

Future Music Festival 2013 - Sydney

Overview of Pedestrian Transport & Traffic Management Plan

Royal Randwick Racecourse
Saturday 9 March 2013



Event & Sports
Projects Australia

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1 GENERAL INFORMATION

1.1 Purpose

The purpose of this document is to provide an overview of proposed operational elements that will be developed in consultation with relevant agencies, to form the basis of the Traffic and Transport Management Plan (TMP) for the **2013 Future Music Festival, scheduled to be held 12noon to 10pm on Saturday 9 March 2013 at Randwick Racecourse.**

This overview of the TMP provides the general operational strategy that is proposed to be implemented on the event day, based on information gathered during the traffic and transport debrief (in March 2012), the traffic and transport workshop (held on 29 August 2011 Future Music Festival Transport and Traffic Planning 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 2012 event.

It is intended that this draft 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 2013 TMP again focuses on the requirements for the bump-in and bump-out phase as well as the ingress and egress of patrons to the event and the proposed treatments required to assist with the safe arrival/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 9 March 2013.

ESPA has compiled Version 1 (this document) of the TMP based on items discussed in the March 2012 traffic and transport debrief, feedback and recommendations made by Future Entertainment and relevant traffic and transport agencies including NSW Police – Eastern Beaches LAC, Randwick City Council, State Transit Authority, Roads and Maritime Service/Transport Management Centre (RMS) and also I-Sec Security and ATC – based on each agencies involvement with previous events at the site and operational observations from previous events.

Version 2 (due in February 2013) of the TMP will be based on Version 1 and will be further refined to make the document operational for use event day. The revisions will be made through further consultation with Future Entertainment and relevant traffic and transport agencies including NSW Police – Eastern Beaches LAC, Randwick City Council, State Transit Authority, RMS 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
Future Entertainment (Sydney)
146 Foveaux St
Surry Hills, Sydney NSW 2010
P: +612 9356 1777 (Sydney)
M: +61 417 330 573
brett@futureentertainment.com.au

Event Promoter

Jason Ayoubi, Director
Future Entertainment
222 York Street
South Melbourne VIC 3205
P: +61 3 9686 1166 (Melbourne)
M: +61 412 536 698
jason@futureentertainment.com.au
www.futureentertainment.com.au

Landowners

Australian Turf Club (ATC) - Randwick Racecourse
Randwick City Council
City of Sydney (for Central Station Operations)
Local Residents and Businesses
Commercial Landowners
UNSW

Operational Agencies

NSW Police, Eastern Beaches, Maroubra Local Area Command
Transport for NSW - State Transit Authority (STA)
Transport for NSW - NSW Roads & Maritime Service (RMS)
Transport Management Centre (TMC)
Transport for NSW – Transport Division (previously MOT)

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
University of NSW

1.4 Qualifier – Scope of Work

ESPA will undertake an extensive consultancy process with the key agencies noted above to ensure that the final operational documentation 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 (based on the 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 the Traffic Control Plans (TCPs), draft version dated 31 August 2012, and a summary of resources 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	Friday 3 September 2012
Draft 1 of all attachments listed in section 10 of this document to be made available for distribution.	12 November 2012
Randwick Council Traffic Committee Meeting, with an in-principle (or conditional) approval for Traffic Management Plan.	November TC Meeting
City of Sydney Local Pedestrian Cycling and Traffic Calming Committee Meeting, with an in-principle (or conditional) approval of Traffic Management Plan)	November TC Meeting
Development Application Notice of Determination to be issued	By December 2012 (TBC)
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	Thursday 14 February 2013
Version control amendments only and distributed as required	Up to Wednesday 27 February 2013
Bump-in briefing for all contractors, site staff, venue operations staff etc.	Wed 27 Feb at ATC (prior to commencement of bump-in) - TBC
Final Stakeholders Operations meeting	Thursday 7 March 2013
No Further Changes or Amendments to printed documents	From 7 March 2013
Bump-in Phase (1 March – 8 March)	From Friday 1 March 2013
Event Day Operations	Saturday 9 March 2013 (TBC)
Bump-out	10-14 March 2013 (TBC)
Debrief (2 weeks after event approx. 27 March)	TBC

1.6 Event Overview

Event Name:	2013 Future Music Festival
Event Owner:	Future Entertainment Pty Ltd
Date:	Saturday 9 March 2013
Venue/ Location:	Randwick Racecourse, Randwick
Activity:	Large Site, Multiple Stage Music Festival, featuring Live bands and International DJ's.
Proposed Attendance:	Attendance 50,000 ticketed patrons
Classification:	Class 1 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 RMS planning matrix).
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 - TBC)	Special event transport planning and resources are required for this event. Event organisers are currently considering a Full Integrated Transport/ Gate Ticket. It is proposed there will be 56 Buses (TBC) to be used for Ingress from 11:00am and 124 buses used for Egress from 7:30pm (TBC). These numbers will be confirmed with Ray Carroll of STA/TMC.
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, Chalmers St (Haymarket), both sides Darley Rd between Alison & RRC Gates, Anzac Pde, High St, and Alison Rd.

Temporary No Stopping & Work Sites:	Nil required for this event.
Temporary Bus Zone:	Temporary (or extended) bus zones will be 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.
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:	TBC but will be based on 2012 - VIPs were directed to park in the event car park off Wansey Rd on Event day. Talent will access the site through Ascot St (Gate 18) on event day. Suppliers will be able to access the site up to 10am on event day via Gate 1 only (TBC).
Temporary Taxi Ranks:	Taxi area within RRC will be utilised and staffed with Taxi Staff from NSW Taxi Council
Private Vehicle Set-down:	Private vehicles are not encouraged in event information however vehicles looking to set down passengers should do so in Darley Rd.
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 9 March 2013 at Randwick Racecourse. The event will be operational between the hours of 12:00 midday until 10:00 pm.

The organisers are proposing that up to 50,000 patrons will 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.

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 Non-Event Community.

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 is another significant event on the same day and therefore will require a reasonably integrated approach to managing the 2 events on Saturday 9 March.

The other event is;

- A-League Round 24 at Sydney Football Stadium (SFS) between Sydney FC and Central Coast Mariners, Saturday 9 March (15,000 – 25,000 people, depending on where either team are placed on the ladder at the time), Gates open 3:45pm (TBC), Game Starts at 5:30pm and due to finish at 7:30pm, egress 7:30pm – 8:15pm.

Raymond Carroll from STA has drawn attention to this match as well. An integrated approach to bus transport with regards to Central Station will need to be worked on as there will be some overlap between ingress of both events on this day.

Further due to the scheduling of the A-League Game, the egress plan of utilising the Anzac Pde Bus Road will need to be reviewed to determine how far along the bus lane the event patrons can travel. In 2012 patrons were directed to the regular footpath when they reached Lang Rd / Cleveland St. This plan will be further developed over the coming few months.

2 AUTHORITY AND APPROVAL

2.1 Authority (Area of Incidence & Duration)

The final, agreed version of the TMP (to be provided to Council on 14 February 2013) 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 2013 Future Music Festival as a 'one-off' plan for 2013 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 2013 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 City Council and RMS,
- 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 (the final) the dated print version of the TMP (14 February 2013) is an accurate representation of the planning and operational deliverables agreed by all stakeholders.

We are seeking an 'in principal' notice of Approval determination by 1 December 2012 that clearly outlines the terms and conditions of the final approval and any additional items that the TMC/Council and other agencies require 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)

Jason Bentley / Karen Griffiths

NSW Police, Traffic Sergeant, Eastern Beaches LAC, Maroubra (T: 9349 9299)

Raymond Carroll

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

Aaron Gale

Leading Senior Transport Operations Planner, Transport Management Centre, Roads & Maritime Service (M: 0409 227 970)

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)

RMS, Design & Audit Traffic Plans Cert No: 2253006584

Other Interested Parties

Rail Corp Representative

Greg Huish

Ministry of Transport Representative

2.5 Distribution

This full draft descriptive version of the TMP and any relevant sections has been issued for review to Future Entertainment, ATC, NSW Police and Transport NSW (RMS), Randwick City Council and City of Sydney 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 14 February 2013.

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.

This Public Liability Insurance Certificate will also be issued to the TMC so that they can issue the Road Occupancy Licence for the event.

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

2.8 Considerations for Increased Attendance

The following considerations need to be taken into account when looking at increasing the attendance at Future Music Festival from 45,000 patrons to 50,000 patrons:

- There be no conflicting events in Moore Park; Centennial Park and Randwick
- There be no additional traffic generation created by above precincts and the conflicting events
- Central Station - improved efficiency for moving large numbers of people; development of a standardized plan for major events transport;
- Alison Rd Bus Plaza – this area is inefficient for a major event due to the size of the area; conflicts with pedestrians, traffic and transport in this area; the movement of people from the site to the plaza is inefficient; lack of permanent fencing on both sides of Alison Rd; the width of the footpaths along Alison Rd
- High St – the width of the footpaths; lack of permanent fencing; width of the roadway; conflicts with the University

- Transport Circulation – inefficient bus routes from Alison Rd via Anzac Pde to Central Station; from High St via Botany St/Anzac Pde to Central Station; the need for Special Event Clearways to increase the circulation of transport; there needs to be coordination of traffic signals along the transport routes
- Inability of the site to move a large number of people over a short amount of time creates impacts at intersections which then closes down the road network.
- Landowner operations are isolated with no governing body across the Moore Park/Centennial Park and Randwick Precinct. There is no integrated plan and solution for operating events in both precincts at similar/same times.
- No integrated plan for moving large numbers of pedestrians to these major Eastern Suburbs precincts.
- No Pedestrian Corridors to Central Station or the CBD from Moore Park or Randwick
- No Major Transport Hubs near the site. Events currently have to build temporary transport hubs to cope with the demand
- Minimal car parking on the site and this cannot be increased due to a lack of access and the overburden on the local road network
- No free moving entry/exit point from the site
- Very inefficient entry/exit point for taxis with minimal controlled queuing systems which make the area unsafe.

In order to meet these considerations a number of consultations will need to occur with key agencies and then an integrated approach taken to the combined precinct. Only if all these considerations (above) are met, can a plan for 50,000 patrons be agreed upon by all agencies.

2.9 DGR Response – Transport for NSW

Requirement / Comment	Action	Actions and Responsibilities
The event proponent is required to provide evidence of conditional endorsement from the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee; evidence of endorsement from the relevant Council Committee (Randwick City Traffic Committee)	Noted, will submit this Draft Version of the TMP to both these committees during September and October.	Noted, ESPA will submit
The capacity of the transport infrastructure surrounding Randwick Racecourse precinct supports movement of 40 to 45,000 at a maximum, due to the available bus layover and loading areas. We suggest consideration for this in the TMP planning phase.	Ongoing, there have been a number of conflicts with a number of other events in the other precincts. Event organisers, ESPA to work with Transport for NSW through the planning phase.	ESPA to work with Transport for NSW
Any costs associated with the necessary traffic and transport management infrastructure (e.g. Special Event Clearways and towing operations), as determined by the TMC, will be borne by the event organiser and paid in full at least 30 days prior to the event.	Noted	ESPA will obtain quotes and Future Entertainment will pay the costs.
Following a recent NSW Government Parliamentary Review, consent is required from the Director	Noted, we will work with the TMC for any roads this is required for.	ESPA to work with TMC.

Requirement / Comment	Action	Actions and Responsibilities
General, Transport for NSW for closures affecting defined principal transport routes, which are generally classified roads.		

#	Requirement / Comment	Action	Actions and Responsibilities
The following minimum requirements and inclusions of the event proponent's TMP:			
1.	<p>Prepare written communication in the form of a letter to be sent via letterbox drop to all tenants, occupants and building managers located within the area impacted by the changed traffic conditions. Content to include:</p> <ul style="list-style-type: none"> • event details: location, day, date, time, purpose, maximum patron numbers, website (if applicable) • details of all changes to roads, footpaths and traffic conditions (including road closures, special event clearways, detour routes, temporary speed limit reductions, event bus routes) • Map(s) showing the event venue and/or route and the changed traffic conditions • A contact name and details for feedback <p>Timeline: 7 days prior to the commencement of changed traffic conditions</p>	This will be completed 7 days prior to the event by Future Entertainment	Future Entertainment
2.	<p>Prepare a letterbox drop schedule including:</p> <ul style="list-style-type: none"> • Date(s) of letterbox drop • Roads included in letterbox drop (include the start and finish address for a section of longer road) • Total number of letters to be sent • Documents included in letterbox drop (specify whether different streets receive different documents) 	To be completed by Future Entertainment in February 2013.	Future Entertainment
3.	A commitment to resolve to the satisfaction of the TMC and Council all representations made by affected residents (home owners, business owners and tenants), motorists, pedestrians, cyclists, building managers and local service providers	Noted	
4.	Obtain written agreement from all car park operators impacted by proposed road closures, including indemnification of the TMC and Council against revenue loss claims as a result of the closures	Noted, no car park operators affected	
5.	Close roads in accordance with Australian Standard AS1742.3 unless otherwise directed by NSW Police	Noted	
6.	Acknowledge that the event proponent and its representatives cannot occupy a	Noted	

#	Requirement / Comment	Action	Actions and Responsibilities
	carriageway or footway of the road prior to the approved road closure time		
7.	Provide an emergency lane of minimum 4 metres width along the proposed road closure at all times	Noted, all road closures maintain access for emergency vehicles at all times.	ESPA
8.	Provide and maintain appropriate and adequate traffic control measures (including Traffic Controllers and detour signage) for the safe movement of vehicular and pedestrian traffic	Noted, TCPs and overview maps will reflect this.	ESPA
9.	Provide written advice of changed traffic conditions including temporary road closures to Emergency Services providers (Fire, Ambulance, Police)	Noted, this will occur in February 2013	ESPA
10.	Provide emergency services providers with: <ul style="list-style-type: none"> Managed access through road closures to attend emergency call-outs Access to emergency measures and services (e.g. fire hydrants) within road closures 	Noted, Emergency Access and services maintained at all times during the road closures.	ESPA
11.	Remove all barriers and signs associated with road closures at the published times for roads to be reopened to traffic	Noted	ESPA / Traffic Control Contractor
12.	Indemnify the TMC, RMS and the local Council(s) against all claims for damage or injury that may result from the activity or occupation of part of a public way during the event	Noted, will supply PLI Certificate in February 2013	Future Entertainment
13.	Provide documentary evidence of Public Liability Insurance to a minimum value of \$20,000,000 indemnifying the TMC, RMS and Council	Noted, will supply PLI Certificate in February 2013	Future Entertainment
14.	Reimburse the Council and RMS for the cost of repairs to any public way as a result of the event	Noted	Future Entertainment
15.	Comply with any reasonable directive of Police, TMC, RMS and the Council Rangers	Noted	
16.	Provide the TMC with the mobile number of the manager responsible for the TMP on-site	Noted, this will be provided through the ROL application	ESPA
17.	Comply with the local Council's Code of Practice for Construction Hours / Noise	Ongoing - Will review Code of Practice for requirements	ESPA / Future Entertainment
18.	Reimburse the TMC for placement of an advertisement in two Sydney metropolitan newspapers advising the changed traffic conditions and potential traffic impacts. The advertisement must appear at least 7 days before any changed traffic conditions commence. Agreement to pay must be signed prior to issue of the Road Occupancy License by the TMC	Noted, this will be included as part of the quote for Special Event Clearways	ESPA / TMC
19.	Meet all costs associated with the changed traffic conditions and pay fees in accordance	Noted, this will be included as part of the quote for Special Event	ESPA / TMC

#	Requirement / Comment	Action	Actions and Responsibilities
	with the TMC's and Council's current fees and charges	Clearways	
20.	Receipt of a Road Occupancy License from the TMC	Noted	ESPA / TMC
21.	Develop and implement a suitable Work Health and Safety Plan for all personnel working at the site (paid, contracted and volunteer)	Ongoing	Future Entertainment
22.	Submit any variations to the approved event date and conditions of approval to the TMC for resolution	Noted	
23.	Ensure that event operations and changed traffic conditions do not block access to any driveway, footpath or premises unless written permission is obtained from the owner or occupants prior	Noted	
24.	Provide a Risk Management Plan for any road closure	Noted, a TCP will be drawn for all road and lane closures	ESPA
25.	Acknowledge Police will assume control of all traffic management (vehicular and pedestrian) in the event of a traffic incident, emergency or natural disaster	Noted	
26.	Provide any Contingency Plans relating to changes in traffic conditions	Noted	
27.	Arrange for user-pays Police resource to manage each traffic control point	Noted	ESPA / Future Entertainment
28.	Arrange for user-pays Police resource for crowd control management if required	Noted	ESPA / Future Entertainment
29.	Determine whether changes to traffic conditions will impact State Transit (STA) timetabled routes and provide written advice to STA. Pay any associated costs for rerouting bus services and/or moving bus stops during each closure	Ongoing - STA are involved in the traffic and transport working group and will be consulted throughout the processes	ESPA / STA
30.	Determine whether changes to traffic conditions will impact private bus operator timetabled routes and provide written advice to the bus operator(s)	Nil private operators affected in the Randwick area, all services provided by STA.	
31.	Provide written advice of changes to traffic conditions to Bus NSW to inform their bus and coach members	Noted, an email will be sent to Bus NSW in February 2013 detailing all Road and Lane Closures	ESPA
32.	Determine whether changes to traffic conditions will impact rail passenger travel and/or Nightride bus travel and provide written advice to RailCorp	Nil Nightride services affected	
33.	Determine whether changes to traffic conditions will impact cycleways and provide written advice to Bicycle NSW	Ongoing, will advise Bicycle NSW if impact identified	ESPA
34.	Provide written advice of changes to traffic conditions to the NSW Taxi Council to inform their members	Noted, Taxi Council are operational at this event to support the increased taxi demand	ESPA/ Taxi Council
35.	Advise commercial car share operators of approved road closures if a share vehicle is	Noted, nil car share spaces affected around the Racecourse	

#	Requirement / Comment	Action	Actions and Responsibilities
	based in the street Timeline: 7 days prior to the road closure(s)		

2.10 DGR Response – Randwick City Council

Requirement / Comment	Action	Actions and Responsibilities
The 2012 Future Music Festival restricted all Bump In and Bump Out traffic movements to Alison Road and the internal roads of the racecourse. Council supports this measure and emphasizes that the Wansey Road Gate must not be used for any Bump In and Bump Out movements.	Noted, the same plan is proposed for 2013.	
The adopted Pedestrian, Transport and Traffic Management Plan for the 2012 Future Music Festival failed in certain areas and these areas were identified at debriefing sessions held post the 2012 event. As an example, it was noted in a debriefing session that the approved method for control of people leaving the venue to access buses in the Alison Rd/Racecourse bus slip lane was changed towards the end of the event, (i.e. was changed at the time of peak pedestrian exit movements creating significant pedestrian management issues).	This issue was created by the Police Inspector in the area who changed the plans despite all other agencies and staff working towards the agreed plan. Prior to event day all agencies had agreed upon a management setup and operation in this area and were overruled on the night by the Inspector saying that the plan would not work.	Work with relevant agencies to agree sign off of all areas. All agencies to provide key contacts in each key area.
The failures of the 2012 plan must be analysed and “worked through” as part of the EIS and subsequent Pedestrian, Transport and Traffic Management Plan for the 2013 event.	The Traffic and Transport Workgroup will review all proposed traffic and transport strategies and agree to a final operational plan for the 2013 event.	Traffic / Transport Working Group
The draft EIS states that the event will use fully integrated ticketing (first dot point of 3.1.4). In the third dot point it states that the event organisers are considering a fully integrated transport /gate ticket. Council believes the event must be a fully integrated ticketing event.	Future Entertainment have confirmed they are negotiating an integrated ticket again for the 2013 event and this will be confirmed in due time.	FE to provide details of integrated ticket.
To date there has been no study undertaken to determine the extent and impact of overflow parking on the residential streets surrounding the development site. Council believes that the EIS should incorporate a requirement for the applicant to fund a study of the on-street parking conditions on a 'normal' weekend as compared to the 'event weekend'; providing an indication of the extent of event overflow parking and		

Requirement / Comment	Action	Actions and Responsibilities
proposing a methodology of addressing residents' concerns about the impact of such parking overflow.		
The proposed development has increased its capacity significantly over its history and is now seeking consent for a 5000 patron increase over the 2012 event. Notwithstanding that the traffic management arrangements for the Bump-in and Bump-out movements improved significantly at the 2012 event, Council is concerned that the applicant is seeking a capacity increase whilst still having obvious deficiencies in the most recent traffic, transport and pedestrian management plan.	Ongoing, will work with Randwick Council on their concerns with the Traffic, Transport and Pedestrian Management Plan	Future Entertainment, ESPA & Randwick Council

3 EVENT BACKGROUND & INFORMATION

3.1 Event Background

The 2013 FMF Traffic and Transport plan has been prepared based on the successfully implemented plan for the 2012 event. This draft descriptive plan has included recommendations and feedback from interested parties to form an integrated Traffic and Transport Management 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 seventh (8th) 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	45,000	7%
9 March 2013	12 Midday till 10:00 pm	50,000	11%

3.2 Overview of Key Improvements & Changes for 2013 TMP

ESPA has primarily used the information gathered from last year's event held on Saturday 10 March 2012 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 2012 event, meetings with Police, the Organiser and STA to come up with some improved management strategies for the 2013 event, these are;

1. Continue to use **Integrated Event Ticket** (this is still being negotiated by Future Entertainment) and Transport Pass for the event.
2. To use **56 dedicated event shuttle buses (TBC)** for the forward journey, from Central Station to High Street.

3. Maintain the **Event Shuttle resource split for egress to; ~50% of Event Shuttle Buses to be allocated to High Street (~59 Buses) and ~50% of bus resources to Alison Road (~65 Buses), which is 124 buses in total (TBC) required for egress Operations.**
4. Pedestrian control infrastructure at **Doncaster/ Alison** was revised for the 2011 Plan and worked well again in 2012, therefore it is proposed the 2013 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. Propose to maintain Bump-in of Pedestrian Control Infrastructure at Doncaster/ Alison (from 4pm).
6. Propose to 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 Ave 3 meters back from Alison Rd** behind barriers, police horse control has been requested and RMS 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. **New proposal for 2013 event** (this item came from the 2012 Traffic and Transport debrief) is closure of Alison Rd between Anzac Pde and Barker St to all traffic except Event Shuttle Buses to minimise the possibility of vehicles and pedestrians mixing during the egress phase. It is proposed to close Alison Rd from 9pm until 11:30pm during the peak egress phase. Further consultation with key stakeholders needs to take place on this item.
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 an additional Special Event Clearway was 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. This is proposed to be implemented again in 2013.
11. **Allow pedestrian circulation to occur on egress between Doncaster Ave to behind Randwick Racecourse 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. Propose to maintain pedestrian control infrastructure detail required at **Darley & ATC Bus-way Entry/ Alison Rd** and a revised management strategy for this point.
14. Propose to maintain Pedestrian Fencing (cable tied crowd control barrier) **along Alison Road running east from John St to Cowper St** pedestrian Lights.

15. Propose to maintain **Police at John Street** as the pedestrian crossing demand at this intersection will increase.
16. Propose to 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 have been 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. **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).
21. **Car Park closure of UNSW** car park opposite Randwick Racecourse High St Gate required during peak egress, renegotiation with UNSW to commence on this point.
22. **Specific Traffic Controller Teams will be deployed for venue access points - High Street, Alison Rd Bus-way, Alison/ Doncaster, and Taxiway** to assist Police manage vehicles and pedestrians at these points.
23. **The 400 Service will take an alternate route to enter High St from Anzac Pde southbound once Right Hand Turn from Anzac Parade into High St is closed at 4pm.**
24. **Propose to maintain the increased 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.
25. **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.
26. Implement Left Hand Turn closures into **Carlton Street and Goodwood Street at 5pm** to align with Doncaster Ave Closures now being implemented at 4pm.
27. **Police deployment along the bus lane to occur at 7pm** (TBC – depending on A-League egress), to allow better preparation for egress.
28. Preparation and **reconfiguration of Egress Infrastructure to be done earlier;**
 - Generally all complex infrastructure reconfigurations to commence by 4pm and complete by 6pm,
 - Less complex reconfigurations to commence by 5pm and be complete by 6-7pm

- Egress Personnel to be deployed for 7pm
29. 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 but will be based on the successful operations from 2012.
 30. All event staff and Police will park in the event car park with access from Wansey Rd. Vehicle passes will be issued to staff to access the staff parking area.
 31. Overall Egress strategy to be maintained as per 2012 event; however greater detail and additional personnel will be deployed to main split/ decision points to facilitate direction control of patrons leaving the site.
 32. **2013 TCPs will be revised in consultation with NSW Police and RMS over a number separate meetings and email / phone communications, a draft version of the TCP's have been included as, Attachment 3.** In addition **Attachment 3.1** includes TCPs for the Bump In and Bump Out phase of the event.
 33. Regular eastbound STA bus services along Alison Rd will need to be increased to cater for the increased number of people wishing to travel eastbound. The increased services will begin from 9pm on the event day.
 34. **124 STA buses will be required for egress (TBC)**, with a split of resources to enhance services at High St (proposed allocation 59 buses to High St and 65 buses to Alison).
 35. STA Bus Lane is proposed to be closed to all STA Services and Messaged via TMC by 6pm, Bus lane will then operate as a Pedestrian Corridor to the CBD from 7pm for patrons wishing to walk to the City. This is TBC depending on the egress plans from the A-League
 36. RMS 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.
 37. 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.
 38. Additional Special Event Clearway will be implemented for Ascot St east from Doncaster Ave to assist with the movement of Horse Floats and taxis through Ascot St Gate 18 of Randwick Racecourse.
 39. 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.
 40. A speed reduction from 70km/h to 60km/h will be implemented on Alison Rd from Darley Rd to west of Doncaster Ave from 4:00pm to 12midnight so that authorised traffic controllers are able to operate on Alison Rd to assist with the movement of event buses.

41. Proposed to keep the closure of High St in place until 1am Saturday 10 March 2013 to allow for the safe removal of infrastructure that is on the road.

Additional Notes:

42. Wansey Road Gate 10 will not be used as a gate for the bump-in of infrastructure to the infield, ATC approved the use of Gate 1 in 2012 as the primary gate for all vehicles requiring access to the infield and this will be continued in 2013. Any event related vehicles using Wansey Rd will be recorded and a fine will apply to the company whose vehicle was in Wansey Rd. Gate 1 is the only pre-event access point.
43. Wansey Rd Gate 10 will only be used on event day for access to the event car park. Limited access to the infield for 'Light' vehicles less than 1tonne may occur through the High St tunnel.
44. No B-Double Trucks will be used for event deliveries. Fines will apply to the companies if they supply this type of transport.
45. Portable VMS will be utilised to provide advanced warning of the event and to message vehicles away from the site during peak egress times.
46. Self-drive mini buses and privately chartered coaches will be directed to High St beyond the event bus loading areas. They will be able to set down and layover here should this be required. A traffic controller will manage this operation. Additional layover space will be available in Alison Rd west of Gate 8 of Randwick Racecourse.

4 GENERAL PEDESTRIAN MOVEMENT ASSUMPTIONS

The FMF 2013 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 will be prepared which integrates with the Traffic and Transport Management Plan.

A detailed Crowd, Safety & Security Plan for the site and the venue will be prepared 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 has been prepared 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 vs. 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

For the 2013 event it is proposed to continue the use of the Anzac Pde Bus Lane as a pedestrian corridor that takes patrons exiting the venue at Doncaster Ave 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. It is proposed that patrons will rejoin the footpath at Lang Rd due to the SFS hosting the A-League soccer and requiring use of the Moore Park loop (TBC). The event organisers will apply for use of this through STA and Centennial Park Trust.

It is proposed that the bus lane will be closed at 6:00pm to all STA buses and Police will 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. This is to be confirmed after further consultation with STA, SFS, and other agencies.

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

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 Future 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 / Chalmers St 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 50,000 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 2012 event. The fully integrated transport and Gate ticket allows patrons to travel on all scheduled services up until 4am on Sunday 10 March 2013.

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 on street parking if possible)
- Then by Rail

5.3 Shuttle Bus Forward Journey (Chalmers St to Randwick) – Ingress Operations

- All buses pick-up at Chalmers St (Central Station) and Drop-off at High Street
- Period of ingress operation: 11:00am – 5:00pm (across 6 hours)
- Peak Ingress: 12:30pm – 4:00pm (3.5 hours): will have 56 buses circulating (TBC)
- 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 6 hours
- Maximum estimated transport capability: 95 x 60 people x 6 hours = 34,200 people.

5.4 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.

5.5 Return Journey (Randwick to Central) – Egress Operations

- An order will be raised through STA for use of a total of 124 buses for egress (exact bus numbers to be confirmed)
- Plan is to have a bus resource split of ~50% (59 buses) to High Street and ~50% (65 buses) to Alison Road for egress.
- If we consider using 124 buses (tbc) (records show that 124 buses were used for 2012 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 372 bus movements as the base figure.
- If we are able to load a maximum of 65 people per bus across 372 buses...
- Provides a theoretical capacity of 24,180.
- A 4 bus-bay loading on Alison Rd and a 4 bus-bay loading on High Street will be implemented.
- Alison Rd: If we implement a 'Load-and-Go' time of 2min per bus loading' we should be able to deliver 162 buses to Central from Alison Rd (81 bus movements/ hr).
- High St: If we can implement a 'Load-and-Go' time of 2min per bus loading' should be able to deliver 147 buses to Central from High Street (74 bus movements/ hr).

5.5.1 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 9:30pm ready for peak egress at approx. 10pm.
- A continuation of a small number of shuttle bus services from 5pm through to the ramp up of services at 7:30pm. Propose to schedule a service every 15min from 5pm that runs from High St to Central Station. Consideration should be given to a service beginning earlier on Alison Rd as well.
- 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.
- All agencies working during the egress to provide a lead contact in the key areas of Alison Rd Bus Plaza, High St, ATC Taxi Rank and Alison Rd / Doncaster Ave

- All agencies and staff working during the event work from the agreed plan that has been agreed to by key agency personnel prior to the event to stop the possibility of what happened during the egress in 2012 in the Alison Rd Bus Plaza.

5.6 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 (Chalmers St) to High Street Entry Point.

The shuttle bus from Central Station to the Venue needs to be well advertised. STA will provide operational orders for the driver for the routes that will be used for FMF 2013 in early February 2013.

Refer to **Attachment 13** for Shuttle Bus Routes when available.

5.7 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 will be in Darley Rd and High St. However this will not be messaged as patrons are encouraged to catch public transport to the event. Where possible patrons should be set down and picked up a block away from the event site as this will minimise the impact on the other transport and egress operations.

5.8 Taxis

The Randwick Racecourse Taxi rank will be utilised on the western side of the racecourse (Doncaster Ave) side of the Racecourse. Taxis will access the site from Ascot St and then follow the directions of the taxi commissioners on site who will manage the loading of taxis during egress.

The Taxi rank 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.

Randwick Racecourse 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.

A VMS board will be placed on Anzac Pde at Ascot St to assist with directing Taxis.

Again in the lead up and on event day, the Traffic Manager will communicate with the major Taxi companies and speak with their control rooms to advise of the event at Randwick Racecourse. This was done in 2012 and resulted in an adequate supply of taxis at the conclusion of the event.

6 PEDESTRIAN MANAGEMENT STRATEGY

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

2013 FMF Pedestrian Strategy (based on the successful 2011 and 2012 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 fence lines 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 Racecourse 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,

Fourth, understand that the Transport Plan reduces external Pedestrians so it is important that the Transport Plan is supported by Pedestrian infrastructure and Traffic Control arrangements,

Fifth, 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 and Attachment 3.1**) have been provided in a draft form and based on the successful 2012 operations. Detailed review and consultation for the 2012 event will take place with Police, RMS, Council, ATC, FE and STA. The TCPs are 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 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 (consideration for the closure of Alison Rd from 9pm to assist with egress)
- 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 a '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. This may be a 'hard' detour from 9pm on the event day as the full closure of Alison Rd has been proposed at the 2012 Traffic and Transport Debrief
- VMS notifications southbound along Alison Rd,
- Consider alternate bus route from High St if Alison Road becomes overly congested or is closed

7.2 Overview of Traffic Management Plan for Ingress

Refer to **Attachment 1a** for overview of the event day ingress plan.

7.3 Overview of Traffic Management Plan for Egress

Refer to **Attachment 1b** for overview of the event day egress plan.

Note: A proposal has been put forward by the RMS TMC for a full closure of Alison Rd during the peak egress phase from approx 9pm until 11pm. The purpose of the closure is to reduce the possibility of vehicles and pedestrians mixing during the egress phase. Further discussions need to take place on this with relevant agencies and also STA to review the impact

7.4 Overview of Traffic Management Plan for Bump In and Bump Out

Refer to **Attachment 1c** for overview of the bump in and bump out plan.

Refer to **Attachment 7a** for Event Supplier Delivery Instructions

Refer to **Attachment 7b** for Venue Vehicle Passes

Refer to **Attachment 7c** for Infield Vehicle Movement Plan

During the bump in (1 March – 10am on 9 March) and bump out (10 March – 14 March) phases of the event all vehicles will access Randwick Racecourse through Gate 1 Alison Rd. Once inside Gate 1 of Randwick Racecourse the deliveries will be split into infield and outfield deliveries.

Note: No B-Double vehicles will access the site during the bump in, event or bump out phase of the event.

7.4.1 Vehicle Types

Vehicles accessing the Randwick Racecourse site are limited to Semi Trailer size and smaller. Under no circumstances is a B-Double sized vehicle to access the site. This information has been detailed to all suppliers of the event and they are aware that the delivery will not be accepted if it presents as a B-Double Truck.

7.4.2 Infield Access

Infield deliveries will proceed to the Randwick Racecourse Busway where there will be another checkpoint. They will layover here and wait to be called into the infield. Access to the infield will operate as a one way contra flow along the edge of the racecourse. The reverse will occur when the delivery vehicle is finished in the infield, they will layover in the infield until the one way contra flow is clear before proceeding back to the Randwick Racecourse Busway and exiting onto Alison Rd.

See **Attachment 7c** for further information.

7.4.3 Outfield Access

Outfield deliveries will proceed to the checkpoint near the Randwick Racecourse Taxi Rank. From here they will layover and wait to be called into the outfield areas. When leaving the site they will proceed back to the outfield checkpoint before leaving the site through Gate 1 and onto Alison Rd.

7.4.4 Vehicle Access Passes (Bump In & Out)

All delivery vehicles will have a Vehicle Access Pass which will have clear instructions and an access map on it. The Vehicle Access Pass details the route to take to the infield and outfield. A series of boxes will be ticked on each pass indicating the area which that vehicle is allowed to access during this Bump In and Out period. Any driver failing to follow the instructions on the pass may be fined the transport fee for that particular delivery.

Any vehicle attending the site without a vehicle access pass will be directed to layover on the side in the Randwick Racecourse Gate 1 car park and the vehicle, company and drivers name will be recorded. A pass will then be issued to the driver and the company involved may be fined the transport fee for that particular delivery.

7.4.5 Controls Over the Delivery Process

To support and control the delivery process and ensure that all event related deliveries comply with the instructions provided the following points will be staffed:

- TBC for 2013 - Wansey Rd / Alison Rd – a traffic controller will be present to monitor event vehicles attempting to access Wansey Rd. They will also record any vehicle greater than 1tonne that is using the street. Any event vehicle that uses Wansey Rd will have their vehicle details recorded, may be photographed and the company in question will be fined the transport fee for the item they are delivering.
- TBC for 2013 - High St / Anzac Pde – a traffic controller will be present to monitor event vehicles attempting to access High St. They will also record any vehicle greater than 1tonne that is using the street. Any event vehicle that uses High St will have their vehicle details recorded, may be photographed and the company in question will be fined the transport fee for the item they are delivering.
- TBC for 2013 - High St / Barker St – a traffic controller will be present to monitor event vehicles attempting to access High St. They will also record any vehicle greater than 1tonne that is using the street. Any event vehicle that uses High St will have their vehicle details recorded, photographed and the company in question will be fined the transport fee for the item they are delivering.

In addition to the traffic controllers monitoring the no entry to surrounding streets for event related deliveries (TBC), two VMS boards will be used to provide event vehicles with advanced notification on which Gate to access.

7.5 Overview of Traffic Control Plans (TCP's)

A number of Traffic Control Plans (TCP's) have been reviewed and drafted based on 2012 operations and feedback. These TCP's are provided along with this document as a draft document. 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 2d: Overview of Pre-Event TCPs surrounding immediate site of RRC

Attachment 2e: Special Event Traffic Information from RMS

Attachment 2f: RMS Overview Map of Road Closures and Special Event Clearways

Attachment 03: Summary of Traffic Control Plans and timings TCPs 1 – 29

Attachment 03a: Summary of Traffic Control Plans for Bump In and Bump Out (1 March – 14 March) – TCPs1-29 (6 in total)

7.6 List of TCPs

Overview of Event Day Traffic Control Plans (TCPs):

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

TCP1.1: Abbotford St/ Abbotford Lane

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

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

TCP 3.1a, b: Alison Rd exit to ATC Busway

TCP 4: Alison Rd / John St

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

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

TCP 7a, c: Alison Rd / Wansey Rd

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

TCP 9a: Wansey Rd / High St

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

TCP 11a, c: 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

TCP29a, c: High St / Barker St

Note: 'a' and 'b' versions of a TCP relates to event day phases of TCPs. A 'c' version of the TCPs relates to event bump in and bump out TCPs.

Note 2: additional TCPs may need to be prepared should the proposal to close Alison Rd during egress be agreed between all agencies.

7.7 Summary of Proposed Road, Lane Closures and Special Event Clearways

The following road closures will be implemented on Saturday 9 March 2013:

Randwick - From 4pm to 12 Midnight

Abbotford Street	between Carlton Lane and Doncaster Avenue	Eastbound
Doncaster Avenue	between Alison Road and Carlton Street	Southbound
Doncaster Avenue	between Todman Avenue and Bowral Street	Northbound

Randwick – From 4pm to 2am

High Street	between Anzac Parade and Wansey Road	Both Directions
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Randwick - From 5pm to 12 Midnight

Carlton Street	between Anzac Parade and Doncaster Avenue	Eastbound
Goodwood Street	between Anzac Parade and Doncaster Avenue	Eastbound

Randwick – From 9pm to 11pm*

Alison Rd	between Anzac Parade and Barker St	Both Directions
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* TBC – proposal put forward in 2012 debrief for full closure of Alison Rd during peak egress.

Refer to **Attachment 2c** for a summary of Road Closures and Special Event Clearways for the 2013 event. **Attachment 2e** contains a summary of Special Event Traffic Information prepared by Transport Management Centre and **Attachment 2f** contains a Special Event Clearways and Road Closures Map.

7.8 Special Event Clearways (SECs) & RMS Network Controllers

7.8.1 Special Event Clearways (SECs)

Special Event Clearways have been 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 proposed to have Special Event Clearways implemented for the 2013 event:

Randwick - From 4am to 2am

High Street	between Anzac Parade to 80m east of Randwick Racecourse High Street entry point (STA buses excepted)	eastbound
High Street	between 80 m east of Randwick Racecourse High Street Entry to 350m east of entry point (Charter buses excepted)	eastbound
High Street	between Anzac Parade to 120m east of Randwick Racecourse High Street Entry (UNSW Gate 3)	westbound

Randwick - From 8am to 12 Midnight

Alison Road	between Wansey Road and Randwick Racecourse Gate 8 (Charter buses excepted)	westbound
Alison Road	between Cowper Street and John Street (Charter buses excepted)	westbound
Alison Road	between Doncaster Avenue and Tay Street	westbound
Anzac Parade	between Doncaster Avenue and High Street	southbound
Ascot Street	between Doncaster Avenue and Randwick Racecourse (east of roundabout on Doncaster Avenue)	both directions
Barker Street	between Forsyth Street and Willis Street	westbound
Darley Road	between Alison Road and Randwick Gates Centennial Park	both directions

Surry Hills - From 10am to 5pm

Chalmers Street	between Bedford Street and Eddy Avenue (STA buses excepted)	both sides (northbound)
Randle Street	between Elizabeth Street and Chalmers Street (STA buses excepted)	both sides (westbound)

7.8.2 RMS Network Controllers

RMS Network Controllers will not be utilised this year as all traffic signals in the area will be monitored by the TMC (TBC) and phasing will be controlled accordingly. In addition the Doncaster Ave / Alison Rd and Darley Rd / Alison Rd intersections will be under Police control.

7.9 No Stopping signs Alison Rd between John St & Cowper

Temporary No Stopping signs will 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. These signs will support the existing No Stopping Signs.

7.10 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 Anzac Pde and High St Entry to RRC (permanent No Stopping installed and SEC to override the Works Zone)
- On eastern side of Anzac Pde between High St and Doncaster Av (permanent No Stopping installed)

7.11 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 (i.e. High St Entry, Alison Rd Entry)

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

7.12 VMS Plans

Attachment 11a: Overview VMS Locations and Numbers

Attachment 11b: VMS Messages

Attachment 11c: Internal VMS Board Locations

Attachment 11d: RMS Permanent VMS Locations and Messages

7.13 Internal Venue Messaging & use of PA Systems

A Public Address (PA) system is proposed to be utilised again in 2013 and the following locations are proposed to be used:

- Alison Road Entry Point Gate 1
- Alison Road Bus Loading Area
- High Street Entry Point (exact location under review)
- Gate D Members entry area

Attachment 9a: PA and Speaker Locations

Attachment 9b: PA Messages and schedule

7.14 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.

Vehicle access points to the event site will be:

- Infield (Stages 1, 2 and 3 – Stage numbers to be confirmed) – Gate 10, Wansey Rd
- Outfield (Stages 4-10 – Stage numbers to be confirmed) – Gate 18, Ascot St

Note: Ascot St can provide access to the infield through the High St Vehicle Tunnel.

Local Fire and Medical Facilities will be notified of the event and Road Closures 7-10 days prior to event. Again for the 2013 event they will be provided with the easiest access points in a map format.

See **Attachment 8** for Event Day Vehicle Access to Randwick Racecourse.

7.15 Event Day Venue Access

7.15.1 Event Day Deliveries

All event day deliveries will occur between 8:30am and 10am (TBC). Site access for suppliers after 10:00am will require an AAA Vehicle Pass to gain access to the site through Gate 18 at Ascot St.

On event day, deliveries will access the site through Gate 1 and follow the pre-event procedures. From 10am vehicles will greater than 1tonne will need to exit the site through Alison Rd Gate. The only vehicles that will be permitted on site after 10am on event day will be vehicles under 1tonne. Once they have completed work they will exit the site through Wansey Rd.

7.15.2 Police

All Police will park vehicles in the infield car park accessible from Gate 10 Wansey Rd. There will be no access through the Alison Rd Bus Plaza once ingress commences.

7.15.3 Event Staff

All event staff will park vehicles in the infield car park accessible from Gate 10 Wansey Rd.

7.15.4 ATC Staff

All ATC staff working on the event day will park in the car park at Gate 19 (Carlton St / Doncaster Ave). The ATC will manage access to this gate.

7.15.5 Security Staff

All Security staff will park vehicles in the infield car park accessible from Gate 10 Wansey Rd.

7.15.6 Artists

Artists performing at the event will access the site through Gate 18 at Ascot St.

7.15.7 Horse Trainers / Floats

TBC: Horse Floats going to the race meeting (most likely at Warwick Farm as per previous years) will leave the site through Ascot St between 6am and 10am and return to the site through Ascot St between 4pm and 6pm.

7.15.8 Taxis

Taxis will access the site through Gate 18 from Ascot St and use the Randwick Racecourse Taxi Rank.

7.15.9 ATC Betting Pavilion

TBC – if the Betting Pavilion is operating access to the Racecourse on the day will be through Gate 19 (Carlton St / Doncaster Ave). The ATC will manage access to this gate.

7.15.10 ATC Members Shuttle

TBC - ATC Members arriving at the racecourse for the member's shuttle to Warwick Farm will access the site through Gate 19 (Carlton St/Doncaster Ave). The ATC will manage access to this gate.

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

7.16.1 VIPs and Artists

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.

7.16.2 Accessible Parking

Accessible parking will be available in the infield with a drop off point on the roundabout of the infield. In addition there will be a drop off point in the Randwick Racecourse Taxi Rank for patrons requiring accessible access to the venue.

7.17 Permanent VMS

For the 2012 the RMS/TMC Special Events Unit provided access to the permanent VMS Boards around the Moore Park / Randwick area to provide advanced warning of the events at Randwick Racecourse and Moore Park. This request will be made again for the 2013 event and messages will be included as **Attachment 11d** once received.

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.

Two area specific Notification Flyers will also be developed along with additional consultancy for;

1. Randwick Racecourse Stakeholders, Horse Float Drivers, Trainers, & Stable Employees
2. UNSW, Kensington Campus, UNSW Village & UNSW Security

8.3 Special Event Notification

NSW Fire Brigade and NSW Ambulance will be notified about the event in early February 2013. The same notification will be sent again to these agencies in the week 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 2013)

9.3 Communication with TMC (if required)

RMS 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.

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 10 September 2012 _____

List of attachments 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 12 November 2012 or as they become available from Agencies.

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 1c: Pre-Event and Post Event 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 2d: TCP Numbers Overview – Pre-event and Post-Event

Attachment 2e: RMS Special Event Traffic Information

Attachment 2f: RMS Overview Map – Road Closures and Special Event Clearways

Attachment 3: Traffic Control Plans

Attachment 3.1: Traffic Control Plans Pre-Event and Post-Event

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 event organiser and contractor)

Attachment 7a: Infield Delivery Instructions

Attachment 7b: Vehicle Access Passes

Attachment 7c: Infield Vehicle Movement Plan

Attachment 8: Event Day Venue Access

Attachment 9a: PA Locations and speaker directions

Attachment 9b: PA Messages and schedule

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

Attachment 11a: Overview of Portable VMS Locations

Attachment 11b: VMS Messages

Attachment 11c: Infield VMS Locations

Attachment 11d: RTA Permanent VMS Locations and Messages schedule (To be provided by RMS)

Attachment 12: Future Music Festival Site Map

Attachment 13a: STA Forward Journey (Central to High St)

Attachment 13b: STA Return Journey (High St to Central)

Attachment 13c: STA Return Journey (Alison Rd to Central)

Attachment 13d: STA Route 400 Diversion

Attachment 14: RMS Detour Route (tbc in 2013)

Attachment 15: Public Notification Flyers

Attachment 16: Chalmers St Bus Setup

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Attachment 18: Blank -

Attachment 19: Ingress and Egress Numbers by Location

Attachment 20: Pedestrian No Go Zones

2013 Future Music Festival

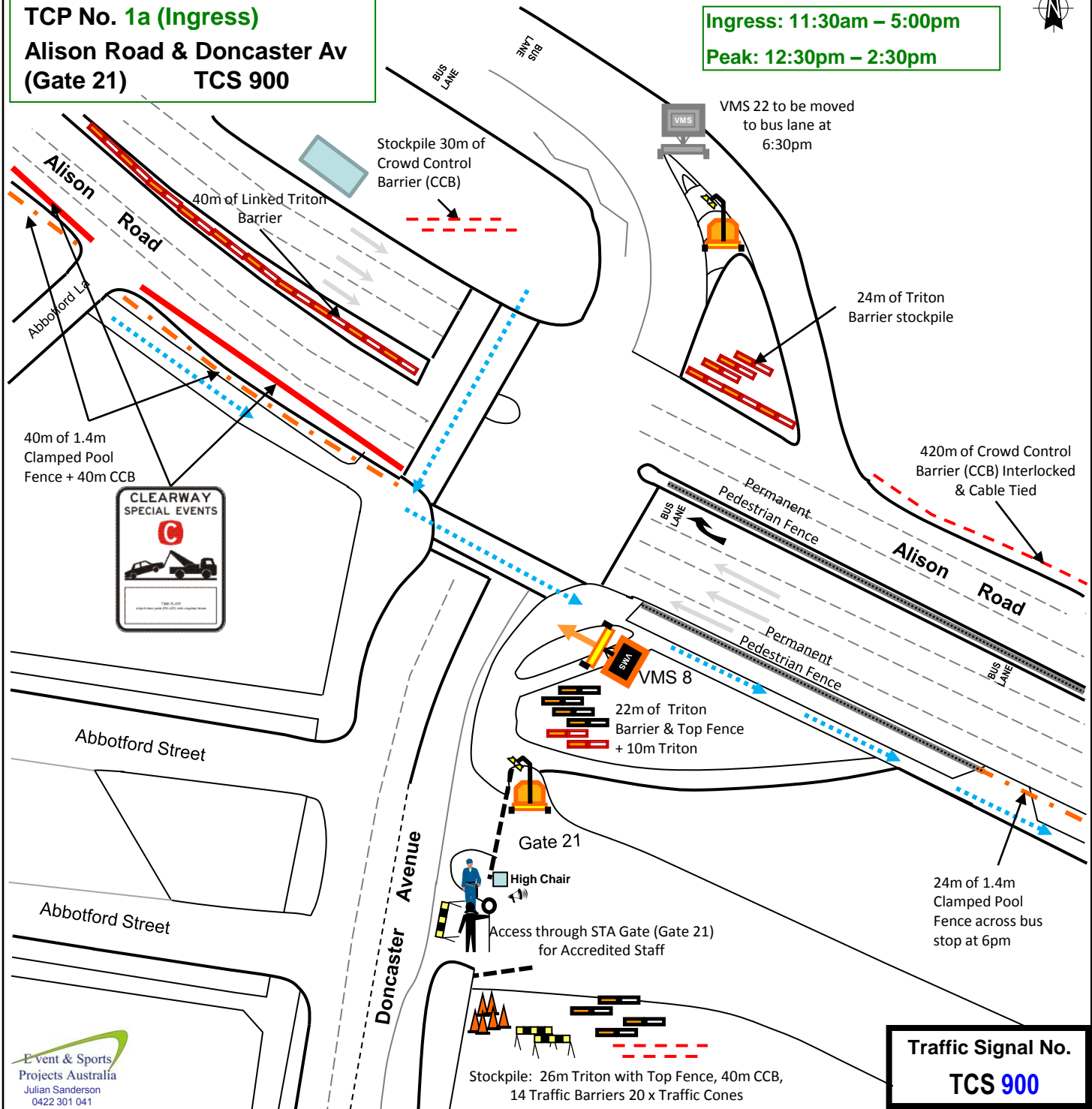
Attachment 03 – Event Day TCPs Pages 1-31

TCP No. 1a (Ingress)

Alison Road & Doncaster Av
(Gate 21) TCS 900

Ingress: 11:30am – 5:00pm

Peak: 12:30pm – 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 = 1
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 1 Traffic Control x 1	8am – 4:30pm
Police	Monitor Pedestrian Ingress	Monitor Traffic Conditions	Police Roaming - nil on point	8:00am – 4pm
RMS	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

2013 Future Music Festival

TCP No. 1b (Egress) (Contingency)

Alison Road & Doncaster Av

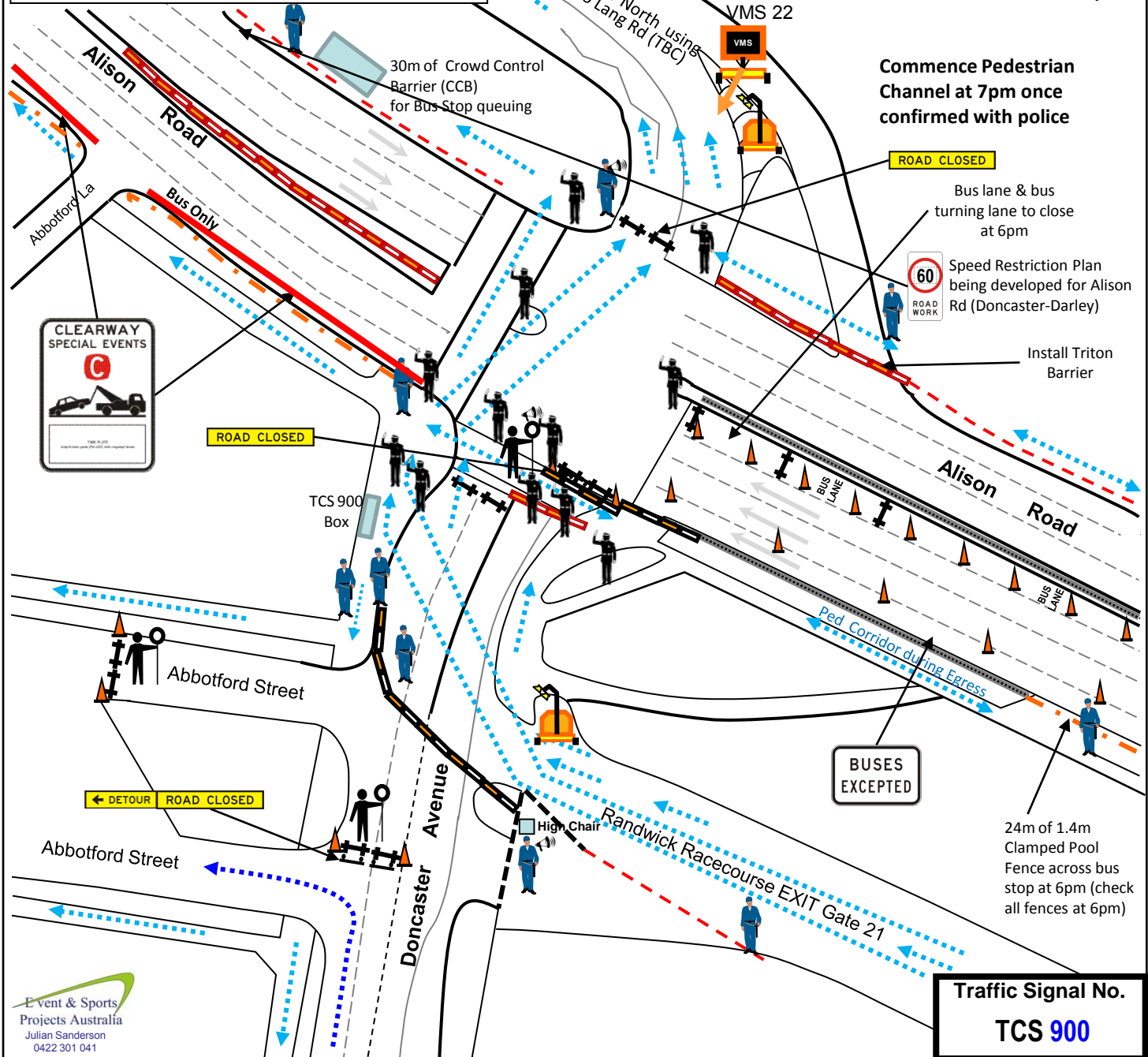
TCS 900

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 3 from 4pm Sec x 8 at 9:00pm Sec x 2 at 7:30pm	4pm-12am 9pm-12am 7:30pm – 12am
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
RMS	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

2013 Future Music Festival

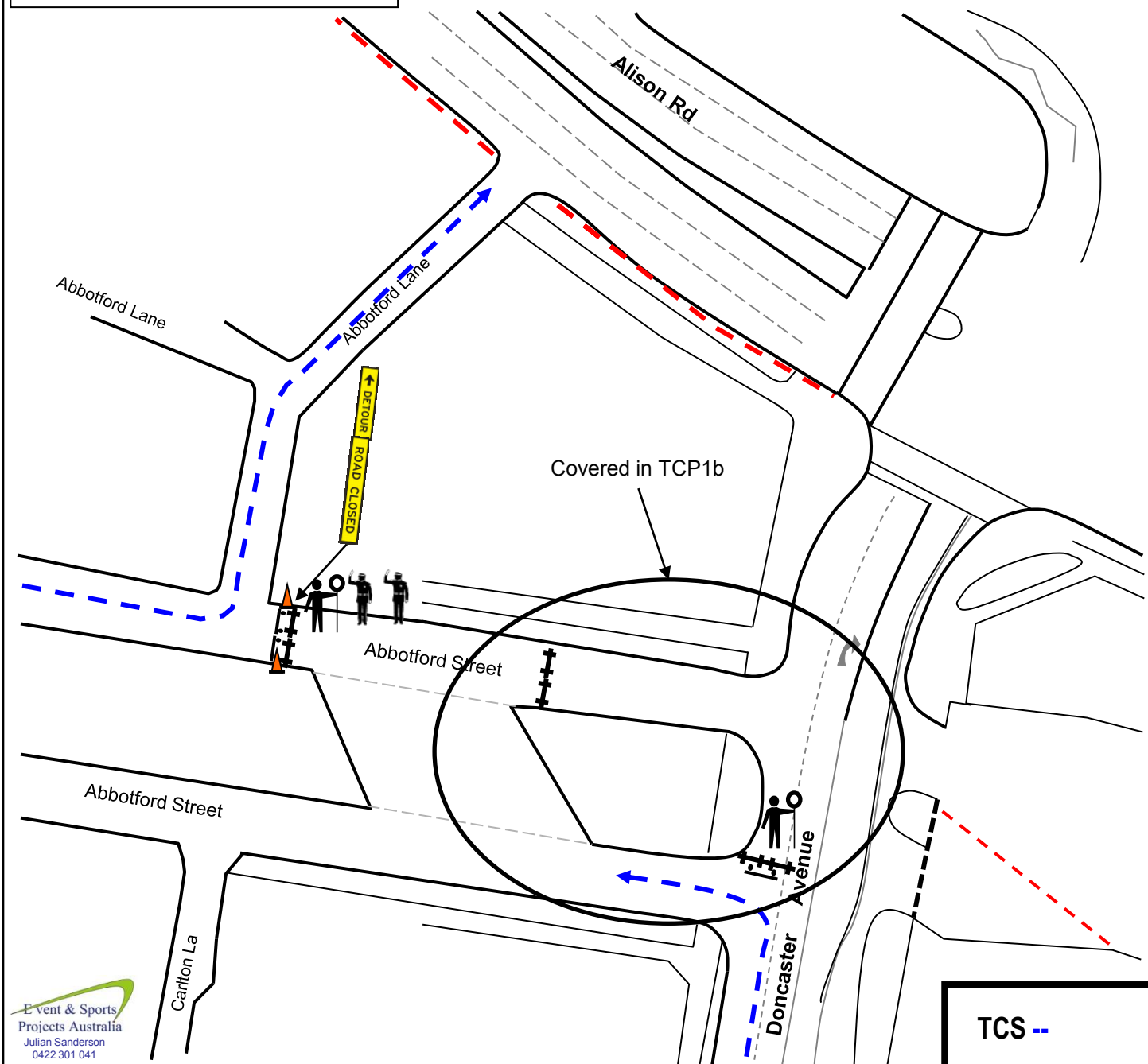
TCP No. 1.1 (Egress only)

Abbotford Lane/ Alison
Road/ Abbotford St

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

Commence Road Closures
and Set-up from 4PM



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 9 March, ops 9 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
RMS	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

2013 Future Music Festival**TCP No. 2a****Alison Rd/ Main Entry ATC**

Randwick Gate 1

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

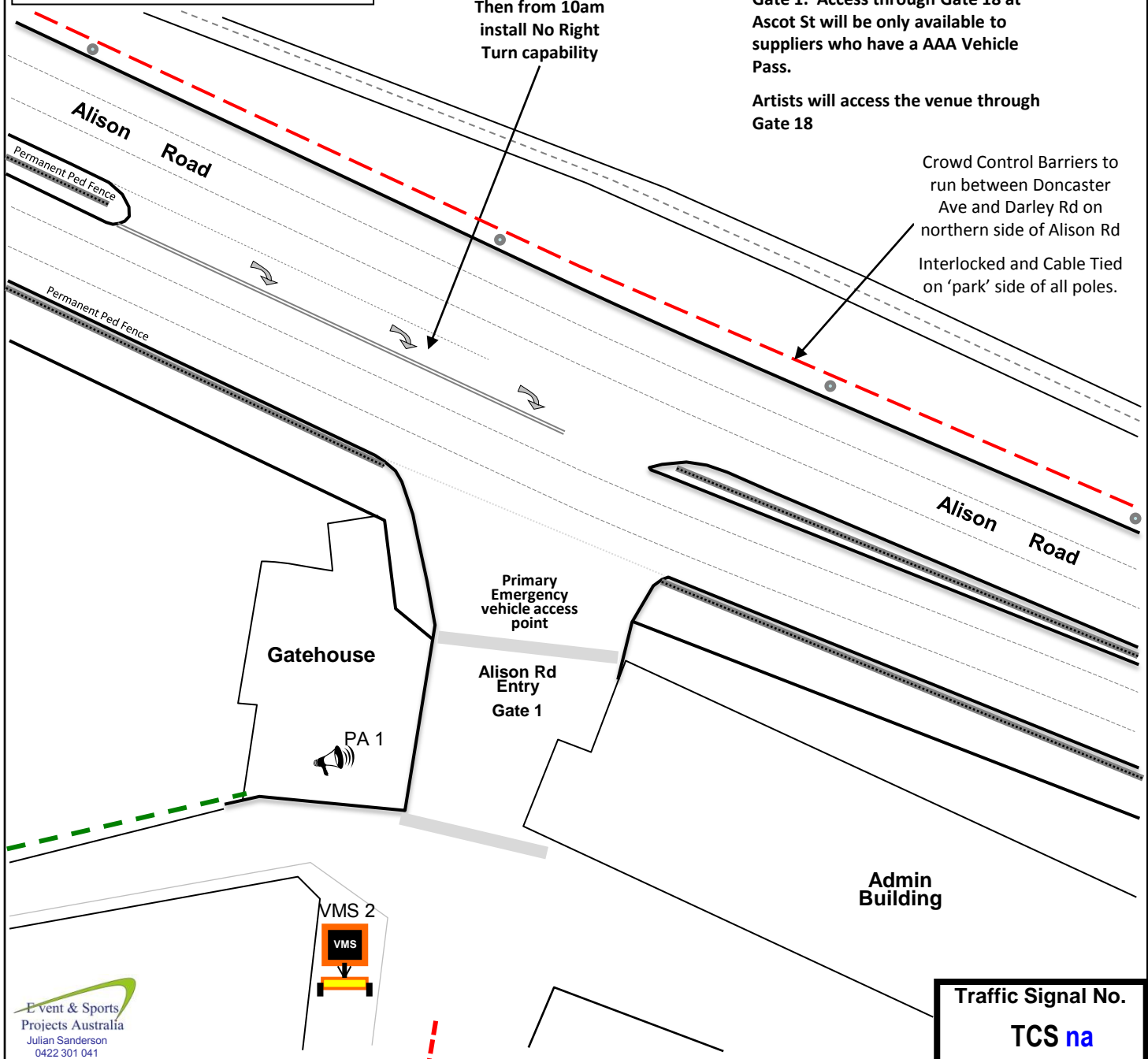
Note: Event day suppliers will have access to the site until 10am through Gate 1. Access through Gate 18 at Ascot St will be only available to suppliers who have a AAA Vehicle Pass.

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.

Right Turn allowed from Alison Rd until 10am

Then from 10am install No Right Turn capability

**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 9 March, ops 9 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
RMS	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

2013 Future Music Festival**TCP No. 2b (Egress)****Alison Rd/ Main Entry ATC**

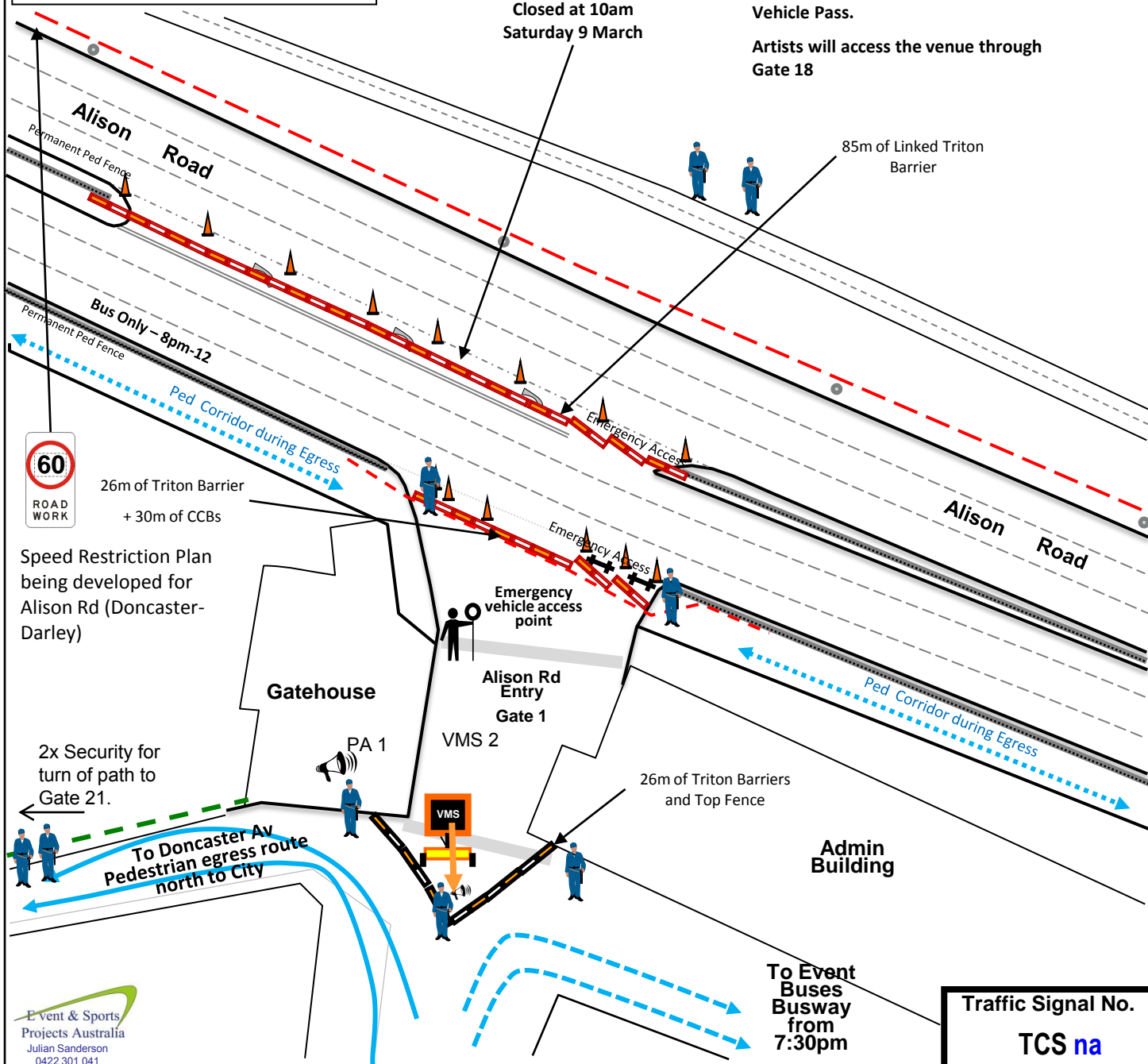
Randwick Gate 1

Egress: 7:30pm – 12midnight**Peak: 10:00pm – 11:30pm**

Note: Supplier Access through Ascot St Gate 18 after 10am only with a AAA Vehicle Pass.

Artists will access the venue through Gate 18

Right Turn allowed from Alison Rd
Closed at 10am
Saturday 9 March

**TCP 2b**

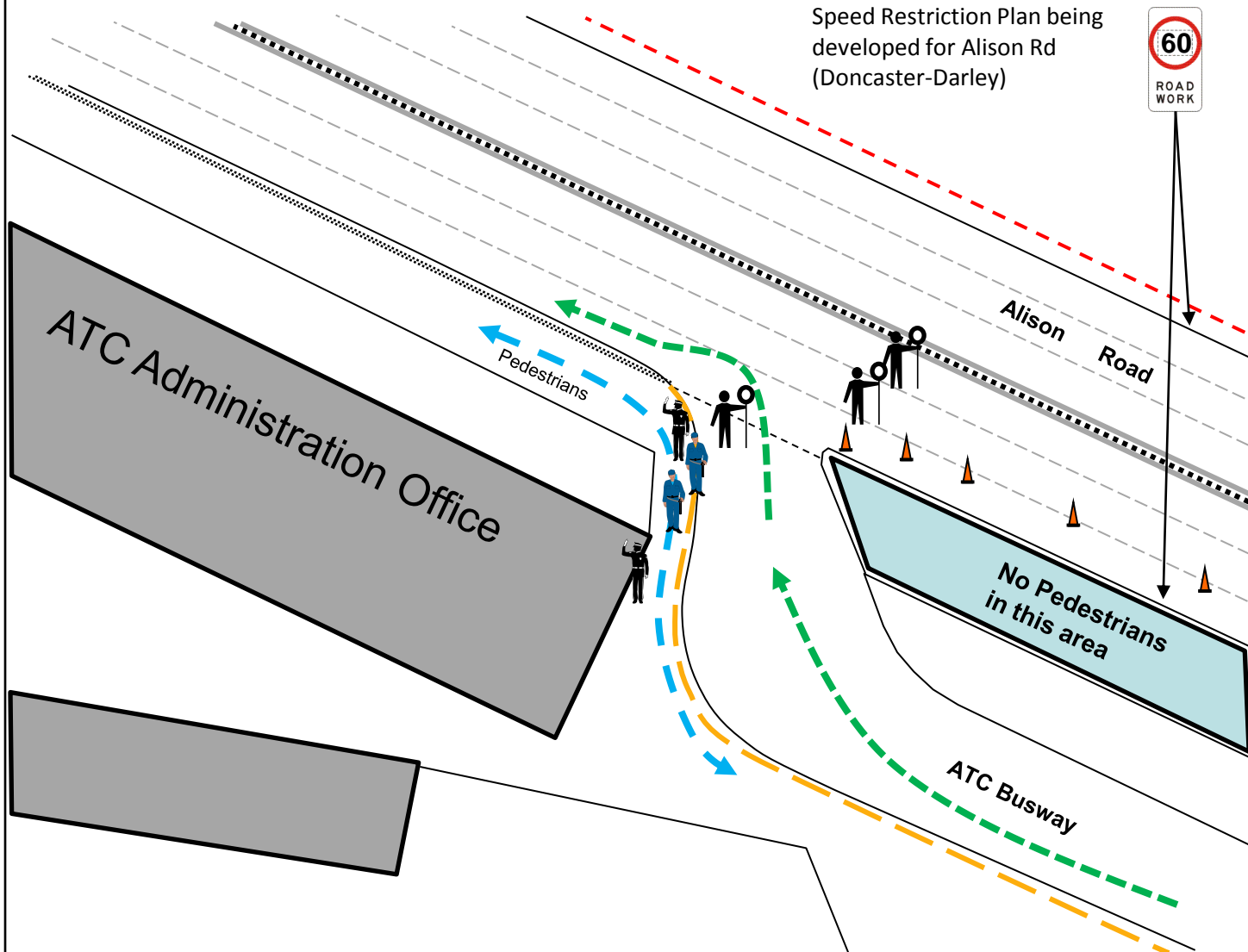
Equipment Requirements: Note equipment & products tbc
Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.

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	1 x TC at 10am 2x Sec 7:30pm 7x Sec 9pm	10am – 12am 7:30pm-12am 9pm-12am
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
RMS	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

2013 Future Music Festival**TCP No. 3.1b (Egress)****Alison Rd/ ATC Busway
Exit****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**




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



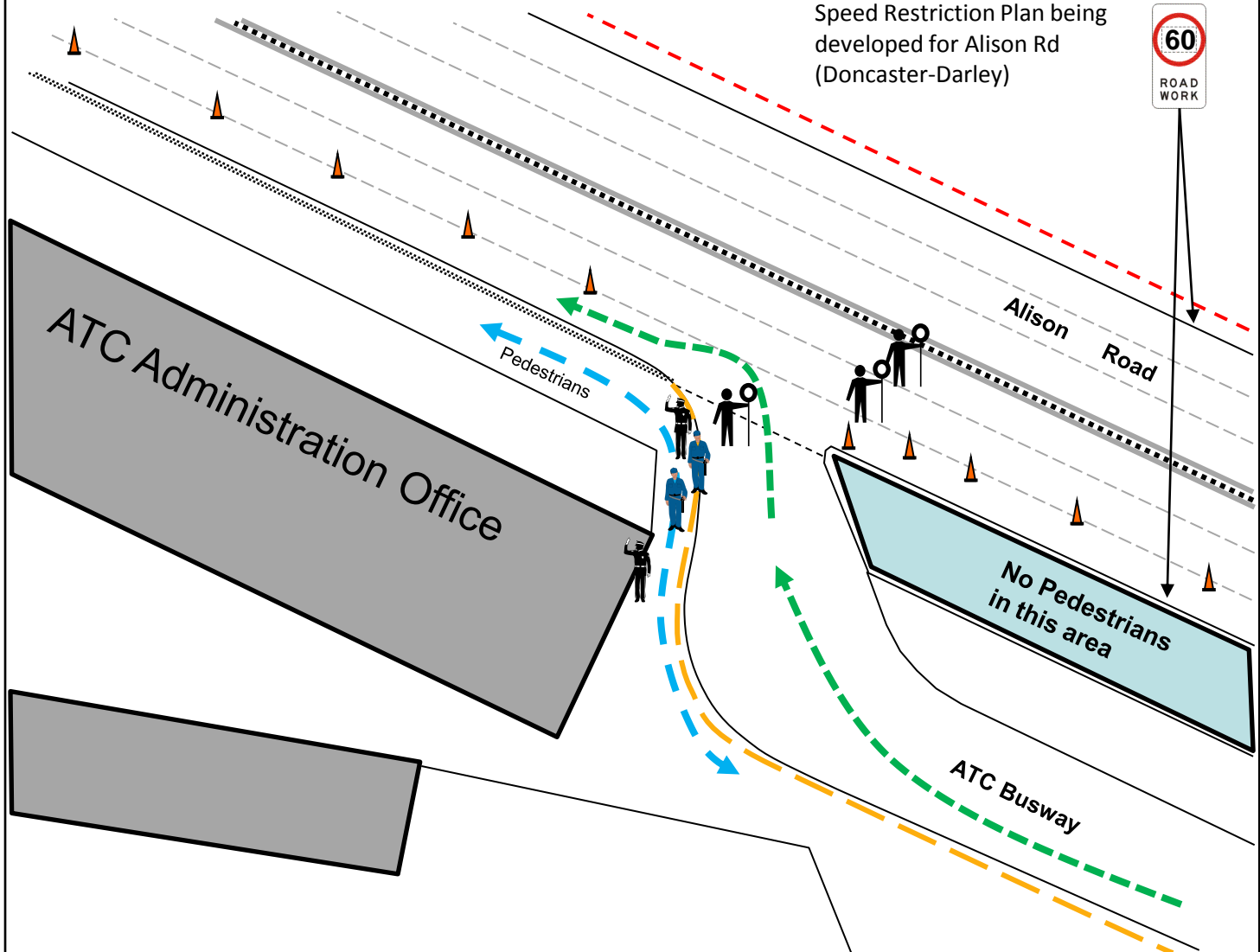
Event & Sports
Projects Australia
Julian Sanderson
0422 301 041

Traffic Signal No.**TCS na****TCP 3.1**

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

-  Barriers = x 0
-  700mm Traffic Cones = x 5
-  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 3	7:30pm-12am 7pm-12am
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic & Pedestrian Conditions	2x Police	7:00pm – 12:00am
RMS	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

2013 Future Music Festival**TCP No. 3.1b (Egress)
Contingency****Alison Rd/ ATC Busway
Exit****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**Speed Restriction Plan being
developed for Alison Rd
(Doncaster-Darley)

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Traffic Signal No.**TCS na****TCP 3.1**

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

-  Barriers = x 0
-  700mm Traffic Cones = x 5
-  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 3	7:30pm-12am 7pm-12am
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic & Pedestrian Conditions	2x Police	7:00pm – 12:00am
RMS	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

2013 Future Music Festival**TCP No. 3a (Ingress)**

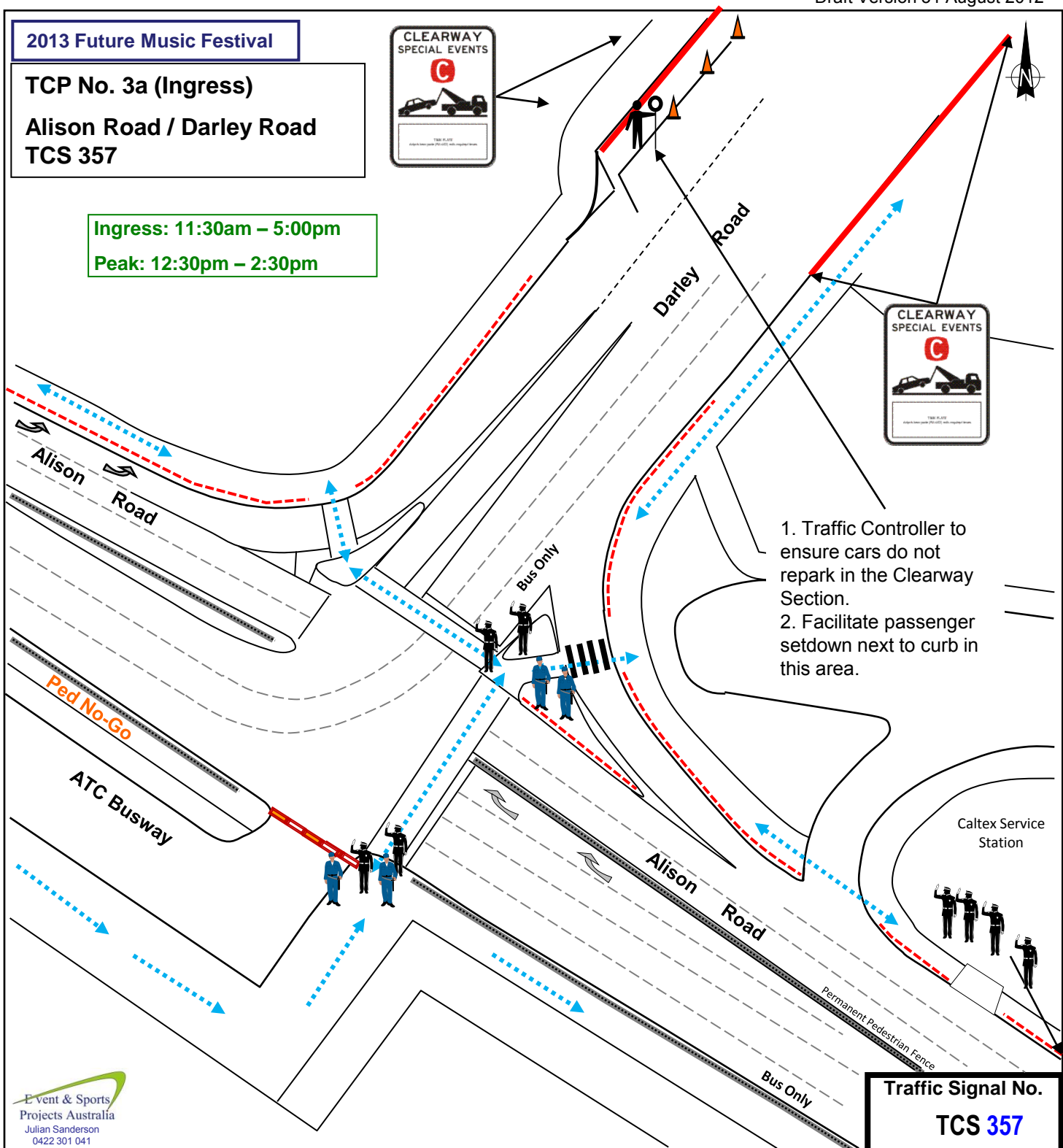
Alison Road / Darley Road
TCS 357

Ingress: 11:30am – 5:00pm

Peak: 12:30pm – 2:30pm



1. Traffic Controller to ensure cars do not repark in the Clearway Section.
2. Facilitate passenger setdown next to curb in this area.



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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 = 15
- 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	Traffic Controller x 1 Traffic Controller x 4	8am-5pm 9am-5pm
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4 x Police Ingress	9:00am – 5pm
RMS	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

2013 Future Music Festival**TCP No. 3b****Alison Road / Darley Road****TCS 357****Ingress: 11:30am – 5:00pm****Peak: 12:30pm – 2:30pm****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**STA BUS
Supervisor

Bus Layover 80m

Darley Road

BUSES
EXCEPTED

NSW Police to control intersection.
Traffic lights to be switched off and
Police to conduct point duty during
egress. A call will be made to the
TMC for this to happen.
Approximate times will be from
9pm-11pm.

Caltex Service
Station

Bus Stop to be
closed at
7:30pm with
Barriers

Permanent Pedestrian Fence

Bus Stop to be
closed at 6pm
with Barriers

Traffic Signal No.
TCS 357

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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 = 15
- 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 4 Security x 2	9pm -12am 7:30pm-12am
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4 x Police Ingress 9 x Police Egress	9:00am – 12:30am
RMS	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

2013 Future Music Festival

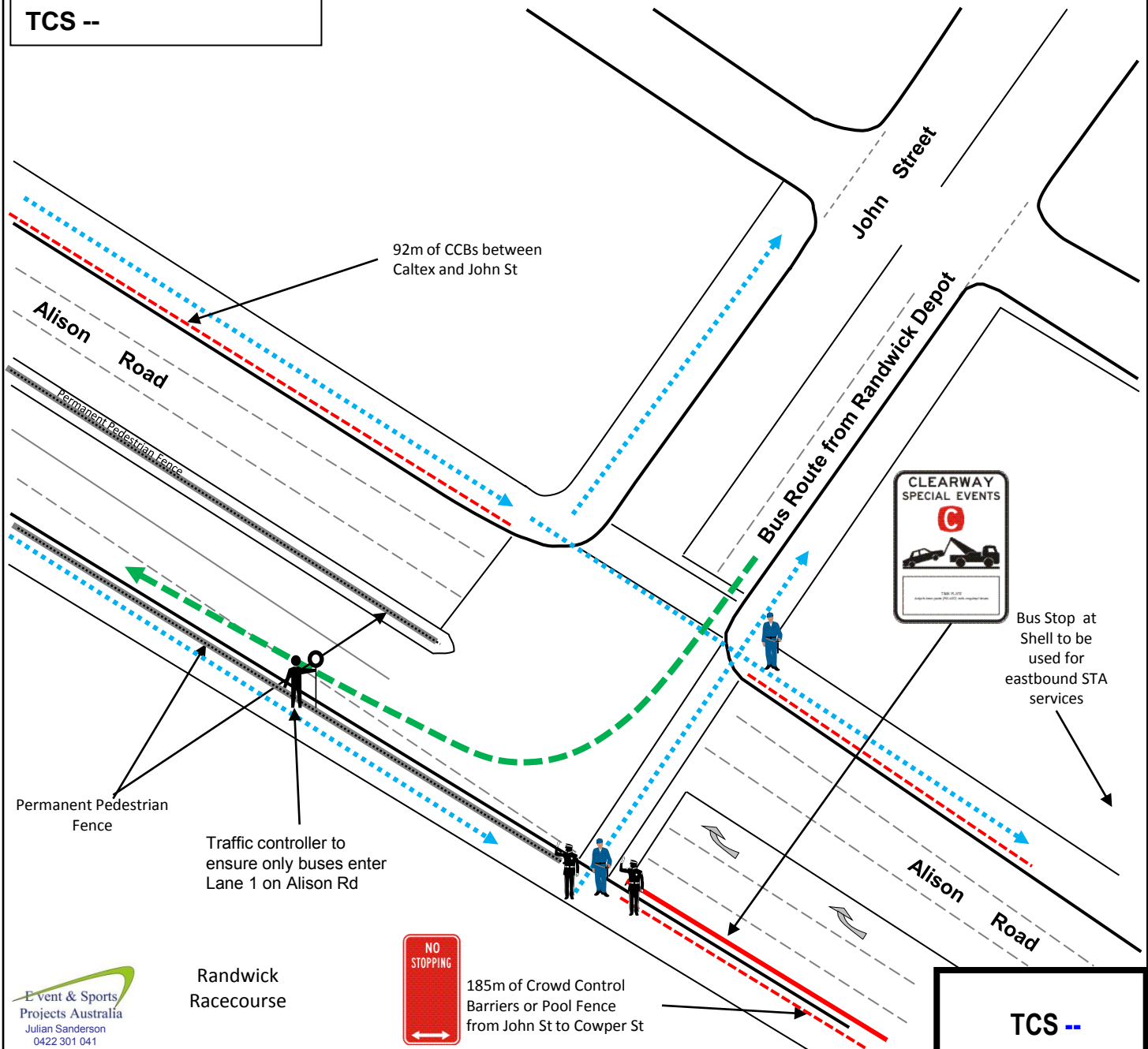
TCP No. 4

Alison Road / John Street

TCS --

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



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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 = 0
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 1	9pm-12am 7:30pm – 12:00am
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
RMS	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

2013 Future Music Festival**TCP No. 5****Alison Road / Cowper Street
TCS --****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

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**

Alison Road

William Street

Cowper Street

Alison Road

**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.**

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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 Security	9pm-12am
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
RMS	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

2013 Future Music Festival**TCP No. 6****Alison Road/ Infield Road****TCS --****Ingress: 11:30am – 5:00pm****Peak: 12:30pm – 2:30pm****Staff From 6am****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

Event day deliveries until 10am will access the site from Gate 1 on Alison Rd and proceed through this point.

Security x1
7pm- 12am

ATC approved use for entry only for 8 x Primer Movers between 7pm and 8pm (TBC for 2013)

Traffic Control x1
9am- 12am
At 7pm-8pm Traffic Controller is to move to Gate 8 and assist the Prime Movers into ATC.

Infield Road

One Way Traffic Flow Only

Ingress 11am- 5pm

Egress from 5pm
(peak at 10:15pm)

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Nil traffic treatments identified at gate entry to Alison Rd

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

TCS --**TCP 6**

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
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 1 + TC x 1	7pm-12am 8am-12am
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	Roaming Police	8:30am – 12:00am
RMS	nil	Monitor Traffic Conditions	nil	8:300am – 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

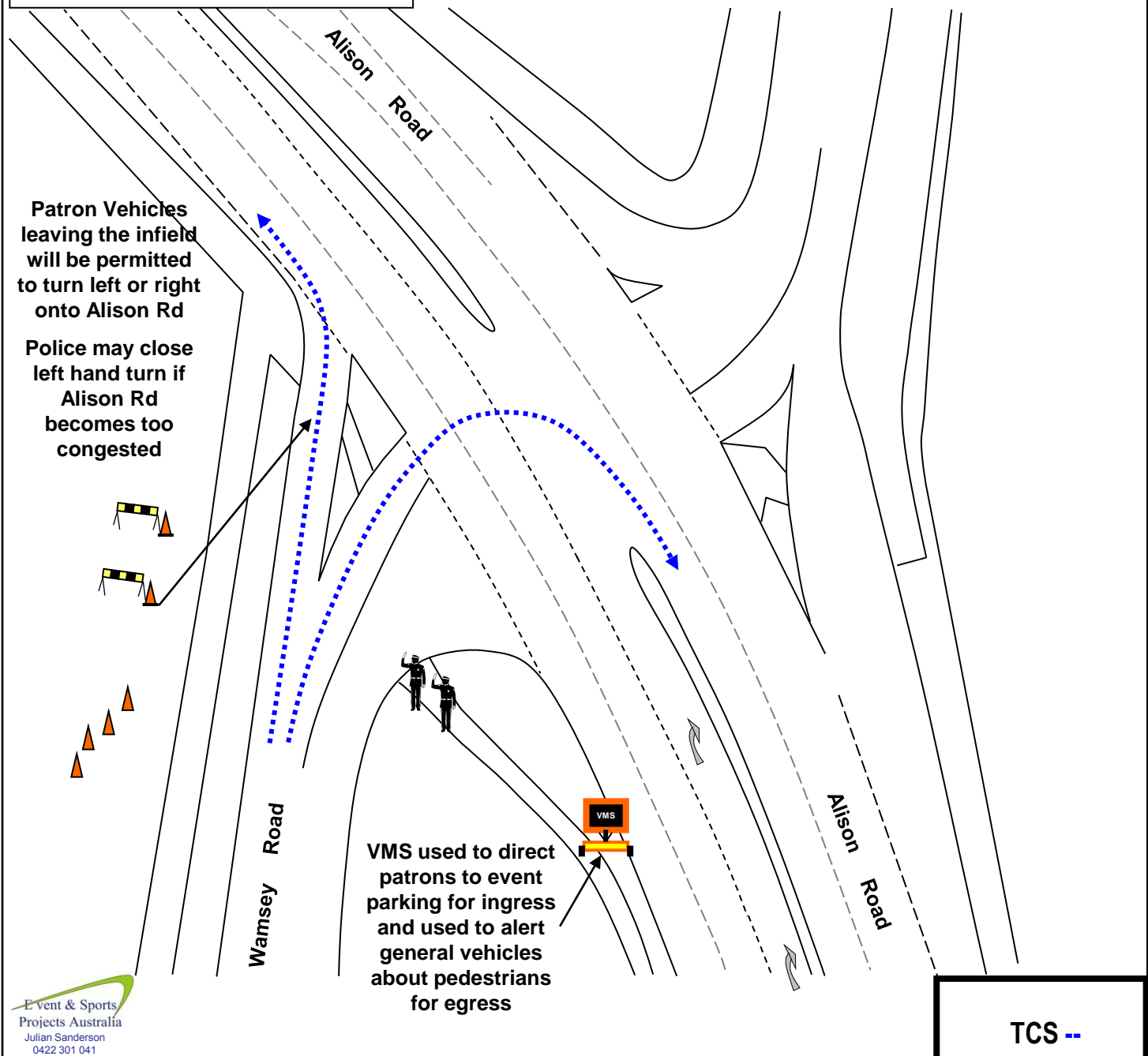
2013 Future Music Festival**TCP No. 7 (egress)**

Alison Road / Wansey Road
TCS na

Egress: 7:30pm – 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.



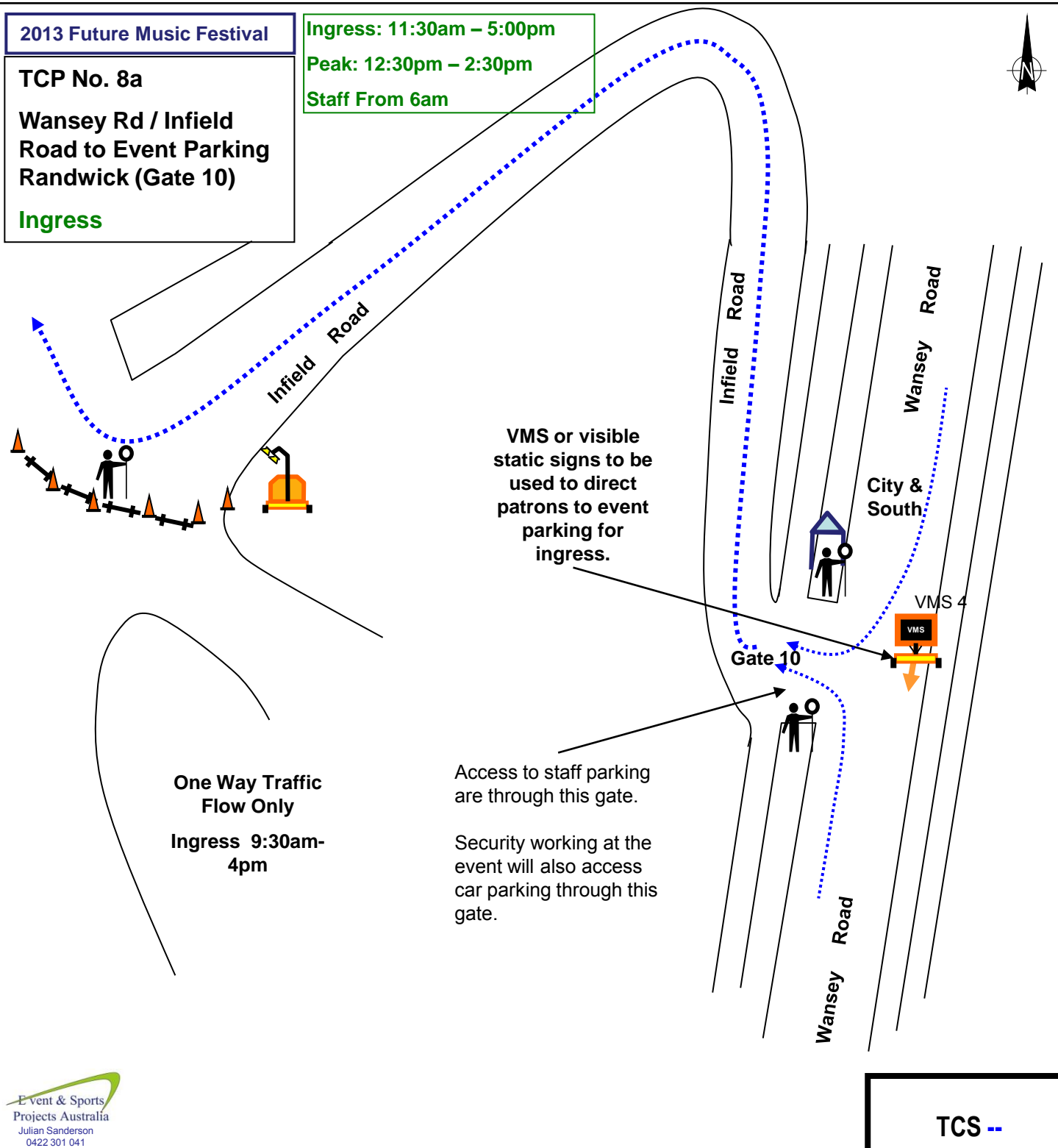
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TCP 7
 egress

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 9 March, ops 9 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
RMS	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

2013 Future Music Festival**TCP No. 8a****Wansey Rd / Infield Road to Event Parking Randwick (Gate 10)****Ingress****Ingress: 11:30am – 5:00pm****Peak: 12:30pm – 2:30pm****Staff From 6am**

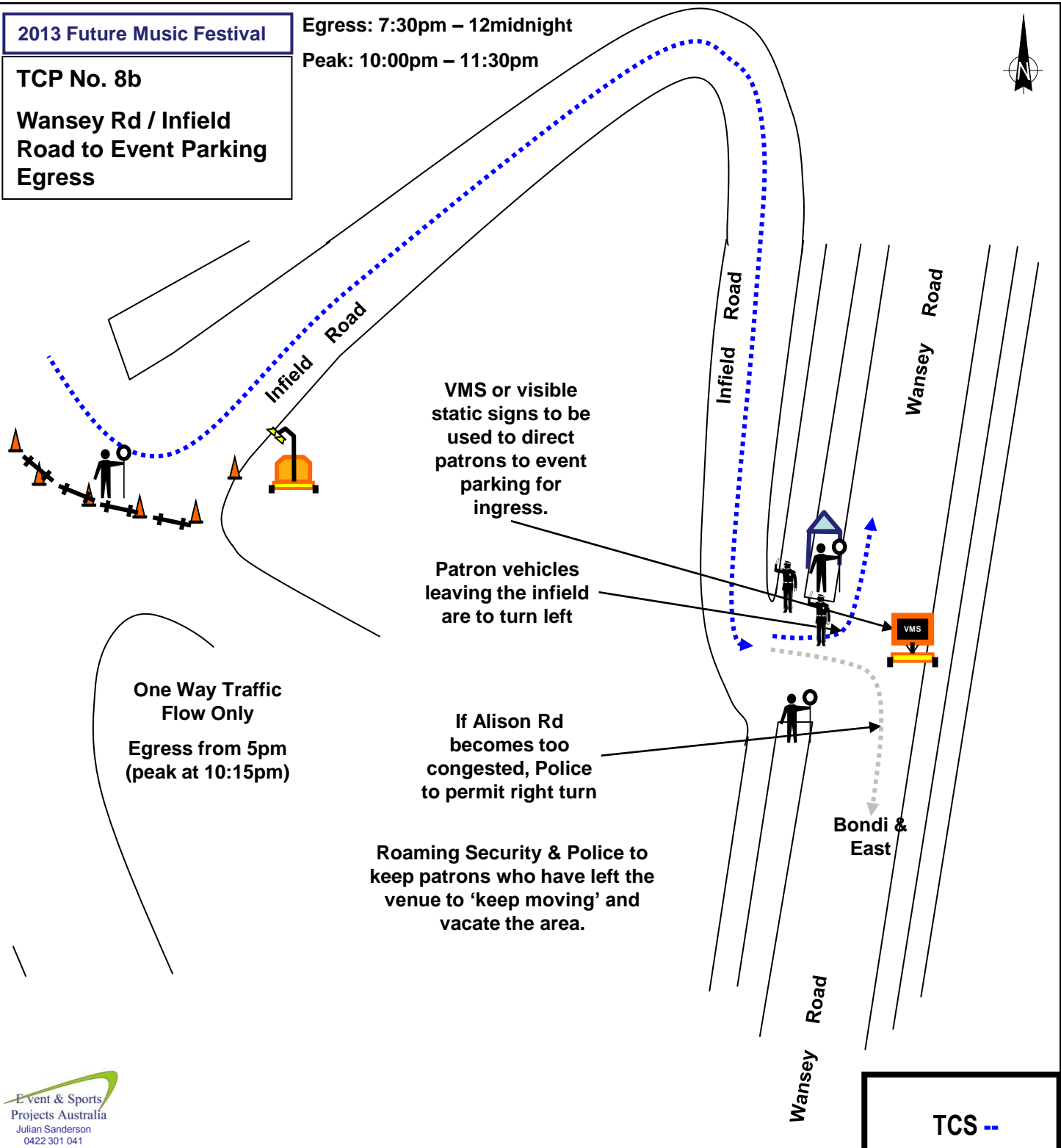
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TCP 8a
Ingress

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.	TC x 3	6am-12am
Police	Monitor Traffic Conditions Monitor Pedestrian conditions	Direct traffic if required	Roaming Police	5:00am – 5:pm
RMS	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

2013 Future Music Festival**TCP No. 8b****Wansey Rd / Infield Road to Event Parking Egress****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

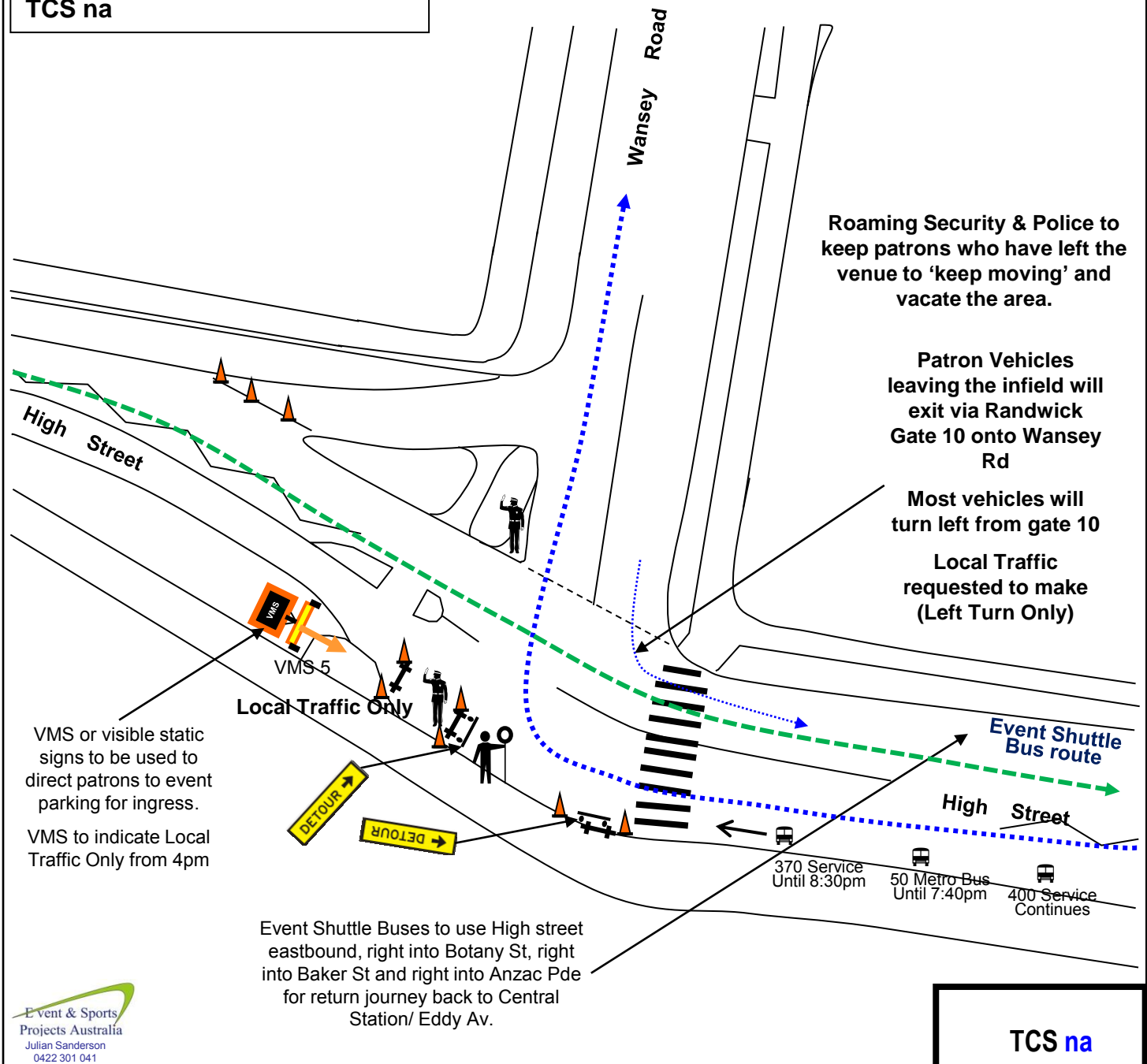
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**TCP 8b
Egress**

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.	TC x 3	TC from 8a
Police	Monitor Traffic Conditions Monitor Pedestrian conditions	Direct traffic if required	2 x Traffic Police	7:30pm – 12:00am
RMS	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

2013 Future Music Festival**TCP No. 9****High Street / Wansey Road****TCS na****Ingress: 11:30am – 5:00pm****Peak: 12:30pm – 2:30pm****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

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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 = 8
Detour Signs = 2 (Left + Right)

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 9 March, ops 9 March 8am-12 midnight
Police	Monitor traffic conditions	Monitor Traffic Conditions	2 x Traffic Police E	7:30pm – 12:00midnight
RMS	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

2013 Future Music Festival

TCP No. 10a Ingress

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.

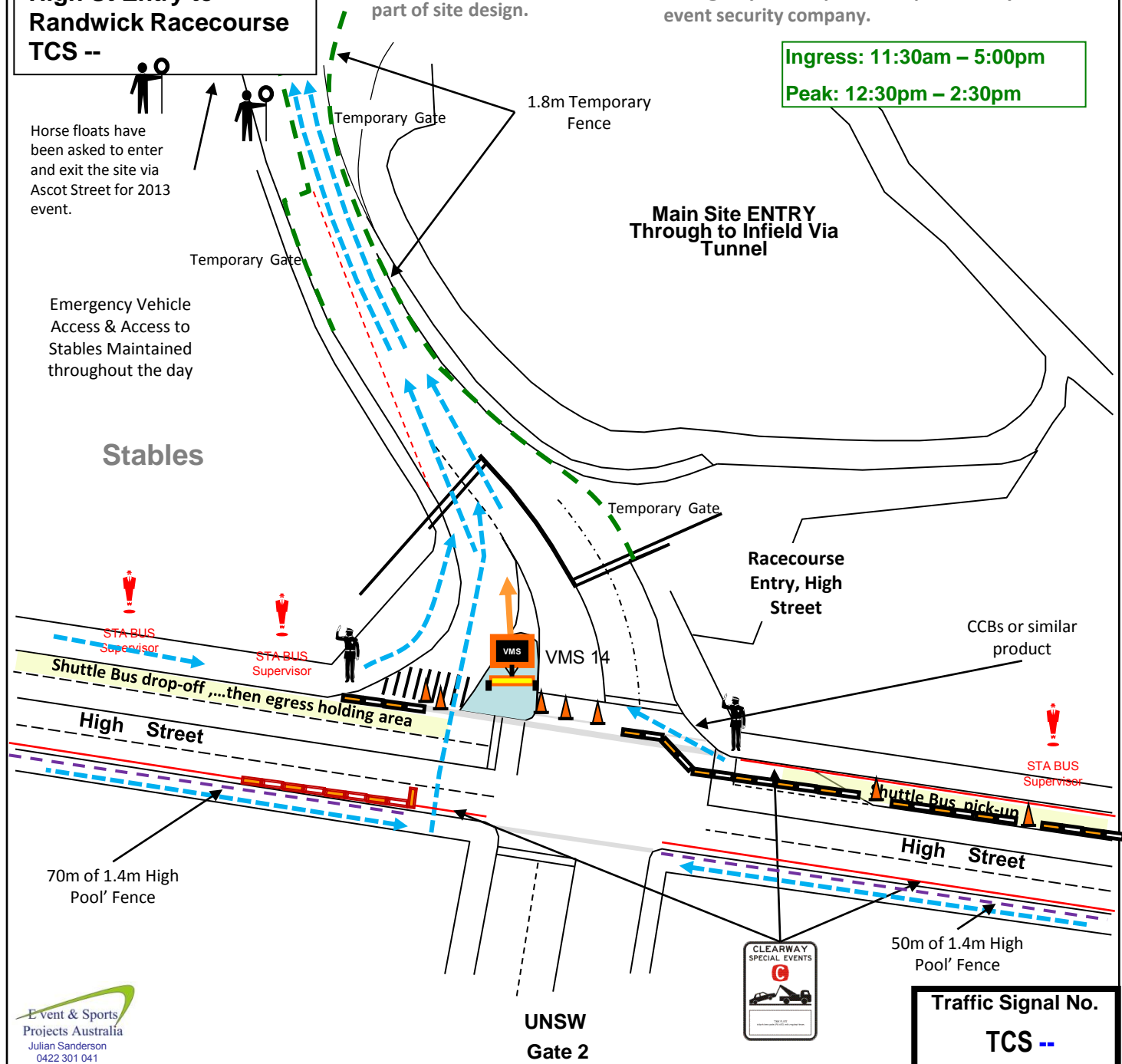
Ingress: 11:30am – 5:00pm
Peak: 12:30pm – 2:30pm

Horse floats have been asked to enter and exit the site via Ascot Street for 2013 event.

Emergency Vehicle Access & Access to Stables Maintained throughout the day

Stables

Main Site ENTRY
Through to Infield Via
Tunnel



TCP 10a
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 = 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	TC x 1 TC x 1	6am -12am 8am-12am
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
RMS	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

2013 Future Music Festival

TCP No. 10b (Egress)

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.



Horse floats have been asked to enter and exit the site via Ascot Street for 2013 event.

Emergency Vehicle Access & Access to Stables Maintained throughout the day

Stables

1.8m Temporary Fence

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm

Main Site ENTRY
Through to Infield Via
Tunnel

Temporary Gate

Temporary Gate

Racecourse
Entry, High
Street

Shuttle Bus drop-off ,...then egress holding area

High Street

70m of 1.4m High
Pool' Fence

Traffic Police
Supervisor to
Advise TMC of
Amber Flashing
Request approx.
8:30pm

10m of CCB

UNSW
Gate 2

50m of 1.4m High
Pool' Fence

Traffic Signal No.
TCS --

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TCP 10b
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	6 x Security 6 x Security	7:30pm-12am 9pm-12am
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
RMS	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

2013 Future Music Festival**TCP No. 11a****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: 12:30pm – 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

40m of CCB

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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Traffic Signal No.

TCS 1169

TCP 11

Equipment Requirements: Note equipment & products to be supplied by the
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	TC x 1 Security x 4	3:30pm-12am 9pm-12am
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4 x Police	4PM – 12midnight
RMS	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

2013 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



Event & Sports
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

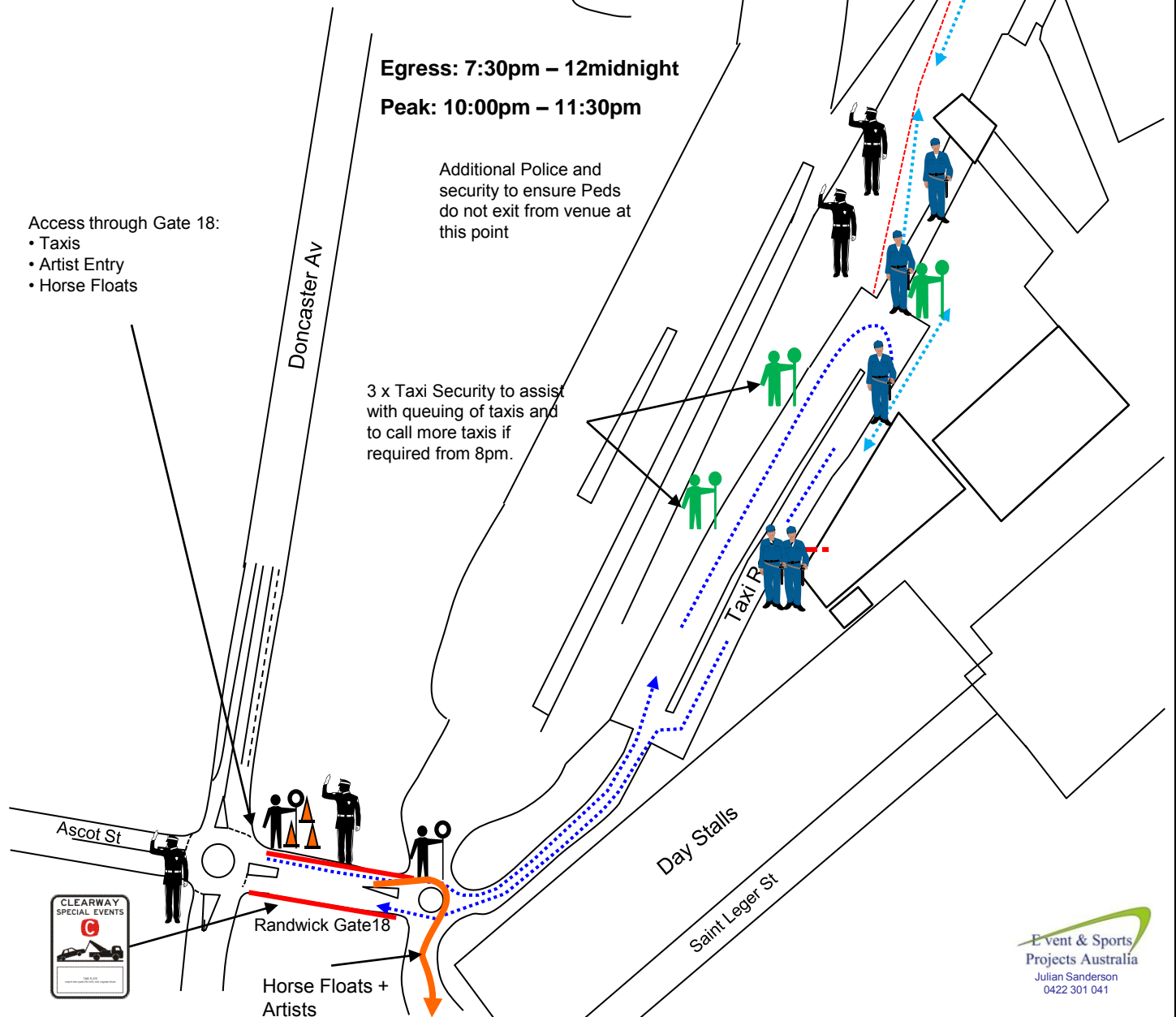
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 9 March, ops 9 March 8am-12 midnight
Police	nil	Monitor Traffic Conditions	Roaming Police	9:00am – 5pm
RMS	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

2013 Future Music Festival

TCP No. 14

Doncaster Ave & Ascot St

Randwick Gate 18



TCP No. 14

Equipment Requirements:

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

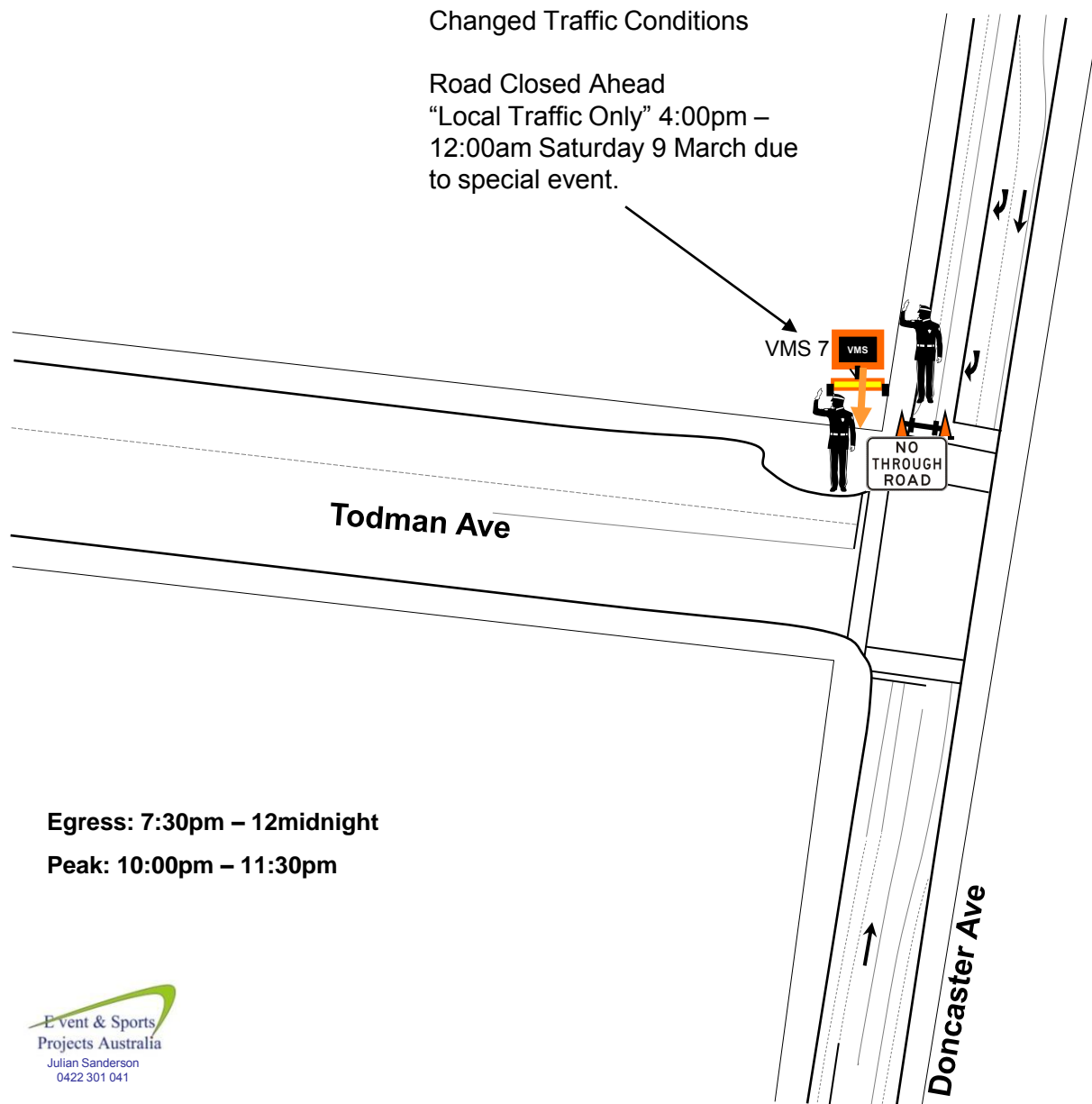
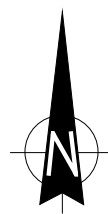
- Crowd Control Barriers = 60m
- ▲ 700mm Traffic Cones = 8
- Road Closed Signs = nil

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	Traffic Control x 2 Security x 4 Taxi TC x 3	10am-12am 8pm-12am 7pm-12am
Police	Facilitate taxi movements in and out of Ascot St	Monitor Traffic Conditions	2 x Police Egress	7:30pm – 12:00am
RMS	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

2013 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 9 March due
to special event.**Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm****TCP No.
16****Equipment Requirements:**Organiser to Supply all traffic & pedestrian control devices,
security and traffic control personnel at minor intersections.

1 x VMS

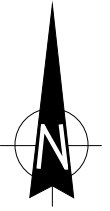
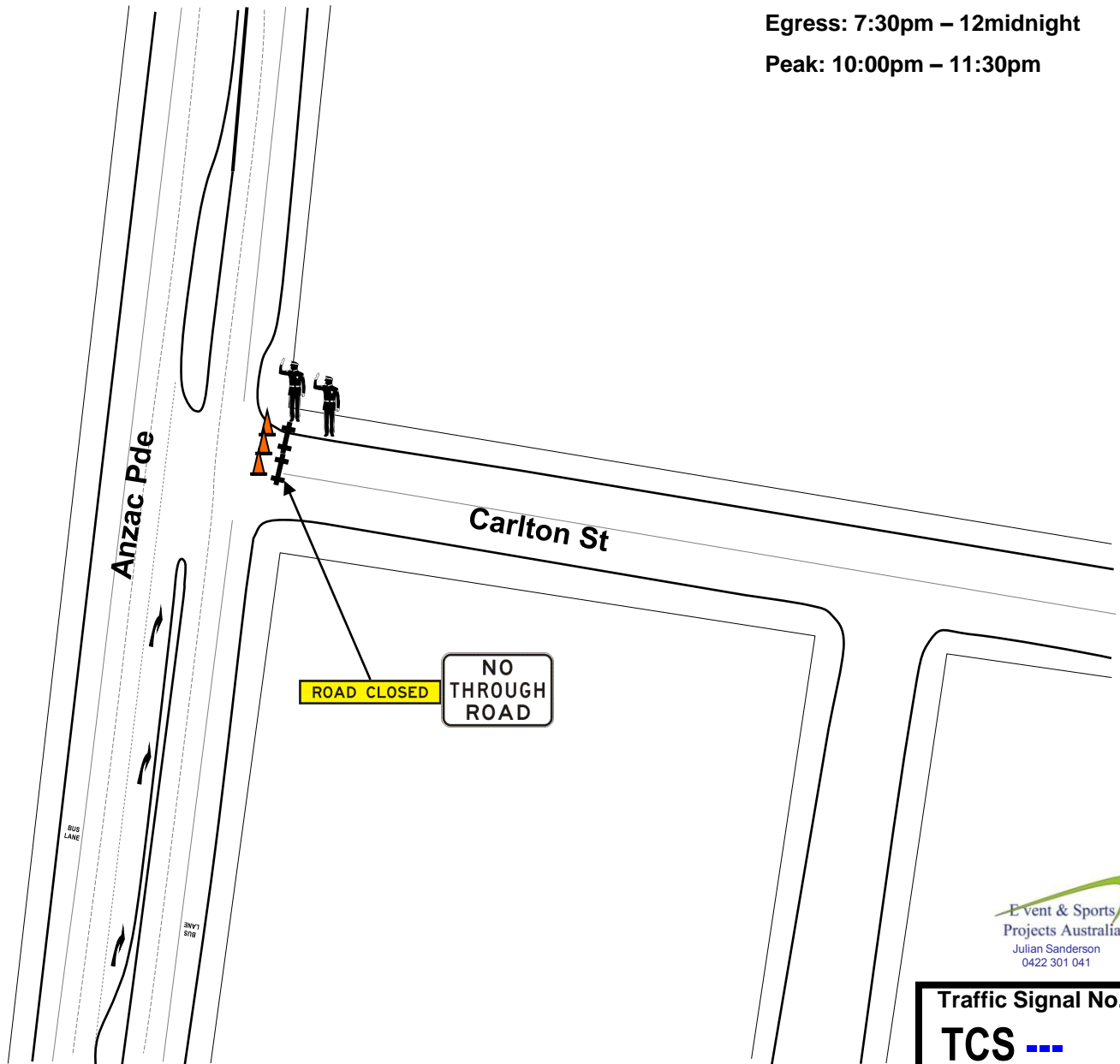


700mm Traffic Cones = 2



Barriers = 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 Response Team	Delivery from 3am 9 March, ops 9 March 8am-12 midnight
Police	nil	Monitor Traffic Conditions	Roaming Police	4:00pm – 12:00am
RMS	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

2013 Future Music Festival**TCP No. 19****Anzac Pde & Carlton Street****TCS --****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**

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Julian Sanderson
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 9 March, ops 9 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	2 x Police Egress	5:00pm – 12:00am
RMS	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

2013 Future Music Festival

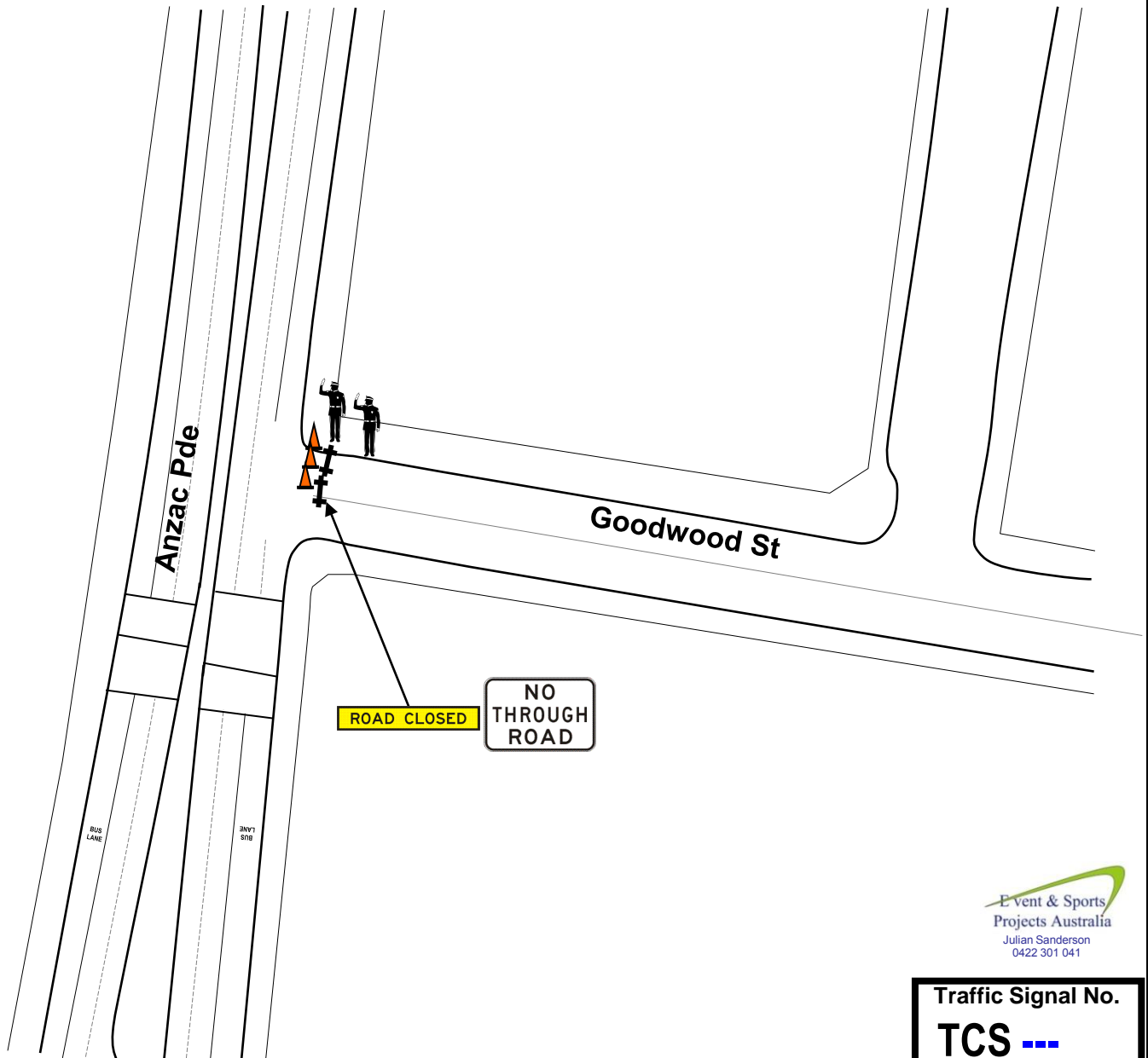
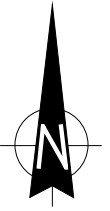
TCP No. 20

Anzac Parade &
Goodwood St

TCS --

Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



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0422 301 041

Traffic Signal No.
TCS ---

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 9 March, ops 9 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	2 x Police Egress	5:00pm – 12:00am
RMS	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

2013 Future Music Festival

TCP No. 21

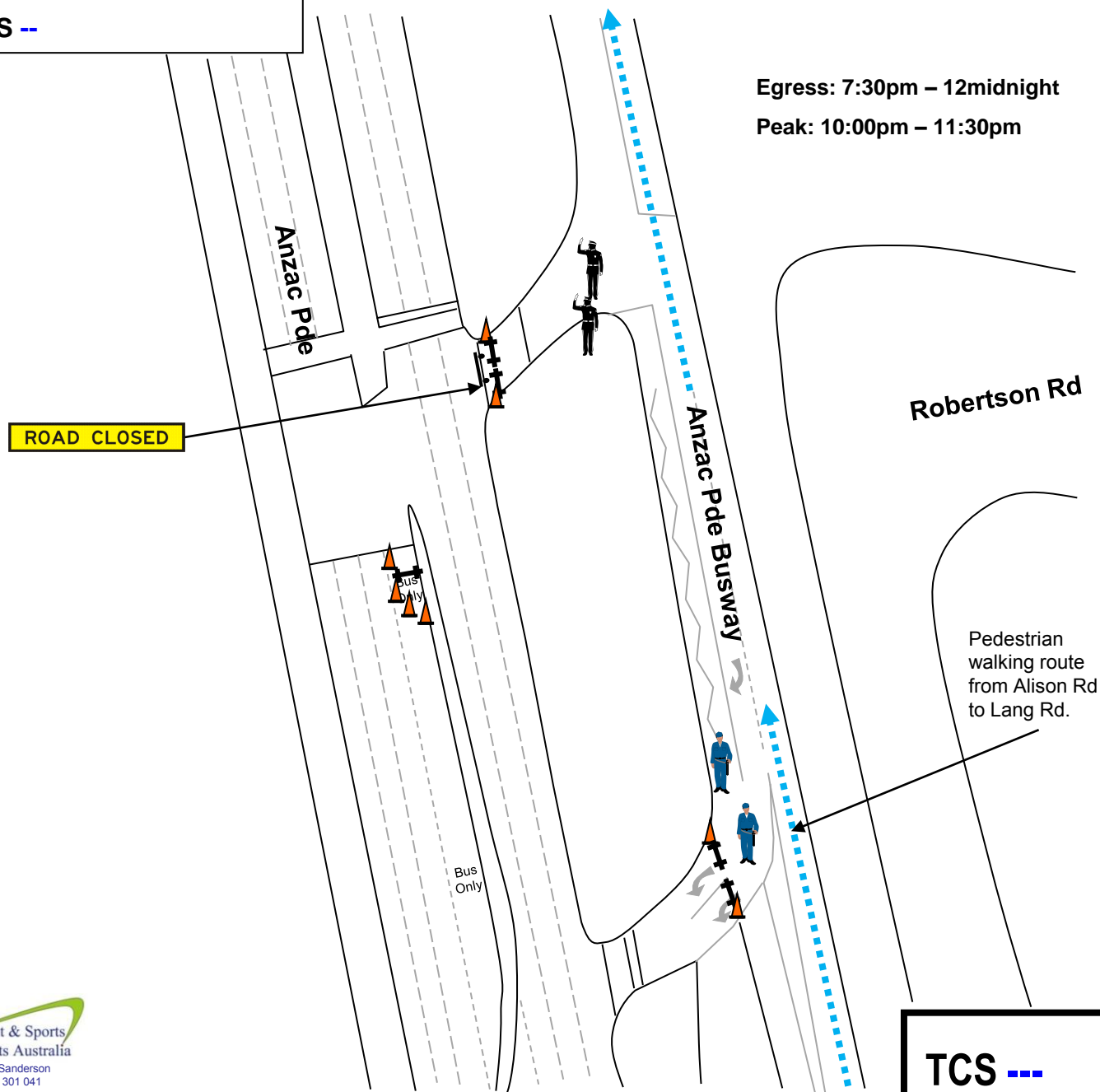
Bus Lane Anzac Parade &
Robertson Rd

TCS --



Egress: 7:30pm – 12midnight

Peak: 10:00pm – 11:30pm



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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 = 10
- Barrier Boards = 5
- Traffic Signs = 1

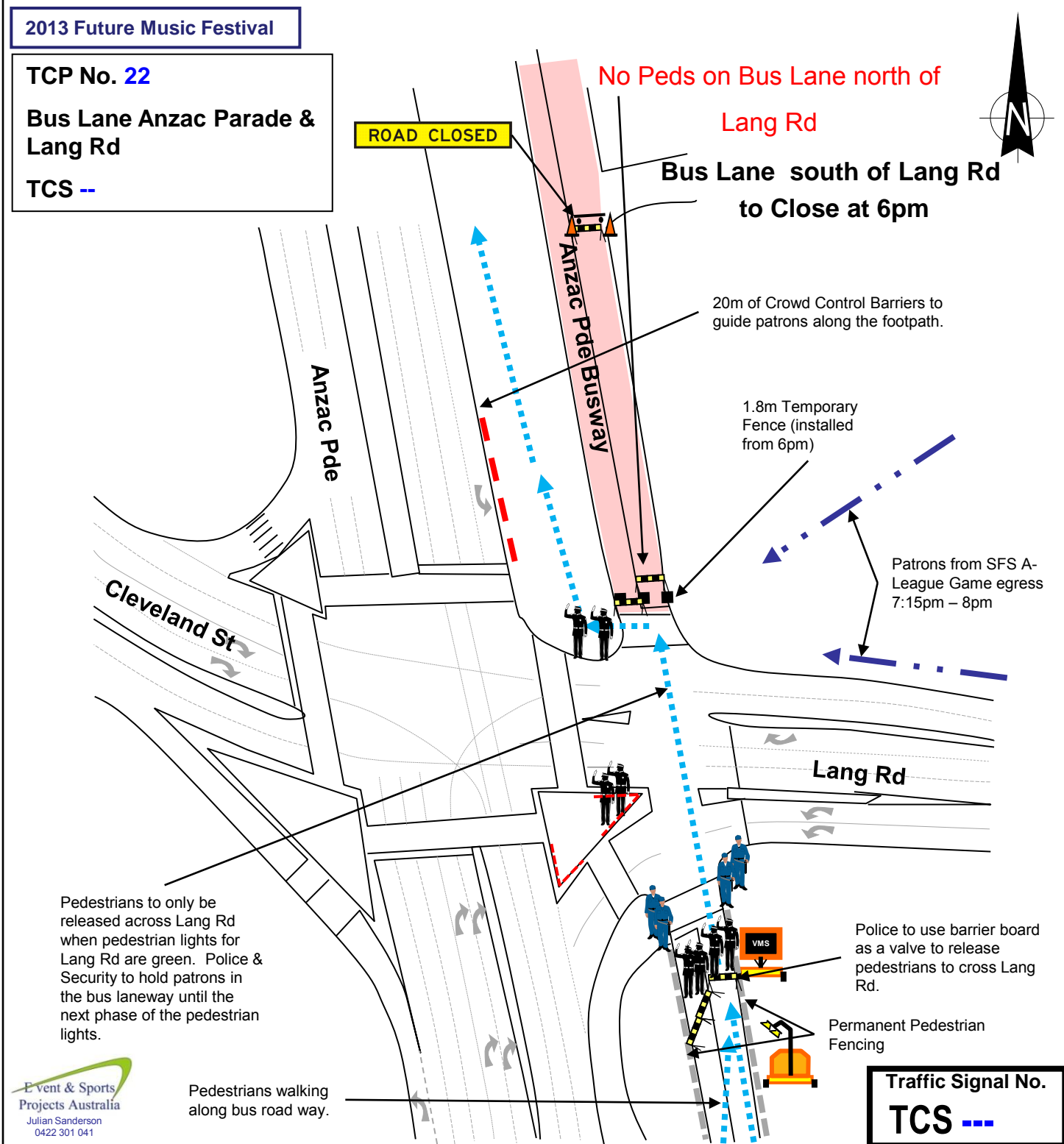
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	2 x Security from 6pm – 12am	Install at 6pm on 9 March
Police	Monitor Pedestrians	Monitor Traffic Conditions	2 x Police	6:00pm – 12:00am
RMS	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

2013 Future Music Festival

TCP No. 22

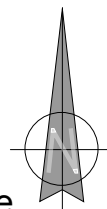
Bus Lane Anzac Parade &
Lang Rd

TCS --

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

▲ Traffic Cones = 6
 ■ Barrier Boards = 6
 1.8m Fence = 10m
 VMS Board = 1
 Light Tower = 1

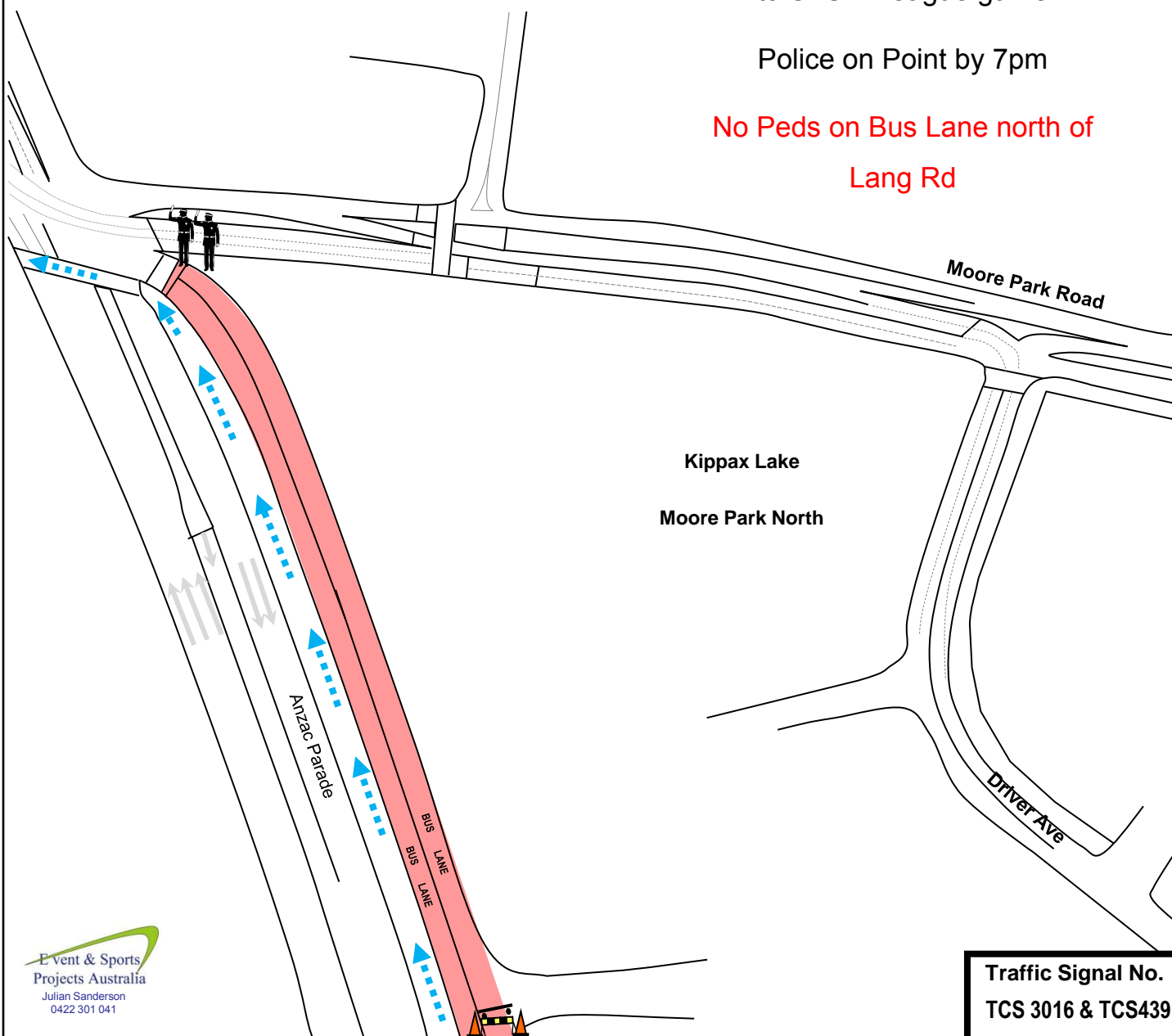
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	2 x Security 2 x Security	6pm-12am 9pm-12am
Police	Facilitate pedestrians across Lang Rd and onto footpaths of Anzac Pde	Monitor Traffic Conditions	8 x Police Egress	7:00pm – 12:30am
RMS	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

2013 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**



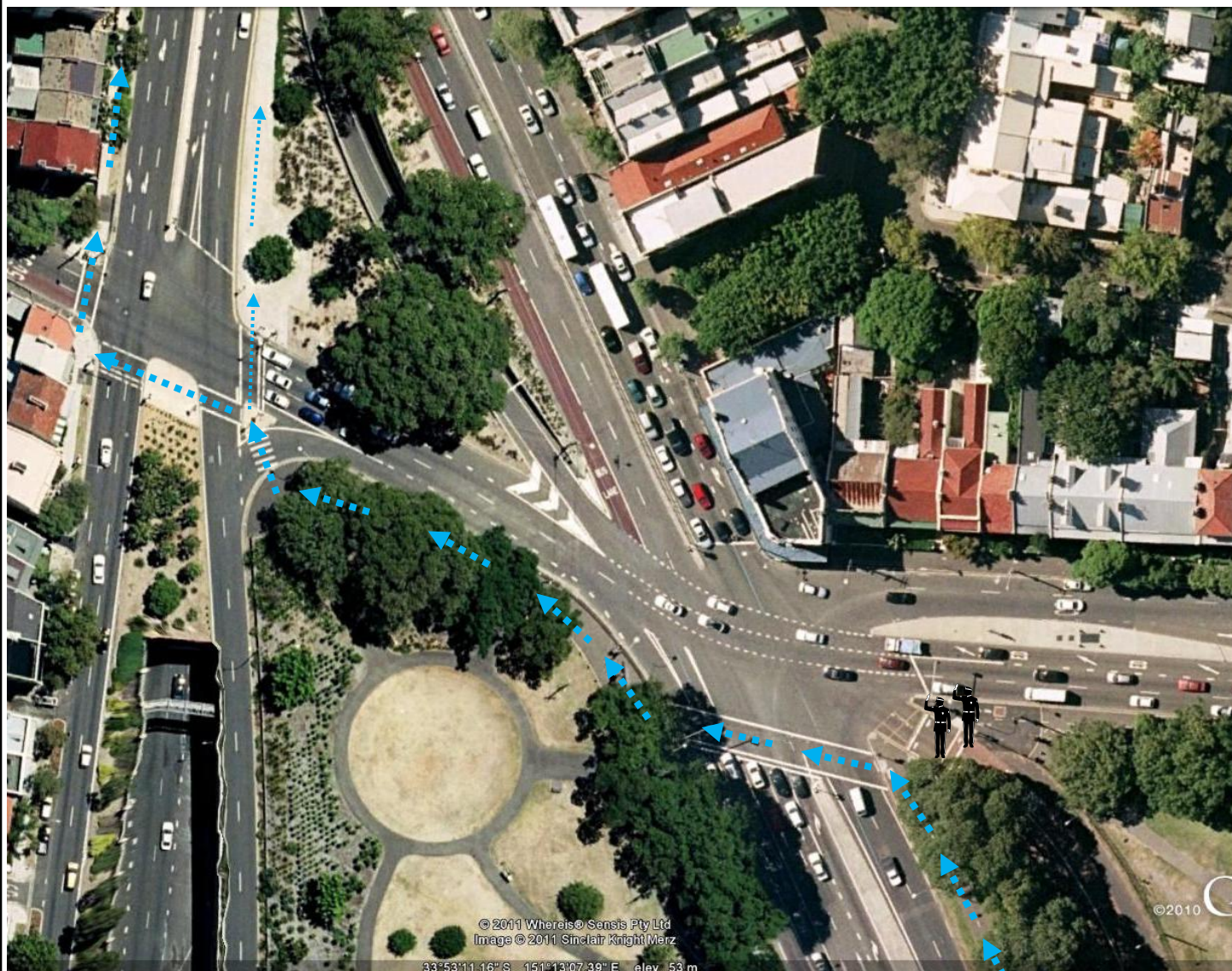
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Julian Sanderson
0422 301 041

**TCP
No.23.1**

Site Management Responsibility

- 700mm Traffic Cones = 2
- Barrier Boards (Black/ Gold) = 1
- Road Closed = 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 Response Team	Delivery from 5pm 9 March, ops 9 March 8am-12 midnight
Police	Monitor Traffic Conditions	Monitor Pedestrians	Nil	7:00pm – 12:30am
RMS	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

2013 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**

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Traffic Signal No.
TCS 3016 & TCS439

TCP
No.23.2

Site Management Responsibility

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

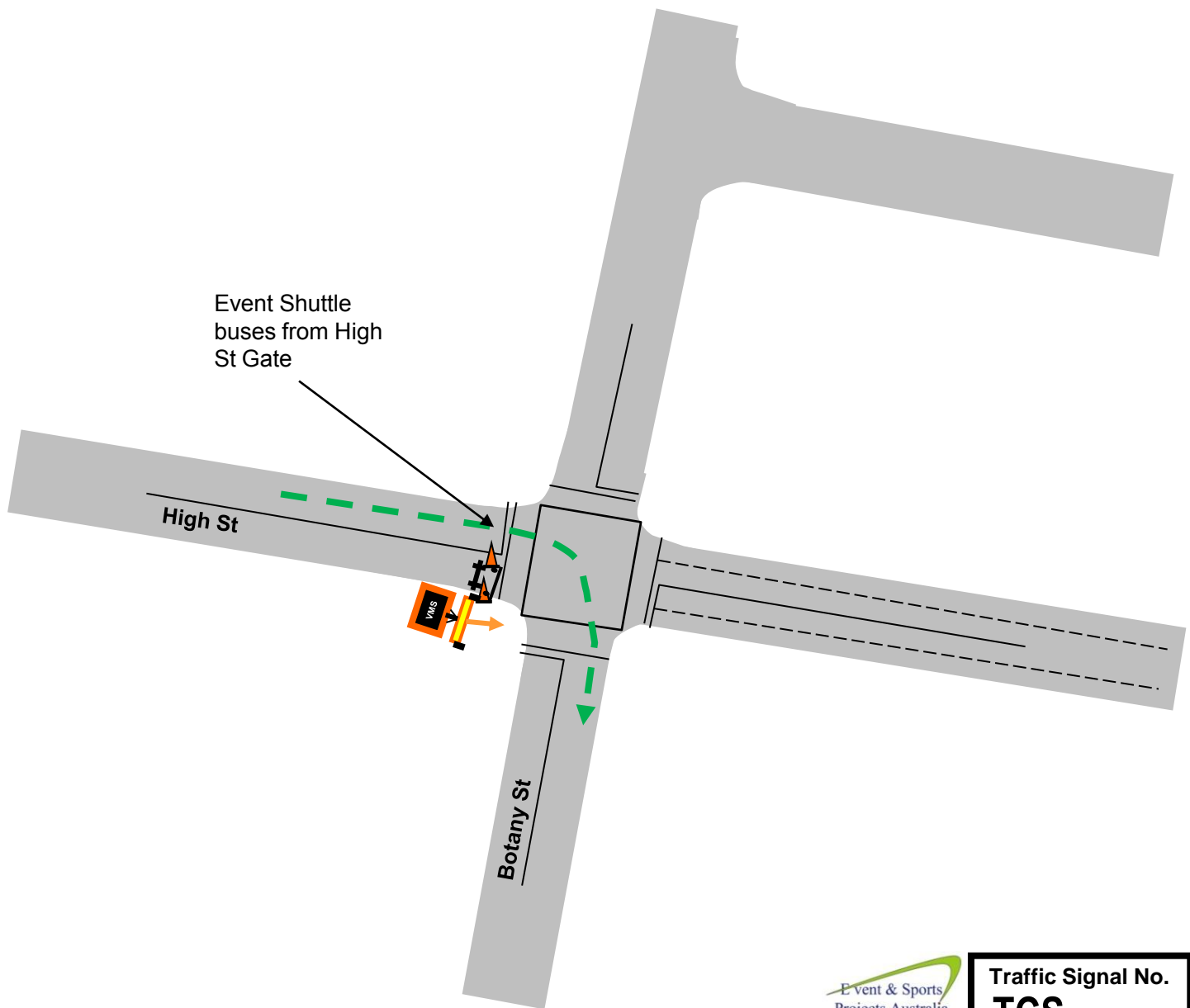
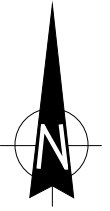
Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply and Deliver all traffic & pedestrian control devices and equipment.	Install all pedestrian control devices not on road or may impact of traffic	Security Response Team	Delivery from 3am 9 March, ops 9 March 8am-12 midnight
Police	Allow Local Traffic Only from Anzac Pde	Monitor Traffic Conditions	tbc	7:00pm – 12:30am
RMS	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

2013 Future Music Festival

TCP No. 29

High St and Botany St

TCS --



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Traffic Signal No.
TCS ---

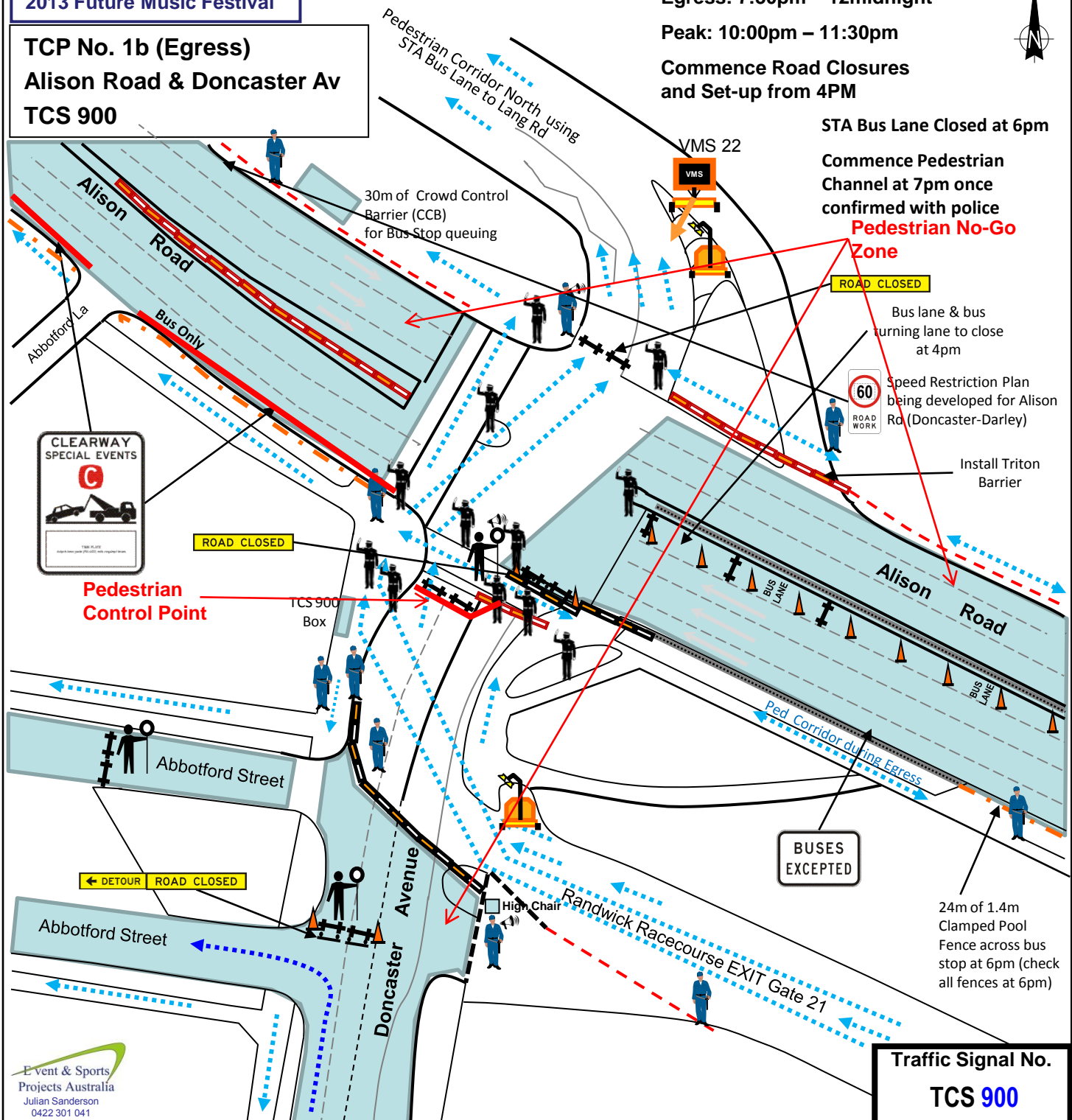
TCP No.
29




Equipment Requirements:

Additional Information:

- 2 x Traffic Cones
- 1 x Barrier Boards
- Road Closed Sign x 1
- VMS Board

Agency	Primary Task	Secondary Task	Personnel	Times
Event Organiser/ Event Supplier	Supply all traffic & pedestrian control devices and equipment.	Contractor to: Deliver & Install all Eqmnt & pedestrian control devices	tbc	Delivery from
Police	-	Monitor Traffic Conditions	-	-
RMS	nil	Monitor Traffic Conditions	nil	-
Council	Council Rangers to patrol areas for illegally parked vehicles	Monitor pedestrian & traffic conditions, report issues to event ops centre.	Variable/ Roaming	At discretion of Council



TCP 1b egress	Equipment Requirements: Note equipment & products tbc		 Barriers = 14  700mm Traffic Cones = 30  Traffic Signs = 5	
	Organiser to Supply all traffic & pedestrian control devices, security and traffic control personnel at minor intersections.			
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 3 from 4pm Sec x 8 at 9:00pm Sec x 2 at 7:30pm	4pm-12am 9pm-12am 7:30pm – 12am
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
RMS	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.
2013 Future Music Festival

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

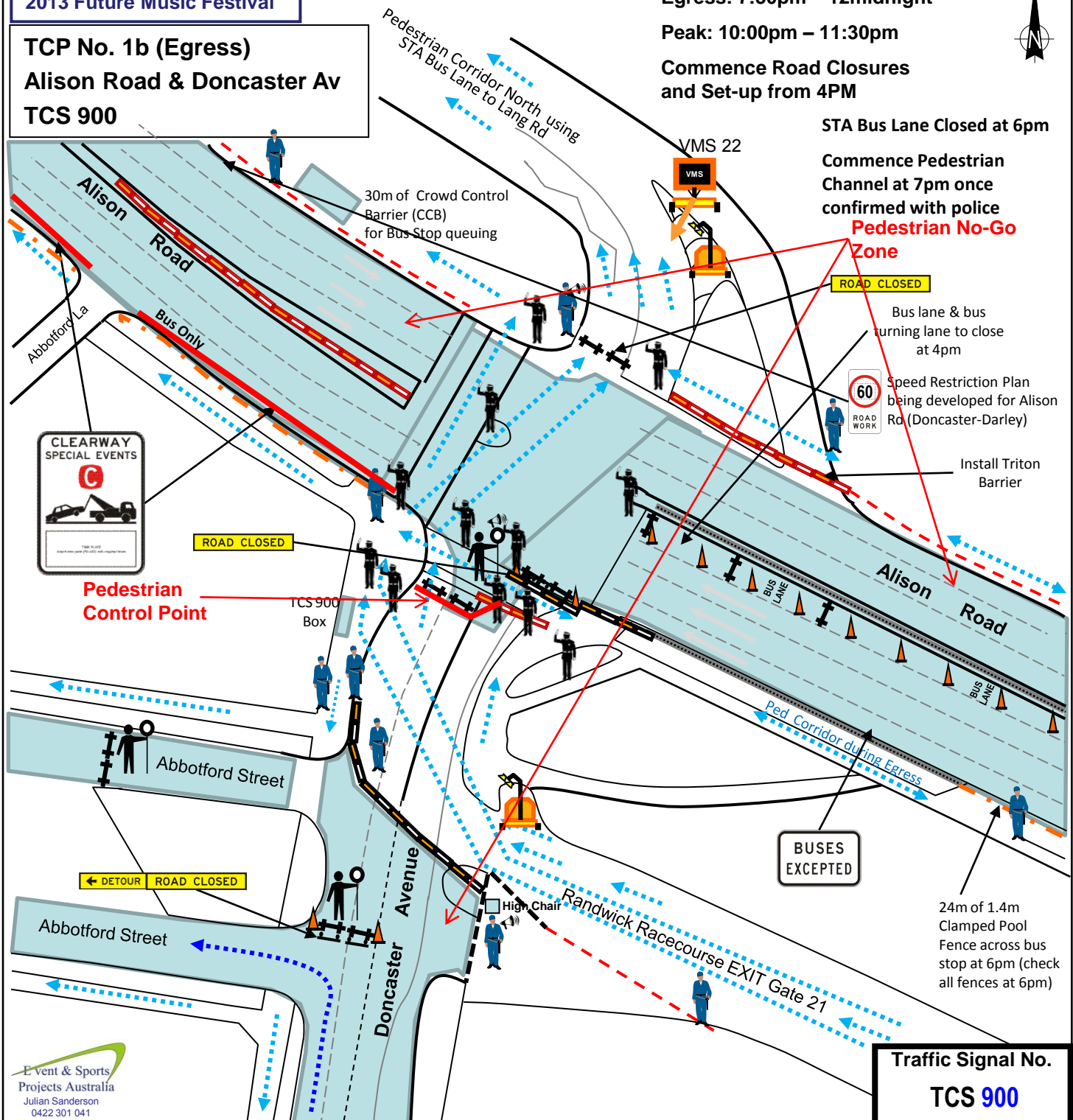
Egress: 7:30pm – 12midnight

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**



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 3 from 4pm Sec x 8 at 9:00pm Sec x 2 at 7:30pm	4pm-12am 9pm-12am 7:30pm – 12am
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
RMS	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

2013 Future Music Festival**TCP No. 3b****Alison Road / Darley Road****TCS 357****Ingress: 11:30am – 5:00pm****Peak: 12:30pm – 2:30pm****Egress: 7:30pm – 12midnight****Peak: 10:00pm – 11:30pm**STA BUS
Supervisor**Bus Layover 80m****Darley Road****BUSES
EXCEPTED**

NSW Police to control intersection.
Traffic lights to be switched off and
Police to conduct point duty during
egress. A call will be made to the
TMC for this to happen.
Approximate times will be from
9pm-11pm.

Caltex Service
Station

Bus Stop to be
closed at
7:30pm with
Barriers

Permanent Pedestrian Fence

Bus Stop to be
closed at 6pm
with Barriers

Traffic Signal No.**TCS 357**

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Julian Sanderson
0422 301 041

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 = 15
- 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 4 Security x 2	9pm -12am 7:30pm-12am
Police	Install traffic control devices on roadway and close lanes/ and or roads as directed by supervisor.	Monitor Traffic Conditions	4 x Police Ingress 9 x Police Egress	9:00am – 12:30am
RMS	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