



Walsh Bay Arts Precinct Stage 2 SSDA Event Transport Management Plan

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GTA Consultants Office: NSW

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. Introduction

1.1 Background

A State Significant Development Application (SSDA) is currently being prepared for the redevelopment of the Walsh Bay Arts Precinct (WBAP). The redevelopment includes the refurbishment of Wharf 4/5 and the construction of new arts uses within Pier 2/3. The proposed redevelopment is anticipated to significantly increase visitation to the broader Walsh Bay precinct.

GTA Consultants (GTA) completed a Traffic Management and Accessibility Plan (TMAP) for Arts NSW dated 14 January 2015 as part of the Stage 1 SSDA. GTA was commissioned by Infrastructure NSW in March 2016 to provide transport advice and documentation for the Stage 2 SSDA, including an Event Transport Management Plan for the WBAP. Arts NSW maintains responsibility for strategic and design outcomes, along with stakeholder management, whilst Infrastructure NSW is responsible for project delivery.

In order to effectively manage traffic and pedestrian movements surrounding the WBAP, GTA has been engaged to prepare an Event Transport Management Plan (ETMP), for ongoing events surrounding the precinct for installation by the Traffic Management Contractor and assistance by NSW Police.

In response to GTA's TMAP, NSW Police outlined;

"The development of the WBAP as well as site activations is likely to have significant impact in relation to vehicle access and pedestrian access to the site. Major events such as the Vivid Festival have seen significant crowds moving around the Harbour foreshore areas as well as significant vehicular challenges (parking and access) due to crowds. The increase in focus on events and festivals for WBAP is something that NSWPF would be keen to be part of discussion with key agencies to contribute to strategies to manage this aspect of the development."

1.2 SSDA Event Overview

The Stage 1 SSDA included categorisation of anticipated events as part of the development of the WBAP, based on population forecast and how often such events are anticipated. The categories are presented in Table 1.1.

Table 1.1: Summary of events

Category	Patronage forecast	Frequency (maximum)	Example events
Cat 1 –	Up to 10,000	4 per annum	<ul style="list-style-type: none"> ○ New Year's Eve ○ Australia Day.
Cat 2 – Arts and cultural festivals	Up to 7,500	6 per annum	<ul style="list-style-type: none"> ○ Sydney Writer's Festival ○ Vivid Festival.
Cat 3 – Community events	Up to 5,000	No limit	<ul style="list-style-type: none"> ○ Arts organisation open days ○ Community markets.
Cat 4 – Private events	Up to 1,000	No limit	<ul style="list-style-type: none"> ○ Private functions ○ Commercial launches.

The SSDA specified that event specific management is required for category 1 and category 2 events.

2. Walsh Bay Arts Precinct Characteristics

2.1 Location and Context

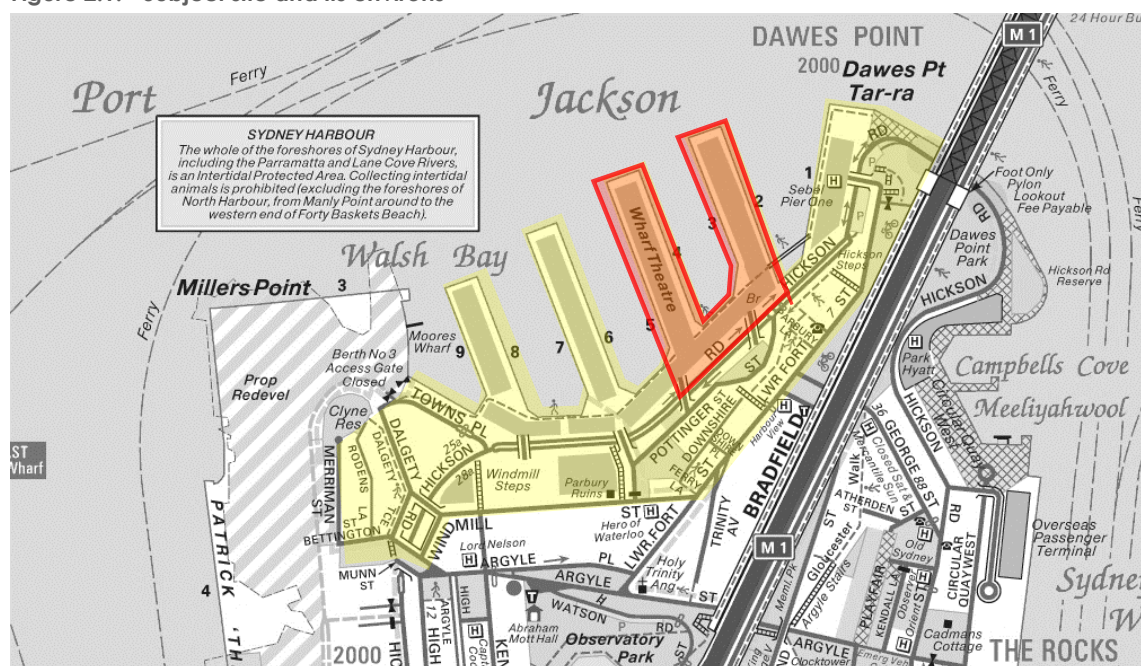
The subject site, is located at the northern extent of Dawes Point, and is bounded by Sydney Harbour to the north, Windmill Street and Lower Fort Street to the south, the Sydney Harbour Bridge to the east and Barangaroo Reserve to the west. The precinct remains a vibrant mix of commercial, residential and recreational uses, with the site described as providing 'the highest concentration of arts organisations in Sydney, with a mix of arts and cultural tenants'.

As reported by Arup, the vision is to create 'a sustainable and activated arts and culture precinct that supports and nurtures Sydney's home-grown culture and creativity'.

Under the City of Sydney's 2030 vision, the Walsh Bay Arts Precinct makes up the northern aspect of a 'cultural ribbon' extending from the Powerhouse Museum, Barangaroo, Circular Quay and the Australian Museum.

The location of the broader Walsh Bay area, as well as the specific Walsh Bay Arts Precinct is shown in Figure 2.1.

Figure 2.1: Subject site and its environs



(Reproduced with permission from Sydway Publishing Pty Ltd)

2.2 Public Transport Access

2.2.1 Train

Walsh Bay is somewhat serviced by trains. Wynyard and Circular Quay are approximately equidistant from the WBAP, with walking access approximately 1,300 metres. Whether a person alights the train at Wynyard or Circular Quay is a matter of personal preference and their origin/destination. Train services from these stations provides almost direct access to all other

stations across the Sydney Trains network, excluding the Eastern Suburbs and Illawarra Line, and the Carlingford Line.

2.2.2 Bus

Three routes operate, which immediately service Dawes Point and Walsh Bay; namely the 311, 324 and 325. Service routes and frequencies are outlined and illustrated Table 2.1, Figure 2.2 and Figure 2.3

Table 2.1: Bus routes within immediate vicinity of Walsh Bay

Service	Route number	Route description	Location of stop	Distance to nearest stop	Frequency on/off peak
Bus	324, 325	Watsons Bay to Walsh Bay (different routes)	Hickson Road opposite Wharf Theatres (2000130)	20 m	10-15 mins/ 15-30 mins
Bus	311	Railway Square to Millers Point via Woolloomooloo	Barangaroo Reserve, Hickson Road (2000439)	250 m	15 mins / 30-45 mins

Figure 2.2: Sydney Buses region guide

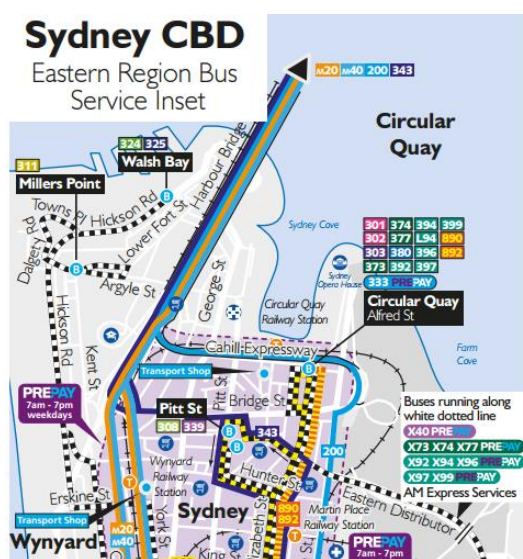


Figure 2.3: Bus access from stop #2000439 near site

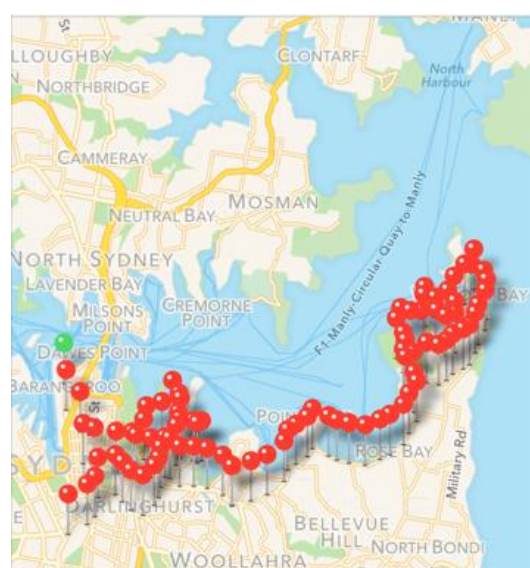


Figure 2.2 source: http://www.sydneybuses.info/routes/15326_STA_region_web_map_east_20160801.pdf, accessed 22 August 2016

Figure 2.3 source: iOS Tripview app, accessed 22 August 2016

2.2.3 Ferry

Circular Quay acts as the nearest ferry wharf to the site, with services to all ferry wharves within the Sydney ferries network.

2.2.4 Current Public Transport Summary

Whilst public transport provision is present surrounding Walsh Bay, it is largely removed from the services and provision of public transport provided by the Sydney CBD due to its relative remoteness, albeit in excess of one kilometre. Notwithstanding, due to the provision of pedestrian facilities, public transport is considered to be a key access mode to the WBAP.

2.2.5 Future Public Transport Summary

With the ongoing development of the neighbouring Barangaroo site and public transport investment, the precinct will likely significantly benefit from future public transport services. Such services include the development of the Sydney Metro, with a station to be located at Barangaroo, as well as a ferry wharf at Barangaroo, CBD light rail to Circular Quay and the development of Hickson Road as a key bus corridor.

2.3 Car Parking

No car parking is provided on-site and no changes to parking provision are proposed as part of the development. Currently three existing commercial car parks exist in the vicinity of the site, including:

- Barangaroo Point car park, accessed from Hickson Road south of Pier 8
- Barangaroo Reserve car park, located under the Headland Park at Towns Place
- Bond Store One car park, adjacent to the Roslyn Packer Theatre.

All three car parks are located along Hickson Road within 200 metres of WBAP.

Most notably, the Bond Store One building is located across the road from Wharf 4/5, which contains 175 car parking spaces and provides 10 per cent discount to Sydney Theatre Company patrons on weekdays after 5pm and on weekends.

A parking occupancy spot check was undertaken by GTA on Saturday 22 October 2016 between 8pm and 8:30pm, of the above car parks. The results of the occupancy survey are detailed in Table 2.2.

Table 2.2: Commercial car park occupancy (Saturday 8pm to 8:30pm)

Car park	Supply	Spaces occupied	Occupancy
Barangaroo Point car park	217	43	20%
Barangaroo Reserve car park	300	41	14%
Bond Store One car park	175	165	94%
Total	692	249	36%

As indicated in Table 2.2, the overall demand for parking in the surrounding area is low relative to supply, on a typical Saturday evening.

Notably, the Bond Store One car park had a high parking demand of 94 per cent of parking spaces occupied. This demand was generated by the adjacent Roslyn Packer Theatre where an event was being held at the time of the survey. The results record a typical Saturday evening as events at the Roslyn Packer Theatre is a regular occurrence.

3. Event Details

The spatial area of a special event is a key factor in determining transport management requirements for the event.

In this regard, this ETMP has been prepared with the assumption that the WBAP would accommodate the following three types of special events based on the spatial extent of the event:

- **City wide events**, which would extend beyond the WBAP to be a major city event
- **Precinct wide events**, which are held within the WBAP
- **Public domain events**, which are community events held within the public domain space at WBAP.

The characteristics of the above event types are detailed in Table 3.1.

Table 3.1: Event Details

Characteristic	City wide events	Precinct wide events	Public domain events
SSDA Event Category ^[1]	<ul style="list-style-type: none"> ○ Cat 1 – Major events ○ Cat 2 – Arts and cultural festivals 	<ul style="list-style-type: none"> ○ Cat 2 – Arts and cultural festivals 	<ul style="list-style-type: none"> ○ Cat 3 – Community events ○ Cat 4 – Private events
Permitted Population	<ul style="list-style-type: none"> ○ 7,500 total ○ 6,000 internally ○ 1,500 in public domain. 	<ul style="list-style-type: none"> ○ 5000 - 7,500 total ○ 6,000 internally ○ 1,500 in public domain. 	<ul style="list-style-type: none"> ○ 1,000 – 5,000 in public domain
Frequency	4 per annum	6 per annum	No limit
Key Measures	<ul style="list-style-type: none"> ○ Road closures ○ Coordination with authorities ○ Access and boundary controls ○ Management of external population. 	<ul style="list-style-type: none"> ○ Special event transport where required ○ Coordination with authorities, where required ○ Access and boundary controls. 	-
Example Events	<ul style="list-style-type: none"> ○ New Year's Eve ○ Australia Day ○ Vivid Festival. 	<ul style="list-style-type: none"> ○ Sydney Writer's Festival ○ WBAP Arts/ cultural festival. 	<ul style="list-style-type: none"> ○ Arts organisation open days ○ Community markets ○ Private functions ○ Commercial launches

[1] As detailed in the TMAP which categorised events into four types based on the population forecast. However, the population forecast has been revised with a maximum population of 7,500 now allowed on site.

City wide and precinct wide events will require the preparation and implementation of an event-specific Transport Management Plan. The following plan provides general transport management measures that would likely be implemented for the above event types.

It should be noted that the major event examples identified in Table 3.1 contain existing event transport management solutions at or in the vicinity of the site. These solutions are anticipated to be either maintained or emphasised as required following the redevelopment of WBAP, for example, extension of road closures and extended time restrictions for closures.

The administrators of the WBAP should seek to liaise with City of Sydney, CBD Coordination Office and NSW Police to determine which events may generate significant numbers of people and subsequently, require the implementation of an event-specific Transport Management Plan.

*Guide to Traffic and Transport Management for Special Events*¹ by Roads Maritime and Services (Roads and Maritime) is to be referenced as part of the management process, to determine the

¹ August 2006, Version 3.4

category of each special event as per Table 3.1, classification of the event as per Roads and Maritime requirements, the stakeholder consultations required, and statutory approvals required for the special event.

4. Transport Management Treatments

4.1 Overview

To adequately manage the large influx of patrons for the events, transport management treatments are required to be installed to alter the normal conditions surrounding the WBAP.

The Transport Management Plan will need to be installed, maintained and removed by a traffic management contractor.

The following sections outline the general treatments that should be implemented for special events at the WBAP. However detailed Transport Management Plans would be produced for the specific event prior to its occurrence. The Transport Management Plan would identify varying works dependent on the anticipated attendance for each event.

4.2 City Wide Event

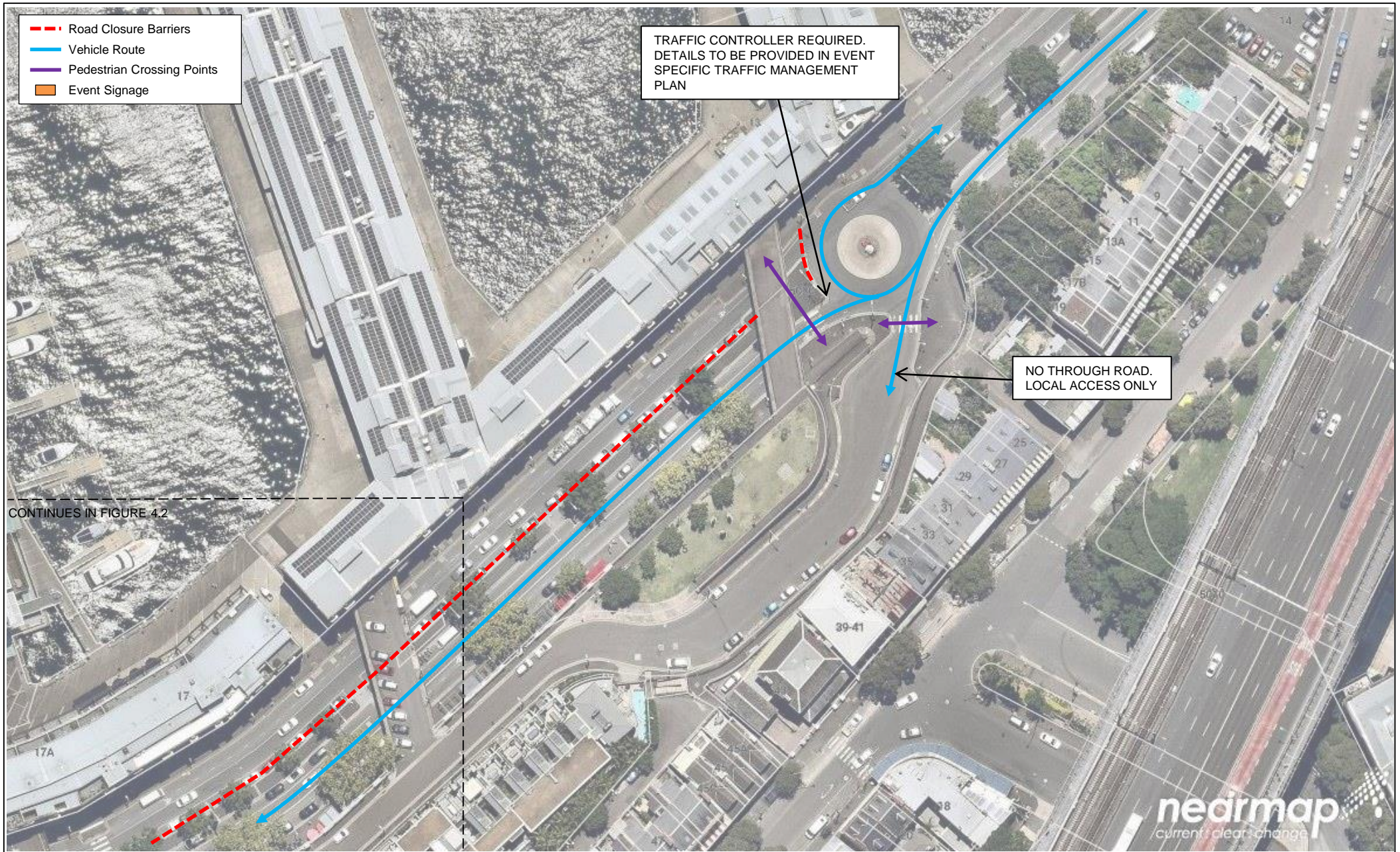
4.2.1 Precinct Extents

City wide events are expected to be walk-in events, with pedestrians to walk along Hickson Road, along the site frontage. In this regard a city wide event would result in an extended event and precinct area for the WBAP with significant crowds expected external to the site. That is, event management plans would incorporate pedestrian and traffic management measures outside the precinct, such as road closures and marshalling staff outside the site.

It is anticipated that precinct management would include monitoring of the harbour to restrict water vessel access, and traffic control on Pottinger Street and Hickson Road to control pedestrian flows and crossing points.

4.2.2 Road Closure/ Traffic Management

Based on the assumption that a city wide event would generally be walk-in events, many pedestrians are expected to accumulate within Hickson Road, along the site frontage. The footpath at the frontage of the site is not anticipated to be of sufficient width to allow comfortable walking to the site, resulting in pedestrians walking within the road corridor of Hickson Road. As such a full road closure would be required, as is applied on some roads for existing events such as the Vivid Festival and New Year's Eve. Closure of the eastbound carriageway of Hickson Road between Towns Place and Pottinger Street would likely be required to provide additional space for crowd management at the frontage of the site as shown Figure 4.1 and Figure 4.2.



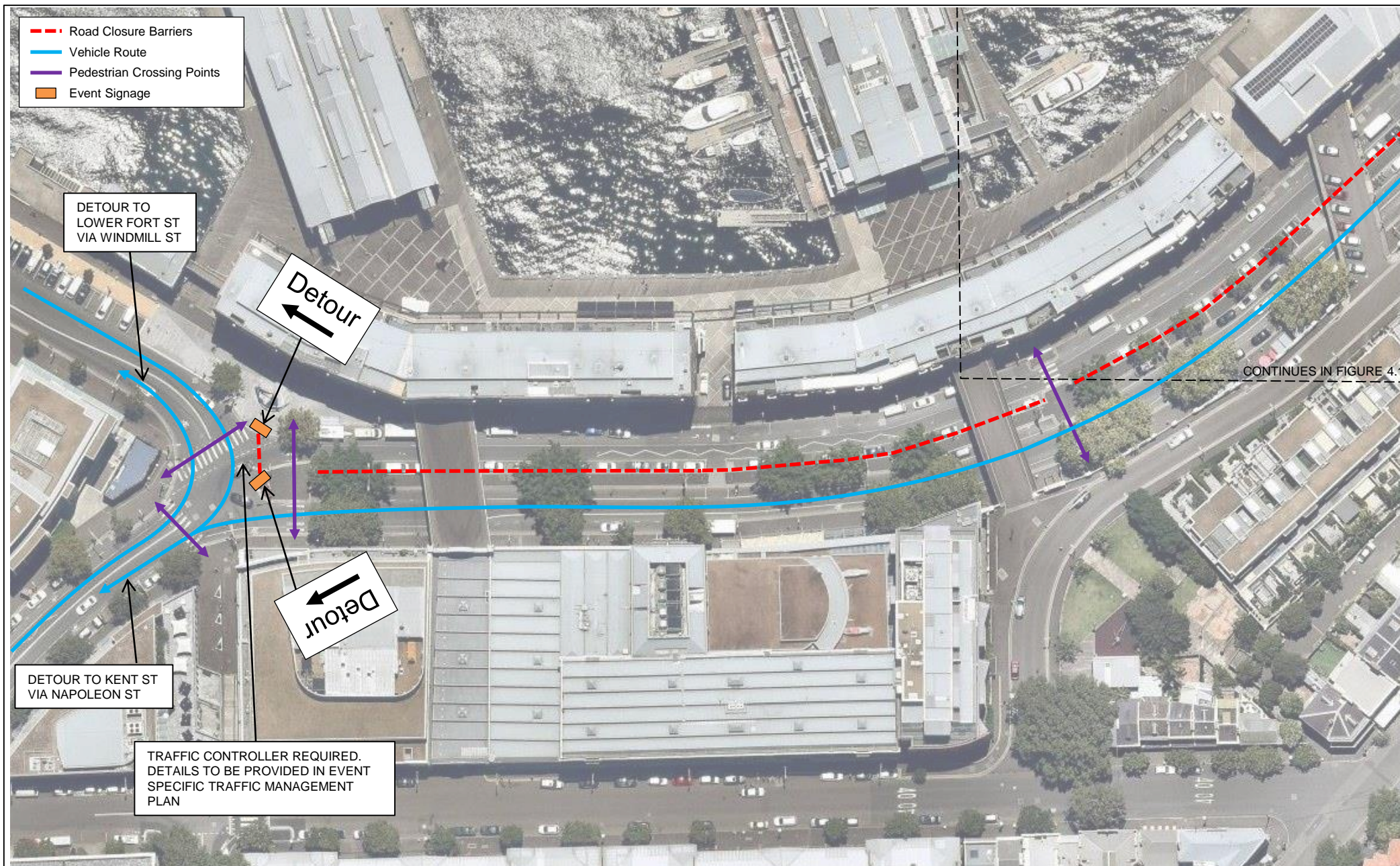
Melbourne 03 9851 9600
 Sydney 02 8448 1800
 Brisbane 07 3113 5000
 Canberra 02 6263 9400
 Adelaide 08 8334 3600



WASH BAY ARTS PRECINCT REDEVELOPMENT
 EVENT TRAFFIC MANAGEMENT PLAN – CITY WIDE EVENT
 INDICATIVE ROAD CLOSURE PLAN

DATE:
04.11.16

DRAWING NO.
FIGURE 4.1



Melbourne 03 9851 9600
 Sydney 02 8448 1800
 Brisbane 07 3113 5000
 Canberra 02 6263 9400
 Adelaide 08 8334 3600



WASH BAY ARTS PRECINCT REDEVELOPMENT
 EVENT TRAFFIC MANAGEMENT PLAN – CITY WIDE EVENT
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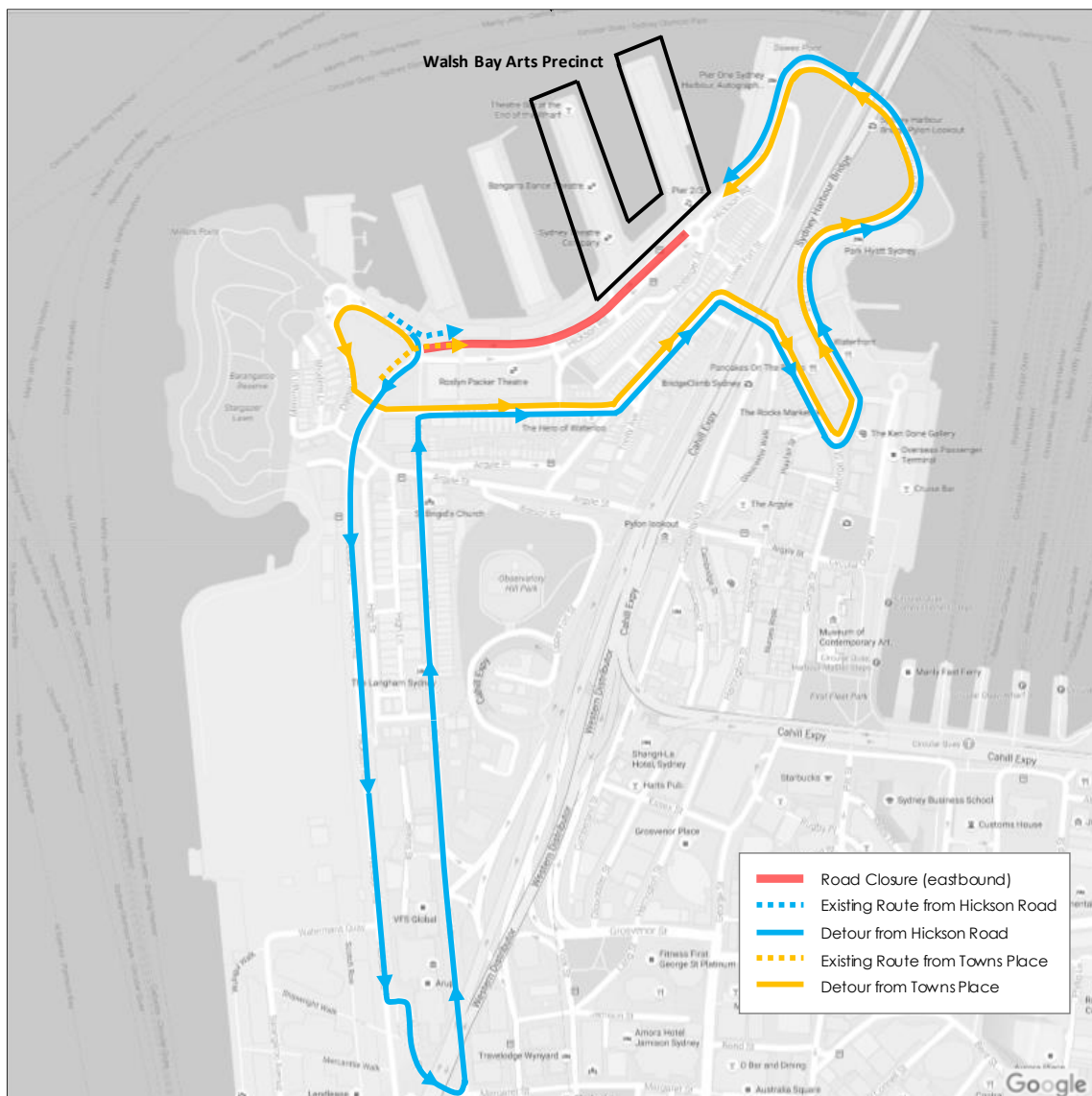
DRAWING NO.
 FIGURE 4.2

The resulting restrictions to vehicle movement along Hickson Road would require vehicles to detour via The Rocks for vehicles travelling northbound on Hickson Road, or via Kent Street via the CBD for vehicles travelling eastbound on Towns Place. The proposed detour routes are shown in Figure 4.3.

Wayfinding signage is required to divert drivers to the appropriate detour. Event-specific transport management plans should be produced to implement the appropriate signage, traffic and crowd control measures.

While measures to detour vehicles, would be implemented, it would be necessary reduce the volume of vehicles required to detour, through the prior advertisement of the event and its proposed road closures. In any case, city wide events are advertised as public transport events. Drivers are generally aware of the changed traffic conditions during major event periods and there is reduction in traffic generation to the city.

Figure 4.3: Proposed detour



4.2.3 Car Parking

On-street parking restrictions would be amended or removed for special events.

Proposed road closures would require the loss of a number of car parking spaces (approximately 175 spaces on the eastbound carriageway), particularly along Hickson Road where on-street parking is available on both sides of the carriageway.

To improve pedestrian flow along key streets, parking may be required to be removed completely for widening of the pedestrian walkway where high pedestrian volumes are expected.

Commercial car parks near the site should be notified prior to a major event so that they may organise traffic controllers within their car park to ensure efficient access and circulation. It is noted however; visitors would be discouraged from private vehicle usage to major events in the area due to:

- An insufficient availability of parking supply in the surrounding area
- Advertisement of the event as a strictly public transport event
- Increased provision of public transport services by Sydney Trains and Sydney Buses for major events.

4.2.4 Pedestrian Management

City wide events are to be publicised as public transport events. The site is located within a 15-minute walk from the nearest railway station.

The isolated nature of the WBAP from the CBD and the significant grade changes around the site, creates a difficult environment to access the precinct by foot. In this regard, it is recommended that improved wayfinding signage be provided from key nodes surrounding the site. It is envisaged that the majority of walking trips to the site will be from the CBD and the Wynyard and Circular Quay transport hubs.

A traffic controller would be present on either side of the road closure to manage vehicles and pedestrians, noting that some pedestrians would be required to cross the westbound carriageway of Hickson Road to access the site.

Additional marshalling staff would be required at the pedestrian access points in to the site.

4.2.5 Public Transport

A city wide event would include coordination with transport authorities (Transport for NSW, Roads and Maritime, Sydney Buses etc.) to manage increases to public transport patronage to key destinations. The frequency of public transport services would be required to be increased for most events, as is the case for existing events such as Vivid Festival and New Year's Eve.

4.2.6 Service Vehicle Access

Service vehicle access into the site is required to be managed during the event. Tenants should be instructed to restrict deliveries and service vehicle access to allocated hours. Hours would be outside of the event period where possible, or where an event is held all day, vehicle entry and exit should be managed by traffic controllers located at the road closures and at the site access, at periods when low volumes of visitors are expected.

Delivery and installation of event structures would be carried out outside of the event period.

The management of service vehicle access requirements is to be undertaken by the event-proponent, with coordination with the WBAP Manager (Precinct Manager).

4.3 Precinct Wide Event

4.3.1 Precinct Extent

Precinct wide events would be contained within the whole site including internal facilities and the public domain areas. Access into the site would be controlled to maintain a defined precinct boundary.

Management measures may be required outside the site along the footpath as pedestrians queuing from the accesses, may overflow outside.

4.3.2 Road Closure/ Traffic Management

Road closures are not anticipated to be required for a precinct wide event.

Where large crowds are anticipated, city wide event treatments would be implemented, for example road closures, traffic controllers, and/ or wayfinding signage. The measures would be detailed in an event-specific Transport Management Plan.

4.3.3 Car Parking

Several on-street parking restrictions may be amended for precinct wide events. These restrictions will allow for special event related parking areas to operate, such as bus pick-up/drop-off, taxi ranks and hire car pick-up/drop-off.

Where event shuttle buses are provided, additional bus parking areas may be required if existing public bus stop is not feasible for use. Consultation with relevant authorities (Transport for NSW, Sydney Buses etc.) would be required in this instance.

Commercial car parks near the site should be notified prior to a major event so that they may organise traffic controllers within their car park to ensure efficient access and circulation.

4.3.4 Pedestrian Management

The existing footpath along the frontage of the site is 3.5 metres wide. For everyday operation, this is an appropriate footpath width. A special event that would generate a significant number of pedestrians at the same time, a footpath width of 3.5 metres may be insufficient or congested.

Where notably high pedestrian volumes are expected, footpath congestion may be reduced by implementation of the following measures:

- Removing kerbside parking spaces and extending the boundary of the footpath to the parking lane, with appropriate barriers between the traffic lane and path
- Providing more than one entrance into the event space, and setting back the entrance as far in to the site as possible to reduce pedestrian queueing potential on the footpath.

It is noted that existing precinct wide events do not require implementation of the above measures, however in future there may be an event requiring consideration for footpath congestion. Alternatively, the event proponent may consider pre-event ticketing to restrict the number of people attending the event.

4.3.5 Public Transport

For major events, event shuttle buses are likely to be required to transfer patrons from high frequency bus and rail connections at Wynyard and/or Circular Quay and/or CBD parking stations to the site. It is envisaged that the shuttle service would be managed by Arts NSW and funded by the specific event organisers.

It is noted that currently during events such as the Writers Festival, a shuttle bus service operates between Circular Quay and the precinct from 9am to 6pm at 10-minute frequencies. The Writers Festival generally attracts 8,000 to 10,000 patrons per day.

The implementation of a shuttle bus would require prior consultation with Transport for NSW and City of Sydney Council. Where there would be an impact to existing bus service operation, consultation with Sydney Buses would also be required.

4.3.6 Service Vehicle Access

Similar to a city wide event, service vehicle access into the site is required to be managed during the duration of the precinct wide event. Tenants should be instructed to restrict deliveries and service vehicle access to allocated hours. Hours would be outside of the event period where possible, or where an event is held all day, vehicle entry and exit should be managed by traffic controllers located at the road closures and at the site access, at periods when low volumes of visitors are expected.

Delivery and installation of event structures would be carried out outside of the event period.

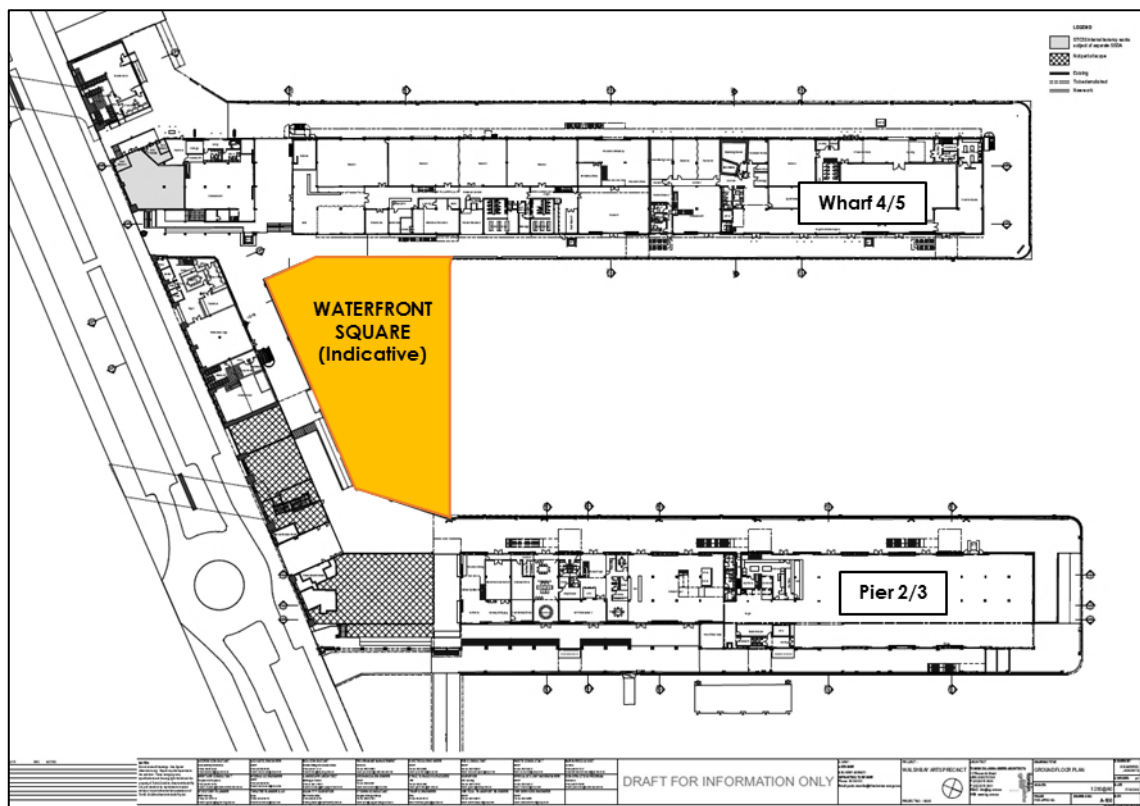
The management of service vehicle access requirements is to be undertaken by the event-proponent, with coordination with the Precinct Manager.

4.4 Public Domain Event

4.4.1 Precinct Extent

Open access in to the WBAP would be allowed for public domain events with restrictions applied by the event proponent as required. The proposed new Waterfront Square would be the only public domain space which would be boundary controlled to prevent overcrowding. The Waterfront Square is shown Figure 4.4.

Figure 4.4: Waterfront Square



Base Source: Indicative development plan, Tonkin Zulaikha Greer Architects, 17/10/2016

4.4.2 Road Closure/ Traffic Management

Road closures or changes to general traffic conditions would not be required for a public domain event.

Traffic conditions would generally be consistent with average daily conditions. An increase of set-down/ pick-up activity may occur however this would occur outside of road network peak periods with most events to occur in the evenings and weekends.

4.4.3 Car Parking

Prior to the implementation of the Barangaroo Metro station on Hickson Road, car usage, taxi and Uber trips to the site are expected to be a popular mode of travel. As such parking demand is likely to increase during special events. Notably, some events at the Sydney Theatre Company, Sydney Dance Company and Australian Theatre for Young People may involve parents and guardians dropping off or picking up children to/ from performances.

In this regard, consideration should be given to permanent changes to parking restrictions at the frontage of the site for additional set-down/ pick-up parking.

Currently Hickson Road along the site, contains a mix of two-hour, four-hour, taxi zone, bus zone, and loading zone restrictions. Inclusion of two or more set-down/ pick-up spaces, (that is five-minute or 15-minute restricted parking spaces) would reduce potential queuing of vehicles on the carriageway of Hickson Road.

As discussed most special events occur in the evenings or weekends. Observations indicate that there is spare capacity in the surrounding commercial car parks to cater for event parking demand with generally low demands observed on a Saturday evening.

The Bond Store One car park was the only commercial car park in the area with a high parking demand. It is noted that this parking demand was generated by an event taking place at the time, at the Roslyn Packer Theatre.

4.4.4 Pedestrian Management

Pedestrian movement within the precinct is to be maintained as existing conditions as public domain events are anticipated to generate far lower volumes of visitors. In cases where crowd control is anticipated to be a concern, the event proponent may consider ticketing of the event.

Notably crowd management would be required for the proposed new public domain space, the Waterfront Square. Ticketing or a restricted access would be implemented to manage the volume of pedestrians entering the space.

As shown in Figure 4.5, both entrances into Wharf 4/5 contain boom gates. It is recommended to replace the existing boom gates with retractable bollards to improve pedestrian connectivity in the area. Currently, the boom gates give pedestrians the impression that the access is for vehicles only. However, both entrances are sign posted as a shared zone. Retractable bollards would act to:

- Promote pedestrian movement directly into Wharf 4/5
- Improve the aesthetics of the area as a public domain space
- Restrict unauthorised vehicle access of vehicle access during restricted times
- Allow open access during city wide and precinct wide events where several entrance points would be beneficial.

4.4.5 Public Transport

No changes to public transport would be required. If required, the event coordinator may organise a shuttle bus or buses for the event. This would be prudent for events that may reach up to 1,000 visitors or more at any one time. The event proponent would be required to consult with Arts NSW in this regard.

4.4.6 Service Vehicle Access

Service vehicle access for waste collection and general tenant delivery and loading requirements are to be maintained as existing conditions.

Special event service vehicle access is to be limited to specified hours, that is, bump-in/ bump-out periods for installation. The event proponent is to coordinate the event installation periods with the Precinct Manager.

4.5 General Controls

4.5.1 Access and Crowd Control

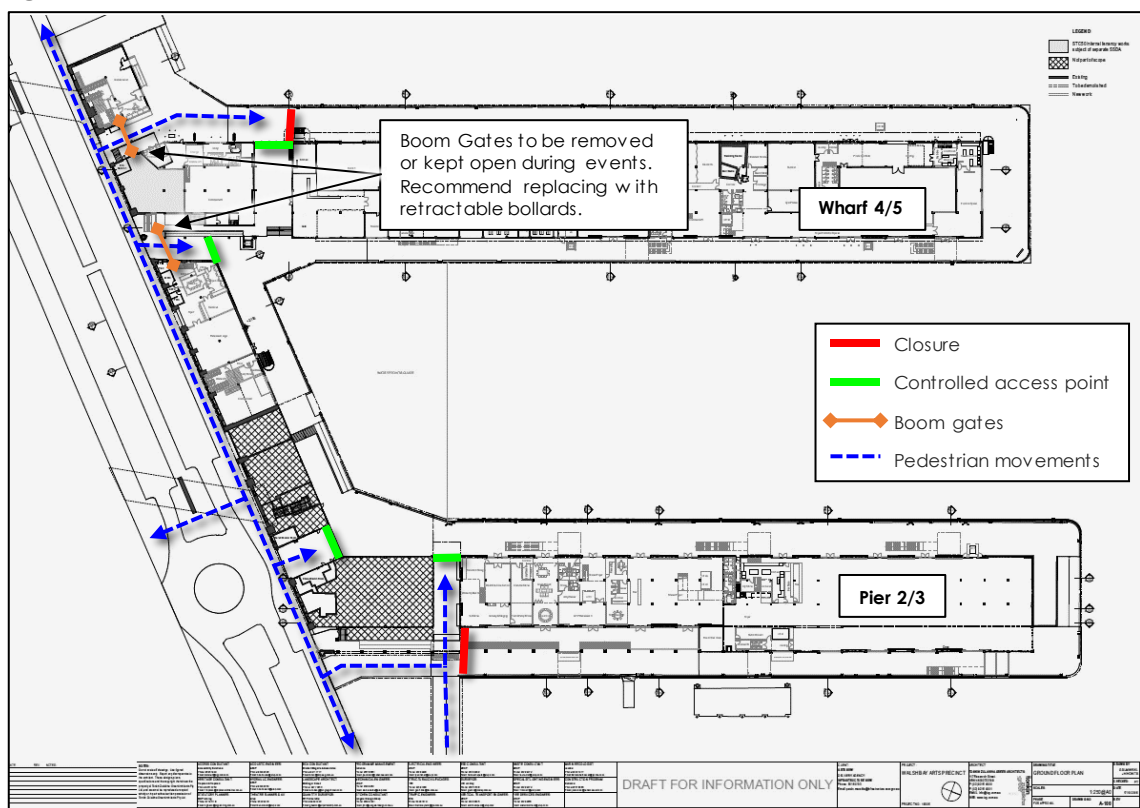
The WBAP has a maximum allowable population as detailed in Table 3.1. To ensure the maximum population is not exceeded at any time, access into the site would need to be controlled, particularly for city wide and precinct wide events.

Restricted access points into the site would implemented where the number of visitors entering and exiting the site would be monitored. Alternatively, events held within the precinct are likely to be ticketed events. This would be at the judgement of the event proponent.

Potential locations for controlled access points where visitors would be counted/ ticketed and bag checked are shown in Figure 4.5. The access points would be set into the site as far as possible to reduce the likelihood of pedestrians queuing along the Hickson Road footpath, and provide space for bag checks.

Apart from the Waterfront Square, access restrictions would not be required for public domain events, which would generally be open events or private events held by tenants.

Figure 4.5: Access control locations



Base Source: Indicative development plan, Tonkin Zulaikha Greer Architects, 17/10/2016

4.5.2 Tenant Access

Local pedestrian access for adjacent properties should be maintained at all times. For public domain events, access arrangements would be maintained as existing. However, for city wide and precinct wide events tenant access would require management and monitoring.

Many tenants have accesses located along the wharf. Where access is required during an event, a special access arrangement would be organised by the event proponent, so that tenants would not be required to queue or purchase tickets to access the site.

The access arrangements would vary for each specific event following consultation with local businesses.

Measures would include providing special access passes to tenants, arranging alternative route into the tenant's place of business, or limiting tenant hours of operation (following consultation and agreement with the tenant).

4.5.3 Security

The event proponent with coordination with the Precinct Manager would organise event security for all events. The extent of security measures would vary based on the event type and size.

For city wide and precinct wide events, pedestrian screening process is required at the entrances to the site, for example a bag checking station. Within the extended precinct, marshalling staff and additional security staff would be present for action when required.

CCTV surveillance and marshalling staff is to be provided for all events. CCTV surveillance would be coordinated with the Precinct Manager.

Consultation will be carried out with NSW Police for all special events. Potential issues in relation to traffic, parking and accessibility would be discussed to allow NSW Police to determine whether the event requires police monitoring. Some events may need police officers to be on location at various times throughout the event to observe and respond should the need arise.

The appointed security firm, traffic controllers and special event crowd control staff will be required to have the relevant NSW Police contact details on their person at all times over the course of the event.

4.5.4 Emergency Services

An onsite first aid facility is to be organised for all special events, allowing first aid services to be readily available when required. The first aid facility would be organised by the event proponent.

At all times, the traffic management strategy should seek to maintain direct and convenient emergency vehicular access along Hickson Road and surrounding roads. During full road closures, traffic controllers would be present to allow emergency vehicle access when required.

Appropriate consultation would be completed with relevant stakeholders, including NSW Police (relevant Local Area Command) and emergency services (NSW Ambulance and Fire and Rescue). It is recommended that all emergency services are made aware of the event details to ensure that their concerns, if any, are addressed and appropriate emergency vehicle access routes and parking locations are communicated and agreed.

4.5.5 Roads and Maritime Major Event Notices

Roads and Maritime maintains an up-to-date listing of major events and anticipated traffic delays. This information is provided on the Roads and Maritime website and via the Roads and Maritime live traffic web service. This traffic information and a link to the Roads and Maritime live traffic web service is also provided within the Walsh Bay website: walshbay.com.au.

Consultation with Roads and Maritime would be required prior to a major event to obtain feedback on the event specific transport management plan and requirements for variable message signage (VMS).

4.5.6 Advertising

The primary form of communication prior to a special event at Walsh Bay will be web site notifications, media announcements via social media, newspapers and/or radio advertisements.

Consultation should be carried out with affected residents and business owners in advance of the event, by the event management team or by City of Sydney Council. One example is to letterbox drop all local areas to ensure sufficient notification of the upcoming event and the planned access arrangements.

4.5.7 Variable Message Signs

VMS is proposed for the special event period. The VMS will be positioned in safe locations and should not obstruct vehicle or pedestrian access, visibility to traffic signals, road signs or pedestrian crossing locations. They are to be in place and ready for operation prior to the event day/s to warn drivers of the upcoming event and any road closures and diversions.

The location of each VMS is to be determined for each event, as part of the event-specific Transport Management Plan.

Melbourne
A Level 25, 55 Collins Street
PO Box 24055
MELBOURNE VIC 3000
P +613 9851 9600
E melbourne@gta.com.au

Sydney
A Level 6, 15 Help Street
CHATSWOOD NSW 2067
PO Box 5254
WEST CHATSWOOD NSW 1515
P +612 8448 1800
E sydney@gta.com.au

Brisbane
A Level 4, 283 Elizabeth Street
BRISBANE QLD 4000
GPO Box 115
BRISBANE QLD 4001
P +617 3113 5000
E brisbane@gta.com.au

Canberra
A Tower A, Level 5,
7 London Circuit
Canberra ACT 2600
P +612 6243 4826
E canberra@gta.com.au

Adelaide
A Suite 4, Level 1, 136 The Parade
PO Box 3421
NORWOOD SA 5067
P +618 8334 3600
E adelaide@gta.com.au

Gold Coast
A Level 9, Corporate Centre 2
Box 37, 1 Corporate Court
BUNDALL QLD 4217
P +617 5510 4800
F +617 5510 4814
E goldcoast@gta.com.au

Townsville
A Level 1, 25 Sturt Street
PO Box 1064
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P +617 4722 2765
E townsville@gta.com.au

Perth
A Level 27, 44 St Georges Terrace
PERTH WA 6000
P +618 6361 4634
E perth@gta.com.au