

Dragon Dreaming Festival Traffic Management Plan

This document provides relevant information not already covered in the body of the Development Application Supporting Statement. For details such as event descriptions, contact details and other relevant matters please refer to the body of this document.

1 Traffic Risk Management

There are inherent risks associated with any gathering of people. These risks include the dangers presented by the presence of vehicles in a close vicinity to pedestrians and the influx and egress of people associated with temporary events. Organisers plan to reduce the likelihood of danger to event patrons and staff by implementing a number of traffic controls within the boundaries of the event site:

- Vehicle traffic is restricted to identified areas of the event site.
- Patrons are advised that if they choose to move their vehicle during the event they may not be able to return it to the same spot.
- Overflow parking areas are identified and are removed from pedestrian areas of the event.
- Event staff working in areas of vehicle traffic (including the festival gate and parking areas) are required to wear high visibility vests at all times.
- Event staff working in areas of vehicle traffic are assigned a role as part of their team to ensure minimum confusion when dealing with vehicles.
- A lighting tower is positioned permanently at the festival entry gate and used during darkness to provide a large amount of light in the gate area. Due to the large amount of light provided by these industrial items, the risk of staff not being seen by a driver due to poor visibility is removed.

2 Emergency Services

Event organisers are aware of the serious nature of emergency response. All traffic management processes will take into account appropriate 24 hour access for emergency vehicles. All access roads have a minimum of 4 metres clearance and as the event is located outdoors height restrictions are not applicable.

In preparing this supporting statement, Organisers have reviewed Section 22 of the *Summary Offences Act 1988* which defines a public assembly as: "*an assembly held in a public place, and includes a procession so held.*" Advice previously received from the Yass Valley Council is that Dragon Dreaming Festival is not considered a public assembly under the definition provided by the NSW Road and Traffic Authority's Guide to Special Events. As such, Police approval is not required to hold the event and the Schedule 1 form Notice of Intention to Hold a Public Assembly is not needed.

As in previous years, Organisers will contact NSW Ambulance and the NSW Rural Fire Service at both a local and State level to discuss the event. Organisers have been successful in working closely with local emergency services and will continue to do so in the planning and implementation phases of the event. Emergency services will be provided with a copy of the site map and GPS coordinates of the site prior to the event. In conjunction with our contracted event medical providers, a detailed plan will be provided to NSW Ambulance and appropriate contact procedures will be in place prior to the events commencement. Organisers continue to work with the Yass Valley Council and all interested parties to develop a comprehensive communication plan.

Organisers will work with the Wee Jasper Rural Fire Service to once again have a fire truck and staff on site during the event. This provides professional support, immediate response and an opportunity to raise awareness and funds for this important emergency service.

In addition to this, given the remote location of the event and related effect on emergency response times, Organisers have been in contact with the NSW Ambulance Service to discuss appropriate measures to ensure the service is able to respond in the unlikely case of critical, life threatening emergency. Organisers have been advised that this level of response is determined by emergency services through the 000 response line and will work closely to ensure this is able to occur if necessary.

3 Traffic and Transport Management

In consultation with Wee Jasper residents, Organisers have determined that the influx of vehicles to the Wee Jasper area will not have an impact beyond that experienced on a typical long weekend. The first event at this location resulted in minimal traffic impact with residents informing organisers that there were no concerns with influx or egress of traffic. From 2014 onwards the event has had a greater impact on traffic in the Wee Jasper area due to factors outside of the organiser's control. The additional traffic delay is attributable solely to the significant NSW Police operations held in Wee Jasper over the course of the festival weekend.

Organisers have categorised vehicle activity into two categories, the first is infrastructure traffic and the second is patron traffic. These are addressed below.

3.1 Infrastructure Traffic

During the setup and pack down periods of the event, there will be a small amount of heavy vehicle activity on the RMS classified Wee Jasper Rd. Organisers have determined a staggered infrastructure delivery plan to further reduce possible impact to residents of the Wee Jasper area. The vehicles included in the Infrastructure category are:

3.1.1 Generator Delivery

Power on site is provided through the use of generators. These are delivered utilising non-articulated flatbed trucks. The trucks used for delivery of the generators are 11 metres in length with a maximum tray weight of 10 tonne. Generators will be delivered to site on in the week before the event and will leave the week following the event.

3.1.2 Site material vehicle

Organisers utilise two 3 tonne trucks hired through a professional vehicle hire company. These vehicles (such as the Isuzu 3t container truck) are approximately 4.2m in length and 2.1m in width and do not require heavy vehicle licenses to operate. These vehicles will be used at various times during the setup and pack down period of the event.

3.2 Patron Traffic

3.2.1 Arrival

Organisers expect a minimal increase in traffic from the Tuesday before the event as we expect some patrons to arrive in the area prior to the event to explore the many recreational opportunities in the Wee Jasper area. The main influx of patron traffic will begin during the morning of Friday 1 November with the peak flow expected between 12:00pm and 8:00pm on Friday 1 November and between 12:00pm and 6:00pm Saturday 3 November. Traditionally, event patrons camp on site with the majority of patrons using tents. Organisers expect a minimal number of caravan/camper trailers and very few if any small-medium bus/van vehicles. Organisers have not arranged for any commercial coaches or large multiple passenger vehicles to be accessing the site and do not expect this to happen at any point during the event.

Following on from the 2018 event, the Wee Jasper and Yass branches of the RFS both raised concerns relating to emergency vehicle access to the event site during the peak arrival hours on the Friday of the event. Specifically, the RSF branches identified that where there were cattle grids located within 1km of the festival site, patrons cueing across these grids restricted access for RFS vehicles. The organisers have also identified that there is a short stretch outside the entry gate to the festival that drops off on one side, and does not allow emergency vehicle access if cars are queued across this section.

To address these concerns, the organisers propose to implement “Keep clear” zones across these access points, and to place qualified traffic officers at each cattle grid with stop slow signs during peak traffic hours, to coordinate the flow of traffic across these areas using walkie talkies in order to ensure that these sections of road are never queued across. This method is proposed to also be employed at areas of concern within the property boundary, where there is no shoulder on either side of the main road.

3.2.2 Departure

The festival concludes at approximately 7:00pm on the Monday evening of the event. Organisers expect a steady small flow of traffic leaving the event during daylight hours on this day, with this increasing between the hours of 4:00pm and 8:00pm. As with previous years, in recognition of the importance of patron safety, organisers will encourage people who are not suitable to drive to stay at the site on Monday night. This encouragement allows people to determine sensibly if they are able to drive and does not pressure people who may be feeling unable to leave the event which would place them at risk of serious injury and increasing risk to community members.

In accordance with this procedure organisers expect a moderate amount of vehicle traffic exiting the area on Tuesday 6 November.

3.3 Directional Signage

Organisers have determined that three directional signs will be required for the event. These will be placed 20 metres prior to the intersection of Mountain Creek Road and Wee Jasper Road on both roads showing the appropriate direction to the event site. The third will be placed at the intersection of Wee Jasper Road and Caves Road to direct event patrons to the event site.

In discussion with the Yass Valley Council, the organisers determined prior to the 2014 event there are no immediately relevant guidelines governing the placement of signs such as the ones proposed. Prior to the 2014 event, the organisers have agreed with the Yass Valley Council that signs will not be reflective and will not be placed in trees or in a dangerous position.

To ensure the safest placement of signs possible, the organisers have reviewed relevant codes in the ACT and note the existence of the ACT Government's *Code of Practice for Movable Signs*. This code provides guidance relevant to the placement of event and business signage and determines appropriate positioning in relation to intersections, infrastructure and road layout. A copy of the code can be found at <http://www.legislation.act.gov.au/di/2013-144/current/pdf/2013-144.pdf>.

3.4 Caution Signage

In recognition of the need for caution during times of increased traffic, organisers will place signs prior to the final descent into the Wee Jasper valley. These signs will remind drivers of the need to exercise caution as they enter the Wee Jasper Valley. These signs will also be placed in accordance with the ACT Government's *Code of Practice for Movable Signs*.

3.5 Safety Promotion

The organisers will be making a number of safety related promotions via electronic media in the lead up to the event. These promotions will include messages of safe driving and organisers will be publicising the presence of the Yass Valley Police as further encouragement for drivers to carefully consider their safety and that of the community, as well as reminders to behave themselves responsibly and to look out for their friends.

3.6 Parking Management

A comprehensive site plan has been developed which identifies traffic placement on site. As the site itself is privately owned, there are no classified roads affected by on site traffic.

Where possible, car parking will be made available next to our patrons' campsites as this is a popular method of camping for the style of event. Patrons are informed that if they choose to move their vehicle from the campsite during the event they may have to leave it in a designated overflow area upon their return in accordance with strategies to minimise vehicle activity throughout the event.

Organisers with the assistance of volunteers will oversee all traffic management procedures to ensure that cars are parked safely and that roadways are kept clear of vehicles. Once campsite parking is full, or for those patrons who wish to move their vehicles throughout

the festival, a designated overflow parking area will be made available in the area identified on the site map at the end of this document.

3.7 Road works within the private property boundaries

In consultation with the land owners organisers have reviewed the necessary road works required to ensure safe entry and egress of all festival equipment, staff, patrons and services. Organisers are advised by the property owners that any works required will be undertaken as part of the contract of land use and will not require additional submissions or approval. The works required are marked on the site map for information of the Council.

4 Additional Considerations

There are a number of requirements in the template provided through the Roads and Maritime Services Guide to Traffic and Transport Management for Special Events that are not applicable or that are covered elsewhere in this document. Organisers have summarised these below.

4.1 Trusts, Authorities and Government Enterprises

The event does not use any facilities or properties managed by a trust, authority, or Government enterprise, this section does not apply to our event and consent from such agencies is not required.

4.2 Public Transport – Managing Impact

Public transport is not available for Dragon Dreaming Festival and patrons are made aware of this on our website and Facebook page prior to the event. There are no public transport means in the event area that will be affected by the event.

4.3 Reopening Roads After Moving Events

Not applicable.

4.4 Traffic Management Requirements Unique to This Event

Dragon Dreaming does not have any unique traffic management requirements. The event does not require the alteration of any existing traffic conditions, flow or practice.

4.5 Contingency Plans

Organisers have developed a Disaster Response plan.

4.6 Heavy Vehicle Impacts

There are no perceived impacts on heavy vehicles in the area. As noted in the minimising community impact section of this plan, event traffic does not significantly differ to current traffic in the area.

4.7 Special Event Clearways

Not applicable.

4.8 Advertise Traffic Management Arrangements

The event does not require any road closures and does not have a significant impact on existing traffic arrangements for the local community. Taking this into account organisers have determined that advertising of the event traffic management plan does not serve a valid purpose.

4.9 Special Event Warning Signs

As stated at section 3.2.1, the organisers propose to introduce traffic wardens trained in the operation of a stop slow sign during the peak arrival hours on the Friday of the event. This is to ensure that at all times, there is emergency vehicle access to the event site, should it be required.

Given that the event is held at the end of a no through road, and that the local residents of Wee Jasper are well aware of the event, the organisers consider that special event warning signage is unlikely to be necessary, as in previous years. However, the organisers are happy to procure this signage if it is required, given the proposed introduction of traffic wardens on Caves Road.

4.10 Permanent Variable Message Signs

Not applicable.

4.11 Portable Variable Message Signs

Stop slow signs, as stated at 3.2.1 and 4.9 above.

5 Minimising Impact on Non-Event Community

Organisers are committed to working with the Wee Jasper community to implement this event in a safe and successful manner. The event will bring a number of benefits to the region and surrounding area but also pose a number of risks. Organisers recognise that one of these risks is the increased traffic flow in the region due to the event. In consultation with members of the community, Organisers have determined traffic levels experienced in the area will be no different to traffic experienced on a normal long weekend in the area.

Organisers also note that Wee Jasper Road is used by heavy vehicles regularly including but not limited to the transport of livestock, farming material and other agricultural equipment. Organisers do not propose any different use of the road to what might be considered normal by residents of the Wee Jasper area. Organisers recognise the recent difficulties residents have had with a commercial quarry utilising the road on a regular basis. In recognition of this fact, Organisers have kept heavy vehicles involved in the event to a minimum and have made other arrangements to bring the majority of site materials through the use of light trucks and passenger vehicles.

6 Site Map

To be updated

