

Future Music Festival 2012

Overview of Pedestrian Transport & Traffic Management Plan

Royal Randwick Racecourse
Saturday 10 March 2012



FUTURE
ENTERTAINMENT

Event & Sports
Projects Australia

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Version: 1.0 28 September 2011

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1 GENERAL INFORMATION

1.1 Purpose

The purpose of this document is to provide an overview of operational elements that were discussed at the Future Music Festival Pedestrian, Transport & Traffic Planning workshop that was held on Monday 29 August 2011 at ATC. These operational elements are currently being developed in consultation with the organiser and relevant agencies, and will form the basis of the Traffic and Transport Management Plan (TMP) for the **2012 Future Music Festival, scheduled to be held 12noon to 10pm on Saturday 10 March at Randwick Racecourse.**

This overview of the TMP provides the general operational strategy that is being proposed, based on information gathered during the workshop and an ongoing detailed consultation process with the key stakeholders who are identified below, and based on a review of operational information gained from the 2011 event.

It is intended that the final document will provide an adequate and consistent plan that describes, and provides plans to control and facilitate the management of Traffic, Access, Transport, and Pedestrian movements external to the venue, being, Randwick Racecourse, during the various phases of Event Operations. The 2012 TMP particularly focuses on the requirements for the bump-in and bump-out phase as well as the egress of patrons at the conclusion of the event and the proposed treatments required to assist safe exit from the venue, including the strategies required to facilitate the shuttle bus movements and minimise disruption to the non-event community.

1.2 Organisational Context

Event & Sports Projects Australia Pty Ltd (ESPA) have been engaged by Future Entertainment, organisers of Future Music Festival, to compile the Pedestrian, Traffic & Transport Management Plan for the Future Music Festival to be held on Saturday 10 March 2012.

ESPA have compiled this initial descriptive version of the TMP based on items discussed in the 29 August workshop, feedback and recommendations made by Future Entertainment and relevant traffic and transport agencies including NSW Police – Eastern Beaches LAC, Randwick Council, State Transit Authority, RTA and also I-Sec Security and ATC – based on each agencies involvement with previous events at the site and operational observations from previous events.

1.3 Key Stakeholders & Contacts

Event Promoter/ Proponent

Brett Robinson, Director
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Event Promoter

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www.futureentertainment.com.au

Landowners

Australian Turf Club (ATC) - Randwick Racecourse
Randwick Council
Local Residents and Businesses
Commercial Landowners
UNSW

Operational Agencies

NSW Police, Eastern Beaches, Maroubra Local Area Command
State Transit Authority (STA)
Transport NSW - NSW Roads & Traffic Authority (RTA)
Transport NSW – Transport Division (previously MOT)
RailCorp & Ferries

Interested Parties

Moore Park & Centennial Parklands Trust (& MEOG)
Sydney Cricket Ground Trust & Sydney Football Stadium (SFS)
DPC, Community Engagement & Events Division (CEED) and Moore Park Operations Group (MEOG)
Event Suppliers
Entertainment Quarter
Playbill Entertainment (Horden Pavilion & Hall of Industries)
ATC Staff, Members, Patrons, Stakeholders, Horse Float Owners, Trainers & Stable Employees

1.4 Qualifier – Scope of Work

ESPA will be undertaking an extensive consultancy process with the key agencies noted above to ensure that the final operational documentation to be used, has been developed by balancing the interests of all parties, and is an accurate and consistent representation the various interests of these agencies and best practices by outlining operational strategies and identifying the roles and responsibilities of these key agencies. The consultation and meeting process with these agencies will continue over the next few months leading up to the event and through the operational period.

The TMP addresses the following aspects of the event;

1. Bump-in and bump-out operations (revised for 2012 event)
2. Overview of Transportation, parking and access operations
3. Precinct loading/ ingress operations,
4. Precinct unloading/ dispersal & egress operations,
5. Overview of external pedestrian flows and general operations,
6. Defining the areas within RRC precinct and immediate surrounds to be considered,
7. Overview of traffic management strategies agreed to be implemented in order to facilitate Traffic, Pedestrian and Transport flows in and around the site including a draft version the Traffic Control Plans (TCPs), version dated 26 Sep 11, and a summary of resource required to implement the proposed traffic treatments.

ESPA has not been engaged to or responsible for; undertaking an independent risk assessment of the recommendations and designs provided by key agencies, or undertaking a design process. ESPA will assist with overseeing the implementation/ operational aspects of the event in cooperation with the event organiser, other operational agencies and contractors.

1.5 Timeline

Task	Date
Draft 1 descriptive TMP and draft version of TCPs Submitted to FE	Wednesday 28 September
Draft 1 of all attachments listed in section 10 of this document to be made available for distribution.	1 November 2011
Randwick Council Traffic Committee Meeting, with an in-principle (or conditional) approval for DA being sought.	November TC Meeting
Development Application Notice of Determination to be issued	By 15 December 2011
Second round of consultations January-February 2012.	January-February 2012
Agency operations plans worked through relevant elements of TMP to be included in final version of TMP:	Throughout February 2012
Final Print version of TMP for Distribution	Friday 24 February 2012
Version control amendments only and distributed as required	Up to Wednesday 29 February 2012 Wed 29 Feb at ATC (prior to commencement of bump-in)
Bump-in briefing for all contractors, site staff, venue operations staff etc.	
Final Stakeholders Operations meeting	Thursday 8 March 2012
No Further Changes or Amendments to printed documents	From 09 March 2012
Bump-in Phase (29 Feb – 10 March)	From Saturday 29 Feb (tbc)
Operations	Saturday 10 March
Bump-out	11-16 March
Debrief (2 weeks after event approx. 27 March	TBC

1.6 Event Overview

Event Name:	2012 Future Music Festival
Event Owner:	Future Entertainment Pty Ltd
Date:	Saturday 10 March 2012
Venue/ Location:	Randwick Racecourse, Randwick
Activity:	Large Site, Multiple Stage Music Festival, featuring Live bands and International DJ's.
Proposed Attendance:	45,000 ticketed patrons
Classification:	Class 1-2 Event (based on; attendance, impacts on local road systems, impacts on local residents, requirement of Police and security to be in attendance and other criteria as outlined within RTA planning matrix). <i>Recommended that a Class 1 Category be applied to this event for 2012.</i>
Demographic:	Male and Female 18 – 25 years would make up the primary demographic.
Gates Open:	12:00 Midday (Ingress 12:00 midday to ~ 5:00pm)
Concludes:	10:00 PM
Event Transportation: (Fully Integrated Ticket being used for this event)	Special event transport planning and resources are required for this event. Event organisers are currently considering a Full Integrated Transport/ Gate Ticket. 45 Buses to be used for Ingress and 115 buses used for Egress
Lane & Road Closures:	Lane and Road closures will be required to be implemented during specific times, primarily used to facilitate the Egress operations of patrons from the venue at the conclusion of the event.
Special Event Clearways:	Special event clearways will be required on some roadways, East side Pitt St CBD between Eddy & Hay, both sides Darley Rd between Alison & RRC Gates, Anzac Pde, High St, Alison Rd.
Temporary No Stopping & Work Sites:	May be required and installed along specific areas of roadways as suggested by Council.
Temporary Bus Zone:	Temporary (or extended) bus zones will used to facilitate the set-down and pick-up of patrons in close proximity to venue entry points, primarily on High Street. Additional drop-off Area for Charter Buses will be available on High Street west of High St Gate, minimal Charter pick-ups from Driver Ave.
Car Parking	Approximately 1,100 free car parking spaces are available on the infield
Staff Car Parking	Parking for Staff and Police is available on the infield in addition to above
VIP, Talent, Supplier	A detailed access and parking plan has been developed for the precinct in coordination with FE and ATC.
Temporary Taxi Ranks:	Taxi area within RRC will be utilised and staffed with Taxi Staff
Private Vehicle Set-down:	Private vehicles directed to infield parking, public transport encouraged
Event Shuttle Bus:	An event shuttle bus will operate to and from Central Station
Key Stakeholders:	Identified above
Promotion & marketing:	Future Entertainment
Production & site operations:	Future Entertainment
Event Website:	www.futuremusicfestival.com.au

1.7 Event Details

The Future Music Festival will be held on Saturday 10 March 2012 at Randwick Racecourse. The event will be operational between the hours of 12:00 midday until 10:00 pm.

The organisers are expecting 45,000 patrons to attend with an approximate split of 65% males and 35% females in the age brackets of 18 to 25. The event is an 18+ event and identification checks will occur prior to entry to the event. This is an increase of 3,000 patrons from 2011 event.

1.8 Key Operational Elements to be considered

The TMP considers a number of operational elements that are encountered over the various phases of this event including bump-in and bump out phases, preparation and operational phases focussing on patron flows, on the way to the venue, loading the venue, exiting the venue and on route from the venue.

It is also important to consider standard operating and access practices for event days that are currently used at Randwick Racecourse and integrate relevant operating practices into this plan where possible. The non-event community, are regarded as a key stakeholders when developing operational plans with strong considerations about how we minimise the impact on the NEC.

The following operational elements will need to be considered for this event;

- Patrons arriving at the venue on foot,
- Patrons travelling to the venue by public transport (using Integrated Ticket),
- Patrons travelling to the venue by private vehicle,
- VIP & corporate guests, special guests and parking arrangements,
- Staff, media vehicles, equipment & access arrangements,
- Persons with disabilities and accessibility arrangements,
- General public & pedestrians, not associated with the event,
- Residents and nearby businesses (and identified impacts),
- General Public car parking & access,
- Medical help point (First Aid) & Ambulance & Emergency vehicle access,
- Shuttle bus routes from train stations & car parking areas,
- General public motor vehicle traffic flows, not associated with the event,
- Identification of increased traffic or pedestrian generators, such as other events,
- Other events scheduled close to this area at the same or similar time,
- Notifications & signage,
- Ingress (venue loading) & Egress considerations,
- Transport messaging
- Transport operations
- Communications Policy along with Control & Command
- Required resources such as temporary infrastructure, equipment and staff.

1.9 Other Traffic & Pedestrian Generators

We have identified that there are 2 other significant events on the same day and therefore will require a reasonably integrated approach to managing the 3 events on Saturday 10 March.

The 2 other events are;

- A-League Rnd 23 at SFS between Sydney FC and Melbourne Victory, Saturday 10 March (15,000 – 35,000 people, depending on where either team are placed on the ladder at the time), Gates open 5:45pm, Game Starts at 7:45pm and due to finish at 9:35pm, egress 9:35pm – 10:15pm.
- Taste of Sydney at Centennial Park, 8-11 March, approx. 5,000 people, first session 12-4pm, second session 5-9pm.

We have spoken to both Dayna Branagan from CP and Daniel Hogan from SFS and we agree that there needs to be a reasonably integrated approach to managing Crowds, Traffic and Transport requirements on this evening.

Raymond Carroll from STA has also voiced the need to coordinate transportation as there may be a high demand on buses and space requirements at Central Station.

Part of the Transport Plan for FMF is to consider the use of an area near the Moore Park precinct to be used for FMF private charter buses, set-down and pick-up in order to minimize congestion in the immediate areas of ATC, with this option requiring consultation with both CP and SFS.

Another Part of the FMF pedestrian egress plan is to use the bus lane (up to Lang Rd/ Cleveland St), with the use of the bus lane up to Moore Park Rd not being available due to A-League Game.

Daniel from SFS has mentioned that the Police have (in the past) directed Melbourne Supporters South to Cleveland St and Sydney FC supporters North toward Moore Park Rd and Oxford St to avoid spectator clashes, however sending Melbourne Supporters South to Cleveland at 9:35pm may impact with Peds from FMF being directed north along the bus lane and meeting at Lang/ Anzac/ Cleveland St.

The organisers have been invited to present the outline of the TMP to the November MEOG on Tuesday 1 November.

Further investigation is required to determine if there are any other events within the Moore Park Precinct including, SCG, Entertainment Quarter, and Playbill Venues that may generate additional Traffic & Pedestrian activity throughout this area that needs to be considered.

2 AUTHORITY AND APPROVAL

2.1 Authority (Area of Incidence & Duration)

The final agreed version of the TMP (to be provided to Council on 24 February 2012) will be used along with associated plans and attachments, as the primary document for the management and control of Traffic and Transport systems for the 2012 Future Music Festival as a 'one-off' plan for 2012 Future Music Festival only. This plan and its associated Traffic Control Plans may not be amended or used for any other event at any other time, other than the event and timeframe specified within this document, and must not be used for any other purpose.

2.2 General Objectives of the TMP

- Serve as the key document that is agreed to by all parties so that it serves as 'core' information that agencies may refer to and operate from for the 2011 FMF event.
- Provide an overall strategy that aims to improve the safety of staff working on events at the venue, the patrons who attend RRC events, and the general public around the precinct who are not directly associated with events at the venue,
- Provide an overview of information that has been gathered and outline the process taken, that has led to the compilation of the strategies and recommendations herein (when final),
- Provide a description of the various traffic and crowd management elements that need to be considered for patrons attending events at RRC,
- Provide an overview of traffic and crowd management strategies in and immediately surrounding the venue that allow RRC events to operate successfully, as a result of historical feedback from other events and key items raised by stakeholders, primarily ATC, NSW Police, Randwick Council and RTA,
- Provide a useable framework for the event organiser and each agency to refer to and in turn review and draft their own operational plans,
- Provide a plan whereby a monitoring process may be implemented to ensure continual improvement of operations and occupational health & safety standards may be documented within the final draft and communicated appropriately to staff working at this event.

2.3 Additional Generic Objectives of the TMP

- Provides good business management practice,
- Assists with strategic planning,
- Reduces unexpected and costly surprises,
- More effective and allocation of resources,
- Better delivery of projects and programs,
- Assists in clearly defining insurance requirements,
- Better information for decision making,
- Compliance with regulatory requirements,
- Assists in preparation for auditing,
- Aims to reduce the likelihood and consequence of something going wrong,
- Instils confidence,
- Assists with analysing opportunity vs. risk.

2.4 Approvals & Process

The final document is to recognise that the appropriate due process and consultation has been undertaken, involving the relevant key stakeholders, and that this dated print version of the TMP (24 Feb 2012) is an accurate representation of the planning and operational deliverables agreed by all stakeholders.

We are seeking an 'in principal' notice of Approved determination to be issued from Council by 15 December 2011 that clearly outlines the terms and conditions of the final approval and any additional items that the Council requires to be considered and included in the final version of the TMP.

It is understood that a number of persons will be responsible for reviewing the Traffic & Transport Management Strategy that has been put forward, these persons or agencies are;

Brett Robinson & Jason Ayoubi

Directors, Future Entertainment (Brett: 0417 330 573, & Jason: 0412 536 698)

Denis Sheahan

Future Entertainment Site Manager (M: 0409-040-706)

Lynell Peck (TBC)

Executive Director, Functions & Event Operations (02 9663 8501)

Randwick Racecourse

Shane Brady

Randwick Racecourse, Security & Risk Manager

Adam Smith

Randwick Racecourse, Site & Licensing (M: 0422 271 555)

Karen Griffiths

NSW Police, Traffic Sergeant from Eastern Beaches LAC, Maroubra (T: 9349 9301)

Raymond Carroll

STA Representative from the TMC (M: 0411 407 425)

Michael Flanagan

RTA Regional Network Commander & Local Area Representative (M: 0412 240 186)

Dean Rapp

RTA TMC Representative (T: 02 8396 1580)

Tony Lehmann

Randwick Council, Manager, Integrated Transport Group, (T: 02 9399 0559)

John Flanigan

Randwick Council, Manager, Senior Traffic Engineer, (T: 9399 0924)

Julian Sanderson

Event & Sports Projects Australia Pty Ltd

TMP Compiler & Operations Facilitator (M: 0422 301 041)

RTA, Design & Audit Traffic Plans Cert No: 2253006584

Other Interested Parties

Rail Corp Representative

Greg Huish

Ministry of Transport Representative

MEOG, Moore Park Operations Group: Julian Sanderson will be addressing the MEOG on Tuesday 1 November and again in March to provide an outline of Traffic & Transport operations to the group.

2.5 Distribution

This full draft descriptive version of the TMP and any relevant sections has been issued for review to the Future Entertainment, ATC, NSW Police and Transport NSW (RTA) and Randwick Council requesting feedback.

Other agencies may be issued with the complete or part of this draft TMP, depending on the relevancy, for the reason to progress each sub-operational plan to a more detailed degree.

Final distribution of the TMP will be provided in part or full hardcopy format to all relevant agencies scheduled on 24 February 2012.

2.6 Event Insurance

The Event Organiser is required to provide a current certificate of Public Liability to the amount required under the license agreements undertaken between the organiser and the landowners, being, Randwick Council and the Australian Turf Club.

2.7 Event Risk Management

It is understood that an independent Risk Assessment & Management Plan has been undertaken by the event organiser that includes an assessment of the physical site, both within the production site and around the immediate areas approximately 500m surrounding the site where direct or indirect activities and operations may take place as a result of organising the above mentioned event.

The risk management process is due to commence from approximately 60 days prior to the event and will form the basis of the ongoing identification, analysis, evaluation, treatment and ongoing monitor and review of operational planning development.

Some Key aspects of the Risk Management Plan will cover;

- Site design & capacity review
- Crowd management and pedestrian flow analysis
- Venue & landowner compliances
- Marketing & Ticketing
- Operations risk analysis
- Production & activity risk analysis
- Human Behaviour & demographic profile
- Site-build and site-breakdown risk analysis
- Temporary infrastructures used on site (structures)
- OH & S
- Contractor management & commercial relationships
- Technology & technical issues
- Command, Control and Communications (C3), (management controls)
- Public amenities
- Environmental impact analysis & monitoring (noise, waste)
- Environmental weather conditions (natural events)
- Stakeholder (non-event community) impact analysis
- Traffic management
- Transport management

3 EVENT BACKGROUND & INFORMATION

3.1 Event Background

The 2012 FMF Traffic and Transport plan has been prepared based on the successfully implemented plan for the 2011 event. This draft plan is to be further revised and updated based on any recommendations and findings made by the Randwick Traffic Committee, DA Committee, and integrated into the final plan.

Temporary infrastructure requirements on the Alison Rd side of Randwick Racecourse, At High St Gate and within the Taxi set-down and pick-up area will be integrated into the plans based on any previously redeveloped and newly redeveloped areas of the ATC with these base plans and information being provided by ATC.

This event is now in its fifth (7th) year of operation utilising a similar site at the same venue (Randwick Racecourse) with the table below showing the growth of the event over the last 4 years.

Date	Times	Approved Attendance	% Increase from previous year
4 March 2006	12 Midday till 10:00 pm	10,000	-
17 March 2007	12 Midday till 10:00 pm	15,000	50%
8 March 2008	12 Midday till 10:00 pm	35,000	130%
28 February 2009	12 Midday till 10:00 pm	35,000	0%
06 March 2010	12 Midday till 10:00 pm	38,000	8.6%
12 March 2011	12 Midday till 10:00 pm	42,000	10.5%
10 March 2012	12 Midday till 10:00 pm	42,000	consolidated

3.2 Overview of Key Improvements & Changes for 2011 TMP

ESPA has primarily used the information gathered from last year's event held on Saturday 12 March 2011 as it represents the most similar profile to the event that is being proposed this year in relation to the site and attendance numbers.

We have used feedback and reports relating to the Traffic and Transport Management aspects of the 2011 event, meetings with Police, the Organiser and STA to come up with some improved management strategies for the 2012 event, these are;

1. Continue to use **Integrated Event Ticket** and Transport Pass for the event.
2. Continue to provide **45 dedicated event shuttle buses** for the forward journey, from Central Station to High Street.
3. Maintain the **Event Shuttle resource split for egress to; ~60% of Event Shuttle Buses to be allocated to High Street (~70 Buses) and ~40% of bus resources to Alison Road (~45 Buses), which is 115 buses in total** required for egress Operations.

4. Pedestrian control infrastructure at **Doncaster/ Alison** was revised for the 2011 Plan and worked well, therefore the 2012 plan will be using a similar infrastructure management strategy for this point, as well as additional rostered Police and the deployment of infrastructure to this area being completed well prior to main egress.
5. Maintain Bump-in of Pedestrian Control Infrastructure at Doncaster/ Alison (from 4pm).
6. Maintain Closure of Doncaster road at Abbotford Street and Alison Rd (from 4pm).
7. **Pedestrian Egress control point to be on western side of Doncaster Av 3 meters back from Alison Rd** behind barriers, police horse control to be requested and RTA network controller, introduce greater time efficiency for both Pedestrian and Vehicles to pass through this intersection, this is done in order to allow the traffic to flow along Alison Rd to keep Event Shuttle buses circulating between central and back to the event site.
8. **Reduction of Alison Rd to 2-lanes (city bound) of traffic at both Darley Rd and Doncaster Ave**, to allow for Police to better control vehicle flows and pedestrians crossing the road at these 2 intersections.
9. Pedestrian Fencing (taller and stronger **1.4m Pool –type fence**) **along Alison Road** running west from Doncaster Av to Abbotford Lane.
10. For 2012 plan we would like to see a Special Event Clearway installed along the southern side of Alison Rd, running north from Doncaster Rd to Tay St, to assist the movement of event shuttle buses returning to Central Station.
11. **Allow pedestrian circulation to occur on egress between Doncaster Ave to behind ATC Bus-way Exit**, this is so people who have incorrectly exited at Doncaster can make their way back to the event shuttle buses.
12. Barricades set-up on northern side of Alison Rd at STA bus Stop for Eastern Suburbs services.
13. Maintain pedestrian control infrastructure detail required at **Darley & ATC Bus-way Entry/ Alison** and a revised management strategy for this point.
14. Maintain Ped Fencing (cable tied crowd control barrier) **along Alison Road running east from John St to Cowper St** pedestrian Lights.
15. Maintain **Police at John Street** as the pedestrian crossing demand at this intersection will increase.
16. Maintain **Police at Cowper Street** as the pedestrian crossing demand at this intersection will increase slightly.
17. Additional attention to **improve security along Infield road** to ensure Patron Cars are directed along the infield road and not onto areas of the tack, with particular attention required at the venue exit point.
18. Reconfiguration of **Pedestrian Control and Bus Loading Infrastructure on High Street to commence from approx. 4pm once High Street has been closed at Anzac Parade.**
19. All Horse Floats will again be asked to use Ascot St to access the stables area throughout the day so as to minimise vehicle movements in the area of High St Gate.

20. **Consider removing Special Event Clearway 80m either side and opposite Gate 10** due to this gate not being used as a large vehicle work gate, with only a limited number of smaller vehicles being approved to use this gate during the bump-in and operational period. This Gate 10, will still be used for event day access to the private vehicle and staff vehicle parking areas located on the infield.
21. **Road Closure of High Street at Anzac Parade to be implemented at 4pm and then at Wansey Rd at 8pm**, to better facilitate the safe movement of pedestrians through area and minimise the number of vehicles entering this area, as well as to allow for building of infrastructure for egress. (Note: these times have been amended so as to impact less on UNSW.
22. **Car Park closure of UNSW** car park opposite ATC High St Gate required during peak egress, re negotiation with UNSW to commence on this point.
23. **Specific Traffic Controller Teams required for, Venue access points, High Street, Alison Rd Bus-way, Alison/ Doncaster, and Taxiway** to assist Police manage vehicles and pedestrians at these points.
24. **Request 400 Service to make an alternate route to enter High St from Anzac Ave southbound once Right Hand Turn from Anzac Parade into High St is closed at 4pm**, this request has been adopted by STA so that no vehicle will be permitted to make a right turn from Anzac Parade into High St (coming from the south) after 4pm.
25. **Increase Police and Security at entry point to Taxi Area on Egress** and only permit persons who are wanting a Taxi to enter this area in order to restrict people leaving the area from this gate, in the attempt to gain safer and better circulation of Taxis into and out of this area.
26. **Close Doncaster Av at Todman Av at 4pm** to co-inside with Northern closure of Doncaster Av in preparation for infrastructure build opposite Gate 21 as noted above, closed to through traffic, local traffic permitted past point.
27. Implement Left Hand Turn closures into **Carlton Street and Goodwood Street at 5pm** to align with Doncaster Ave Closures now being implemented at 4pm.
28. **Police deployment along the bus lane earlier by 1 hour to make it 7pm**, to allow better preparation for egress.
29. Preparation and **reconfiguration of Egress Infrastructure to be done earlier;**
 - o Generally all complex infrastructure reconfigurations to commence by 4pm and complete by 6pm,
 - o Less complex reconfigurations to commence by 5pm and be complete by 6-7pm
 - o Egress Personnel to be deployed for 7pm
30. Venue access and vehicle accreditation plans continue to be worked through with ATC so that Traffic/ Access control personnel are able to better control movement of vehicles into venue.
31. Staff access and Police access and parking areas to be better communicated for event day, and Vehicle access passes and maps distributed.
32. Overall Egress strategy to be maintained as per 2011 event, however greater detail and additional personnel will be deployed to main split/ decision points to facilitate direction control of patrons leaving the site.

33. **2012 TCPs are currently being revised in consultation with NSW Police and RTA over a number separate meetings and email/ phone communications, a draft version of the TCP's have been included as, [Attachment 3](#).**
34. Regular eastbound STA bus services along Alison Rd will be increased we have an increasing number of people wishing to travel eastbound.
35. **115 STA buses required for egress**, with a different split of resources to enhance services at High St (allocate 70 buses to High St and 45 to Alison).
36. STA Bus Lane to be closed to all STA Services and Messaged via TMP by 6pm, Bus lane will then operate as a Pedestrian Corridor to the CBD from 7pm for patrons wishing to walk to the City.
37. RTA' TMC will monitor lights at Barker Street and Anzac Parade via CCTV and implement any trimming of signals to allow for better movement of High St event Shuttle Buses returning back to Central Station, especially during egress, but may also be required during ingress.
38. The eastbound bus stop on Alison Rd adjacent to the Caltex Service Station will be closed at 7:30pm so as to minimise congestion at this point during egress, patrons will be directed further east to the bus stop outside the Shell Service Station for these eastbound services.
39. Additional Clearway requested for Ascot St east from Doncaster Ave to assist with the movement of Horse Floats through Ascot St Gate 18.
40. Additional Light towers to be used at High St (with careful positioning of lights), to assist with movement of larger numbers of patrons and bus movements in this area.
41. Consider introduction of **speed reduction zones on High St from 50km/h to 40km/h** between Anzac Pde and UNSW Gate 5/6, in both directions from 12noon Saturday 12 March has been supported by Police, the organiser and has raised no objections with the RTA.
42. Possible introduction of **speed reduction zones on Alison Rd from 70km/h to 40km/h** between Cowper St to Doncaster Ave, in both directions from 12 noon Saturday 12 March. This has been supported by Police, the organiser and the RTA. Although this was supported it was agreed by Police not to implement a speed restriction due to the vehicle not being able to reach these speeds due to congestion.
43. Tastes of Sydney event held in Centennial Park 8-11 March has been identified as a potential pedestrian and traffic generator that may impact on FMF plans and further discussions are continuing with Police and Centennial Parklands.

Additional Notes:

44. Wansey Road Gate 10 will not be used as the main gate for the bump-in of infrastructure to the infield, ATC have approved the use of Gate 1 as the primary gate for all vehicles requiring access to the infield.
45. Additional plans and work need to be undertaken to physical areas of ATC in order to facilitate the movement of large trucks from Alison Rd Gate 1 to Infield and return. Internal traffic control plans will be drawn-up to manage the movement of vehicles from Gate 1 to Infield and return.
46. Use High St Gate via Tunnels for all small vehicles requiring access to the infield.

47. Wansey Rd Gate 10 only to be used as a contingency gate for small vehicles during bump-in phase, but will be utilised as the main access gate for small vehicles on event day due to restricted access at High St and through gate 1.
48. ATC have approved the use of Gate 8 as a possible exit only gate for small vehicles only over the bump-in phase and on event day. ESPA and this TMP document does not support the use of this gate for any vehicle movement, therefore the use of this Gate 8 has been approved and risk assessed by ATC as being suitable due to their working knowledge and previous history of using this gate for these purposes.
49. The organiser will be requesting to Transport NSW for a messaging strategy using permanent VMS leading up to the event for the Moore Park Precinct and ATC areas.
50. Additional portable VMS to be considered for 2012, extending further to the east and the south of Randwick racecourse to message vehicles away from the site during peak egress times.
51. The process and areas to manage self-drive mini buses and privately chartered coaches has not been resolved and will require the input from CP & MP trust. The initial plan was to direct all private mini-buses away from the site to either Kippax South Car Parking area or utilise Driver Avenue. This may prove to be difficult this year due to other events operating at SFS, therefore another suitable arrangement needs to be found. Further investigation is required into the use of High St for the drop-off and pick-up location for these private charter buses. An additional Clearway will be required if we are to use High St.
52. The 2012 TMP is to identify and document the set-up and management of a 'Bus Only' lane extending along lane 1 City bound, from Darley Rd to Tay St. This lane will allow buses to exit from the ATC Bus-way during egress and continue along Alison Rd toward Anzac Pde with minimal interference with other traffic flows. A SEC has also been identifies previously on Alison Rd between Doncaster Rd and Tay St to assist this movement of buses back to Central.

Space left blank for Additional Notes and Revised Items:

53. A
54. B
55. C
56. D

4 GENERAL PEDESTRIAN MOVEMENT ASSUMPTIONS

The FMF 2012 site is designed with two (2) main entry and exit points (similar to previous year) that will be resourced appropriately;

	Entry / Exit Point Alison Road Entry 2	Entry/ Exit Point High Street Entry 1	Ingress/ Egress Comments
Ingress	50% Aim: <50% (40%)	50% Aim: >50% (60%)	Event Shuttle bus will drop-off on High St, public messages will direct people to High St, however, due to a large number that attend this event on foot, the entry gate on Alison Rd will need to be well resourced.
Egress	60% Aim: <60% (50%)	40% Aim: >40% (50%)	Due to the majority of people wanting to go into the City and Oxford St after the event, a large number of people will attempt to leave the site via Alison Rd, with a majority of people seeking a bus at Alison Rd even though they had been dropped-off on High Street.
Entry Point Comments	Entry Point 2 will still remain a well resourced entry point although it will be known as Entry Point 2 and the VIP entry.	Entry Point 1 is to be highly promoted as the entry point for all ticket holders.	

4.1 Crowd & Safety Management Plan for Ingress & Egress

A detailed Crowd, Safety & Security Plan for the entire site and venue is currently being undertaken which integrates with the Traffic and Transport Strategy.

A detailed Crowd, Safety & Security Plan for the site and the venue is currently being developed by the organiser, Security manager and various security agencies that are providing services to this event.

4.2 Internal Crowd Management & Safety Operations

A detailed Crowd, Safety, Stage, BOH, Licensing & Security Plan is currently being undertaken by the security contractor and will align with the internal operations and production plan.

4.3 External Crowd Management Considerations Ingress/ Egress

- Entry / Exit Points and capacity through-put to be confirmed
- Resource splits and allocations
- Soft Ticket Check
- Age Check
- Prohibited items and substances check (+ random Police Checks)
- Number of expected Pedestrians v's from Buses
- Crowd Control methods using temporary infrastructure, fence lines, fence types,
- Holding areas and Queuing Systems
- PA Systems
- Spruikers & High Chairs
- Crowd Marshal Performers
- Staffing, Event Security, Marshals,
- Static directional and information signage
- VMS Boards, location & message
- Pre- Event Messaging,
- Stage Production and other PA Systems at entry/ exit and queuing areas
- VMS, Static Signage
- Venue gate security and nominated gates not to be opened during egress

4.4 Anzac Bus Lane as Pedestrian Corridor

The event will be applying to the STA for the use of the Bus Lane along Anzac Parade to be used as a pedestrian corridor that takes people exiting the venue at Doncaster and Alison rd, northbound, and away from Alison Rd and Anzac Parade roadway. This allows a greater ability to move people across the road and in the general direction of the CBD which is where the majority of people leaving on-foot are heading to.

We propose that the bus lane would be closed by 6pm to all STA buses and Police would be on site from approximately 7:00pm to ensure lane closure infrastructure has been set up at either end of the bus lane ready for egress.

We anticipate using the bus lane for the egress of patrons from approximately 7:30pm depending on weather and egress flows from the site.

For 2011 we reintroduced the use of the bus lane up to Moore Park Road due to there being no events on in the Moore Park precinct either at SFS, SCG or EQ, **however the 2012 plan will revert back to the 2010 plan that includes the use of the bus lane north to Cleveland/ Lang due to SFS A-League event patrons egress from the venue, with STA buses using the northern SFS bus loop in Moore Park.**

5 TRANSPORT PLAN

5.1 Overview of Transport Plan

Transportation to and from the venue is one of the major challenges faced by the event organiser. The provision of a fully integrated ticket to the Music Festival also provides transportation on all regular STA bus services, Rail services, Ferry services and access to a free event shuttle bus that will operate between Central Station/ Eddy Avenue and the venue throughout the course of the day, with peak services offered during ingress and egress periods.

Key Challenges;

- Limited event parking for private vehicles (approx. 1,100 patron vehicles),
- Day/ Night event concluding at 10:00pm close to residential areas,
- A licensed event for up to 42,000 patrons expected,
- Target demographic 18 – 25 years of age,
- Requires adequate bus services to link and circulate with rail capability to disperse patrons away from the site
- Egress, generally produces a very high demand on transportation networks over a short period of time, with the anticipated peak egress demand being approx. 1 hour
- Traffic management planning to be designed to manage all event generated pedestrian movements, event generated bus movements and private vehicles and non-event generated traffic flows so as to allow for smooth and safe egress of patrons and vehicles through the areas external to the venue
- Minimising disruption to non-event community including residents and general public.

One of the primary focuses of the transport plan is to consider the most effective way of minimising impacts to the local area and at the same time providing an effective and timely service to the patrons who attend.

5.1.1 Provision of Adequate Transport

Additional Transport in the form of a free event shuttle bus, will be provided by the event organiser, between Central Station and the venue similar to the 2010 event. The fully integrated transport and Gate ticket allows patrons to travel on all scheduled services up until 2am on Sunday 13 March.

5.1.2 The Objectives of the Integrated Ticket Transport Strategy are;

1. Encourage more people to take Public Transport from their place of residence to the venue and return.
2. Reduce the number of people who would normally drive therefore reducing the number of private vehicles in the area and providing a safe way for people to travel to and from the event,
3. Reduce the number of vehicles requiring to park in or close to the venue, therefore reducing impacts on local roadways and impacts to residents.

5.2 Overview of 'Adequate' Transport Strategy

The primary transport challenge for this event is during the egress phase at the conclusion of the event after 10:00 pm, with the peak being 10:00pm – 11:30pm.

The ingress phase / venue loading will also be considered in detail as this sets up the general operations for the egress, with certain areas already partially or fully set-up in preparation for egress.

As there is no Rail Station close to the venue people will leave the venue by 3 main exit points (including parked vehicles via infield Rd and Wansey Rd) and will rely on a number of different travel options;

- Event Shuttle Bus to and from Central Station
- By Taxi to and from the venue
- By private Charter Bus to and sometimes from the venue
- By regular scheduled STA bus services
- By foot to home
- By foot, taxi, bus, private vehicle to other establishment
- By car & drop-off/ pick-up point
- By private car & then park (on the infield) or on the street parking is also available, (however we wish to minimise and on street parking if possible)
- Then by Rail

5.3 Shuttle Bus Forward Journey (Eddy Ave to Randwick) – Ingress Operations

- All buses pick-up at Eddy Ave and Drop-off at High Street
- Period of ingress operation: 11:30am – 5:00pm (across 7 hours)
- Peak Ingress: 12:30pm – 3:00pm (2.5 hours): requires approximately 45 buses
- Approximate (maximum) turn-around time: 22-25 min (forward journey only)
- Frequency of buses: approx. 95 bus movements/ hour or (1.5 buses every minute)
- Shuttle Bus estimated average load = 45-60 people/ bus over 5 hours
- Maximum estimated transport capability: 95 x 60 people x 5 hours = 28,500 people.

5.3.1 Other Considerations

- Integrated Ticketing will increase the demand on the event shuttle bus between Central and the venue and should be well utilised
- Even with an integrated ticket, it's anticipated that a large number of people would still arrive at the venue 'on foot' over the course of the day as people have the option of arriving in town by rail, earlier and making their way to the venue over the course of the day.
- A large number of patrons would still enter the venue through Alison Road Gate, as it is the most well known entry point into Randwick.
- The promoter would advertise the use of the High Street Entry Point in an attempt to have more people enter through High Gate to help spread the Ingress more evenly between High St & Alison Rd Entries
- It would be estimated that even though we would focus on High St Entry it is foreseeable that 40-50% of people will still enter via Alison Gate.

5.4 Return Journey (Randwick to Central) – Egress Operations

- An order has been raised through STA for use of a total of 115 buses for egress
- Plan is to have a bus resource split of ~60% (70 buses) to High Street and ~40% (45 buses) to Alison Road for egress.
- If we consider utilising a minimum of 115 buses (records show that 100-105 buses were used for 2010 event).
- If we assume, that based on an average return travel time of 25-28min and a loading time of 2min per bus, all buses are going to make approximately 2.5-3.0 pick-ups over the egress period of 2 Hours, before everyone has decided to walk.
- Therefore we are planning for approximately 315 bus movements as the base figure.
- If we are able to load a maximum of 65 people per bus across 315 buses...
- Provides a theoretical capacity of 20,500.
- We would look at utilising a 4 bus-bay loading on Alison rd and increasing to 4 bus-bay loading on High Street.
- Alison Rd: If we implement a 'Load-and-Go' time of 2min per bus loading' we should be able to deliver 135 buses to Central from Alison Rd (68 bus movements/ hr).
- High St: If we can implement a 'Load-and-Go' time of 2min per bus loading' should be able to deliver 180 buses to Central from High Street (90 bus movements/ hr).

5.4.1 Other factors to consider;

- Preparation for Egress operations commence from 7:30pm on a progressively increasing schedule, with all remaining buses being made available from 9:00pm ready for peak egress at approx. 10pm.
- An earlier 'ramp-up' of buses may be required if the weather forecast is adverse,
- One of the main factors for making the transport work is to have effective traffic and pedestrian management strategies in place along Alison Rd, Wansey Rd, High St and Barker St, whereby a SEC will also be installed between Forsyth & Willis St to assist.

5.5 Event Shuttle Bus & Shuttle Bus Route

In order to help facilitate the large numbers of people expected to attend the event, the event organiser will be arranging additional transportation (regular shuttle bus service) to and from the venue from Central Station (Eddy Avenue) to High Street Entry Point.

The shuttle bus from Central Station to the Venue needs to be well advertised. STA are currently finalising the driver Maps for the routes that will be used for FMF 2011.

5.6 Private Transport, Car Parking Information and Capacities

Private transport will not to be promoted by the event organiser as a primary means of transport to the event.

The event organiser has the capability to park up to **1,100 cars** in the event car-parking area that has been made available, on the infield of RRC. This equated to approximately **2,500 people** if there is an average of 2.5 people in each car and using close to 90% of the capacity and equates to approximately **6% of the total** maximum attendance.

Private vehicle set-down location and pick-up location need to be further considered in order to determine the most suitable designated areas for this to occur. We are currently considering High St as the most appropriate drop-off and pick-up locations depending on the situation at hand.

5.7 Taxis

The ATC has completed the redevelopment of the new ATC Taxi-way, on the western side of the racecourse (Doncaster Av side of the racecourse, enters and exit opposite Ascot Street) with the redevelopment accommodating a new area for Taxis.

The new Taxi-way requires some additional treatments to assist queuing and crowd control through this area and the need to restrict patrons wishing to use this area to exit the venue on foot as it poses significant operational issues to the point whereby the Taxi-way would need to be closed down if too many people are found to be exiting the venue through this point.

Further discussions have taken place with NSW Police, ATC, event Security and with the NSW Taxi Council to determine the best operational plans for these designated areas.

ATC Gates immediately adjacent to the Taxi-way must not be opened during egress as this creates an inability to manage queues in this area and has a tendency to force additional patrons to exit on foot via Ascot St which we need to minimise in order to allow the Taxiway to operate safely.

We are currently considering the placement of a VMS at Ascot St to assist with directing Taxis.

6 PEDESTRIAN MANAGEMENT STRATEGY

Included as background strategy that has been adopted throughout the planning process:

2011 FMF Ped Strategy – Notes included from recent correspondence with the organiser and NSW Police about the approach to managing pedestrians around the venue.

The aim of the strategy is to clearly identify areas (Zones) where we want to restrict any 'random' interaction between Pedestrian and Vehicle flows that exist around an event site both during ingress and egress, and provide appropriate treatments that create a safer environment for both Pedestrians and Vehicles. This is not a new idea but it is a more formal way of approaching the challenge.

First of all we must acknowledge that both Pedestrian and Vehicular flows (including Transport Vehicles) must co-exist around an event site as there is a demand for this to take place and the various demands on Pedestrian, Transport and Traffic functions change over the different phases of operation and is also dependant of other external pedestrian and traffic generators not associated directly with the event.

Secondly we must acknowledge that people generally don't like to be told what to do, where to go and how to get there, with both Pedestrians and Vehicles alike, unless people can genuinely see an advantage to what is being offered based on common sense, time efficiency, convenience, safety etc. We need to be able to provide appropriate crowd and traffic control treatments that ensure neither are controlled or restricted to the point where frustrations sets-in and 'blow-ups' occur in what has been planned. This includes installing barricades and fencelines that force control against the natural flows beyond being reasonable. Installing road closures without providing alternate options, advanced notification or detours create a similar problem.

Thirdly we must understand that there are a series of variable priorities for each of the areas where these functions exist, first and foremost based on safety considerations and demand of each particular functional element, some of these elements being, patron flows from the event site, non event community and event vehicle movements from and around the event site, transport requirements that are an integral part of the TMP and transportation of patrons away from the site, local traffic, general public, residents impacts and business operations .

The Randwick site is a very complicated site with a number of areas where Pedestrian and Vehicular flow interactions may take place and we have to minimize or restrict this interaction wherever possible and to come up with flow plans that adequately manage each demand.

For egress let's consider this idea of Pedestrian No-Go Zones, areas that we want to keep free from pedestrians for their own safety, for the safety of people in vehicles and for operational reasons. We must also understand that pedestrians are generally more difficult to control than vehicles due to drivers having to abide by rules of the road that they live by every day, Pedestrians don't have these kinds of rules and when alcohol is involved, common sense and safety considerations are often forgotten.

We must firstly look at all of the areas that we need to create as Pedestrian No-Go Zones, (but keeping enough pedestrian flow options and 'channels' available),

Secondly, look at what fencing systems can be installed that can prove the appropriate perimeters/ corridors/ pedestrian channels

Thirdly, look at what personnel we need to support the Pedestrian Infrastructure,

4th, Understand that the Transport Plan reduces external Pedestrians so it is important that the Transport Plan is supported by Ped infrastructure and Traffic Control arrangements,

5th, Develop a Traffic Management Plan that supports all of the above, allowing Controlled Pedestrian arrangements across roads at designated crossing points, and allowing the appropriate circulation of Transport resources to transport people safely away from the venue.

7 TRAFFIC MANAGEMENT CONTROL PLANS

Traffic Management Control Plans (TCPs) ([Attachment 3](#)) have been provided in a draft form at this stage as an attachment based on 2011 operations, with the 2012 consultation and detailed review process with Police, RTA, Council, ATC, FE and STA to be undertaken over the next 2 months. The TCPs are to be developed to help facilitate the safe movement of vehicles and pedestrians in and around the venue particularly focussing on the periods of site ingress (venue loading) and egress (venue unloading).

The specific objectives of the Traffic Control Plans (TCP's) are to provide adequate information to Police and Traffic Controllers working on these points in the form of a diagrammatic representation of the site along with an overlay of traffic control devices and personnel with instructions about what needs to be implemented at prescribed times.

The traffic plan also aims to minimise any additional traffic generators in the area, and maintain best possible traffic flows through the area considering increased pedestrian and transport activity.

The Traffic management control plans will in each instance address the following considerations

- Safety of staff working at these points,
- Safety of patrons arriving and leaving the event site at each of these points,
- Safety and management of non-event general public and traffic at these points
- Maximising the effectiveness of transport systems in place
- Maximising pedestrian movements and crowd controls
- Maximising the efficiency of general traffic flows to the venue and around the venue
- Minimise impacts to the non-event community

Factors that may influence the nature of operations at various traffic management points are:

- Overall Crowd numbers
- Crowd movements and pedestrian flows
- Physical surroundings, pathways, roadways, permanent & temporary infrastructure
- Event Vehicle movements
- Non-event community vehicle movements and road network conditions
- Duration of operation required (including peak times)
- Profile of patrons
- Other traffic generators and other events
- Environmental factors such as the weather

7.1 Overview of Traffic Management Strategy

Considerations:

- Practical implementation of traffic treatments required, so as to provide the most appropriate balance of maximising the delivery of safe venue operations at the same time as minimising impacts to the non-event community.
- Managing Pedestrians and traffic along Alison Rd

- Managing Pedestrians and traffic along Wansey Rd (limit or restrict completely, the exit of patrons on-foot via the infield car park and onto Wansey Rd)
- Managing Pedestrians and traffic along High St
- Managing Pedestrians and traffic along Anzac Pde (utilise bus lane as pedestrian corridor)
- Minimising Congestion throughout the area and include highly visible security personnel in the local roads to be looking out for illegally parked cars that may cause issues with local residents or general vehicle egress.

Strategies to minimise non-event traffic and pedestrian movements in and around area in order to minimise additional congestions as much as possible:

- Managing Event traffic leaving from Infield onto Wansey and, and minimise any interaction between event vehicles leaving the site and pedestrians, (consider a pedestrian control point),
- Consider 'Soft' Detour Message using VMS at Avoca St/ Belmore Rd for City-bound traffic wishing to travel along Alison Rd, alt route via York Rd and Oxford St.
- VMS notifications southbound along Alison Rd,
- Consider alternate bus route from High St if Alison Road becomes overly congested

7.2 Overview of Traffic Management Plan for Ingress

Refer to [Attachment 1a](#) for overview of proposed ingress plan, [currently being updated as at 28 September](#).

7.3 Overview of Traffic Management Plan for Egress

Refer to [Attachment 1b](#) for overview of proposed egress plan, [currently being updated as at 28 September](#).

7.4 Overview of Traffic Control Plans (TCP's)

A number of Traffic Control Plans (TCP's) have been reviewed and drafted based on 2011 operations and feedback. These TCP's are provided along with this document in a draft format for further review. A TCP has been drawn for each area where traffic control devices and/ or personnel may be required.

The Following Attachments relating to Traffic Control Plans and Management Sites are;

Attachment 2a: Overview of TCPs surrounding immediate site of RRC

Attachment 2b: Overview of TCPs for use along Bus Lane, Anzac Pde

Attachment 2c: Overview of Road Closures and Special Event Clearways

Attachment 03: Summary of Traffic Control Plans and timings TCPs 1 – 28

7.5 List of TCPs

Overview of Traffic Control Plans (TCPs):

TCP 1a, b: Alison Rd / Doncaster Av/ Abbotford St (&Gate21)

TCP1.1: Abbotford St/ Abbotford Lane

TCP 2a, b: Alison Rd / RRC 'Main' Entry (RRC Gate 1)

TCP 3a, b: Alison Rd / Darley Rd (RRC Gates 6 & 7) + TCP 3.1

TCP 4: Alison Rd / John St

TCP 5: Alison Rd / Cowper St (Ped Crossing)

TCP 6: Alison Rd / (RRC Gate 8) (Infield direction point)

TCP 7: Alison Rd / Wansey Rd

TCP 8a, b, c: Wansey Rd / (RRC Gate10 - Infield Road)

TCP 9a, b: Wansey Rd / High St

TCP 10a, b: RRC High St Entry / (RRC 'normal' Vehicle Tunnel Entry, (1000m mark), opposite Uni Gate 2)

TCP 11a, b: Anzac Pde / High St

TCP 12: Doncaster Av / Carlton St (Gate 19) (ATC Members Access)

Site 13: Doncaster Av / Goodwood St (not used)

TCP 14: Doncaster Av / Ascot St & Taxi Rank (Gate 18)

Site 15: Doncaster Av / Bowral St (Gate 17) (not used)

TCP 16: Doncaster Av / Todman Av

Site 17: Doncaster Av/ Darling St (not used)

Site 18: Doncaster Av/ Anzac Parade (not used)

TCP 19 Anzac Pde/ Carlton St

TCP 20 Anzac Pde/ Goodwood St

TCP 21 Anzac Pde at Robertson Rd (on TCP overview 2b)

TCP 22 Anzac Pde/ Lang Rd (located on TCP overview 2b)

TCP 23 Anzac Pde/ Moore Pk Rd (on TCP overview 2b)

TCP 24: Anzac Parade/ Ascot Street – VMS Site TBC

TCP 25: Anzac Parade/ Barker St – TCS Trimming

TCP 26: Avoca St Alison Rd – VMS site TBC

TCP 27: Barker St (west of Anzac) – VMS Site – High St RC

TCP28: Anzac Pde (south of Barker) – VMS Site High St RC

7.6 Summary of Road, Lane Closures and Special Event Clearways

Refer to **Attachment 2c** for a summary of Road Closures and Special Event Clearways for the 2011 event.

7.7 Special Event Clearways (SECs) & RTA Network Controllers

Special Event Clearways will be kept to a minimum so as not to disrupt the non-event community and displace local parking spaces to other areas unless absolutely required. The following areas are being proposed for Special Event Clearways;

1. Wansey Road (TCP 8) – **Included as reference only and NOT to be implemented in 2012**
80m SEC on ~~with the side of Wansey Rd adjacent to Gate 10 from 4am Saturday 5 March 2011 until 5pm Tuesday 17 March 2011.~~ **Not to be implemented in 2012** Of Council to approve this area as a Temporary Work Zone, and allow the installation of SEC's
2. Clearway on Alison Rd (Southern side) between John St and Cowper Street **(10am – 12midnight)** for STA bus Layover/ holding bay for buses coming from Randwick Depot in preparation for egress.
3. Pitt Street (no TCP available)
For the forward bus operations STA requires a SEC on the Eastern side of Pitt Street between Eddy Avenue and Hay Street. This facilitates the lay-up of buses between trips. It will be required **from 10:00am to 5.00pm**.
4. Darley Rd (TCP 3)
On the northern and southern side of Darley Road, between Alison Rd and Randwick Gates, Centennial Park. This Special Event Clearway in Darley Road will need to be an all-day clearway, suggest starting **from 8am – 12midnight** to give an opportunity for residents to repark their vehicles. We can also tape over the parking metres at 8:45am so no additional people park in this area.
5. High Street (TCP 10)
High Street Northern side, from RRC High St Entry to ***240m** east of entry point
High Street southern side, from Anzac Parade to 120m east of High St Entry point, opposite UNSW Gate 3, these **Clearways to be installed 4am – 12midnight**
***Extended length of clearway may be required to accommodate private charter mini-buses and coaches.**
6. Anzac Pde (TCP 11)
STA also discussed the possible need to Clearway North Side of Anzac Pde between Doncaster Ave and High St for Bus Layover for egress, This is a permanent No Stopping area and may not need SEC however there is no ability to tow if we encounter a parked vehicle, so **SEC to be installed 8am – 12 midnight** for 2011 event.

7. Barker St
On south side of Barker St (westbound) between Forsyth St and Willis St, **10am – midnight** to assist movement of STA Charter Buses from High St returning back to Central Station
8. Ascot St (TCP 14)
Ascot Street east of Doncaster Ave, on both sides of road to facilitate the movement of Horse Floats, Staff and Taxis through Ascot St Gate 18, **8am – midnight**.
9. Alison Rd (New for 2012)
Lane 1 Alison Rd city bound between Doncaster Ave and Tay St, to allow better movement of event shuttle returning to central Station during main egress period. **8am – midnight**.

RTA Network Controllers

Discussions to date have identified the requirement of 2-3 x Network controllers being utilised at the following locations

- . Alison Rd & Doncaster Ave
- a. Anzac Pde & Barker St
- b. Alison Rd & Darley Road
- c. Note 1 (Lang Rd/ Cleveland & Anzac to be monitored by TMC)
- d. Note 2 (Note 1 (Moore Park Rd & Anzac to be monitored by TMC)

7.8 No Stopping signs Alison Rd between John St & Cowper

The Police have requested that No Stopping sign to be installed along the temporary fence line that will be installed on the South Side of Alison Rd between John St and Cowper St in order to stop the persons being dropped off at this area due to a fence having been built to assist with egress management.

7.9 Temporary Bus Zones & Layovers

Additional bus areas will be utilised to assist with the layover of buses required at the end of the event for egress. Most of these areas are already zoned and signed appropriately and security will be on site to maintain these areas. The main layover areas are;

- On southern side of Alison Rd between Darley Rd and John Street (permanent no stopping installed)
- On northern and southern side of Darley Road between Alison Rd and Randwick Gates, Centennial Park (SEC to be installed)
- On northern side of High Street between Alison Rd and High St Entry to RRC (permanent no stopping installed)
- On eastern side of Anzac Pde between High St and Doncaster Av (permanent no stopping installed)

7.10 Static Signage Traffic, Transport & Pedestrian

- Static Event signage will be utilised around the site for;
- Directions to Infield Event Car Parking
- Directions to Staff Parking
- Directions for Event Suppliers (where required)
- Directional signage for staff entry points (pedestrian)
- Signage to identify specific locations for patrons (ie. High St Entry, Alison Rd Entry)

Event signage will be black text on yellow core flute with the approximate dimensions of 600mm x 600mm.

7.11 VMS Plans

Attachment 11a: Overview VMS Locations and Numbers

Attachment 11b: Overview of Infield VMS Locations and Numbers

Attachment 11c: VMS Messages

7.12 Internal Venue Messaging & use of PA Systems

Locations to be considered again in 2011

- Alison Road Entry Point Gate 1
- Alison Road Bus Loading Area
- High Street Entry Point

Attachment 9a: PA and Speaker Locations

Attachment 9b: PA Messages and schedule

7.13 Emergency Access Corridors and Procedures

Emergency Access will be maintained at all times to;

- Medical Points & First Aid Locations
- Access Points & management
- The final location of the First Aid/ Medical Posts will be clearly identified on the final site plan, along with emergency access corridors.

Local Fire and Medical Facilities will be notified of the event and Road Closures 7-10 days prior to event.

7.14 Special Access Considerations (Accessibility, VIPs, Talent, Corporate)

Future Entertainment will be facilitating the movement of artists and VIP's to the site throughout the day, and will be done as part of the venue access plan via Ascot St gate 18.

7.15 Permanent VMS

The RTA's TMC Special Events Unit is currently looking into the possibility of utilising some of the permanent VMS around the venue, Moore Park, Dacey Ave, Anzac Parade, Eastern Distributor (where applicable) to advise motorists of the event. Information about this plan will be passed on to the relevant authorities as it comes to hand.

For example: VMS may be used to advise motorists on Saturday of a Special Event at Randwick Racecourse on Saturday 12 March. It is anticipated that the RTA may be able to use the signs on Saturday which reads "**Special Event at Randwick Expect Delays**" or similar.

8 PUBLIC RELATIONS & EVENT NOTIFICATION

8.1 Impact Assessment on Non-Event Community

The Non-Event Community are considered as those persons who do not take part or participate in the event. The non-event community may be impacted either directly or indirectly as a result of holding events in certain areas. The non-event community may be considered as both local and citywide.

The non-event community as a whole are regarded by the event organiser as a very important stakeholder group that needs to be attended to in detail, so as to ensure the ongoing support toward the event.

8.2 PR & Notifications to the Non-Event Community

As a requirement of the usual Development Application process, the Council would normally advertise all Development Applications in the local press, with this being the first part of the Notification process to the non-event community.

Further consultation will be required between the Organiser and the Local Council in order to determine general and specific areas of impact that may need to be addressed differently.

A letterbox drop will be undertaken by the event organiser, between 7-10 days prior to the event, refer to **Attachment 15** for details of the areas where a letterbox drop will occur.

The General Notification Flyer to Residents and Businesses will include important information about the event, such as;

- The date, and timings,
- Key messages to patrons,
- Parking and Access information,
- A phone number for additional information prior to the event,
- A phone number for event day related issues (this number will go directly to the Event Operations Centre),
- Other relevant information to residents and businesses that will assist in maintaining day-to-day operations for the non-event community.

Three area specific Notification Flyers have also been developed along with additional consultancy for;

1. ATC Stakeholders, Horse Float Drivers, Trainers, & Stable Employees
2. ATC Betting Auditorium Patrons
3. UNSW, Kensington Campus, UNSW Village & UNSW Security

8.3 Special Event Notification

NSW Fire Brigade and NSW Ambulance will be notified about the event by the event organiser 7-10 days prior to the event.

9 IMPLEMENTATION OF TMP

9.1 Staffing & Deployment

A Staff deployment plan is currently being finalised to support the implementation of the overall event.

The Staff deployment schedule to be included in the Final TMP will focus on personnel resources around the perimeter of the site and external to the event site. The staffing Plan will show the following personnel;

- External Site Management Staff
- Security Supervisors and Security Personnel
- Security Response Crews
- Pedestrian Marshals & Crowd Control Security
- Event Traffic Controllers
- NSW Police
- State Transit Bus Supervisors
- Council Rangers

The security and Traffic Control staff deployment schedule will be developed in consultation with the event organiser, the venue and the contract security company.

9.2 Command, Control & Communication (C3)

The main feature of the Communications, Command & Control structure is the implementation of the Event Operations Centre (EOC), which will be located on site and will operate from bump-in, event day operations and until completion of bump-out.

The EOC will operate as the communications base for the event and will accommodate the appropriate management and Supervisors that are able to provide the appropriate level of decision making, command and instruction to operatives working in the field.

An Event Communications Policy will be written and agreed to, and included in the Operations Plan for the event.

Resident Response Hotline is: 02 9663 8563 (tbc for 2012).

9.3 Communication with TMC (if required)

RTA personnel will be requested to be on site so as to have contact with TMC in regard to the need to temporarily modify traffic signal phasing at specific intersection to allow for optimal traffic flows through the area and a greater capability to circulate the event shuttle buses between the venue and central during egress.

9.4 Equipment and Temporary Infrastructure

A schedule of equipment & temporary infrastructure required to manage the external aspects of the venue will be compiled by ESPA.

ESPA will also source and procure all equipment required for the external sites.

9.5 Special Consideration for Event Data Collection

In order to better determine the forward trip demand for future years we recommend that there are a few questions all attendees need to complete when purchasing their ticket, the question should ask about how the ticket holder intends to travel to and from this event and provide some basic options for the purchaser to choose;

Do you and other members of the party intend to travel to and from the event by;

- a) by Train to Central then bus
- b) by bus only
- c) on foot
- d) private car drop-off or taxi
- e) private car and park

End of document as at version 28 September 2011 _____

List of attachments currently being revised on next page.

This draft version only include draft attachments shown in 'black' text. All other attachments and plans shown in 'Grey' are currently being worked on and will be made available by 1 November 2011.

10 List of Attachments

Attachment A: ESPA Response to DA notice of determination

Attachment B: Event & Stakeholder Contact List

Attachment 1a: Ingress Overview Plan

Attachment 1b: Egress Overview Plan

Attachment 2a: TCP Numbers Overview – Randwick Racecourse & Surrounds

Attachment 2b: TCP Numbers Overview – STA Bus Lane (Anzac Parade)

Attachment 2c: Overview of Road Closures and Special Event Clearways

Attachment 3: Traffic Control Plans – Draft version dated 26 Sep 11 (TCP Master)

Attachment 4a: Alison Rd Bus Loading Area

Attachment 4b: Alison Rd Bump-in Management Plan

Attachment 5: High St Bus Loading Area

Attachment 6: Fencing & Barricade Plan (being finalised with organiser and contractor)

Attachment 7: - blank

Attachment 8: Resource Matrix (being finalised with organiser and contractor)

Attachment 9a: PA Locations and speaker directions

Attachment 9b: PA Messages and schedule

Attachment 10: Portable Lighting Plan (being finalised with organiser and contractor)

Attachment 11a: Overview of Portable VMS Locations

Attachment 11b: Infield VMS Locations

Attachment 11c: VMS Messages

Attachment 11d: RTA Permanent VMS Locations and Messages schedule (tbc)

Attachment 12: - blank

Attachment 13: STA Bus Route Maps and Operational Orders

Attachment 14: -blank

Attachment 15: Public Notification Flyers

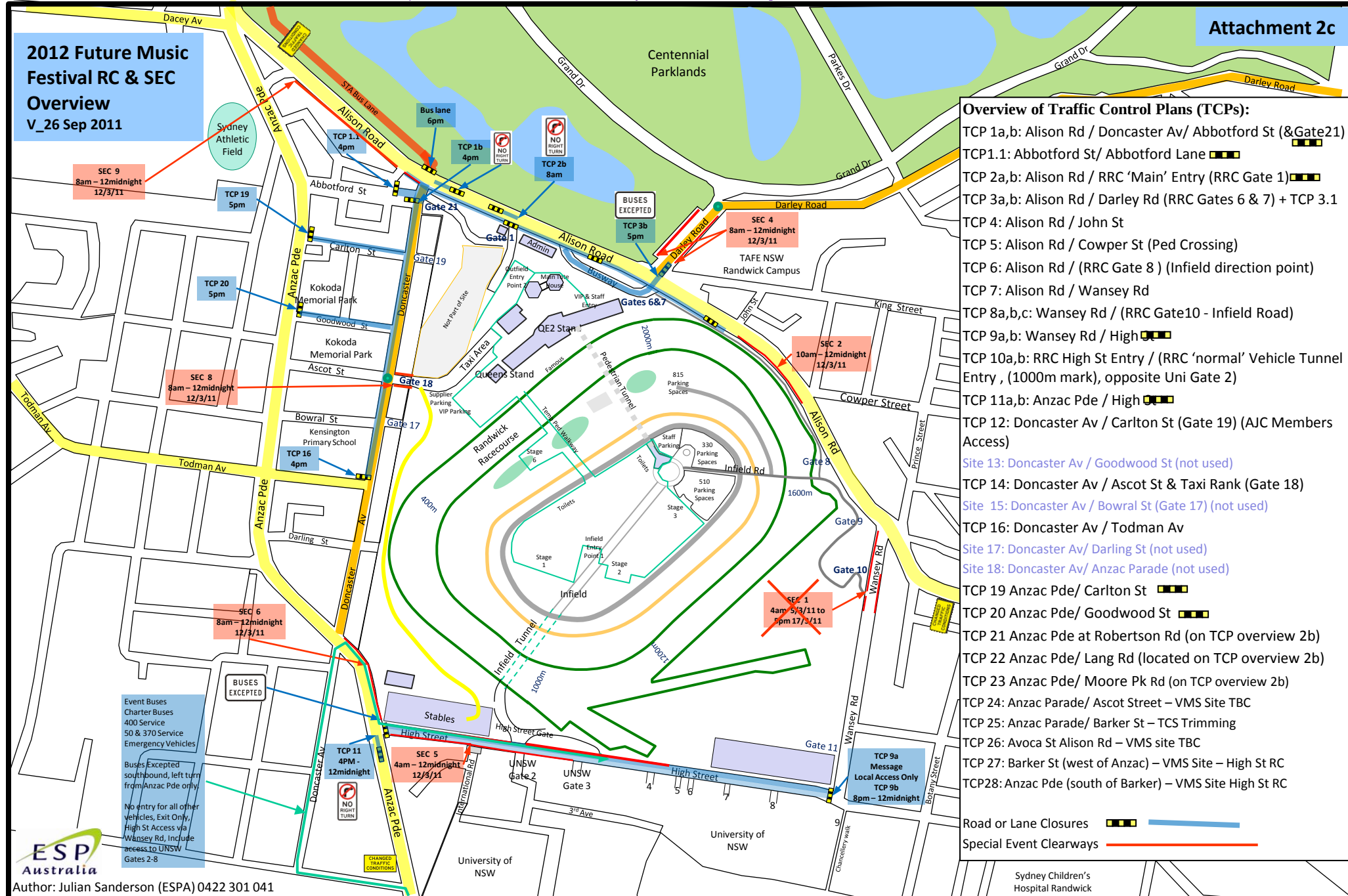
Attachment 16: Venue Access Plan

Attachment 17: - blank

Attachment 2c

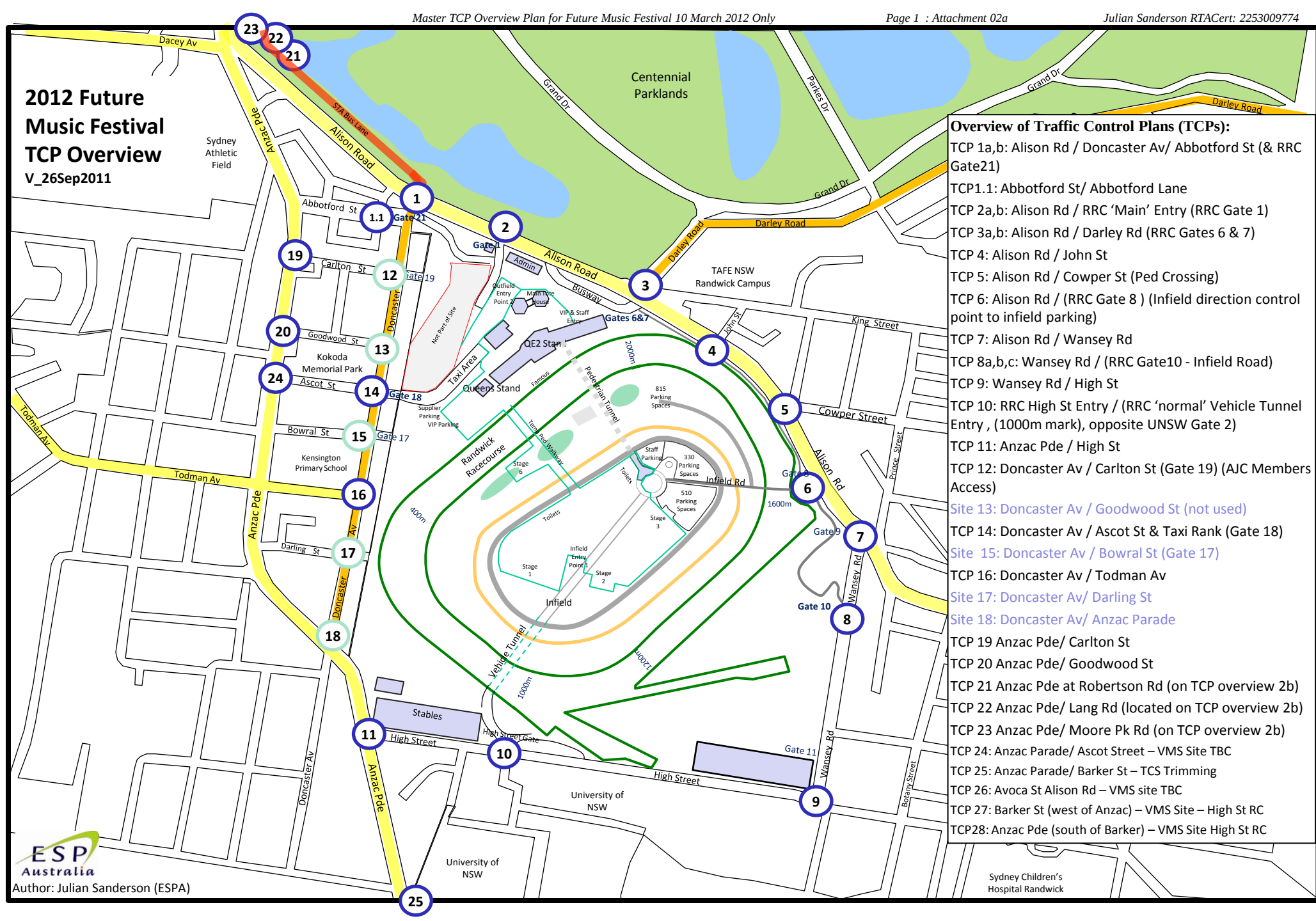
2012 Future Music Festival RC & SEC Overview

V_26 Sep 2011



2012 Future Music Festival TCP Overview

V_26Sep2011



Overview of Traffic Control Plans (TCPs):

TCP 1a,b: Alison Rd / Doncaster Av/ Abbotford St (& RRC Gate21)

TCP1.1: Abbotford St/ Abbotford Lane

TCP 2a,b: Alison Rd / RRC 'Main' Entry (RRC Gate 1)

TCP 3a,b: Alison Rd / Darley Rd (RRC Gates 6 & 7)

TCP 4: Alison Rd / John St

TCP 5: Alison Rd / Cowper St (Ped Crossing)

TCP 6: Alison Rd / (RRC Gate 8) (Infield direction control point to infield parking)

TCP 7: Alison Rd / Wansey Rd

TCP 8a,b,c: Wansey Rd / (RRC Gate10 - Infield Road)

TCP 9: Wansey Rd / High St

TCP 10: RRC High St Entry / (RRC 'normal' Vehicle Tunnel Entry , (1000m mark), opposite UNSW Gate 2)

TCP 11: Anzac Pde / High St

TCP 12: Doncaster Av / Carlton St (Gate 19) (AJC Members Access)

Site 13: Doncaster Av / Goodwood St (not used)

TCP 14: Doncaster Av / Ascot St & Taxi Rank (Gate 18)

Site 15: Doncaster Av / Bowral St (Gate 17)

TCP 16: Doncaster Av / Todman Av

Site 17: Doncaster Av/ Darling St

Site 18: Doncaster Av/ Anzac Parade

TCP 19 Anzac Pde/ Carlton St

TCP 20 Anzac Pde/ Goodwood St

TCP 21 Anzac Pde at Robertson Rd (on TCP overview 2b)

TCP 22 Anzac Pde/ Lang Rd (located on TCP overview 2b)

TCP 23 Anzac Pde/ Moore Pk Rd (on TCP overview 2b)

TCP 24: Anzac Parade/ Ascot Street – VMS Site TBC

TCP 25: Anzac Parade/ Barker St – TCS Trimming

TCP 26: Avoca St Alison Rd – VMS site TBC

TCP 27: Barker St (west of Anzac) – VMS Site – High St RC

TCP28: Anzac Pde (south of Barker) – VMS Site High St RC



Randwick Racecourse

1000m

2012 Future Music Festival High Street Gate
Egress Overview Plan_v1_26Sep 2011

Pedestrians use Western Tunnel for Ingress and Egress

Emergency Vehicles use Eastern Tunnel

Horse pool

PA 3

Stables

Staff Residence

Randwick High St Gate

130-1700

Bus Loading Area (Egress Only) 1930-2400

1.4m Pool Fence

Triton Barrier

1.4m Pool Fence

High Street

370 Service
Until 8:30pm

50 Metro Bus
Until 7:40pm

400 Service
Continues

UNSW Gate 2

370 Service
Until 8:30pm

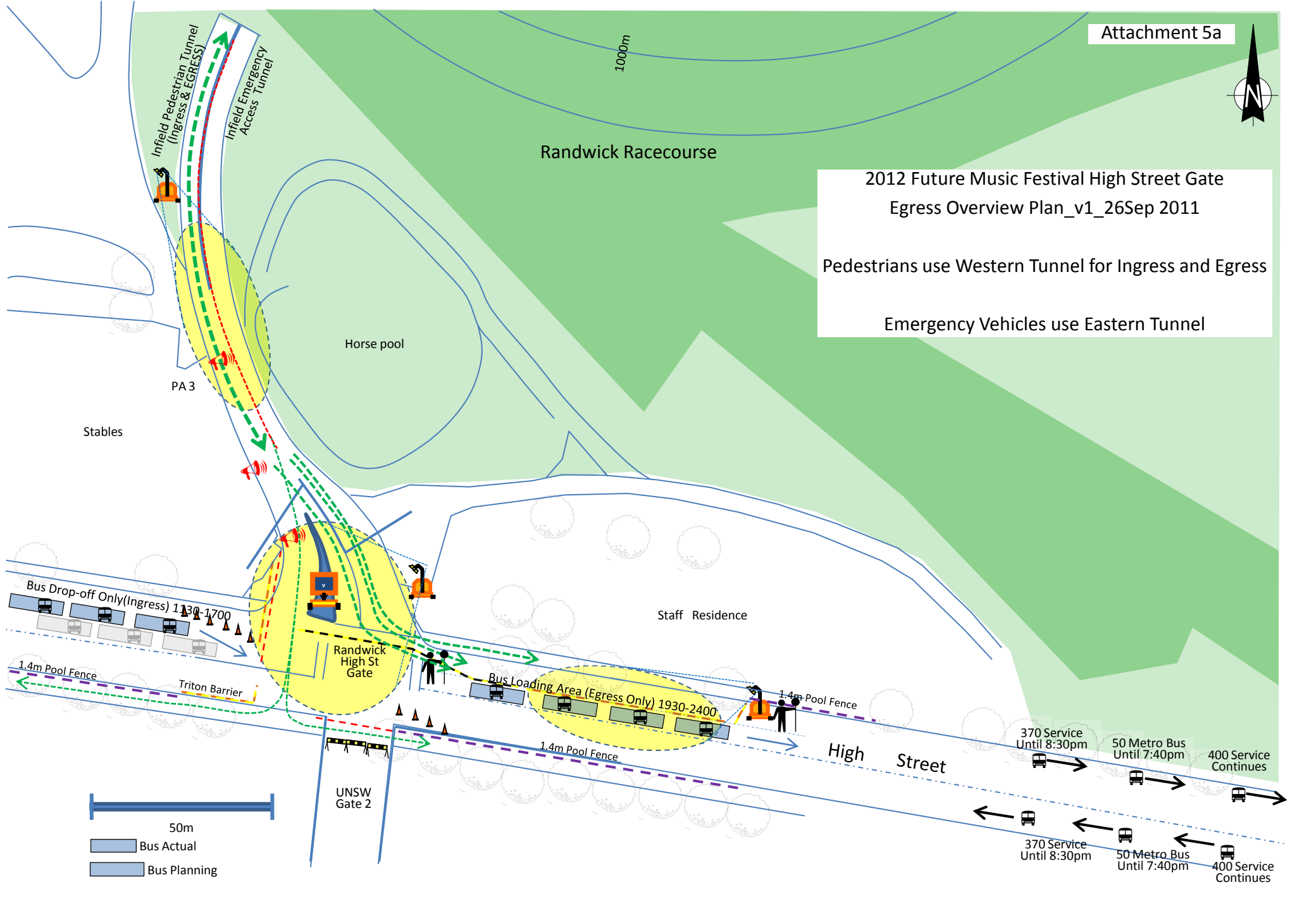
50 Metro Bus
Until 7:40pm

400 Service
Continues



Bus Actual

Bus Planning

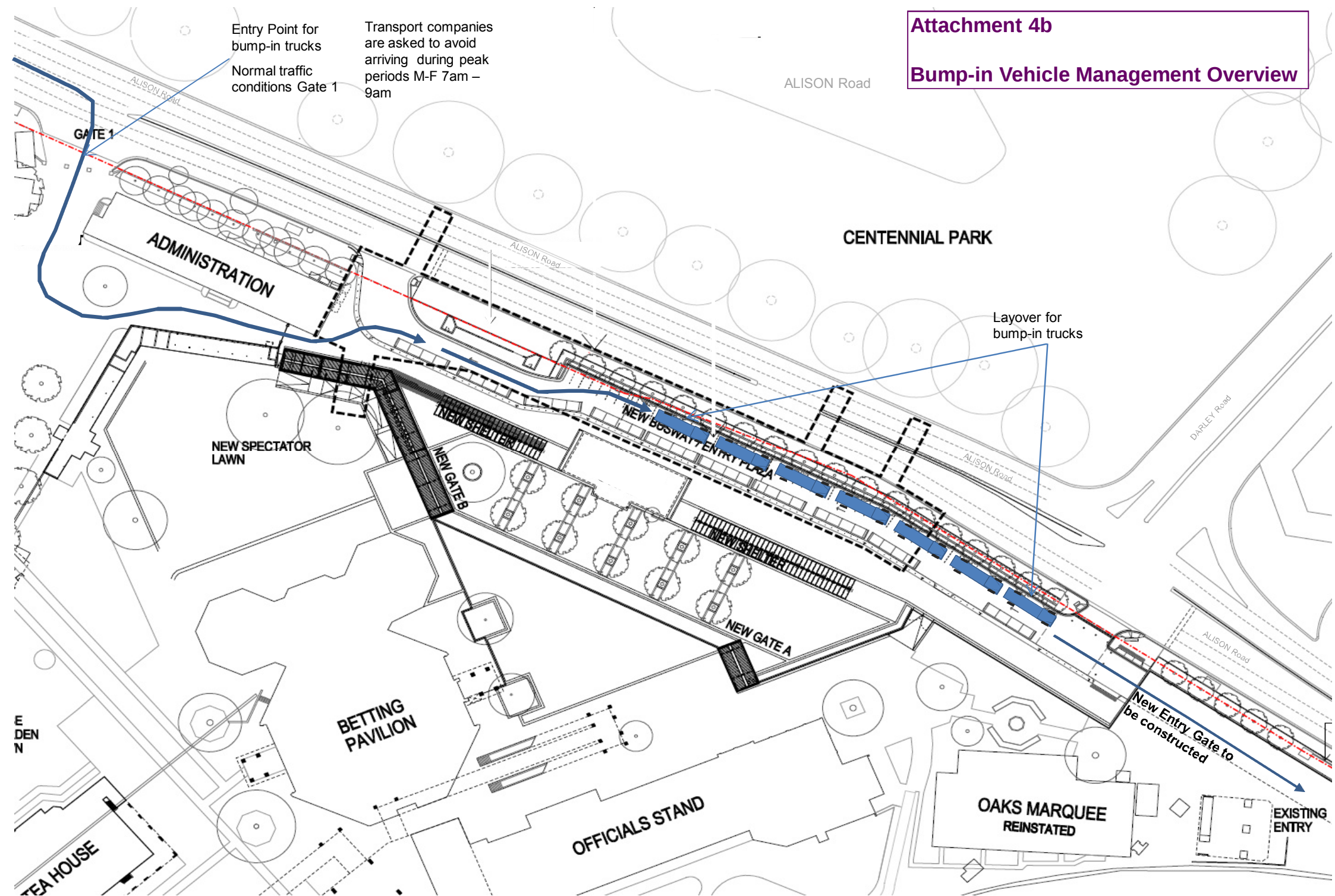


Attachment 4b

Bump-in Vehicle Management Overview

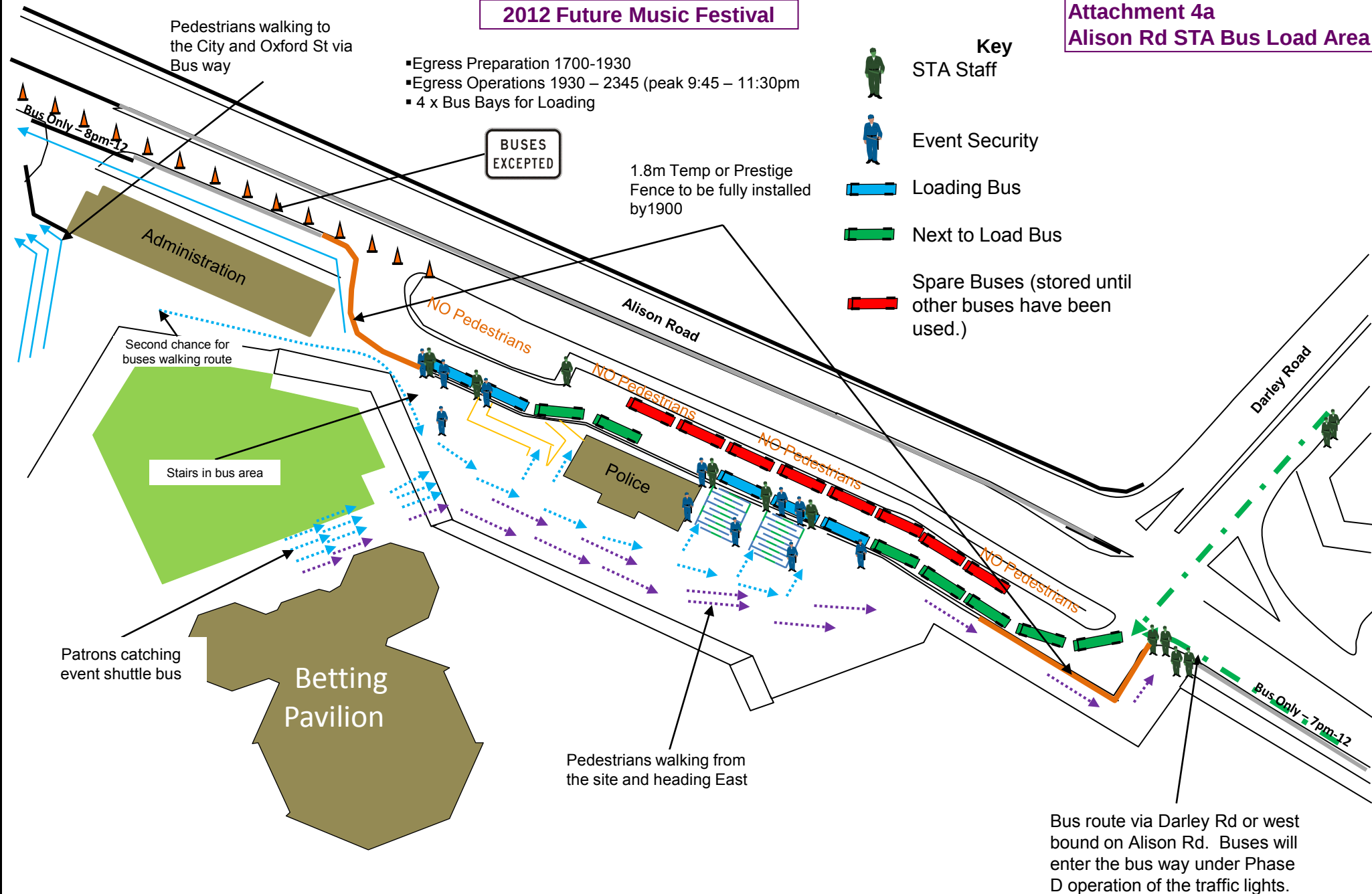
Attachment 4b

Bump-in Vehicle Management Overview



2012 Future Music Festival

Attachment 4a Alison Rd STA Bus Load Area



2012 Future Music Festival

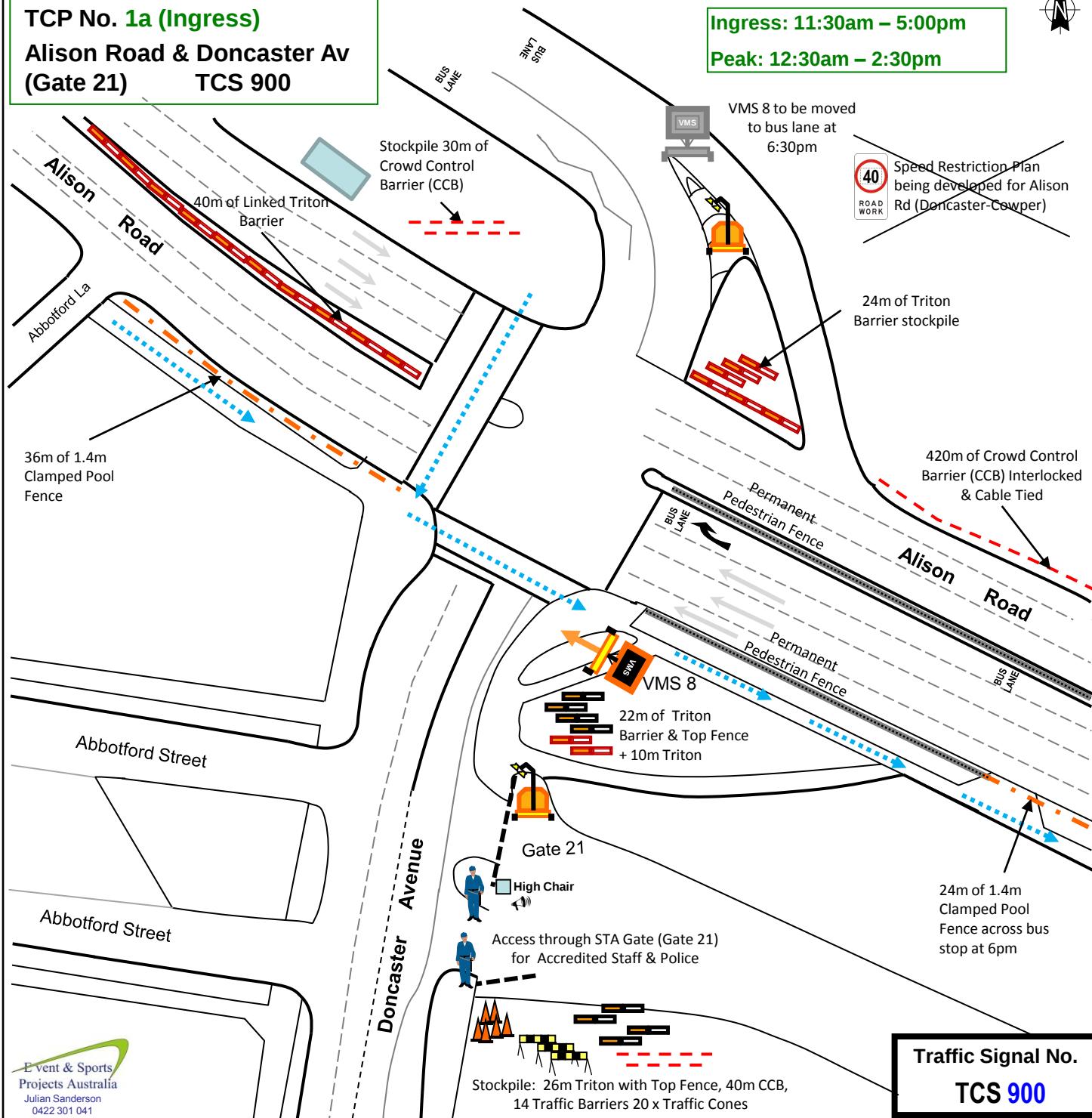
Attachment 03 Pages 1-24

TCP No. 1a (Ingress)

Alison Road & Doncaster Av
(Gate 21) TCS 900

Ingress: 11:30am – 5:00pm

Peak: 12:30am – 2:30pm

TCP 1a
Ingress

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

Barriers = see TCP 1b
 700mm Traffic Cones = see TCP 1b
 Detour (Left Arrow) = see TCP 1b

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all off-road pedestrian control devices	Security x 2 from 8am	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Monitor Pedestrian Ingress	Monitor Traffic Conditions	Police Roaming - nil on point	8:00am – 4pm
RTA	Install Clearways in designated areas	Monitor Traffic Conditions	Rostered Traffic Commander	8:00am – 4pm
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 1b (Egress)
Alison Road & Doncaster Av
TCS 900

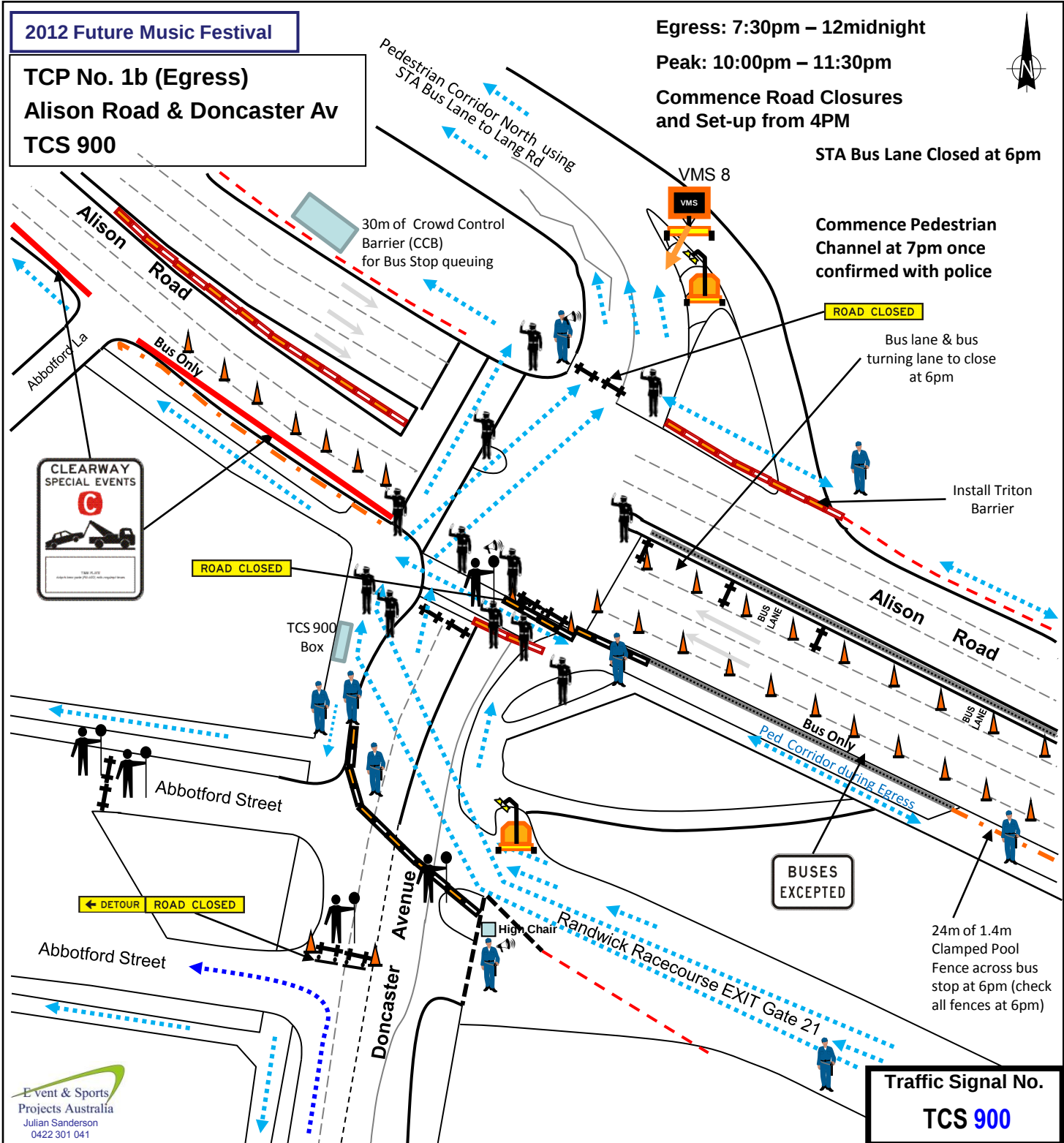
Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

Commence Road Closures
 and Set-up from 4PM

STA Bus Lane Closed at 6pm

Commence Pedestrian
 Channel at 7pm once
 confirmed with police

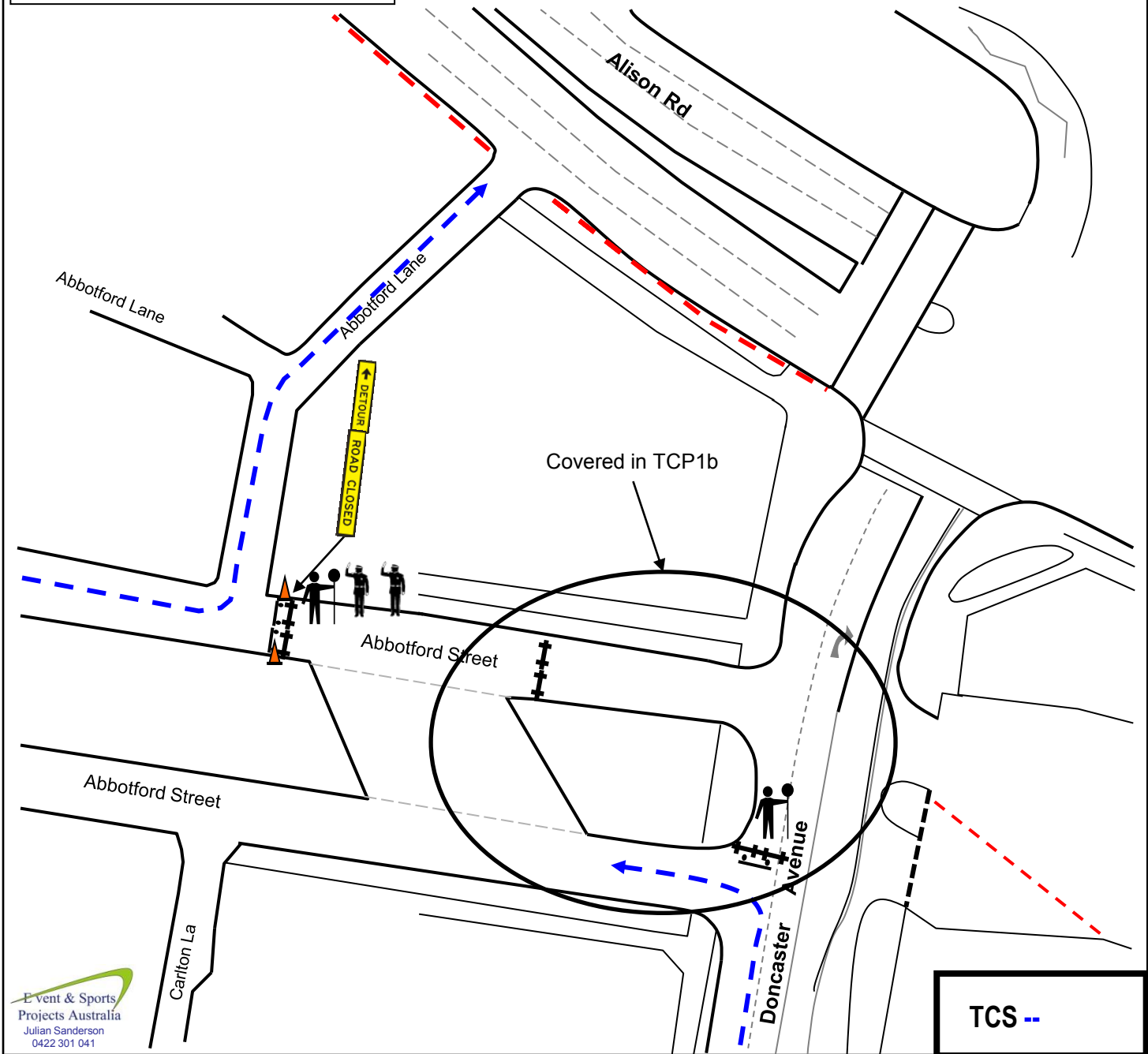


TCP 1b
 egress

Equipment Requirements: Note equipment & products tbc
 Organiser to Supply all traffic & pedestrian control devices,
 security and traffic control personnel at minor intersections.

Barriers = 14
 700mm Traffic Cones = 30
 Traffic Signs = 5

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	TC x 5 from 4pm Sec x 9 at 9:00pm	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4x Early 4pm, then 8 x Police 8pm	4:00pm – 12midnight
RTA	Rostered Traffic Commander to monitor and regulate Traffic Signal phases.	Monitor Traffic Conditions	Rostered Traffic Commander	4:00pm – 12midnight
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 1.1 (Egress only)****Abbotford Lane/ Alison Road/ Abbotford St****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm****Commence Road Closures and Set-up from 4PM**

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Julian Sanderson
0422 301 041

TCP 1.1
egress

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

 Barriers = 2
 700mm Traffic Cones = 4
 Traffic Signs = 2

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Traffic Control x 1 from 4pm	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	2 x Traffic Police Roaming	4:00pm – 12midnight
RTA	nil	Monitor Traffic Conditions	nil	4:00pm – 12midnight
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 2a****Alison Rd/ Main Entry AJC**

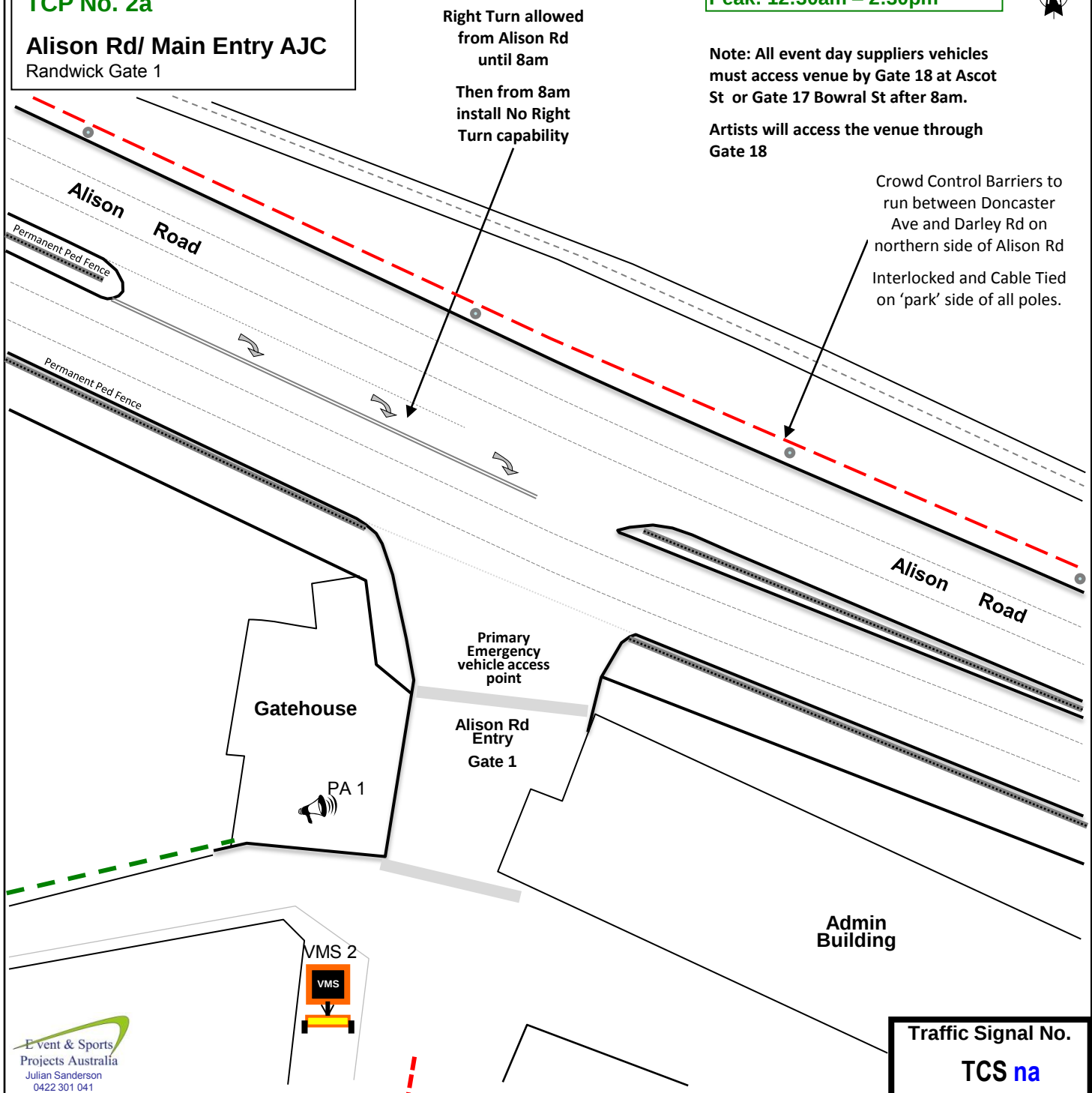
Randwick Gate 1

Ingress: 11:30am – 5:00pm**Peak: 12:30am – 2:30pm**

Note: All event day suppliers vehicles must access venue by Gate 18 at Ascot St or Gate 17 Bowral St after 8am.

Artists will access the venue through Gate 18

Crowd Control Barriers to run between Doncaster Ave and Darley Rd on northern side of Alison Rd
Interlocked and Cable Tied on 'park' side of all poles.

**TCP 2a**

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

Barriers = x 3
700mm Traffic Cones = x 18
Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 2 TC x 2 from 7:30am	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic & Pedestrian Conditions	Roaming Police	5:00am – 8:00am
RTA	nil	Monitor Traffic Conditions	nil	5:00am – 8:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 2b (Egress)

Alison Rd/ Main Entry AJC
Randwick Gate 1

Egress: 7:30pm – 12midnight

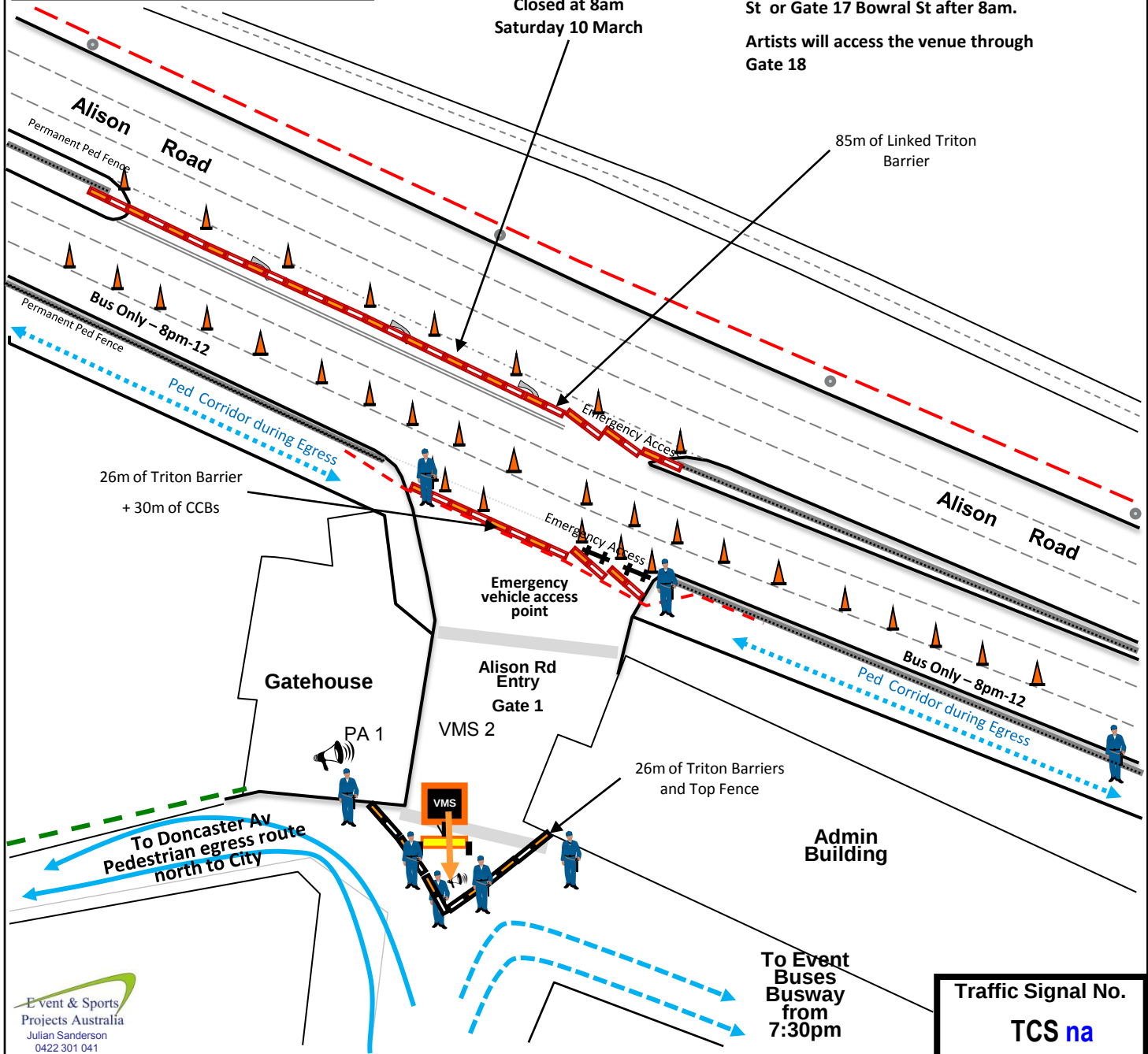
Peak: 10:00pm – 11:30pm



Note: All event day suppliers vehicles must access venue by Gate 18 at Ascot St or Gate 17 Bowral St after 8am.

Artists will access the venue through Gate 18

**Right Turn allowed
from Alison Rd
Closed at 8am
Saturday 10 March**



TCP 2b

Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

 Barriers = x 2
 700mm Traffic Cones = x 15
 Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 8 From 8pm	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic & Pedestrian Conditions	Roaming Police	8:00am – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	8:00am – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 3

Alison Road / Darley Road

TCS 357

Ingress: 11:30am – 5:00pm

Peak: 12:30am – 2:30pm

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

STA BUS
Supervisor

Bus Layover 80m

Darley Road

STA BUS
SupervisorBUSES
EXCEPTED

Alison Road

Bus Only

Ped No-Go

AJC Busway

1.8m Prestige
Perimeter Fence

Alison Road

Permanent Pedestrian Fence

Bus Only

Caltex Service
StationBus Stop to be
closed at
7:30pm with
Barriers

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCS 357

TCP 3

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

Barriers = nil
700mm Traffic Cones = 7
Bus Only Sign = 1

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 5 TC x 2	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4 x Police Ingress 8x Police Egress	9:00am – 12:30am
RTA	Install Special Event Clearways	Monitor Traffic Conditions	Rostered Traffic Commander	9:00am – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

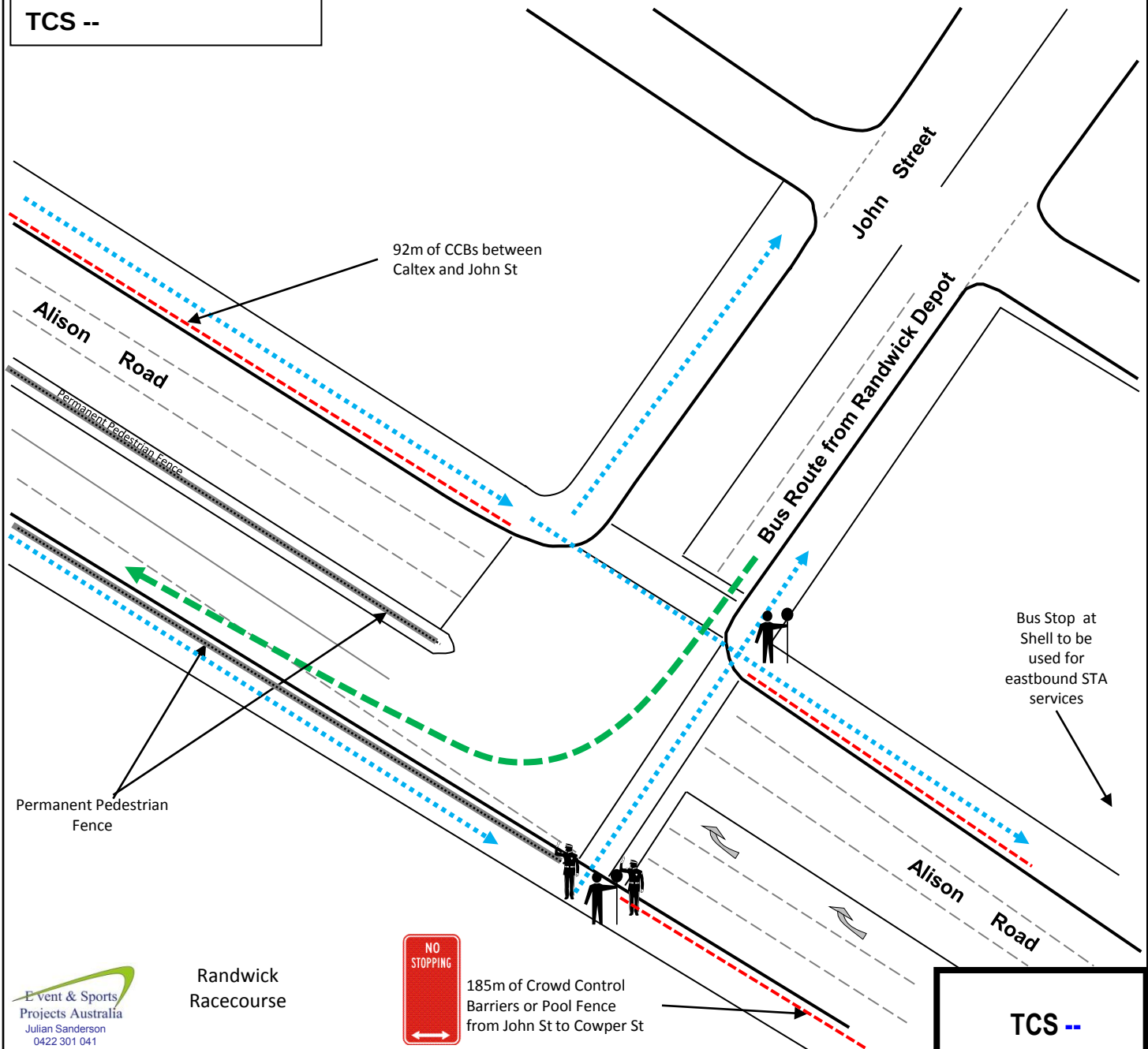
TCP No. 4

Alison Road / John Street

TCS --

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



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Julian Sanderson
0422 301 041

Randwick
Racecourse



185m of Crowd Control
Barriers or Pool Fence
from John St to Cowper St

TCS --

TCP 4

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

Barriers = nil
700mm Traffic Cones = nil
Traffic Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 2 TC x 2	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	2 x Police	7:30pm – 12:00am
RTA	nil	Monitor Traffic Conditions		7:30pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 5****Alison Road / Cowper Street
TCS --****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

**Nil traffic treatments
identified for Alison
Rd & Cowper St**

**Roaming Security &
Police to keep
patrons who have left
the venue to 'keep
moving' and vacate
the area.**



185m of Crowd Control
Barriers or Pool Fence
from John St to Cowper St
(also identified in TCP 4)
Note CCB Fence must be
Cable Tied

**Randwick
Racecourse**



Speed Restriction Plan
being developed for Alison
Rd (Doncaster-Cowper)

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCS --**TCP 5**

Equipment Requirements: Note equipment & products tbc
**Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.**

 Barriers = nil
 700mm Traffic Cones = nil
 Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Roaming +1 x TC	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	2 x Police	7:30pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	7:30pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

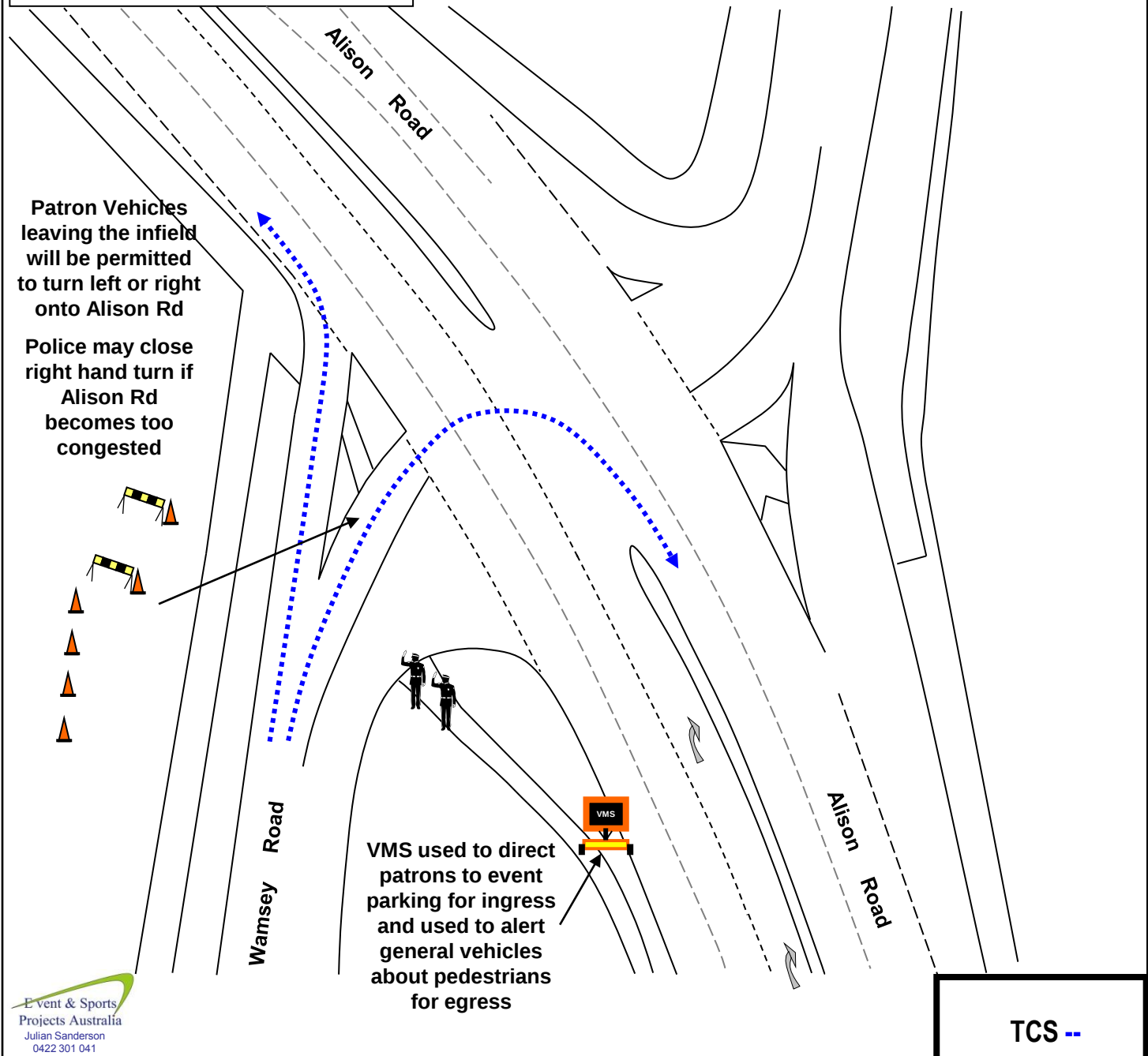
2012 Future Music Festival**TCP No. 7 (egress)**

Alison Road / Wansey Road
TCS na

Egress: 7:300pm – 12midnight

Peak: 10:00pm – 11:30pm

Nil traffic treatments identified for Alison Rd & Wansey Road
Roaming Security & Police to keep patrons who have left the venue to 'keep moving' and vacate the area.



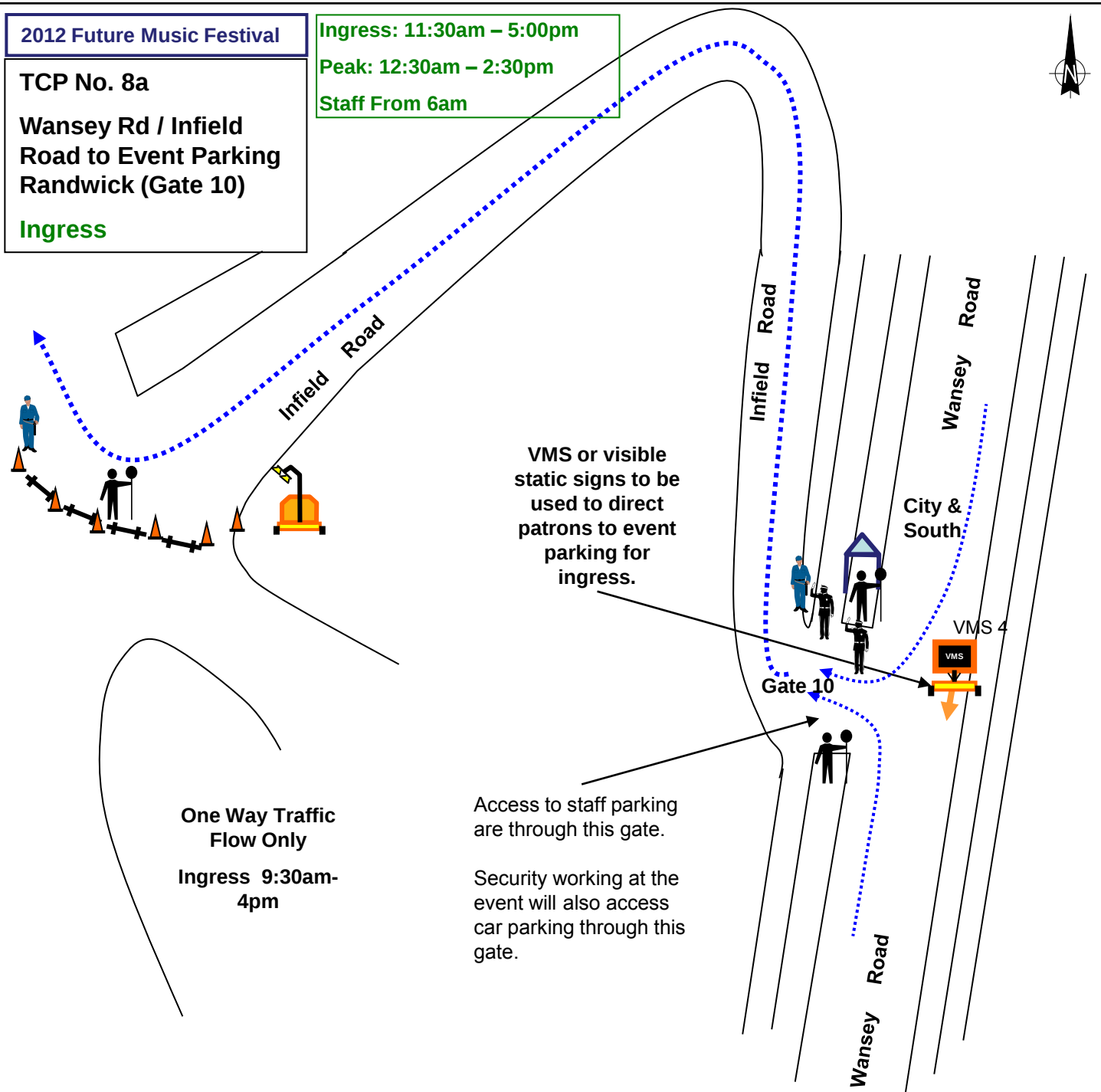
Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCP 7
egress

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

Barriers = 2
 700mm Traffic Cones = 6
 Traffic Signs = 0

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Monitor Traffic Conditions	Implement closure of right turn if directed by Police Supervisor	2 x Traffic Police	7:30pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	7:30pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 8a****Wansey Rd / Infield Road to Event Parking Randwick (Gate 10)****Ingress****Ingress: 11:30am – 5:00pm****Peak: 12:30am – 2:30pm****Staff From 6am**

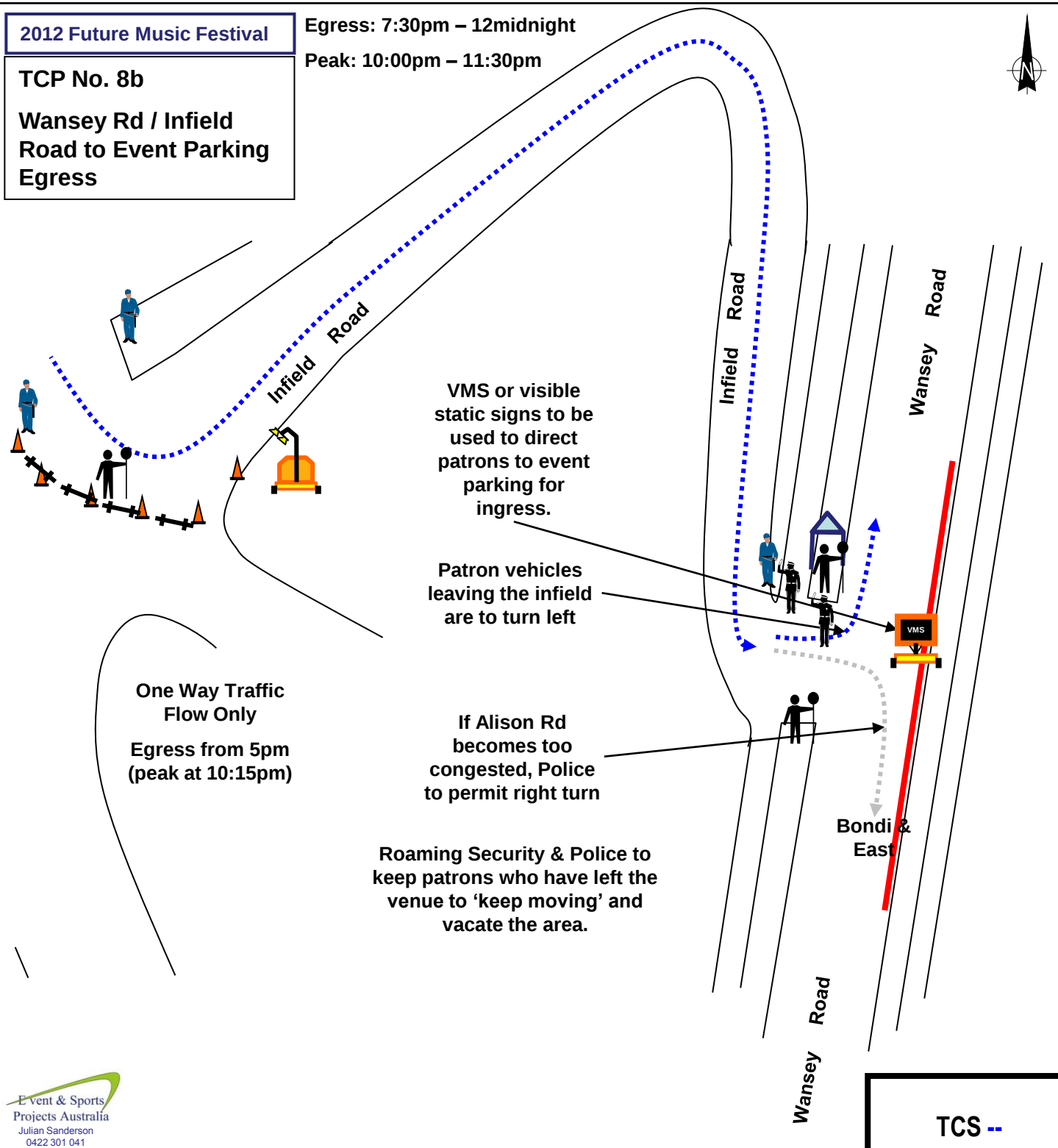
Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCS --**TCP 8a
Ingress**

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

- Barriers = 4
 700mm Traffic Cones = 6
 Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Monitor traffic and pedestrian conditions use traffic controller if req.	Security x 3 TC x 2	Delivery from 3am 07 March, ops 10 March 5am-12 midnight
Police	Monitor Traffic Conditions Monitor Pedestrian conditions	Direct traffic if required	Roaming Police	5:00am – 5:pm
RTA	nil	Monitor Traffic Conditions	nil	5:00am – 5:pm
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 8b****Wansey Rd / Infield Road to Event Parking Egress****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

**TCP 8b
Egress**

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

Barriers = 4
700mm Traffic Cones = 6
Road Closed Signs = nil

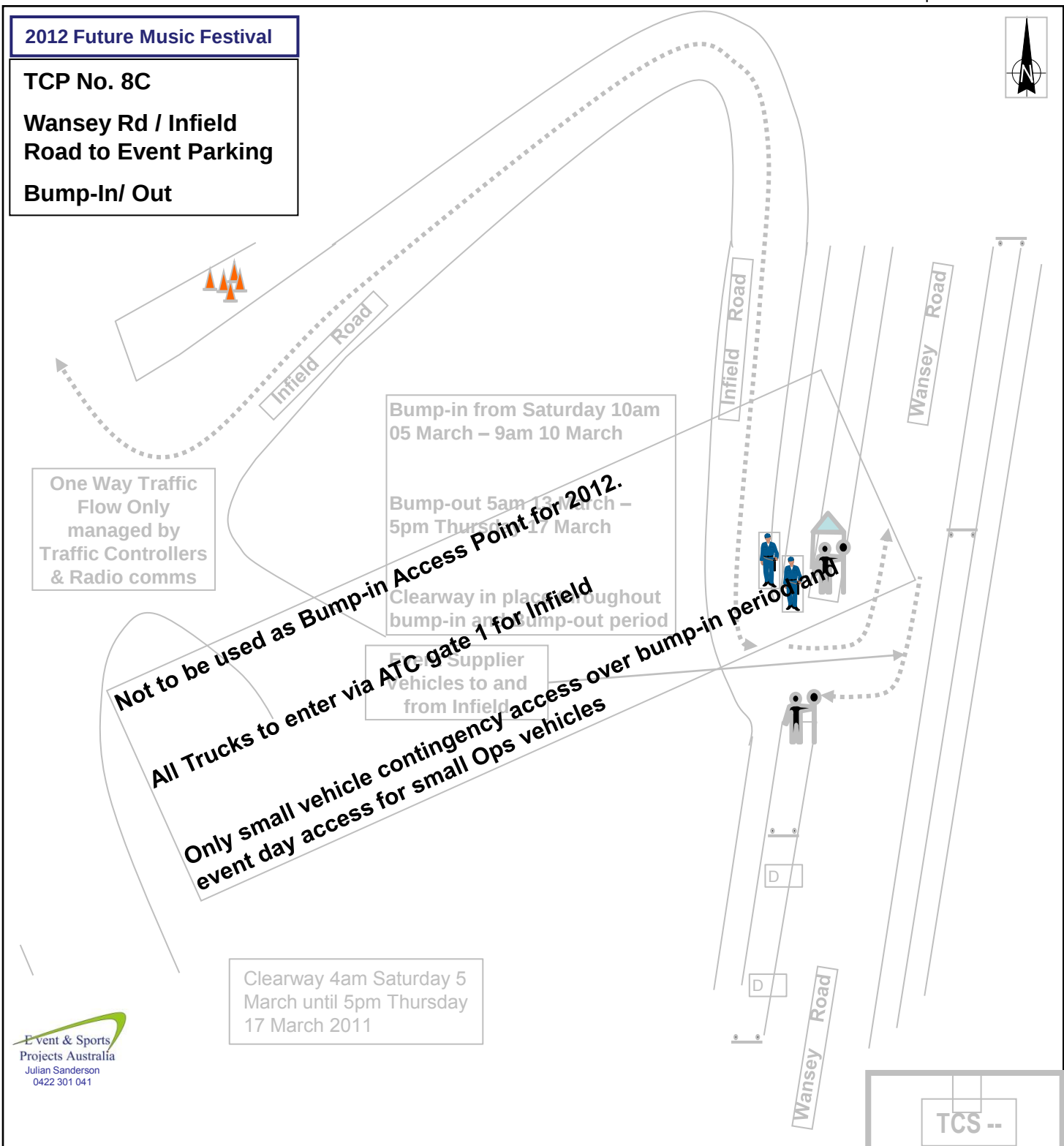
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Monitor traffic and pedestrian conditions use traffic controller if req.	Security x 3 TC x 2	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Monitor Traffic Conditions Monitor Pedestrian conditions	Direct traffic if required	2 x Traffic Police	7:30pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	7:30pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 8C

Wansey Rd / Infield Road to Event Parking

Bump-In/ Out



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Julian Sanderson
0422 301 041

TCP 8C
Bump-in/ out

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

Barriers = 4
700mm Traffic Cones = 6
Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Monitor traffic and pedestrian conditions use traffic controller if req.	Security x 2 TC x 2	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Monitor Traffic Conditions Monitor Pedestrian conditions	Direct traffic if required	nil	8am – 4pm
RTA	nil	Monitor Traffic Conditions	nil	8am – 4pm
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 9

High Street / Wansey Road

TCS na

Ingress: 11:30am – 5:00pm

Peak: 12:30am – 2:30pm

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



VMS or visible static signs to be used to direct patrons to event parking for ingress.

Roaming Security & Police to keep patrons who have left the venue to 'keep moving' and vacate the area.

Patron Vehicles leaving the infield will exit via Randwick Gate 10 onto Wansey Rd

Most vehicles will turn left from gate 10

Local Traffic requested to make (Left Turn Only)

Local Traffic Only

Speed Restriction Plan being developed for High St between Anzac Pde & UNSW Gate 3

DETOUR

Event Shuttle Buses to use High street eastbound, right into Botany St, right into Baker St and right into Anzac Pde for return journey back to Central Station/ Eddy Av.

Event Shuttle Bus route

High Street

370 Service Until 8:30pm

50 Metro Bus Until 7:40pm

400 Service Continues

Event & Sports Projects Australia
Julian Sanderson
0422 301 041

TCS na

TCP 9
egress

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

Barriers = 3
700mm Traffic Cones = 6
Detour Signs = 2

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment as required	nil	Security Response TC x 1	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Monitor traffic conditions	Monitor Traffic Conditions	2 x Traffic Police E	7:30pm – 12:00midnight
RTA	nil	Monitor Traffic Conditions	nil	7:30pm – 12:00midnight
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 10

High St Entry to
Randwick Racecourse
TCS --

Note: Crowd Control point required prior to Tunnel entry during egress to be included as part of site design.

Note: Tunnel to infield, usually used for vehicles, requires a risk assessment and emergency access plan to be provided by event security company.



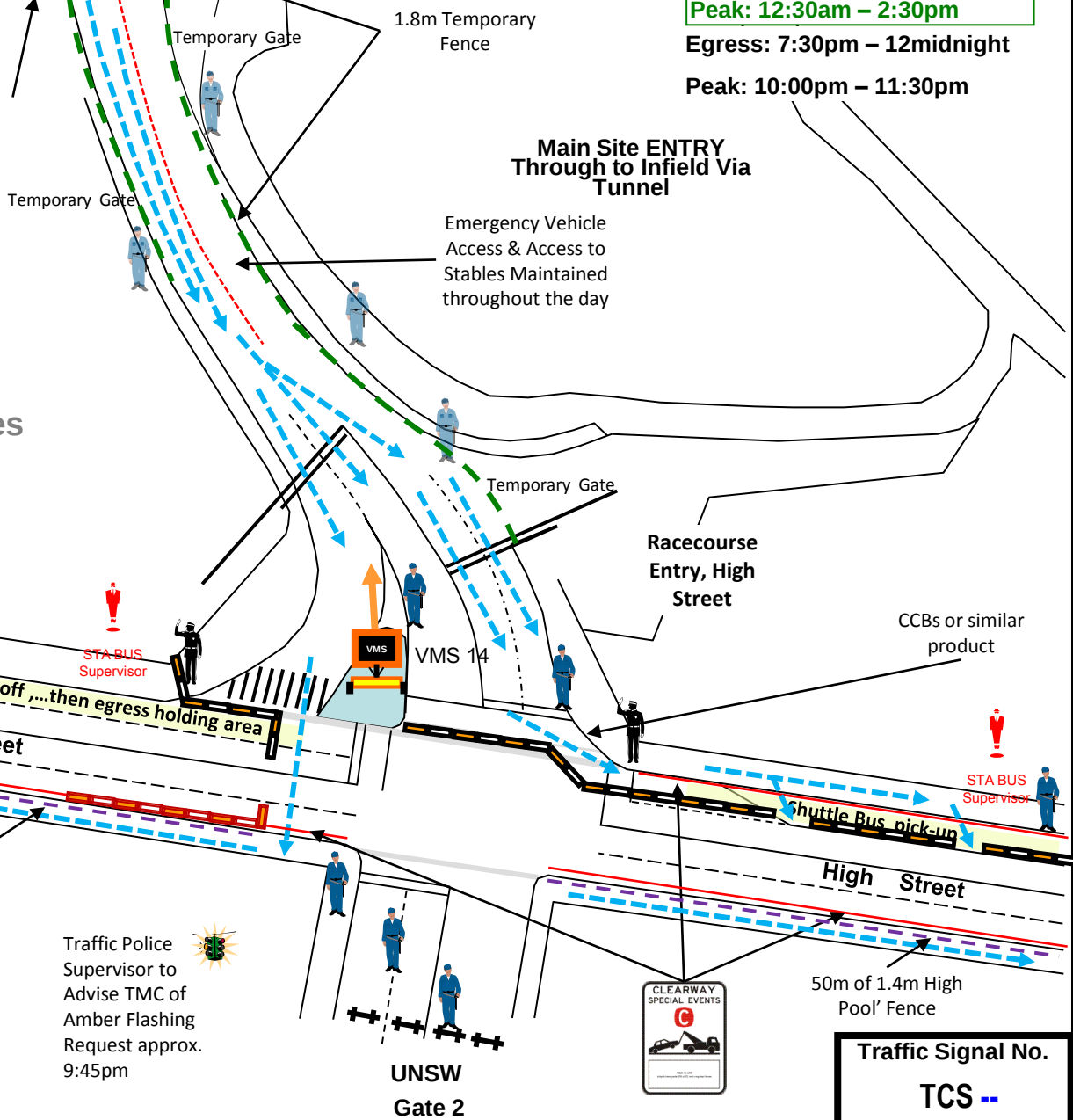
Ingress: 11:30am – 5:00pm

Peak: 12:30am – 2:30pm

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

Horse floats have been asked to enter and exit the site via Ascot Street for 2011 event.



TCP 10
egress

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

Barriers = 4
700mm Traffic Cones = 10
Traffic Signs = 0

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 6 TC x 2	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	2 x Police Ingress 2 x Police Ingress	8:00am – 12:00am
RTA	Rostered Traffic Commander to monitor and regulate Traffic Signal phases.	Monitor Traffic Conditions	Rostered Traffic Commander	8:00am – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 11

High Street / Anzac Parade

TCS 1169

High St
Closed Use
Barker St
from 4pm

Note: Private vehicles and
Taxis will be directed past
the Bus Drop-off area on
High Street or to infield
parking.

Ingress: 11:30am – 5:00pm

Peak: 12:30am – 2:30pm

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

Security to monitor No
Stopping of private
vehicles and Taxis during
ingress and egress to
allow event shuttle buses
to run to schedule.

Close Through Access
and allow only local Traffic
, Event Buses and STA
400 Service

Event Shuttle Bus route + 370 services + 400 + 50
+ Charter Buses

High Street

VMS 6

Speed Restriction Plan
being developed for High St
between Anzac Rde &
UNSW Gate 3

VMS and/or visible
static signs to be
used to direct
patrons to event
parking for
ingress.

No Right Turn
From 4PM

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Projects Australia
Julian Sanderson
0422 301 041

Traffic Signal No.

TCS 1169

TCP 11

Equipment Requirements: Note equipment & products to be
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

Barriers = nil
700mm Traffic Cones = nil
Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 3 TC x nil	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	2 x Police	4PM – 12midnight
RTA	Rostered Traffic Commander to monitor and regulate Traffic Signal phases.	Monitor Traffic Conditions	Rostered Traffic Commander	4PM – 12midnight
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 12

Doncaster Avenue / Carlton St



Access for AJC Betting
Auditorium Patrons will be
directed to park inside Gate 19

Nil traffic treatments identified
for Doncaster Av at Carlton St

Carlton St

Doncaster Av

AJC Access
point for VIP
AJC Patrons

Randwick Gate 19

Access to BOH AJC
Maintenance Yard

Perimeter
Security on
separate
schedule

AJC Staff Parking

AJC Staff Parking

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Projects Australia
Julian Sanderson
0422 301 041

TCS --

TCP 12

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

Barriers = nil
700mm Traffic Cones = nil
Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	nil	Monitor Traffic Conditions	Roaming Police	9:00am – 5pm
RTA	nil	Monitor Traffic Conditions	nil	9:00am – 5pm
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 14

Doncaster Ave & Ascot St

Randwick Gate 18

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

Additional Police and security to ensure Peds do not exit from venue at this point

Access through Gate 18:

- Taxis
- Event deliveries after Gate 1 has closed.

Doncaster Av

Taxi Rank

Day Stalls

Saint Leger St

2 x Taxi Security to assist with queuing of taxis and to call more taxis if required from 8pm.



Randwick Gate18

Ascot St

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCP No. 14

Equipment Requirements:

Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

- Crowd Control Barriers = 20m
- ▲ 700mm Traffic Cones = 8
- Road Closed Signs = nil

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Facilitate taxi movements in and out of Ascot St	Monitor Traffic Conditions	2 x Police Egress	7:30pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	7:30pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 16

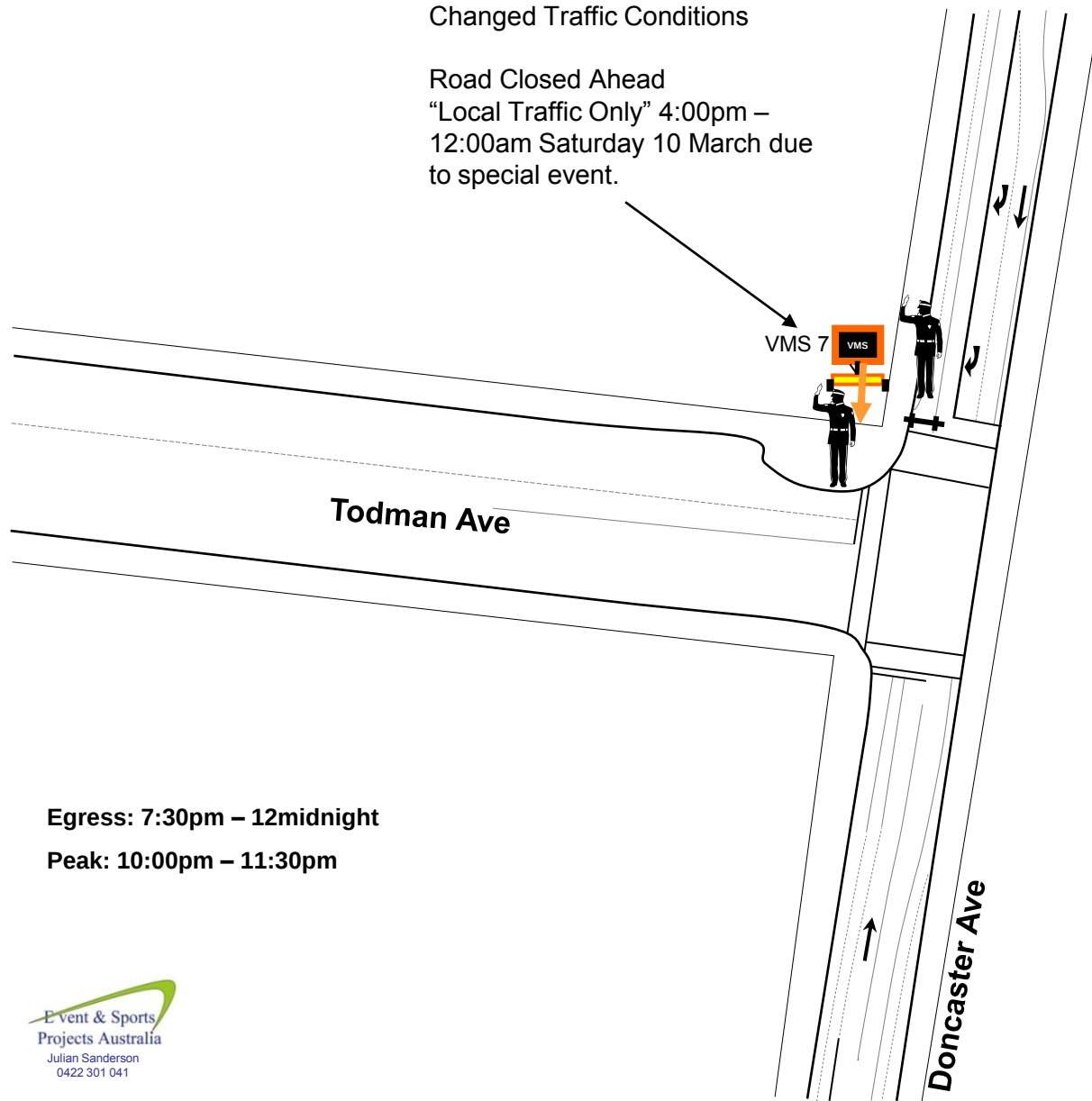
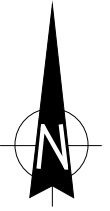
Doncaster Ave &
Todman Ave

TCS na

VMS or Static Sign to notify
vehicles of no through road

Special Event

Changed Traffic Conditions

Road Closed Ahead
"Local Traffic Only" 4:00pm –
12:00am Saturday 10 March due
to special event.

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



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0422 301 041

TCP No.
16

Equipment Requirements:

Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

1 x VMS

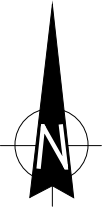
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	nil	Monitor Traffic Conditions	Roaming Police	4:00pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	4:00pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 19

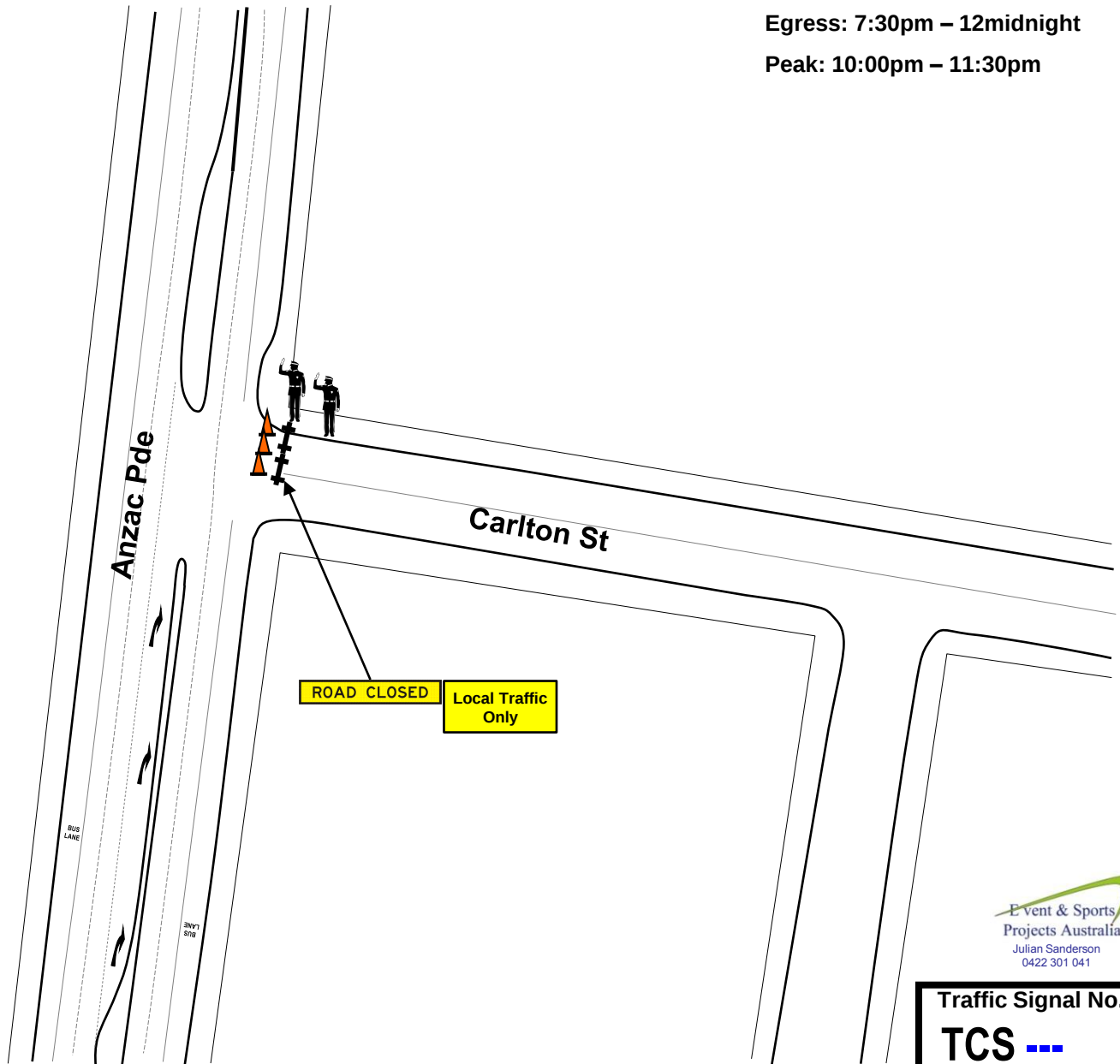
Anzac Pde & Carlton Street

TCS --



Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



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0422 301 041

TCP No
19

Equipment Requirements:

Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections

- Traffic Cones = 3
- Barrier Boards = 2
- Traffic Signs = 2

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	2 x Police Egress	5:00pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	5:00pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

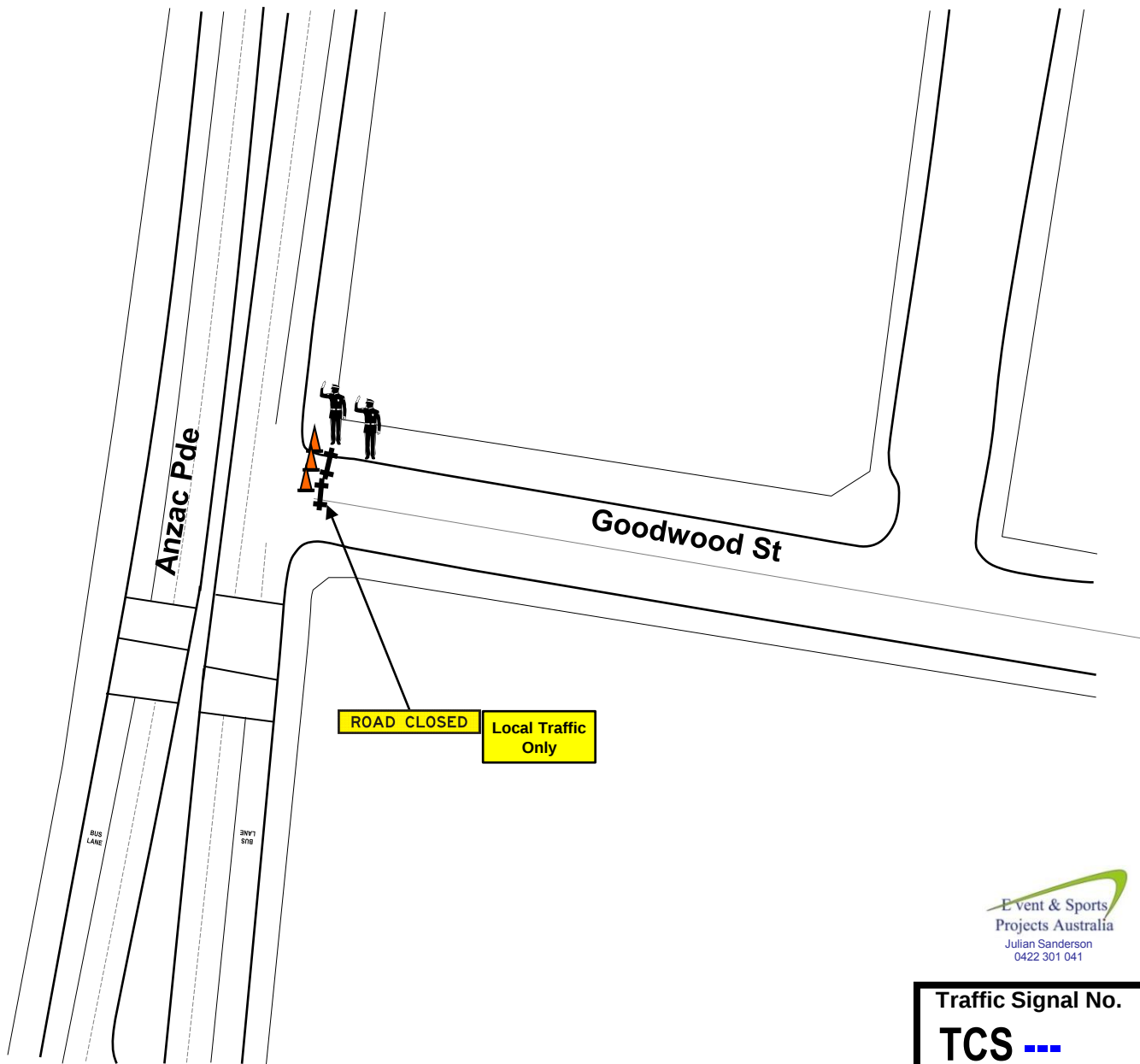
TCP No. 20

Anzac Parade &
Goodwood St

TCS --

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCP No.
20**Equipment Requirements:**Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections

- Traffic Cones = 3
- Barrier Boards = 2
- Traffic Signs = 2

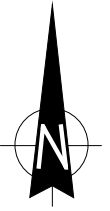
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	2 x Police Egress	5:00pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	5:00pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 21

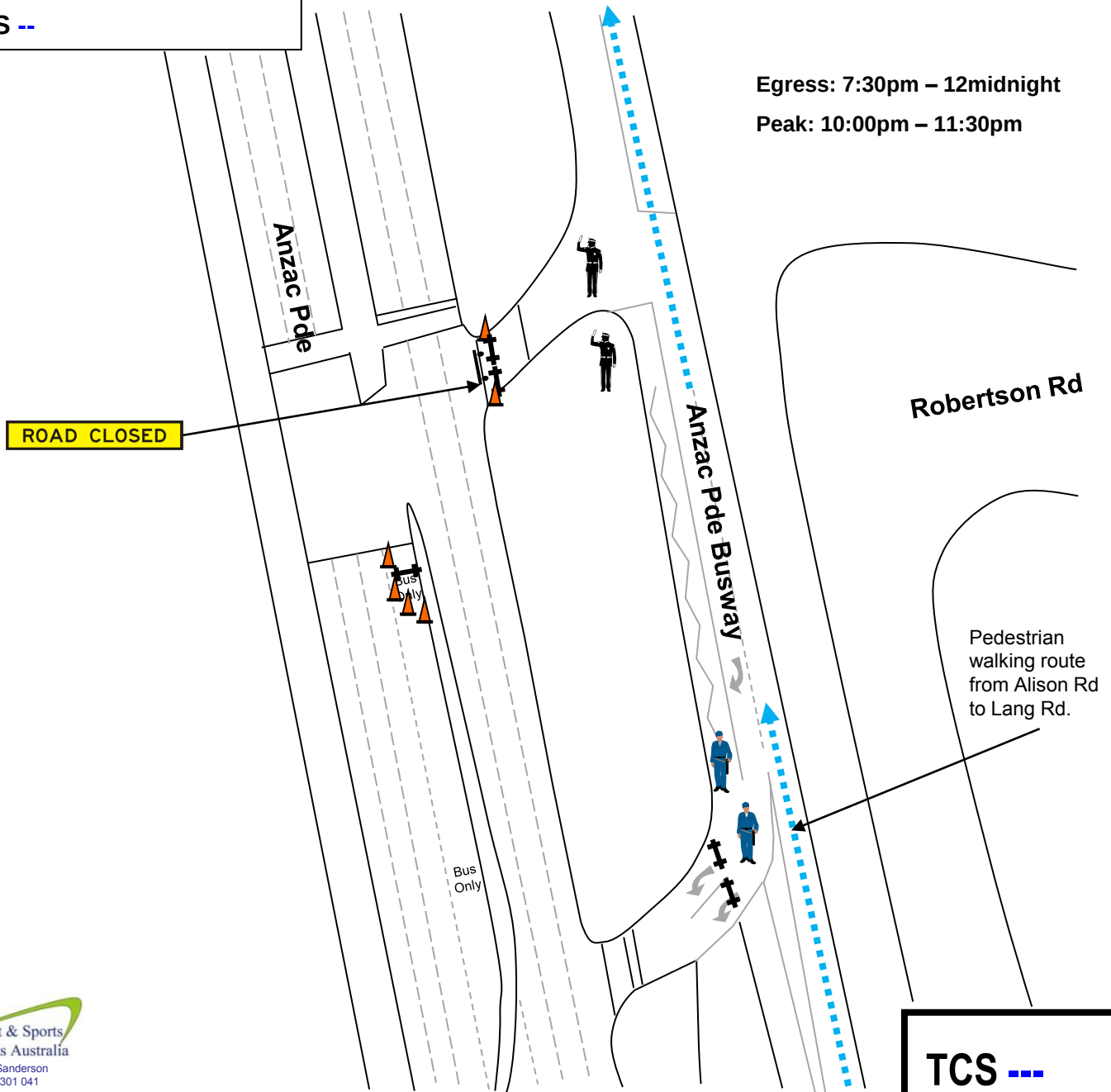
Bus Lane Anzac Parade &
Robertson Rd

TCS --



Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



Event & Sports
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Julian Sanderson
0422 301 041

TCP No.
21

Equipment Requirements:

Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections

- Traffic Cones = 6
- Barrier Boards = 3
- Traffic Signs = 1

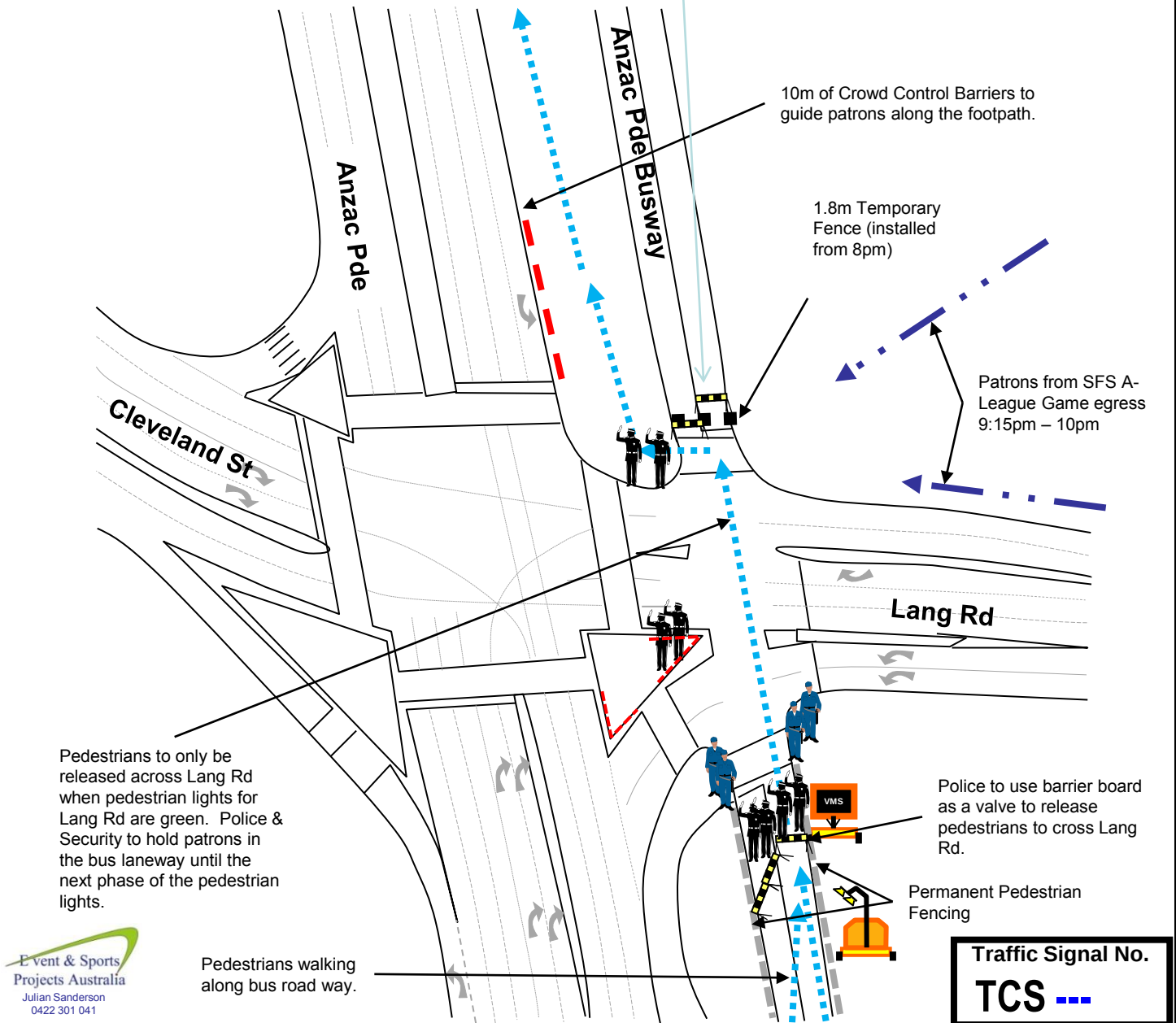
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	2 x Security	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Monitor Pedestrians	Monitor Traffic Conditions	2 x Police	7:00pm – 12:00am
RTA	nil	Monitor Traffic Conditions	nil	7:00pm – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival

TCP No. 22

Bus Lane Anzac Parade &
Lang Rd

TCS --

No Peds on Bus Lane north of
Lang RdBus Lane south of Lang rd
to Close at 6pm

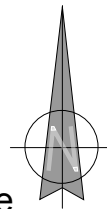
TCP No. 22

Equipment Requirements:

Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections

▲ Traffic Cones = 0
 ■ Barrier Boards = 5
 ■ 1.8m Fence = 10m
 ■ VMS Board = 1
 ■ Light Tower = 1

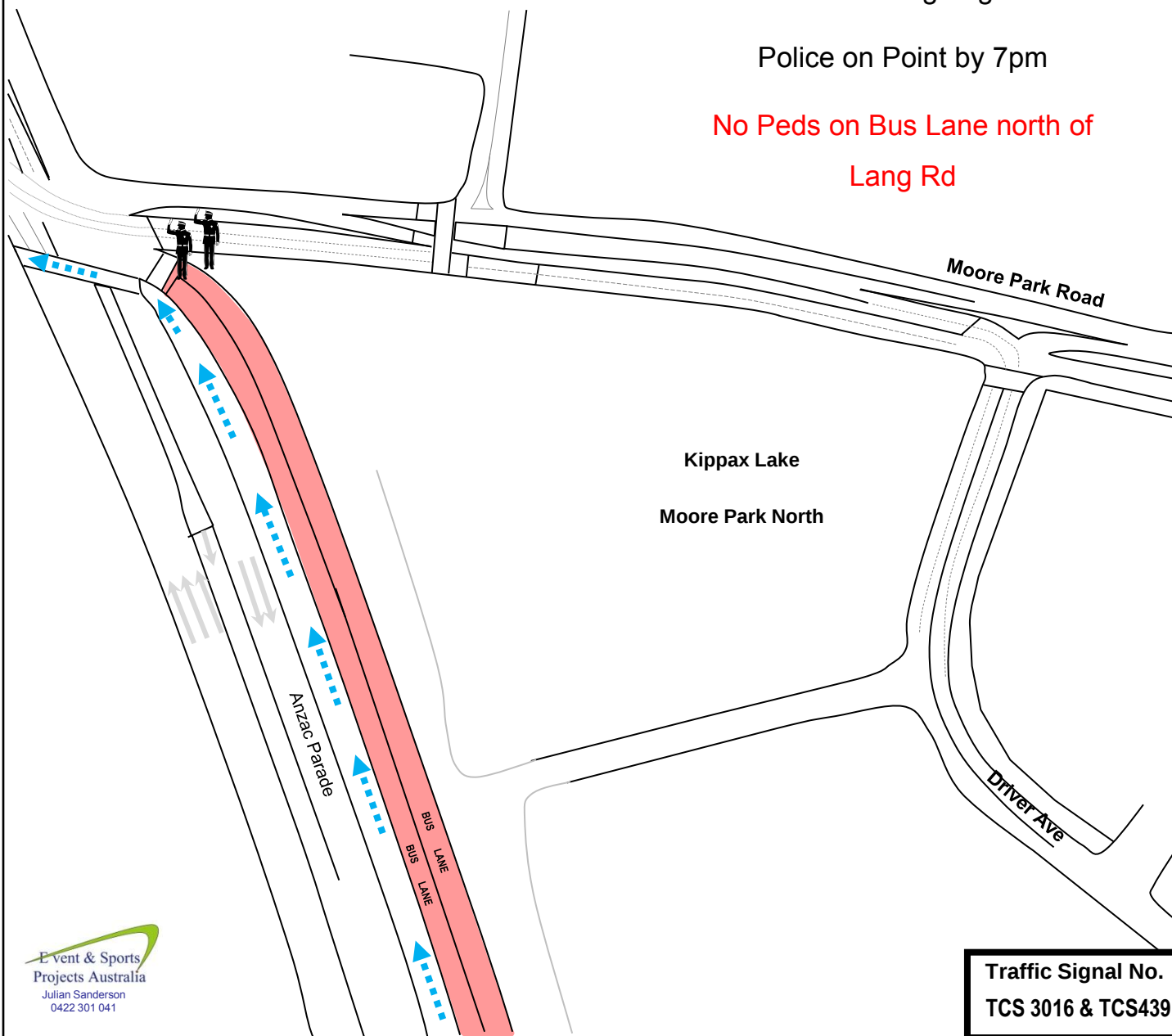
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	4 x Security	Delivery from 4am 6Mar, ops 9:30-12
Police	Facilitate pedestrians across Lang Rd and onto footpaths of Anzac Pde	Monitor Traffic Conditions	8 x Police Egress	8:00pm – 12:30am
RTA	nil	Monitor Traffic Conditions	nil	7:00pm – 12:30am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 23.1****Bus Over Lay – Kippax Lake, Moore Park North****TCS 3016 (Driver Ave), TCS 439 (Anzac Pde)****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

Bus Lane to remain Open due
to SFS A League game

Police on Point by 7pm

**No Peds on Bus Lane north of
Lang Rd**



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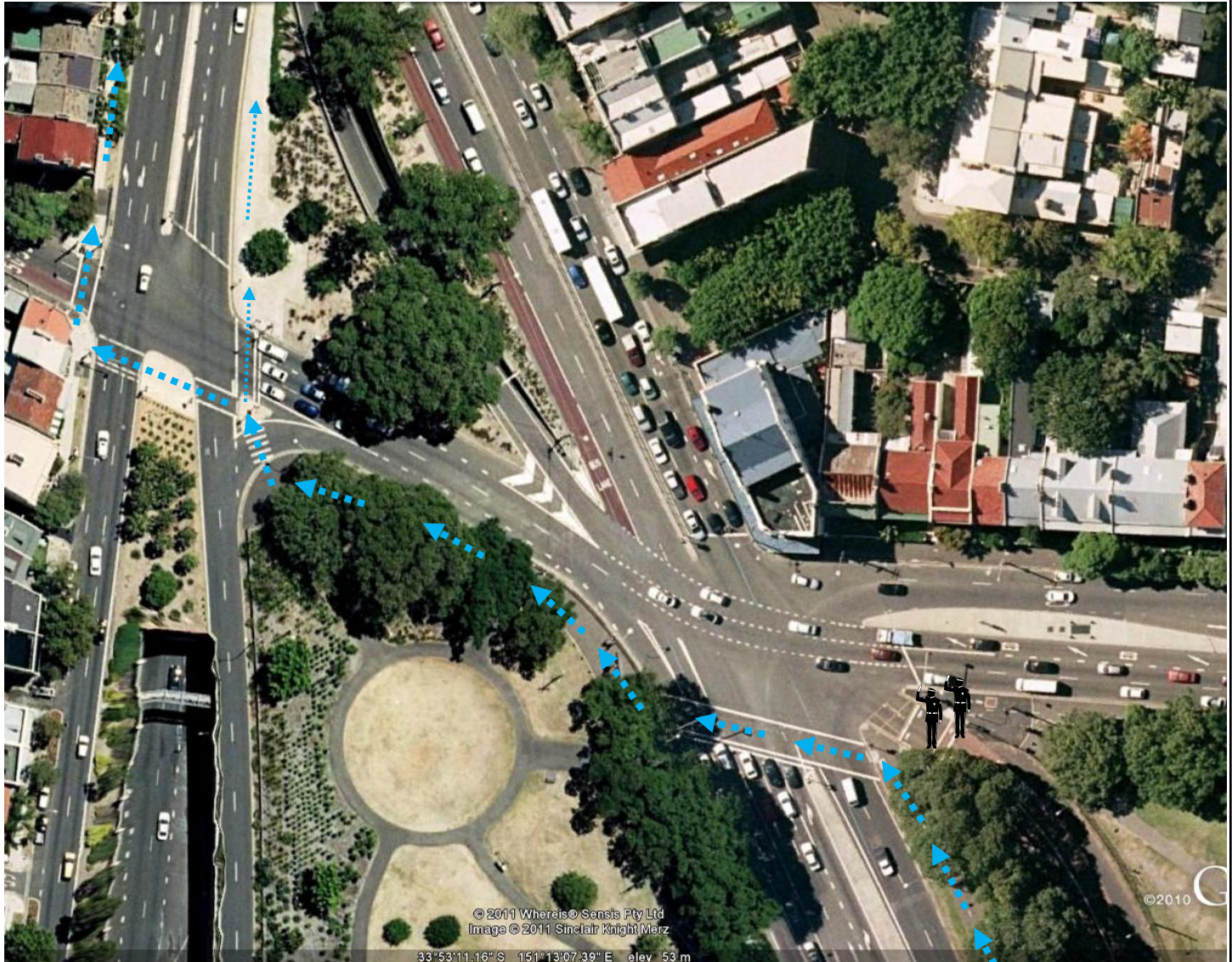
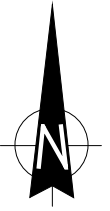
**Traffic Signal No.
TCS 3016 & TCS439**

**TCP
No.23.1**

Site Management Responsibility

700mm Traffic Cones = 0
Barrier Boards (Black/ Gold) = 0

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	Nil	7:00pm – 12:30am
RTA	nil	Monitor Traffic Conditions	nil	7:00pm – 12:30am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 23.2****Bus Over Lay – Kippax Lake, Moore Park North****TCS 3016 (Driver Ave), TCS 439 (Anzac Pde)****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm****Bus Lane to Close at 6pm**

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

Traffic Signal No.
TCS 3016 & TCS439

TCP
No.23.2

Site Management Responsibility

▲ 700mm Traffic Cones = 0
 ++ Barrier Boards (Black/ Gold) = 0
 . . .

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	tbc	7:00pm – 12:30am
RTA	nil	Monitor Traffic Conditions	tbc	7:00pm – 12:30am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

Fencelines, Personnel and Traffic Management Overlay Strategy.
2012 Future Music Festival

TCP No. 1b (Egress)
Alison Road & Doncaster Av
TCS 900

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

**Commence Road Closures
 and Set-up from 4PM**

STA Bus Lane Closed at 6pm

**Commence Pedestrian
 Channel at 7pm once
 confirmed with police**

**Pedestrian No-Go
 Zone**

Bus lane & bus
 turning lane to close
 at 6pm

Install Triton
 Barrier

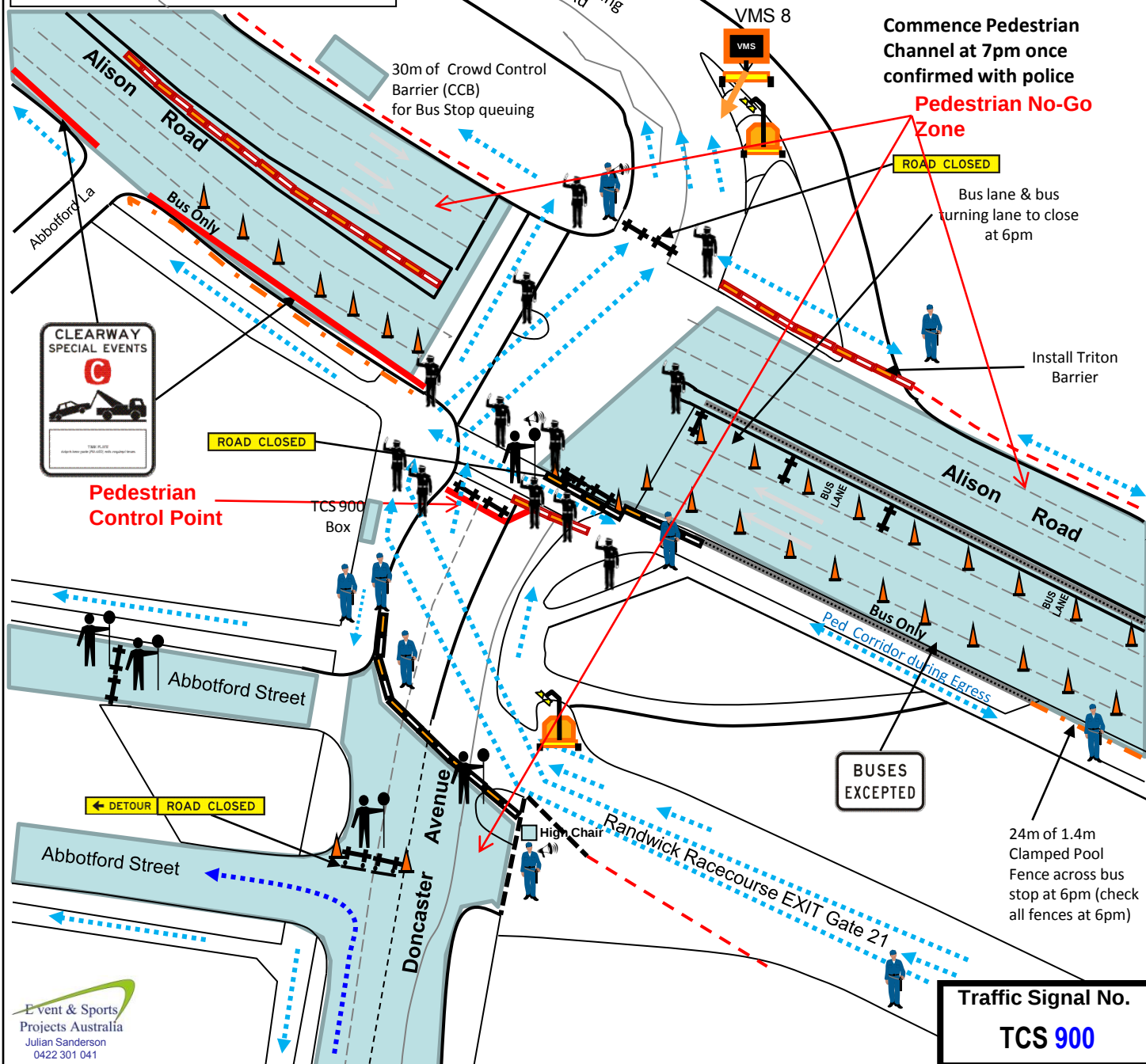
**Pedestrian
 Control Point**

TCS 900
 Box

**BUSES
 EXCEPTED**

24m of 1.4m
 Clamped Pool
 Fence across bus
 stop at 6pm (check
 all fences at 6pm)

Traffic Signal No.
TCS 900



TCP 1b
 egress

Equipment Requirements: Note equipment & products tbc
**Organiser to Supply all traffic & pedestrian control devices,
 security and traffic control personnel at minor intersections.**

- Barriers = 14
- 700mm Traffic Cones = 30
- Traffic Signs = 5

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	TC x 5 from 4pm Sec x 9 at 9:00pm	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4x Early 4pm, then 8 x Police 8pm	4:00pm – 12midnight
RTA	Rostered Traffic Commander to monitor and regulate Traffic Signal phases.	Monitor Traffic Conditions	Rostered Traffic Commander	4:00pm – 12midnight
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

Fencelines, Personnel and Traffic Management Overlay Strategy.
2012 Future Music Festival

TCP No. 1b (Egress)
Alison Road & Doncaster Av
TCS 900

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

**Commence Road Closures
 and Set-up from 4PM**

STA Bus Lane Closed at 6pm

**Commence Pedestrian
 Channel at 7pm once
 confirmed with police**

**Pedestrian No-Go
 Zone**

Bus lane & bus
 turning lane to close
 at 6pm

Install Triton
 Barrier

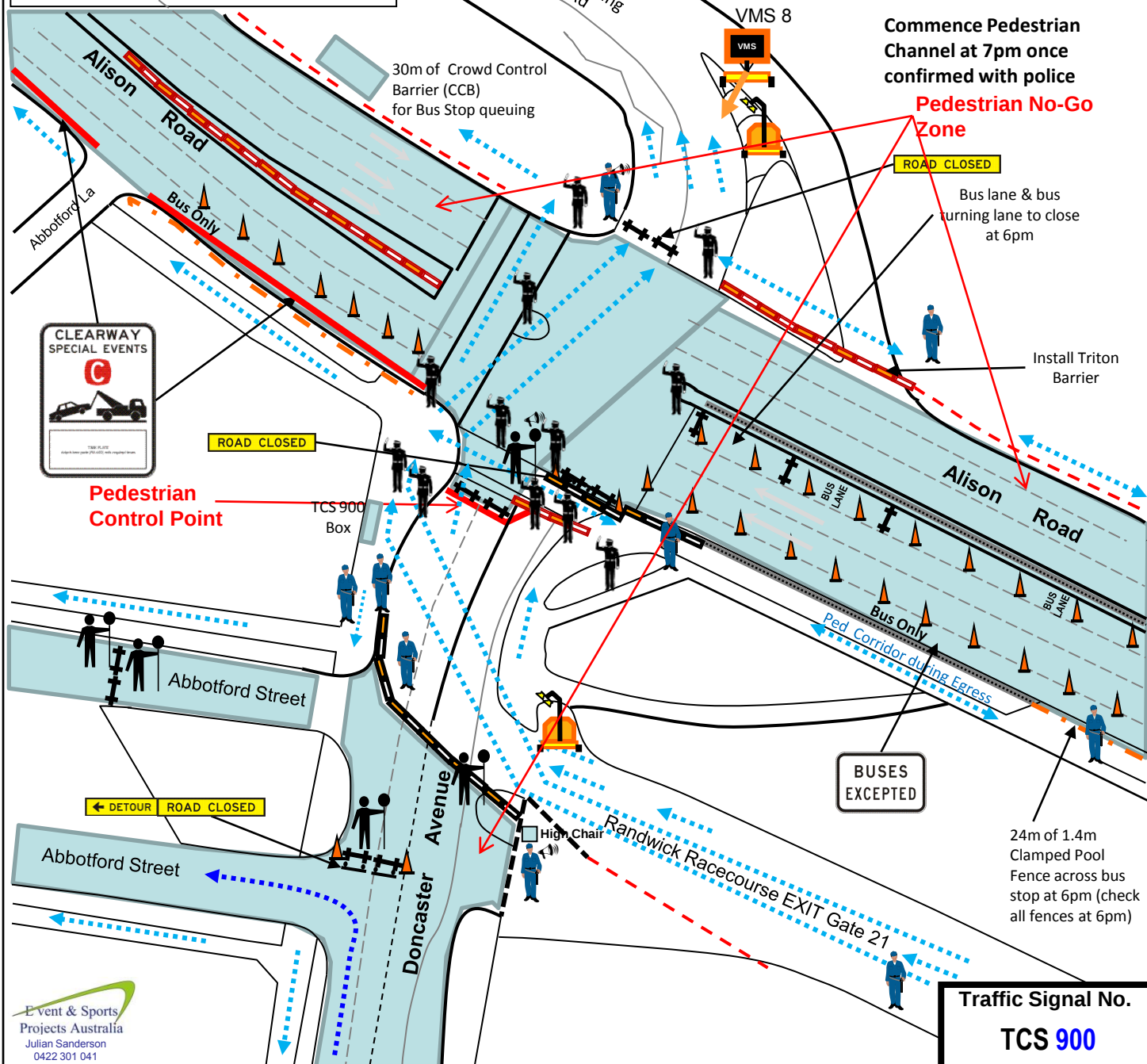
**Pedestrian
 Control Point**

TCS 900
 Box

**BUSES
 EXCEPTED**

24m of 1.4m
 Clamped Pool
 Fence across bus
 stop at 6pm (check
 all fences at 6pm)

Traffic Signal No.
TCS 900



TCP 1b
 egress

Equipment Requirements: Note equipment & products tbc
**Organiser to Supply all traffic & pedestrian control devices,
 security and traffic control personnel at minor intersections.**

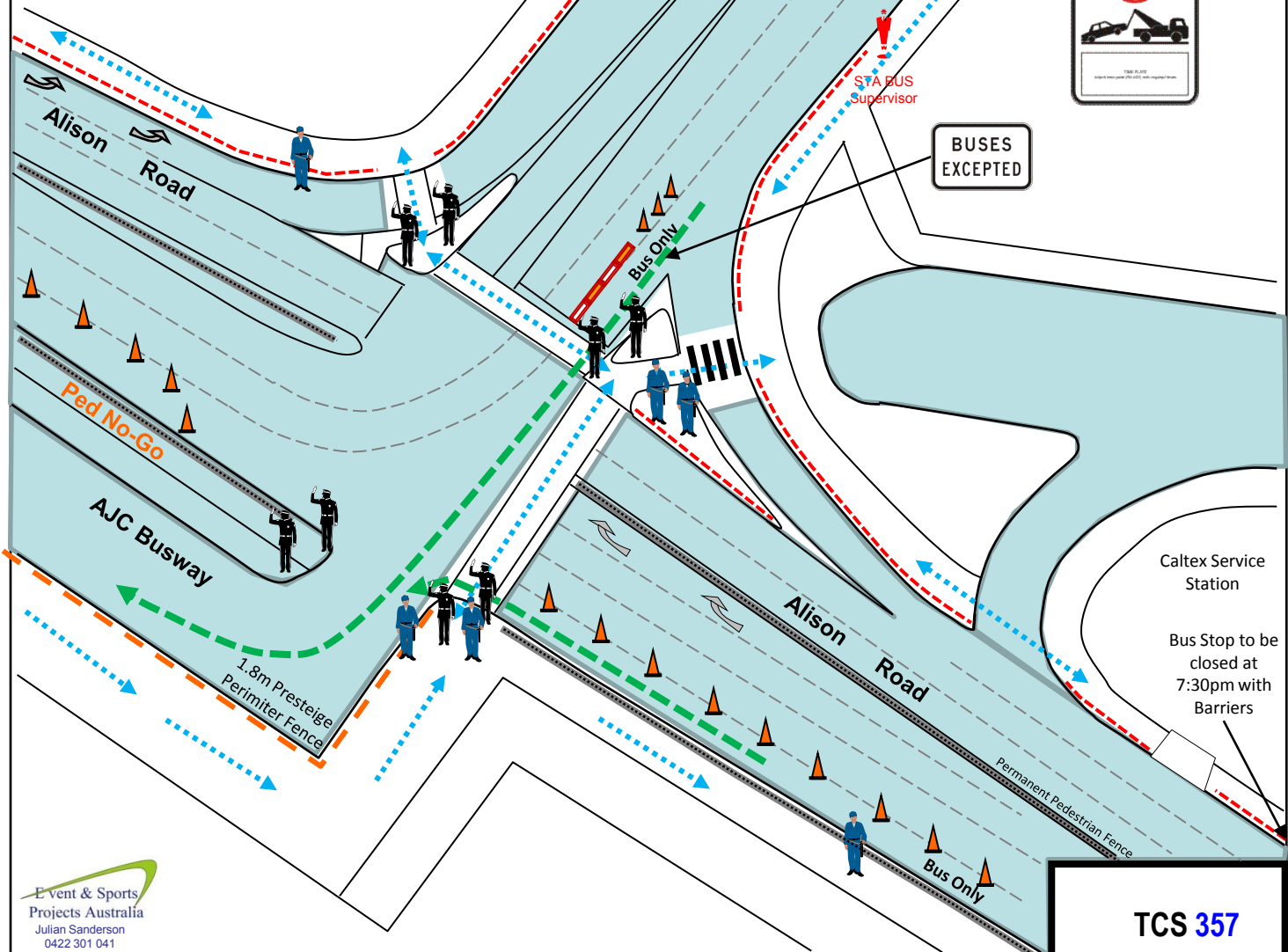
- Barriers = 14
- 700mm Traffic Cones = 30
- Traffic Signs = 5

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	TC x 5 from 4pm Sec x 9 at 9:00pm	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4x Early 4pm, then 8 x Police 8pm	4:00pm – 12midnight
RTA	Rostered Traffic Commander to monitor and regulate Traffic Signal phases.	Monitor Traffic Conditions	Rostered Traffic Commander	4:00pm – 12midnight
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council

2012 Future Music Festival**TCP No. 3****Alison Road / Darley Road****TCS 357****Ingress: 11:30am – 5:00pm****Peak: 12:30am – 2:30pm****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**STA BUS
Supervisor

Bus Layover 80m

Darley Road

STA BUS
SupervisorBUSES
EXCEPTED

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCS 357**TCP 3**

Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

Barriers = nil
700mm Traffic Cones = 7
Bus Only Sign = 1

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security x 5 TC x 2	Delivery from 3am 11 March, ops 10 March 8am-12 midnight
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4 x Police Ingress 8x Police Egress	9:00am – 12:30am
RTA	Install Special Event Clearways	Monitor Traffic Conditions	Rostered Traffic Commander	9:00am – 12:00am
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable	At discretion of Council