

DEFQON1 - 2015

Traffic, Transport & Pedestrian Management Plan (TMP)

Sydney International Regatta Centre
Date: Saturday 19 September 2015



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1 General Information

1.1 Purpose

The purpose of this draft Traffic Management Plan (TMP) is to provide an overview of the Traffic, Transport and Pedestrian elements required to be implemented for the 2015 DefQon1 Music Festival to be held on Saturday 19 September 2015 at the Sydney International Regatta Centre (SIRC), Penrith Lakes.

This document will provide an overview of the operational strategy by describing, and providing attached plans that show how the organisers intend to control and facilitate the management of Traffic, Site Access, Car Parking, Transport, and Pedestrian movements external to the venue, being, the Sydney International Regatta Centre (SIRC), during the various phases of Event Operations. The TMP particularly focuses on the requirements for the egress of patrons at the conclusion of the event and the proposed treatments to assist safe exit from the venue, anticipate and manage pedestrian flows, facilitate the event shuttle buses between Penrith Station and SIRC and minimise disruption to the non-event community.

1.2 Organisational Context

Event & Sports Projects Australia Pty Ltd (ESPA) have been engaged by Q-Dance Australia, organisers of DefQon1 Music Festival, on 19 March 2015, to review the 2014 TMP and its associated plans and compile a Traffic Management Plan for the 2015 DefQon1 Music Festival to be held on Saturday 19 September 2015 for an attendance of between 22,000 and 24,000 patrons.

The 2015 TMP, has primarily been compiled on information supplied by the Organiser (Q-Dance Australia) including debrief notes, the Risk Identification & Emergency Management process, the 2014 TMP, agency feedback and recommendations made at the 2014 event debrief, SIRC venue management, and NSW Police Penrith LAC. Information has also been gathered from other relevant traffic and transport agencies including, NSW Roads and Maritime Service (RMS), Penrith City Council, Sydney Trains, Security Contractor, Bus Contractor, Taxi Council and Transport for NSW as required.

1.3 Background

DefQon1 is a Music Festival which originates from the Netherlands. The event has been held there since 2003 and attracts crowds of over 40,000 people. DefQon1 was successfully held in Australia for the first time in 2009, at the Sydney International Regatta Centre, Penrith on Saturday 19 September 2009.

Event Date	Attendance
Saturday 19 September 2009	Approx. 15,000
Saturday 18 September 2010	Just over 18,000
Saturday 17 September 2011	Just over 20,000
Saturday 15 September 2012	just over 22,000
Saturday 14 September 2013	Just under 20,000
Saturday 20 September 2014	Just under 20,000
Saturday 19 September 2015	Proposed attendance 22,000-24,000

1.4 Key Stakeholders & Contacts

Event Promoter/ Proponent / Client

Simon Coffey

Q-dance Australia

Suite 466, 311-315 Castlereagh St

HAYMARKET, SYDNEY NSW 2000

Mob: +61 (0)41 692 9577

Fax: +61 (02) 9281 0410

www.q-dance.com.au

Landowners / Tenants

Penrith City Council (PCC)

Sydney International Regatta Centre (SIRC)

*Local Residents and Businesses

*A comprehensive list of non-event community impacted places and persons is currently being assessed by Anna Christie,

Community and Government Relations, Q-dance Australia, 0425 322 186

anna.christie@optusnet.com.au

Operational Agencies

Q-Dance Australia

NSW Police

Transport for NSW – Sydney Trains

Roads & Maritime Service (RMS)

Transport for NSW

NSW Taxi Council

Ticketing Agency

Event Shuttle Bus Contractor – TBC

I-Sec Security – Security Contractor

Event & Sports Projects Australia Pty Ltd (ESPA)

Interested Parties

Events NSW

Penrith Railway Station

Pubs & Clubs near to Sydney International Regatta Centre & Penrith Station

Event Suppliers

Event Staff

Talent, Corporate and VIP's attending the event

NSW Ambulance

NSW Fire Brigade

NSW Rural Fire Service

1.5 Qualifier – Scope of Work

ESPA have been asked to prepare a traffic and transport management plan that is to consider external pedestrian / patron movements and flows during the ingress and egress phases of the event around the areas adjacent to the event venue being, the Sydney International Regatta Centre and other key operational areas such as Penrith Station and various travel routes around the site.

This document is a single use plan only, for the purpose and use for the DefQon1 Music Festival at SIRC on Saturday 19 September 2015. This document along with any attachments and plans may not be used for any other event without undertaking a comprehensive consultation, review and updating process in a timely manner.

1.6 Timeline

Task	Date
TMP submitted to Penrith City Council for May Traffic Committee Meeting.	Thursday 16 April 2015
TMP and relevant information circulated to operational agencies that do not form part of the Penrith Traffic Committee, for feedback and approval.	Thursday 16 April 2015
Traffic & Transport Stakeholder Meeting.	TBC
Initial table of infrastructure and personnel requirements provided to Q-Dance for RFQ process.	TBC
Feedback from Q-Dance and relevant Traffic and Transport Authorities, by;	TBC
Compile feedback and maintain ongoing consultations with Traffic & Transport Authorities as required to provide operations details into operations version of Plan.	TBC
Operations Version of TMP Complete and distributed to relevant agencies, 4 weeks prior to event.	TBC
Final table of infrastructure and personnel requirements provided to Q-Dance for final contractor selection process.	TBC
Ongoing communications and consultations continue with any changes to the Operations TMP version 15 August 2014 being noted as an Addendum and distributed to relevant agencies.	Up to 1 week prior to event
Event Transport Operations Group Meeting.	TBC
TMP operational	Saturday 19 September 2015
Event Debrief	Approx. 2 weeks after the event (TBC)

1.7 Event Details

The DefQon1 Music Festival will be held on Saturday 19 September 2015 at the Sydney International Regatta Centre. The event will be operational between the hours of 11:00 AM and 11:00.

Advertised Gates Open: 11:00 AM (soft opening at 10:30 AM)

Event Concludes: 11:00 PM (soft stage shutdown from 10-11 PM)

The organisers are expecting between 22,000 and 24,000 patrons to attend with a split of 65% males and 35% females in the age brackets of 18 to 26. The event is an 18+ event and identification checks will occur prior to entry to the event.

Event organisers are expecting the following split of patrons, based on ticket sales to previous events:

Origin	%
International	5
Interstate	20
NSW – excluding Greater Sydney	5
Sydney NW Suburbs	20
Sydney SW Suburbs	28
Sydney Southern suburbs	10
Sydney North	6
Sydney East	6

One of the key features of this event is the Integrated Transport & Entry Ticket which Q-Dance Australia have organised with the Transport for NSW and Sydney Trains, whereby patrons are able to travel to the event on all Sydney Trains Services using their entry ticket.

The organiser is expecting the majority of patrons who attend the event will travel by train to Penrith Station as this is included in the event ticket price with the organiser strongly encouraging the use of Public Transport as the easiest way to get to and from the event due to limited car parking and other scheduled transport options to this site.

Penrith Station will be the main transportation 'hub' for people travelling to and from the event, with an extensive free shuttle bus services also being provided by the organiser as part of the integrated transport and entry ticket price.

Due to the location of SIRC, a significant percentage of patrons will choose to drive to the venue, where they will have the option of parking in P5 or P6 at the Sydney International Regatta Centre car parks for a flat rate of \$20 per vehicle. Private Charter buses will also be used and will be parked at the venue.

1.8 Event Overview

Event Name:	2015 DefQon1 Music Festival
Event Owner/ Promoter:	Q-Dance Australia Pty Ltd
Date:	Saturday 19 September 2015
Venue/ Location:	Sydney International Regatta Centre (SIRC)
Activity:	Large Site, Multiple Stage Music / Hard Dance Festival, featuring live bands and International DJ's.
Expected Attendance:	22,000-24,000 patrons
Classification:	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 RTA's Guide to Special Event Planning Matrix).
Demographic:	Male and Female 18 – 26 years would make up the primary demographic.
Gates Open:	'soft' gate opening at 10:30 AM advertised opening: 11:00 AM
Event Commences:	11:00 AM – advertised time
Event Concludes:	10:00 PM; soft shutdown to concluded at 11:00 PM
Transport Services Commence:	Rail Services from first service on Saturday 19 September 2015 Event Shuttle Buses commence operation: 9:00 AM.
Event Car Parks at SIRC Open:	6:00 AM (on the day car parking Fee of \$20), no pre-event bookings taken. It is expected the first patron will arrive at 10:00 AM
Ingress:	Ingress: 10:30 AM to 3:00 PM, peak ingress expected at approx. 11:30 AM to 2:30 PM.
Stage Shutdown:	Main Stage is planned to conclude at 10:00 PM with 5min break then the other 4 stages will play 45min – 1hr with an international DJ to act as 'soft' shutdown.
Egress:	Gradual Egress: from 8:00 PM, peak Egress from 10:10 PM, ongoing egress until 11:30 PM, minor egress until 12midnight may be expected.
Event Transportation:	Special event transport planning and resources are required for this event. Event organisers are providing a partially integrated ticket covering all Sydney Trains services and the provision of a Shuttle Bus service between Penrith Station and the venue. A mini-loop bus service will operate along Old Castlereagh Rd to ensure no pedestrians walk along this road. The organiser has also scheduled some local area shuttle buses to local hotels (accommodation).

Lane & Road Closures:	<p>Temporary 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.</p> <p>A vehicle control point is being operated on Old Castlereagh Rd at Leland St to limit the number of vehicles accessing the venue and to restrict pedestrians walking along Old Castlereagh Rd.</p>
Special Event Clearways:	No Special Event Clearways are being implemented
Speed Restriction Zones:	A 50km / hr speed restriction will come into force on Old Castlereagh Rd from 8:00 AM until 12midnight.
Temporary No Stopping:	Temporary No Stopping zones to be installed on Combewood Ave and Thornton Dr to ensure there is a safe passage for event shuttle buses into and out of the train station car park.
Temporary Bus Zone:	Temporary bus zones will be installed at Sydney International Regatta Centre. The event shuttle buses will utilise the bus interchange on the northern side of Penrith Station as per 2014.
Taxi Ranks:	Patrons will be able to access a limited number of taxis from Penrith Station at the permanent taxi rank on the southern side of the station.
Private Vehicle Set-down:	Patrons will be requested to be dropped off at Penrith Station on the southern side and catch the event shuttle bus from the Station to the site.
Event Shuttle Buses:	<p>Event shuttle buses will operate from the northern side of Penrith Station to the venue throughout the day and evening.</p> <p>An additional 'mini'-loop bus service will operate to limit the requirement for pedestrians to walk along Old Castlereagh Rd.</p>
Key Stakeholders:	Identified above
Promotion, marketing:	Q-Dance Australia
Public Relations & Comms	Q-Dance Australia, Anna Christie
Production & site operations:	Q-Dance Australia
Event Website:	www.q-dance.com.au

1.9 Key Operational Elements to be Considered

The TMP has considered a number of operational elements that are encountered on or around the venue site, routes to and from the Sydney International Regatta Centre, loading the venue, egress, departure and transportation.

The TMP will also combine some of the standard operating practices that are currently used at the Sydney International Regatta Centre during event days with similar characteristics to the this event and integrate relevant operating practices into this plan where possible.

The following are some operational elements that have been considered for this event, but not limited to:

- Patrons travelling to the venue by **public transport** (using integrated ticket for Sydney Trains Services and Free event shuttle bus),
- **Shuttle bus route** from Penrith Station to Sydney International Regatta Centre (Gate A) set down and pick up point,
- Patrons travelling to the event by **private vehicle** and being **dropped-off**,
- Patrons travelling to the event by Taxis and Hire Cars (**public vehicle drop offs**),
- Patrons travelling to the venue by **private vehicles and parking in event parking area**,
- Patrons travelling to the venue by **private vehicles and parking in other areas**,
- Patrons travelling by **privately organised Charter Bus**,
- Additional **mini-loop shuttle bus route**, and additional bus pick-up areas to limit the requirement for patrons to walk along Old Castlereagh Rd,
- VIP, corporate guests, and artists access and parking arrangements,
- AAA Production Crew, media staff, vehicles, equipment and access arrangement,
- Residents and nearby businesses (and identified impacts and access requirements),
- Non Event Community Notifications & signage,
- Emergency Vehicle Access, Medical help point (First Aid) & Ambulance Access,
- Police and other emergency services access,
- Identification of increased Traffic or Pedestrian generators, such as other events,
- Identification of scheduled project works, north side Penrith Station, Transport for NSW, Penrith City Council & Landcom Project,
- Identification of project works for south side of Penrith Station, RailCorp Project,
- Ingress (venue loading) & egress (venue dispersal) considerations,
- Transport messaging & transport operations,
- Communications Policy along with Control & Command (C3),
- Traffic management plans and treatment required to facilitate other plans,
- Traffic management messages using portable VMS,
- Lighting considerations at various operational areas for patron and staff safety,
- Coordination and procurement of adequate resources, temporary infrastructure, equipment and staff.

2 Authority and Approval

2.1 Authority (Area of Incidence & Duration)

The final approved version of this TMP (to be issued on 7 August 2015), will be used as the primary document for the management and control of traffic and transport for the DefQon1 Music Festival on Saturday 19 September 2015. This plan may not be amended or used for any other event at any time, other than the event and timeframe specified within this document.

Any changes to the Operations Plan dated 7 August 2015, that may be required for any reason, as identified by any of the operational agencies involved with this event may be done, but only in consultation with the event organiser and ESPA so that any changes are captured, reviewed, agreed to as an operations group, and then distributed to all relevant agencies as an Addendum to the Operations version of the plan and noted as such.

Any operational changes that do not go through this process will not be included and considered as an operational document and thus may result in partial integration of that plan and any associated plans, that may in turn cause confusion.

In the case of an Emergency, the Police may act outside the scope of the TMP in relation to the circumstances that present, and subsequently controlled by the event commander in consultation with the NSW Police Traffic Supervisor, RMS, the Event Organiser and other relevant traffic, transport and emergency services.

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 2015 DefQon1 event,
- Provide an overall strategy that aims to improve the safety of staff working on events at the venue, the patrons who attend SIRC events, and manage the general public and NEC around the precinct who are not directly associated with events at the venue,
- Provide an overview of information that has been gathered from various operational agencies and the process taken, that has led to the compilation of the strategies and recommendations herein,
- Provide a description of the various traffic and crowd management elements that need to be considered and treated for patrons attending this event at SIRC,
- Provide an overview of traffic and crowd management strategies in and immediately surrounding the venue that allow SIRC events to operate successfully, as a result of historical feedback from other events and key items raised by stakeholders, primarily SIRC, NSW Police, Penrith City Council and RMS,
- Provide a plan whereby a monitoring process may be implemented to ensure continual improvement of operations and Workplace Health & Safety standards may be documented within the document and communicated appropriately to staff working at this event.

2.3 Approvals & Process

The distributed Traffic Management Plan will not include any items that have not previously been agreed to or have been supported by the Penrith City Council and Police being the primary document submitted on 16 April 2015, and tabled at the Local Traffic Committee Meeting scheduled for June 2015. ESPA will integrate all feedback about the overall TMP from the Traffic Committee to include recommendations within the final version of the TMP distributed on 7 August 2015.

The TMP will also be submitted to Roads and Maritime Service for concurrence. This concurrence will be sought in August 2015 once planning is finalised.

Please see **Attachment 21** for Penrith Council Terms and Conditions of Approval (once received)
Please see **Attachment 27** for signed concurrence from RMS

2.4 Distribution

The TMP will be distributed in 'full' and 'part' to relevant agencies in electronic format, once the TMP and its attachments have been approved by the key agencies being; NSW Police Penrith LAC, Road Network Services Department of Penrith City Council, NSW RMS, Sydney Trains and the Event Organiser.

2.5 Event Insurance

Event Insurance will be provided by Q-Dance Australia and submitted to the Council as part of their event plan and DA documentation that is required to be submitted for this year's event.

Please see **Attachment 2** for a copy of the Public Liability Insurance

2.6 Event Risk Management

A Risk Assessment and Emergency Management Plan will be prepared for the event.

The Risk assessment includes an assessment of the physical site, both within the production site and around the immediate areas, approximately 1km surrounding the site where direct or indirect activities and operations may take place as a result of organising the above mentioned event.

In addition to SIRC, another key operational area that will be risk assessed by the organiser is Penrith Station, from a crowd management, security and transport perspective. This should be included in the event risk assessment.

The risk management process is an ongoing process and forms the basis of the ongoing review and planning improvement process that is written into the Operations Plan for the event. Various consultancies and meetings form an important part of the event risk identification, assessment and management process, whereby the organiser asks each agency involved with the event to assess their specific operational component.

Some key aspects of the Risk Management Plan cover:

- Site design and capacity review,
- Crowd management and pedestrian flow analysis, ingress and egress,
- Venue and landowner compliances,
- Marketing and ticketing, policies and terms,
- Operations risk analysis,
- Production and activity risk analysis,
- Human behaviour and demographic profile,
- WHS, Staff & Patron Safety
- Contractor management and commercial relationships,
- Technology and technical issues,
- Command, Control, Communications (C3 Management Controls),
- Public amenities,
- Environmental impact analysis and monitoring (noise, waste),
- Environmental weather conditions (natural events),
- Stakeholder (non-event community) impact analysis,
- Traffic management,
- Transport management,
- And other items outlined in [section 1.9](#) above.

An independent site capacity Report has been undertaken in 2010 by; Lyndall Milenkovic, Lynette Britton and Kristy Stewart from Penultimate a business division of Riskworks. This report identifies that the site may be capable of accommodating up to 32,586 people, depending on the configuration of the site. There is however no assessment of the external areas, Ingress and Egress operations, so although a site assessment has been undertaken the capability of the overall event needs to be included in the event organisers Risk Assessment Plan noted above.

2.6.1 Overview of Key Risks Elements Relating to Crowd, Transport & Traffic

- Transport Strategy, use and capability of using Penrith Station as the main Transport Hub/ Interchange for the event,
- Rail operations and scheduling being the key to moving large numbers of people,
- Bus Operations, assessment of adequate resources, coordination, management, communication, loading and unloading Set-up & Ops at Penrith Station and at SIRC,
- Event PR to ticketholders, messaging correct, consistent and clear messages that help people plan their trip to and from the venue, along with wet weather contingencies,
- Non-Event Community PR & Communication, and impact minimisation to local residents & businesses,
- Traffic Operations, working with NSW Police to develop the most appropriate plan to ensure traffic and event bus operations run smoothly, with the ability to monitor and modify operations if need be.

3 Pedestrian Management

3.1 General Pedestrian Management Considerations

It has been identified previously that there are a number of different ways for patrons to travel to the DefQon1 music festival with some patrons who live locally choosing to walk to the event, as observed during ingress of previous events.

Attachment 6 provides an overview of anticipated pedestrian movements as people start to arrive at the site.

One of the main pedestrian areas of concern that was highlighted from 2009 is pedestrians who chose to gain access to the venue by walking along Old Castlereagh Rd. This created a potentially unsafe situation with Old Castlereagh Rd not being designed to cater for pedestrians as there are no pathways along the road, no fences that delineate between vehicles and pedestrians, as well as a bridge that has no shoulder for pedestrians to walk safely across. During egress the safety situation is compounded by lack of street lighting along Old Castlereagh Rd combined with the movement of high volumes of Event Buses leaving the site through Gate B, using Old Castlereagh Rd as the only exit route back to Penrith Station.

In 2010, a vehicle and pedestrian control point on Old Castlereagh Rd at Leland St was implemented, whereby we restricted access along the road at this point and provided bus transportation (using a mini-loop bus service) to gain access to the venue. This is being proposed to operate again in the same configuration as last year.

It is anticipated that, up to 70% of the patrons will travel by train and shuttle bus to the event, with a smaller but still significant number of patrons arriving by other means including walking, driving, taxis and charter bus. Pedestrian management at Penrith Station is of upmost importance using well designed site set-up, personnel deployment and signage.

Patron Drop-offs, Taxis, Hire cars, Private Charter Buses, Private vehicle event car parking arrivals will all be dealt with at a later point in this document.

3.2 Pedestrian arrangements for Patrons walking to the event

It is anticipated some patrons may choose to walk to the event site. Given the geography of the area, road systems, new residential areas, pedestrian footpaths (or lack-thereof throughout this area), pedestrian crossings, location of signalised pedestrian crossings and the volume of traffic that uses Castlereagh Rd and Andrews Rd, the area is generally not pedestrian friendly with limited pedestrian facilities, whereby additional temporary treatments need to be implemented.

The organiser is attempting to discourage patrons to walking to the venue, but we have to plan for the fact that pedestrians will attempt to walk to the site from a number of directions for a number of reasons;

- Local patrons from Cranebrook, may choose to walk along Andrews Rd,

- Patrons who park in the industrial area (free legal parking) on the south east corner of Castlereagh Rd and Andrews Rd, who then proceed to walk,
- Local patrons from Stockland building development may choose to walk along Castlereagh Rd to Old Castlereagh Rd or enter the SIRC site via McCarthys Lane,
- Patrons walking to the site from Peachtree Hotel,
- Patrons who park in the industrial area on the western side of Castlereagh Rd (free legal parking), in and around Peachtree Rd, Jack Williams Dr, Borec Rd, Lugard St, who then proceed to walk,
- Other walking routes that all tend to converge in the area of Old Castlereagh Rd and Leland St.

3.3 Key Feature of the 2015 Pedestrian Control Plan

The 2015 TMP will implement a venue control point on Old Castlereagh Rd at Leland St. The two reasons for this point are;

1. To restrict all pedestrians from proceeding west along Old Castlereagh Rd.
2. To control the number of vehicles in and around the venue.

Our aim is to have no pedestrians on Old Castlereagh Rd if at all possible. The way we intend to do this is by utilising a 'Control Point' on Old Castlereagh Rd at Leland St for both pedestrians and vehicles in order to minimise the number of vehicles travelling along Old Castlereagh Rd and attempting to restrict all pedestrians from walking along Old Castlereagh Rd by providing more attractive transport option to the event entry point that will also be a safer way to approach the site.

We intend to run, what we are calling, a 'mini-loop bus' service between several points outside the Control Point and the event site, so that no pedestrians are required to walk along Old Castlereagh Rd.

Refer to **TCP 2 within Attachment 16** for the location of the proposed Control Point and **Attachments 9**, for the **mini-bus shuttle route** and **bus stops**.

3.3.1 The Mini-loop bus Service

The aim of this service is to provide a transport option at the last common point closest to the event site prior to Old Castlereagh Rd.

Given also that there is no pedestrian crossing near the roundabout we have identified a Mini-loop Bus, and proposed bus stop area that picks up people from the eastern side of Castlereagh Rd (outside the Service Station) to the event site via Lugard St and Leland St.

4 Transport Management Plan

4.1 Key Features of the Transport Management Plan;

1. The use of the Integrated Transport & Entry Ticket, for all Sydney Train Services and all Event Shuttle Buses,
2. Additional Rail Services will be Scheduled to meet the demands of the event based on statistics from the 2009 - 2014 events,
3. Directional signage installed by Sydney Trains at Penrith Station to assist Patrons to Event Shuttle Buses
4. The use of Event Shuttle buses from Penrith Station to the venue entry point (Station Shuttle)
5. The use of additional mini-loop shuttle buses for Old Castlereagh Rd (Mini-Loop)
6. Aim to have all patrons arriving at the entry via some means of transport and minimise/ limit number of people arriving at the event site on foot.
7. Direct Drop-off/ Pick-ups (Kiss & Ride) to occur from the South side of Penrith Station for ingress and egress.
8. Secondary drop off point in Leland St at the control point on Old Castlereagh Rd then using the mini-loop shuttle to access the site.
9. Private vehicles will have parking at the event site for up to 1,000 vehicles at a charge of \$20 per vehicle (expected usage up to 500 cars).

4.2 Event Shuttle Bus (Station Shuttle)

Q-Dance Australia will be organising a free event shuttle bus from Penrith Station to the event site. The shuttle bus will drop off and pick up patrons from inside Gate A at the Sydney International Regatta Centre throughout the day.

Patrons attending this event require a smooth interchange between the event shuttle bus and rail in order to ensure their experience is positive. Additionally during egress, patrons will want a timely service back to Penrith Station to meet the special event rail services organised by Sydney Trains.

Note: Event Shuttle buses will access Penrith Station Northern Commuter Car Park area from Coreen Ave into Combewood Avenue. Event Shuttle Buses will exit Penrith Station Northern Commuter Car Park via Thornton Drive into Castlereagh Rd. These are new entry and exit roadways for 2015 and will need to be monitored closely through the event.

4.2.1 Station Shuttle Bus Service – Ingress

It is expected for an attendance of 24,000 patrons that we will require **36 buses** to make loops between Penrith Station and the venue for the ingress to cater for the number of patrons requiring a bus to the venue given its location.

It is proposed that Buses will be able to layover in the Penrith Station Car Park (on the northern side of the station) to ensure maximum utilisation of services at peak times. It is anticipated that the buses will generally run in time with train arrivals at Penrith Station to ensure there is minimal build-up of patrons waiting to get to the event from Penrith Station.

4.2.2 Station Shuttle Bus Service – Egress

It is expected for an attendance of 24,000 patrons that we will require up to 54 buses for the egress phase of the event to move up to 16,000 patrons back to Penrith Station at the conclusion of the event.

The buses will be split into 2 groups of 3 buses to load at the conclusion of the event and this will result in groups of 3 buses travelling to Penrith Station every 2 to 3 minutes.

Buses will pick patrons up from approximately 100m inside Gate A at SIRC. The buses will then exit the site through Gate B. The buses not being utilised will be able to layover along Old Castlereagh Rd east of gate A and a small number in P4 at SIRC to ensure the maximum amount of buses are available for the peak egress times.

Additionally, a reduced event shuttle service shall continue to operate throughout the day between the event site and Penrith Station to cater for patrons who leave the event early or who are requested to leave the event by Security and NSW Police. In the case of the latter, a security guard will travel on the service to ensure other patron and driver safety.

Our dispersal analysis estimates that the total egress capability needs to accommodate: **up to 16,000 may require Event Shuttle bus back to Penrith Station.**

The Shuttle bus route will take buses approximately 22 minutes to complete during ingress and 22min during egress. During peak times the buses will take up to 2 minutes to load and 1 minute to unload, making return trip during ingress approx. 25min and egress 25min. During egress we are planning for each shuttle bus between SIRC and Penrith Station to be able to make up to 4 trips within 1hr: 40min (100min), being main egress period, with some patrons leaving prior to main egress and some leaving slower.

Basic calculations during peak egress period of 10:00pm – 11:40pm (100min): are **therefore 54 buses making 4 trips over 100min (216 bus movements) with up to 70 people in each bus provides transport capability over that period for 15,120 people.**

In addition to the above calculations we have to assume that during the lead-up to main egress approximately 1,800 people will have left the site on the shuttle bus services prior to 10:00pm with a further 400 people slowly leaving the site after 11:40pm on a few shuttle buses that will have to make a 5th trip.

Refer to **Attachments 9b** – Event Shuttle Bus Routes.

Refer to **Attachment 6** for our dispersal analysis.

Contingency Note 1: On Ingress some Event Shuttle Buses from Penrith Station may get redirected via Lugard St and Leland St to pick up additional passengers if the Mini-Loop Service is not coping with the demand at this point.

Contingency Note 2: On Egress some Event Shuttle Buses from Penrith Station may get redirected via Lugard St and Leland Street if the roundabout at Castlereagh Rd / Andrews Rd becomes too congested.

Contingency Note 3: On egress some Event Shuttle Buses may be required to collect patrons from Old Castlereagh Rd if they have moved through the venue fences. This will be monitored through the egress and managed if required.

4.3 Penrith Station Shuttle Bus Operations Attachment 11a (site 21a)

On the event day patrons will arrive at Penrith Station on trains which have come from Sydney City and also from the Blue Mountains. Patrons attending the event will be directed towards the northern exit of the station and towards the shuttle bus pick up point located in the northern bus interchange. This area is also known as Coreen Ave commuter car park.

The organiser will be providing a Site Manager for Penrith Station who will be attending all lead-up meetings about this site with stakeholders. Barricades and queuing systems will be installed to facilitate the loading of the buses during ingress.

Similarly on egress a corralling system and signage will be needed to ensure patrons are able to access Penrith Station safely and to assist with pedestrian flows into the station should the shuttle buses be dropping patrons off quicker than the trains are able to handle.

Sydney Trains has agreed to install directional signage at Penrith Station that will assist patrons to find the shuttle buses.

Further Sydney Trains has approved the proposal to allow patrons to walk through their car park and into the station so to avoid the chokepoint in the north eastern corner of the car park area. This will allow the patrons to be stopped should the station become overcrowded.

In 2015 it is proposed to manage the commuter car parking arrangements around the bus movements as in the past 2 years the number of cars parked in this car park has been minimal. As part of the management of this car park, the festival organisers will remove access to the upper 2 levels of the car park as these levels exit into the bus loading area.

Please see [Attachment 11](#) for the station plans

4.4 Other Event Bus Services (Mini-Loop & Local Services)

4.4.1 Mini-Loop Service:

The Mini-Loop Service will need to accommodate; all people who parked other than at the event car park (**2,500 people**) and anyone who walked from home directly to the venue (360 people), therefore we need an egress capability to move around 3,000 people from the site over 100min, with each mini-loop bus performing 8 trips at (12min/ trip), requiring **6 buses dedicated to the mini-loop service**. These numbers are based on a 24,000 patron attendance.

4.4.2 Local Shuttle / Hotel Shuttle Bus:

The organisers will again be providing a local area / hotel shuttle bus service at the conclusion of the event. This bus service will operate from the southern side of Penrith Station and follow 3 routes to key points and hotels within the Penrith local area. This bus service is being provided due to the shortage of taxis in the area at the conclusion of the event and in this case there will be **3 additional buses** for this service that connects on the south side of Penrith Station.

A fee of \$5 per ticket is charged for this service. See **Attachment 22** for the Hotel Shuttle Bus Routes

Total Estimated Number of Buses required for full service as outlined above for an attendance of up to 24,000 (less 2000 patrons staying on site), would require 63 Buses.

4.5 Arrangements for Patrons driving to and from the event and parking within SIRC

Patrons who are driving to the event and will be parking in one of the Event Car Parks within SIRC will be allowed to pass the 'Vehicle Control Point' opposite Leland St.

Private vehicle will go through a vehicle control point at Leland St and enter the SIRC site through Gate C. From here they will come under the control of SIRC car parking staff. Once the patrons have parked they will be directed to follow event signage to the entry approximately 500m – 1km walk from the car park.

It is proposed that the car park is prepared for operation from 9:30 AM and operational from 10:30 AM to co-inside with the 'soft' opening of the site. However, staff members that have the correct parking pass will be able to park on site from 6:00 AM on event day.

Car Parks P5 & P6 will accommodate up to 1,750 cars however we will initially work from the capacity of 1,500 cars spaces for this event. We will then work on the assumption that up to 500 cars may actually use the event car parking at SIRC on the day, with an average of 2.9 people in each car, being 1,450 patrons arriving by private vehicle, (approx. 7% of the attendees at 24,000).

For egress, patrons who have driven, will be directed past the shuttle bus stop and directed to car parks P5 – P6. The path and car parks will require additional lighting and signage to ensure patrons are able to get back to their cars safely. Refer to **Attachments 8 & 13** – for SIRC Car Park Locations and vehicle movement plans.

4.6 Staff Parking

The majority of staff will be provided parking at convenient locations due to the large numbers of staff required for this event and to assist staff making it to their shift on time. These staff car parks will be located at SIRC and Penrith Station.

4.6.1 Staff Parking Area 1 – SIRC P3 & P4

Staff will be allowed to pass the Vehicle Control Point 1 and 2 then enter SIRC through Gate A then are directed to the right, to park in SIRC car parks P3 & P4. Parking operations will be conducted by SIRC staff and all vehicles will be directed to enter through Gate A and exit via Gate B only. This parking will be available from 6:00 AM on event day.

4.6.2 Staff Parking Area 2 – Northern side Penrith station (Site 21b, Attachment 11a)

The event organiser has suggested that all early-shift security staff will be directed to park at the commuter car park on the northern side of Penrith Station.

Staff Parking Pass: Staff will be allocated a vehicle pass to be displayed on the dash of the vehicle at all times. This will be coordinated by the Q-Dance site manager.

4.7 Contingency & Wet Weather Car Parking

The event organiser has looked at a number of contingency car parking sites over the past few years of the event.

The organiser will consider a wet weather parking option at Emu Plains Train Station should the weather present unfavourably.

If there have been a number of days where it has been raining leading up to the event, the organisers are to liaise with SIRC operations manager in order to determine the areas that may be affected and to review numbers. If there is a severely limited number of car parking available on site then the organiser will issue a Wet Weather message using SMS and email to request patrons look to Public Transport due to very limited parking being available due to the weather in the days leading up to the event.

4.8 Taxi Arrangements

Taxis will be advised to drop patrons at the Taxi Rank on the southern side of Penrith Station in Jane Street. From Penrith Station patrons will be able to catch an event shuttle bus to the SIRC site.

The event organiser is to liaise with NSW Taxi Council and engage additional Taxi Security for this location. The existing Taxi rank should provide adequate space during ingress. During egress this area should be sufficient for the number of patrons requiring taxis as the taxis will be supplemented with the local area/hotel shuttle bus.

During ingress, in the event that a taxi arrives at Old Castlereagh Rd, Taxis will be permitted to continue through the control point at Old Castlereagh and will be directed to enter the site through Gate C, drop-off at the RMS hardstand within SIRC and then exit through gate B.

Taxis are not permitted to pick-up from the event site during egress. Traffic arrangements at the conclusion of the event will be somewhat restrictive and congested at times, meaning that it will not be possible for vehicles to get near SIRC on Old Castlereagh Rd, priority will be given to shuttle buses

and vehicles leaving the site. Taxis approaching the site during egress will be redirected to Penrith Station.

Further Note: All local taxi companies will be notified of the event in the weeks prior and the call centres will also be notified on the event day seeking taxis to Penrith Station at the conclusion of the event.

Note 2: Accessible Taxis with a booking will be permitted to enter the site at the conclusion of the event.

See [Attachment 26](#) for Penrith Station Taxi Drop-Off/Pick-Up Plan

4.9 Minibuses; Coaches; Hire Vehicles

The private hiring of minibuses, coaches, other buses, and Hire Vehicles (HC Plate Vehicles) is a growing trend at music festivals across Sydney. Therefore for the 2015 event there will again be increased resources to cater for this growing group of patrons.

The event is anticipating that up to 3,600 patrons may arrive by their own chartered minibus, coach or Hire Car. Working on an average of 20 people per vehicle, we will be expecting 170 vehicles through the day (number based on counts from event day in 2013).

During ingress minibuses, coaches (excluding Station Shuttle Buses and Mini-loop Shuttle Buses) and Hire Cars will access the site through Gate C and be directed to P5 south or P6 south to drop off. The patrons will then follow the same route to the venue as patrons parking in the P5 north and P6 north car parks.

During egress minibuses, coaches and hire cars will be able to access the venue through Gate C and will be then directed to park to wait for their patrons. These vehicles will be granted access through the Leland St checkpoint (condition to proceed will be a TV or HC number plate – exception to the rule will be a minibus with a regular NSW number plate that has more than 11 seats).

All private charter buses, minibuses and hire cars will be directed to leave the venue via Gate B.

See [Attachment 10](#) for SIRC Charter Bus Loading Plan

4.10 Private Vehicle Pickups and Drop-offs

Patrons being dropped-off in a private vehicle for the event will be advised to do so from the south side of Penrith Station. These patrons will be advised to catch the event shuttle bus, from Penrith Station to the event site and catch the shuttle back to Penrith Station at the conclusion of the event. This will also help to reduce congestion around SIRC and allow the shuttle buses clearer roads to operate on.

Patrons being picked-up at the conclusion of the event (during egress) will be directed to catch a free event shuttle bus back to Penrith Station, then be directed to the southern side of Penrith Station

where it will be safer for vehicles to stop and collect people. This will also separate them from the main crowd attempting to board trains to the City and Blue Mountains.

Private vehicles that choose to disregard the procedure and drop people-off closer to the venue will then need to use on a Mini-Loop Shuttle Bus to the venue. People being dropped off or the driver will be given a note to say where these people can be picked back up from at the end of the event, being Penrith Station. Portable VMS will also be programmed at various locations to provide directions and messages about the area where persons dropping off should aim for, being Penrith Station.

4.11 Transport Arrangements for Camping Patrons

In 2011 the event organisers introduced a new element to the event and allowed limited number festival goers to camp in the site the night before the event and after the event. In 2015 this will be happening again and increased capacity from 750, in 2014, up to 4000 patrons, with an expected attendance of approximately 2000. Patrons attending the camping element will also have an Integrated Transport & Entry Ticket, which Q-Dance Australia have organised with the Transport for NSW and Sydney Trains, whereby patrons are able to travel to the event on all Sydney Trains Services using their entry ticket.

Patrons will arrive between 11:00 AM and 9:00 PM on Friday 18 September 2015 and will either arrive by train at Penrith or drive to the venue. A shuttle bus service to SIRC will depart from the Northern Side of Penrith Train Station on Friday 19 September 2015. In addition, this shuttle bus service will operate on Sunday 20 September 2015 to transport patrons back to the station once the camping component of the event concludes.

4.11.1 Station Shuttle Bus – Camping Ingress

Gates open for campers at 11:00AM on Friday 18 September 2015 with music starting at 12:00PM with the main event, “The Gathering”, beginning at 6:00PM on Friday 18 September 2015. It is expected that patrons will arrive primarily for the main event, and after normal business hours. Therefore it is expected that off-peak ingress will be from 11:00AM – 5:00PM, with peak ingress going from 5:00PM until 9:00PM.

Estimated arrivals during the off-peak ingress period of 11:00AM – 4:00PM is 775 people; **therefore 2 buses making up to 2 trips each every 60 mins with up to 50 people in each bus provides transport capability over that period for 1,000 people.**

Estimated arrivals during the peak ingress period of 4:00PM – 9:00PM is 1225 people; **therefore 3 buses making up to 2 trips each every 60 mins with up to 50 people in each bus provides transport capability over that period for 1,500 people.**

4.11.2 Station Shuttle Bus – Camping Egress

Egress for camping patrons will begin at 6:00AM, however, due to the nature of the event we have identified a peak egress of 10:00AM – 2:00PM. Checkout for campers is at 1:00PM.

Estimated dispersal numbers identified during off-peak egress period of 6:00AM – 10:00AM is 625 people; **therefore 2 buses making up to 2 trips every 60 mins with up to 50 people in each bus provides transport capability over that period of 800 people.**

Estimated dispersal numbers identified during peak egress period of 10:00AM – 2:00PM is 1375 people; **therefore 4 buses making up to 2 trips every 60 mins with up to 50 people in each bus provides transport capability over that period of 1600 people.**

See [Attachment 25](#) for Camping Ingress/Egress Analysis

4.12 General Transport Planning Notes

4.12.1 Shuttle Bus Signage

The shuttle bus operator will be asked to provide signage which shows the bus is a DefQon1 event shuttle. Where possible this should be shown on the bus indicator board to ensure patrons are clear that the bus is going to their required destination. If this is not possible, the message 'Special' across the front board will be sufficient.

4.12.2 Transport and Car Parking Signage

Any signage produced to assist patrons to the shuttle buses during ingress and to the car parks during ingress and egress should contain short clear messages and also include the event logo or the Q-Dance logo to ensure patrons follow the correct signage.

4.12.3 Transport Arrival Operations (Ingress)

Shuttle bus drivers are asked to keep speeds to a minimum while driving on the Sydney International Regatta Centre roads, especially as they enter the site through Gate A and exit the site through Gate B as patrons will enter the event near this area.

4.12.4 Drop-off Areas (Shuttle Bus)

The event shuttle bus will drop patrons inside Gate A at the Sydney International Regatta Centre (see [Attachment 10](#) for exact location). Patrons will then follow internal SIRC footpaths and event signage to the event entry point.

4.12.5 Venue Egress Strategy

At the conclusion of the event, announcements will be made from the stage to advise patrons that shuttle buses will take them back to Penrith Station. These messages will also advise that there will be no taxis and pickups from the site, rather these will occur from the southern side of Penrith Station.

Further, static signage, VMS boards, lighting and Public Address Systems will be used to assist patrons to the shuttle bus pick up point near Gate A, SIRC. Additional static signage and personnel are required at the exit point, to help split people into the following flows;

- Event Shuttle Bus to Penrith Station

- Event Mini-Loop Service
- Private vehicles parked on site
- Charter buses parked on site

Event organisers have indicated that they will conclude the event at 10:00 PM as advertised, then restart all stages except the main stage for approximately 1 hour so as to mitigate a mass egress to the buses. The progressive shutdown and 'soft' shutdown will hold people on the site for longer so the buses are able to cope with the demand. It is anticipated that some patrons may begin leaving from 8:30 PM onwards as was observed in previous years.

4.13 Transport Departure Operations

4.13.1 Shuttle Buses

At the conclusion of the event, patrons will be directed to a corraling system approximately 500m from the SIRC Bridge. From here they will be split into 2 sections of bus loading. The bus loading for the 2015 event will be split into 2 groups of 3 buses that will alternate being released so to minimise congestion.

All station shuttle buses leaving the venue will exit through Gate B.

Buses will layover in Old Castlereagh Rd east of Gate A at the conclusion of the event (buses to pull over as far left as possible to ensure emergency access is maintained. Buses will lay over in this area from 8:00 PM to prepare for egress. Additionally Busways has advised that it has 2 depots located along the bus route and these will be utilised to lay buses over as required in addition to the space on Old Castlereagh Rd.

See [Attachment 10](#) for SIRC Bus Loading Area

See [Attachment 11a](#) for Penrith Station Bus Interchange

4.13.2 Car Park Egress

Patrons who have driven to SIRC will be directed to leave the venue by Gate E and then turn right onto McCarthys Lane. From here if they are heading to Sydney or Penrith they will be directed right onto Castlereagh Rd and then left onto Andrews Rd (towards the Northern Rd and M4 Motorway).

Vehicles heading towards Richmond and Windsor will be able to turn left at Castlereagh Rd / McCarthys Lane intersection.

The intersection of Castlereagh Rd and McCarthys Lane will be under control of NSW Police and Authorised Traffic Controllers to improve traffic flows out of McCarthys Lane – see Traffic Management Control Plans ([Attachment 16](#)).

4.13.3 Penrith Station Interchange (Event Transportation Hub)

The Penrith Station Interchange will be a key location during the egress of the event. This is where patrons will decide their transport home – rail, regular bus services, taxis, or being picked up.

Patrons using the Event Shuttle Service will be dropped off on the Coreen Ave side of Penrith Station (northern commuter car park side of the station). From here they will be directed to the station (if travelling by train towards the City or Blue Mountains) and loaded onto the waiting train.

If the patron is looking for regular bus services, taxis or to be picked up, they will be directed over the pedestrian bridge of the station to the southern side (Jane St side of the station) where the regular taxi rank is situated and regular bus services depart.

See [Attachments 11a, & 11b](#) – Penrith Station Bus Interchange

4.13.4 Special Event Trains

As part of the event ticket price, patrons will be provided with rail transport anywhere in the network bounded by Newcastle, South Coast, Blue Mountains and Eastern Suburbs. Sydney Trains will provide enough special event trains to meet patron needs.

It is anticipated that the trains will be able to load quicker than patrons can be transported to the station, however in the case of multiple buses dropping at one time, control measures will be in place to restrict the flow onto the platform so the trains can be loaded safely.

The special event trains will supplement the regular services from Penrith Station and will include 3 standby services in addition to the 9 regular services for the egress. These standby trains will stop at junction stations (Blacktown, Westmead, Parramatta, Granville, Lidcombe, Strathfield, Redfern and Central) between Penrith and Central.

4.14 Key Transport Times on Event Day

Time	Event	Location
6:00am	Q-Dance Managers and Crew arrive at all sites	All Sites
6:30am	Staff Shuttle to commence from Penrith Station	Penrith Station
7:00am	10% of Security and support staff arrive	All Sites
8:00am	Bar Staff start to arrive from 8am – 9:15am	SIRC
9:00am	90% of Security and Staff are on site	All Sites
9:00 am	All Sites at both Penrith Station and SIRC are made ready to be operational by 9:45 am	All Sites
9:45 am	First group of shuttle buses arrive at Penrith Station	Penrith Station
10:00 am	First patrons arrive at Penrith Station	Penrith Station
10:10 am	First shuttle bus loads and departs Penrith Station	Penrith Station
10:20 am	First shuttle bus arrives at SIRC Gate A	SIRC
10:30 am	Shuttle bus numbers progressively increase to 36-40, with all shuttle buses operational during peak ingress	Penrith Station
10:30 am	'Soft' opening - Defqon1 Gates Open	SIRC
10:30 am – 2:00 pm	Shuttle buses circulate transporting patrons from Penrith Station to SIRC	

Time	Event	Location
11:00 am	Advertised time - Defqon1 Gates Open	SIRC
11:30 am	All stages operational	
2:00 pm – 8:30pm	Limited shuttle buses circulate between Penrith Station and SIRC	
8:00 pm	Build up of Shuttle Buses to begin arriving at SIRC and layover along Old Castlereagh Rd, west of Gate A and layover in P4	SIRC
8:30 pm	Slow egress begins	SIRC
8:30 pm	NSW Police and Security prepare for event road closures and control points	Castlereagh Rd, Old Castlereagh Rd, McCarthys Lane.
10:00 pm	Main Stage Concludes Main egress begins, all shuttle buses operational to take patrons to Penrith Station	SIRC
11:00 pm	Remaining stages conclude Final egress to begin, all shuttle buses to make 3 rd or 4 th run.	SIRC
11:35 pm	Main Egress complete	SIRC
11:50 pm	Egress complete and all event operations conclude with closure of Venue Communication centre.	SIRC
12:00 am	All Traffic Point removed	All Sites

5 Traffic Management

5.1 Traffic Control Plans

The Traffic Control Plans (TCPs) have been prepared based on the previous successful operation of the Traffic Management Plan over the past 6 years for the DefQon1 Music Festival. The TCPs have been developed to facilitate the increased traffic and transport requirements around Penrith and the Penrith Lakes area associated with this music festival while trying to minimise the disruption to the non-event community.

The specific objectives of the Traffic Control Plans (TCP's) are to provide adequate information to Police, Event Traffic Controllers, the Bus Contractor and other staff 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 the requirements of the event.

The Traffic control plans will 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,
- Provision of a preferred transport route for the event shuttle buses
- Safety and management of non-event general public and traffic at these points
- Maximising the efficiency of general traffic flows around the event site
- Minimise impacts to the non-event community

Factors that may influence the nature of operations at various traffic management points are:

- Physical surroundings, pathways, roadways, permanent & temporary infrastructure
- Event Vehicle movements including event buses and event vehicles
- Non-event community vehicle movements and road network conditions
- Duration of operation required (including peak times)
- Other traffic generators and other events
- Environmental factors such as the weather

5.2 Checklist for Development of Traffic Control Plans

In developing Traffic Control Plans for an event (in this instance the DefQon1 Music Festival), Event and Sports Projects Australia Pty Ltd undertake the following process:

- Feasibility – is the proposed road closure and infrastructure realistic for the event, the time of day, the volume of traffic and pedestrians, and any other factors which may be relevant at the particular location.
- Usability – is the proposed TCP usable for the crew that is required to set it up
- Applicability – is the proposed TCP applicable for the location, time of day, the volume of traffic and pedestrians
- Effectiveness – is the proposed TCP achieving what it is being designed to achieve and is it safe to setup and operate for the workers at the TCP

- Trade-offs – is the proposed TCP achieving what it is proposed to be achieved and what are the impacts of implementing this TCP
- Cost - is the cost of the equipment in the proposed TCP applicable to the required treatment for the time of day, the volume of traffic and pedestrians and the length of the closure.

The road closures that are required to be implemented to facilitate the event ingress and egress for the DefQon1 Music Festival are considered short term work and will be required for a maximum of 4 hours on the event day in each instance (that is 4 hour duration during ingress and 4 hour duration during egress). Therefore the TCPs need to be designed so that it is feasible to install and remove the relevant infrastructure for the short duration of the closures.

5.3 The Design Process for the Traffic Control Plans

Event & Sports Projects Australia Pty Ltd (ESPA) has undertaken the following process when designing Traffic Control Plans for the DefQon1 Music Festival.

5.3.1 Initial Briefing

ESPA were briefed and engaged by Q-Dance Australia Pty Ltd (owner of DefQon1 Music Festival) to create a Traffic Management Plan to facilitate the increased traffic and transport requirements of the event.

5.3.2 Site Inspection

ESPA has undertaken a site inspection of the TCP locations in order to perform this review of the TCPs. In previous years a number of site visits has occurred in order to develop the TCPs.

Date	Comments / Notes
Friday 5 April 2013	Site inspections around SIRC and Penrith Consultation meeting with NSW Police – Penrith LAC
Thursday 4 July 2013	Consultation with NSW Police on TCP Resourcing Consultation with businesses in Mullens Rd regarding road closure Site inspection of this area.
Tuesday 6 August 2013	Site inspections around SIRC and Penrith Site briefings with Traffic Control Supervisor Transport Walkthrough with All Traffic / Transport Agencies
Wednesday 5 March 2014	Review of Penrith Station Operations
Friday 29 August 2014	Site inspections around SIRC and Penrith Site briefings with Traffic Control Supervisor Transport Walkthrough with All Traffic / Transport Agencies
Monday 30 March 2015	Site inspection around SIRC and Penrith Review of Penrith Station Operations
Wednesday 15 April 2015	Draft TMP/TCP planning meeting with Penrith Police, cancelled by Police.

5.3.3 Traffic Control Plan Design

ESPA use a checklist when designing a new TCP for a situation. This checklist is a series of questions and considerations for a location that will then be used to form a TCP to (in this case) create a traffic management plan to facilitate the increased traffic and transport requirements for the 2015 DefQon1 Music Festival.

5.3.4 Feedback and Approval

The TCPs developed for the DefQon1 Music Festival will be provided to the relevant agencies (NSW Police, Roads and Maritime Service (RMS), and Penrith City Council) for their feedback and approval.

The operational version of the TCPs will be a collective of the input received from the Traffic Management Workgroup (event organizers, TMP compilers, NSW Police, RMS, and Penrith City Council) as to what is the most feasible, usable, applicable, effective and cost efficient for the applicable road closure and/or traffic treatment.

Approval for the Traffic Management Plan will be received through the Local Traffic Committee of Penrith City Council which is made up of representatives from Penrith City Council, NSW Police – Penrith LAC, and RMS.

5.4 Overview of Traffic Management Plans

Temporary road closures and managed traffic access will be implemented from 8:30 PM on the day of the event. This will include removing cars from Old Castlereagh Rd to give priority to the shuttle buses and directing vehicles heading towards Penrith and Sydney (plus suburbs north of Penrith) along Andrews Rd and using the Northern Rd to connect to the motorway.

See [Attachment 14](#) for an overview of Managed Traffic Areas and Operational Sites.

Managed traffic arrangements and road closures will be implemented by Penrith Police and Authorised Traffic Controllers.

A contingency road closure for ingress is proposed at Castlereagh Rd and Mullins Rd (outside Bunnings and Heartland Holden). This contingency road closure would be for traffic travelling east on Mullins Rd and would close access to Castlereagh Rd between 10:00am and 2:00pm to assist with the movement of event buses through the Castlereagh Rd / Coreen Ave /Mullins Rd roundabout. Vehicles leaving Bunnings and Heartland Holden will be detoured around the block and exit via Peachtree Rd. Note: in 2014 this was proposed, and was implemented at around 12:30pm for a period of thirty minutes which was enough time to clear ingress congestion.

There will be managed traffic arrangements from 8:30 PM to 12:00midnight at the following streets:

- Castlereagh Rd and McCarthys Lane
- Castlereagh Rd / Andrews Rd / Old Castlereagh Rd roundabout
- Gate E and McCarthys Lane
- Leland St at Old Castlereagh Rd
- Castlereagh Rd / Coreen Ave

- Internal Areas of SIRC

5.5 Overview of Traffic Management Plans for Ingress

In addition to the checkpoint on Old Castlereagh Rd and Leland St there will be managed traffic arrangements at Castlereagh Rd / Coreen Ave / Mullins Rd to improve the turnaround time of station shuttle buses between Penrith Station and the venue. A contingency closure may occur between 10:00am and 2:00pm when traffic was busiest at the 2014 event. It will only be implemented if required (note in 2014 this was implemented for a period of 30 minutes, which was sufficient to clear congestion at this point).

Additionally traffic management for ingress will occur on the SIRC internal roads between Gates A and B where the shuttle buses will unload patrons. This operation will occur to assist with unloading passengers from the buses and directing them to the event entry. Pedestrian management may also be required in this location as patrons will be required to walk from the car park to the event entry, and this will see them pass through the shuttle bus drop off point.

NSW Police, Security, Authorised Traffic Controllers and SIRC car park staff will coordinate all aspects of the traffic and pedestrian management for the event. A representative from the bus contractor will manage all buses that enter SIRC through Gate A, the set down point and bus movements exiting the site through Gate B.

5.6 Overview of Traffic Management Plans for Egress

Road Closure Times:	8:30 PM to 12midnight
Streets:	Castlereagh Rd and McCarthys Lane
	Castlereagh Rd / Andrews Rd/ Old Castlereagh Rd
	Gate E / McCarthys Lane
	Leland St at Old Castlereagh Rd
	Castlereagh Rd / Coreen Ave

5.7 Traffic Management Areas

There are a number of areas where traffic will need to be managed to facilitate the egress of patrons from the DefQon1 Music Festival. These areas will assist with the flow of buses between SIRC and Penrith Station, the flow of cars towards the M4 motorway and also minimise the impact on local residents needing to use Castlereagh Rd.

5.7.1 TCP No.1: Castlereagh Rd / Andrews Rd / Old Castlereagh Rd

Map Ref: UBD Map 163 (H:16)

TCP Operation 1a – Ingress

Priority to be given to Event Shuttle Bus Services at all times once services commence operation from approximately 9:00 AM.

Event Shuttle Buses follow normal flows of traffic at all times

Mini-Loop Shuttle Bus will need to keep in the left lane on exit from Castlereagh Rd at the roundabout in order to gain access to proposed bus stop on the slip lane outside the service station.

TCP Operation 1b – Egress

This location is critical to the success of the plans. Lane 2 (southbound) of Castlereagh Rd from McCarthys Lane to Andrews Rd will be removed forcing all traffic into lane 1 for egress.

With the closure of the right lane southbound on Castlereagh Rd the aim is that cars will follow the detour messages and turn left into Andrews Rd and use The Northern Rd instead to travel south. Police will assist with this direction.

Additionally the event shuttle buses will be turning right from Old Castlereagh Rd onto Castlereagh Rd. The shuttle buses will use the right hand lane to make this turn while the left lane will be occupied by vehicles turning left into Andrews Rd.

5.7.2 TCP 2: Old Castlereagh Rd / Leland St – Vehicle & Pedestrian Control point 1

3 x Traffic Controllers (Access Controllers) at this point. Simple set-up of traffic control infrastructure to direct Traffic.

Water filled barrier & Mesh Barrier to be used as a visual barrier for pedestrians who reach this point wanting access to the site.

The purpose of this TCP is to provide a Vehicle and Pedestrian Control point in order to minimise or limit the requirement for pedestrians to walk along Old Castlereagh Rd to the event entry, limit interaction between pedestrians and vehicles along this road and minimise vehicle congestion at the Venue.

Pedestrians: All pedestrians will be directed to the closest Mini-Loop Shuttle bus stop (corner of Leland St and Old Castlereagh Rd) whereby patrons will be picked up every few minutes.

Vehicles: Vehicles allowed through Control Point 1:

- Access All Areas (AAA) vehicle Pass for accredited Event Management Vehicles
- Event Shuttle Bus from Penrith Station, to Gate A, western loading area,
- Mini-Loop Shuttle Bus service, to Gate A, eastern loading area,
- Private Charter Buses, to Gate C, to eastern loading area, then exit Gate B.
- Local Residents with vehicle pass or letter
- Quarry Personnel with vehicle pass or letter
- Private Hire Cars and Limousines, to Gate C to drop off area, then exit Gate B,
- Private Cars with patrons going to park in SIRC, to Gate C, then exit via McCarthys Lane,

Vehicles not allowed through Control Point 1:

- Private vehicle drop-offs, they will be directed to Leland St and to pick up from station on egress,
- Taxis (during the egress phase), same as private vehicle drop-off above (Taxis allowed to drop-off during ingress phase but not allowed to pick-up from the site at the end of the night).

5.7.3 TCP 3: Castlereagh Rd / Lugard St – contingency plan

This location should run under normal conditions with a request for the lights to be trimmed in favour of north-south during peak egress.

If the roundabout (TCP 1) becomes congested during egress, the Event Shuttle Buses returning from Penrith Station may turn left at Lugard St and Right into Leland to avoid Castlereagh Rd / Andrews Rd.

Observation note from 2012/2013: very minimal traffic through this area on the Saturday evening during the egress so this contingency plan is unlikely to be used.

5.7.4 TCP 4: Castlereagh Rd / Coreen Ave / Mullins Rd

TCP 4a (Ingress):

Contingency Road closure of Mullins Rd eastbound (exit from Bunnings and Heartland Holden to Castlereagh Rd) between 10:00 AM and 2:00 PM.

Aim of TCP is to move event shuttle buses through the roundabout more efficiently and this closure reduces the number of directions to be controlled.

TCP 4b (egress):

Aim of the TCP is to ensure that the station shuttle buses are uninterrupted returning to Penrith Station. This TCP will be used as a monitoring point for traffic surrounding the event site.

There will be 2 x Police Officers and 1 x Police Vehicle to facilitate the movement of Event Shuttle Buses during Ingress. We anticipate there being some congestion that forms around this area that will require Police to provide priority to Event Shuttle Buses leaving Coreen Ave for the venue during ingress.

During egress the Police Traffic Supervisor will be able to respond to this area if congestion is reported.

5.7.5 TCP 5: Coreen Avenue / Combewood Ave – Northern Commuter Car Park

No infrastructure required at this location.

In addition a traffic controller will be posted to this location through the day to monitor traffic flows to ensure the event buses are able to circulate adequately.

5.7.6 TCP 6: Gate C / Old Castlereagh Rd – Vehicle Control Point 2 & SIRC Car Park Entry Only Point

2 x Traffic controllers to direct all hire cars, private charter buses and minibuses and patron vehicles into SIRC car park. Also to monitor road for Private cars that may have proceeded past this point and are looking to park on side of road, and monitor and manage any pedestrian activity

Vehicles: Vehicles allowed through Control Point 2:

- Access All Areas (AAA) vehicle Pass for accredited Event Management Vehicles and Artists with appropriate pass,
- Event Shuttle Bus from Penrith Station, to Gate A, western loading area,
- Mini-Loop Shuttle Bus service, to gate A, eastern loading area,
- Local Residents with vehicle pass or letter
- Quarry Personnel with vehicle pass or letter

Vehicles not allowed through Control Point 2:

- Private Hire Cars and Limousines, to Gate C to drop off area, then exit Gate B,
- Private Cars with patrons going to park in SIRC, to Gate C, then exit via McCarthys Ln,
- Private Charter Buses and Minibuses, in Gate C, to eastern loading area,

5.7.7 TCP 7: Gate B / Old Castlereagh Rd – Bus/Vehicle Exit Only Point

1 x Traffic controller to monitor safe exit of Event Buses, Hire Cars, Charter Buses, Mini-Shuttle Service from site, onto Old Castlereagh Rd.

Also to monitor road for private cars that may have proceeded past this point and are looking to park on side of road, and monitor and manage any pedestrian activity.

5.7.8 TCP 8: Gate A / Old Castlereagh Rd – Bus/ AAA Vehicle Entry Only Point

2 x Traffic controllers to monitor safe entry of Event Shuttle Buses, and Mini-Loop Shuttle Service into site, from Old Castlereagh Rd. Monitor bus queues and direct bus driver to most appropriate area to avoid congestion.

This point will also manage access beyond Gate A in 2015 as there is a new access roadway constructed that will increase emergency access points to the southern side of the site.

Vehicles should not exit Gate A due at any time due to continual bus movements into the site at this point.

5.7.9 TCP 9: Merge and Private Vehicle Exit Point – Egress Only (internal roadway)

2-3 x SIRC Parking attendants manage safe merging of patron vehicles from P5 & P6, provide exit direction to Private vehicles onto Competition Lake Pathway.

Note: Additional SIRC personnel required to direct any patrons walking along the competition lake, back to the shuttle services in order to avoid vehicle movements around the lake.

5.7.10 TCP 10: Monitor and Direct Private Vehicle Exit Point Gate E – Egress Only (internal roadway)

2-3 x SIRC Parking attendants provide directional assistance at key points around Gate E and manage safe exit from the site toward McCarthy's lane.

Also maintain Emergency Access through this area during the egress phase.

5.7.11 TCP 11: Cranebrook Rd / McCarthys Lane

This location will determine the flows out of the venue to Cranebrook Rd and Castlereagh Rd. This location will need ensure traffic between Penrith and Richmond / Windsor is maintained, as well as good flows for the car park of SIRC.

Vehicles exiting McCarthys Lane will be directed right under Police control to access Castlereagh Rd to head towards Penrith and Sydney (via M4 motorway). Vehicles will also be able to turn left out of McCarthys Lane and head towards Richmond and Windsor.

5.7.12 TCP Combewood Ave / Thornton Dr

Temporary No Stopping Signs to be installed on Combewood Ave and Thornton Dr on both sides of the road between 6:00 AM and 12midnight to ensure buses have sufficient room to move along Combewood Ave and Thornton Dr.

5.7.13 TCP 13: Combewood Ave/ Northern Commuter Car Park

Temporary No stopping Signs to be installed on Combewood Ave on both sides of the road to ensure buses have sufficient room to move along Combewood Ave.

1 x Traffic Controller to assist shuttle bus services through carpark area. Assist staff vehicles presenting to the area to park in correct spot.

5.7.14 TCP 14: Thornton Dr/ Castlereagh Rd

This location should run under normal conditions with a request for the lights to be extended in favour for the peak of ingress and egress to get the shuttle buses to arrive at SIRC on time.

5.7.15 TCP No. 15: Lord Sheffield Circuit / Northern Commuter Car Park

1 x Traffic Controller to manage staff into car park, and help layover buses during ingress. During egress Traffic Controller to install barrier boards to prevent vehicles entering the commuter car park and assist staff vehicles to turn left and exit via Lord Sheffield Circuit.

5.7.16 Andrews Rd / Northern Rd

This intersection needs to be considered although it will not be drawn as a TCP. Flows here will need to be prioritised to favour Andrews Rd and right onto the Northern Rd. Build up in Andrews Rd could impact back towards the Castlereagh Rd round-about and also potentially back to McCarthys Lane.

Note: with the expected number of cars (500) in the car park for the event it would be unlikely that this intersection will need treatment.

5.8 Road & Lane Closures (TMC ROL's)

The following road and lane closures will be implemented as part of the Defqon1 Music Festival:

- ROL for TCP 4: Castlereagh Rd at Coreen Ave / Mullins Rd

- Road closure of Mullins Rd between 10:00am and 2:00pm.
- ROL for TCP 1: Castlereagh Rd, at Old Castlereagh Rd/ Andrews Rd
 - Lane Closure: No right turn permitted for ALL southbound traffic from 8:30PM or as directed by Police to completion of egress
 - Lane Closure/ Restriction: No Left Turn permitted for northbound traffic (Event Buses Accepted) from 8:00PM or as directed by Police to completion of egress
 - Lane Closure/ Restriction: No through traffic permitted from Andrews Rd onto Old Castlereagh Rd
- ROL for TCP 2: Old Castlereagh Rd, at Leland St
 - Road Closure / Vehicle Control Point, access maintained for all residents, businesses, and emergency vehicles, control point to operate from 8:30am
- TCP 11: McCarthys Lane will be closed to entering traffic from 9:00 PM (No ROL Required)

5.9 Special Event Clearways

No Special Event Clearways are required for 2015 event.

5.10 Temporary Speed Restriction – Old Castlereagh Rd

A 40km/h Temporary Speed Restriction will be implemented on Old Castlereagh Rd from 8:00 AM on Saturday 19 September 2015 until 12midnight. The Temporary Speed Restriction will be in place due to the increased pedestrian activity in the area and to allow event traffic controllers to safely work on and near the road.

A Speed Zone Authorization form will be submitted to the RMS for their approval.

5.11 Temporary No Stopping

Temporary No Stopping areas will be installed adjacent to the Bus Stops for Mini-Loop Shuttle Bus Services on Lugard St, Leland St, and at the slip-lane on the south east corner of Castlereagh Rd and Andrews Rd.

These signs will be in place from 8:00 AM until 12midnight to allow the Mini-Loop Shuttles room to pick up and set down patrons.

An additional area of Temporary No Stopping will be installed on Combewood Ave and Thornton Dr on both sides of the road between 6:00 AM and 12midnight to ensure buses have sufficient room to move along Combewood Ave and Thornton Dr. The No Stopping arrangements will be advertised and support of Council Rangers in enforcement is requested. Note: a traffic controller will be present to monitor the zones and move vehicles on where possible.

5.12 Temporary Bus Zones

5.12.1 Station Shuttle

In 2012 the event made use of the new bus interchange on the northern side of Penrith Station.

Additionally the event will build a temporary bus terminal at SIRC on the internal road between Gate A and B. It is planned that this bus terminal will be able to accommodate 6 buses loading at any one time.

5.12.2 Mini-Loop Bus Service

An additional two (2) temporary bus zones are being proposed for the Mini-Loop Shuttle Bus that will operate along Old Castlereagh Rd via, Gate A, the slip lane on south east corner of Castlereagh Rd/ Andrews Rd, Lugard St and Leland St.

These areas will be signed and delineated using Crowd Control Barriers and other temporary infrastructure to ensure safe operations are maintained at all times.

5.13 Police Deployment

This will occur under the direction of the Traffic Sergeant of Penrith Police and as per the revised and agreed resource deployment schedule within each of the TCPs.

5.14 RMS Involvement in Implementation

At this point in time there is no plan for RMS to be involvement in the implementation of this TMP.

Communications with the TMC will only be required if the NSW Police request increased phasing of the lights at the Northern Rd/Andrews Rd and Thornton Dr/Castlereagh Rd to improve flows out of the area.

5.15 Event Signage

There is a requirement for event signage to be erected at SIRC and Penrith Station for both ingress and egress. A detailed list will be available closer to the event.

Other signage external to the venue will be used to direct patrons to bus stops and other areas of interest around the site.

5.16 Variable Message Signs (VMS)

It is proposed that Variable Message Signs (VMS) will be utilised in the following locations to assist with traffic management before, during and after the event:

- VMS No.1: Castlereagh Rd (100m south of roundabout at Andrews Rd)
- VMS No.2: Castlereagh Rd (150m north of roundabout at Andrews Rd)
- VMS No.3: Andrews Rd (150m east of roundabout at Castlereagh Rd)
- VMS No.4: Old Castlereagh Rd (at Gate C directing patrons to parking)
- VMS No.5: Castlereagh Rd / Old Castlereagh Rd roundabout (west side of roundabout on Old Castlereagh Rd)
- VMS No.6: Castlereagh Rd (20m from McCarthys Lane intersection)
- VMS No.7: SIRC inside Gate A near the Bike Track (Pedestrian Messages)

- VMS No.8: Castlereagh Rd 100m north of Jane St intersection
- VMS No.9: The Northern Rd (150m north of Andrews Rd intersection) facing south bound traffic
- VMS No10: The Northern Rd (150m south of Coreen Ave intersection) facing north bound traffic
- VMS No11: Internal SIRC Road at Gate C
- VMS No12: Combewood Ave / Coreen Ave

See [Attachment 17a](#) for VMS Location Plan (To Be Confirmed).

See [Attachment 17b](#) for VMS Message Schedule (To Be Confirmed).

5.17 Emergency Access Corridors and Procedures

Emergency access to the SIRC and event area will occur through McCarthys Lane and Gate E (SIRC) for the duration of the event. The traffic controller positioned the intersection of McCarthys Lane and Gate E will need to maintain access during the egress as cars exit the car parks and potentially could block the access point.

Additionally during ingress and egress, emergency access will be available by Old Castlereagh Rd and through Gate A. Communications would need to contact the bus coordinator to ensure they were in contact with their buses to allow the emergency vehicle priority.

5.18 Special Access Considerations (Accessibility, Drop Offs, Pick Ups and Taxis)

There are several special access considerations which may require access to the event site for the DefQon1 Music Festival. For each special access consideration (below) the following is noted:

5.18.1 Ambulances

NSW Ambulance and First Aid contractor will have vehicles on site at the SIRC for the duration of the event. These vehicles will access the site through Gate E off McCarthys Lane. Access is to be granted in and out at any time for these vehicles.

Additional access is available to the site beyond Gate A off Old Castlereagh Rd. This will provide access for incidents on the southern side of the site.

5.18.2 VIPs

Dignitaries and VIPs will be advised to park in car park P3 and will be advised to enter through Gate A. Vehicles entering through this gate will be required to be on a gatehouse list or have AAA vehicle accreditation displayed on the dashboard of the vehicle.

5.18.3 Artists/Entertainers/Performers

Artists, Entertainers and Performers will access the site through Gate A and into the back of house area.

5.18.4 Accessibility

There are limited accessibility considerations for this event due to the nature of the event. However should there be a patron who requires an accessible entry, they will be admitted through Gate A and dropped near Gate A (before the Shuttle Bus Zone).

ESPA

6 Public Relations & Event Notification

The Event Organisers have contracted Anna Christie to manage and implement the Public Relations and Notification aspects of this event;

Anna Christie

Community and Government Relations, Q-dance Australia

0425 322 186

anna.christie@optusnet.com.au

It has been explained that the majority of key stakeholders, landowners, residents and businesses have already been notified of the event, with additional details about access and timing being available to them shortly.

The organisers have confirmed that they have also been in contact with all licensed premises in the Penrith area to advise them of the event and its details.

ESPA

7 Implementation of TMP

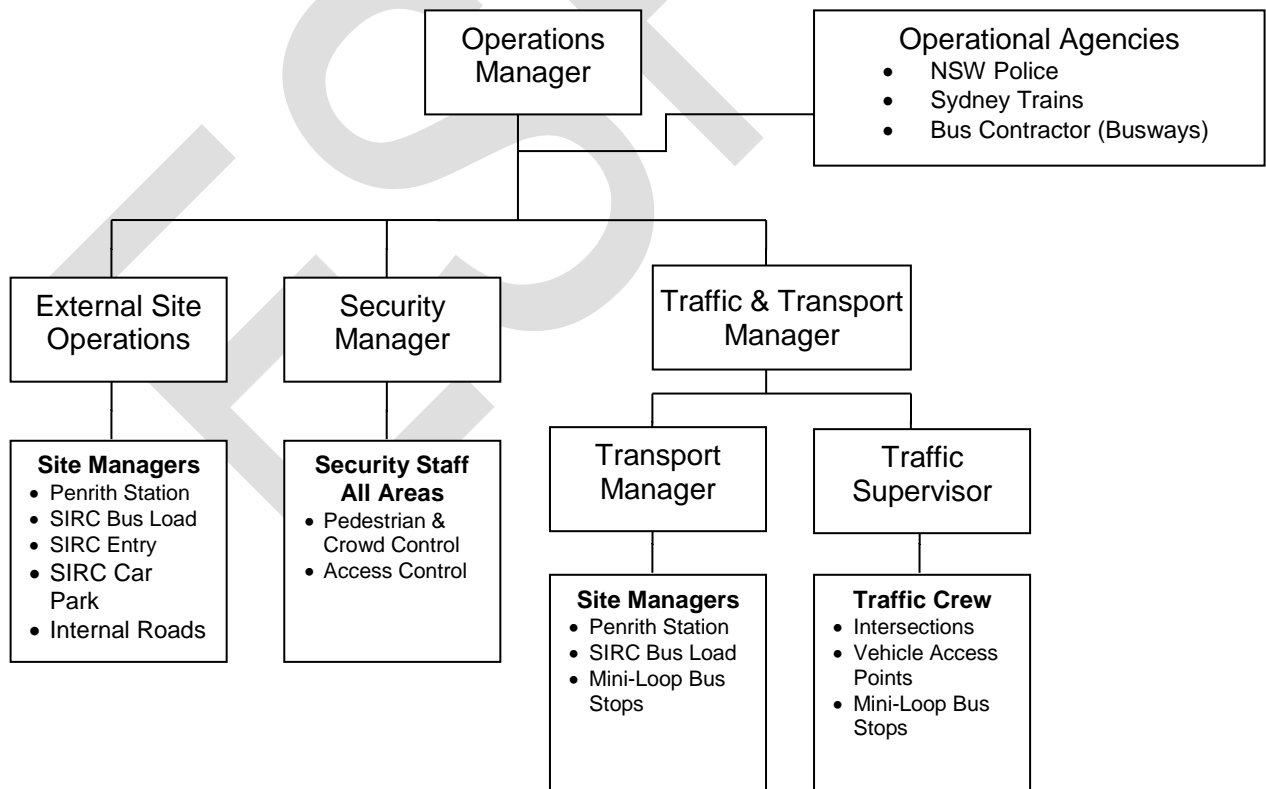
7.1 Staffing & Deployment

A Staff deployment plan will be developed by the event organisers to support the implementation of the overall event.

The Staff deployment schedule to be included in the Final TMP will focus on personnel resources around the perimeter of the site and external to the event site. The staffing plan will show the following personnel;

- External Site Management Staff
- Security Supervisors and Security Personnel
- Security Response Crews
- Pedestrian Marshals & Crowd Control Security
- Event Traffic Controllers
- NSW Police
- Charter Plus 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.



7.2 Communications, Command & Control (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.

7.3 Communications

The event organiser will provide an event day Contact List (refer to **Attachment 1 – DefQon1 Contact List** – **note:** will be supplied by the Event Organisers closer to the event date) to all key operational personnel on the day including:

- Q-Dance Australia (Event Organiser)
- Traffic Coordination (ESPA)
- Transportation Coordinator (ESPA)
- NSW Police Sergeant
- Security Contractor
- Bus Coordinator and Supervisor Management (Busways)
- Roads & Maritime Service (RMS)
- Penrith City Council
- Operations Manager (SIRC)

7.4 Equipment and Temporary Infrastructure

A schedule of equipment & temporary infrastructure required to manage the external aspects of the venue will be compiled by ESPA and provided to Q-Dance.

8 List of Attachments (Including Maps & Tables)

Attachment 1 – Event Contact List (Final list to be provided 2 weeks prior to event, 4 September)

Attachment 2 – Certificate of Currency for Public Liability Insurance – to be provided with August Submission

Attachment 3 – Area Overview Map

Attachment 4 – Emergency Access Routes

Attachment 5 – Event Site Plan in grid and non-grid formats (to be supplied by organiser)

Attachment 6 – Dispersal Analysis & Transport Strategy

Attachment 7 – Pedestrian & Vehicle Flows around SIRC

Attachment 8 – Overview of Vehicle Flows around Area

Attachment 9a; 9b; 9c – 9a Pedestrian Flows and Mini-Loop Bus Stops, 9b Shuttle Bus Routes, 9c Camping Shuttle Bus Routes

Attachment 10 – SIRC Bus Loading Operations

Attachment 11 – Site Overview Penrith Station (Shuttle Bus Operations)

Attachment 12 – Transport: Rail Schedule – to be provided by Sydney Trains 4 weeks prior to event

Attachment 13 – Car Park Plans, Access & Contingency Plan

Attachment 14 – TCPs and Other Sites Overview Plan

Attachment 15 – TCP Resource & Staffing Schedule

Attachment 16 – TCPs (1-15) Complete set

Attachment 17a & 17b – 17a, VMS Location Plan (To be Confirmed), 17b VMS Messages (To be Confirmed)

Attachment 18 – Light Tower Location Plan (To be Confirmed)

Attachment 19 – RMS ROL and Speed Restriction Application Forms

Attachment 20a; 20b; 20c – Penrith City Council Road Closure Application for Old Castlereagh Rd; Coreen Ave Commuter Access Rd to North side Penrith Station; and Mullins Rd at Castlereagh Rd.

Attachment 21 – Terms and Conditions of Approval from Penrith City Council – To be supplied

Attachment 22 – Hotel Shuttle Bus Routes

Attachment 23 – Traffic and Transport Risk Register

Attachment 24 – Detour Route for Mullins Rd Businesses

Attachment 25 – Camping Ingress/Egress Analysis

Attachment 26a & 26b – Penrith Station Taxi Drop-Off/Pick-Up Plan

Attachment 27 – RMS Special Event Resources