	3.4	718	7	A

Crowd Size		20,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	914	5	A
	Tibby Cotter Bridge to South Dowling Street	6.0	914	5	A
	South Dowling Street to Bourke Street	5.0	740	5	A
	Bourke Street to Crown Street	2.3	649	9	A
	Crown Street to Elizabeth Street	1.6	630	13	A
	Elizabeth Street to Chalmers Street	2.5	610	8	A
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	683	9	A
	Moore Park Road (Anzac Pde to Greens Road)	2.5	287	4	A
	Anzac Parade to South Dowling Street	3.1	718	8	A
	South Dowling Street to Bourke Street	4.7	718	5	A
	Bourke Street to Crown Street	1.9	555	10	A
	Crown Street to Riley Street	2.0	482	8	A
	Riley Street to Elizabeth Street	1.8	444	8	A
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	495	10	A
	Moore Park Road to South Dowling Street	1.3	215	6	A
	South Dowling Street to Taylor Square	1.2	154	4	A
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	248	5	A
	Greens Road (western footpath)	1.9	248	4	A
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	248	3	A
	Oatley Road (western footpath)	1.9	248	4	A
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	248	4	A
	Regent Street (western footpath)	2.0	248	4	A
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	495	5	A
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	495	6	A
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	1,719	14	A
	Anzac Parade (western footpath)	3.6	1,719	16	A
	Cleveland Street (northern footpath)	3.4	1,719	17	A

Crowd Size		30,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	1,446	8	A
	Tibby Cotter Bridge to South Dowling Street	6.0	1,446	8	A
	South Dowling Street to Bourke Street	5.0	1,172	8	A
	Bourke Street to Crown Street	2.3	1,030	15	A
	Crown Street to Elizabeth Street	1.6	999	21	A
	Elizabeth Street to Chalmers Street	2.5	968	13	A
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	1,079	14	A
	Moore Park Road (Anzac Pde to Greens Road)	2.5	455	6	A
	Anzac Parade to South Dowling Street	3.1	1,137	12	A
	South Dowling Street to Bourke Street	4.7	1,137	8	A
	Bourke Street to Crown Street	1.9	880	16	A
	Crown Street to Riley Street	2.0	765	13	A
	Riley Street to Elizabeth Street	1.8	704	13	A
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	780	15	A
	Moore Park Road to South Dowling Street	1.3	340	9	A
	South Dowling Street to Taylor Square	1.2	243	7	A
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	391	8	A
	Greens Road (western footpath)	1.9	391	7	A
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	391	5	A
	Oatley Road (western footpath)	1.9	391	7	A
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	391	6	A
	Regent Street (western footpath)	2.0	391	7	A
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	780	7	A
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	780	10	A
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	2,478	21	A
	Anzac Parade (western footpath)	3.6	2,478	23	A
	Cleveland Street (northern footpath)	3.4	2,478	24	B

Crowd Size		40,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	2,041	11	A
	Tibby Cotter Bridge to South Dowling Street	6.0	2,041	11	A
	South Dowling Street to Bourke Street	5.0	1,652	11	A
	Bourke Street to Crown Street	2.3	1,450	21	A
	Crown Street to Elizabeth Street	1.6	1,407	29	B
	Elizabeth Street to Chalmers Street	2.5	1,364	18	A
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	1,526	20	A
	Moore Park Road (Anzac Pde to Greens Road)	2.5	643	9	A
	Anzac Parade to South Dowling Street	3.1	1,606	17	A
	South Dowling Street to Bourke Street	4.7	1,606	11	A
	Bourke Street to Crown Street	1.9	1,241	22	A
	Crown Street to Riley Street	2.0	1,078	18	A
	Riley Street to Elizabeth Street	1.8	992	19	A
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	1,105	22	A
	Moore Park Road to South Dowling Street	1.3	482	12	A
	South Dowling Street to Taylor Square	1.2	344	10	A
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	553	12	A
	Greens Road (western footpath)	1.9	553	10	A
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	553	8	A
	Oatley Road (western footpath)	1.9	553	10	A
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	553	8	A
	Regent Street (western footpath)	2.0	553	9	A
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	1,105	11	A
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	1,105	14	A
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	3,098	26	B
	Anzac Parade (western footpath)	3.6	3,098	29	B
	Cleveland Street (northern footpath)	3.4	3,098	30	B

Crowd Size		55,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	2,910	16	A
	Tibby Cotter Bridge to South Dowling Street	6.0	2,910	16	A
	South Dowling Street to Bourke Street	5.0	2,354	16	A
	Bourke Street to Crown Street	2.3	2,066	30	B
	Crown Street to Elizabeth Street	1.6	2,004	42	C
	Elizabeth Street to Chalmers Street	2.5	1,943	26	B
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	2,177	29	B
	Moore Park Road (Anzac Pde to Greens Road)	2.5	915	12	A
	Anzac Parade to South Dowling Street	3.1	2,288	25	B
	South Dowling Street to Bourke Street	4.7	2,288	16	A
	Bourke Street to Crown Street	1.9	1,769	32	B
	Crown Street to Riley Street	2.0	1,535	26	B
	Riley Street to Elizabeth Street	1.8	1,413	27	B
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	1,578	31	B
	Moore Park Road to South Dowling Street	1.3	687	18	A
	South Dowling Street to Taylor Square	1.2	491	14	A
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	789	16	A
	Greens Road (western footpath)	1.9	789	14	A
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	789	11	A
	Oatley Road (western footpath)	1.9	789	14	A
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	789	11	A
	Regent Street (western footpath)	2.0	789	13	A
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	1,578	15	A
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	1,578	20	A
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	3,614	30	B
	Anzac Parade (western footpath)	3.6	3,614	33	C
	Cleveland Street (northern footpath)	3.4	3,614	35	C

Crowd Size		78,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	6,890	38	C
	Tibby Cotter Bridge to South Dowling Street	6.0	6,890	38	C
	South Dowling Street to Bourke Street	5.0	5,928	40	C
	Bourke Street to Crown Street	2.3	5,416	78	E
	Crown Street to Elizabeth Street	1.6	5,317	111	F
	Elizabeth Street to Chalmers Street	2.5	5,219	70	E
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	4,232	56	D
	Moore Park Road (Anzac Pde to Greens Road)	2.5	2,115	28	B
	Anzac Parade to South Dowling Street	3.1	5,287	57	D
	South Dowling Street to Bourke Street	4.7	5,287	37	C
	Bourke Street to Crown Street	1.9	4,395	79	E
	Crown Street to Riley Street	2.0	3,988	66	E
	Riley Street to Elizabeth Street	1.8	3,791	72	E
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	2,647	52	D
	Moore Park Road to South Dowling Street	1.3	1,179	30	B
	South Dowling Street to Taylor Square	1.2	842	23	B
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	1,324	28	B
	Greens Road (western footpath)	1.9	1,324	23	B
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	1,324	18	A
	Oatley Road (western footpath)	1.9	1,324	23	B
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	1,324	19	A
	Regent Street (western footpath)	2.0	1,324	22	A
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	2,647	25	B
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	2,647	34	C
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	4,955	41	C
	Anzac Parade (western footpath)	3.6	4,955	46	C
	Cleveland Street (northern footpath)	3.4	4,955	49	C

Crowd Size		95,000			
Pedestrian Route	Location	Footpath Width (m)	Pedestrian Demand	People / m / min	Footpath LOS
Route 1: Devonshire Street	Tibby Cotter Bridge	6.0	9,253	51	D
	Tibby Cotter Bridge to South Dowling Street	6.0	9,253	51	D
	South Dowling Street to Bourke Street	5.0	7,914	53	D
	Bourke Street to Crown Street	2.3	7,223	105	F
	Crown Street to Elizabeth Street	1.6	7,088	148	F
	Elizabeth Street to Chalmers Street	2.5	6,953	93	F
Route 2: Fitzroy Street / Foveaux Street	Moore Park Road (SFS to Greens Road)	2.5	5,678	76	E
	Moore Park Road (Anzac Pde to Greens Road)	2.5	2,846	38	C
	Anzac Parade to South Dowling Street	3.1	7,115	77	E
	South Dowling Street to Bourke Street	4.7	7,115	50	D
	Bourke Street to Crown Street	1.9	5,870	106	F
	Crown Street to Riley Street	2.0	5,319	89	F
	Riley Street to Elizabeth Street	1.8	5,051	96	F
Route 3: Flinders Street	Moore Park Road (Greens Road to Flinders Street)	1.7	3,541	69	E
	Moore Park Road to South Dowling Street	1.3	1,598	41	C
	South Dowling Street to Taylor Square	1.2	1,142	32	B
Route 4: Greens Road	Greens Road (eastern footpath)	1.6	1,770	37	C
	Greens Road (western footpath)	1.9	1,770	31	B
Route 5: Oatley Road	Oatley Road (eastern footpath)	2.4	1,770	25	B
	Oatley Road (western footpath)	1.9	1,770	31	B
Route 6: Regent Street	Regent Street (eastern footpath)	2.3	1,770	26	B
	Regent Street (western footpath)	2.0	1,770	30	B
Route 7: Moore Park Rd	Moore Park Road (eastern footpath)	3.5	3,541	34	C
Route 8: Anzac Parade	Anzac Parade (eastern footpath)	2.6	3,541	45	C
Route 9: Cleveland Street	Dr Agnes Bennett Bridge	4.0	5,987	50	D
	Anzac Parade (western footpath)	3.6	5,987	55	D
	Cleveland Street (northern footpath)	3.4	5,987	59	D

Appendix B: Detailed PRCA Outputs (Intersections)

Crowd Size		8,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	345	51	40	120	33%	15.0	23	0.30	A
Devonshire Street / Bourke Street	Route 1	279	62	22	70	31%	25.7	11	0.12	A
Devonshire Street / Crown Street	Route 1	245	31	25	90	28%	20.0	12	0.28	A
Devonshire Street / Elizabeth Street	Route 1	237	27	25	70	36%	25.7	9	0.21	A
Devonshire Street / Chalmers Street	Route 1	230	25	22	70	31%	25.7	9	0.25	A
Moore Park Road / Driver Avenue	Route 2/3/4	287	22	50	90	56%	20.0	14	0.28	A
Moore Park Road / Anzac Parade	Route 2	302	21	55	110	50%	16.4	18	0.43	A
South Dowling Street / Fitzroy Street	Route 2	272	18	40	110	36%	16.4	17	0.60	A
Fitzroy Street / Bourke Street	Route 2	272	21	20	90	22%	20.0	14	0.52	A
Foveaux Street / Crown Street	Route 2	210	24	20	60	33%	30.0	7	0.19	A
Foveaux Street / Riley Street	Route 2	183	27	20	60	33%	30.0	6	0.15	A
Foveaux Street / Elizabeth Street	Route 2	183	26	24	70	34%	25.7	7	0.18	A

Crowd Size		20,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	914	51	40	120	33%	15.0	61	0.80	A
Devonshire Street / Bourke Street	Route 1	740	62	22	70	31%	25.7	29	0.32	A
Devonshire Street / Crown Street	Route 1	649	31	25	90	28%	20.0	32	0.75	A
Devonshire Street / Elizabeth Street	Route 1	630	27	25	70	36%	25.7	25	0.60	A
Devonshire Street / Chalmers Street	Route 1	610	25	22	70	31%	25.7	24	0.66	A
Moore Park Road / Driver Avenue	Route 2/3/4	759	22	50	90	56%	20.0	38	0.77	A
Moore Park Road / Anzac Parade	Route 2	798	21	55	110	50%	16.4	49	1.17	C
South Dowling Street / Fitzroy Street	Route 2	718	18	40	110	36%	16.4	44	1.56	D
Fitzroy Street / Bourke Street	Route 2	718	21	20	90	22%	20.0	36	1.33	C
Foveaux Street / Crown Street	Route 2	555	24	20	60	33%	30.0	19	0.53	A
Foveaux Street / Riley Street	Route 2	482	27	20	60	33%	30.0	16	0.40	A
Foveaux Street / Elizabeth Street	Route 2	482	26	24	70	34%	25.7	19	0.48	A

Crowd Size		30,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	1446	51	40	120	33%	15.0	96	1.25	C
Devonshire Street / Bourke Street	Route 1	1172	62	22	70	31%	25.7	46	0.51	A
Devonshire Street / Crown Street	Route 1	1030	31	25	90	28%	20.0	52	1.21	C
Devonshire Street / Elizabeth Street	Route 1	999	27	25	70	36%	25.7	39	0.93	B
Devonshire Street / Chalmers Street	Route 1	968	25	22	70	31%	25.7	38	1.04	B
Moore Park Road / Driver Avenue	Route 2/3/4	1199	22	50	90	56%	20.0	60	1.21	C
Moore Park Road / Anzac Parade	Route 2	1263	21	55	110	50%	16.4	77	1.83	D
South Dowling Street / Fitzroy Street	Route 2	1137	18	40	110	36%	16.4	69	2.44	D
Fitzroy Street / Bourke Street	Route 2	1137	21	20	90	22%	20.0	57	2.11	D
Foveaux Street / Crown Street	Route 2	880	24	20	60	33%	30.0	29	0.81	A
Foveaux Street / Riley Street	Route 2	765	27	20	60	33%	30.0	26	0.64	A
Foveaux Street / Elizabeth Street	Route 2	765	26	24	70	34%	25.7	30	0.76	A

Crowd Size		40,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	2041	51	40	120	33%	15.0	136	1.78	D
Devonshire Street / Bourke Street	Route 1	1652	62	22	70	31%	25.7	64	0.71	A
Devonshire Street / Crown Street	Route 1	1450	31	25	90	28%	20.0	73	1.70	D
Devonshire Street / Elizabeth Street	Route 1	1407	27	25	70	36%	25.7	55	1.31	C
Devonshire Street / Chalmers Street	Route 1	1364	25	22	70	31%	25.7	53	1.45	C
Moore Park Road / Driver Avenue	Route 2/3/4	1696	22	50	90	56%	20.0	85	1.72	D
Moore Park Road / Anzac Parade	Route 2	1784	21	55	110	50%	16.4	109	2.60	D
South Dowling Street / Fitzroy Street	Route 2	1606	18	40	110	36%	16.4	98	3.46	D
Fitzroy Street / Bourke Street	Route 2	1606	21	20	90	22%	20.0	80	2.96	D
Foveaux Street / Crown Street	Route 2	1241	24	20	60	33%	30.0	41	1.14	C
Foveaux Street / Riley Street	Route 2	1078	27	20	60	33%	30.0	36	0.89	B
Foveaux Street / Elizabeth Street	Route 2	1078	26	24	70	34%	25.7	42	1.06	B

Crowd Size		55,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	2910	51	40	120	33%	15.0	194	2.54	D
Devonshire Street / Bourke Street	Route 1	2354	62	22	70	31%	25.7	92	1.02	B
Devonshire Street / Crown Street	Route 1	2066	31	25	90	28%	20.0	103	2.40	D
Devonshire Street / Elizabeth Street	Route 1	2004	27	25	70	36%	25.7	78	1.86	D
Devonshire Street / Chalmers Street	Route 1	1943	25	22	70	31%	25.7	76	2.08	D
Moore Park Road / Driver Avenue	Route 2/3/4	2419	22	50	90	56%	20.0	121	2.44	D
Moore Park Road / Anzac Parade	Route 2	2542	21	55	110	50%	16.4	155	3.69	E
South Dowling Street / Fitzroy Street	Route 2	2288	18	40	110	36%	16.4	140	4.95	E
Fitzroy Street / Bourke Street	Route 2	2288	21	20	90	22%	20.0	114	4.22	E
Foveaux Street / Crown Street	Route 2	1769	24	20	60	33%	30.0	59	1.64	D
Foveaux Street / Riley Street	Route 2	1535	27	20	60	33%	30.0	51	1.26	C
Foveaux Street / Elizabeth Street	Route 2	1535	26	24	70	34%	25.7	60	1.52	C

Crowd Size		78,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	6890	51	40	120	33%	15.0	459	6.00	F
Devonshire Street / Bourke Street	Route 1	5928	62	22	70	31%	25.7	231	2.55	D
Devonshire Street / Crown Street	Route 1	5416	31	25	90	28%	20.0	271	6.31	F
Devonshire Street / Elizabeth Street	Route 1	5317	27	25	70	36%	25.7	207	4.93	E
Devonshire Street / Chalmers Street	Route 1	5219	25	22	70	31%	25.7	203	5.57	F
Moore Park Road / Driver Avenue	Route 2/3/4	4702	22	50	90	56%	20.0	235	4.75	E
Moore Park Road / Anzac Parade	Route 2	5874	21	55	110	50%	16.4	359	8.55	F
South Dowling Street / Fitzroy Street	Route 2	5287	18	40	110	36%	16.4	323	11.42	F
Fitzroy Street / Bourke Street	Route 2	5287	21	20	90	22%	20.0	264	9.78	F
Foveaux Street / Crown Street	Route 2	4395	24	20	60	33%	30.0	147	4.08	E
Foveaux Street / Riley Street	Route 2	3988	27	20	60	33%	30.0	133	3.28	D
Foveaux Street / Elizabeth Street	Route 2	3988	26	24	70	34%	25.7	155	3.92	E

Crowd Size		95,000								
Intersection	Relevant Walking Route	Pedestrian flow in 30 minute egress period	Queuing Space (sqm)	Pedestrian Crossing Time (s)	Overall Cycle Time (s)	% Ped Green Time	Cycles per 30 min period	Pedestrians crossing per cycle	Relative Queue density	LOS
South Dowling Street / Moore Park West	Route 1	9253	51	40	120	33%	15.0	617	8.07	F
Devonshire Street / Bourke Street	Route 1	7914	62	22	70	31%	25.7	308	3.41	D
Devonshire Street / Crown Street	Route 1	7223	31	25	90	28%	20.0	361	8.41	F
Devonshire Street / Elizabeth Street	Route 1	7088	27	25	70	36%	25.7	276	6.57	F
Devonshire Street / Chalmers Street	Route 1	6953	25	22	70	31%	25.7	270	7.41	F
Moore Park Road / Driver Avenue	Route 2/3/4	6309	22	50	90	56%	20.0	315	6.36	F
Moore Park Road / Anzac Parade	Route 2	7905	21	55	110	50%	16.4	483	11.50	F
South Dowling Street / Fitzroy Street	Route 2	7115	18	40	110	36%	16.4	435	15.38	F
Fitzroy Street / Bourke Street	Route 2	7115	21	20	90	22%	20.0	356	13.19	F
Foveaux Street / Crown Street	Route 2	5870	24	20	60	33%	30.0	196	5.44	F
Foveaux Street / Riley Street	Route 2	5319	27	20	60	33%	30.0	177	4.37	E
Foveaux Street / Elizabeth Street	Route 2	5319	26	24	70	34%	25.7	207	5.23	E

Appendix C: Incorporation of Stakeholder Feedback

The table below provides a summary of feedback received from organisations during the preparation of the Pedestrian Route Capacity Assessment and how these have been addressed. It should be noted that during the drafting process section numbering and referencing changed and accordingly may differ between the 'issues raised' column and the 'response' columns. The 'section reference' column refers to the numbering as per this version of the Pedestrian Route Capacity Assessment. Where feedback has been considered and not triggered a revision to the Pedestrian Route Capacity Assessment, 'n/a' has been inserted in the 'section reference' column.

Stakeholder	Issue Raised	Response	Section Reference
NSW Police	Southern footpath of Moore Park Rd, between Oatley Rd and Anzac Pde not included in the analysis	Southern footpath of Moore Park Road considered in the updated analysis	2.3, 3
	Misrepresentation of police function at Moore Park Rd and Regent St for Category C events. The document indicates Police manage pedestrian flow. That is not correct, this is strictly a HVM role at Gate 1, and once retractable bollards (or other option) are installed by the SCG Trust that role will no longer be required.	Figure updated to reflect advice from NSW Police including HVM role at Gate 1	4
	Figure 8 Category B/A events (page 27) on Moore Park Rd, at Oatley Road and Regent St, this function by police has only been used at large concerts (A+ events by agreement). With the new SFS opening and the new manner in which spectators will leave it may need further assessment regarding these additional police roles on Moore Park Rd	Figures amended to reflect NSW Police feedback	4
	Key footpaths and intersections not included in analysis, those being: - Southern footpath of Moore Park Rd, - Intersection of Moore Park Rd X Driver Ave - Moore Park Rd x Anzac Pde/Flinders St - Fitzroy St and South Dowling Street	Updated report analyses all intersections and footpaths as nominated by NSW Police	3
	Considerable value in a debrief post the first major event for the measures to be reviewed and plans revised	Noted in recommendations	4

Stakeholder	Issue Raised	Response	Section Reference
Greater Sydney Parklands	Grammatical and formatting errors (page 2, 11, 14, 19, 20)	Corrected in updated document	1.2, 2.6, 2.7, 3.2
	Questioned why 0% of light rail trips were considered in the pedestrian route analysis	The analysis focused on pedestrian footpaths and intersections outside of the immediate Moore Park East precinct. Pedestrian travel to and from the light rail stop is fully contained within the Moore Park East precinct and does not add to demand on any of the footpaths or intersections assessed in the PRCA.	n/a
City of Sydney Council	Recommended the recommendation to close pop-up bicycle lanes on Moore Park Road and Fitzroy Street to manage conflicts between pedestrians and cyclists and increase footpath capacity be removed	This measure to manage conflicts between pedestrians and cyclists is already implemented for events at the SCG. Following further consultation with Transport for NSW, including their major event planning team, it was confirmed that so long as the pop-up cycleways remain in place then this temporary post-event closure will continue to occur. The document has been updated however to note the following in response to Council's feedback <i>"It is noted that the pop-up cycleways on both Moore Park Road and Fitzroy Street are temporary only and, following the completion of the Oxford Street cycleway, Council intends to remove these pop-up cycleways. Should the pop-up cycleways be removed then discussions should be held at the MEOG level in relation to any revisions required to pedestrian management measures as advised in this updated PRCA document"</i>	4
	Support measures such as "increase green times for pedestrian fast clearance in the intersection" and "close trafficable lane on major event days" with consultation with City	Noted	n/a
Transport for NSW	The route along Moore Park Road (westbound – shown in purple below) was missing. It should also be analysed and management measures identified (if required).	Southern footpath of Moore Park Road considered in the updated analysis	2.3, 3

Stakeholder	Issue Raised	Response	Section Reference
	Foveaux Street is a supplementary bus route that supplements light rail for large events. Bus services would need to be maintained	The updated document specifically notes that bus services on Foveaux Street would need to be maintained in the event of a temporary closure post event	4
	Transport for NSW is listed as responsible for identifying suitable levels of pedestrian management to be in place for events held at SFS during pre-event planning sessions undertaken by MEOG and measures may include additional on site personnel. This should be the responsibility (Green Dot) of both Venues NSW and NSW Police. Additionally I'm not sure MEOG is the correct forum for this	The document has been updated to note that VNSW, TfNSW, NSW Police and GSP all have a shared collective responsibility in determining suitable levels of pedestrian management in the precinct, which will be undertaken through pre-event planning. Specific reference to MEOG has been removed.	4
	Pg22 -24 – Table notes maintain existing arrangements where pop up cycleway on Moore Park Rd / Fitzroy St are closed to manage conflicts between Pedestrians and cyclists and increase footpath capacity – this can occur up until the pop up cycleway is removed but the end state of this area once that is removed may not result in the additional pedestrian footpath capacity in this form.	The recommendation has been amended to note that when the pop-up cycleways are removed the pedestrian analysis should be revisited. This is also reinforced in the last paragraph of Section 4 on Page 21 of the document.	4

Stakeholder	Issue Raised	Response	Section Reference
	In general, there is a gap in planning that requires a review of the precinct Crowd Management / Pedestrian Management / Traffic Management Plan to ensure the safe operations of events. This comment is in support of the NSW Police feedback indicating the same with areas slightly further away from the Stadium needing to be considered such as South Dowling St x Fitzroy St (intersection received a D rating from 20,000 crowds and above).	The document provides a framework, scalable based on event size and circumstances, for determining suitable levels of traffic and pedestrian management both in the immediate Moore Park area as well as intersections located outside of the precinct. It already considers the need for traffic control at intersections further away from the SFS such as South Dowling Street / Fitzroy Street based on crowd size. The document now notes that monitoring of initial events held at the SFS should be undertaken to review the appropriateness of the measures contained in this analysis. This requirement for monitoring is reinforced in Conditions A9 through to A14 of the development consent for the Sydney Football Stadium Redevelopment (Stage 2) project SSD 9835. As part of this monitoring consultation will be undertaken with relevant stakeholders, particularly NSW Police and Transport for NSW, to review the effectiveness of the measures in place and determine whether any modifications are required to support pedestrian movements to and from events held at the SFS.	n/a
Venues NSW	Include analysis of Cleveland Street given high pedestrian demands	Cleveland Street route considered in the updated analysis	2.3, 3
	Route 2, 3 & 4 – as indicated are incorrectly depicting the intended pedestrian route especially once the Greater Sydney Parkland (GSP) removes on-grass from upper Kippax	The route through Upper Kippax is yet to be defined. In response to the feedback the relevant figure has been updated to note that the route through Upper Kippax is 'indicative only and subject to further planning from GSP'	2.3
	An adequate pedestrian corridor from the light rail stop will need to be accommodated by GSP as part of the masterplan works currently being undertaken	Noted – this forms part of the masterplan works being undertaken by GSP	n/a
	The cycleway is expected to be relocated to Oxford Street sometime in 2023. When this eventuates, what is the resulting affect to the analysis conducted?	The analysis for Moore Park Road did not consider the effects of the pop-up cycleway – therefore a conservative assumption adopted	n/a

Stakeholder	Issue Raised	Response	Section Reference
	The intersection of Bourke Street and South Dowling Street is noted to be a problem for events of 40,000. For a sold-out event, specifically concerts, attendance would far exceed 40k. What is the infrastructure requirement/solution to address the issue noted in the analysis	The operational requirements to accommodate pedestrian demands for large events of 40,000 people or more are document in the updated assessment.	4
	Having NSW Police stationed at key signalised intersections is not viable. However, given that holding concurrent events at the SCG and SFF with identical finish and start times is a remote possibility, it is understood that the measures proposed in section 3.2 will not be required. Is this correct	Generally this is correct and through operational measures such as allocating more green time at traffic lights pedestrian flows can be accommodated for the majority of events. The need for additional police presence will be determined as part of pre-event planning undertaken for events held at the SFS.	4
	1) TCPs for “All Events” – to be amended as follows: a. TCPs for Driver Ave are owned and managed by GSP in consultation with VNSW. VNSW has a supporting function in this respect. b. TCPs for Moore Park Road for a concert event is carried out by VNSW. This is in consultation with TfNSW, GSP, CoS and Police. 2) “Temporary closure of Driver Avenue to traffic before, during and after event” – to be amended for each tier of event with VNSW providing a “supporting” function.	Amended in line with VNSW comments	4
	It is noted that the JMT 3rd May documentation seeks to discharge conditions D10 & D11 of the SFS Development Consent. Could you please confirm if a subsequent report will be provided to address condition D12.	Confirmed – Condition D12 was separately addressed.	n/a