

# TRAFFIC MANAGEMENT PLAN

Version 2.0

Prepared By: **Pedr Danks**  
**Managing Director**

Safework NSW Certified Planner No: **PWZTMP 0057732**

Traffic Plan Professionals Pty Ltd  
4/11 Billbrooke Cl, Cameron Park NSW 2285  
P: 1300 544 843 D: 02 4072 2330  
Form 1.TMP.1.8-2020.TPP.PD

**9th September – 19th November 2022**  
**Sydney Showgrounds**  
**Sydney Olympic Park NSW**



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## 1 DOCUMENT AUTHOR

<b>Prepared By</b>	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd
<b>Signature</b>	 
<b>Date</b>	22 <sup>nd</sup> April 2022

## 2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Jo Thatcher	2.0	06/05/2022	Approved for release

## 3 DISTRIBUTION

This document and the information are solely for the use of the authorised recipient and this document may not be used, copied, or reproduced in whole or part for any purpose other than that for which it was supplied by Traffic Plan Professionals Pty Ltd.

## 4 DISCLAIMER

This document has been prepared based on the information supplied by the client and research undertaken by Traffic Plan Professionals Pty Ltd and/or other consultants.

Recommendations are based on Traffic Plan Professionals Pty Ltd judgement and whilst every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this document.

Traffic Plan Professionals Pty Ltd makes no representation, undertakes no duty, and accepts no responsibility to any third party who may use or rely upon this document or the information.



## 5 CONFIDENTIALITY STATEMENT

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and copyright (©) of Traffic Plan Professionals Pty Ltd and affiliated entities.

## 6 TERMS AND DEFINITIONS

Terms	Definitions
RMS	Roads & Maritime Services
PAX	Persons Amount X
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
PAC	Police Area Command
LGA	Local Government Area
PWZ/TMP	Prepare a Work Zone/Traffic Management Plan
VMS	Variable Message Sign
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
HVA	Hostile Vehicle Attack
HVMP	Hostile Vehicle Mitigation Plan
THD	Target Hardening Device

## 7 SCOPE

Filming of [REDACTED] will take place at Sydney Showgrounds in 2022.

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Guidance Scheme.

This document should be read in conjunction with the following:



#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	RMS Traffic Control at Worksites Manual	5.0
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

## 8 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, TfNSW personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. Minimise disturbance to the environment,
6. Meet the requirements of the TfNSW Traffic Control at Worksites Manual.

## 9 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Guidance Schemes for this project only. It is required by Council/RMS and/or consenting authorities that all traffic control works to be carried out by RMS certified and accredited personnel.

## 10 IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the project organiser and shall be carried out by Safework NSW certified and accredited personnel.



## 11 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	Area
NSW Police	PAC
Council	Sydney Olympic Park Authority
Venue	Sydney Showgrounds

## 12 KEY STAKEHOLDERS

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

ENDEMOLSHINE AUSTRALIA			
ENVIRONMENTAL IMPACT PLAN			

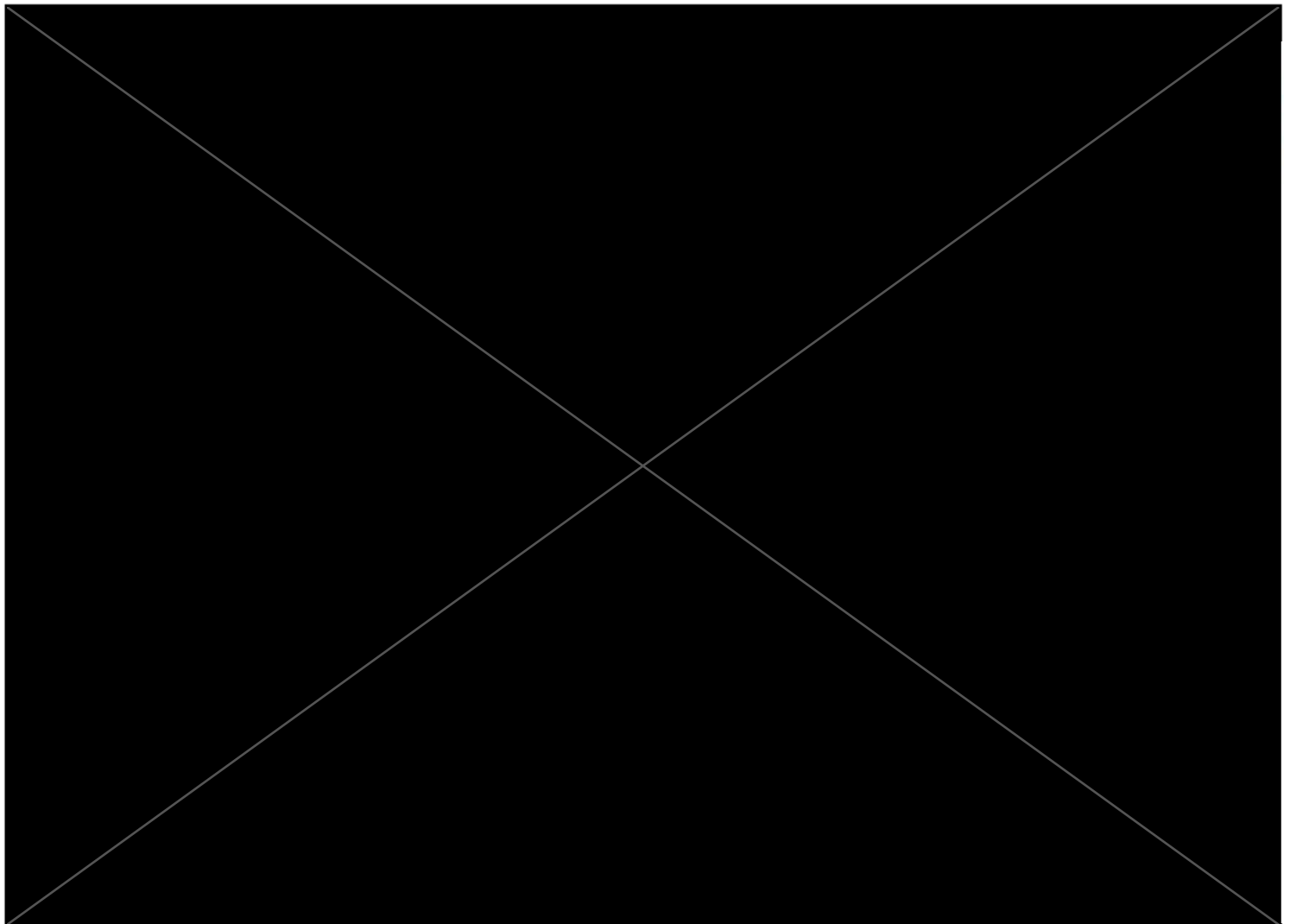


<b>Bump In:</b>	
<b>Shoot Dates:</b>	
<b>Bump Out:</b>	
<b>Locations:</b>	1: White Pavilion 2: Schmidt Arena & Horse Arena 3: McIntosh Building – Adjacent to White Pavilion



	4: Hordern Arena & Hordern Sprung	
	<b>All of the locations are within the Sydney Showgrounds landholding.</b>	
<b>Hours of operation:</b>	Bump In	07:00 – 19:00hrs
	Reset/Rehearsal Days	07:00 – 22:00hrs
	Filming Days	24/7
	Bump Out	07:00 – 19:00hrs
<b>Scope:</b>	<p>Filming within White Pavilion, Schmidt Arena, and Hordern Spung.</p> <p>McIntosh building to be utilised as set &amp; art workshop.</p>	
<b>Schedule:</b>	For a complete & current schedule please refer to Event/Project Manager.	

## 14 SITE MAP







[Redacted text]

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The White Pavilion and McIntosh building are secured with existing fencing and infrastructure, some additional security hoarding or similar to secure the complex from pedestrians and passing traffic will be installed.

The Schmidt Arena will be secured via temporary borders for the set and the said infrastructure to remain in place for the duration of the project.

As the project filming is fully contained within the Sydney Showgrounds there are no requirements for a full traffic control or road closures however during Bump In/Out some safety advance warning signage will be deployed to warn motorists of turning trucks from Gate 4 on Olympic Blvd.

The main vehicle access to the site compound is via Olympic Blvd – Gate 4

During bump in and bump out the peak number of site vehicles is 10 per day (20 movements) and will enter and exit the site compound in a forward direction only. Vehicle movements on other days are anticipated to be much lower and will be facilitate via Gate 4 .

[REDACTED] the southern side of the compound where there will enter into a holding area located near Hordern Sprung.

Once each filming day has concluded the audience will depart in the same manner as they entered, all Audience members will be marshalled by Production Personnel whilst in the confines of Sydney Showgrounds.

## 16 TRAFFIC MANAGEMENT

During the project traffic safety will be managed by the implementation of specifically tailored TGSs that have been designed to meet with project specific operations.

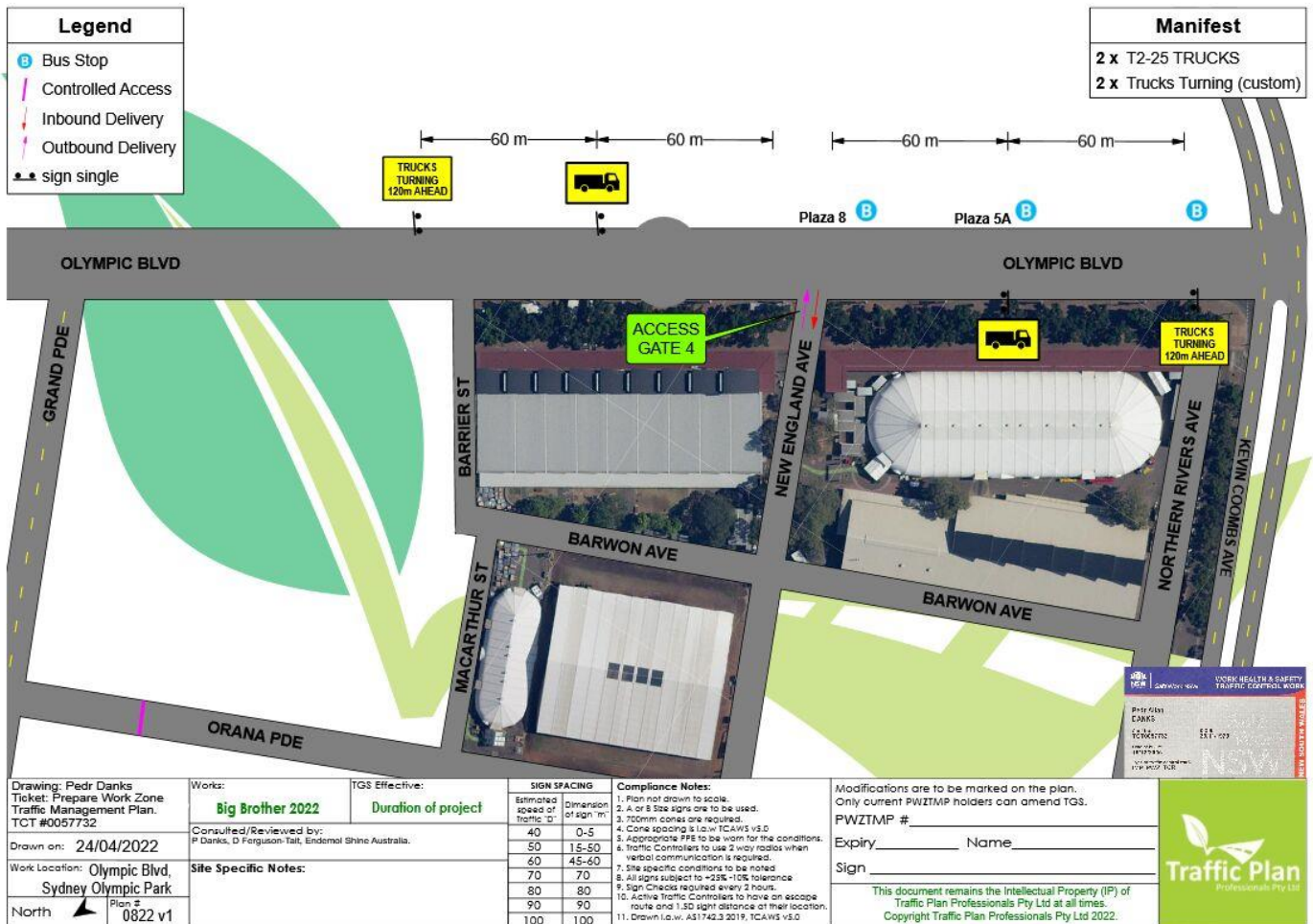
This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

At its core the prepared TGSs implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.

### 16.1 TRAFFIC GUIDANCE SCHEME

The below Traffic Guidance Scheme provides an overview of how the traffic management will be implemented to regulate traffic in conjunction with pedestrian interaction.





## 16.2 ROAD CLOSURES

There are no planned road closures as part of this project.

## 16.3 VEHICLE ENTRY AND EGRESS

The primary entry and exit are as follows:

- 1) Entry: New England Ave at Olympic Boulevard intersection (Gate 4)
- 2) Exit: New England Ave at Olympic Boulevard intersection (Gate 4)

## 16.4 VEHICLE EMERGENCY ACCESS

Emergency vehicle access will not be impacted by this project.

Emergency vehicles can travel to the nominated destination utilising the existing surrounding road network.

Onsite security can provide access into the site compound as required by emergency services when required.

## 16.5 PUBLIC TRANSPORT

Public Transport will operate as normal and will not be affected by the implementation of our proposed TGS, there are various options available at site, buses & rail, the rail network is approx. 800m (10 minute) walk southeast from Big Brother.

Based on previous experience our project will not have any impact that we are aware of on any of the major events or traffic flows within SOPA.

<https://transportnsw.info/trip#/trip>

## 16.6 PUBLIC PARKING

Public Parking shall be in located local streets and carparks in and around the venue.

Audience members and other vehicles associated with the project will be advised to park within the P1 carpark, pedestrians will then make their way to a holding area which will be nominated at a later date.

<https://www.secureparking.com.au/en-au/car-parks/australia/new-south-wales/sydney/sydney-olympic-show/sydney-olympic-park-p1-car-park>

## 16.7 TAXI ZONE(S)

No additional Taxi Zones are proposed for this project. Taxi's will operate as normal.

## 16.8 PUBLIC DROP OFF ZONE(S)

No dedicated Public Drop Off Zones have been implemented for this project.

## 16.9 ACCESSIBLE PARKING

Accessible Parking is available within various areas of SOPA & P1 carpark (183 spaces)

According to information available on the website the following additional Accessible parking spaces are available:

Showground Road - 8 spaces

Herb Elliott Avenue - 3 spaces

Murray Rose Ave (east) – 1 space

Dawn Fraser Avenue (west) – 5 spaces

Olympic Boulevard (south) – 10 spaces

[https://www.sydneyolympicpark.com.au/parking/accessible-parking#:~:text=We%20have%20on%20street,on%20Olympic%20Boulevard%20\(south\).](https://www.sydneyolympicpark.com.au/parking/accessible-parking#:~:text=We%20have%20on%20street,on%20Olympic%20Boulevard%20(south).)



## 16.10 CYCLISTS

Cyclist will not be affected through implementation of this plan.

## 16.11 PEDESTRIANS

Pedestrian impact is minimal with all filming occurring within the Sydney Showgrounds, pedestrians will follow the existing footpaths, routes as per existing conditions.

## 16.12 TARGET HARDENING

Not required as part of this project.

## 16.13 REGULATORY SIGNAGE

No additional regulatory signage shall be implemented for this project.

## 16.14 SPEED ZONES

No Temporary Speed Reduction Zones have been implemented for this project.

## 16.15 VARIABLE MESSAGE SIGNS

We do not propose any VMS board at the current time, should this change, we will develop a VMS plan for approval through SOPA.

## 16.16 LIGHTING

Upon inspection of site we believe there is sufficient existing lighting within the area for pedestrian movements. When required the project team will install additional lighting around White Pavilion, Schmidt Arena for filming and safety.

## 16.17 RESIDENT NOTIFICATION

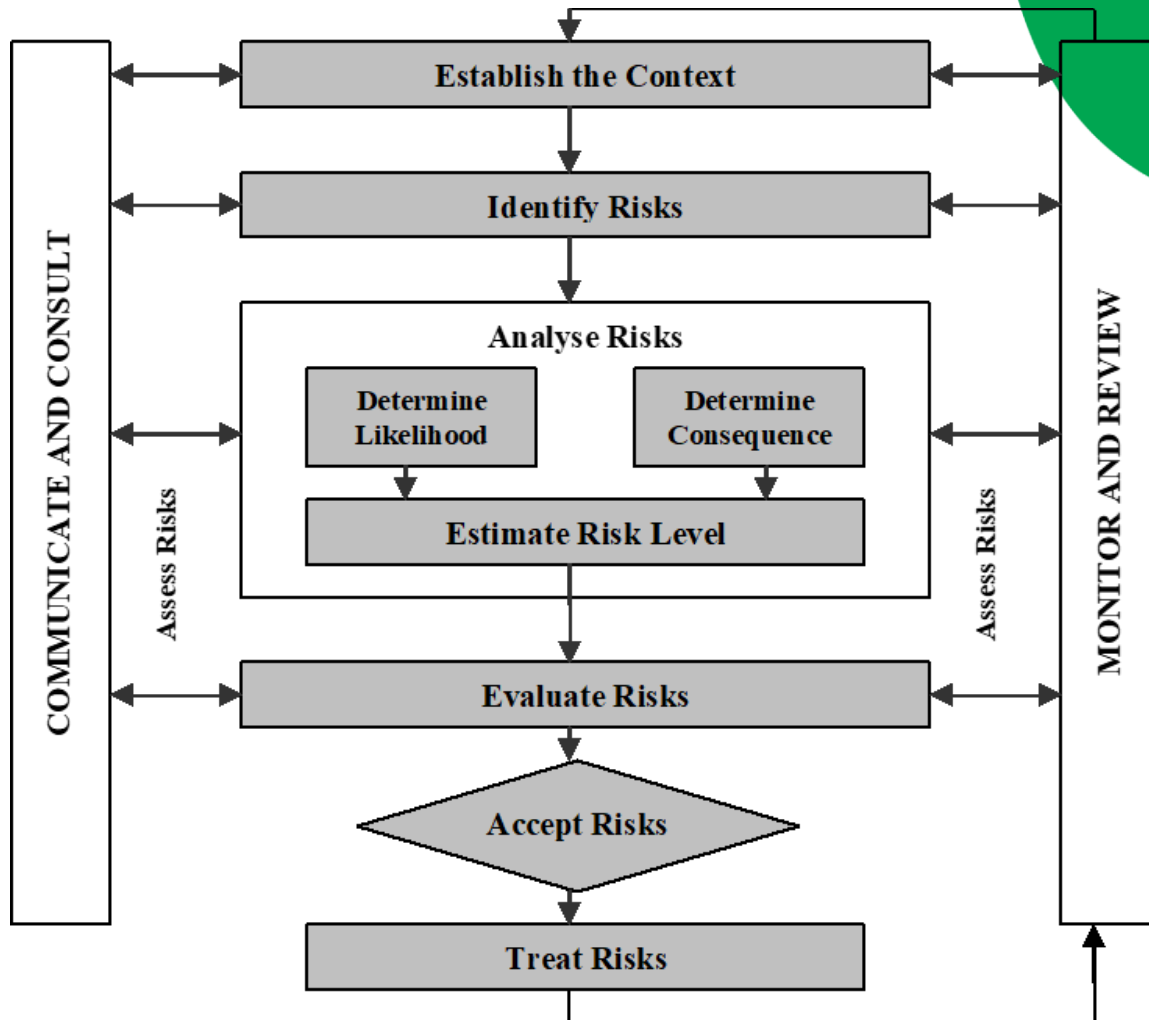
As the project is wholly within Sydney Showgrounds and we are not proposing any road closures there is no requirement for resident notification.



## 17 RISK MANAGEMENT

### 17.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



### 17.2 RISK TOLERANCE

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.





## 17.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.

Likelihood	Consequences				
	Insignificant (1) <i>(Minor problem easily handled by normal day to day processes)</i>	Minor (2) <i>(Some disruption possible, e.g. damage equal to \$500k)</i>	Moderate (3) <i>(Significant time/resources required, e.g. damage equal to \$1 million)</i>	Major (4) <i>(Operations severely damaged, e.g. damage equal to \$10 million)</i>	Catastrophic (5) <i>(Business survival is at risk damage equal to \$25 million)</i>
<b>Rare (1)</b> <i>(e.g. &lt;3% chance)</i>	2	3	4	5	6
<b>Unlikely (2)</b> <i>(e.g. between 3% and 10% chance)</i>	3	4	5	6	7
<b>Moderate (3)</b> <i>(e.g. between 10% and 50% chance)</i>	4	5	6	7	8
<b>Likely (4)</b> <i>(e.g. between 50% and 90% chance)</i>	5	6	7	8	9
<b>Almost certain (5)</b> <i>(e.g. &gt;90% chance)</i>	6	7	8	9	10

## 17.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



## 17.5 RISK TREATMENTS

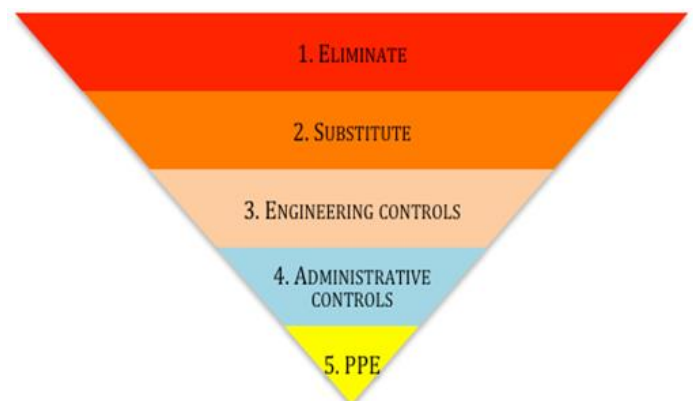
Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle.



Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable

SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.





## 17.6 RISK ASSESSMENT PLAN (RISK REGISTER)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist/Vehicle and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Project held within fenced off area to ensure no crossover between same.  First aid trained person onsite.  All staff should be in hi-vis vest when working around traffic.	2	2	L	Contractors Project Organiser
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Workers advised as to their responsibility to parking in compliant/allocated location.  Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Project Organiser
3	Overcrowding on roads	Death Short Term Injury	2	3	M	Road network internal so minimal issue.  Project held within enclosed area.  Security onsite to assist with same when required.	1	2	L	First Aid Project Organiser
4	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for project.  Consultation will relevant stakeholders as part of planning.	2	2	L	Site Manager LGA
5	Vehicle Breakdown	Financial Delay				Alternate routes to be utilised.  Contingency routes considered as part of planning.  RMS/Police to be advised of same for assistance.				Project Organiser Police/RMS



WEATHER RISKS										
6	Heavy Rain	Short Term Injury Delay	2	4	M	Ensure signs placed in area that will not block/affect drainage.  Unsafe areas to be barricaded off.	2	2	L	Project Organiser LGA
7	Strong Wind	Short Term Injury Financial	4	4	H	All signs to be weighted in high wind areas.	6	5	M	Project Organiser
HEALTH RISKS										
8	Medical Emergency	Death Short Term Injury Long Term Injury Financial Delay	2	3	M	Emergency access routes always planned and kept clear.  Communications to ensure all parties are abreast.  Emergency services to be contact 000.	2	2	L	Medical Manager Project Organiser
SITE RISKS										
9	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same.  Good housekeeping.  Cleaners to monitor/patrol & clean up where necessary.  Production to be advised of any spills/potential slip hazards that may exist.  Ensure pathways are lit sufficiently on the major pedestrian routes.  Install light towers in poorly lit areas.	2	2	L	Cleaners Project Organiser First Aid

## 18CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

NAME		
[REDACTED]	[REDACTED]	(02) 4072 2330
Grant Fayle	Traffic Plan Professionals Pty Ltd	(02) 4072 2350
Jo Thatcher	[REDACTED]	[REDACTED]
Lilli Moulton	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]



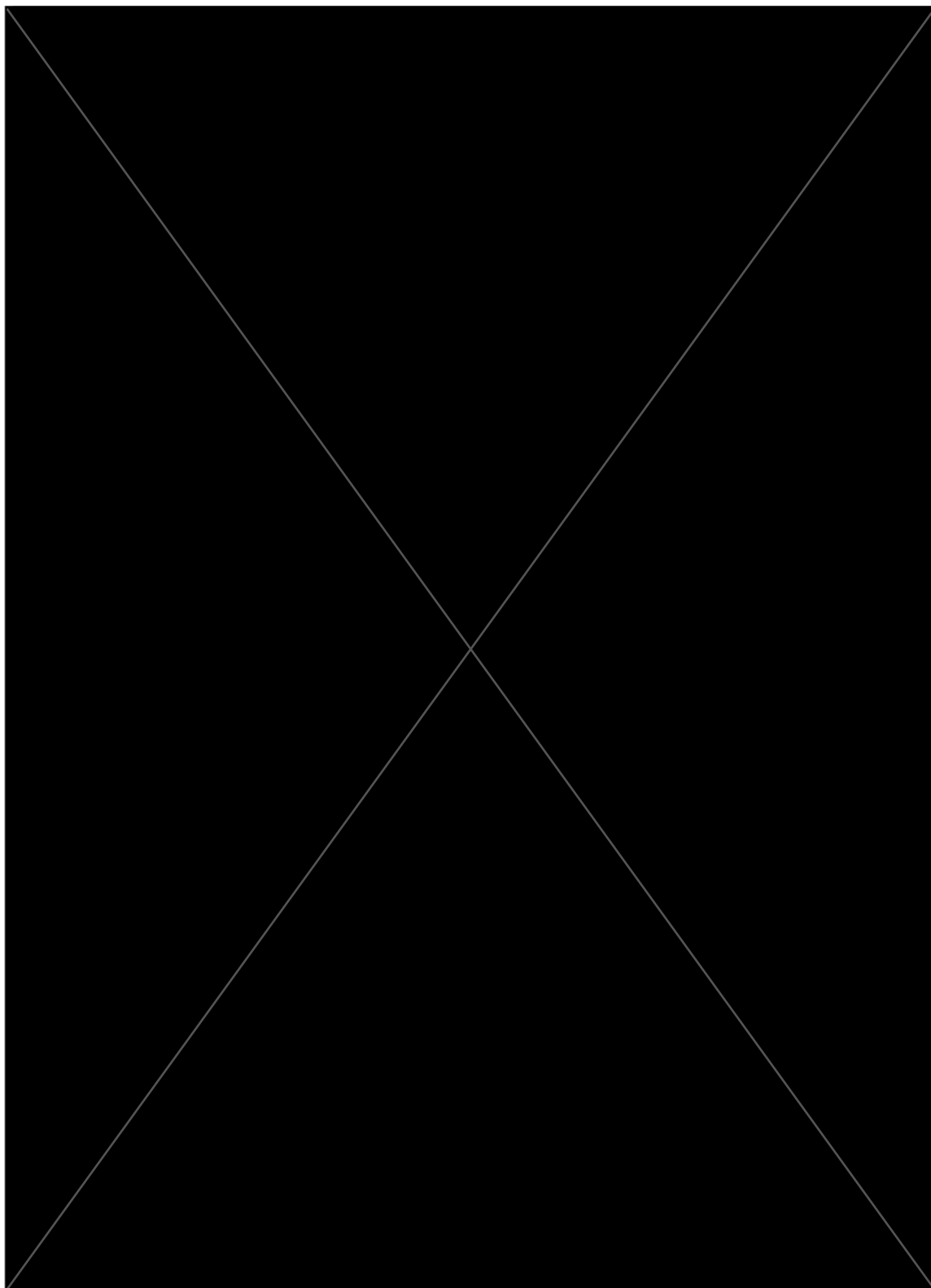
## 19 APPENDIX

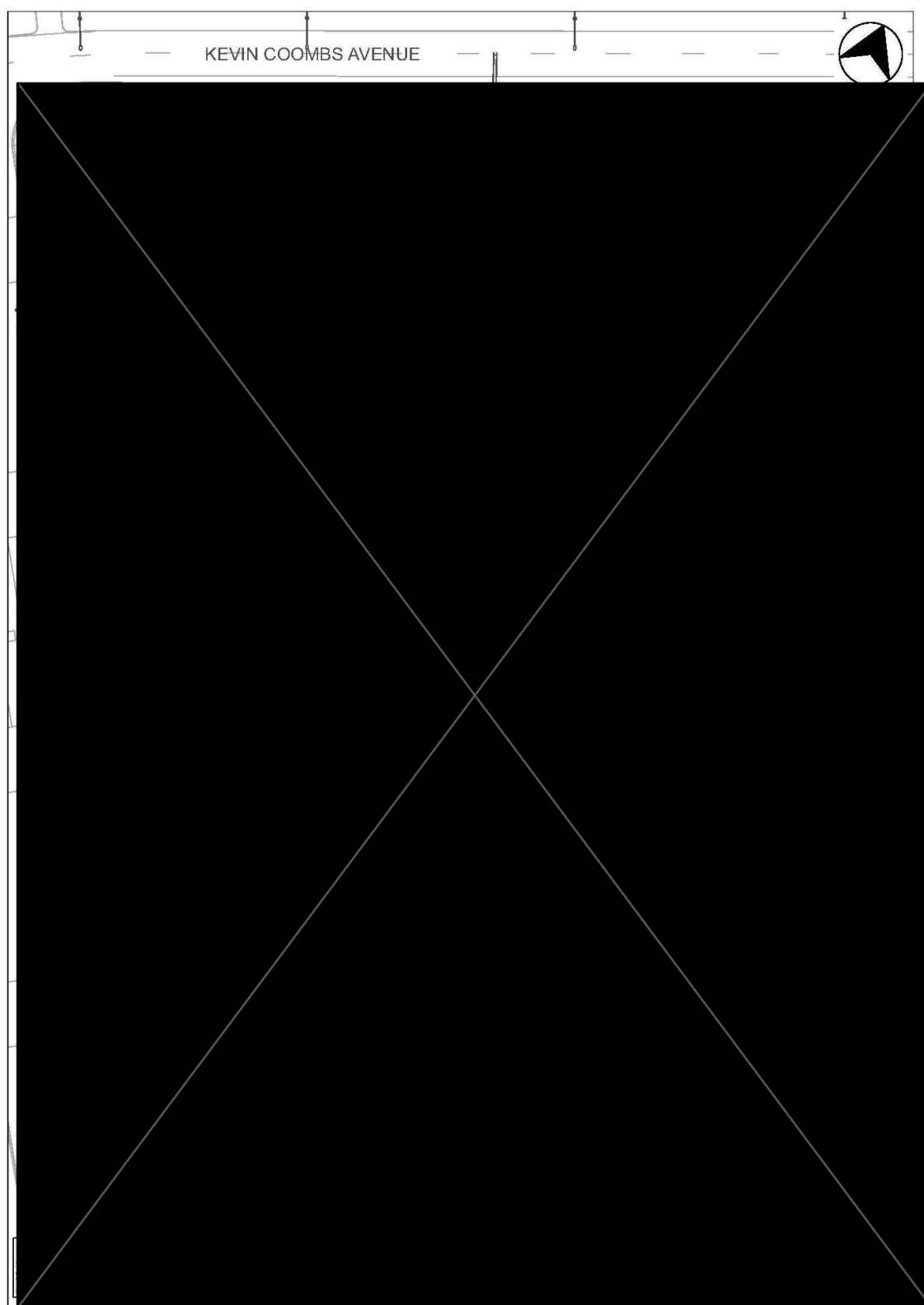
The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

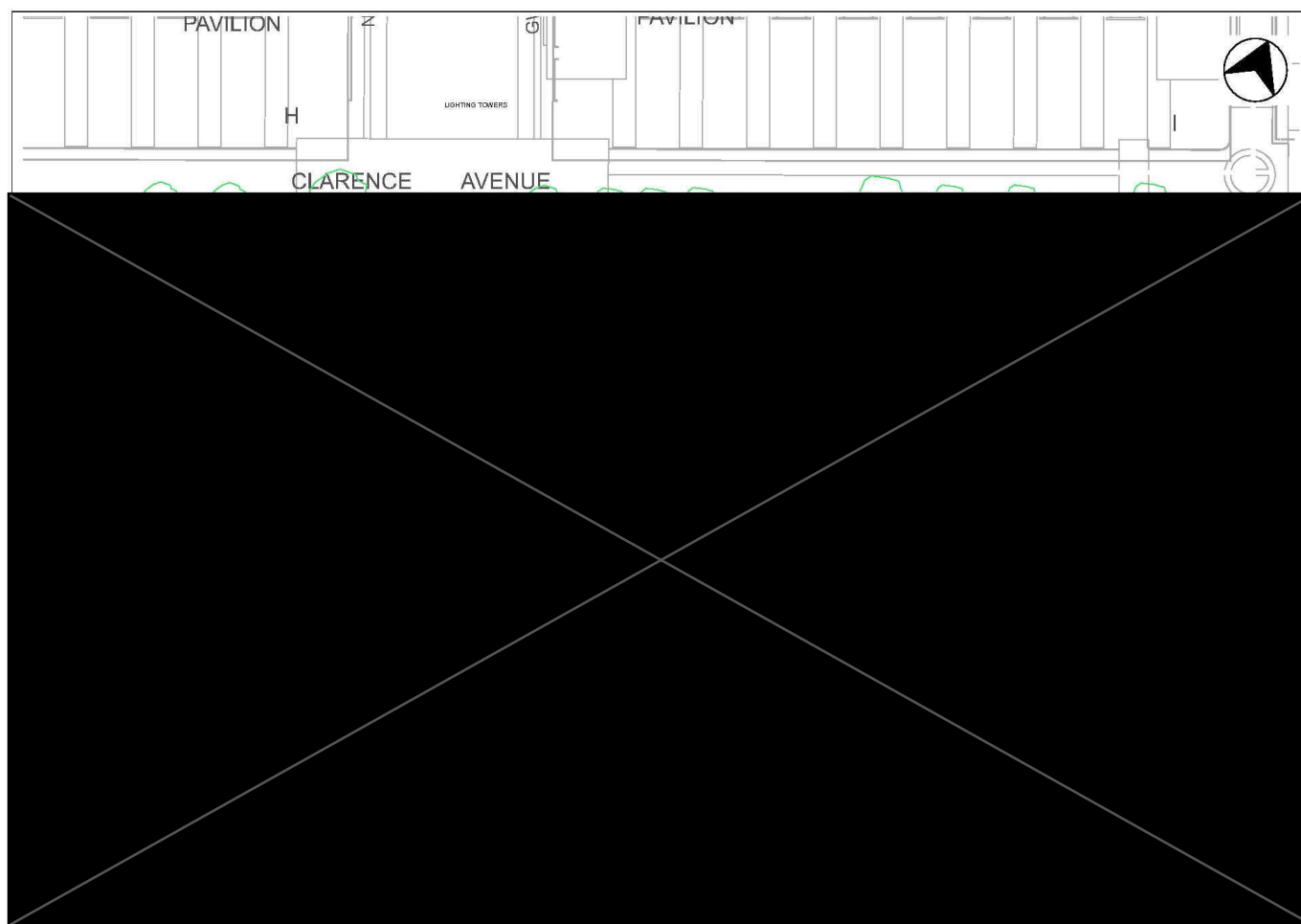
#	Document Name
1	Site Plans (refer client for latest versions)
2	Traffic Guidance Scheme
3	Public Liability Insurance Certificate

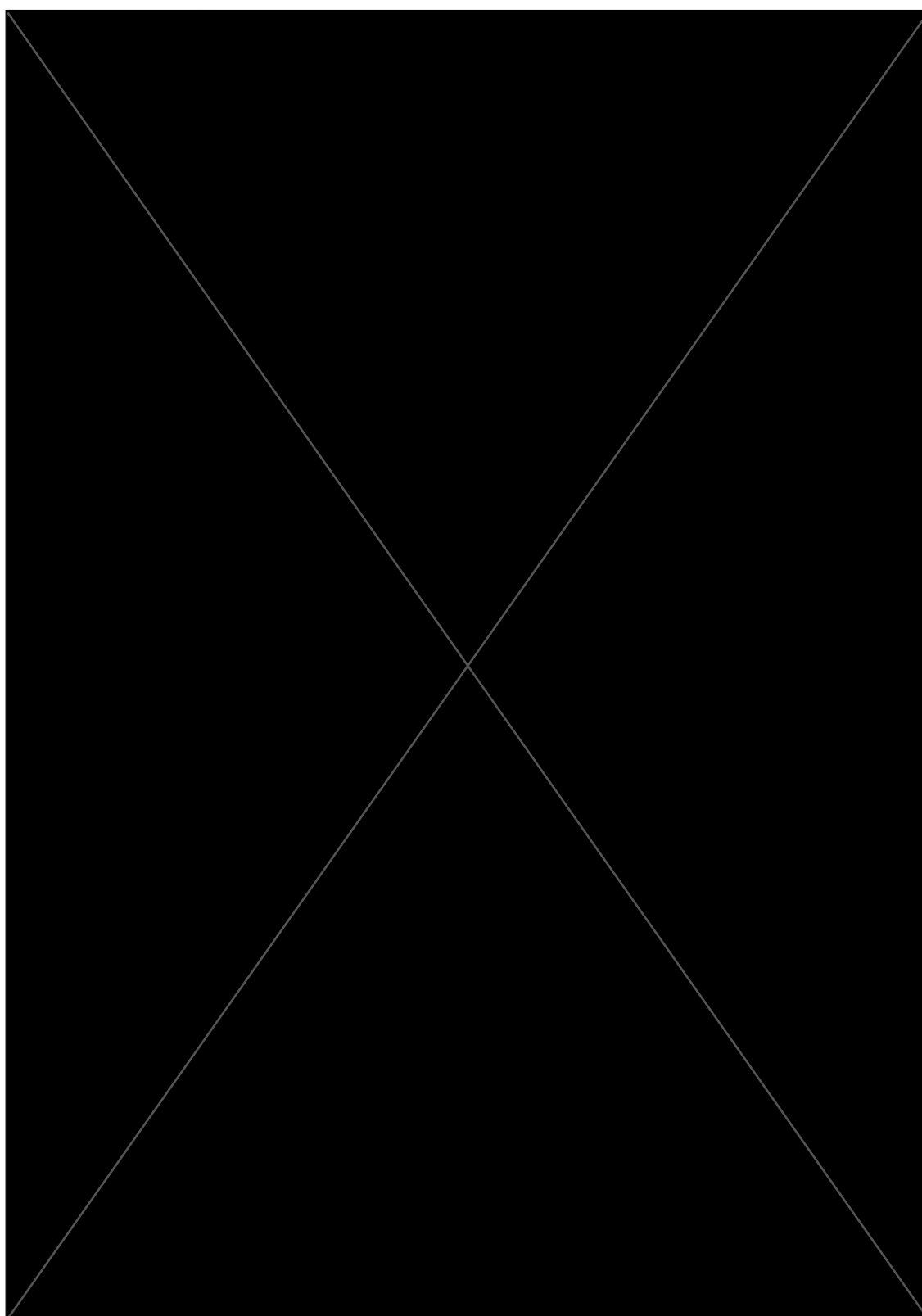


## APPENDIX A







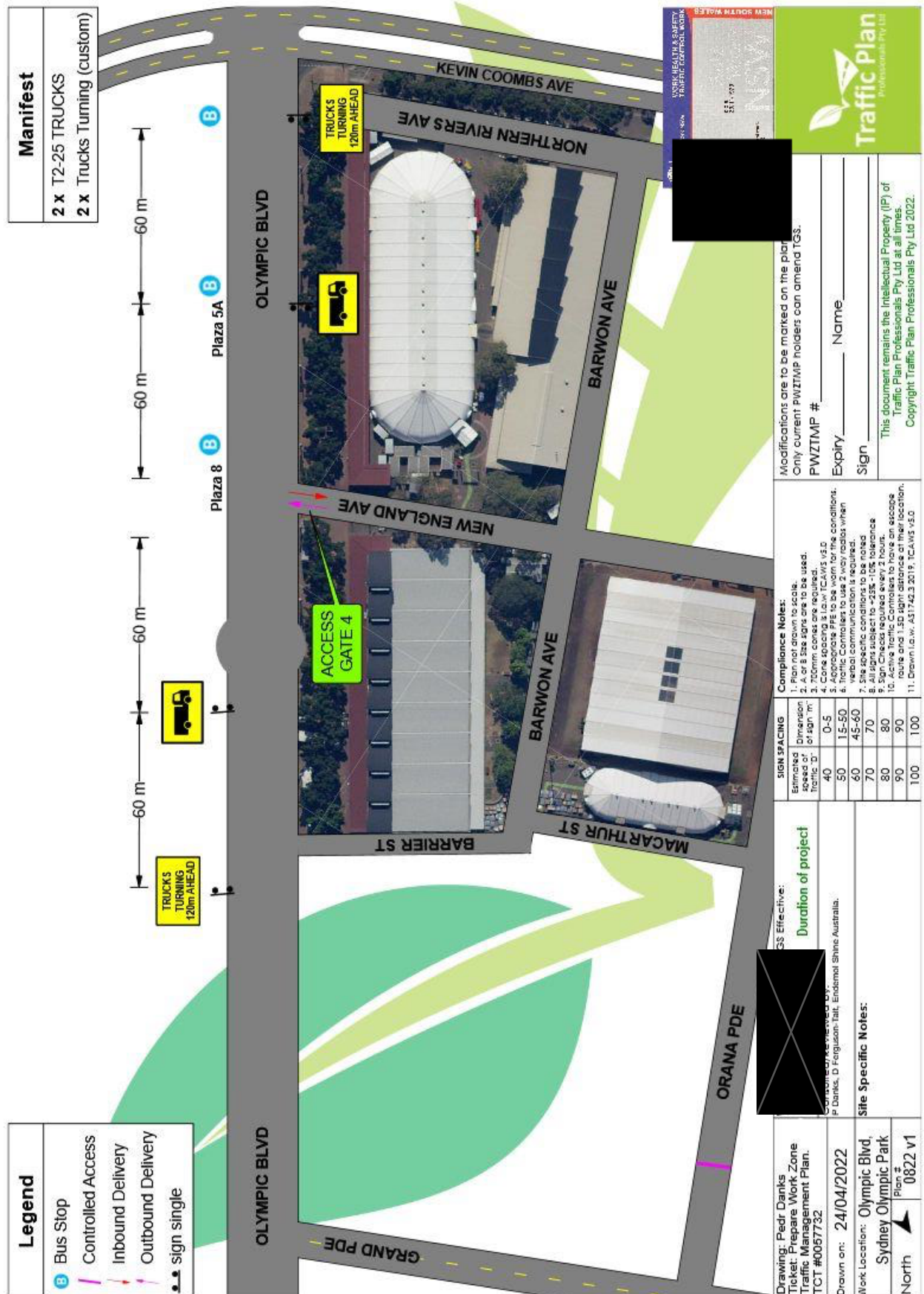


# TRAFFIC MANAGEMENT PLAN

Traffic Plan Professionals V2.0

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## APPENDIX B





## APPENDIX C



24 December 2021

Arthur J. Gallagher & Co (Aus) Limited  
ABN 34 005 543 920 AFSL 238312

289 Wellington Parade South  
East Melbourne VIC 3002

PO Box 852  
East Melbourne VIC 8002

Tel: (03) 9412 1555 Fax: (03) 9412 1666  
Email: [broking@ajg.com.au](mailto:broking@ajg.com.au) Web: [www.ajg.com.au](http://www.ajg.com.au)

### Confirmation of Cover

In connection with this insurance, we act as insurance broker on behalf of the below named Insured.

Unless otherwise indicated below this Confirmation is issued as a matter of information only and confers no rights upon the holder. We confirm the below named insurers have been instructed to arrange cover as follows:

CLASS OF INSURANCE	Public & Products Liability Insurance
INSURER	XL Group Ltd
POLICY NO	AU00008857LI21A
PERIOD OF COVER	From: 01 January 2022 at 4:00pm Australian Eastern Standard Time To: 01 January 2023 at 4:00pm Australian Eastern Standard Time
INSURED	<ol style="list-style-type: none"> <li>Endemol Shine Australia Pty Ltd; ESA Services Pty Ltd; Screentime Pty Ltd</li> <li>Any "special purpose vehicle" entity now existing or hereafter established for production an Endemol Shine Australia production</li> <li>All subsidiary and/or related corporations of the Insured (as defined under the Australian Corporations Law) now existing or hereafter constituted or acquired</li> <li>and all successors and/or assigns of the Insured</li> </ol> <p>all for their respective interests, rights and liabilities and to the extent that they are not more specifically insured.</p>
BUSINESS DESCRIPTION	<p>Principally consisting of but not limited to:</p> <p>Film and television content creation, development and production, distribution/export of film and/or productions for theatrical, television, cable and pay TV broadcasting, live performance, licensing of rights including brands, development of retail products, online and internet and e-commerce related activities, property occupiers and lessees; the development of brand-funded programming for broadcast and digital platforms; developing non-broadcast business for areas including sponsorship and brand partnerships, digital and interactive, consumer products live events and home entertainment. Including development of brand funded content for multiple platforms. Including Consumer Products, Retail &amp; Experiential Events, Brand Partnerships &amp; Sponsorships and Digital &amp; Social Media and all ancillary activities, Motion Picture Film or Tape Production and Video Production</p> <p>and all other activities incidental thereto or for which the Insured may be or may become engaged.</p>
LIMITS OF LIABILITY	<p>AUD \$20,000,000 each Occurrence in respect of General Liability</p> <p>AUD \$20,000,000 each Occurrence and in the Aggregate any one policy period in respect of Products Hazard</p>
TERRITORIAL LIMITS	<p>Anywhere in the World other than North America, but only in respect of claims or legal proceedings arising out of:</p> <ol style="list-style-type: none"> <li>Insured's products exported with the knowledge of the Insured to North America</li> <li>Any operation or premises of the Insured in North America</li> </ol>



**\*\*IMPORTANT NOTICE\*\***

1. Subject at all times to the policy's more detailed terms, conditions, definitions and exclusions. Nothing herein shall be construed to alter in any way the scope of the contract between insurer(s) and the insured.
2. Should the abovementioned contract of insurance be cancelled, assigned or changed during the above policy period in such a manner as to affect this document, no obligation to inform the holder is accepted by Gallagher.

Signed by and on behalf of Gallagher



**Jessica Quick**  
Client Manager, Corporate VIC



