

2014 Future Music Festival & Good Life Youth Festival

TCP No. 8c

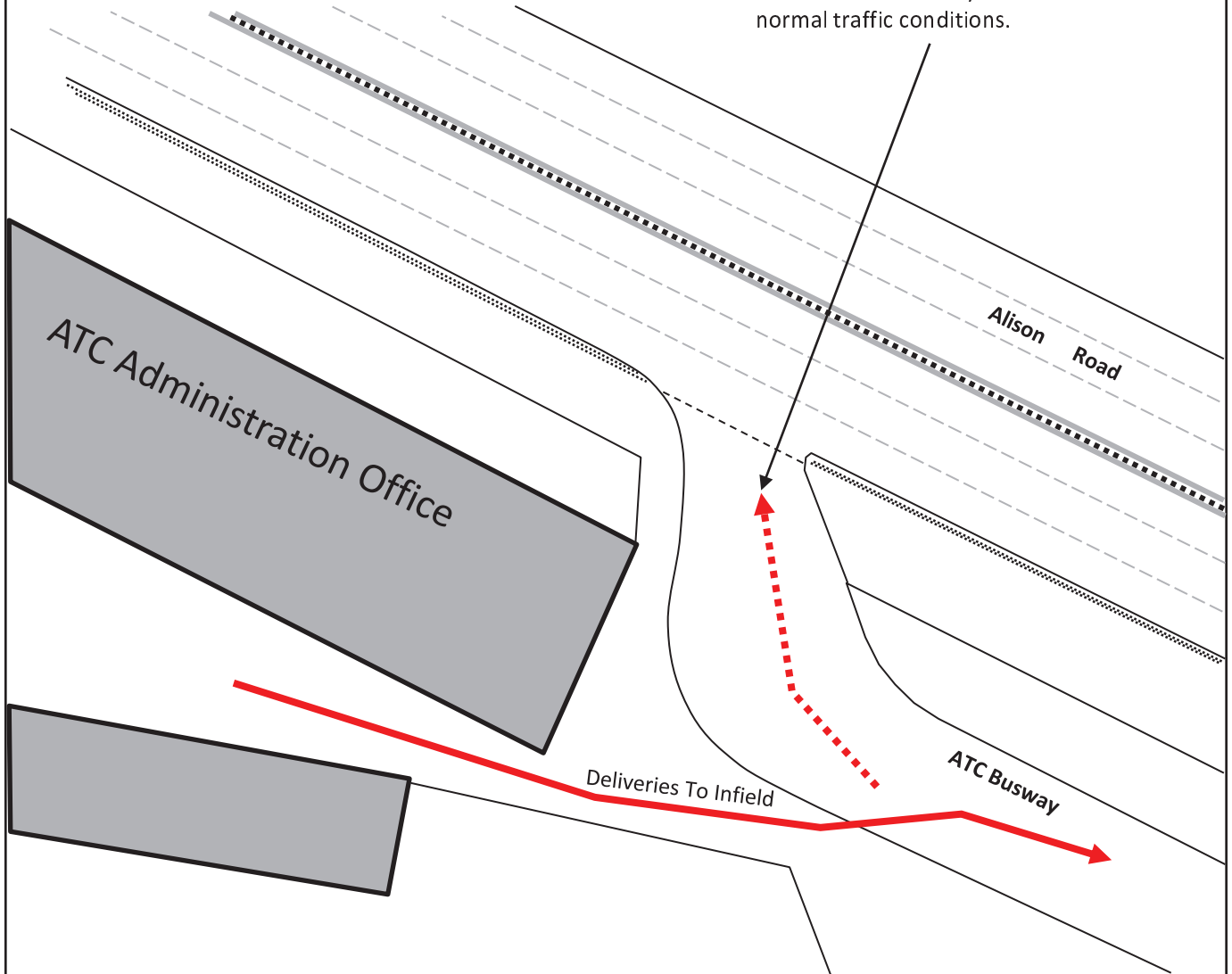
Alison Rd/ ATC Busway Exit

Bump In: 26 February – 8 March

Bump Out: 10 March – 14 March



Deliveries leaving the infield will leave the ATC busway under normal traffic conditions.



Traffic Signal No.

TCS na

Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCP 8c

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

Barriers =
700mm Traffic Cones = x 0
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		
Police	Nil	Nil	Nil	
RMS	nil	Nil	Nil	
Traffic Controller	Nil	Nil	Nil	

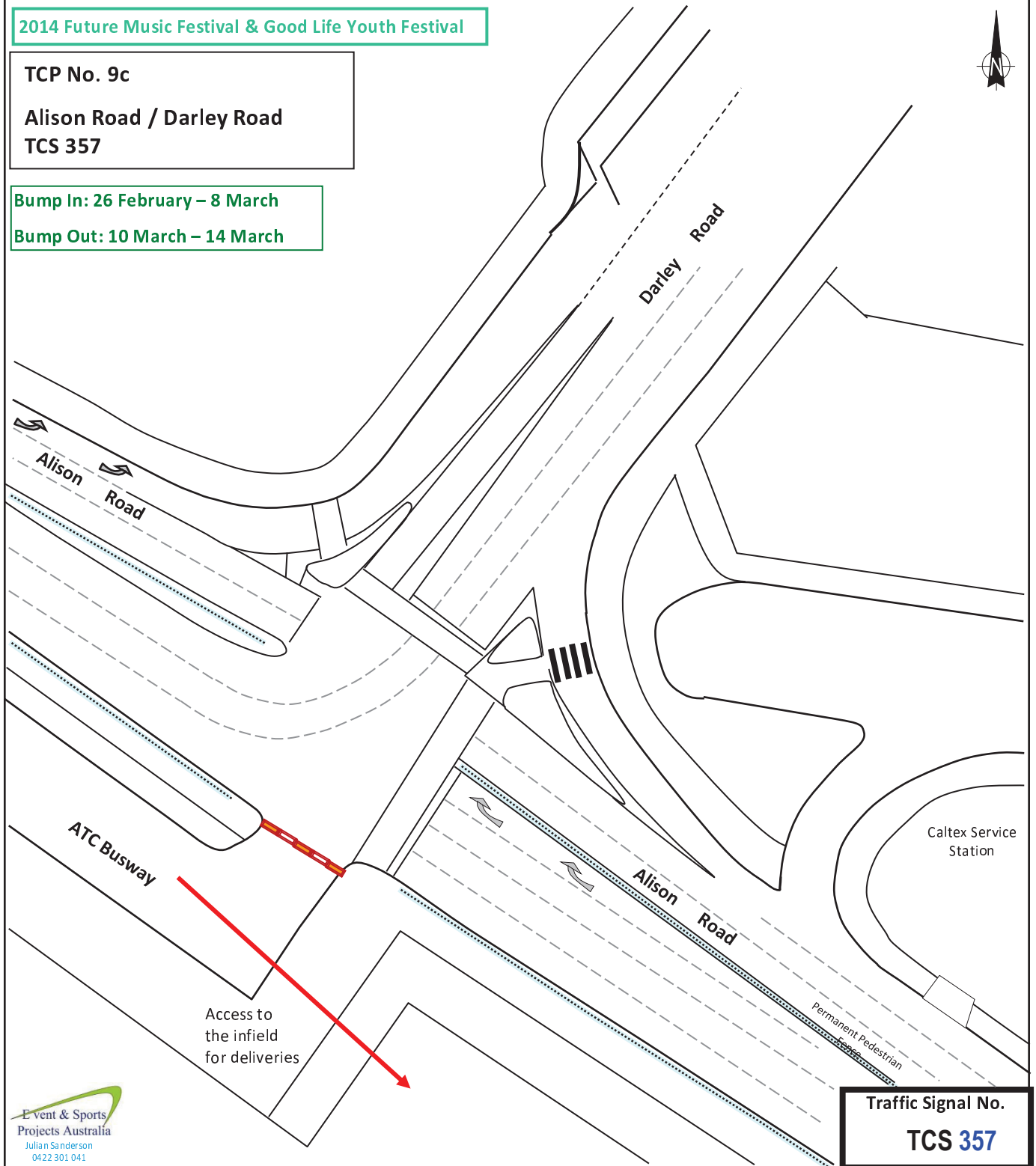
2014 Future Music Festival & Good Life Youth Festival

TCP No. 9c

Alison Road / Darley Road
TCS 357

Bump In: 26 February – 8 March

Bump Out: 10 March – 14 March



Traffic Signal No.

TCS 357

TCP 9c

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

Barriers = 12m Waterfills

700mm Traffic Cones = 0

Bus Only Sign = 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		
Police	Nil	Nil		
RMS	Nil	Nil	Nil	
Traffic Controller	Nil	Nil	Nil	

2014 Future Music Festival & Good Life Youth Festival

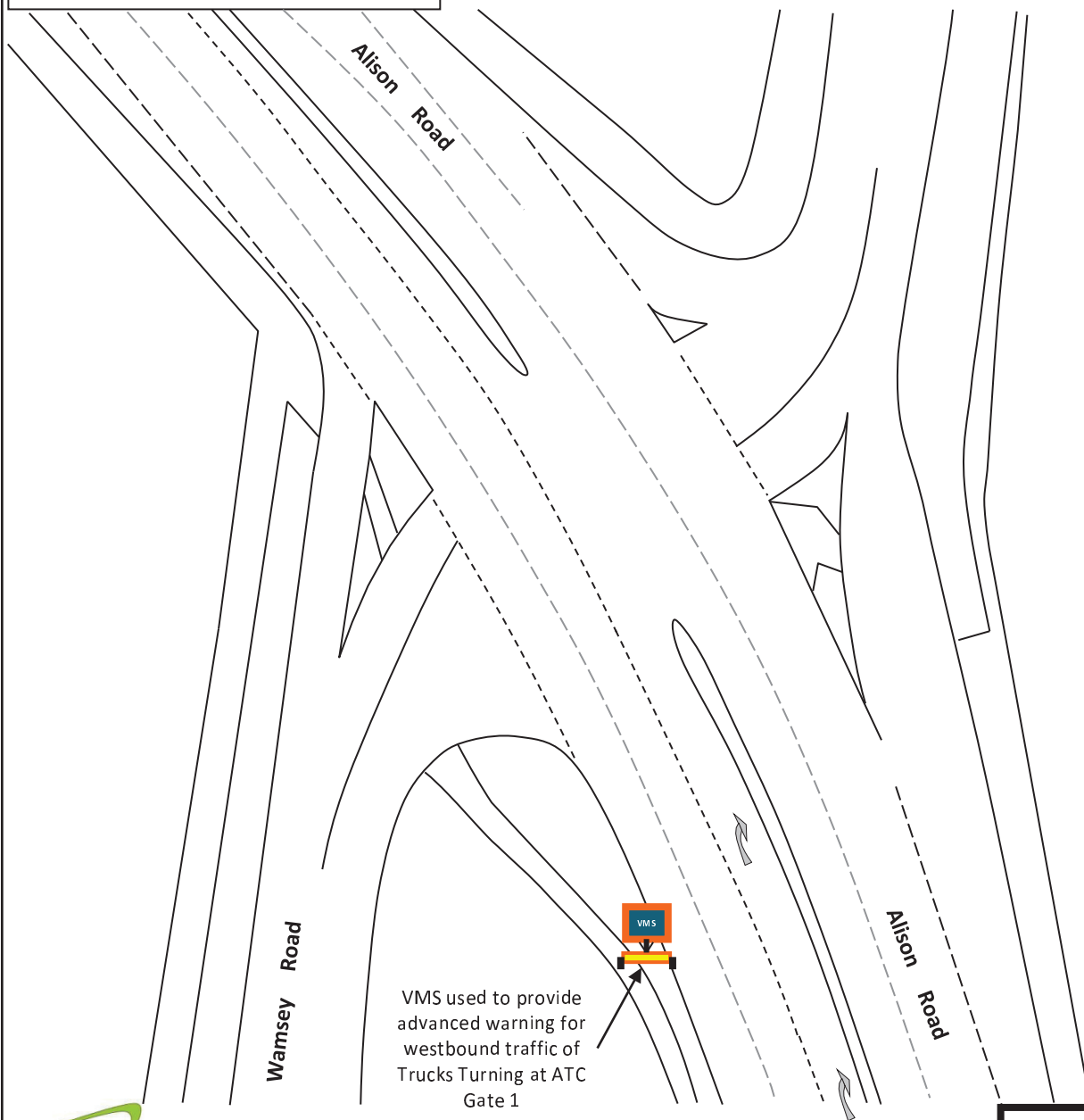
TCP No. 16c (Bump In & Out)

Alison Road / Wansey Road

TCS na

Bump In: 26 February – 8 March

Bump Out: 10 March – 14 March



Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

TCS --

TCP 16c

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

Barriers = 0
700mm Traffic Cones = 0
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		From 1 March to 14 March
Police	Nil	Nil		
RMS	Nil	Nil	nil	
Traffic Controller	Monitor for event related delivery vehicles and record details	Report the vehicles to Site Manager so they can be tracked by event organizers	1 x TC	

Attachment 4a
Alison Rd STA Bus Load Area

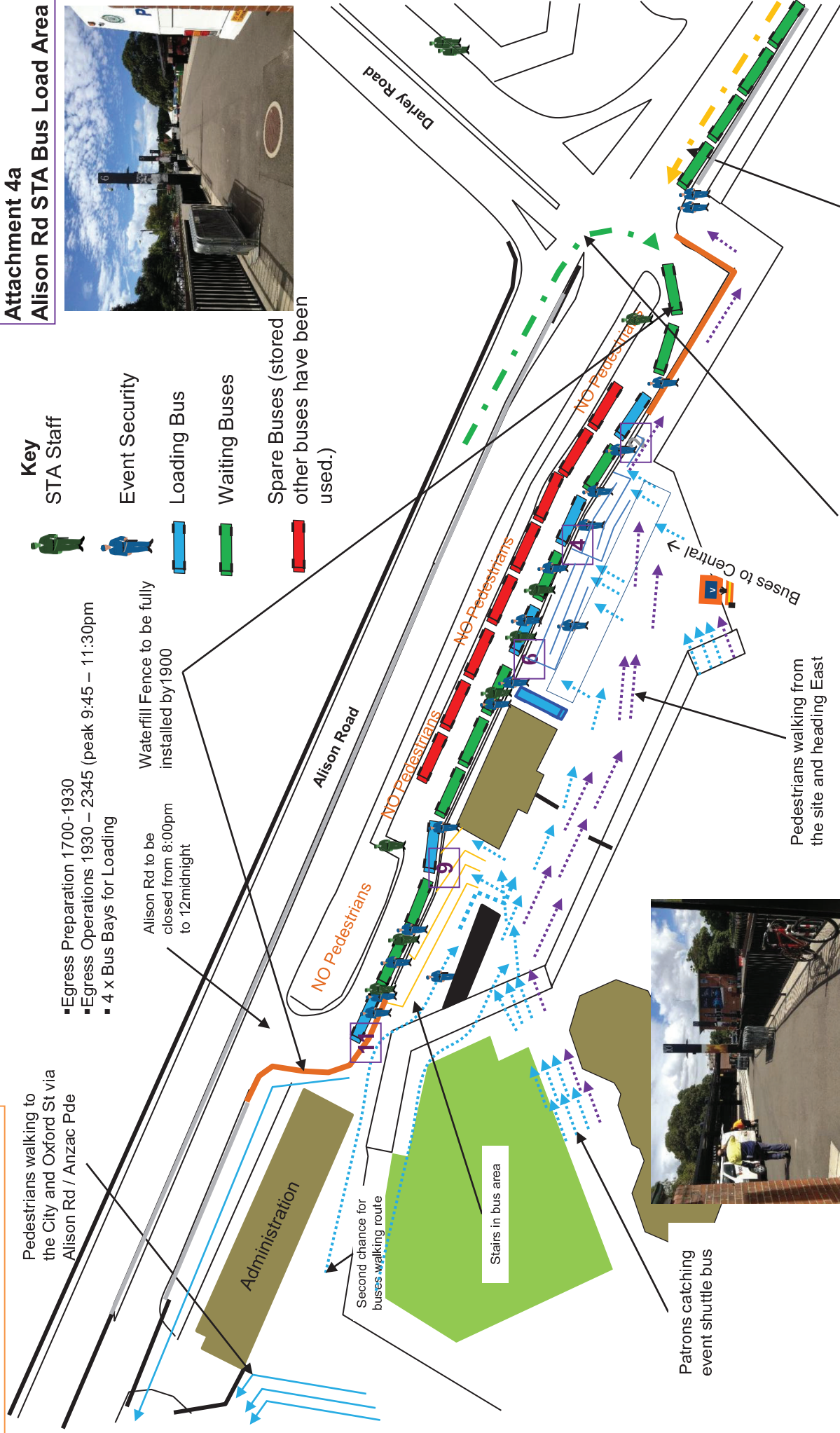


- Key**
- STA Staff
 - Event Security
 - Loading Bus
 - Waiting Buses
 - Spare Buses (stored other buses have been used.)

- Egress Preparation 1700-1930
- Egress Operations 1930 – 2345 (peak 9:45 – 11:30pm)
- 4 x Bus Bays for Loading

Waterfall Fence to be fully installed by 1900

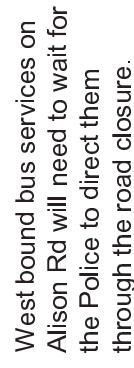
Alison Rd to be closed from 8:00pm to 12midnight



Westbound bus services on Alison Rd will need to wait for the Police to direct them through the road closure.

Police will direct buses across the intersection to turn right into the Plaza from Alison Rd.

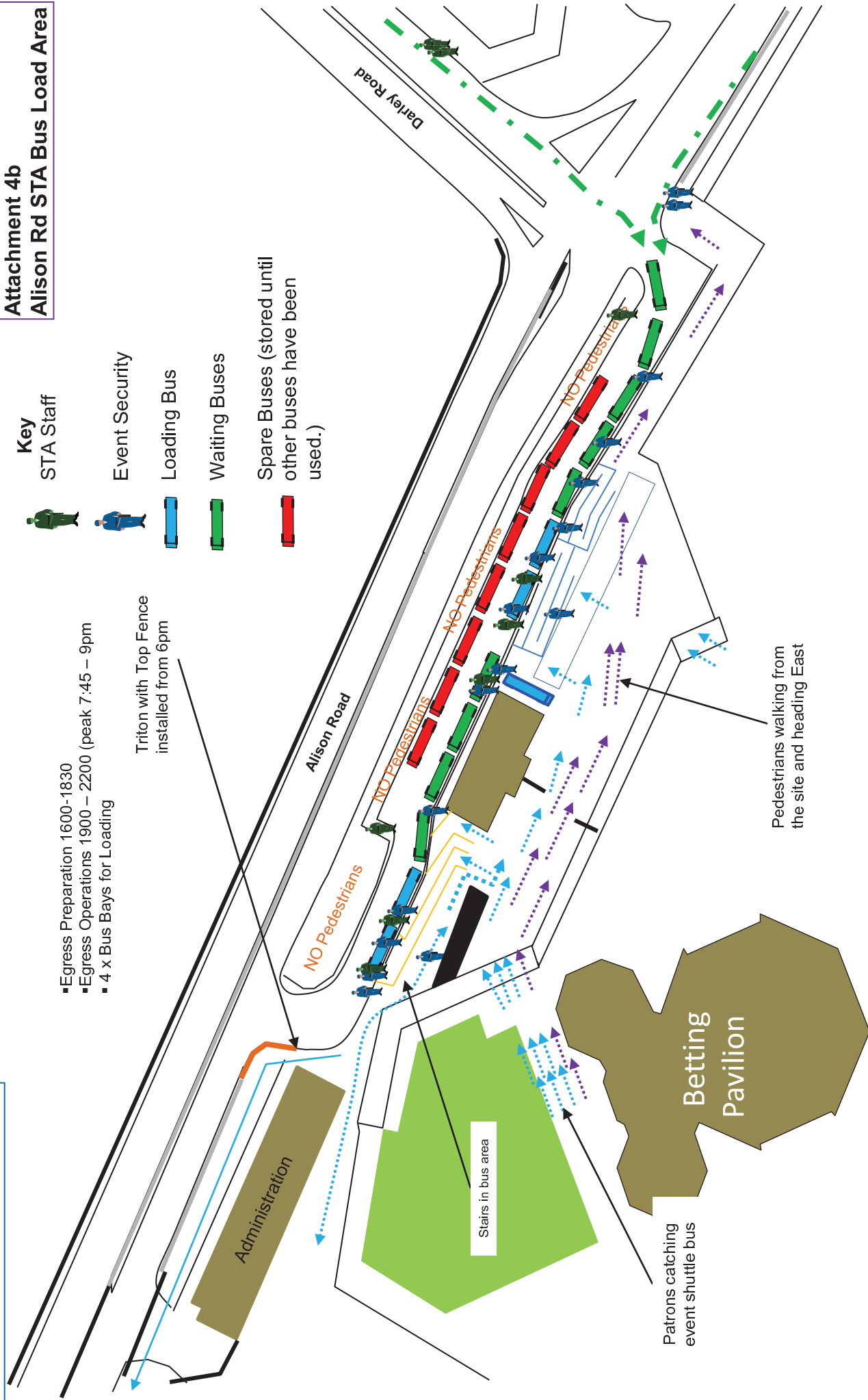
Pedestrians walking from the site and heading East





- Egress Preparation 1600-1830
- Egress Operations 1900 – 2200 (peak 7:45 – 9pm)
- 4 x Bus Bays for Loading

Triton with Top Fence
installed from 6pm

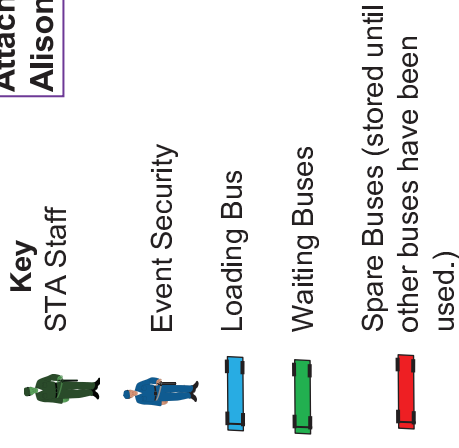


2013 Good Life Youth Festival

- Egress Preparation 1600-1830
- Egress Operations 1900 – 2200 (peak 7:45 – 9pm)
- 4 x Bus Bays for Loading

Triton with Top Fence
installed from 6pm

Attachment 4b Alison Rd STA Bus Load Area



Administration

Stairs in bus area

Patrons catching
event shuttle bus

Betting
Pavilion

Pedestrians walking from
the site and heading East

Attachment 4c

Bump-in Vehicle Management Overview

Traffic Controller Ahead & Prepare To Stop Signs to be positioned 20m spacing before the Traffic Controller. Traffic Controller to be positioned on the southern side of the Busway at Vehicle Checkpoint. TC will talk to point on the infield before releasing trucks.

Waterfill Barriers to be placed across Darley Rd entry to the busway and 2 panels across the exit.

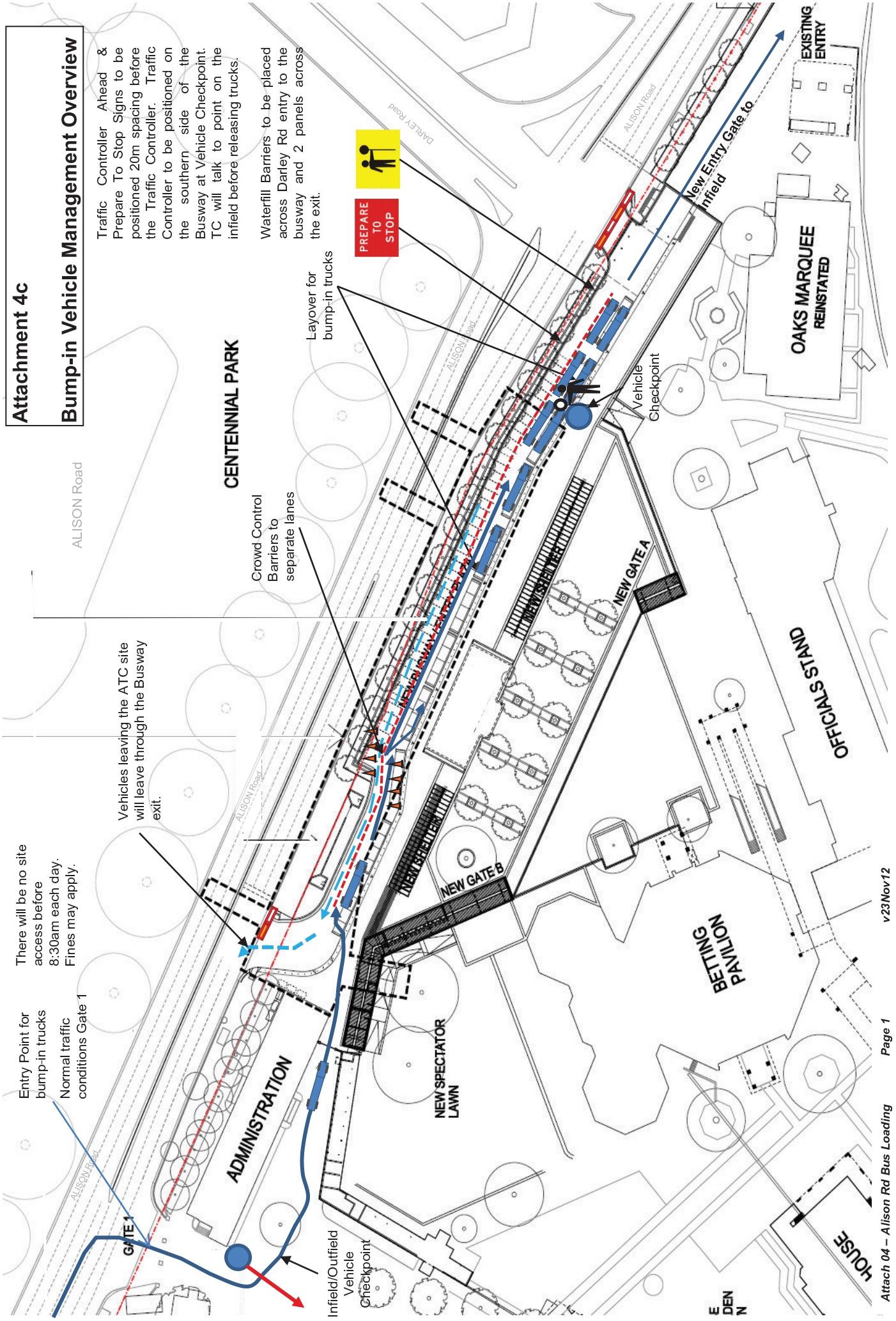
Layover for bump-in trucks

Crowd Control Barriers to separate lanes

Vehicles leaving the ATC site will leave through the Busway exit.

There will be no site access before 8:30am each day. Fines may apply.

Entry Point for bump-in trucks
Normal traffic conditions Gate 1



2014 Future Music Festival High Street Gate
Ingress Plan_v25Sept13

2014 Future Music Festival High Street Gate
Ingress Overview Plan
Pedestrians use Eastern Tunnel for Ingress and Egress
Vehicles use Western Tunnel

240m of space for Self-hired charter buses and minibuses to setdown, layover and pick up from.

Randwick Racecourse

Staff Residence

High Street

UNSW Gate 3

UNSW Gate 2

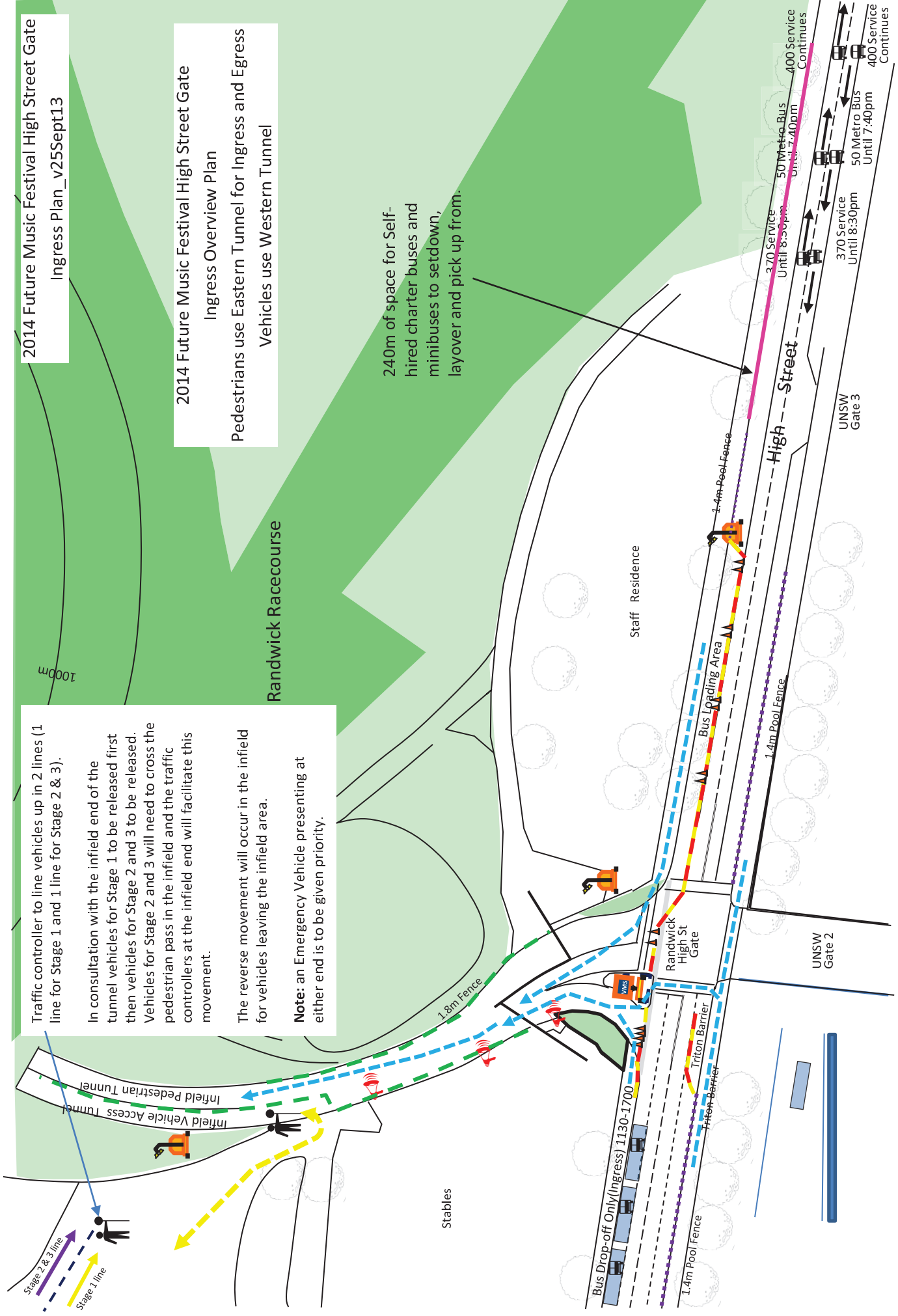
Traffic controller to line vehicles up in 2 lines (1 line for Stage 1 and 1 line for Stage 2 & 3).

In consultation with the infield end of the tunnel vehicles for Stage 1 to be released first then vehicles for Stage 2 and 3 to be released. Vehicles for Stage 2 and 3 will need to cross the pedestrian pass in the infield and the traffic controllers at the infield end will facilitate this movement.

The reverse movement will occur in the infield for vehicles leaving the infield area.

Note: an Emergency Vehicle presenting at either end is to be given priority.

Stables



2014 Future Music Festival High Street Gate
Egress Plan_v25Sept13

2014 Future Music Festival High Street Gate
Egress Overview Plan
Pedestrians use Eastern Tunnel for Ingress and Egress
Vehicles use Western Tunnel

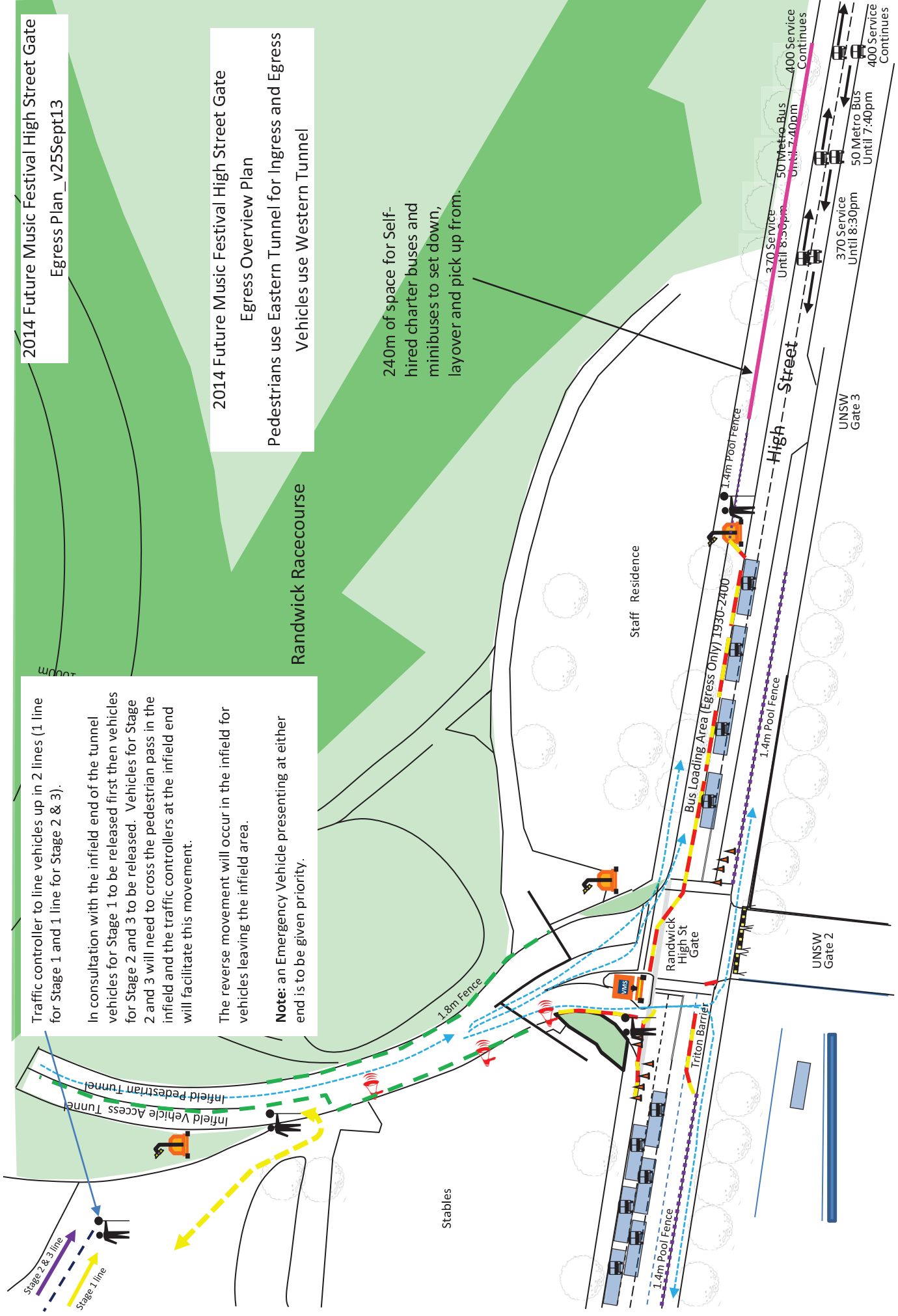
240m of space for Self-hired charter buses and minibuses to set down, layover and pick up from.

Traffic controller to line vehicles up in 2 lines (1 line for Stage 1 and 1 line for Stage 2 & 3).

In consultation with the infield end of the tunnel vehicles for Stage 1 to be released first then vehicles for Stage 2 and 3 to be released. Vehicles for Stage 2 and 3 will need to cross the pedestrian pass in the infield and the traffic controllers at the infield end will facilitate this movement.

The reverse movement will occur in the infield for vehicles leaving the infield area.

Note: an Emergency Vehicle presenting at either end is to be given priority.



2014 Good Life Youth Festival High Street Gate
Ingress Plan_v25Sep13

2014 Good Life Youth Festival High Street Gate
Ingress Overview Plan
Pedestrians use Eastern Tunnel for Ingress and Egress
Vehicles use Western Tunnel

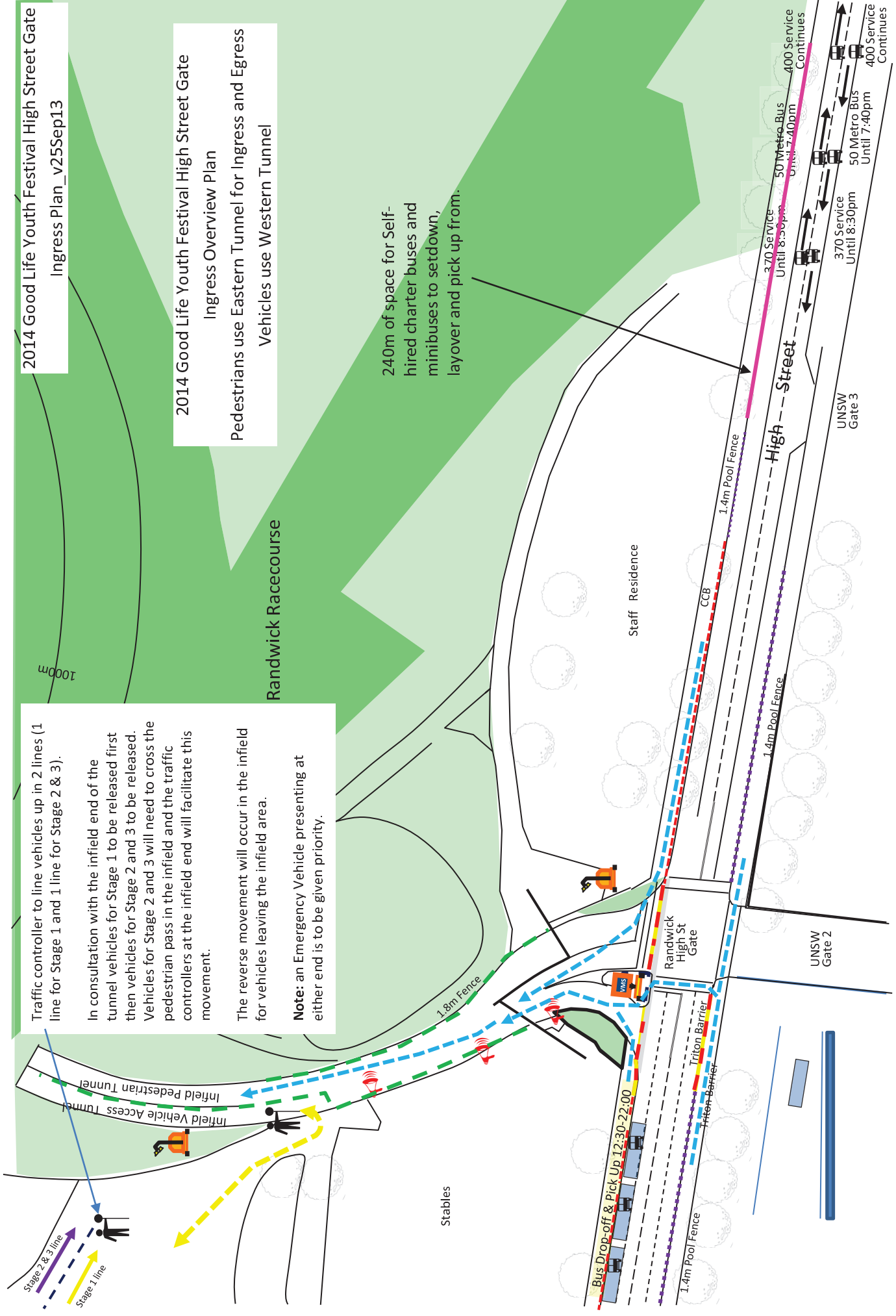
240m of space for Self-hired charter buses and minibuses to setdown, layover and pick up from.

Traffic controller to line vehicles up in 2 lines (1 line for Stage 1 and 1 line for Stage 2 & 3).

In consultation with the infield end of the tunnel vehicles for Stage 1 to be released first then vehicles for Stage 2 and 3 to be released. Vehicles for Stage 2 and 3 will need to cross the pedestrian pass in the infield and the traffic controllers at the infield end will facilitate this movement.

The reverse movement will occur in the infield for vehicles leaving the infield area.

Note: an Emergency Vehicle presenting at either end is to be given priority.



Ingress Arrival Plan									
Author: Julian Sanderson (0422 301 041)		Version: 1		25-Sep-13					
Event:		Future Music Festival, Randwick Racecourse							
Date:		8-Mar-14							
Total Estimated Attendance:		50,000							
Operational Phase Analysis:		Ingress							
Transport Overview:		Integrated Ticket, Shuttle Bus Ops from Central Station to Randwick RC, 1 x dedicated Pick-up Area							
Target Number of People to move		50000 people 100.00%							
				Mode Sub Total	Area 1 Alison / Doncaster	Area 2 Alison / Darley	Area 3 High Street	Area 4 Other	by Mode %
Event Shuttle Bus				25000 0			25000		25000 50.0%
High St Exit to Central Station / Chalmers St		4 Loading Bays	65 Buses Circulating						
Alison Rd Exit to Central Station / Chalmers St		4 Loading Bays	0 Buses Circulating						
Regular STA Bus Services				1200 600			1200 600		1800 3.6%
Patrons arriving on-foot via High St to board regular STA bus service (393, 339, X94, L94, 394, 395, 396, 397, 399, 391, 392, 303, 302, 370, 400, 410)		Anzac Pde, Nth/South Todman, Eastern Av West							
Regular STA Bus Services				1000 800	1000 800				1800 3.6%
Patrons arriving on-foot via Alison Rd to board regular STA bus service (X39, 339, 348, 371, 372, 373, 374, 376, 377, 359) Northbound (CBD) Services		Northbound (CBD) Services South & East bound services							4075 8.2%
Regular STA Bus Services				1800 1400 875	1800 1400 875				2475 5.0%
Patrons arriving on-foot via Darley Rd to board regular STA bus service (X39, 339, 348, 371, 372, 373, 374, 376, 377, 359, 357, 314, 316, 317) Eastbound & South East Services		Eastern Services South East Services Northbound (CBD) Services						2475	6500 13.0%
Event Parking				2475 0	0				3500 7.0%
Randwick Racecourse Infield		1100 spaces	Average of 2.5 pers/ vehicle utilising 90% capacity						1250 2.5%
Area 2 at Moore Park (walk from venue along STA Corridor)		500 spaces*	Average of 2.5 pers/ vehicle utilising 80% capacity					1250	3600 7.2%
* This capacity could be increased									
Patrons arriving on-foot with no further connection with mode of Transport				1500 3000 2000			1500		
Patrons arriving on-Foot via High St									
Patrons arriving on-Foot via Alison Rd / Darley Rd					3000				
Patrons arriving on-Foot via Alison Rd / Doncaster Ave					2000				
Patrons arriving with a self-chartered Bus or Minibus				2500 1000			2500		
Patrons arriving on-Foot via High St to Charter bus									
Patrons arriving on-foot via Alison Rd to Charter bus						1000			
Patrons arriving with Taxi Service				1250				1250	1250 2.5%
Patrons arriving through Randwick Racecourse Taxi Rank									3600 7.2%
Patrons arriving on-foot connecting with 'someone dropping them off'				1500 900 1200			1500		
Patrons arriving on-Foot via High St									
Patrons arriving on-Foot via Alison Rd / Darley Rd						900			
Patrons arriving on-Foot via Alison Rd / Doncaster Ave					1200				
Totals				50000 100%	5000 10.0%	8975 18.0%	32300 64.6%	3725 7.5%	50000 100.0%
% Breakup					28.0%				

Egress Dispersal Plan									
Author: Julian Sanderson (0422 301 041)		Version:		1	25-Sep-13				
Event:		Future Music Festival, Randwick Racecourse							
Date:		8-Mar-14							
Total Estimated Attendance:		50000							
Operational Phase Analysis:		Egress							
Transport Overview:		Integrated Ticket, Shuttle Bus Ops from Central Station to Randwick RC, 2 x dedicated Pick-up Areas							
Target Number of People to move		50000 people 100.00%							
		Mode Sub Total	Area 1 Alison / Doncaster	Area 2 Alison / Darley	Area 3 High Street	Area 4 Other	by Mode %		
Event Shuttle Bus							25974.81087		
High St Exit to Central Station / Chalmers St	4 Loading Bays	10913			10913				
	4 Loading Bays	15062		15062					
Regular STA Bus Services							51.9%		
Patrons leaving on-foot via High St to board regular STA bus service (393, 339, X94, L94, 394, 395, 396, 397, 399, 391, 392, 303, 302, 370, 400, 410)	Anzac Pde, Nth/South Todman, Eastern Av West	850 600			850 600		1450		
							2.9%		
Regular STA Bus Services							2400		
Patrons leaving on-foot via Alison Rd to board regular STA bus service (X39, 339, 348, 371, 372, 373, 374, 376, 377, 359) Northbound (CBD) Services	Northbound (CBD) Services South & East bound services	1000 1400	1000 1400				4.8%		
							2900		
Regular STA Bus Services							5.8%		
Patrons leaving on-foot via Darley Rd to board regular STA bus service (X39, 339, 348, 371, 372, 373, 374, 376, 377, 359, 357, 314, 316, 317) Eastbound & South East Services	Eastern Services South East Services Northbound (CBD) Services	1500 800 600		1500 800 600			2475		
							5.0%		
Event Parking							9500		
Randwick Racecourse Infield	1100 spaces	2475				2475			
	Average of 2.5 pers/ vehicle utilising 90% capacity	0	0				19.0%		
Area 2 at Moore Park (walk from venue along STA Corridor)							1200		
500 spaces*							2.4%		
Average of 2.5 pers/ vehicle utilising 80% capacity							2000		
* This capacity could be increased							4.0%		
Patrons leaving on-foot with no further connection with mode of Transport							2100		
Patrons leaving on-Foot via High St									
Patrons leaving on-Foot via Alison Rd / Darley Rd		2500			2500				
		3500		3500					
Patrons leaving on-Foot via Alison Rd / Doncaster Ave		3500	3500						
Patrons leaving with a self-chartered Bus or Minibus									
Patrons leaving on-Foot via High St to Charter bus		700			700				
		500		500					
Patrons leaving on-foot via Alison Rd to Charter bus									
Patrons leaving with Taxi Service									
Patrons leaving through Randwick Racecourse Taxi Rank		2000				2000			
Patrons leaving on-foot connecting with 'someone picking them up'									
Patrons leaving on-Foot via High St		600			600				
		750		750					
Patrons leaving on-Foot via Alison Rd / Darley Rd		750	750						
Patrons leaving on-Foot via Alison Rd / Doncaster Ave							4.2%		
Totals		50000	6650	22712	16163	4475	50000		
% Breakup		100%	13.3%	45.4%	32.3%	9.0%	100.0%		
			58.7%						



2014 Good Life Music Festival – Considerations for Arrival and Dispersal Analysis & Transport Strategy

Julian Sanderson, v25 September 2013

Event: 2014 Good Life Music Festival – Sydney

Venue: Randwick Racecourse

Date: Sunday 9 March 2014

Times: 1pm* to 8pm (Promoter is looking at the possibility of starting at 12noon)

Analysis for Attendance: up to 20,000

Transport & Bus Operations Summary based on Dispersal analysis on following page for [up to 20,000 attendances](#).

Estimate Age Demographic split for Good Life Event:

The Good Life Youth Festival requires a reassessment of event transportation modes, ingress and egress modeling based on the demographic of 13-17 year olds expected to attend the music festival. These assumptions and rationale have been identified below.

Assumption: Split of the age demographic to be considered as an assumption:

- 17 year olds - 30% (6,000) - it is then estimated that up to 40% of this age group hold their P1 NSW Drivers License of which ~25% (1.4) may drive to the event which would equate to ~600 drivers at the event with an average of 3 patrons per vehicle which equates to 1,800 (9%) patrons that may drive and park at the event site.
- 16 year olds – 25% (5,000), 15 year olds – 20% (4,000), 14 year olds – 15% (3,000), 13 year olds – 10% (2,000)

Transport Options:

Current proposed transport options:

- Use integrated entry and transport ticket on public transport to Central Station, then use Event shuttle bus from Central Station to Randwick Racecourse (High St), then on egress both High St and Alison Rd bus way will be used for buses, all buses will depart the site to Central Station via Moore Park (park & pick-up area), Shuttle buses to also run from Moore Park Bus Loop (Drop and Ride) to High St Entry
- Use of regular STA bus services through area, services to be increased to meet event demand on a Sunday night,
- Drop-off & Pick-up Designated Area: Moore Park Kippax Areas 1 & 2 (Ingress: Drop or Park & Ride, Egress Park Meet and Pick-up from designated Area)
- Event Car Parking – Infield Randwick Racecourse (estimate up to 600 car parking spaces would be utilized of the 1,100 available)
- Some parents will drop-off and pick-up from non designated areas and local streets close to the venue,
- Taxis & Hire Cars – We anticipate that taxis will be utilized by patrons both to and from the event,
- Some patrons will go to nearby friend's house as a meeting point then walk to and from the venue.

Mode of Transport	Est. % Mode Share	Additional Notes, Estimates and Assumptions Analysis based on up to 15,000 Attendance
Est. Number of patrons utilising integrated ticket arriving and departing by Rail at Central Station.	10,000 persons (50%)	For this event we will assume a larger ingress % than egress % by -10%: Ingress Estimate: up to 9,600 + 400* may arrive on public transport and Shuttle bus from Central Station Egress Estimate: up to 9,000 + 400* (47%) to depart on public transport & Event Shuttle bus to Central Station
Est. Number of patrons utilising Drop-off/Pick-up (Drop & Ride) near Central Station then requiring Shuttle bus transfer to Venue	400 persons (2%)	Assume same % of use for ingress and egress: 160 vehicles at 2.5 people per vehicle. Ingress Estimate: up to 400* may require Event Shuttle bus from Central Station Egress Estimate: up to 7,050 in total may require Event Shuttle bus back to Central Station
Est. Number of patrons utilising Drop-off/Pick-up (Drop & Ride) at Moore Park then requiring Shuttle bus transfer to Venue	3,600 persons (18%)	Estimate 1,440 vehicles at 2.5 patrons per vehicle (3,600 persons) Vehicle parking capacity using Moore Park Area 2 (Showground Field) is approximately 1,200 spaces Vehicle parking capacity using Moore Park Area 1 (Kippax Lake) is approximately 1,400 spaces
Event Car Parking at RRC, estimated average 3/ Car	1,800 persons (9%)	Estimate: 1,200 Ingress and Egress (495 vehicles at 2.4 per vehicle), analysis based on: 30% of 20,000 being 17yrs old (6,000), using 10% of this age group being allowed to drive which is 600 driving patrons.
Number of patrons assumed to have arrived by private car drop-off, in nearby suburbs.	1,600 persons (8%)	Est. a total of 800 vehicles, undesignated drop-off (@2 people per vehicle) ____ > 1,600 people Impacts in Darley Rd, Alison Rd; High St; Doncaster Ave; and other surrounding streets; 800 vehicles over est. 1.5 hrs of arrival, over 4 sides of the venue, are 200 vehicles/ area, max. 4min drop-off
Number of patrons arriving by regular service buses from, South East suburbs, Eastern suburbs or nearby West suburbs	1200 persons (6%)	Est. 1200 patrons to utilize regular eastern suburbs bus services to the event site. A large number of school age children use public transport to travel to and from school on day to day basis.
Taxi Movements	800 persons (4%)	Taxis & Hire Cars: Ingress: Estimate 320 taxi movements at 2.5 people per taxi: Est. = 800 people Egress: Estimate 320 taxi movements at 2.5 people per taxi: Est. = 800 people
Walked from nearby residential areas to Venue	1000 persons (5%)	Walk from Home: 1000. Some patrons will go to nearby friend's house as a meeting point then walk to and from the venue.
Total	20,000 (100%)	Attendance 20,000 attendance

Mode of Transport	Est. % Mode Share	Additional Notes, Estimates and Assumptions Analysis based on up to 15,000 Attendance
Est. Number of patrons utilising integrated ticket and utilising shuttle bus back to Central Station.	9,400 persons (47%)	Estimate Ingress: 10,000 – Est. Egress 9,000 = -1000# persons who we anticipate will be picked up at end. For this event we will assume a larger ingress % and less on egress (approx. 9,000 + 400), therefore: Egress Estimate: up to 9,400* may depart on public transport & Event Shuttle bus to Central Station
Est. Number of patrons utilising Drop-off/ Pick-up (Drop & Ride) at Central Station then requiring Shuttle bus transfer to Venue	400 (2%)	*this number includes those who arrive at Central by other means (approx. 400) but need to go back on the shuttle bus, included in egress shuttle bus numbers above
Est. Number of patrons utilising Park & Pick-up at Moore Park then requiring Shuttle bus transfer to Venue	3,400 persons (17%)	Estimate 1,700 vehicles at 2 patrons per vehicle (3,400 persons) Vehicle parking capacity using Moore Park (Area 1 & Area 2) is approximately 2,400 spaces, therefore the maximum dispersal capability of this area would be approximately 2,400 x 2 = 4,800 patrons.
Event Car Parking at RRC, estimated average 3/ Car	1,800 persons (9%)	Estimate: 1,800 Ingress and Egress (600 vehicles at 3 per vehicle), analysis based on: 30% of 20,000 being 17yrs old (6,000), using 10% of this age group being allowed to drive which is 600 driving patrons.
Number of patrons we are assuming to be picked up by private car parking and waiting in nearby streets around the venue.	3,400 persons (~17%)	Est. a total of 1700 vehicles, undesignated area pick-up (@ 2 people per vehicle) ____ > 3,400 people Impacts in Alison Rd; High St; Doncaster Ave; Darley Rd; 1700 vehicles over est. 1 hr of dispersal. #Note: We would envisage that these additional pick-up requirements at the conclusion of the event would occur in surrounding suburbs and not be pre arranged to the designated area, this may improve this year based on the success of Moore Park operations.
Number of patrons departing by regular service buses from East or West	660 (~3.3%)	Est. 660 patrons to utilize regular eastern suburbs bus services from the event site. #Note additional 540 persons may be picked up after the event (included above).
Taxi & Hire Car Movements Egress	800 persons (4%)	Taxis & Hire Cars: Ingress: Estimate 320 taxi movements at 2.5 people per taxi: Est. = 800 people Egress: Estimate 320 taxi movements at 2.5 people per taxi: Est. = 800 people
Walked to nearby residential areas to Venue	660 (~3.3%)	Walk Home: 660 #Note additional 340 persons may be picked up after the event (included above).

Total	20,000 (100%)	Attendance 20,000 attendance
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Notes on drop & ride location: Due to the location of the proposed drop-off location, the organisers will need to provide clear messages about this area that will make parents want to use this area as a drop-off and pick-up point. If clear messages and incentives are not provided by the organiser to utilize this location, then it is likely that we could expect increased numbers of event patron’s parents, dropping off in the immediate surrounds of the Racecourse which could present traffic congestion issues.

Therefore a series of Drop and Ride or Drop and Walk locations will need to be investigated around the Racecourse Site as contingencies as it would be expected that parents will want to drop off and pick up as close as possible to the event site. Areas that should be considered and investigated further:

- Randwick TAFE Car Park on corner of Darley Rd and Alison Rd
- High St between Anzac Pde and Wansey Rd
- UNSW Car Parks off Barker St and/or Anzac Pde
- Moore Park Area 1 (Kippax Lake) as overflow from Showground Field area.

Each of these Drop and Ride or Drop and Walk locations would need to be clearly signed and messaged prior to the event. It should be recommended to parents that due to high demand on the mobile phone network that they may be unable to contact their child at the conclusion of the event so they need to have a prearranged meeting point.

Transport Capability & Calculations:

The following bus numbers would be proposed in order to have capacity of approximately 15,200 (76% of attendance). These numbers will include moving patrons between Randwick and Central and Randwick and Moore Park. Would use 4 bus loading bays at Alison Rd.

Ingress Bus Calculations:

- Buses to commence operations from Central and Moore Park (Showground Field) from 12:00noon and will continue through until approx. 4pm, or when there is close to zero demand,
- Numbers based on the buses carrying people from 12noon to 4pm only,
- Bus calculations based on a round trip time of 32.5min between Central and Alison Rd, and also includes Moore Park drop-off loop,
- Approximately 44 Buses will be ready to move from depot by 11:30am with buses being progressively introduced into the ‘loops’ to anticipate increases in demand,
- We have initially calculated that 44 buses can move approximately 15,840 patrons over a 4 hour period, based on 325 bus movements at an average 48.8 persons per bus.

Egress Bus Calculations:

- Buses to recommence operations from Alison Rd Bus plaza, Randwick Racecourse returning to Central and Moore Park (Showground Field) from 6:00pm will continue through until there is a zero demand),
- Numbers based on the buses carrying people from 6:00pm until complete (est. 9pm), (earlier ramp up of buses will be examined with the Organiser and STA in the coming months)
- Bus calculations based on a round trip time of 33.5min between Central and Alison Rd, and also includes Moore Park drop-off loop,
- Approx. 80 Buses will be ready to move from depot by 5:30pm with buses being progressively introduced into the 'loops' to anticipate increases in peak demands,
- We have initially calculated that 80 buses can move 15,767 patrons over a 3 hour period, based on 317 bus movements at an average 49.8 persons per bus.

ESPA needs to consult with STA to properly determine the exact bus numbers and timing strategy required to service this event .

Transport operations and return timing rates for buses between the venue and Central Station should generally much more efficient on a Sunday night than a Saturday night due to a decrease in general traffic generation on a Sunday evening, therefore the transport system should run reasonably efficiently without the requirement of additional road closures. Network operations and Clearways may still need to be in operation to help facilitate these movements.

Event Messaging:

We consider that clear and consistent messaging, that provides directions and instructions about the best ways to get to and from the event, is the key to providing a workable model for transport for this event. Both parents and patrons will be consulting the website and working out the best plan of how to get to the venue and more importantly how they will be getting home. The organisers may consider SMS, email, facebook, or other forms of social media as additional ways of getting the correct messages to their patrons. The Under 18 group along with parents, will generally plan their trip more than the FMF group, therefore the need for clear and consistent information.

There is ample capacity for drop-off and pick-up arrangements at the Moore Park Showground Field however the main issue will be how the organiser encourages parents to drop off and pick up their children at this location.

One of the main incentives as previously noted is that there may be difficulties in communication between festival goers and parents at the conclusion of the night due to mobile network capabilities, therefore the incentive to pre arrange the pick-up location.

Event Shutdown:

We also recommend that to assist the transport network at the end of the event we recommend that the headline act concludes at 7:30pm (30min before the advertised conclusion of the festival) in order to lengthen the egress phase. Any opportunity to encourage early egress of part of the attendance and the ability to 'elongate' the egress phase prior greatly assists improving the capacity of patrons that we can load and transport on the special event bused back to Central. A longer egress phase also assists in all other areas, including pedestrian management, designated pick-up area, taxi capabilities and spreading peak traffic volumes around the area over a longer period of time and therefore minimizing traffic congestion and impacts throughout the area.

Communications at Event Conclusion:

It will be expected that with a crowd of 20,000 that the mobile phone networks around the Randwick Racecourse site will be unable to cope with the usage. This will create issues for patrons trying to meet up with parents and arrange their transport home. If the egress phase is lengthened it would assist with the mobile phone network being able to cope with the expected demand.

Other considerations:

Based on Good Life Music Festival being held on a Sunday night (school night) it could be expected that egress may begin in the early evening. As identified in the dispersal table above it could be expected that more parents will look to pick their children up from the event in order to get them home for school the next day rather than wait for them to catch public transport.