



Parramatta Stadium Trust - Traffic Management Plan



1 GENERAL INFORMATION

1.1 Purpose

The purpose of this document is to provide an overview of the operational elements that form the basis of the Traffic Management Plan (TMP) for all events held at Parramatta Stadium. The TMP outlines the general strategy of operations to be implemented after consultation with key stakeholders (identified below) with the outcome being to assist the management of Traffic, Access, Transport, & Crowds during the event.

1.2 Key Stakeholders, Context & Input

Parramatta Stadium Trust (PST)



Parramatta Leagues Club (PLC)



Parramatta City Council (the Council)



Parramatta Park Trust (PPT)



ViPeople Parramatta Stadium Event Supplier

ViPeople *The Venue and Event Staffing Specialists*

RTA



NSW Police (Parramatta LAC)



1.3 Background

Parramatta Stadium Trust (PST) engaged the services of Event & Sports Projects Australia Pty Ltd (ESPA) on 6 December 2007 to compile a generic TMP based on information and recommendations that have been provided by the key stakeholders identified above. ESPA consulted with these agencies and other appropriate authorities to assist with compiling a document reflected the interests of these

agencies and represented best practices by outlining operational strategies and identifying the roles and responsibilities of these key agencies.

The following aspects of the TMP will be addressed in this document;

1. Precinct loading/ ingress operations,
2. Precinct unloading/ egress operations,
3. Overview of traffic management strategies and options,
4. Overview of crowd management and general operations,
5. Defining the areas within PST precinct and immediate surrounds to be considered,
6. Event day parking, access & transport.

1.4 Operational Elements Considered For The Event

The following operational elements have been considered for the event;

- Patrons arriving at the venue on foot,
- Patrons travelling to the venue by public transport,
- Patrons travelling to the venue by private vehicle,
- Corporate guests, special guests, officials and parking arrangements,
- Media staff, media vehicles, equipment & access arrangements,
- Persons with disabilities and accessibility arrangements,
- Spectators arriving by organised coaches,
- General public & pedestrians, not associated with the event,
- Residents and nearby businesses,
- General public car parking & access,
- Medical help point (First Aid) & Ambulance access,
- Shuttle bus routes from Train Stations & car parking areas,
- General public motor vehicle traffic flows, not associated with the event
- Notifications & signage,
- Ingress (venue loading) & Egress considerations,

2 AUTHORITY OF THE TMP

This TMP once approved by the relevant authorities becomes the prime document detailing the traffic and transport arrangements under which the standard operating procedures and 'special' operating procedures are to be conducted.

All functional areas or single agency supporting plans are to recognise the primacy of the TMP and nothing contained in those plans should contravene any aspect of the TMP.

All approving signatories (if required) to this TMP should normally be the agency's senior officer appointed to the operational command team for the event on the day.

In case of emergencies, or for the management of incidents, the Police are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of any changed procedures or incident and the Police response.

2.1 Objectives of the TMP

- Provide overall strategies to maximise the safety of staff working on the event, the patrons who attend the event, and the general public around the precinct who are not directly associated with the event,

- Provide a description of the various traffic and crowd management elements that have been considered in relation to patrons attending the event,
- Provide an overview of traffic and crowd management strategies in and immediately surrounding the venue that will allow the event to operate safely and successfully (taking into account as a result of historical feedback register of concerns from stakeholders),
- Document all processes to ensure operational objectives and occupational health & safety standards for staff working at the stadium and for patrons attending the stadium are adhered to.

2.2 Additional Objectives

- Provide good business management practice,
- Assist with strategic planning,
- Provide more effective and allocation of resources,
- Assist in clearly defining insurance requirements,
- Provide better information for decision making,
- Compliance with regulatory requirements,
- Assist in preparation for auditing,
- Aim to reduce the likelihood and consequence of incidents,
- Maximise confidence of all stakeholders,
- Assist with analysing opportunity vs risk.

2.3 Approval Process

The TMP is to be reviewed and approved by the Manager for Roads and Traffic as the senior officer for Parramatta Council, the Traffic Sergeant from Parramatta Local Area Command and the local area representative from the RTA.

If approval of the TMP is sought by the Local Area Traffic Committee, the representatives identified above and the committee should recommend any changes to the TMP in writing so that these recommendations may be attended to and included in the TMP.

This signed approval will be in recognition that the appropriate planning and consultation process has been undertaken involving the key stakeholders and that the dated print version of the TMP is an accurate reflection of the planning and operational deliverables agreed by all stakeholders. A letter of approval should then be issued by the council in support of this Traffic Management Plan.

Should separate approval be required from the RTA, then approval should be sought by the Council through the local area Traffic Committee process.

2.4 Authority & Distribution

A final copy of the completed TMP will be distributed to all key stakeholders, being;
Key Stakeholders;

- NSW Police
- Parramatta City Council
- Roads & Traffic Authority (RTA)

2.5 Event Insurance

Parramatta Stadium has provided a copy of the certificate of currency for Public Liability that covers venue and surrounding operations relating to the event and attached in the TMP.

2.6 Contact List – TMP for Parramatta Stadium Trust

Parramatta Office: 02 9683 5755
Postal Address: PO Box 2471, North Parramatta NSW 1750
Office Address: O'Connell Street, Parramatta NSW 2150

2.7 Contact List – Key Stakeholders

Name	Agency	Position	Contact Details
Luke Coleman	Parramatta Stadium	Venue Manager	Ph: 02 9683 5755
Michael Berdon	Parramatta Stadium	Events and Administration Manager	Ph: 02 9683 5755
Alexander Booth	NSW Police	Sergeant – Operations Coordinator Parramatta Local Area Command	Ph: 02 9633 9633 Duty Numbers Mob: 0419 190 965 0413 186 493
George Mannix	Parramatta City Council	Major Event and Sponsorship Services	Ph: 02 9806 5747 Mob: 0437 596 112
Anthony Duffy	ViPeople	Venue Services	Ph: 02 9398 3701 Mob: 0438 569 920
Garry Weir	Parramatta Leagues	Operations Manager	Ph: 02 8833 0777
Neil Leitch	RTA	Team Leader, Network Operations (TMC)	Ph: 8849 2908 Mob: 0407 211 908
Christopher Levins	Parramatta Park Trust	Director	Ph: 02 8833 5000

3 BACKGROUND INFORMATION

The TMP is based on information provided by stakeholders, historical accounts and feedback about the general operations of events held at Parramatta Stadium. The information gathered forms the basis of the risk identification, assessment and control process required for managing traffic and pedestrian movements over the period of the activity.

3.1 General Information

1. It is generally regarded that a high percentage of people who attend events at Parramatta Stadium drive to the venue in a private vehicle.
2. Of the patrons who attend events at the Stadium it is a common to find that people prefer to park as close to the venue as possible, thus causing minor congestion on arrival and significant congestion for a period of time when leaving the area.

3.1.1 Impact on Local Traffic

Due to most events being on a weekend the traffic impact due to the ingress of vehicles into the stadium may not affect the CBD traffic associated with the local Parramatta community as greatly as it would during the week. Most events end in the mid-evening period so the traffic on egress should provide a smaller impact on the local community due to that time of night not normally being busy with traffic.

3.1.2 Environmental Factors

Weather factors may change the nature of operations by way of attendance numbers and how people travel to the venue however this will not affect traffic management and the operation of the car parks within the precinct.

3.2 Managing Event Variables

Pre-event briefings will be conducted by PST to the venue hirer, key staff, contractors and stakeholders in order to minimise the impact of event variables where possible.

Other variables may be managed via a number of different messaging mediums in order to provide advanced information to various stakeholders including website listings and "letter drops" to local residents.

3.3 Car Parking Information and Capacities

PST Operated Car Parks – Vehicle Accreditation Pass required for access

The capacities of the respective car parks are:

- East – Not In Use
- North Car Park- 266
- Western Car Park – 56 spaces
- Roadside – 44 spaces.
- Swimming Pool Car Park – 323 spaces

PST will prepare an authorised parking list that will be managed by qualified event parking staff at the venue entrance. Persons not listed will not be granted access to the venue.

ACCESSIBLE PARKING - there are 7 accessible parking spaces on site and 8 in the Swimming Pool car park.

Event related parking will not be made available in either Parramatta Leagues Club car park or Rotary Club car park.

Public Car Parks

Information regarding all surrounding/nearby public car parks is available from the Parramatta Stadium website : www.parramattastadium.com.au

Public Parking on Nearby Roadways

All information about all car parking options on the roadways within close proximity to the stadium is available on the Parramatta Stadium website: www.parramattastadium.com.au

4 TRAFFIC, TRANSPORT AND CROWD MANAGEMENT PLANS

4.1 Crowd Management Ingress

1. Due to the anticipated large numbers of people who will consider driving to events at the Parramatta Stadium the Trust will request patrons through the use of its website to utilise Public Transport where possible (see www.parramattastadium.com.au)
2. Patrons are encouraged to take advantage of shuttle services including the proposed dedicated event shuttle service which will run from Parramatta Station to the Stadium as well as the Parramatta Council's Loop bus service.
3. Pedestrian flows at the corner of O'Connell Street and Victoria Road will be overseen by the Police and event staff.
4. Car Park and spectator walkways are well lit to assist pedestrian flows for ingress and aid pedestrian/worker safety.

4.2 Crowd Management Egress

1. Vehicular movement in the PST precinct is prohibited for 20 minutes after the conclusion of the event to assist with patron egress and ensure safety. This carpark lockdown will be overseen by the Police who will advise when it is safe for vehicles to resume movement in the precinct.
2. The primary areas of consideration in terms of pedestrian egress are;
 - a. Within the Northern and Western car park areas,
 - b. At O'Connell St & Victoria Rd. Proactive control of intersection by Police will greatly assist vehicle-pedestrian movement during egress.
 - c. Across O'Connell St at pedestrian crossing.
 - d. Across exits from car parks (trained event staff will oversee the egress in this area in consultation with the Police).
3. Egress routes for pedestrians within the venue precinct have the capacity to cater for the dispersal of large numbers of people.
4. Egress routes external to the venue are limited in both width of pathways and road crossing opportunity. Egress flows are generally restricted due to the venue being bound by Parramatta River & O'Connell St. Most patrons need to cross O'Connell St. at some point with the main point to cross being at Victoria Rd.

4.3 Traffic Management Ingress (including the management of PST car parks and parking areas)

1. Vehicle Accreditation Passes will be required by all vehicles which require access to the Stadium car park precinct.

All vehicles must display a valid Vehicle Accreditation Pass in order to gain entry to and park at any of the designated Stadium car parks.

These vehicle passes are colour-coded for each designated car park and must have a valid date, car park name and number listed on the pass.

The parking pass colours used are:
Green – Western Car Park
Red – Northern Car Park
Yellow – Old Kings Oval
Blue – Swimming Pool Car Park

2. All Vehicles without a colour coded Vehicle Accreditation Pass will be turned away at the Sentry Box located at the gate entrance from O'Connell St and will have to leave the PST precinct.
3. The Shuttle bus (proposed) will transport people from Parramatta station to the Stadium before and after the event and will run approximately every 15 minutes.

4.4 Traffic Management Egress

1. The Egress of the Parramatta Stadium operated car parks will be managed by PST event staff contractor VIPeople with the aid of Police.

Once the 20 minute carpark lockdown period is over a staggered egress will commence under the management of the Police.

VIPeople and Police will ensure that traffic inside the venue perimeter adheres to all traffic rules.

4.5 Venue/Event Signage consists of;

Venue Signage:	Gate & Admission signs
Transport Signs:	Shuttle Bus signs, to trains, to buses
Parking & Access:	Directional signage to enter and exit car parks
Traffic Management:	Directional and advisory signs to assist traffic management

5 PUBLIC RELATIONS & EVENT NOTIFICATION

This will be done to minimise the impact on the non-event community (general public, pedestrians and vehicles, local businesses, residents & emergency services).

The traffic, transport & pedestrian management arrangements in and around this area have been designed to have minimal impact on the non-event community.

5.1 Special Access Considerations

A four (4) meter cleared access way will be made available at all times along all roadways mentioned in this traffic management plan for emergency access.

Heavy vehicles & cyclists will be diverted or controlled in line with regular traffic.

Pedestrians shall be allowed to cross at normal crossing points except during the egress from the venue when the Police may request traffic signals to be turned to amber flashing, and the control of that intersection is managed under Police discretion.

5.2 Special Event Notification to Residents & Businesses

All Local Stakeholders will be notified of all event details including any traffic situations out of the ordinary through notices posted on the PST website as well as “letter drops” prior to the event.

6 PUBLIC TRANSPORT

PST will encourage attendees to the event to take public transport where possible.

Links to public transport information and websites can be found on the PST website at www.parramattastadium.com.au