



# **TRAFFIC MANAGEMENT PLAN**

## **Fernhill Estate 2017 Concert**

**Fernhill Estate  
1041-1117 Mulgoa Road,  
MULGOA**

**Version 1.0  
Issued: 4<sup>th</sup> December 2016**

**Prepared by**

**WHO DARES PTY LTD**

**TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS**

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Event Organiser: **Fernhill Estate 2017 Concert**

TMP Version: **1.0**

Issue Date: 16<sup>th</sup> December 2016

Revision Date:

Document Authors: **Greg Mooney**, RTA Certificate 2133007523  
**Who Dares Pty. Ltd.**  
**Phone 9569 9922 Fax 9569 9933**

**This Traffic Management Plan is approved by:**

New South Wales Police: Date:

Transport Management Centre: ROL # Date:

Penrith City Council: Date:

**Authority of the TMP**

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Fernhill Estate 2017 Concert at the Fernhill Estate, Mulgoa Road, Mulgoa, will operate.

In case of emergencies, or for the management of incidents, the NSW Police is not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

## **Planning Contacts**

### **Event Organiser -**

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## **1. Objectives**

- 1.1. To ensure that the Fernhill Estate 2017 Concert event being held at Fernhill Estate, 1041 Mulgoa Road, Mulgoa is conducted in a safe manner with minimum disruption to the wider community.
- 1.2. This document is based on the successful operation of similar event held on the weekend of 12<sup>th</sup> & 13<sup>th</sup> April 2013. A debrief with stakeholders was held and minor changes for improved operation are demonstrated in this plan.
- 1.3. To provide a high-level description of the various traffic, transport and pedestrian management to make this event a success.
- 1.4. To provide a framework for each agency to use to develop their own plans.
- 1.5. To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.

## **2. The Event Details**

- 2.1. This TMP is designed for events with a maximum 5,000 patrons.
- 2.2. The event site is located approximately 15 minutes from Penrith, 30 minutes from Parramatta or 60 minutes from Sydney's CBD.
- 2.3. The event will utilise a Central Precinct Amphitheatre with a temporary stage a several speaker box locations.
- 2.4. No permeant seating will be provided. The event organiser envisages patrons sitting on fold out chairs and picnic blankets during the performances.
- 2.5. The event organiser will provide event staff, food vendors, water stations, waste services etc. during the event.
- 2.6. It is expected that most patron's will arrive by special event bus or private vehicle. This could include up to 60 coaches doing continual loops from prearranged pick up location.
- 2.7. A maximum of 1,800 private vehicle spaces will be provided on site for event staff and patrons.

### **3. Public Notification**

- 3.1. All local residents and the general public will be notified of the event via VMS boards, event web site, newspaper notification, and other opportunities that may be available including social media. Advertising will be well in advance and notification will be a minimum of two weeks prior to the event.
- 3.2. RMS operates and maintains a listing of major events with regards to expected traffic delays. This information is provided on the Transport for NSW live traffic website ([livetraffic.rms.nsw.gov.au](http://livetraffic.rms.nsw.gov.au))

### **4. Public Transport**

- 4.1. Event organisers will charter buses to run the shuttle services from prearranged pick up locations.
- 4.2. Busways route 795 has limited services along Mulgoa Road on weekends between Penrith Interchange and Warragamba. Four services, in each direction, run from Penrith Interchange on weekends. These services may experience some delay due to the traffic volumes generated by the event and the traffic control at the access locations on Mulgoa Road. Minimal delays were experienced at the April 2013 event.
- 4.3. Busways are to be made aware of this event.

### **5. Police**

- 5.1. Discussions regarding the event and the use of User Pays police with the Penrith LAC are ongoing and a meeting will be arranged in advance of the event to confirm requirements.

### **6. On-site communications**

- 6.1. It is noted that all staff, including on-site marshals and qualified traffic controllers will be in radio contact at all times to allow for appropriate communication and internal and external traffic and parking efficiency.



## **7. Site Access**

- 7.1. Entry to the site for private vehicles will be via the southern Main Gate. They will then exit through the northern gate on egress.
- 7.2. Bus entry and exit will be via the northern gate for ingress and egress.
- 7.3. There will be no right turn into the entry gates from Mulgoa Road for vehicles traveling south, these vehicles will follow a detour via St Thomas Road (south) Farm Road and Littlefields Road to return north bound on Mulgoa Road approaching the estate.
- 7.4. Buses would arrive from the same direction and turn left into the northern gate. They will be brought into the site and terminate at an appropriate area for set down, disembarkation and turning for exit along the same road. Buses will turn left out of the gate and return to Penrith.
- 7.5. Emergency access will be available via both gates.
- 7.6. Exit from the site for patrons vehicles will be via the Northern Gate. Vehicles will be instructed to exit left to 'M4 Via Penrith' and right 'M4 and M5 Via The Northern Rd'. Traffic controllers will assist for safety.
- 7.7. The site access driveways will be under the management and control of RMS accredited traffic controllers to maintain appropriate and safe access and egress for staff and patrons while maintaining traffic flow along Mulgoa Road.
- 7.8. A temporary restriction of speed on Mulgoa Road, in both directions, will be applied for. It is requested to reduce speed to 60kmph for the 2 kilometres of Mulgoa Road from Mayfair Road to St Thomas Rd immediately alongside the event. This worked effectively in the April 2013 event
- 7.9. Presence of police marked cars on Mulgoa Road is requested to encourage adherence to the speed restriction.

## **8. On-site parking**

- 8.1. Car parking will be provided on the existing open grassed paddock within one designated on-site car parking for participants and spectators. This parking area will accommodate up to 1800 vehicles conservatively.
- 8.2. The car park should be filled from west to east.
- 8.3. Dedicated and separate staff parking will be provided on-site for up to 100 staff vehicles.
- 8.4. All entry and exit locations will be signposted to reduce driver uncertainty.

## **9. Pedestrian Control**

- 9.1. Parking is being provided within the Fernhill Estate similar to the April 2013 event, no vehicles were parked on Mulgoa Road.
- 9.2. When patrons purchase tickets it will include a prompt to pre-purchase parking or special event bus travel.
- 9.3. The closure of St Thomas Road (north) at Mulgoa Road and St. Thomas Road at Kings Hill Road will minimise the patrons trying to park externally.
- 9.4. Pedestrians will be guided by marshals from the parking area and the bus and taxi drop off zones to the entry point.

## **10. Road Closures**

- 10.1. The northern entry point of St Thomas Road will be closed to west of Mulgoa Road and north of Kings Farm Road (access road behind St Thomas Historic Church) during event times to help improve traffic flow.
- 10.2. A detour will be provided via event directional signage on the southern entry point of St Thomas Road to direct patrons to Littlefields Road and then back onto Mulgoa Road to enter the event site from the south.

## **11. Traffic Control**

- 11.1. RMS accredited traffic controllers will be supplied to install signage and manage traffic as per the supplied Traffic Control Plans.
- 11.2. The intersection of Littlefields Road and Mulgoa Road will be under the management and control of RMS accredited traffic controllers.
- 11.3. Given that the primary intended arrival route will be via The Northern Road/ Littlefields Road/ Mulgoa Road, the intersection of Mulgoa Road/ Littlefields Road will be the main constraint (rather than the entry driveway) for both vehicles associated with the special event and other traffic in the local area. As per the traffic volumes observed at the April 2013 event, the cycle time at this intersection should not exceed three minutes to help minimise delays to motorists.
- 11.4. The intersection of Littlefields Road and Farm Road will be under the management and control of RMS accredited traffic controllers to assist with the movement of event traffic, following special event directional signage, needing to turn right from Farm Road onto Littlefields Road in order to access the event site from the southern direction.

## **12. Estimating peak flows and impacts**

- 12.1. Who Dares Pty Ltd has been involved in large events at this venue in the past. We have managed traffic flow for vehicles arriving and parking at those events. At these events, most patrons arriving by car did so at an average of three persons per vehicle.

Who Dares observed that at the last event 80% of patrons accessed the event via Northern Rd and Littlefields Road and 20% of patron arriving from the north will be traveling southbound along Mulgoa Rd. Vehicles arriving from the north will not be allowed to turn right into the event. These vehicles will be detoured left on St Thomas Rd the right onto Littlefields. The traffic control manager along with police will regularly patrol Mulgoa Road and provide feedback to traffic control teams who may have to adjust the cycle lengths.

- 12.2. More information will become available as the event sells tickets and patrons indicate through purchasing and surveys what mode of transport the will use.
- 12.3. The organiser desires longevity for the event and will provide whatever resources are required for patron comfort and safety.



### 13. Emergency Access

- 13.1. At all times, the traffic management seeks to maintain direct and convenient emergency vehicular access via Mulgoa Road. The Main entry gate (southern gate) is the first recommendation. The Northern Gate will be an alternative that will be available and buses and taxis on that road will be controlled by traffic controllers to assist emergency access along that road if needed.

### 14. Execution

- 14.1. This TMP was developed in consultation with the NSW Police, and the event organisers.

### 15. Insurance

- 15.1. A \$20,000,000 Public Liability Insurance Certificate has been undertaken by Fernhill Estate. The Roads and Maritime Services and Transport for NSW, must be listed as an interested party on this policy.

### 16. Variable Message Signs

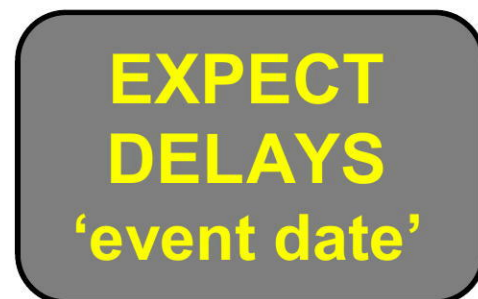
- 16.1. The use of Variable Message Signs (VMS) is proposed for the event period. The VMS's will be positioned in safe locations and should not obstruct vehicle or pedestrian access, visibility to traffic signals, road signs or pedestrian crossing locations. They are to be in place and ready for operation prior to the days set out below.
- 16.2. VMS will be placed on Mulgoa Road a minimum of one week prior to the event at the following locations:
- Mulgoa Road north approach – 900 metres north of the site entry
  - Mulgoa Road south approach – 450 metres south of the site entry.

Sign frames to be displayed at least one week prior are illustrated in Figure 16.3 to Figure 16.4 below:

Figure 16.3 Pre-event VMS – Frame 1



Figure 16.4 Pre-event VMS – Frame 2



Sign frames to be displayed on the day of the event day between the hours of (TBC) are illustrated in Figure 16.5 to Figure 16.8 below:

Figure 16.5 Pre-event VMS – Frame 1



Figure 16.6 Pre-event VMS – Frame 2



Figure 16.7 Pre-event VMS – Frame 1



Figure 16.8 Pre-event VMS – Frame 2



- 16.10. On event day additional VMS will be placed on the M4 Motorway, The Northern Road and Mulgoa Road (north of the M4) to direct participants, spectators and staff to the venue. The locations are detailed on the VMS location plans. Figures 16.10 to 16.15 illustrate the message requirements for each VMS frame to be placed on the M4 Motorway directing traffic to The Northern Road

Figure 16.10 M4 East Approach before The Northern Rd – Frame 1



Figure 16.11 M4 East Approach The Northern Rd – Frame 2



Figure 16.12 M4 West Approach before  
The Northern Rd – Frame 1



Figure 16.13 M4 West Approach  
The Northern Rd – Frame 2



Figure 16.14 M4 West Approach before  
Mulgoa Rd – Frame 1



Figure 16.15 M4 West Approach  
Mulgoa Rd – Frame 2

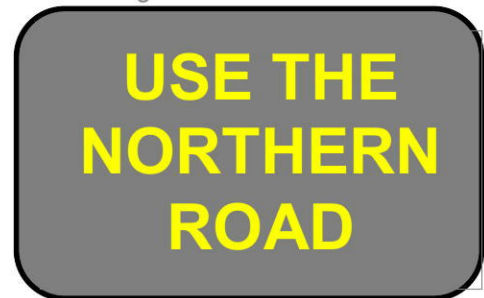


Figure 16.16 and Figure 16.17 illustrate the message requirements for each VMS frame to be placed on Mulgoa Road, north of M4 Motorway directing traffic to use the M4 and The Northern Road.

Figure 16.16 Mulgoa Rd North approach  
at M4 motorway – Frame 1



Figure 16.17 Mulgoa Rd North approach  
Mulgoa Rd – Frame 2



Figure 16.18 to Figure 16.23 illustrate the message requirements for each VMS frame to be placed on Mulgoa Road, north of M4 Motorway directing traffic to use the M4 and The Northern Road.

Figure 16.18 The Northern Rd - North Approach at Chain-O-Ponds Rd – Frame 1



Figure 16.19 The Northern Rd - North Approach at Chain-O-Ponds Rd – Frame 2



Figure 16.20 The Northern Rd - North Approach at Kings Hill Rd – Frame 1



Figure 16.21 The Northern Rd - North Approach at Kings Hill Rd – Frame 2



Figure 16.22 The Northern Rd – South approach Approach South of Littlefields Rd – Frame 1



Figure 16.23 The Northern Rd - South Approach South of Littlefields Rd – Frame 2



It is noted that the VMS and static signs will be installed by a suitably qualified contractor with appropriate insurances.



## 17. Special Event Directional Signage

- 17.1. Appropriate directional signage will also be implemented on-site and in approaching streets to the site to manage and control the movement of vehicles to and from the event site and the car parks. All entry and exit locations will be signposted and staffed with RMS qualified Traffic Controllers to reduce driver uncertainty. The staff car park will be signposted to allow easy access by staff with the use of marshals (to be on-site early) as required.

Figure 17.2 illustrates the static sign layout for the following locations:

- The Northern Road – north approach at Littlefields Road
- Mulgoa Road opposite Littlefields Road (facing Littlefields Road)
- St Thomas Road – east approach at Farm Road
- Farm Road – north approach at Littlefields Road

Figure 17.2 Static sign (various locations listed above)



Figure 17.3 illustrates the static sign layout at the following locations:

- Mulgoa Road directing vehicles approaching from the north to use St Thomas Road in order to approach the entry driveway from the south. Given the VMS's located on The M4 Motorway and Mulgoa Road (north of the M4); this volume of traffic is expected to be relatively low. It is also recommended that a qualified traffic controller be present at this location, and at the main site entry to direct/ inform vehicles as required.
- Mulgoa Road at the site entry.

Figure 17.3 Static sign (various locations listed above)



Figure 17.4 illustrates the static sign layout at the following locations:

- Northern side of St Thomas Road facing eastbound traffic 100m east of Mulgoa Road, then repeated a further 200m up the road

Figure 17.4 Static sign (various locations listed above)



## Physical Survey of the Route

Item	Verified	Action Taken
All one way Streets are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Block local resident access	<input type="checkbox"/>	Limited access provided under police or nominated traffic management contractor control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/>	Intersections under Police/Traffic Controller
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input type="checkbox"/>	To be managed by RMS
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

## Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> No	This is an all-weather event
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> Yes	Security will be on-site
Security of very important persons (VIPs)	<input checked="" type="checkbox"/> No	Security on the day.

## Attachments:

Draft Site map

- TCP 1 Littlefield & Farm Rd MULGOA
- TCP 2 Littlefields & Mulgoa Rd MULGOA
- TCP 3 Northern and Littlefield Rd MULGOA
- TCP 4 St Thomas Farm & Kings Hill Rd MULGOA
- TCP 5 Entry Gates
- TCP 6 Exit Gates
- TCP 7 Parking Bus and Pedestrians
- TCP 8 Car Park Fill Rates
- TCP 9 VMS Loc map Mulgoa & The Northern Rd
- TCP 10 VMS Loc map 2 (M4)
- TCP 11 Exit Gate Driveway
- TCP 12 Bus Parking
- TCP 13 Mulgoa Bus pickup & drop off





SIGNAGE

FERNHILL

x 1

FERNHILL

x 1

LOCATION	Littlefields Rd & Farm Rd MULGOA
DATE	April 2017
TIME OF WORKS	TBC 1700 - 2300
CLIENT	Fernhill Estate
PROJECT	Fernhill Estate 2017 Concert
PLAN #	001
MINIMUM STAFF REQ	

Details:

REVISED 14 DEC 2016

SHORT TERM WORKS

This plan shows traffic control positions and advance warning signage approaching Littlefields Rd at Farm Rd

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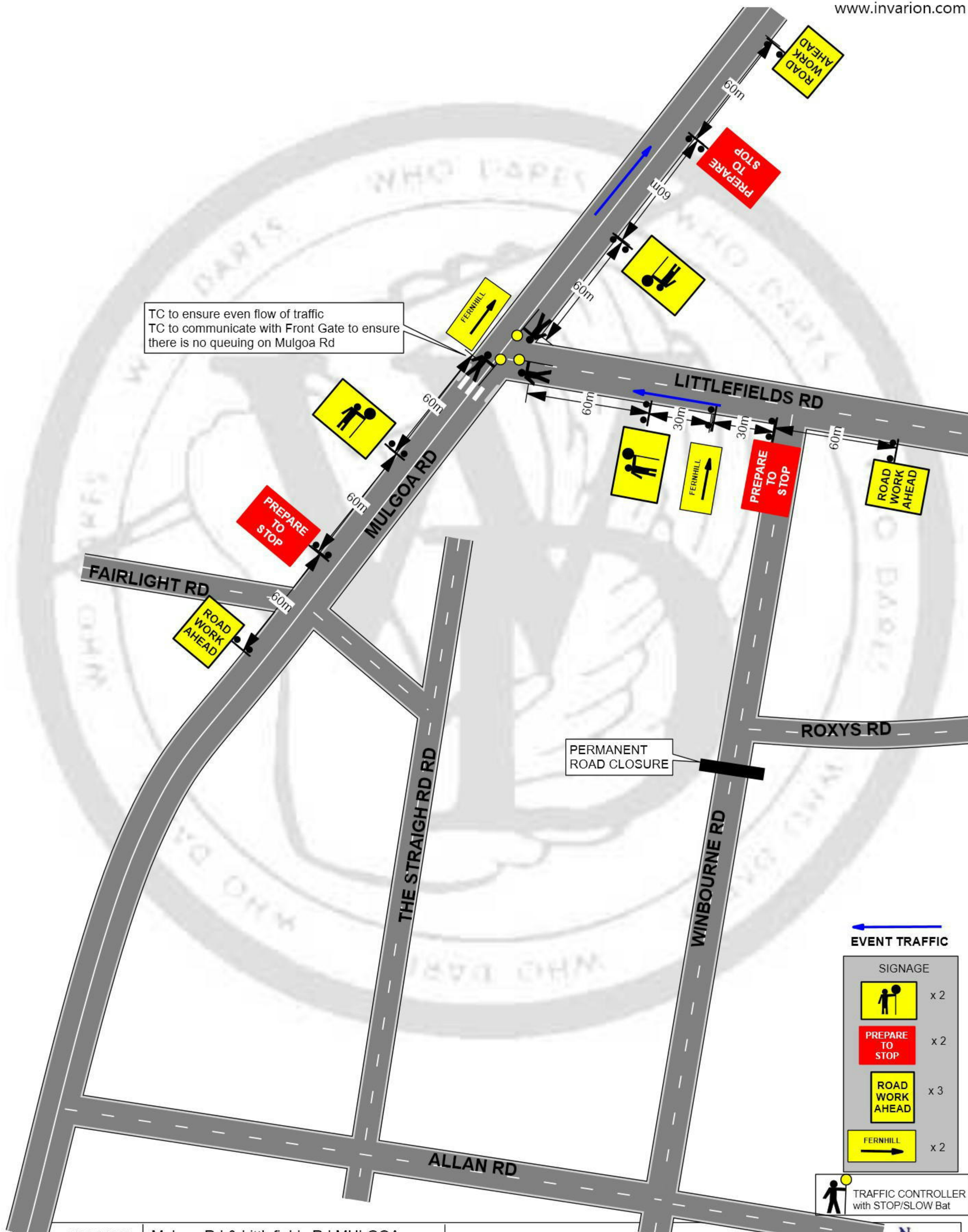
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for Who Dares Pty Ltd

Greg Mooney





- ← EVENT TRAFFIC
- | SIGNAGE |     |
|---------|-----|
|         | x 2 |
|         | x 2 |
|         | x 3 |
|         | x 2 |

TRAFFIC CONTROLLER with STOP/SLOW Bat

LOCATION	Mulgoa Rd & Littlefields Rd MULGOA
DATE	April 2017
TIME OF WORKS	TBC 1700 - 2300
CLIENT	Fernhill Estate
PROJECT	Fernhill Estate 2017 Concert
PLAN #	002
MINIMUM STAFF REQ	

Details:

REVISED 14 DEC 2016

SHORT TERM WORKS  
It is proposed to control traffic via Stop/Slow to assist vehicle movement to the event.

The plan shows traffic control positions and advance warning signage.

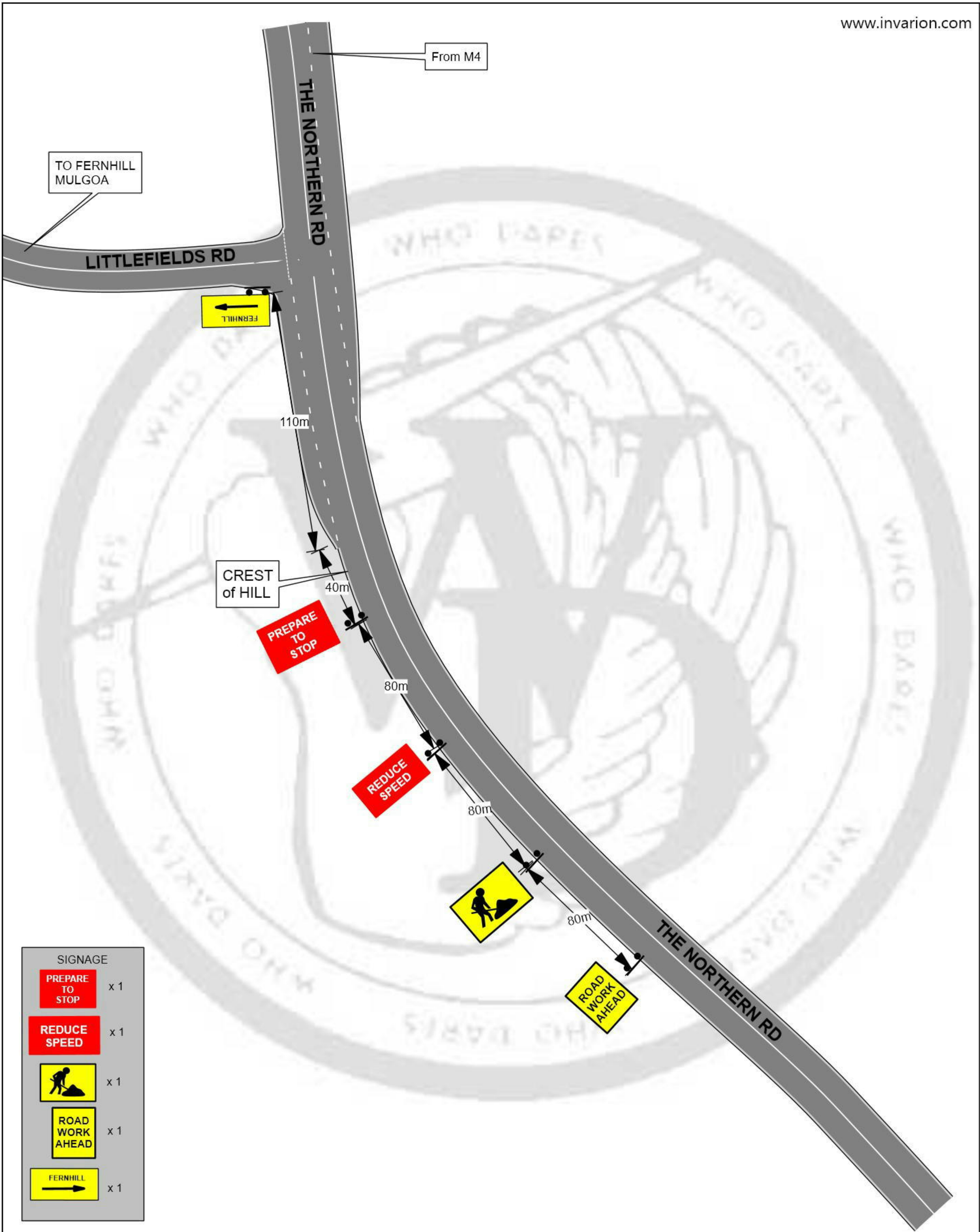
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LOCATION	The Northern Rd & Littlefields Rd LUDDENHAM
DATE	April 2017
TIME OF WORKS	TBC 1700 - 2300
CLIENT	Fernhill Estate
PROJECT	Fernhill Estate 2017 Concert
PLAN #	003
MINIMUM STAFF REQ	

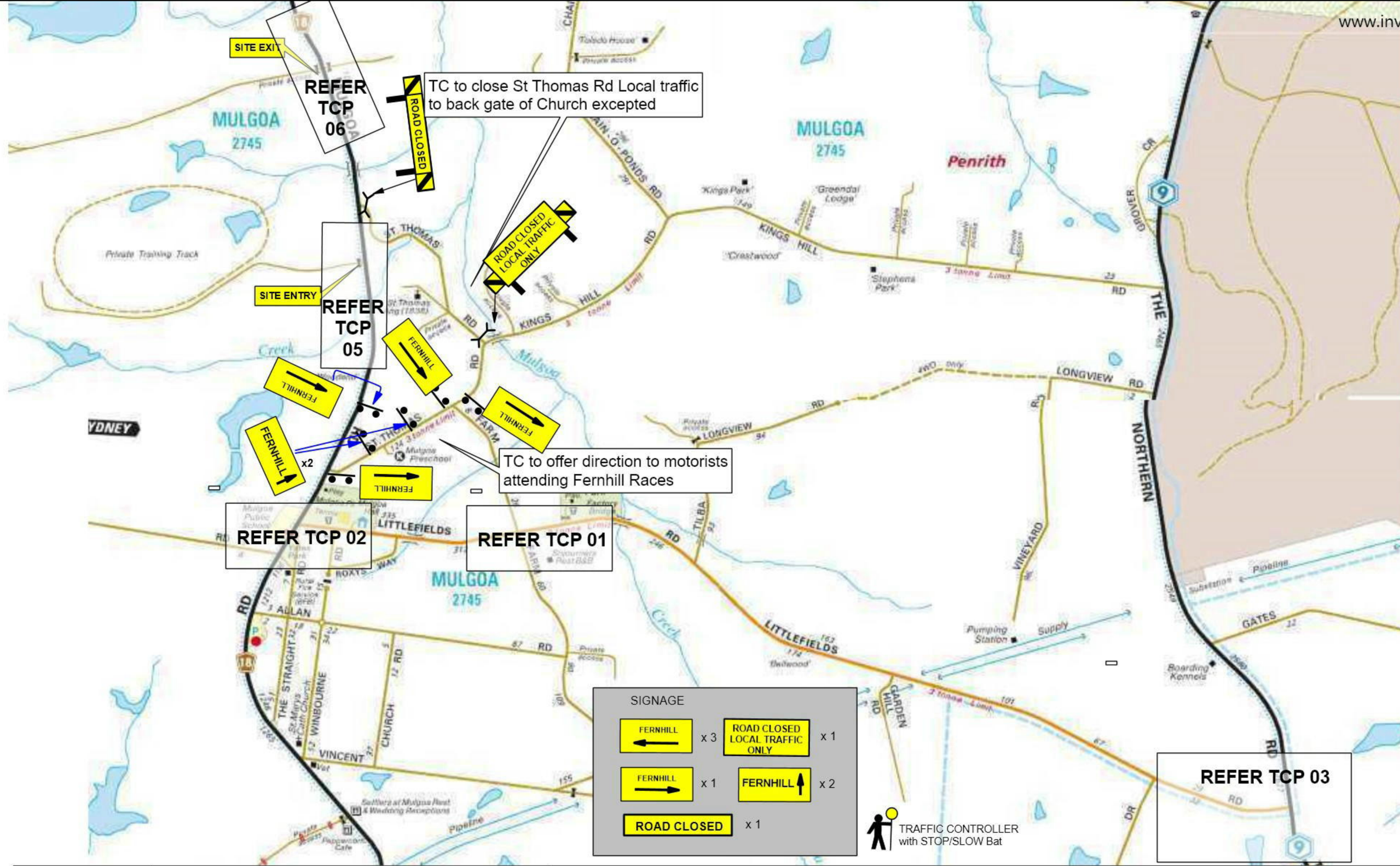
**Details:**  
**SHORT TERM WORKS**  
This plan shows traffic control advance warning signage approaching Littlefields Rd NORTH bound.

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*Greg Mooney*





LOCATION	St Thomas Rd, Farm Rd & Kings Hill Rd MULGOA
DATE	April 2017
TIME OF WORKS	TBC 1700 - 2300
CLIENT	Fernhill Estate
PROJECT	Fernhill Estate 2017 Concert
PLAN #	004
MINIMUM STAFF REQ	

Details:

**SHORT TERM WORKS**  
St Thomas Rd Closed at Mulgoa Rd  
St Thomas Rd closed at Kings Kill Rd (Local Access EXCEPTED)  
Directional signage in St Thomas Rd at Farm Rd

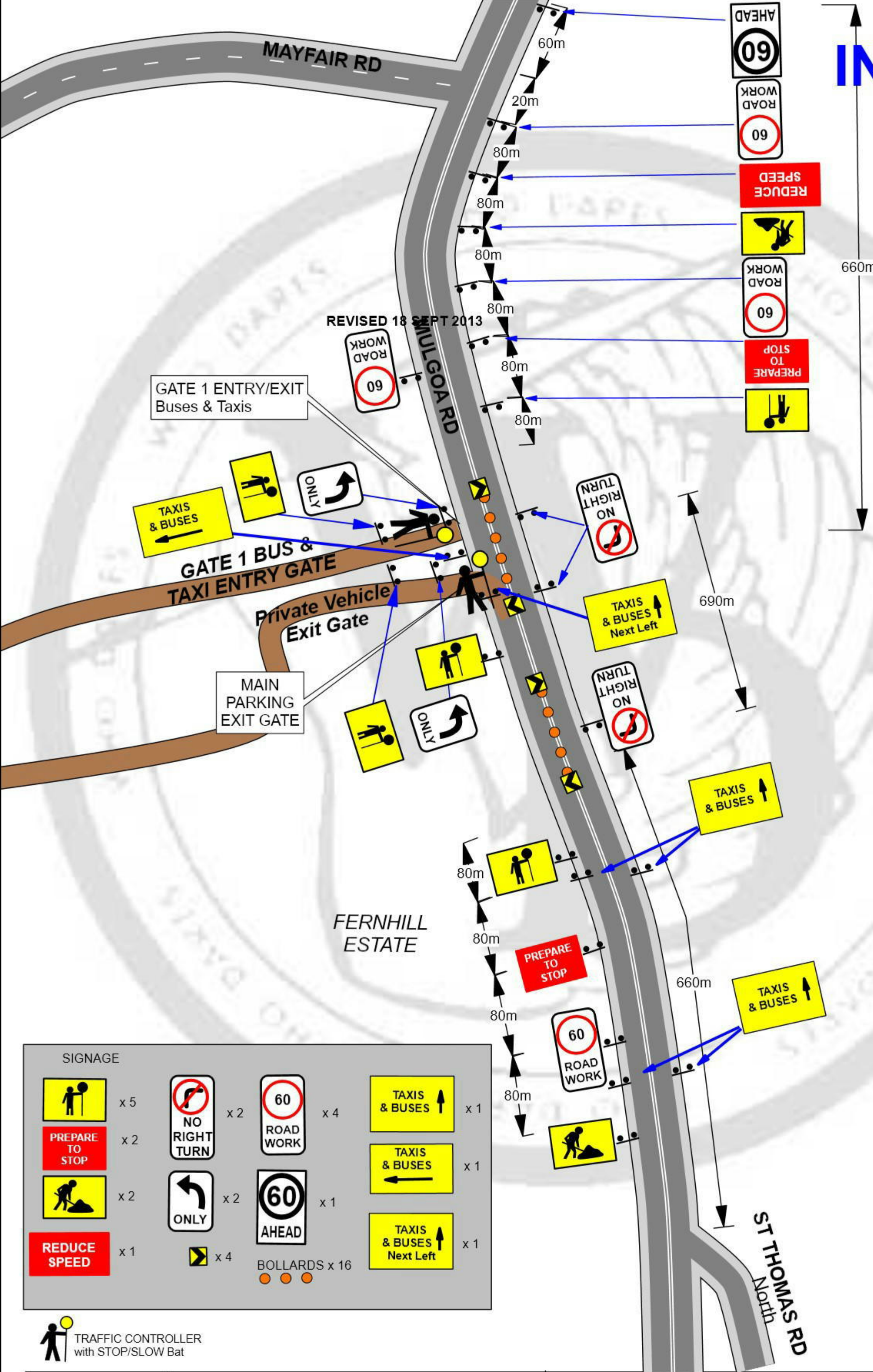
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# INGRESS



SIGNAGE

	x 5		x 2		x 4		x 1
	x 2		x 2		x 1		x 1
	x 1		x 4				x 1

BOLLARDS x 16

TRAFFIC CONTROLLER  
with STOP/SLOW Bat

LOCATION	Mulgoa Road MULGOA - Fernhill Estate Exit
DATE	April 2017
TIME OF WORKS	TBC 1700 - 2300
CLIENT	Fernhill Estate
PROJECT	Fernhill Estate 2017 Concert
PLAN #	05a
MINIMUM STAFF REQ	

Details:

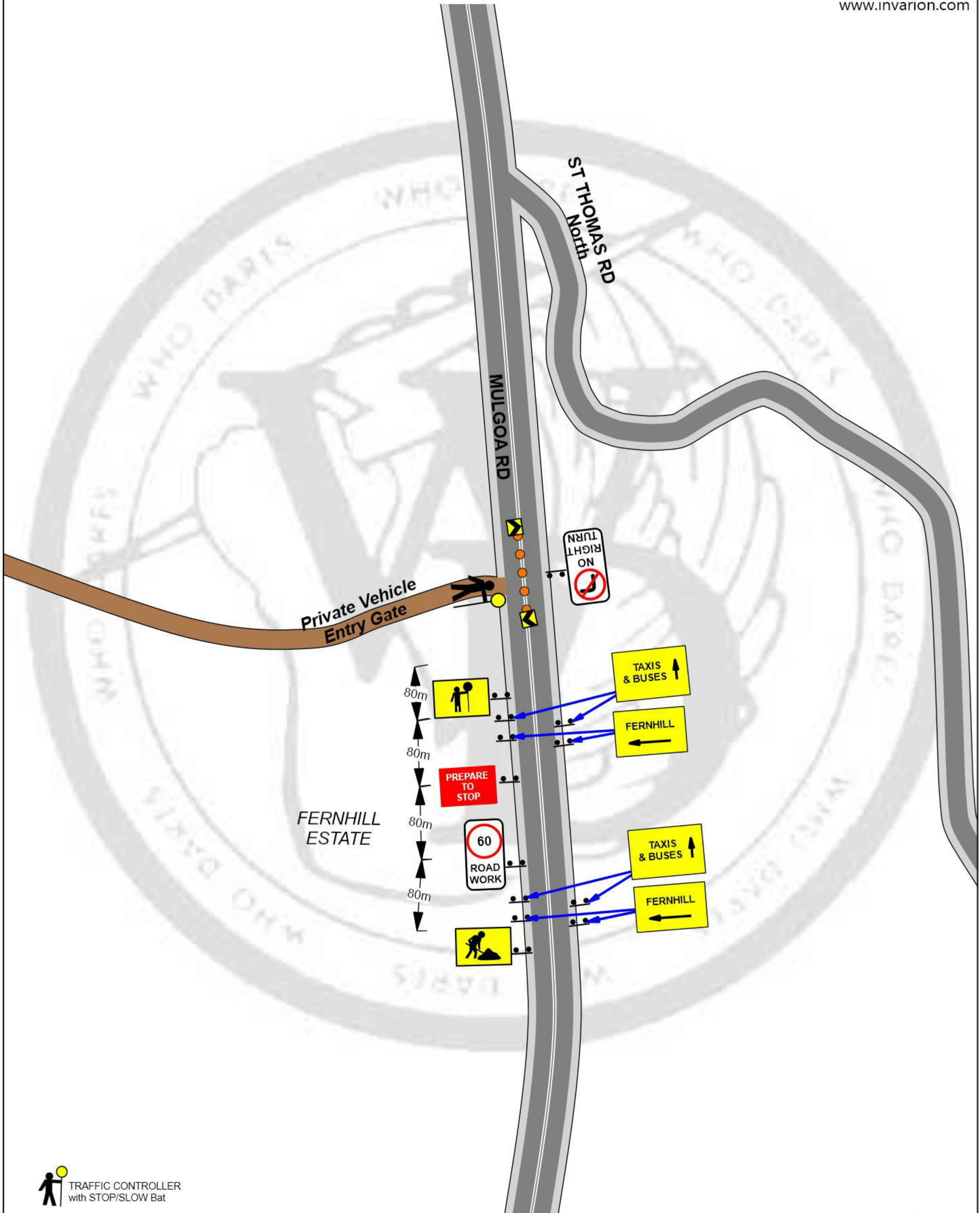
**SHORT TERM WORKS**  
This plan shows traffic control positions and advance warning signage approaching the Fernhill Estate EXIT on Mulgoa Road.

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Cert # 2133007523  
for Who Dares Pty Ltd  
*Greg Mooney*





LOCATION	Mulgoa Road Mulgoa- Private Vehicle Entry
DATE	April 2017
TIME OF WORKS	TBC 1700 - 2300
CLIENT	Fernhill Estate
PROJECT	Fernhill Estate 2017 Concert
PLAN #	05b
MINIMUM STAFF REQ	

Details:

**SHORT TERM WORKS**  
This plan shows traffic control positions and advance warning signage approaching the Fernhill Estate EXIT on Mulgoa Road.


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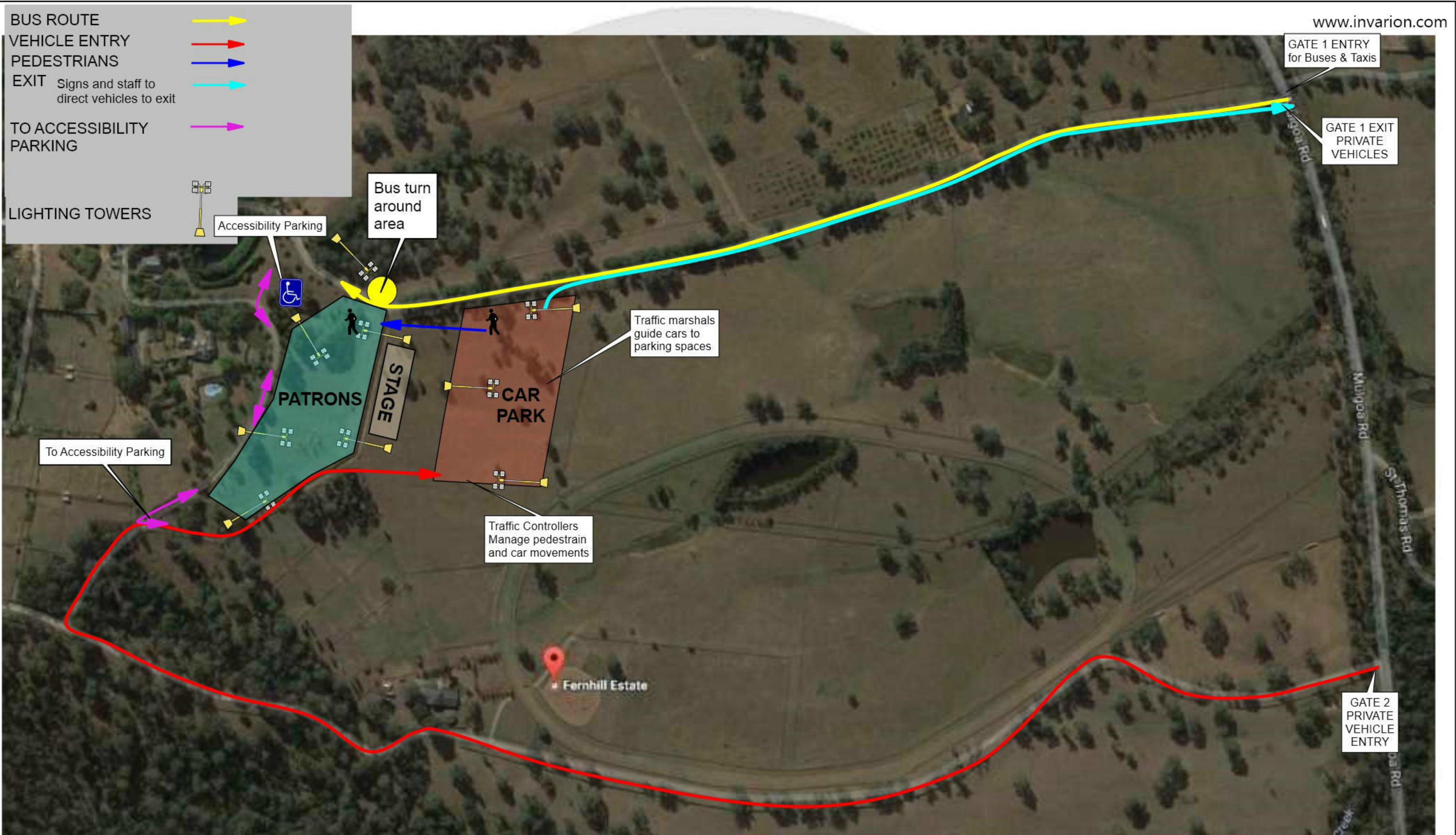
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for Who Dares Pty Ltd  
*Greg Mooney*





<p><b>Details:</b></p> <p><b>SHORT TERM WORKS</b></p> <p>This plan shows traffic control positions and advance warning signage approaching the Fernhill Estate EXIT on Mulgoa Road.</p>	<p><b>REVISED 14 DEC 2016</b></p> <div style="text-align: center;">  </div> <p>Plan prepared by Greg Mooney RTA Cert # 2133007523 for Who Dares Pty Ltd</p> <p><i>Greg Mooney</i></p>
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**Location:** 1041 Mulgoa Rd, Mulgoa.

**Date:** April 2017

**Time of works:** TBC 1700 - 2300

**Client:** Fernhill Estate

**Project:** Fernhill Estate 2017 Concert

**Plan No.:** 07

#### Details:

##### SHORT TERM WORKS

This plan shows the paths that vehicles will use to enter and exit the event site, and also the path that pedestrians will take between the Car Park areas and Event Area.

it has been designed to minimise the conflict between them and at the few points where the paths do intersect, there will be event marshals to safely maintain the movement both vehicles and pedestrians.

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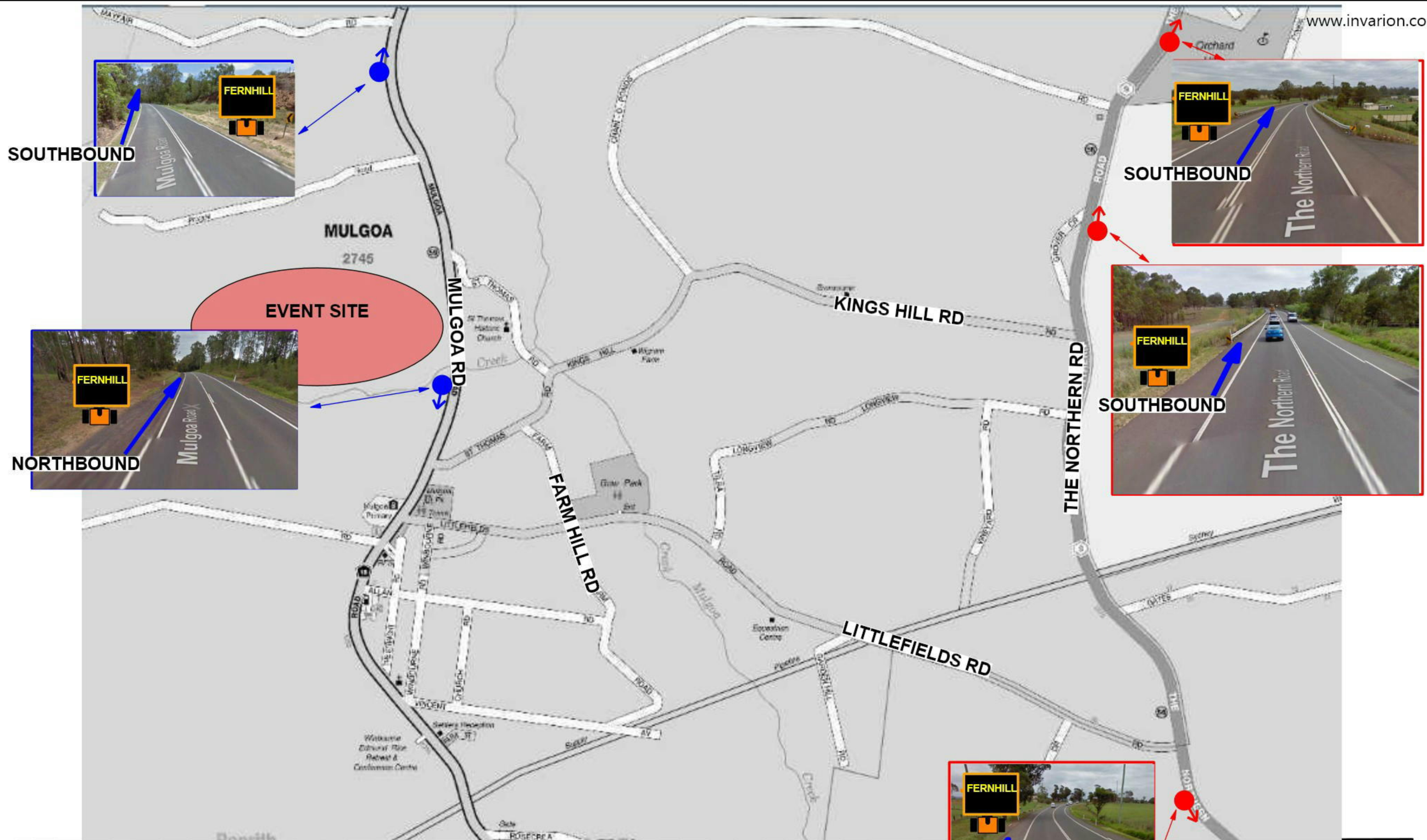
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Signature: *Glenn Armstrong*

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**Location:** 1041 Mulgoa Rd, Mulgoa.  
**Date:** April 2017  
**Time of works:** TBC 1700 - 2300  
**Client:** Fernhill Estate  
**Project:** Fernhill Estate 2017 Concert  
**Plan No.:** 08

**Details:**  
**SHORT TERM WORKS**  
The plan is to show the location of where the Variable Message Signs will be installed on the and also on Mulgoa Rd one week prior to the event and then additional Variable Message Signs to be placed on The Northern Rd on EVENT DAY, to patrons to the event site.

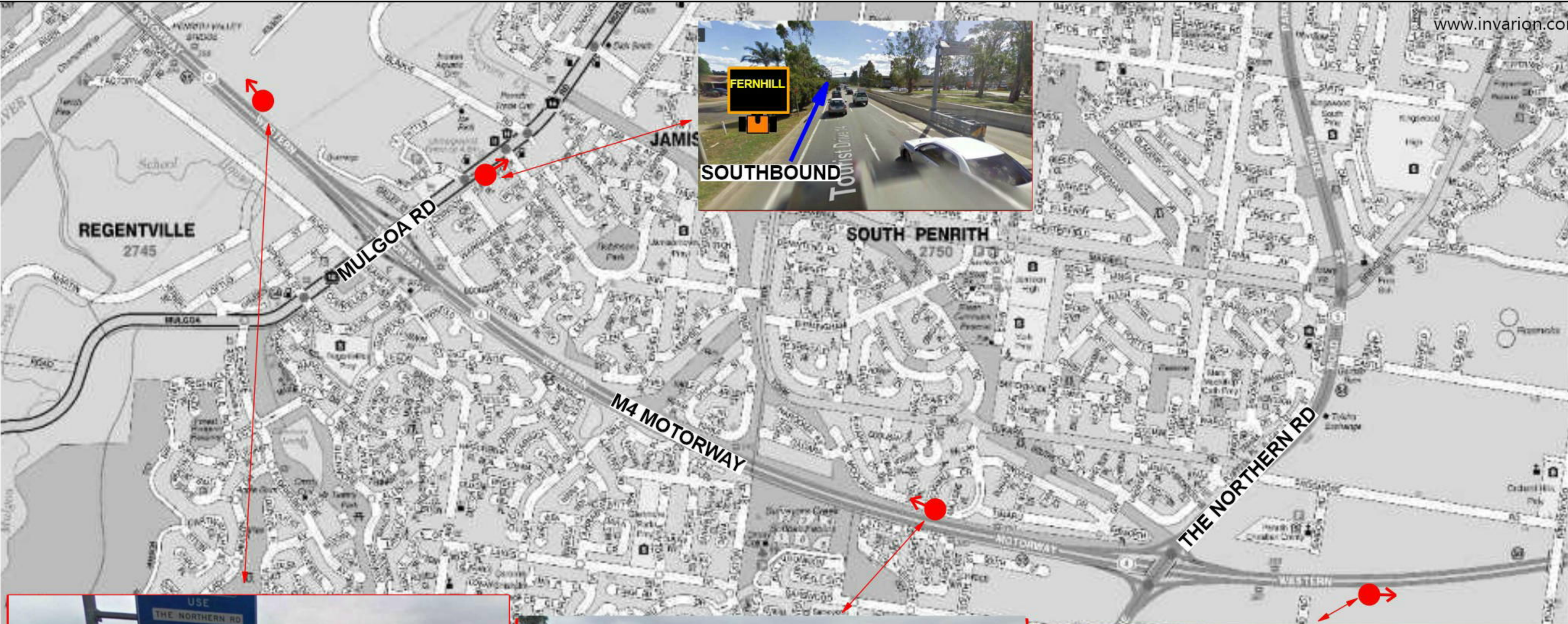
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**NORTHBOUND**

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for Who Dares Pty Ltd  
Signature: *ga*





**Location:** M4 Motorway & Mulgoa Rd  
**Date:** April 2017  
**Time of works:** TBC 1700 - 2300  
**Client:** Fernhill Estate  
**Project:** Fernhill Estate 2017 Concert  
**Plan No.:** 09

#### Details:

**SHORT TERM WORKS**  
 The plan is to show the location of where the Variable Message Signs will be installed on the M4 Motorway and also on Mulgoa Rd, on EVENT DAY, to direct patrons to the event site.

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