



# TRAFFIC MANAGEMENT PLAN

**Fernhill Estate Picnic Races**  
**Saturday 9<sup>th</sup> November 2013**

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

**Revision 1**  
**12<sup>th</sup> August 2013**

WHO DARES PTY LTD

TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS

SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040  
P.O. BOX 187  
FIVE DOCK 2046

Ph: 02 9569 9922  
Fax: 02 9569 9933

Event Organiser: **Global Event Management**

TMP Version: **1.1**

Issue Date: **6<sup>th</sup> August 2013**

Revision Date: **12 August 2013**

Document Authors: **Karl Christian**, RTA Certificate 2133007522  
**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 Picnic Races 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 -**

Tome Lawson  
Chief Operating Officer  
Fernhill Estate

**Phone**  
**Fax**  
**Mobile**  
**E-mail**

Ciska Van Duuren  
Global Events Management

**Phone** 02 8765 3632  
**Mobile** 0415 951 746  
**E-mail** [ciska@globaleventsmanagement.com.au](mailto:ciska@globaleventsmanagement.com.au)

### **TMC / RMS -**

Transport Management Centre

**Phone** 131 782  
**Fax**  
**E-mail** [TMC\\_PIU@tmc.transport.nsw.gov.au](mailto:TMC_PIU@tmc.transport.nsw.gov.au)

### **POLICE -**

Sergeant Matthew Shirvington  
  
Penrith LAC

**Phone** 02 4721 9468  
**Fax**  
**Mobile**  
**E-mail** [shir1mat@police.nsw.gov.au](mailto:shir1mat@police.nsw.gov.au)

### **Penrith City Council -**

David Drozd

**Phone**  
**Fax**  
**Mobile** 0409 224 677  
**E-mail**

### **Who Dares Traffic Management -**

Greg Mooney  
Operations Manager – Major Events

**Phone** 02 9569 9922  
**Fax** 02 9569 9933  
**Mobile** 0416 007 144  
**E-mail** [greg@whodares.com.au](mailto:greg@whodares.com.au)

## 1. Objectives

- 1.1. To ensure that the Fernhill Estate Picnic Races 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 the same 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. The organisers hope to attract up to 20,000 patrons and expect a minimum of 10,000.
- 2.2. Public transport will be vigorously promoted through advertising and social media communication. The organisers are planning on a 30% to 50% uptake for this means of transport.
- 2.3. Buses will run from a suitable large venue with capacity for parking large amounts of cars, a bus layover and bus queues. The bus route will travel from there to Penrith Station and then the event, before returning. A bus route, schedule and projections of bus numbers, queue sizes and transfers per hour will be part of the final draft of this TMP.
- 2.4. On-site car parking will be provided for patrons and staff.
- 2.5. The event will have licensed areas where the serving of alcohol will take place responsibly.
- 2.6. There will be post-race entertainment until 2100 hours. The artist is in negotiation and is yet to be confirmed. The entertainment will be in the genre of Country/ Pop however not a large name that will over shadow the picnic races day. The post race entertainment will spread the departure numbers.
- 2.7. It will be advertised that **gates open at 10am** however the organisers will open them one hour earlier to avoid a queue. The bar will open at 1100. The first race will start at 1300 and last race at 1710 called by Ray Hadley and 2GB.



### **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, radio advertisements (2GB) 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 regard to expected traffic delays. This information is provided on the Transport for NSW live traffic website. [livetraffic.rta.nsw.gov.au](http://livetraffic.rta.nsw.gov.au)

### **4. Public Transport**

- 4.1. Westbus route 795 has limited services along Mulgoa Road on weekends between Penrith Interchange and Warragamba. Four services, in each direction, run from Penrith Interchange between 08:45am and 6:41pm on Saturdays. 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.
- 4.2. Westbus CDC are to be made aware of this event.
- 4.3. Event organisers are to make arrangements for a dedicated chartered bus services as part of the event. The details will be provided in the final draft of the TMP.

### **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. VIP Arrivals by Helicopter**

- 7.1. It is envisaged that several VIP arrivals will be via helicopter. The venue has facilitated helicopter landings many times and there is more than adequate space for this to be done safely. A designated landing area away from horses will be exclusively maintained by

security. A CASA approved flight path will be used. The site plan will show the area to be used and the Risk Management plan will outline procedure.

## **8. Site Access**

- 8.1. Entry to the site will be via two existing gates the main Gate 1 and service Gate 2.
- 8.2. It is proposed to bring all patrons arriving by car in Gate 1. This will be accessible only by travelling north and turning left.
- 8.3. There will be no right turn into the entry gates from Mulgoa Road for vehicles traveling south, these vehicles will be follow a detour via St Thomas Rd (south) Farm Road and Littlefields Road to return north bound on Mulgoa Road approaching the estate.
- 8.4. Buses would arrive from the same direction but turn left into gate two. 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 gate two and return to Penrith or Parramatta.
- 8.5. Gate one or two can be used for emergency vehicles.
- 8.6. **Exit from the** site for patrons' vehicles will be via gate two. 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.
- 8.7. 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.
- 8.8. 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
- 8.9. Presence of police marked cars on Mulgoa Road is requested to encourage adherence to the speed restriction.

## **9. On-site parking**

- 9.1. Car parking will be provided on the existing open grassed paddocks within three designated on-site car parks for participants and spectators. These parking areas combined will accommodate up to 6450 vehicles conservatively.

- 9.2. The car parks should be filled from west to east, Car park 1 should be utilised first then Car park 2 then Car park 3 to reduce on-site congestion and minimise conflict.
- 9.3. Dedicated and separate staff parking will be provided on-site for approximately 450 vehicles.
- 9.4. All entry and exit locations will be signposted to reduce driver uncertainty.

## **10. Pedestrian Control**

- 10.1. Parking is being provided within the Fernhill Estate similar to the April 2013 event, no vehicles were parked on Mulgoa Road. Patrons are not expected to park offsite for this event
- 10.2. When patron purchase tickets it will include prompt to pre-purchase parking or special event bus travel.
- 10.3. 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.
- 10.4. Pedestrians will be guided by marshals from the parking areas and the bus and taxi drop off zones to the entry point and across the track into the event.
- 10.5. Traffic Controllers will manage temporary pedestrian crossing from the pedestrian exit point at the south west corner of the number 1 car park.

## **11. Road Closures**

- 11.1. 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) from 06:00 till 21:00 to help improve traffic flow.
- 11.2. 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.

## **12. Traffic Control**

- 12.1. RMS accredited traffic controllers will be supplied to install signage and manage traffic as per the supplied Traffic Control Plans.
- 12.2. The intersection of Littlefields Road and Mulgoa Road will be under the management and control of RMS accredited traffic controllers.



- 12.3. 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.
- 12.4. 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.

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

- 13.1. Who Dares Pty Ltd has been involved in assisting large events. We have managed traffic flow for vehicles arriving and parking at those events. I will use one specific event in Blacktown for the following estimation. At that event most patrons arriving by car did so at an average of three persons per vehicle.

Allowing for the organisers estimation that 50% of a maximum crowd of 20,000 will arrive by car and the peak, say 80% of those will arrive between 930am and 1230 leads to the following estimation.

$20,000 \times 50\% \times 80\% / 3\text{hrs} / 3 \text{ PAX} = 888 \text{ cars per hour}$ . Patrons will be told to access via Northern Rd and Littlefields Road. Assuming the 80/20 rule 80% of 888 = 710 vehicles per hour (vph) will travel from Northern Road the other 177 vehicles arriving from the north will not be allowed to turn right into the event. These vehicles will be detoured left on St Thomas Rs the right onto Littlefields. Resulting in the 888 vph turning right from Littlefields Road into Mulgoa Road during the peak arrival period, the queue heading east could reach a length of approximately 1 km which the traffic controllers at the Littlefields and Farm Road intersection can monitor and report back on. There will also be queues of approximately 250m for the north and south Mulgoa Road approaches assuming 350 vph in each direction (as per RMS permanent count data). 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.

- 13.2. As mentioned earlier in this document it is estimated that up to 50% of patrons will arrive by public transport or park and ride. Patrons will be transferred to the event by chartered buses.



Buses will run between the event and two Penrith sites, Penrith railway station and the paceway. Depending on ticket sales a third shuttle will run from an additional location possibly Parramatta.

Given an estimated 30 minute round trip inclusive of pick up and drop off from Penrith and 60 minutes from Parramatta, 50PAX and peak flow 0930 to 1230, the following is estimated.

If 80% of patrons intending to use the buses access those buses from the Penrith locations and 80% of those arrive during the three hour peak then,  $20,000 \times 50\% \times 80\% \times 80\% / 3\text{hrs} / 50\text{PAX} / 2 \text{ trips per hr} = \mathbf{22 \text{ buses needed for Penrith}}$ .  $20,000 \times 50\% \times 20\% \times 80\% / 3\text{hrs} / 50\text{PAX} \times 1 \text{ trip per hr} = \mathbf{10 \text{ buses needed for Parramatta}}$  during that three hour peak. At this stage it will be helpful to estimate an exit peak of three hour also between 1730 and 2030.

Penrith is more efficient in regards to bus resources and should be encouraged.

More information will become available as the event sells tickets and patrons indicate through purchasing and surveys what mode of transport they will use.

The organiser desires longevity for the event and will provide whatever resources are required for patron comfort and safety.

## 14. Emergency Access

- 14.1. At all times, the traffic management seeks to maintain direct and convenient emergency vehicular access via Mulgoa Road. The Main entry gate 1 is the first recommendation. Gate 2 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.

## 15. Execution

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

## 16. Insurance

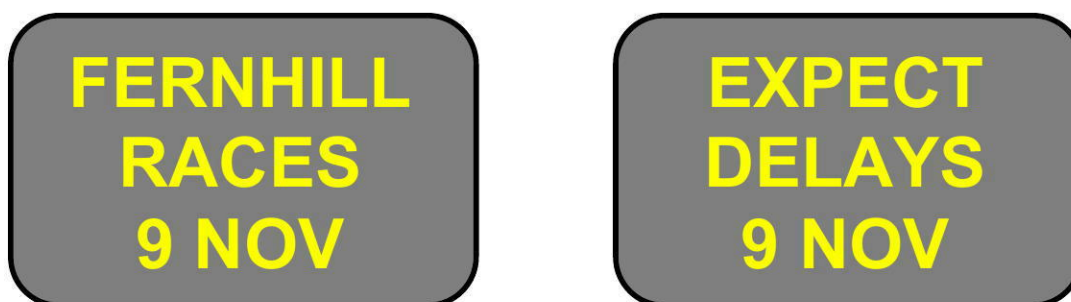
- 16.1. A \$20,000,000 Public Liability Insurance Certificate has been undertaken by Fernhill Picnic Races. The Roads and Maritime Services and Transport for NSW, must be listed as an interested party on this policy.

## 17. Variable Message Signs

- 17.1. 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.
- 17.2. 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 between 02/11/13 and 8/11/13 are illustrated in Figure 15.3 to Figure 15.4 below:

Figure 15.3 Pre-event VMS – Frame 1 Figure 15.4 Pre-event VMS – Frame 2



Sign frames to be displayed on the day of the event 9/11/13 between the hours of 06:00 and 21:00 are illustrated in Figure 15.5 to Figure 15.8 below:

Figure 15.5 Pre-event VMS – Frame 1 Figure 15.6 Pre-event VMS – Frame 2

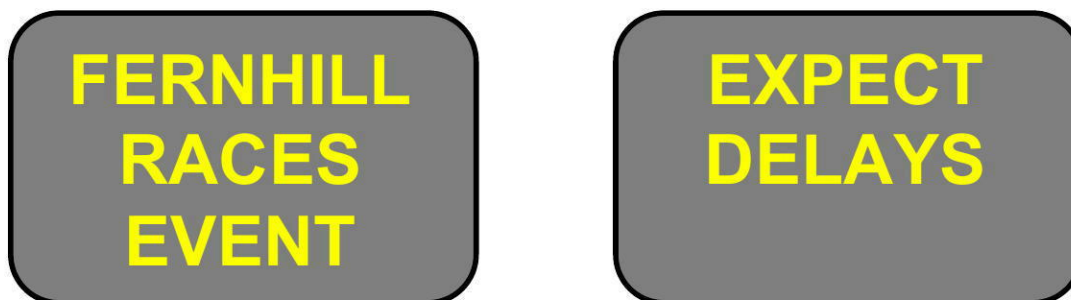
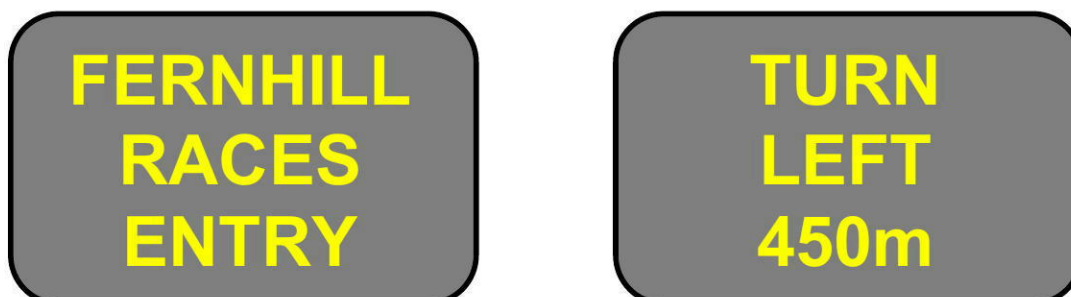


Figure 15.7 Pre-event VMS – Frame 1 Figure 15.8 Pre-event VMS – Frame 2



- 16.9. During the event on 9<sup>th</sup> November 2013 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 15.10 to 15.15 illustrate the message requirements for each VMS frame to be placed on the M4 Motorway directing traffic to The Northern Road

Figure 15.10 M4 East Approach before  
The Northern Rd – Frame 1



Figure 15.11 M4 East Approach  
The Northern Rd – Frame 2



Figure 15.12 M4 West Approach before  
The Northern Rd – Frame 1



Figure 15.13 M4 West Approach  
The Northern Rd – Frame 2



Figure 15.14 M4 West Approach before  
Mulgoa Rd – Frame 1



Figure 15.15 M4 West Approach  
Mulgoa Rd – Frame 2

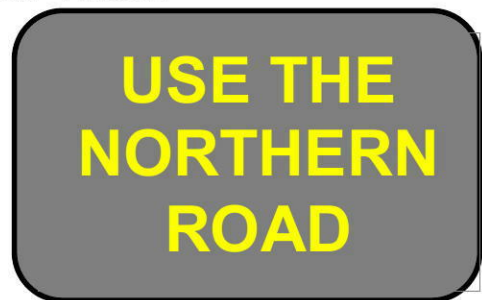




Figure 15.16 and Figure 15.17 illustrate the message requirements for each VMS frame to be placed on Mulgoa Road, north of M4 Motorway directing traffic to use the M4 and The Northern Road.

Figure 15.16 Mulgoa Rd North approach at M4 motorway – Frame 1



Figure 15.17 Mulgoa Rd North approach Mulgoa Rd – Frame 2



Figure 15.18 to Figure 15.23 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 15.18 The Northern Rd - North Approach at Chain-O-Ponds Rd – Frame 1



Figure 15.19 The Northern Rd - North Approach at Chain-O-Ponds Rd – Frame 2



Figure 15.20 The Northern Rd - North Approach at Kings Hill Rd – Frame 1



Figure 15.21 The Northern Rd - North Approach at Kings Hill Rd – Frame 2



Figure 15.22 The Northern Rd – South approach Approach South of Littlefields Rd – Frame 1



Figure 15.23 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.

## **18. Special Event Directional Signage**

- 18.1. 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 16.2 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 16.2 Static sign (various locations listed above)



Figure 16.3 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 16.3 Static sign (various locations listed above)



Figure 16.4 illustrates the static sign layout at the following locations:

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

Figure 16.4 Static sign (various locations listed above)



## Physical Survey of the Route

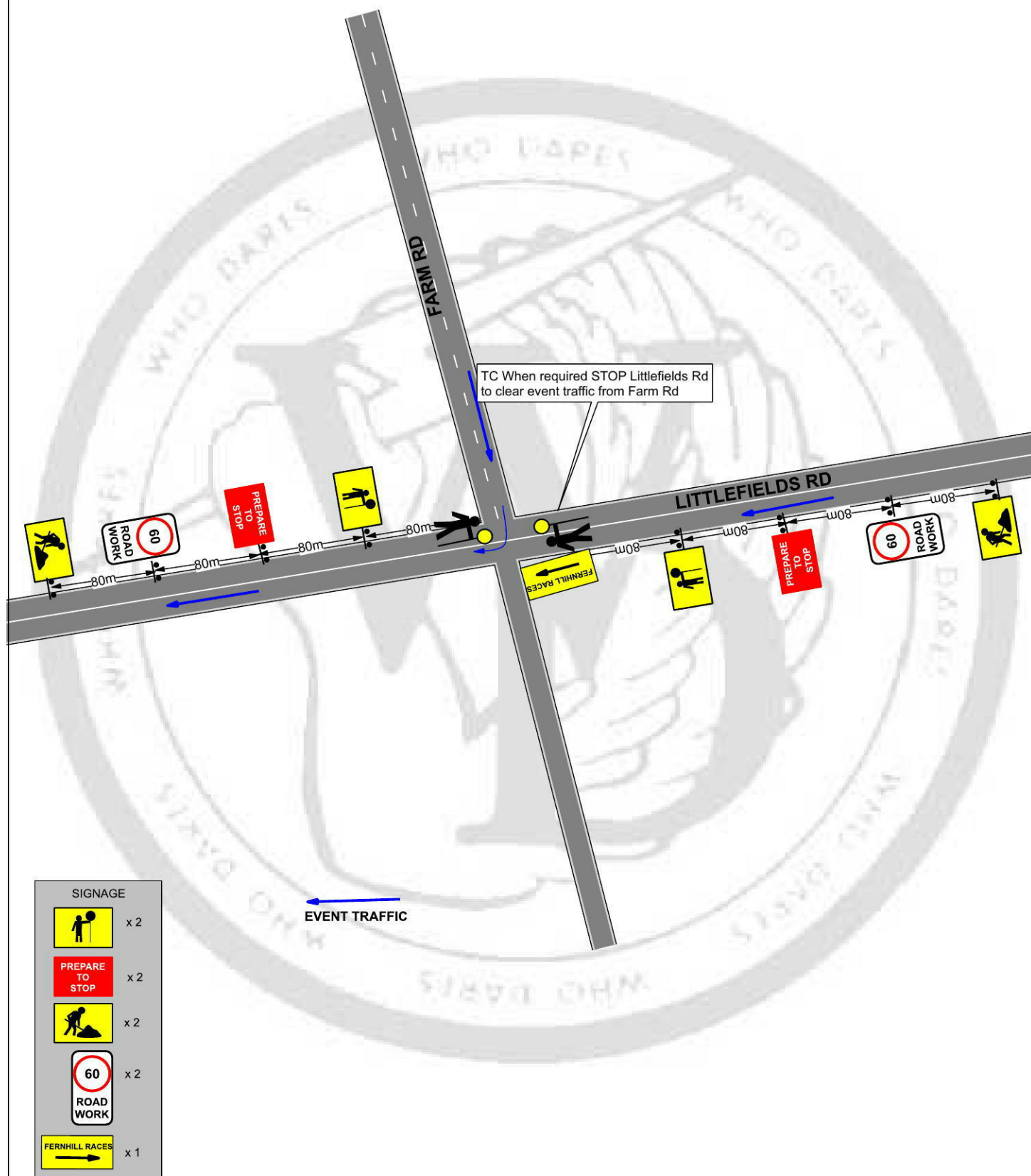
Item	Verified	Action Taken
All one way Sts are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of 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:

- TCP 1 Littlefields & Farm Rd MULGOA
- TCP 2 Littlefields & Mulgoa Rd MULGOA
- TCP 3 The Northern and Littlefield Rd LUDDENHAM
- TCP 4 St. Thomas Farm & Kings Hill Rd MULGOA
- TCP 5 Glenmore Parkway Roundabout GLENMORE PARK
- TCP 6 Entry Gates
- TCP 7 Exit Gates
- TCP 8 Parking Bus and Pedestrians
- TCP 9 Car Park Fill Rates
- TCP 10 VMS Loc map 1 Mulgoa & The Northern Rd
- TCP 11 VMS Loc map 2 (M4)



<b>LOCATION</b>	Littlefields Rd & Farm Rd MULGOA
<b>DATE</b>	Sat 9 November 2013
<b>TIME OF WORKS</b>	0830 till 1500
<b>CLIENT</b>	Fernhill Picnic Races
<b>PROJECT</b>	Fernhill Picnic Races
<b>PLAN #</b>	001
<b>MINIMUM STAFF REQ</b>	

**Details:****REVISED 12 AUG 2013****SHORT TERM WORKS**

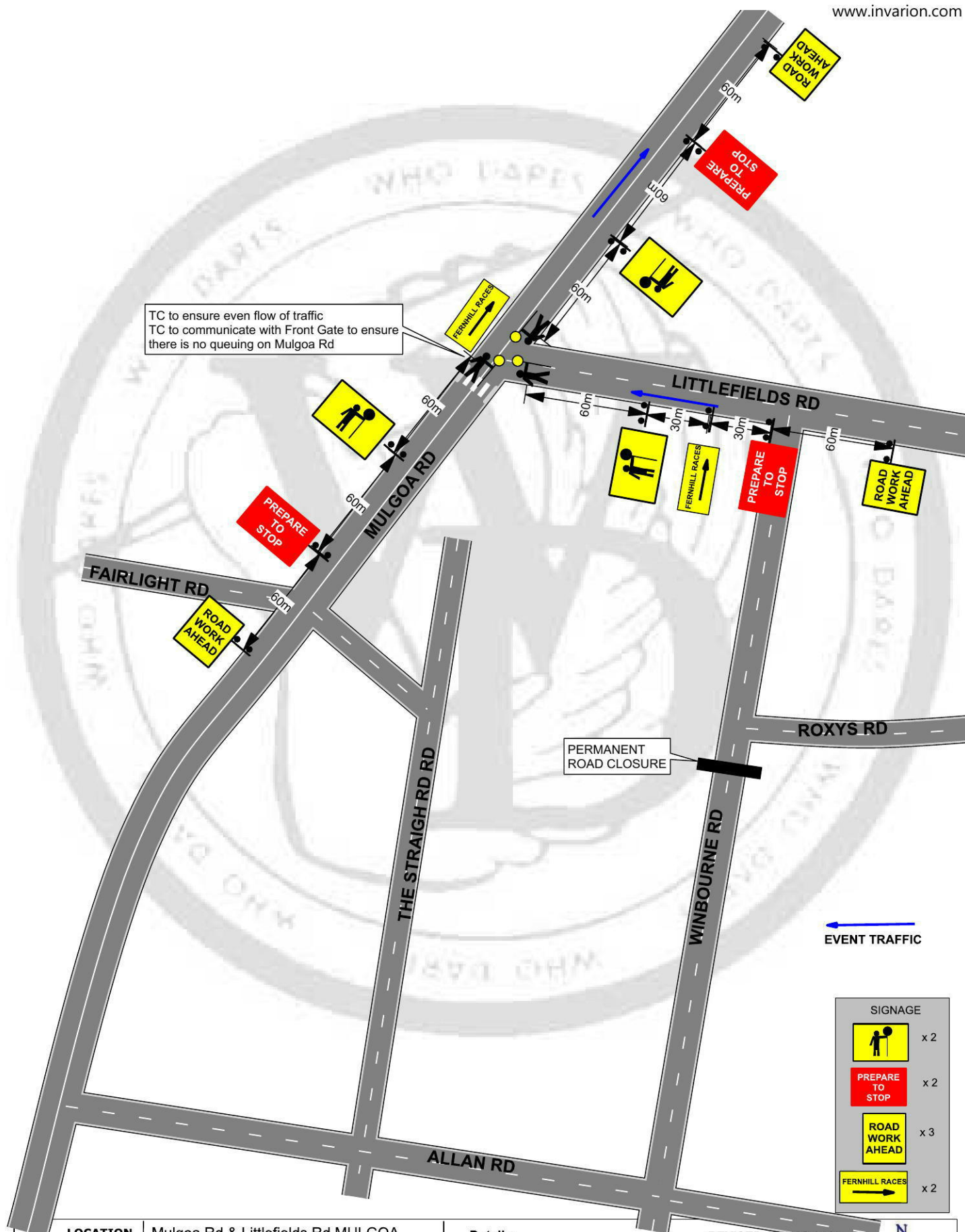
This plan shows traffic control positions and advance warning signage approaching Littlefields Rd at Farm Rd

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Plan prepared by  
Greg Mooney RTA  
Cert # 2133007523  
for Who Dares Pty Ltd  
*Greg Mooney*

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**LOCATION** Mulgoa Rd & Littlefields Rd MULGOA

**DATE** Sat 9th November 2013

**TIME OF WORKS** 0830 till 1500

**CLIENT** Fernhill Picnic Races

**PROJECT** Fernhill Picnic Races

**PLAN #** 002

**MINIMUM STAFF REQ**

#### Details:

##### 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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**SIGNAGE**

	x 2
	x 2
	x 3
	x 2

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

SIGNAGE	
	x 1
	x 1
	x 1
	x 1
	x 1

<b>LOCATION</b>	The Northern Rd & Littlefields Rd LUDDENHAM
<b>DATE</b>	Sat 9 November 2013
<b>TIME OF WORKS</b>	0830 till 2200
<b>CLIENT</b>	Fernhill Picnic Races
<b>PROJECT</b>	Fernhill Picnic Races
<b>PLAN #</b>	003
<b>MINIMUM STAFF REQ</b>	

**Details:**

## SHORT TERM WORKS

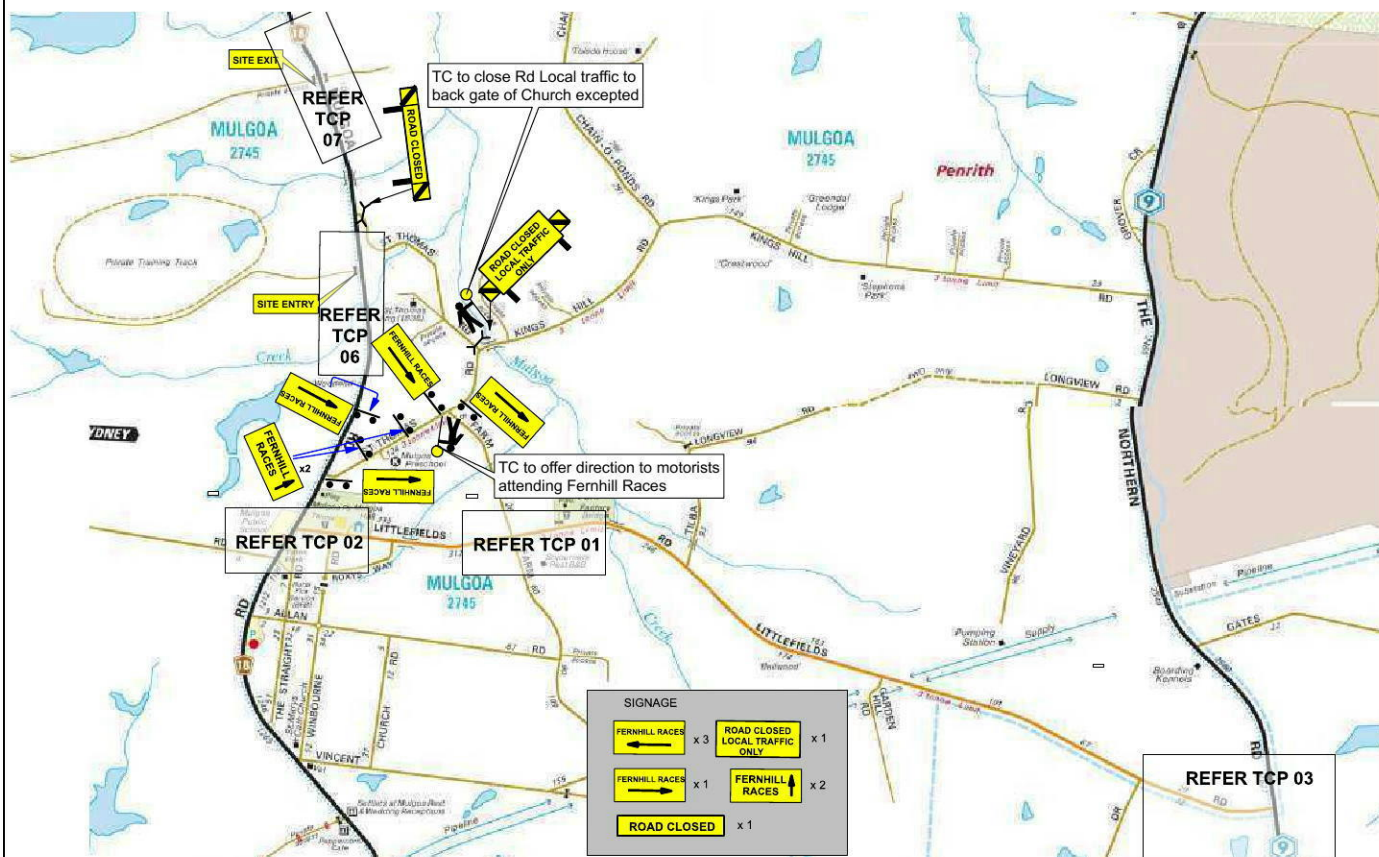
**SHORT TERM WORKS**  
This plan shows traffic control advance warning signage approaching Littlefields Rd NORTH bound.

REVISÉ 12 AUG 2013



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LOCATION	St Thomas Rd, Farm Rd & Kings Hill Rd MULGOA
DATE	Sat 9 November 2013
TIME OF WORKS	0830 till 2200
CLIENT	Fernhill Picnic Races
PROJECT	Fernhill Picnic Races
PLAN #	004
MINIMUM STAFF REQ	

**Details:**

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

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Plan prepared by  
 Greg Mooney RTA  
 Cert # 2133007523  
 for Who Dares Pty Ltd



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 Greg Mooney RTA  
 Cert # 2133007523  
 for Who Dares Pty Ltd





LOCATION	Mulgoa Rd & Glenmore Parkway GLENMORE PK
DATE	Sat 9 November 2013
TIME OF WORKS	12noon till 2200
CLIENT	Fernhill Picnic Races
PROJECT	Fernhill Picnic Races
PLAN #	005
MINIMUM STAFF REQ	

Details: **SHORT TERM WORKS**  
Police have requested a line of bollards to delineate lane 1 EAST BOUND through the roundabout

REVISED 12 AUG 2013

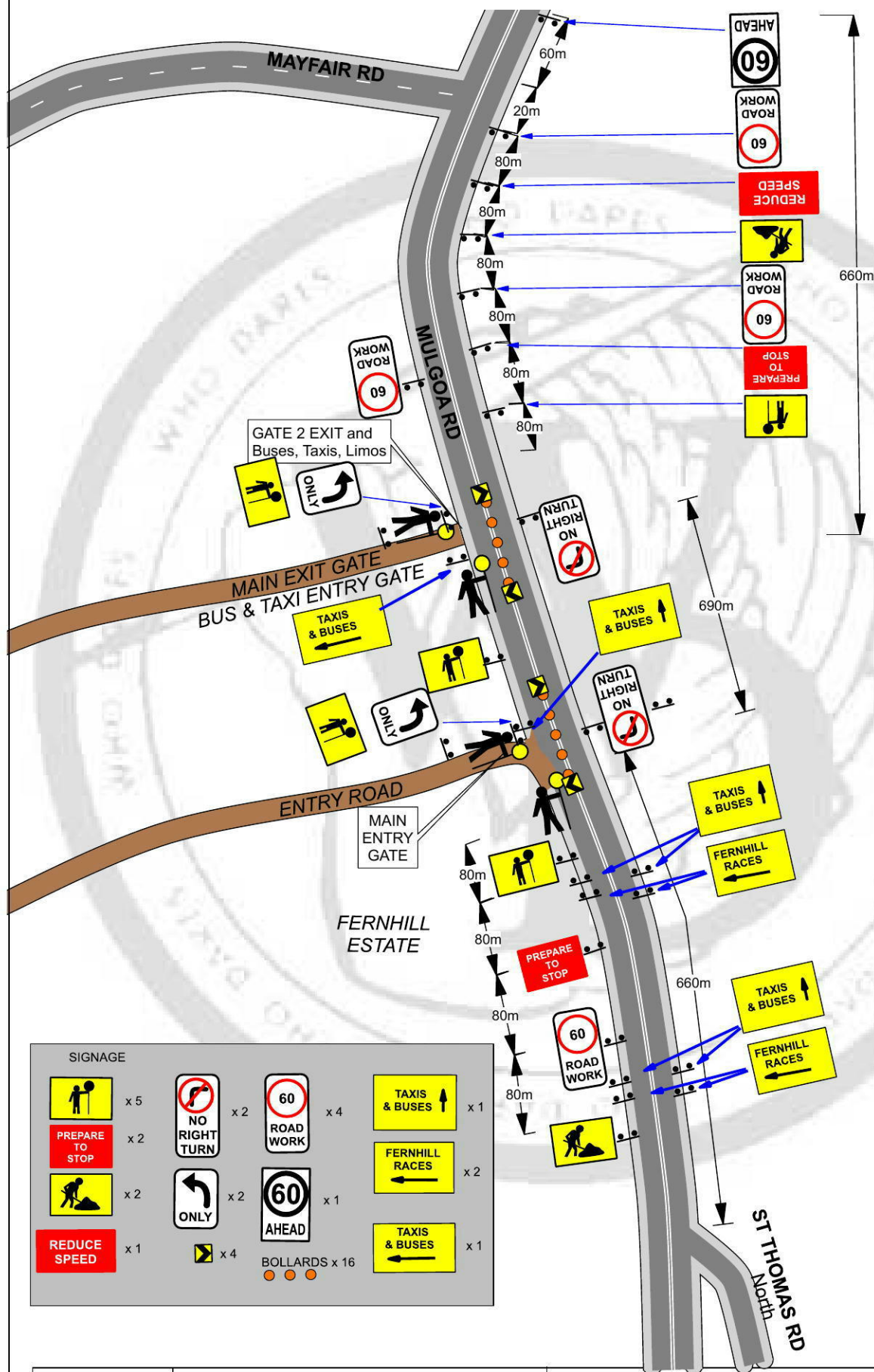
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Greg Mooney RTA  
Cert # 2133007523  
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*Greg Mooney*

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SIGNAGE			
	x 5		x 2
	x 2		x 4
	x 1		x 2
			x 1
			x 16
			x 1
			x 2
			x 1

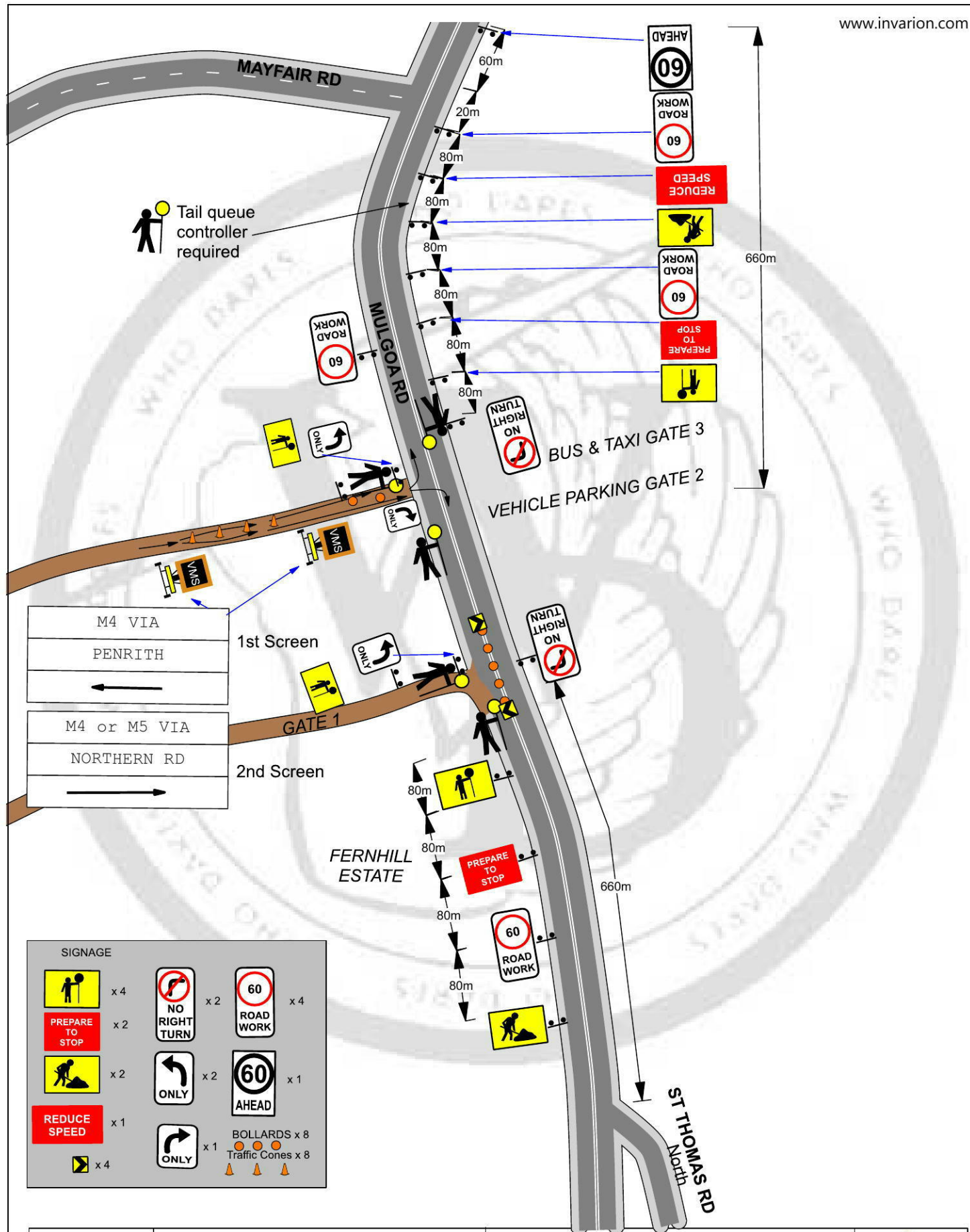
<b>LOCATION</b>	Mulgoa Road MULGOA - Fernhill Estate Exit
<b>DATE</b>	Sat 9 November 2013
<b>TIME OF WORKS</b>	0830 till 1500
<b>CLIENT</b>	Fernhill Picnic Races
<b>PROJECT</b>	Fernhill Picnic Races
<b>PLAN #</b>	06
<b>MINIMUM STAFF REQ</b>	

**Details:**

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

REVISED 12 AUG 2013

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Plan prepared by  
Greg Mooney RTA  
Cert # 2133007523  
for Who Dares Pty Ltd  
Greg Mooney



<b>LOCATION</b>	Mulgoa Road MULGOA - Fernhill Estate Exit
<b>DATE</b>	Sat 9 November 2013
<b>TIME OF WORKS</b>	1500 till 2200
<b>CLIENT</b>	Fernhill Picnic Races
<b>PROJECT</b>	Fernhill Picnic Races
<b>PLAN #</b>	07
<b>MINIMUM STAFF REQ</b>	

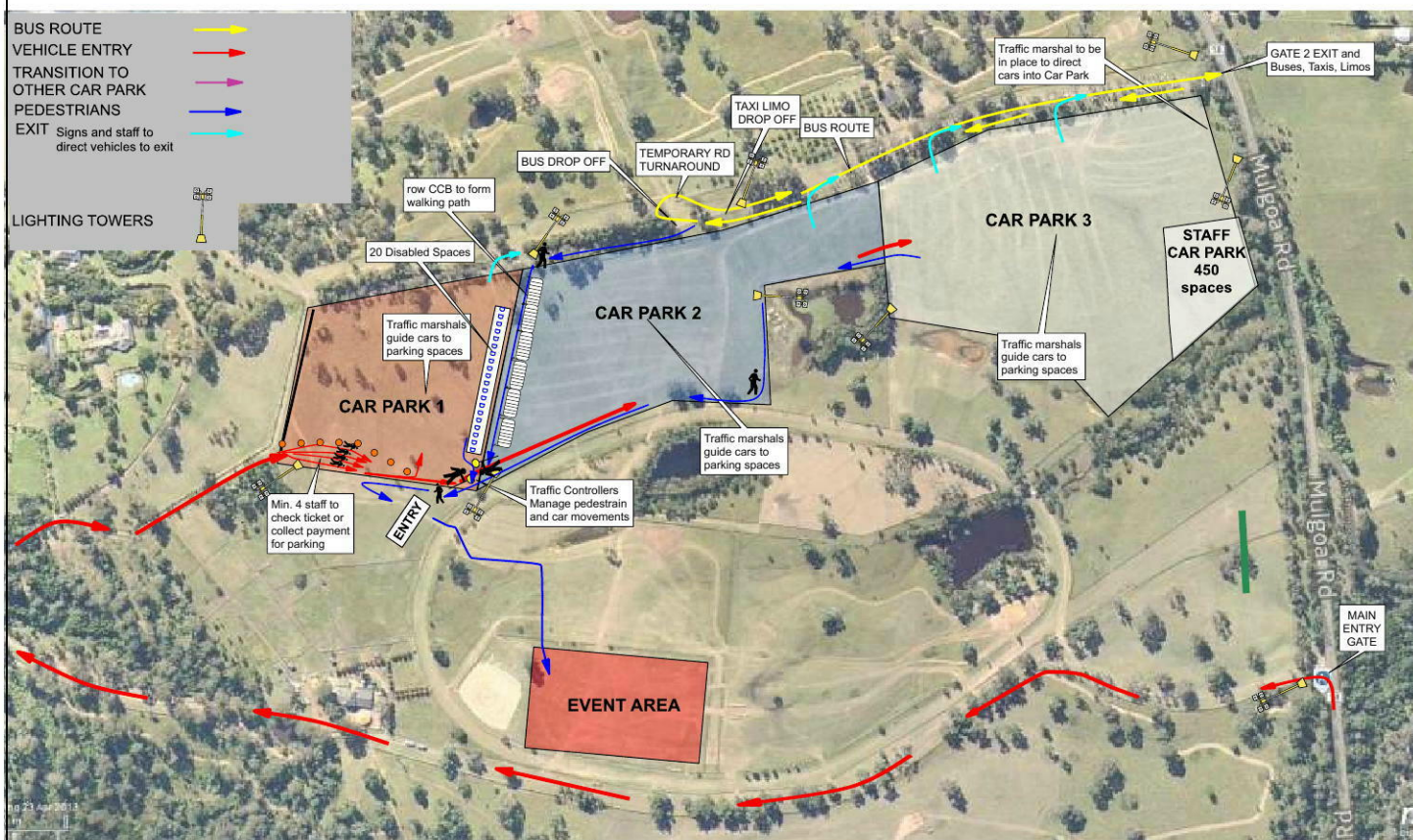
**Details:**

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

REVISED 12 AUG 2013

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Plan prepared by  
Greg Mooney RTA  
Cert # 2133007523  
for Who Dares Pty Ltd  
Greg Mooney





**Location:** 1041 Mulgoa Rd, Mulgoa.  
**Date:** Sat 9th November 2013  
**Time of works:** 09:00hrs till 22:00hrs  
**Client:** Fernhill Picnic Races  
**Project:** Fernhill Picnic Races  
**Plan No.:** 008

#### 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 base camp.

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.

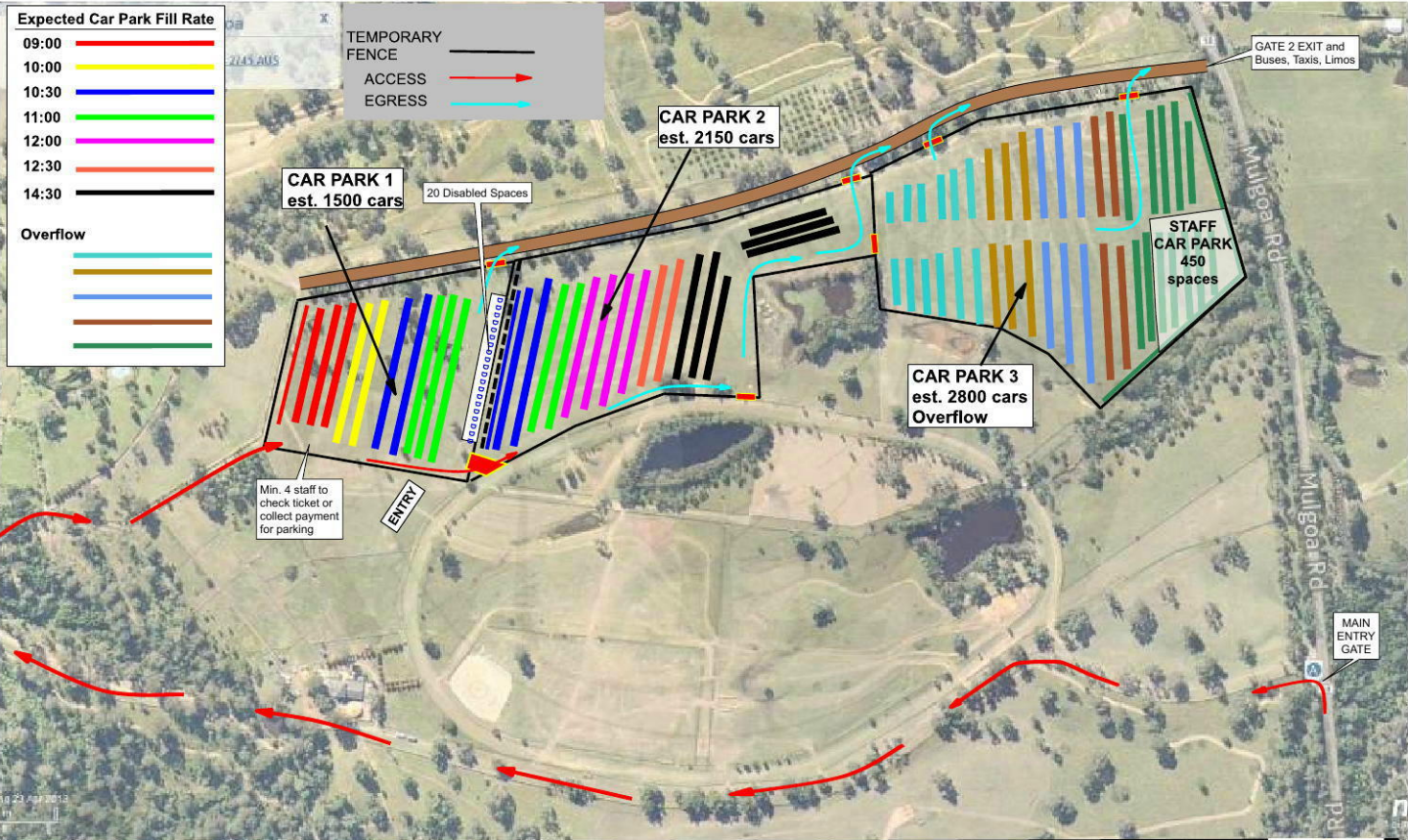
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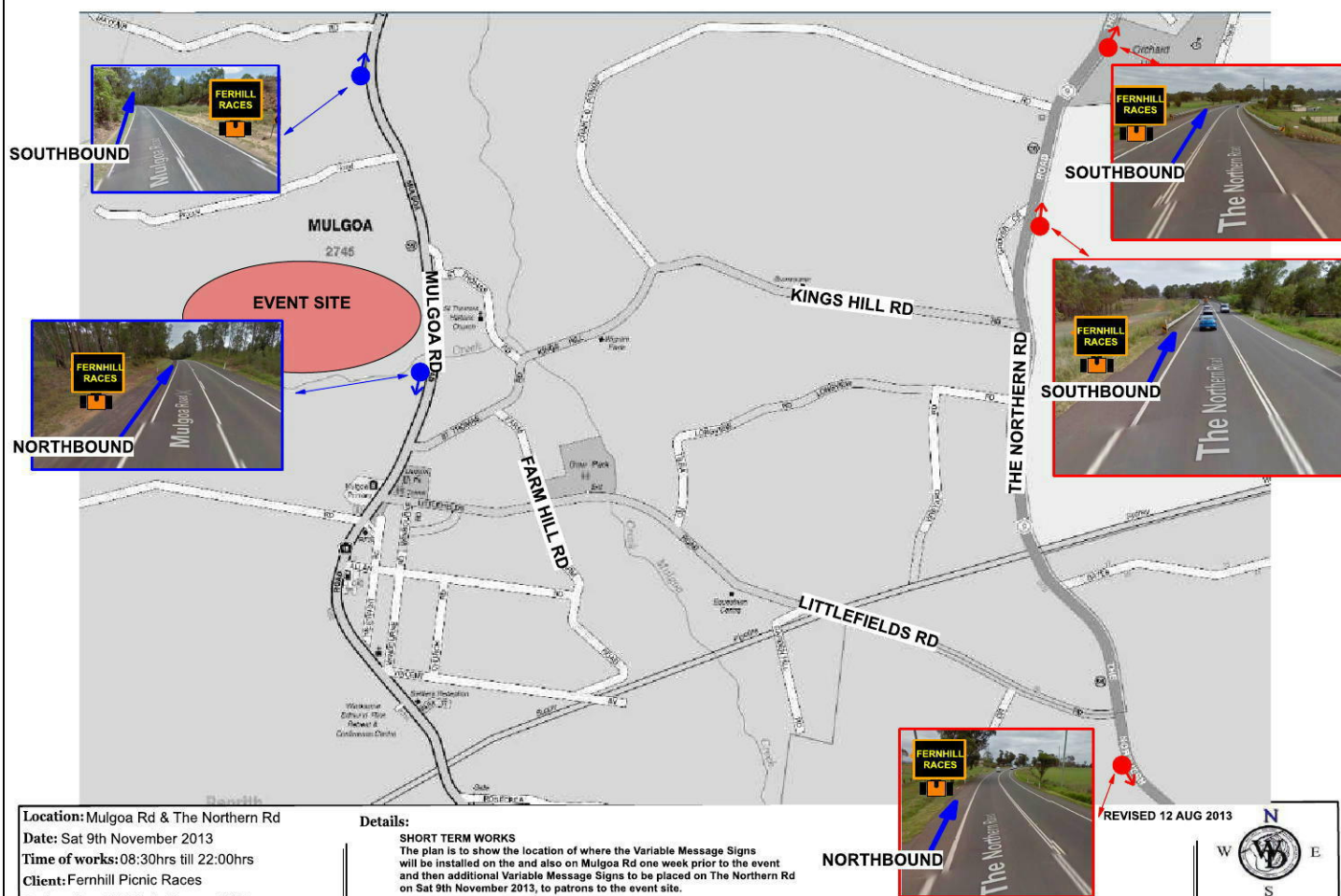
**Location:** 1041 Mulgoa Rd, Mulgoa.  
**Date:** Sat 9 November 2013  
**Time of works:** 09:00hrs till 22:00hrs  
**Client:** Fernhill Picnic Races  
**Project:** Fernhill Picnic Races  
**Plan No.:** 09

**Details:**  
**SHORT TERM WORKS**  
This plan details the way that the 3 separate car parks will be filled from West to East with participants & spectators and indicates the approximate time line of how the car parks will be filled and the expected capacity's.  
It also details the location of the staff and overflow car parks and there approximate capacity's.

REVISED 12 AUG 2013  
Plan by: Glenn Armstrong  
RTA Cert. 2133007526  
for Who Dares Pty Ltd  
Signature:

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Location: Mulgoa Rd & The Northern Rd  
 Date: Sat 9th November 2013  
 Time of works: 08:30hrs till 22:00hrs  
 Client: Fernhill Picnic Races  
 Project: Fernhill Picnic Races 2013  
 Plan No.: 010

#### 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 Sat 9th November 2013, to patrons to the event site.

NORTHBOUND

REVISED 12 AUG 2013

Plan by: Glenn Armstrong  
 RTA Cert: 2133007526  
 for Who Dares Pty Ltd  
 Signature: *ga*

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Location: M4 Motorway & Mulgoa Rd  
Date: Sat 9th November 2013  
Time of works: 08:30hrs till 22:00hrs  
Client: Fernhill Picnic Races  
Project: Fernhill Picnic Races  
Plan No.: 011

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 Sat 12th and Sat 9th November 2013, to direct patrons to the event site.

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Plan by: Glenn Armstrong  
RTA Cert: 2133007526  
for Who Dares Pty Ltd  
Signature: *ga*