

2014 Overview of Pedestrian Transport & Traffic Management Plan

Part A - Future Music Festival 2014 - Sydney **Part B - Good Life Youth Festival 2014 - Sydney**

Royal Randwick Racecourse
Saturday 8 March 2014 (FMF)
Sunday 9 March 2014 (GLYF)




Event & Sports
Projects Australia

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1 GENERAL INFORMATION

Version 1 of the Traffic, Transport and Pedestrian Management Plan has been amended to reflect the change of event timing for the Future Music Festival on Saturday 8 March 2014 now scheduled to run from 12noon to 10:30 PM (previous time was 12noon to 10:00 PM). This plan is now valid after the adjustment of the finishing time and the written support from the key traffic and transport agencies (NSW Police, Transport Management Centre, and State Transit Authority) to ensure adequate resourcing is applied to allow both events to coexist on Saturday 8 March 2014.

Additionally the plan for Good Life Youth Festival is prepared conditionally that there is no conflicting events in the Moore Park area on Sunday 9 March 2014. This is due to the need for the drop and ride area planned for the Moore Park Area 2. This has been confirmed that there are no conflicting events at Moore Park on Sunday 9 March 2014.

1.1 Purpose

The purpose of this document is to provide an overview of the Traffic, Transport and Pedestrian elements that are required to be implemented, with the support of relevant agencies, to form the basis of the Traffic and Transport Management Plan (TMP) for the **2014 Future Music Festival (Part A), to be held 12noon to 10:30pm on Saturday 8 March 2014 and the Good Life Youth Festival (Part B), to be held 1pm to 8pm on Sunday 9 March 2014 at Randwick Racecourse.**

This document will provide an overview of the general operational elements that will be implemented on the event day, based on information gathered during the traffic and transport workgroup meetings (ongoing), the event debrief (in April 2013), 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 2013 events.

It is intended that this 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 over the 2 event days.

The 2014 TMP will again focus on the requirements for the bump-in and bump-out phase as well as the ingress and egress of patrons to the events and the 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 Music, organisers of Future Music Festival and Good Life Youth Festival, to compile the Pedestrian, Traffic & Transport Management Plan for the Future Music Festival to be held on Saturday 8 March 2014 and the Good Life Youth Festival to be held on Sunday 9 March 2014.

ESPA has compiled Version 1 of the 2014 TMP (25 September 2013) based on items discussed in the ongoing consultancies with Transport for NSW (including TMC and STA), NSW Police and other key stakeholders as well as the April 2013 event debrief, feedback and recommendations made by Future Music and relevant traffic and transport agencies including NSW Police – Eastern Beaches LAC, Randwick City Council, Transport for NSW - State Transit Authority, Transport for NSW - Roads and Maritime Service/Transport Management Centre (TMC) 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 1.1 of the Overview Document has been released on Monday 20 January 2014 to make adjustments to the finishing time of the festival. Version 2 (the operational TMP) will still be released on Friday 14 February 2014 after the next round of workgroup meetings.

1.3 Key Stakeholders & Contacts

Event Promoter/ Proponent

Brett Robinson, Director
Future Music (Sydney)
146 Foveaux St
Surry Hills, Sydney NSW 2010
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M: +61 417 330 573
brett@futuremusicgroup.com.au

Event Promoter

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

Landowners

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

Operational Agencies

NSW Police, Eastern Beaches Local Area Command
Transport Management Centre (TMC)
Transport for NSW - State Transit Authority (STA)

Transport for NSW - NSW Roads & Maritime Service (RMS)
Transport for NSW – Transport Division (previously MOT)
Transport for NSW – Sydney Trains

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 (Hordern Pavilion & Royal Hall of Industries)
ATC Staff, Members, Patrons, Stakeholders, Horse Float Owners, Trainers & Stable Employees
University of NSW (UNSW)

1.4 Qualifier – Scope of Work

ESPA will continue to 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 2013 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. Overview and proposed management strategies for privately chartered buses, limousines etc
7. Defining the areas within RRC precinct and immediate surrounds to be considered,
8. 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 25 September 2013, 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	Wednesday 25 September 2013
Ongoing consultancies with key agencies	October/November 2013
Submission to TMC Major Event Section for their consideration and approval	October 2013
Randwick Council Traffic Committee Meeting, for notification and consideration of the Traffic Management Plan.	November 2013
Version 2 of overview document and all attachments listed in section 10 of this document to be made available for distribution. Response to DGRs provided	Mid November 2013
Development Application Notice of Determination to be issued	By December 2013 (TBC)
Ongoing consultations January-February 2014	January-February 2014
Version 1.1 of TMP Overview Document Released to adjust finishing time.	20 January 2014
Agency operations plans worked through relevant elements of TMP to be included in final version of TMP:	Throughout February 2014
Final Print version of TMP for Distribution	Friday 14 February 2014
Version control amendments only and distributed as required	Up to Wednesday 26 February 2014
Bump-in briefing for all contractors, site staff, venue operations staff etc.	Wed 26 Feb at ATC (prior to commencement of bump-in) – TBC
Bump-in Phase (27 February – 7 March)	From Thursday 27 Feb 2014
Final Stakeholders Operations meeting	Thursday 6 March 2014
No Further Changes or Amendments to printed documents	From 6 March 2014
Future Music Festival Event Day Operations	Saturday 8 March 2014
Good Life Youth Festival Event Day Operations	Sunday 9 March 2014
Bump-out	10-14 March 2014
Debrief (2 weeks after event approx. 26 March 2014)	TBC

1.6 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 these 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.

2 AUTHORITY AND APPROVAL

2.1 Authority (Area of Incidence & Duration)

The final, agreed version of the TMP (to be provided to TMC/Council/Police on 14 February 2014) 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 2014 Future Music Festival (Part A of this document) and the 2014 Good Life Youth Festival (Part B of this document) as a 'one-off' plan for 2014 Future Music Festival (Part A) and Good Life Youth Festival (Part B) 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 2014 FMF and GLYF events.
- 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 TMC,
- 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 workplace health & safety (WHS) standards may be documented within the final draft and communicated appropriately to staff working at these events.

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 2014) is an accurate representation of the planning and operational deliverables agreed by all stakeholders.

We are seeking an 'in principal' notice of approval determination in November 2013 that clearly outlines the terms and conditions of the final approval and any additional items that the TMC/Council/Police 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 Plan that has been put forward, these persons or agencies are;

Brett Robinson & Jason Ayoubi

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

Christian Pepper

Future Music Site Manager (M: 0404 843 471)

Lynell Peck

Randwick Racecourse, Executive General Manager (M: 0419 482 016 & 02 9663 8501)

Shane Brady

Randwick Racecourse, General Manager Security & Risk Manager (0409 513 039 & 02 9663 8434)

Adam Smith

Randwick Racecourse, General Manager, Operations (M: 0422 271 555 & 02 9663 8407)

Gavin Dengate / Stacey Maloney / Dean Lennox / Renae Zelvis

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

Aaron Gale / ShaunPaul Power / Simon Gittins

Major Events, Transport Management Centre, Transport for NSW

(Aaron - M: 0409 227 970; ShaunPaul – M: 0409 336 114; Simon – M: 0429 504 502)

Raymond Carroll

Transport for NSW - STA Representative from the TMC (M: 0411 407 425)

Lynsay Mcgarvey / John Flanigan / Tony Lehmann / Robert Rosadi

Randwick City Council, Traffic Engineer, (Lynsay T: 9399 0866)

Julian Sanderson / Andrew Sturday

Event & Sports Projects Australia Pty Ltd

TMP Compiler & Operations Facilitator (Julian - M: 0422 301 041; Andrew – M: 0421 846 004)

Julian: RMS, Design & Audit Traffic Plans Cert No: 225 300 6584

Andrew: RMS, Design & Audit Traffic Plans Cert No: 225 301 5302

Other Interested Parties

Sydney Trains Representatives

Greg Huish

Transport for NSW – TMC, Integrated Ticketing

2.5 Stakeholder Consultancies

Consultancy/ Meeting	Agency	Date	Who
2013 Event Debrief at Department of Premier and Cabinet	ESPA; RMS/TMC; STA; NSW Police; Randwick Council; FE; ATC	16 April 2013	
Workgroup Meeting #1	ESPA; RMS/TMC; STA; Randwick Council	27 August 2013	Julian Sanderson; Andrew Sturday; Shaun Paul Power; Simon Gittins; Frank Pasarelli; Lyndsay McGarvey; Paul Altree-Williams; Adam Smith; Shane Brady; Brett Robinson; Emily Ockenden
Phone Meeting	ESPA; NSW Police	4 September 2013	Andrew Sturday (ESPA); Dean Lennox (NSW Police)
NSW Police Consultation	ESPA, NSW Police – Eastern Beaches	30 October 2013	Andrew Sturday, Julian Sanderson (ESPA); David McBeath, Dean Lennox, Stacey Maloney (NSW Police)
Workgroup Meeting #2	ESPA; RMS/TMC; STA; Randwick Council, NSW Police, ATC	27 August 2013	Julian Sanderson; Andrew Sturday; Shaun Paul Power; Simon Gittins; Ray Carroll; Robert Rosadi; Adam Smith; Dave McBeath, Dean

Consultancy/ Meeting	Agency	Date	Who
			Lennox
Moore Park Event Operations Group (MEOG)	ESPA, Future Entertainment, ATC	3 December 2013	Julian Sanderson, Andrew Sturday (ESPA), Brett Robinson (FE), Adam Smith (ATC)

2.6 Distribution

This full operations version of the TMP and any relevant sections will be issued to Future Music, ATC, NSW Police and Transport for NSW (TMC), Transport for NSW (STA), and Randwick City Council for operational use for Future Music Festival 2013.

Other agencies may be issued with the complete or part of this 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 2014.

2.7 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.

The Public Liability Insurance Certificate should list Randwick Council, City of Sydney Council, Transport Management Centre as interested parties on it.

2.8 Event Risk Management

It is understood that an independent Risk Assessment & Management Plan will be 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

2.9 DGR Response – Transport for NSW

Will be included once received in late 2013.

2.10 DGR Response – Randwick City Council

Will be included once received in late 2013.

2.11 Additional Agencies Comments & Feedback

Comments and feedback provided by Agencies through the Development Application Process will be captured and included in the final operations TMP where required to be distributed by 14 February 2014.

3 EVENT BACKGROUND & INFORMATION

3.1 Event Background

The 2014 FMF and GLYF Traffic and Transport plan has been prepared based on the successfully implemented plans for the 2013 events. This plan has included recommendations and feedback from interested parties to form an integrated Traffic and Transport Management Plan for the 2014 events.

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.

The Future Music Festival is now in its ninth year and Good Life Youth Festival is in its second 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 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	-
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%
8 March 2014	12 Midday till 10:30 pm	50,000*	-

Future Music Festival Attendances since 2006

Date	Times	Approved Attendance	% Increase from previous year
10 March 2013	12 Midday till 10:00 pm	15,000	-
9 March 2014	12 Midday till 10:00 pm	20,000*	34%

Good Life Youth Festival Attendances since 2013

**Attendance applied for in 2014.*

3.2 Changes for 2014 TMP & Overview of Key Improvements

ESPA has primarily used the information gathered from last year's event held on Saturday 9 March 2013 (FMF) and Sunday 10 March 2013 (GLYF) 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 2013 events, meetings with Police, the TMC, the Organiser and STA to come up with ongoing improved management strategies for the 2014 event, these are;

3.2.1 Key Elements for 2014 TMP

1. FMF only - **Closure of Alison Rd between Anzac Pde and Avoca St** (installed for the 2013 FMF event and by all reports worked well) to all traffic except Event Shuttle Buses to minimise the possibility of vehicles and pedestrians mixing during the egress phase. Alison Rd will be closed from 8:00pm until 12:00am during the peak egress phase.
2. GLYF only – the plan that was implemented for the 2013 event will be continued with a good presence of Police Highway Patrol cars to ensure vehicles stop in safe and legal locations around the venue. All TCPs that are prepared for FMF will be available as contingency plans for GLYF.
3. GLYF only – the Moore Park Drop and Ride area will again be utilised. Patrons will be able to be dropped off at Moore Park and then catch a bus to the venue. Operation times to be confirmed.
4. FMF & GLYF - Event Shuttle Buses will utilise the Anzac Pde Bus Lane during ingress and egress phases of the event. This will result in improved turnaround times during both phases.
5. FMF Only - Event Shuttle Buses to turn right into the Alison Rd Bus Plaza from Alison Rd during the Alison Rd closure during egress. This will speed up the turnaround time and improve service levels and eliminate the event shuttle buses from crossing the pedestrian routes.
6. FMF Only - Pedestrians will be able to walk along Alison Rd from Doncaster Ave and then be directed to the footpath at Anzac Pde. This will allow the pedestrians to move away from the venue without crossing traffic if they exit via Doncaster Ave. Increased infrastructure will also be deployed at this location.
7. FMF & GLYF - Eastern Suburbs bus services to continue from the Bus Roadway and east along Alison Rd with a gate system used to pass the Darley Rd intersection. STA will again be consulted about increased Eastern Suburbs services including Bondi Junction.
8. FMF Only - Alison Rd / Darley Rd intersection to allow pedestrians to move across for longer intervals due to the removal of all traffic except regular Eastern Suburbs bus services.
9. FMF Only - Bus numbers used for both ingress (**65 buses**) and egress (**138 buses**) to ensure there is capacity for 50% of patrons to utilise the event shuttle bus in a timely manner.
10. GLYF Only - To use **32 dedicated event shuttle buses** (TBC by STA) for the forward journey, from Central Station to High Street. Use 12 dedicated event shuttle buses for the forward journey from Moore Park to High Street.
11. GLYF Only – To use **80 dedicated event shuttle buses** (TBC by STA) for the return journey from Alison Rd and High St to Moore Park and Central Station.
12. GLYF Only – Continue the drop and ride option from Moore Park Showground Fields.
13. FMF Only – Look at a possible drop and ride option from Moore Park Showground Fields for cars and possibly chartered coaches.

14. FMF & GLYF – look at parking locations for privately chartered buses that have safe set down and pick up areas close to the venue.
15. FMF & GLYF – closure of King St at John St to assist with protection of residents in this area.
16. FMF & GLYF - Maintain the **Event Shuttle resource split for egress to; ~45% of Event Shuttle Buses to be allocated to High Street and ~55% of bus resources to Alison for egress Operations.**
17. FMF & GLYF - Continue to use **Integrated Event Ticket** and integration with Transport for NSW for the event.
18. FMF Only – Continue the Pedestrian control infrastructure at **Doncaster / Alison** that has been installed for the previous 3 years and ensure resourcing is at the same level as previous years at this location.
19. FMF Only – Increase resourcing at Alison Rd / Anzac Pde intersection as patrons make their way towards the city. Infrastructure here will also be increased.
20. FMF Only - Continue to maintain Bump-in of Pedestrian Control Infrastructure at Doncaster/ Alison (from 4pm).
21. FMF Only - Maintain Closure of Doncaster Road at Abbotford Street and Alison Rd (from 4pm).
22. FMF Only - **Pedestrian Egress control point to be on western side of Doncaster Ave 3 meters back from Alison Rd** behind barriers, police horse control will be requested and TMC to monitor, 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 up until 8:30pm.
23. FMF & GLYF - Pedestrian Fencing **along Alison Road** running west from Doncaster Ave to Abbotford Lane.
24. FMF & GLYF - For 2013 plan a 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.
25. FMF & GLYF - **Allow pedestrian circulation on Alison Rd to occur on egress between Doncaster Ave to behind Randwick Racecourse Busway Exit**, this is so people who have incorrectly exited at Doncaster can make their way back to the event shuttle buses.
26. FMF & GLYF - Barricades set-up on northern side of Alison Rd at STA bus Stop for Eastern Suburbs services.
27. FMF & GLYF - Maintain pedestrian control infrastructure detail required at **Darley & ATC Bus-way Entry/ Alison Rd** and a revised management strategy for this point.
28. FMF & GLYF - Maintain Pedestrian Fencing (cable tied crowd control barrier) **along Alison Road running east from John St to Cowper St** pedestrian Lights.
29. FMF Only - Maintain **Police at John Street** as the pedestrian crossing demand at this intersection will increase. These Police will then perform point duty when the Alison Rd road closure is installed at 8:00pm.

30. FMF only - Maintain **Police at Cowper Street** as the pedestrian crossing demand at this intersection will increase slightly. These Police will then perform point duty when the Alison Rd road closure is installed at 8:00pm.
31. FMF & GLYF - Additional attention to **improve security along Infield Road** to ensure patron cars are directed along the infield road and not onto areas of the track, with particular attention required at the venue exit point. In 2012 & 2013 ATC installed additional railings to stop this occurring.
32. FMF only - 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.**
33. FMF & GLYF - 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.
34. FMF Only - **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).
35. FMF only - Closure of **Gate 2 of UNSW** opposite Randwick Racecourse High St Gate required during peak egress,
36. FMF & GLYF - **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.
37. FMF Only - **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** as it has done in previous year's events.
38. FMF & GLYF - **Maintain the increased Police and Security at entry point to Taxi Area on Egress** and only permit persons who want 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. Increased infrastructure will be placed in this area in 2014 due to the completion of the building works.
39. FMF Only - **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.
40. FMF Only - Implement Left Hand Turn closures into **Abbottsford Street, Carlton Street and Goodwood Street and Bowral Street at 4pm** to align with Doncaster Ave Closures now being implemented at 4pm. Allow local traffic only in these streets.
41. FMF Only - **Police and Security deployment along Anzac Pde between Alison Rd and Lang Rd** to ensure pedestrians do not enter the Anzac Pde bus road as the Event Shuttle Buses will be utilising this roadway again in 2014.
42. FMF Only - Preparation and **reconfiguration of Egress Infrastructure to be done early;**
 - 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

- Alison Rd Closure infrastructure to be installed from 8:00pm and removed at 12:00am.
- 43. FMF & GLYF - 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 2013. All major vehicle entry gates will be staffed from 6am to ensure only essential vehicles enter the site on the day.
- 44. FMF & GLYF - 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.
- 45. FMF Only - Overall Egress strategy to be maintained as per 2013 event; however greater detail and additional personnel will be deployed to main split/ decision points to facilitate direction control of patrons leaving the site. In addition the closure of Alison Rd will assist with the safer movement of patrons.
- 46. FMF & GLYF - **2014 TCPs will continue to be revised in consultation with NSW Police and RMS over a number separate meetings and email / phone communications, first version of the 2014 TCP's have been included as, Attachment 3a (FMF) and Attachment 3b (GLYF).**
- 47. In addition **Attachment 3c** includes TCPs for the Bump In and Bump Out phase of the event which will operate from 26 February 2014 to 14 March 2014.
- 48. FMF & GLYF - 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.
- 49. FMF & GLYF - The 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.
- 50. FMF & GLYF - 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.
- 51. FMF & GLYF - 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.
- 52. FMF & GLYF - 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.
- 53. FMF & GLYF - A speed reduction from 70km/h to 40km/h will be implemented on Alison Rd from Darley Rd to west of Doncaster Ave from 4:00pm to 12midnight (10pm for GLYF) so that authorised traffic controllers are able to operate on Alison Rd to assist with the movement of event buses.
- 54. FMF & GLYF - 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 2014. 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.
55. FMF & GLYF - 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.
56. FMF & GLYF - No B-Double Trucks will be used for event deliveries. Fines will apply to the companies if they supply this type of transport.
57. FMF & GLYF - Portable VMS will be utilised to provide advanced warning of the event and to message vehicles away from the site during peak egress times.

4 OVERVIEW OF TRAFFIC MANAGEMENT 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 (26 February – 10am on 8 March 2014) 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.

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.

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.

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.

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 Vehicle Access Pass may have the transport fee for that particular delivery withheld.

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 have the transport fee for that particular delivery withheld.

4.5 Controls Over the Delivery Process

Any delivery vehicle that is found to have not followed the bump in and out controls may have the transport fee for that commodity withheld.

Attachment 2d: Overview of Pre-Event TCPs surrounding immediate site of RRC

Attachment 03a: Summary of Traffic Control Plans for Bump In and Bump Out (26 February 2014 – 14 March 2014) – TCPs 1-45 (4 in total)

5 PUBLIC RELATIONS & EVENT NOTIFICATION

5.1 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.

5.2 PR & Notifications to the Non-Event Community

As a requirement of the usual Development Application process, the approving Authority 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 both events, such as;

- The dates, 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

5.3 Special Event Notification

NSW Fire Brigade and NSW Ambulance will be notified about the event in early February 2014.

The same notification will be sent again to these agencies in the week prior to the event.

6 IMPLEMENTATION OF TMP

6.1 Staffing & Deployment

A Staff deployment plan is currently being reviewed to support the implementation of the overall event. This will be worked through with the event organiser, the NSW Police, TMC, STA, event security provider and other relevant parties.

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. Please see **Attachment 17** for External Staff Resourcing (this will be developed with key agency personnel over the coming months and will reflect both events).

6.2 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: 1800 731 349 (TBC)

6.3 Communication with TMC

TMC personnel will be on the ground on both event days and will have direct contact with the 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 ingress and egress.

6.4 Equipment and Temporary Infrastructure

A schedule of equipment & temporary infrastructure required to manage the external aspects of the venue will be compiled by ESPA in January 2014 once all plans are agreed. This external infrastructure plan will cover both Future Music Festival and Good Life Youth Festival.

Please see **Attachment 6a** and **Attachment 6b** for details.

6.5 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

PART A – FUTURE MUSIC FESTIVAL

7 EVENT OVERVIEW – FUTURE MUSIC FESTIVAL

Event Name:	2014 Future Music Festival
Event Owner:	Future Music Pty Ltd
Date:	Saturday 8 March 2014
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:	10:30 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 have organised a Fully Integrated Transport/ Gate Ticket. There will be 65 Buses to be used for Ingress from 11:00am and 138 buses used for Egress from 7:30pm. These numbers were provided by Ray Carroll of STA/TMC and will continue to be monitored leading into the event.
Lane & Road Closures:	<p>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. In particular:</p> <ul style="list-style-type: none"> • Alison Rd closed between Anzac Pde and Avoca St (westbound) • Alison Rd closed between Anzac Pde and Darley Rd (eastbound) • Doncaster Ave closed between Alison Rd and Todman Ave • Darley Rd closed between Alison Rd and Randwick Gates of Centennial Parklands • High St closed between Anzac Pde and Wansey Rd • Abbotford St between Anzac Pde and Doncaster Ave • Carlton St between Anzac Pde and Doncaster Ave • Goodwood St between Anzac Pde and Doncaster Ave • Bowral St between Anzac Pde and Doncaster Ave • King St between John St and Alison Rd
Special Event Clearways:	<p>Special event clearways will be required on some roadways including Chalmers St (Central Station), both sides Darley Rd between Alison & RRC Gates, Anzac Pde, High St, and Alison Rd.</p> <p>Additionally the TMC has recommended through the debrief that the Moore Park Clearways will need to be implemented irrespective of any events at Moore Park.</p>

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:	VIPs will be 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.
Temporary Taxi Ranks:	Taxi area within RRC will be utilised and staffed with Taxi Staff from NSW Taxi Council to operate from 7pm to 12am.
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.
Privately Charter Minibus, Coach or Limousine	This information and plan is to be further developed over the coming months.
Event Shuttle Bus:	An event shuttle bus will operate to and from Chalmers St at Central Station to the venue.
Key Stakeholders:	Identified above
Promotion & marketing:	Future Music
Production & site operations:	Future Music
Event Website:	www.futuremusicfestival.com.au

7.1 Event Details

The Future Music Festival will be held on Saturday 8 March 2013 at Randwick Racecourse. The event will be operational between the hours of 12:00 midday until 10:30 pm.

Up to 50,000 ticketed 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.

7.2 Other Traffic & Pedestrian Generators

The other event is;

- A-League Round 24 at Sydney Football Stadium (SFS) between Sydney FC and Western Sydney Wanderers, Saturday 8 March (up to 40,000 people, depending on where either team are placed on the ladder at the time), Gates open 6:30pm, Game Starts at 7:30pm and due to finish at 9:30pm, egress 9:30pm – 10:15pm.

To alleviate the pressure on the road network, the Future Music Festival will now conclude at 10:30pm.

7.3 Track Work

There is currently track work planned on the following lines:

- North Shore Line – buses replace trains between Hornsby and Wynyard. A shuttle train service will operate between Berowra and Epping via Hornsby, to an amended timetable.
- Northern Line – buses replace trains between Epping and Chatswood via Macquarie Park. Trains continue to operate between Hornsby and Central via Strathfield, to an amended timetable.

Information correct as at Tuesday 17 September 2013 and obtained from www.sydneytrains.info/service_updates

8 GENERAL PEDESTRIAN MOVEMENT ASSUMPTIONS – FUTURE MUSIC FESTIVAL

The FMF 2014 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.	

8.1 Crowd & Safety Management Plan for Ingress & Egress

A detailed Crowd, Safety & Security Plan for the entire site and venue has been prepared which integrates with the Traffic and Transport Management Plan.

A detailed Crowd, Safety & Security Plan for the site and the venue has been prepared by the organiser, Security manager and various security agencies that are providing services to this event.

It is imperative that the gates to the event open on time or a soft opening 15-30minutes earlier is considered. This is due to the fact that the event shuttle buses begin delivering patrons to the event from approx 11:30am and by the time the gates open there are a number of patrons waiting to enter the site.

8.2 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.

8.3 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

8.4 Anzac Pde Bus Lane as Pedestrian Corridor

For the 2014 event the Anzac Pde Bus Lane will be used as the bus route for event shuttle buses and regular STA bus services. From 8:00pm (proposed timing) on the event day there will be a closure of Alison Rd at Anzac Pde and this will see all bus services diverted to the Anzac Pde Bus Lane.

From approx 8:30pm pedestrians will be able to walk along Alison Rd from Doncaster Ave westbound towards Anzac Pde. This will allow a greater ability to move pedestrians towards the city. These pedestrians will then rejoin the footpath when they reach Anzac Pde.

It is proposed that Police will be on site from approximately 8:00pm to ensure pedestrians return to the footpath and stay on the footpath once they reach Anzac Pde.

9 FUTURE MUSIC FESTIVAL TRANSPORT PLAN

9.1 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 10:30pm 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.

9.1.1 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 2013 event. The fully integrated transport and Gate ticket allows patrons to travel on all scheduled services up until 4am on Sunday 9 March 2014.

9.1.2 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.

9.2 Overview of 'Adequate' Transport Strategy

The primary transport challenge for this event is during the egress phase at the conclusion of the event after 10:30 pm, with the peak being 10:30pm – 11:45pm.

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

9.3 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: 10:55am – 5:00pm (across 6 hours and 5 minutes) – exact timings TBC
- Peak Ingress: 12:00pm – 4:00pm (4 hours): will have 65 buses circulating
- Approximate (maximum) turn-around time: 22-25 min (forward journey only)
- Frequency of buses: approx. 120 bus movements / hour or (2 buses every minute)
- Shuttle Bus estimated average load = 45-60 people/ bus over 6 hours
- Maximum estimated transport capability: 120 x 60 people x 6 hours = 43,200 people.

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

9.4 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 50-60% of people will still enter via Alison Gate.

9.5 Return Journey (Randwick to Central) – Egress Operations

- An order will be raised through STA for use of a total of 138 buses for egress (exact numbers provided by STA)
- Plan is to have a bus resource split of ~45% to High Street and ~55% to Alison Road for egress.
- If we consider using 138 buses.
- 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 3.0 pick-ups over the egress period of 2 hours, before everyone has decided to walk.
- Therefore we are planning for approximately 400 bus movements as the base figure.
- If we are able to load a maximum of 65 people per bus across 400 buses...
- Provides a theoretical capacity of 26,000.
- 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 232 buses to Central from Alison Rd (116 bus movements/ hr).
- High St: If we can implement a 'Load-and-Go' time of 2min per bus loading' should be able to deliver 166 buses to Central from High Street (83 bus movements/ hr).

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

9.5.1 Other factors to consider;

- Preparation for Egress operations commence from 7:00pm on a progressively increasing schedule, with all remaining buses being made available from 9:30pm ready for peak egress at approx. 10:30pm.
- Integrated ticket will allow patrons that leave early to join a regular service bus to the city or east as required.
- 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

9.6 Private Transport, Car Parking Information and Capacities

9.6.1 Event Car Park (RRC Infield)

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 **5% of the total** maximum attendance.

9.6.2 Private Vehicle Set Down

Private vehicle set down location will be in Darley Rd and High St.

Further investigation continues to be done in this area as the impact of closing Alison Rd at the conclusion of the event will impact on event patrons being picked up. Options at this stage include Darley Rd, High St and Moore Park however these need to be further research as they could create other potential impacts.

9.6.3 Private Charter Buses

Over the past few years there has been an increase in the number of self chartered minibuses, bus/coaches and limousines. It is proposed that an area be set aside for these buses/coaches/limousines to set down and pick up their patrons in High St (east of the Shuttle bus operation) and on Alison Rd (from Gate 8 to Cowper St).

This information will be messaged on the event website and also through the RMS 'livetraffic.com' website. This information will contain details of the Alison Rd Road Closure during egress and routes that can be taken for these vehicles to pick up their patrons at the conclusion of the event.

Further locations for this group of vehicles is required and this will continue over the course of the next few months.

9.7 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 2013 and resulted in an adequate supply of taxis at the conclusion of the event.

10 PEDESTRIAN MANAGEMENT STRATEGY – FUTURE MUSIC FESTIVAL

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

2014 FMF Pedestrian Strategy (based on the successful 2011, 2012 and 2013 strategy) – Notes included from correspondence with the organiser and NSW Police (in 2011) 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.

11 TRAFFIC MANAGEMENT CONTROL PLANS – FUTURE MUSIC FESTIVAL

Traffic Management Control Plans (TCPs) (**Attachment 3a and Attachment 3c**) have been provided as Version 1 after feedback and input of agencies through the Traffic / Transport workgroup and are based on the successful 2013 operations. Detailed review and consultation for the 2013 event has and will continue to take place with Police, TMC, 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).

In 2013 there were a number of additional TCPs drawn to facilitate the full closure of Alison Rd between Anzac Pde and Avoca St. These TCPs have all been given a number with the letter 'e' to precede them to indicate they relate to the Alison Rd closure phase.

The specific objectives of the Traffic Control Plans (TCP's) is 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

11.1 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 (the closure of Alison Rd from 8:00pm will assist with this during 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 footpaths
- 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 the area in order to minimise additional congestions as much as possible:

- Managing Event traffic leaving from Infield onto Wansey Rd 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 will become a 'hard' detour from 8:00pm (proposed timing) on the event day as the full closure of Alison Rd has been agreed to at the 2014 first work group meeting
- VMS notifications eastbound along Alison Rd,
- VMS notifications to motorist on affected roads from 2 weeks prior to the event so they can choose to take an alternate route around the event site,
- Investigating utilising the Moore Park area as a park/drop and ride option for people picking up at the conclusion of the event (including cars and charter buses)

11.2 Overview of Traffic Management Plan for Ingress

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

11.3 Overview of Traffic Management Plan for Egress

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

Note: There will be a full closure of Alison Rd during the peak egress phase from 8:00pm (proposed) until 12:00am. The purpose of the closure is to reduce the possibility of vehicles and pedestrians mixing during the egress phase.

11.4 Overview of Traffic Control Plans (TCP's)

A number of Traffic Control Plans (TCP's) have been reviewed based on 2013 operations and feedback. These TCP's are provided along with this document as Version 1 of the Future Music Festival TMP. 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 site of RRC

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

Attachment 2e: Special Event Traffic Information from RMS

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

Attachment 03a: Summary of Traffic Control Plans and timings TCPs 1 – 45

11.5 List of TCPs

Overview of Event Day Traffic Control Plans (TCPs):

TCP 1: Anzac Pde/ Moore Park Rd

TCP 2: Anzac Pde/ Lang Rd

TCP 3: Anzac Pde at Robertson Rd

TCP 4: Anzac Pde / Alison Rd / Dacey Ave

TCP 5a,b,e : Alison Rd / Doncaster Av/ Abbotford St (& RRC Gate21)

TCP6b,e: Abbotford St/ Abbotford Lane

TCP 7a,b,c: Alison Rd / RRC 'Main' Entry (RRC Gate 1)

TCP 8c,e: Alison Rd / ATC Busway Exit

TCP 9a,b,c,e: Alison Rd / Darley Rd

TCP 10e: Darley Rd / Centennial Park Randwick Gates

TCP 11a,e: Alison Rd / John St

TCP 12e: William St / King St

TCP 13e: Alison Rd / Cowper St (Ped Crossing)

TCP 14: Alison Rd / (RRC Gate 8) (Infield direction control point to infield parking)

TCP 15e: Prince St / Cowper St

TCP 16b,e: Alison Rd / Wansey Rd

TCP 17e: Darley Rd / Govett St

TCP 18e: Alison Rd / Botany St

TCP 19: Alison Rd / Belmore Rd

TCP 20: Darley Rd / Dangar St

Site 21: Darley Rd / Avoca St (possible VMS Message Point)

Site 22: Avoca St / Cowper St (VMS Message Point)

TCP 23: Alison Rd / Avoca St

Site 24: High St / Avoca St (VMS Site)

Site 25: Avoca St / Barker St (Traffic Signal Trimming)

Site 26: Botany St / Barker St (VMS Message Point)

TCP 27b: High St / Botany St

TCP 28: Botany St / Arthur St (possible VMS message point)

TCP 29a,b: Wansey Rd / (RRC Gate10 - Infield Road)
 TCP 30: Wansey Rd / High St
 TCP 31: RRC High St Entry / (RRC Entry, (1000m mark), opposite UNSW Gate 2)
 TCP 32b: Anzac Pde / High St
 Site 33: Anzac Pde / Barker St – TCS Trimming
 Site 34: Anzac Pde / Doncaster Ave (possible VMS Message Point)
 Site 35: Doncaster Ave / Darling St (possible TCP Site)
 TCP 36: Doncaster Ave / Todman Ave
 Site 37: Doncaster Ave / Bowral St (possible TCP Site)
 TCP 38: Anzac Pde / Bowral St
 TCP 39: Anzac Pde / Ascot St (VMS Site)
 TCP 40: Doncaster Ave / Ascot St
 Site 41: Doncaster Ave / Goodwood St (possible TCP Site)
 TCP 42: Anzac Pde / Goodwood St
 Site 43: Doncaster Ave / Carlton St (possible TCP Site)
 TCP 44: Anzac Pde / Carlton St
 TCP 45: Anzac Pde / Abbotford 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. In 2014 an 'e' version of a TCP will relate to proposed 8:00pm closure of Alison Rd between Anzac Pde and Avoca St.

11.6 Summary of Proposed Road, Lane Closures

The following proposed road closures will be implemented on Saturday 8 March:

Randwick - From 10am to 12 Midnight

King Street	between John St and Alison Rd	Westbound
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Randwick - From 4pm to 12 Midnight

Abbotford Street	between Anzac Parade and Doncaster Avenue	Eastbound
Doncaster Avenue	between Alison Road and Todman Ave	Southbound
Doncaster Avenue	between Todman Avenue and Abottford Street	Northbound
High Street	between Anzac Parade and Wansey Road	Both Directions
Carlton Street	between Anzac Parade and Doncaster Avenue	Eastbound
Goodwood Street	between Anzac Parade and Doncaster Avenue	Eastbound
Bowral St	Between Anzac Parade and Doncaster Avenue	Eastbound

Randwick – From 8:00pm to 12midnight*

Alison Rd	between Anzac Parade and John St	Eastbound
Alison Rd	Between Avoca St and Anzac Pde	Westbound
Darley Rd	Between Alison Rd and Roundabout at Randwick Gates of Centennial Park	Both Directions

Darley Rd	Between Roundabout at Randwick Gates of Centennial Park to Dangar St	Westbound
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* Proposal to close Alison Rd from 8pm in 2014 instead of 8:30pm to allow sufficient time for the closure and infrastructure to be installed.

Refer to **Attachment 2b** for a summary of Road Closures and Special Event Clearways for the 2014 event. **Attachment 2e** will contain a summary of Special Event Traffic Information prepared by Transport Management Centre and **Attachment 2f** contains a Special Event Clearways and Road Closures Map prepared by the TMC.

11.7 Special Event Clearways (SECs) & RMS Network Controllers

11.7.1 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 planned to have Special Event Clearways implemented for the 2014 event 2014 (note: GLYF SECs will continue from 12midnight through to 10pm Sunday 9 March 2014):

Randwick - From 4am to 12 Midnight

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 Ave and High Street	Southbound
Anzac Parade**	Between Alison Rd and Carlton St	Southbound
Ascot Street	between Doncaster Avenue and Randwick Racecourse (east of roundabout on Doncaster Avenue)	Both Directions
Barker Street	between Forsyth Street and Botany Street***	Westbound
Darley Road	between Alison Road and Randwick Gates Centennial Park	Both Directions
Alison Rd**	Between Darley Rd and Cowper St	Eastbound

** Additional Proposed Special Event Clearway for 2014

*** Extended the length of the Special Event Clearway for 2014 after feedback from Randwick Council

Surry Hills / Moore Park - From 10am to 12 Midnight

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)
Flinders Street	between Albion Street and Moore Park Road	Eastern side
Fitzroy Street	between South Dowling Street and Bourke Street	Both sides
Foveaux Street	between Bourke Street and Crown Street	Northern side
Cleveland Street	between City Road and Anzac Parade	Both sides
Lang Road	between Cook Road and Anzac Parade	Both sides
Moore Park Road	between Poate Road and Driver Avenue	Southern side
Moore Park Road	between Driver Ave and Anzac Parade	Both sides
Moore Park Road	between Flinders Street and Driver Avenue	Northern side
Driver Avenue	between Moore Park Rd and Lang Road	Both sides

* Moore Park Special Event Clearways have been recommended by TMC irrespective of there being an event on at Moore Park. SECs will assist with bus flow in the area.

11.7.2 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 and phasing will be controlled accordingly. In addition the Doncaster Ave / Alison Rd and Darley Rd / Alison Rd intersections will be under Police control.

11.8 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.

11.9 Temporary Bus Zones & Layovers

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

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

11.10 Static Signage Traffic, Transport & Pedestrian

Static Event signage will be utilised around the site for;

- Directions to Infield Event Car Parking
- Directions to Staff Parking
- Directions for Event Suppliers (where required)
- Directional signage for staff entry points (pedestrian)
- Signage to identify specific locations for patrons (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.

11.11 VMS Plans

Attachment 11a: Overview VMS Locations

Attachment 11b: VMS Messages

Attachment 11c: Internal VMS Board Locations

Attachment 11d: RMS Permanent VMS Locations and Messages

For the 2012 & 2013 events the 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 has been made again for the 2014 event and messages will be included as **Attachment 11d** once received.

11.12 Internal Venue Messaging & use of PA Systems

A Public Address (PA) system is proposed to be utilised again in 2014 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

A review of the PA messages is currently being undertaken in order to make the best use of the PA system so that it assists the crowd movements during the ingress and egress phases.

Attachment 9a: PA and Speaker Locations

Attachment 9b: PA Messages and schedule

11.13 Emergency Access Corridors and Procedures

Emergency Access will be maintained at all times to;

- Medical Points & First Aid Locations
- Access Points & management

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

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 2014 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.

11.14 Event Day Venue Access

11.14.1 Event Day Deliveries

All event day deliveries will occur between 8:30am and 10am. 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.

11.14.2 Police

All Police will park vehicles in the space on Anson Land accessible from Gate 18 at Ascot St. There will be no access through the Alison Rd Bus Plaza once ingress commences.

11.14.3 Event Staff

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

11.14.4 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.

11.14.5 Security Staff

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

11.14.6 Artists

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

11.14.7 Horse Trainers / Floats

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

11.14.8 Taxis

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

11.14.9 ATC Betting Pavilion

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

11.14.10 ATC Members Shuttle

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.

11.14.11 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.

PART B – GOOD LIFE YOUTH FESTIVAL

12 EVENT OVERVIEW – GOOD LIFE YOUTH FESTIVAL

Event Name:	2014 Good Life Youth Festival
Event Owner:	Future Music Pty Ltd
Date:	Sunday 9 March 2014
Venue/ Location:	Randwick Racecourse, Randwick
Activity:	Large Site, Multiple Stage Music Festival, featuring Live bands and International DJ's.
Proposed Attendance:	Attendance 20,000 ticketed patrons
Classification:	Class 1 / Class 2 Event (based on; attendance, impacts on local road systems, impacts on local residents, requirement of Police and Security to be in attendance and other criteria as outlined within RMS planning matrix).
Demographic:	Male and Female 13 – 17 years only.
Gates Open:	1:00 PM (Ingress 1:00 PM to ~ 4:00 PM) (possible 12noon opening TBC)
Concludes:	8:00 PM
Event Transportation: (Fully Integrated Ticket being used for this event)	Special event transport planning and resources are required for this event. Event organisers have organised a Fully Integrated Transport/ Gate Ticket. There will be 44 (TBC) Buses (32 for Central to High St and 12 for Moore Park to High St) to be used for Ingress from 12:00noon and 80 (TBC) buses used for Egress from 6:00pm. These numbers will be confirmed with Ray Carroll of STA/TMC and will continue to be monitored leading into the event.
Lane & Road Closures:	There are currently no road or lane closures proposed for the Good Life Youth Festival
Special Event Clearways:	Special event clearways will be required on some roadways including Chalmers St (Central Station), both sides Darley Rd between Alison & RRC Gates, Anzac Pde, High St, and Alison Rd. The Special Event Clearways will reflect the Future Music Festival clearways and will run from 12midnight to 10pm on Sunday 9 March 2014.
Temporary No Stopping & Work Sites:	Nil required for this event.
Temporary Bus Zone:	Temporary (or extended) bus zones will use to facilitate the set-down and pick-up of patrons in close proximity to venue entry points, primarily on High Street.
Car Parking:	Approximately 1,100 free car parking spaces are available on the infield however it is expected approx 40% of spaces will be utilised due to the age demographic.
Staff Car Parking:	Parking for Staff and Police is available on the infield in addition to above
VIP, Talent, Supplier:	VIPs will be 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.
Temporary Taxi Ranks:	Taxi area within RRC will be utilised and staffed with Taxi Staff from NSW Taxi Council operating from 7:00 PM to 10:00 PM
Private Vehicle Set-down:	Private vehicles will be encouraged to use the Drop and Ride option at Moore Park (Kippax Lake and Showground Fields formerly Kippax 2).
Event Shuttle Bus:	Ingress – event shuttle buses will operate from Chalmers St (Central Station) to High St Gate (Randwick Racecourse). An additional shuttle bus will operate from Moore Park Bus Loop to High St Gate. Egress – event shuttle buses will operate from both High St and Alison Rd to Central Station via Moore Park Bus Loop.
Key Stakeholders:	Identified above
Promotion & marketing:	Future Music
Production & site operations:	Future Music
Event Website:	www.goodlifefest.com.au

12.1 Event Details

The Good Life Youth Festival will be held on Sunday 9 March 2014 at Randwick Racecourse. The event will be operational between the hours of 1:00 PM and 8:00 PM (a proposed time of 12noon is TBC at this point in time). The Good Life Youth Festival will utilise infrastructure that is in place from the previous days Future Music Festival in a reduced format.

Up to 20,000 ticketed patrons will attend with an approximate split of 65% males and 35% females in the age brackets of 13 to 17. The event is an under 18s event and patrons will be required to provide evidence that they are in the age bracket. Further no person over the age of 18 including parents of the children will be permitted to enter the festival.

The following table is the assumed split of age groups attending the festival:

Age	% of Attendance
17 Years*	30% (6,000 patrons)
16 Years	25% (5,000)
15 Years	20% (4,000)
14 Years	15% (3,000)
13 Years	10% (2,000)

* Should be considered that 40% of this age group may hold a Provisional Drivers License and of this 1:4 may choose to drive to the event.

12.2 Other Traffic & Pedestrian Generators

No other events have been identified on Sunday 9 March 2013 that will have an impact on the Good Life Youth Festival.

12.3 Track Work

There is currently track work planned on the following lines:

- North Shore Line – buses replace trains between Hornsby and Wynyard. A shuttle train service will operate between Berowra and Epping via Hornsby, to an amended timetable.
- Northern Line – buses replace trains between Epping and Chatswood via Macquarie Park. Trains continue to operate between Hornsby and Central via Strathfield, to an amended timetable.

Information correct as at Tuesday 17 September 2013 and obtained from www.sydneytrains.info/service_updates

13 EVENT BACKGROUND & INFORMATION – GOOD LIFE YOUTH FESTIVAL

13.1 Event Background

The 2014 Good Life Youth Festival Traffic and Transport plan has been prepared based on the successfully implemented plan for the 2013 Good Life Youth Festival event. This proposed operational 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. Additionally temporary infrastructure requirements will be adapted from the Future Music Festival (Part A of this document) which will be held the preceding day.

The Good Life Youth Festival is in its second year in Sydney however it has been staged successfully in Melbourne for the previous 3 years.

13.2 Changes from the FMF TMP to GLYF TMP

ESPA has primarily used the information gathered as part of the preparation for the Future Music Festival TMP and also included specific information that has been collected from the Good Life Youth Festival event in 2013.

We have used feedback and reports relating to the Traffic and Transport Management aspects of the 2013 Good Life Youth Festival event, meetings with the Venue, the Organiser, the TMC and STA to come up with some improved management strategies for the 2014 event, these are;

1. There are no planned road closures for the Good Life Youth Festival event (attendance is similar to a large race meeting)
2. Special Event Clearways will be retained for both days.
3. **Promotion of a drop and ride location at Moore Park** on Kippax 1 and 2.
4. Event Shuttle Buses will utilise the Anzac Pde Bus Lane during ingress and egress phases of the event and will travel via Moore Park during the egress phase.
5. Event Shuttle Buses to turn left into Darley Rd and use the Roundabout at Randwick Gates to turn around and then enter the Alison Rd Bus Plaza under Phase D conditions.
6. Eastern suburbs bus services will be increased at the conclusion of the event to cater for event patrons travelling in that direction.
7. Clearer road network should eventuate due to it being a Sunday night and there being less vehicles on the road.
8. Event shuttle bus services will cater for 20,000 patrons.
9. During the ingress phase there will be two shuttle bus services operating – one from Central to High St and one from Moore Park to High St.

10. Unadvertised but controlled drop off and pick up locations around the event site to reduce traffic impacts. Areas will include Darley Rd, King St, Old Bus Way in ATC.
11. High visibility Police Highway Patrol moving around the roads outside the venue to ensure parents drop off and pick up in safe locations (this is TBC).
12. Ongoing identification of other suitable drop off and pick up areas will continue over the coming months to ensure there is adequate curb space for the anticipated number of parents looking to pick their children up at the conclusion of the event.

13.2.1 Key Improvements and Ongoing Recommendations

1. Resources increased and adapted to 20,000 attendance.
2. Continue to use **Integrated Event Ticket** and Transport for NSW for the event.
3. To use **32 dedicated event shuttle buses** for the forward journey, from Central Station to High Street. Use 12 dedicated event shuttle buses for the forward journey from Moore Park to High Street. Exact numbers to be confirmed with STA.
4. Maintain the **Event Shuttle resource split for egress to; ~45% of Event Shuttle Buses to be allocated to High Street and ~55% of bus resources to Alison** for egress Operations.
5. Propose to maintain pedestrian control infrastructure detail required at **Darley & ATC Bus-way Entry/ Alison Rd.**
6. Maintain Pedestrian Fencing (cable tied crowd control barrier) **along Alison Road running east from John St to Cowper St** pedestrian Lights.
7. Maintain **Police at John Street** as the pedestrian crossing demand at this intersection will increase.
8. 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.
9. **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.
10. **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.
11. 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 2013. All major vehicle entry gates will be staffed from 6am to ensure only essential vehicles enters the site on the day.
12. 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.
13. **TCPs for Good Life Youth Festival have been revised and included as, Attachment 3b.**
14. Regular eastbound STA bus services along Alison Rd will be increased to cater for the increased number of people wishing to travel eastbound. The increased services will begin from 7pm on the event day.
15. The 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.

16. Highway Patrol Police will be deployed to Anzac Pde and Robertson Rd to assist with event shuttle buses entering and exiting the Anzac Pde Bus Road as required.
17. A speed reduction from 70km/h to 40km/h will be implemented on Alison Rd from Darley Rd to west of Doncaster Ave from 12:00noon to 10:00 PM so that authorised traffic controllers are able to operate on Alison Rd to assist with the movement of event buses.
18. Portable VMS will be utilised to provide advanced warning of the event and to message vehicles away from the site during peak egress times. Some of these will be relocated from the previous day to be located to the western side of the site.

14 GENERAL PEDESTRIAN MOVEMENT PRINCIPLES – GOOD LIFE YOUTH FESTIVAL

The Good Life Youth Festival 2014 site is designed with two (2) main entry and exit points (the same as the Future Music Festival) 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 may be dropped off nearby, the entry gate on Alison Rd will need to be well resourced.
Egress	60% Aim: <60% (50%)	40% Aim: >40% (50%)	Due to a large number of people being picked up at the conclusion of the event it should be expected that approx 50% will leave via Alison Rd, with a majority of people meeting a parent at Alison Rd.
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.	

14.1 Crowd & Safety Management Plan for Ingress & Egress

A detailed Crowd, Safety & Security Plan for the entire site and venue has been prepared which integrates with the Traffic and Transport Management Plan.

A detailed Crowd, Safety & Security Plan for the site and the venue has been prepared by the organiser, Security manager and various security agencies that are providing services to this event.

It is imperative that the gates to the event open on time or a soft opening 15-30minutes earlier is considered. This is due to the fact that the event shuttle buses begin delivering patrons to the event from approx 12:30 PM and by the gates open time there will be a number of patrons waiting to enter the site.

14.2 Internal Crowd Management & Safety Operations

A detailed Crowd, Safety, Stage, BOH & Security Plan has been prepared by the security contractor and will align with the internal operations and production plan.

14.3 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

14.4 Anzac Pde Bus Lane as Pedestrian Corridor

There is no plan for the Good Life Youth Festival to use the Anzac Pde bus lane for Pedestrians. This roadway will be utilised by event shuttle buses to travel between the venue, Moore Park and Central Station.

15 TRANSPORT PLAN – GOOD LIFE YOUTH FESTIVAL

15.1 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 Good Life Youth 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); Moore Park and the venue throughout the course of the day, with peak services offered during ingress and egress periods.

Key Challenges;

- Underage event being held on a school night,
- Expected that a large number of parents will look to pick their children up at the conclusion of the event,
- Limited set down and pick up areas surrounding the event site
- Limited event parking for private vehicles (approx. 1,100 patron vehicles),
- Day/ Night event concluding at 8:00 PM close to residential areas,
- 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.

The overall strategy for Good Life Youth Festival is to implement a Multi Option Dispersal Plan to lower the impacts in any one particular area during both the ingress and egress phases of the event.

15.1.1 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, Moore Park and the venue. The fully integrated transport and Gate ticket allows patrons to travel on all scheduled services up until 4am on Monday 10 March 2014.

15.1.2 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.
4. Encourage more people to use the Park and Ride option from Moore Park to the venue and return

15.2 Overview of Transport Strategy

The primary transport challenge for this event is during the egress phase at the conclusion of the event after 8:00 PM, with the peak being 8:00 PM – 9:30 PM.

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
- Event Shuttle Bus to and from Moore Park then meet a parent
- By Taxi to and from the venue
- By regular scheduled STA bus services
- By foot to home
- 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

15.3 Ingress Event Shuttle Buses

15.3.1 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: 12noon – 4:00 PM (across 4 hours)
- Peak Ingress: 12:00 PM – 2:00 PM (2 hours): will have 32 buses circulating
- Approximate (maximum) turn-around time: 22-25 min (forward journey only)
- Frequency of buses: approx. 64 bus movements/ hour or (approx 1 bus every minute)
- Shuttle Bus estimated average load = 45-60 people/ bus over 4 hours
- Maximum estimated transport capability: 64 x 60 people x 4 hours = 15,360 people.
- Note: Buses will begin 1 hour prior to gates open should the event open at 12noon instead of 1pm.

15.3.2 Shuttle Bus Forward Journey (Moore Park to Randwick) – Ingress Operations

- All buses pick-up at Moore Park Bus Loop and Drop-off at High Street
- Period of ingress operation: 12noon – 4:00 PM (across 4 hours)
- Peak Ingress: 12:00 PM – 2:00 PM (2 hours): will have 12 buses circulating
- Approximate (maximum) turn-around time: 15-18 min (forward journey only)
- Frequency of buses: approx. 36 bus movements/ hour or (1 bus every 2 minutes)
- Shuttle Bus estimated average load = 45-60 people/ bus over 4 hours
- Maximum estimated transport capability: 36 x 60 people x 4 hours = 8,640 people.

15.3.3 Other Considerations

- Integrated Ticketing will increase the demand on the event shuttle bus between Central and the venue and should be well utilised during the ingress phase. It is expected that more parents will let their children travel to the event on public transport than after the event.
- 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 will 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,
- The promoter will advertise the use of the Park and Ride option from Moore Park to the venue to reduce traffic impacts in the immediate surrounds of the Randwick Racecourse site.
- 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 Rd Gate.

15.4 Egress Event Shuttle Buses

15.4.1 Return Journey (Randwick to Central via Moore Park) – Egress Operations

- An order will be raised through STA for use of a total of 80 buses for egress (numbers to be confirmed by STA)
- Plan is to have a bus resource split of ~45% to High Street and ~55% to Alison Road for egress.
- If we consider using 80 buses.
- If we assume, that based on an average return travel time of 30-32min and a loading time of 2min per bus, all buses are going to make approximately 3.0 pick-ups over the egress period of 2 hours, before everyone has decided to make other transport arrangements.
- Therefore we are planning for approximately 320 bus movements as the base figure.
- If we are able to load a maximum of 60 people per bus across 320 buses...
- Provides a theoretical capacity of 19,200 patrons.
- 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 176 buses to Central from Alison Rd (88 bus movements/ hr).

- High St: If we can implement a 'Load-and-Go' time of 2min per bus loading' should be able to deliver 144 buses to Central from High Street (72 bus movements/ hr).

15.4.2 Other factors to consider;

- Preparation for Egress operations commence from 5:00 PM on a progressively increasing schedule, with all remaining buses being made available from 6:00 PM ready for peak egress at approx. 8:00 PM.
- Integrated ticket will allow patrons that leave early to join a regular service bus to the city or east as required.
- An earlier 'ramp-up' of buses may be required if the weather forecast is adverse,
- It should be anticipated that there will be more event patrons picked up at the conclusion of the event than were dropped off due to the time of day and the fact it is a school night as well.
- 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

15.5 Event Shuttle Bus & Shuttle Bus Route

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

The shuttle bus from Central Station and Moore Park 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.

Note: During egress all event shuttle buses will enter the Anzac Pde bus road and make a stop at the Moore Park Bus Loop then proceed to Central Station.

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

15.6 Private Transport, Car Parking Information and Capacities

15.6.1 Event Car Park (RRC Infield)

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 **17% of the total** maximum attendance.

It is expected that approximately 40% of the patrons will be 17 years old and of that 40% a third of them will be able to and choose to drive to the venue.

Event patrons that choose to drive to the event will be granted access to the car park to park and not drop off. The driver will be required to be a 'P' plate driver and hold an event ticket.

15.6.2 Advertised Private Vehicle Set Down & Pick Up

An advertised private vehicles set down will happen at Moore Park in Area 1 and Area 2 with access to these areas from Driver Ave. This area will be appropriately staffed and the event patrons will be able to be dropped off and picked up from this location.

In this area parents will enter either Area 1 or 2 of Moore Park sports fields and proceed to drop off their children. The children will then proceed to the Bus Loop to catch an event shuttle bus to the venue.

In the egress phase parents will enter either Area 1 or Area 2 of Moore Park and park their vehicle. From here they will walk to the meeting points located at the Moore Park Bus Loop and wait for their children at Stand A, B or C.

Clear public communications need to be sent to event patrons about this location to encourage parents to drop their children at this location as it should be expected that most people will try to drop their children as close to the venue as possible.

See **Attachment 21** for the Moore Park Drop and Ride Plans

15.6.3 Unadvertised Private Vehicle Set Down & Pick Up

It should be expected that a number of parents will not do the right thing and try to drop off or pick up as close as possible to the venue. Therefore unadvertised but well managed locations need to be identified and operated to ensure they occur safely and do not create traffic congestion.

Areas that have been identified for this purpose are:

- Darley Rd between Alison Rd and Randwick Gates in the car parking spaces
- Darley Rd from Randwick Gates to York Rd, both sides of the road
- King St between John St and Alison Rd (behind the Caltex Service Station)
- Alison Rd between Wansey Rd and Cowper St
- Old Busway in ATC entry via Ascot St and exit via Gate 21 onto Doncaster Ave
- High St east of the High St Gate of ATC

During ingress each of these areas will have traffic marshals positioned to provide parents with a flyer advertising the Moore Park option for egress (see **Attachment 23** for a sample). However they will be able to set down their children as required in these locations with the exception of the Old Busway in ATC.

During egress each of these areas will have a traffic controller positioned to provide parents with information and to ensure they do not park illegally. This will also be supported by the Police Highway Patrol to ensure parents do not illegally park in the surrounding streets.

Further during egress parents that may be illegally parked and/or circulating the venue looking for a parking spot may be directed to the Old Busway in ATC. The parents will be told to follow the Taxi signage and will be then directed into the Old Busway area to wait for their children. It is expected that up to 300 cars (exact number to be determined depending on condition of the road surface) could wait and pick up in this location if required.

See **Attachment 22** for Non Advertised Drop Off and Pick Up Locations

See **Attachment 23** for Sample Flyer to be provided to drivers on event day about the Moore Park Pick Up area.

15.7 Private Charter Buses

It is anticipated a small number of patrons will choose to charter a private coach to the event. The coach parking spaces will be signposted from the Future Music Festival in both High St and Alison Rd and the buses will be able to stop in these locations.

15.8 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 2013 and resulted in an adequate supply of taxis at the conclusion of the event.

16 PEDESTRIAN MANAGEMENT STRATEGY – GOOD LIFE YOUTH FESTIVAL

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

2014 Good Life Youth Festival Pedestrian Strategy (is based on the successful 2013 pedestrian strategy used for Future Music Festival and Good Life Youth Festival).

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 set-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.

17 TRAFFIC MANAGEMENT CONTROL PLANS – GOOD LIFE YOUTH FESTIVAL

Traffic Management Control Plans (TCPs) (**Attachment 3b**) have been provided in an operational form and are based on the TCPs from the Future Music Festival (which will be held the previous day). There are no planned road closures for this event, however plans for each intersection that is treated during the Future Music Festival are provided as a contingency should the road closure be required by the Police on the event day. Additionally each TCP shows the expected movement of Pedestrians and the relevant crowd control mechanisms that will be in place to assist with this.

The TCPs have been prepared are based on ongoing consultations with the TMC; NSW Police; STA; ATC; Randwick Council; and FE. 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) is 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

17.1 Overview of Traffic Management Strategy

The traffic management strategy for the Good Life Youth Festival is to monitor traffic flows and conditions and implement treatments only if required. There are no planned road closures in order to lessen impacts on the non-event community and reduce driver confusion.

A highly visible Police Highway Patrol operation will be conducted for this event (exact details to be confirmed through ongoing meetings). They will focus on parents stopping in illegal locations and will direct parents to a safer place to set down and/or pick up.

Further the Police Highway Patrol will be able to be deployed as required to manage a traffic situation should one arise in the vicinity of the Randwick Racecourse.

The Police Highway Patrol will have 6 Cars and 2 Motor Bikes (TBC) and this will be coordinated by a Highway Patrol Supervisor. The Highway Patrol cars and bikes will segment the Racecourse into 4 sectors and they will monitor their sectors throughout the event for illegal parking, drop offs, and other traffic offences. Where possible the Highway Patrol will direct vehicles to a safe legal location to drop off.

Considerations:

- Practical implementation of traffic treatments required, so as to provide the most appropriate balance of maximising the delivery of safe venue operations at the same time as minimising impacts to the non-event community.
- Managing pedestrians and traffic along Alison Rd
- Managing Pedestrians and traffic along Wansey Rd (limit or restrict completely, the exit of patrons on-foot via the infield car park and onto Wansey Rd)
- Managing Pedestrians and traffic along High St
- Managing Pedestrians and traffic along Anzac Pde footpaths
- Minimising Congestion throughout the area and include highly visible Police Highway Patrol 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 the area in order to minimise additional congestions as much as possible:

- Managing Event traffic leaving from Infield onto Wansey Rd and, and minimise any interaction between event vehicles leaving the site and pedestrians, (consider a pedestrian control point),
- VMS notifications east and west bound along Alison Rd,
- VMS notifications to motorist on affected roads from 1 week prior to the event so they can choose to take an alternate route around the event site,

17.2 Overview of Traffic Management Plan for Ingress

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

17.3 Overview of Traffic Management Plan for Egress

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

17.4 Overview of Traffic Control Plans (TCP's)

A number of Traffic Control Plans (TCP's) have been reviewed and drafted based on previous event operations at the Randwick Racecourse site. 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 2g: Overview of TCPs surrounding site of RRC

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

Attachment 2e: Special Event Traffic Information from RMS (as per FMF)

Attachment 2f: RMS Overview Map of Road Closures and Special Event Clearways (as per FMF)

Attachment 3.2: Summary of Traffic Control Plans and timings TCPs 1 – 45

17.5 List of TCPs

Overview of Event Day Traffic Control Plans (TCPs):

TCP 1: Anzac Pde/ Moore Park Rd (contingency)

TCP 2: Anzac Pde/ Lang Rd (contingency)

TCP 3: Anzac Pde at Robertson Rd (contingency)

Site 4: Anzac Pde / Alison Rd / Dacey Ave

TCP 5a,b: Alison Rd / Doncaster Av/ Abbotford St (& RRC Gate21)

Site 6b: Abbotford St/ Abbotford Lane

TCP 7a,b: Alison Rd / RRC 'Main' Entry (RRC Gate 1)

TCP 8: Alison Rd / AJC Busway Exit

TCP 9a,b: Alison Rd / Darley Rd

Site 10e: Darley Rd / Centennial Park Randwick Gates

TCP 11: Alison Rd / John St (contingency)

TCP 12a: William St / King St (contingency)

TCP 13: Alison Rd / Cowper St (Ped Crossing) (contingency)

TCP 14: Alison Rd / (RRC Gate 8) (Infield direction control point to infield parking)

Site 15: Prince St / Cowper St

TCP 16: Alison Rd / Wansey Rd (contingency)

Site 17: Darley Rd / Govett St

Site 18: Alison Rd / Botany St

Site 19: Alison Rd / Belmore Rd

Site 20: Darley Rd / Dangar St

Site 21: Darley Rd / Avoca St (possible VMS Message Point)

Site 22: Avoca St / Cowper St (VMS Message Point)

Site 23: Alison Rd / Avoca St
 Site 24: High St / Avoca St (VMS Site)
 Site 25: Avoca St / Barker St (Traffic Signal Trimming)
 Site 26: Botany St / Barker St (VMS Message Point)
 Site 27: High St / Botany St
 Site 28: Botany St / Arthur St (possible message point)
 TCP 29a,b: Wansey Rd / (RRC Gate10 - Infield Road)
 TCP 30: Wansey Rd / High St (contingency)
 TCP 31: RRC High St Entry / (RRC Entry, (1000m mark), opposite UNSW Gate 2)
 TCP 32b: Anzac Pde / High St
 Site 33: Anzac Pde / Barker St – TCS Trimming
 Site 34: Anzac Pde / Doncaster Ave (possible VMS Message Point)
 Site 35: Doncaster Ave / Darling St (possible TCP Site)
 Site 36: Doncaster Ave / Todman Ave
 Site 37: Doncaster Ave / Bowral St (possible TCP Site)
 Site 38: Anzac Pde / Bowral St
 TCP 39: Anzac Pde / Ascot St (contingency)
 TCP 40: Doncaster Ave / Ascot St (contingency)
 Site 41: Doncaster Ave / Goodwood St
 Site 42: Anzac Pde / Goodwood St
 Site 43: Doncaster Ave / Carlton St (possible TCP Site)
 Site 44: Anzac Pde / Carlton St
 Site 45: Anzac Pde / Abbotford St

Note: 'a' and 'b' versions of a TCP relates to event day phases of TCPs.

17.6 Summary of Proposed Road and Lane Closures

The following road closures will be implemented on Sunday 9 March 2014:

- Nil road closures planned

Refer to [Attachment 2h](#) for a summary of Road Closures for the 2014 event. [Attachment 2e](#) (as per FMF) contains a summary of Special Event Traffic Information prepared by Transport Management Centre and [Attachment 2f](#) (as per FMF) contains a Special Event Clearways and Road Closures Map.

17.7 Special Event Clearways (SECs) & RMS Network Controllers

17.7.1 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 2014 event:

Randwick - From 4am Saturday 8 March 2014 to 10pm Sunday 9 March 2014

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 Saturday 8 March 2014 to 10pm Sunday 9 March 2014

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
Alison Rd**	Between Darley Rd and Cowper St	Eastbound

Surry Hills - From 10am Saturday 8 March 2014 to 10pm Sunday 9 March 2014

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)

Surry Hills / Moore Park - From 10am Saturday 8 March 2014 to 10pm Sunday 9 March 2014

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)
Flinders Street	between Albion Street and Moore Park Road	Eastern side
Fitzroy Street	between South Dowling Street and Bourke Street	Both sides
Foveaux Street	between Bourke Street and Crown Street	Northern side
Cleveland Street	between City Road and Anzac Parade	Both sides
Lang Road	between Cook Road and Anzac Parade	Both sides
Moore Park Road	between Poate Road and Driver Avenue	Southern side
Moore Park Road	between Driver Ave and Anzac Parade	Both sides
Moore Park Road	between Flinders Street and Driver Avenue	Northern side
Driver Avenue	between Moore Park Rd and Lang Road	Both sides

* Moore Park Special Event Clearways have been recommended by TMC irrespective of there being an event on at Moore Park. SECs will assist with bus flow in the area.

17.7.2 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 and phasing will be controlled accordingly.

17.8 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.

17.9 Temporary Bus Zones & Layovers

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

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

17.10 Static Signage Traffic, Transport & Pedestrian

Static Event signage will be utilised around the site for;

- Directions to Infield Event Car Parking
- Directions to Staff Parking
- Directions for Event Suppliers (where required)
- Directional signage for staff entry points (pedestrian)
- Signage to identify specific locations for patrons (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.

17.11 VMS Plans

Attachment 11e: Overview VMS Locations for Good Life Youth Festival

Attachment 11f: VMS Messages for Good Life Youth Festival

Attachment 11c: Internal VMS Board Locations

Attachment 11d: RMS Permanent VMS Locations and Messages

It is planned that permanent VMS boards will display messages on arterial roads to direct parents to the Moore Park drop off location. Details of the messages will be contained in **Attachment 11d** once received.

17.12 Internal Venue Messaging & use of PA Systems

A Public Address (PA) system is proposed to be utilised again in 2014 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
- Moore Park Drop and Ride Location

A review of the PA messages is currently being undertaken in order to make the best use of the PA system so that it assists the crowd movements during the ingress and egress phases.

Attachment 9a: PA and Speaker Locations

Attachment 9c: PA Messages and schedule

17.13 Emergency Access Corridors and Procedures

Emergency Access will be maintained at all times to;

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

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 4-5 – **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 2014 event they will be provided with the easiest access points in a map format.

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

17.14 Event Day Venue Access

17.14.1 Event Day Deliveries

All event day deliveries will occur between 8:30 AM and 10:00 AM. Site access for suppliers after 10:00 AM 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 10:00 AM 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 10:00 AM on event day will be vehicles under 1tonne. Once they have completed work they will exit the site through Wansey Rd.

17.14.2 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.

17.14.3 Event Staff

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

17.14.4 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.

17.14.5 Security Staff

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

17.14.6 Artists

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

17.14.7 Horse Trainers / Floats

Nil identified for Sunday 10 March 2013.

17.14.8 Taxis & Hire Cars

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

17.14.9 ATC Betting Pavilion

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

17.14.10 ATC Members Shuttle

No Members shuttle operating on Sunday 9 March 2014.

17.14.11 Construction Staff Access

TBA

17.14.12 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.

18 LIST OF ATTACHMENTS

List of attachments to be developed by December 2013. Included with this document are Attachment 2 – 5.

Attachment A: ESPA Response to DA notice of determination (will be circulated once final Terms & Conditions are received).

Attachment B: Event & Stakeholder Contact List (available upon request)

Attachment 1a: Ingress Overview Plan – FMF

Attachment 1b: Egress Overview Plan - FMF

Attachment 1c: Pre-Event and Post Event Overview Plan

Attachment 1d: Ingress Overview Plan - GLYF

Attachment 1e: Egress Overview Plan - GLYF

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

Attachment 2b: Overview of Road Closures and Special Event Clearways - FMF

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

Attachment 2e: RMS Special Event Traffic Information (available Feb 2014)

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

Attachment 2g: TCP Numbers Overview – Randwick Racecourse & Surrounds - GLYF

Attachment 2h: Overview of Road Closures and Special Event Clearways - GLYF

Attachment 3a: Traffic Control Plans - FMF

Attachment 3b: Traffic Control Plans - GLYF

Attachment 3c: Traffic Control Plans Pre-Event and Post-Event

Attachment 4a: Alison Rd Bus Loading Area – FMF

Attachment 4b: Alison Rd Bus Loading Area - GLYF

Attachment 4c: Alison Rd Bump-in Management Plan

Attachment 5a: High St Bus Loading Area - FMF

Attachment 5b: High St Bus Loading Area - GLYF

Attachment 6: Fencing & Barricade Plan

Attachment 7a: Infield Delivery Instructions (available mid Feb 2014)

Attachment 7b: Vehicle Access Passes (available mid Feb 2014)

Attachment 7c: Infield Vehicle Movement Plan (available mid Feb 2014)

Attachment 8a: Event Day Venue Access - FMF

Attachment 8b: Event Day Venue Access - GLYF

Attachment 9a: PA Locations and speaker directions

Attachment 9b: PA Messages and schedule

Attachment 9c: PA Messages and schedule

Attachment 10: Portable Lighting Plan

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 11e: Overview of Portable VMS Locations

Attachment 11f: VMS Messages

Attachment 12a: Future Music Festival Site Map

Attachment 12b: Good Life Youth 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 (available Feb 2014)

Attachment 15: Public Notification Flyers

Attachment 16: Chalmers St Bus Setup

Attachment 17: External Staff Resourcing Overview

Attachment 18: Alison Road Closure and Reopening Sequence

Attachment 19a: Ingress Numbers by Location – FMF

Attachment 19b: Egress Numbers by Location - FMF

Attachment 19c: Ingress Numbers by Location - GLYF

Attachment 19d: Egress Numbers by Location - GLYF

Attachment 19e: Considerations for Arrival and Dispersal Analysis - GLYF

Attachment 19f: Key Points Summary for Planning for Good Life

Attachment 20a: Pedestrian No Go Zones – FMF

Attachment 20b: Pedestrian No Go Zones – GLYF

Attachment 21: Moore Park Drop and Ride Plan Overview - GLYF

Attachment 22: Unauthorised Drop Off and Pick Up Locations - GLYF

Attachment 23: Sample Flyer Advertising the Moore Park Pick Up Area to be distributed on event day - GLYF
