

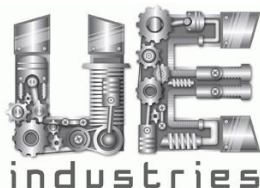


TRAFFIC MANAGEMENT PLAN

**Event Specifics, Access Roads, Traffic Control
Personnel, Vehicle Movements, Safety Elements,
Hazard Reduction Measures, Campground
Parking Plan, Proposed Works, Travel Route**

Version 1.2

Updated on 05.06.2017



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TABLE OF CONTENTS

1.	EVENT SPECIFICS	4
1.1	OBJECTIVES	4
1.2	EVENT SPECIFICS	4
1.3	EVENT MISSION	4
1.4	EVENT OBJECTIVES	4
1.5	EVENT DURATION	4
1.6	MUSIC DURATION	5
1.7	EVENT VENUE	5
1.8	LOCATION FACTORS	5
1.9	PATRON ACCOMMODATION	6
1.10	SPACE ALLOCATION	6
1.11	CAMPGROUND DIMENSIONS	7
2.	ACCESS ROADS	7
2.1	ROAD AUDIT	7
2.2	ACCESS PROVISIONS	7
2.3	PRIMARY ACCESS ROAD	8
2.4	EMERGENCY ACCESS ROAD	8
2.5	BACKSTAGE/MARKET ACCESS	8
2.6	SHARED ACCESS PATHS	9
3.	TRAFFIC CONTROL PERSONNEL	9
3.1	TRAFFIC MARSHALLS	9
3.2	MARSHALLING POINT	9
3.3	SECURITY GUARDS	10
3.4	VOLUNTEERS	10
3.5	SHIFT TIMES	10
4.	VEHICLE MOVEMENTS	11
4.1	EXPECTED VEHICLE VOLUME	11
4.2	PEAK PERIODS	11
4.3	GATE INFLUX	11
4.4	SITE ACCESS	11
4.5	VEHICLE INGRESS	11
4.6	VEHICLE EGRESS	11
4.7	SPECIAL VEHICLE ACCESS	12
4.8	ONSITE TRAFFIC	12
4.9	ADDITIONAL CAR PARKING AREAS	12
4.10	CARAVAN PROVISIONS	12
4.11	LOCAL RESIDENT ACCESS	12
4.12	DELIVERY VEHICLES	12
4.13	VISITOR PARKING	12
5.	SAFETY ELEMENTS	13
5.1	POLICY NOTIFICATION & ENFORCEMENT	13
5.2	MONITORING	13
5.3	UNAUTHORISED PARKING	13
5.4	VEHICLE BREAKDOWN	13
5.5	VISIBILITY	13
5.6	SPEED LIMITS	14
5.7	SERVICE PROVISION	14
5.8	SHUTTLE SERVICE	14
5.9	EQUIPMENT	14
5.10	SIGNAGE & ROAD MARKING	14



6.	HAZARD REDUCTION MEASURES	15
6.1	PEDESTRIAN ACCESS	15
6.2	EVENT POLICIES	15
6.3	VIDEO SURVEILLANCE	15
6.4	PERIMETER PATROL.....	15
6.5	DUST CONTROL	16
6.6	INCIDENT RESPONSE.....	16
6.7	VEHICLE CRASH – RESPONSE PROTOCOL.....	16
7.	CAMPGROUND PARKING PLAN	17
7.1	PRECEDENT	17
7.2	INTERNAL REVIEW.....	17
7.3	RECOMMENDATIONS	17
7.4	CAMPING/PARKING SEPARATION	18
7.5	SOIL CHECKBANKS.....	18
7.6	POLICY NOTIFICATION	19
7.7	IMPLEMENTATION	19
7.8	EXAMPLE.....	19
8.	PROPOSED WORKS	20
8.1	ROAD REINFORCEMENT.....	20
9	TRAVEL ROUTE	20
9.1	DIRECTIONS.....	21

Introduction

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Document Scope

This policy and all related event documents are classified as 'live' works, in that they are open for comment and revision as required progressively throughout the permitting process, and are thus identified by dated versions accordingly. All stakeholders and particularly emergency and safety authorities are welcome to recommend changes and additions to these plans as may be suitable. In the interest of greater public safety, harm reduction, and risk mitigation, the event organisers welcome any and all opportunities to improve the procedures in place.

This document will serve as a flexible operational guide for all internal staff during the event, with a clear provision for potential alternative measures as may be required.



1. EVENT SPECIFICS

1.1 Objectives

This plan has been developed to guide the management of traffic and transport related issues associated with Yemaya Festival.

The primary objectives of the plan are to:

- Provide for the safe and efficient transport of employees, patron's, contractors and service providers to and from the event
- Minimise disturbance to local road users
- Detail measures in place for Traffic Marshalling
- Outline proposed traffic safety and directional signage for the event
- Outline requirements for improvement works to roads and tracks leading to and within the venue

1.2 Event Specifics

Name: Yemaya Festival
 Type: Transformational Festival
 Date: 28th September – 1st October 2017
 Patronage: 4,500 attendees, 250 staff
 Venue: 53 Majors Line Rd, Fernihurst VIC 3518
 Crown Allotment 9, Parish of Kinypanial (36°14'33.7" S, 143 °52'33.6" E)

1.3 Event Mission

To utilise the event as a platform for sharing artistic endeavours while conveying constructive and positive messages through all avenues available.

1.4 Event Objectives

- To promote a community-building ethic, and a value system that celebrates life, personal growth, social responsibility, healthy living, and creative expression.
- To support upcoming visual and music production artists financially and also with marketing, promotion, and exposure.
- To establish real connections and support the region by including local community groups to become involved in the festival in any way possible.

1.5 Event Duration

Gate open to patrons:	Site cleared of patrons:
12:00pm on Thursday 28th September 2017	6:00pm on Monday the 2nd October 2017

1.6 Music Duration

Main Stage Runtime	Ashaba Stage Runtime
Start: 6:00pm Thursday 28th September 2017 End: 2:00am Friday 29th September 2017 Resume: 10:00am Friday 29th September 2017 End: 6:00pm Sunday 1st October 2017	Start: 6:00pm Thursday 28th September 2017 End: 2:00am Friday 29th September 2017 Resume: 11:00am Friday 29th September 2017 End: 8:00pm Sunday 1st October 2017 (Downtempo non-amplified acoustic wind-down from 8pm onwards)
* Jam spaces and theme camps may operate outside of these times at very low and/or non-amplified volume levels.	

1.7 Event Venue

The site is located at 53 Majors Line Rd, Fernihurst VIC 3518 (Crown Allotment 9A, Parish of Kinypanial), and is owned by Mr Ken Pattison. The area proposed for use lies south of Majors Line Rd, 800m to the east of the intersection with Loddon West Rd. The land has an overall area of 165.7 ha, with a frontage of 1509m to Majors Line Rd, a depth of 1221m along the western side, and a perimeter of 1259m on the southern boundary. The land is vacant of any dwellings and is used primarily for sheep grazing.

The proposed event site will occupy approximately 40 hectares, and consists predominantly of grassland used for grazing. The property has a scattered coverage of trees with a small number of established "stands" situated along the creek line.

Features of the site include its ample flat, open space, clear access paths, and low safety, environmental, and heritage risk. The subject land is located within the Farming Zone under Clause 35.07 of the Loddon Planning Scheme.

1.8 Location Factors

The site has been chosen specifically for its suitability to the requirements of Yemaya Festival, with significant consideration given to the following factors:

- Isolation from densely populated areas – 18km from Serpentine and 20km from Boort
- Few properties in the surrounding area – Seven (7) dwellings within 5km radius
- Property size and open layout – Clear visibility and access for safety services
- Clear access and egress
- No endangered flora or fauna
- Low bushfire and flood risk

The venue meets all key criteria in relation to the above site selection factors, and is considered well suited for a festival of this nature.

1.9 Patron Accommodation

A defining element of the event is its connection to nature, with much of this relayed through the traditional onsite camping accommodation. Patrons provide their own means of temporary lodging via tents, swags, vans, and caravans. In order to ensure that sufficient area within the planned layout is available to accommodate the expected vehicles and patronage, requirements have been calculated based on industry averages and previous experience. A comfortable amount of space is allocated for both the camping areas and the car park slots to ensure sufficient room for all expected requirements and also any contingency requirements or overflows.

The patron breakdown and space allocations are outlined below:

Area	Allocation
Patrons	Approx. 4,500
Average Patrons per Vehicle	3
Vehicles	Approx. 1,500
Camping Sections	18
Cars per Section	82
Patrons per Section	Approx. 246
Area per Section	4,800m ²
Camping Area per Vehicle	56m ² (Approx. 7.5m x 7.5m)
Camping Area per Person	19.5m ² (Approx. 5m x 4m)

1.10 Space Allocation

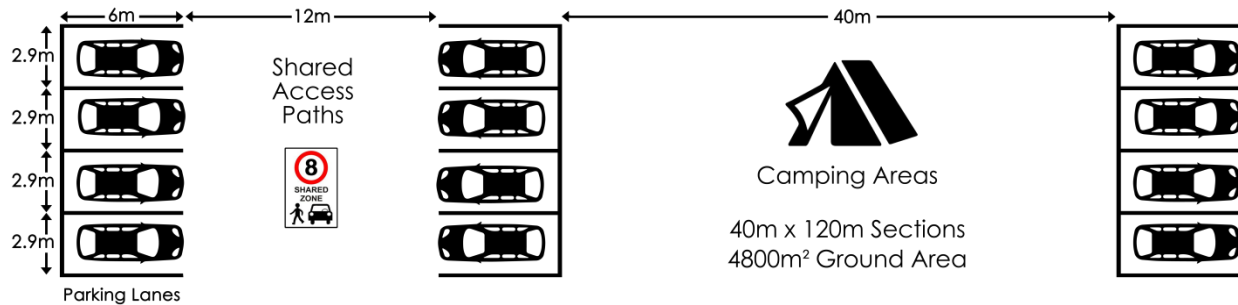
The following table outlines the general measurements of the campground elements:

	Length	Width	Area
Car Parking Spaces	6m	3m	18m ²
Camping Areas	120m	40m	4800m ²

The camping areas will be sectioned in 40m widths, with a break at every 80m for an emergency access path to ensure clear access for emergency and safety service providers as may be required. Car parking lanes will be allocated at 6m x 3m individual plots to allow for clear access for patrons to reverse back against the check-bank easily. The measurements have been allocated to exceed all minimum requirements stipulated in *Australian Standard AS2890.5* in order to ensure comfortable space for general vehicle access to patrons.

1.11 Campground Dimensions

The following diagram illustrates the space allocated for campground elements:



2. ACCESS ROADS

2.1 Road Audit

A road audit has been conducted by qualified engineers to ensure that all primary access roads are in satisfactory condition to ensure safe passage for the expected vehicle numbers throughout the duration of the event.

The report was prepared by Allied Design Consultants of 493 Hargreaves Street, Bendigo 3550, and states the following:

The entry road to be used is Majors Line Rd, which is an unsealed local access road that is maintained by the council. It is a wide, straight gravel road which will provide good access to the site.

The road use during the event and depending on the weather conditions would be suitable with the traffic volume. The scheduled dust management during the period of use with the use of a water truck to suppress the dust will be sufficient to ensure safe access as covered in the Environmental Management Policy.

2.2 Access Provisions

In order to ensure that emergency vehicle access is provided/maintained so as to allow full access for fire-fighting etc. (particularly in highly populated areas, ie: camping areas etc.) a system of defined access roadways is provided which is established using the "access provisions" of the CFA's "Planning for Bushfire - Victoria (2012) guidelines for dimension specifications.

A review of the access provisions in place for the Yemaya Festival event will be confirmed closer to the event date. To make sure that effective access for large emergency vehicles with a minimum of 15 tonne (fire-fighting tankers) will be achieved across the entire festival site.

The provision of a dedicated "emergency vehicle" access route to the south of the existing main entry track will remain a significant feature of the Yemaya Festival traffic management/access arrangements which shall include:



- An “all weather” access with a minimum width of 6.0 metres shall be provided and shall include 0.5 metres clearance from any lateral encroachment applied on either side of the access track.
- Tracks shall be clear of any overhangs or vertical obstruction to a vertical height of 4.0 metres and shall be capable of accommodating a vehicle of 15 tonne's (minimum) for the entire track width.
- Gradients shall be no more than 1:7 with a maximum of no more than 1:5 permitted for less than 50 metres.

Given the open nature of the site, traversing across paddocks shall be an option however, specifically formed, identified carriageways will be provided within key infrastructure locations, ie: camping areas, areas of public occupancy, trading areas, etc. Full vehicular access will be provided to all stage areas and will include vehicular access to “rear of stage” compounds.

2.3 Primary Access Road

The primary access path runs southward into the site from Majors Line Road, 400m east of Loddon West Road, and continues eastward along the northern boundary of the event area.

This road will be professionally coated to an all-weather standard prior to the event to ensure clear and safe access to all patron and emergency vehicles throughout the duration of the event regardless of weather conditions.

This road shall meet or exceed all prescribed legal requirements for vehicle access to a width of 8 metres and a weight load capacity of 15 tonnes.

2.4 Emergency Access Road

Emergency access to the site will be on the south side of Majors Line Road, 1200m east of Loddon West Road.

In the instance of an emergency, Traffic Marshalls will be notified to direct the vehicles to this path, and an escort will be sent to guide the emergency vehicle onto the site.

Due to the ban on movement of vehicles, clear access through the entire site will be maintained consistently throughout the event, particularly during peak times.

2.5 Backstage/Market Access

An internal access road will be kept clear running between the two stages and behind the food stalls. This access path is made available for internal staff purposes, food stall deliveries, and any emergency access as may be required.

2.6 Shared Access Paths

As is standard operating procedure at events of this nature, all internal roadways within the event site are established as shared zones to allow clear access for both vehicles and pedestrians.

Once the initial ingress has been completed, the primary use will be for pedestrian access until the conclusion of the event activities when vehicles will commence departure.



	Length	Width
Access Roads	260m – 400m	12m
Avenues	420m	12m

In order to allow for clear onsite location referencing, all South-West to North-East internal roadways are named relating to their southerly adjacent campgrounds, and the perpendicular-running avenues numbered for convenience.

To ensure patron and staff awareness, signage identifying the road names will be established at all road ends and intersections.

3. TRAFFIC CONTROL PERSONNEL

3.1 Traffic Marshalls

Traffic Marshalls will patrol the festival roadways, especially designated camping areas. Traffic Marshalls key tasks are:

- Ensuring that there is ZERO patron vehicle movement within the campgrounds, patron egress excepted
- Ensuring that all roads and access ways are kept clear
- Ensuring that patron camping and car parking is safe and maintained within a comfortable capacity

All Marshalls will receive an induction at the commencement of their shift, during which they will be briefed on site policies, emergency procedures, and contingency plans.

Radio communication with site staff will be maintained at all times while on shift.

Marshalls will wear high visibility vests and carry traffic wands for extra visibility at night.

3.2 Marshalling Point

The primary Traffic Marshall point will be located at the ticketing gate. Traffic Marshalls, Security Guards and/or Volunteers will be stationed at this point throughout the duration of the event, with additional Marshalls patrolling the general event area.

3.3 Security Guards

All security staff receive induction which includes training on all internal traffic management procedures. Onsite security resources, particularly roving teams, are available to provide support to the Traffic Marshalls as may be required.

3.4 Volunteers

A large contingent of onsite volunteers are selected from the online applications during the lead up to the event to provide round-the-clock access to additional staffing. The vast majority of volunteers are selected on the basis of event experience to utilise existing knowledge bases and provide greater onsite services across the board. The volunteer shifts are rostered around peak event processes to provide basic and contingency resources to all areas of event operations to cater for any variations or unexpected overloads.

The majority of the volunteer shifts are devoted to waste management and traffic management, as these departments generally have the highest staffing requirements. Additional volunteers are available to other event departments as may be required throughout the duration of the event, as well as during setup and pack-down. All volunteer shifts are rostered flexibly such that rotations may occur easily to compensate for any influx, with all waste volunteers easily reallocated to traffic as may be required and vice versa.

3.5 Shift Times

The Marshalling roster is based on the expected influx to ensure clear organisation and management of vehicles throughout the duration of the event. Priority is placed on the peak ingress and egress times to safely co-ordinate all onsite vehicle movements.

DATE	SHIFT TIME	MARSHALLS	VOLUNTEERS	START	END	SHIFT HRS	TOTAL HRS
THU 28/09/2017	0900-1700	4	6	9:00	17:00	8.00	32.00
THU 28/09/2017	1700-0100	4	6	17:00	01:00	8.00	32.00
FRI 29/09/2017	0900-1700	4	6	9:00	17:00	8.00	32.00
FRI 29/09/2017	1700-0100	3	6	17:00	01:00	8.00	24.00
SAT 30/09/2017	0900-1700	2	2	9:00	17:00	8.00	16.00
SAT 30/09/2017	1700-0100	2	2	17:00	01:00	8.00	16.00
SUN 01/10/2017	0900-1700	2	2	9:00	17:00	8.00	16.00
SUN 01/10/2017	1700-0100	2	2	17:00	01:00	8.00	16.00
MON 02/10/2017	0900-1700	2	2	9:00	17:00	8.00	16.00

* Marshalling duties are managed by the Security team between 1:00am and 9:00am.

4. VEHICLE MOVEMENTS

4.1 Expected Vehicle Volume

Based on expected numbers and historical reports from previous events, it is expected that approximately 1200-1600 vehicle movements will be generated by this event.

4.2 Peak Periods

The main influx of vehicles is likely to occur on Thursday, with approximately 75% of the total patronage expected to arrive by midnight.

The vast majority of the remaining patronage is expected to arrive throughout the day on Friday, with only a small number of vehicles likely to arrive after 10pm.

Minimal outbound traffic is expected until Sunday afternoon/evening and Monday morning peak departure periods.

4.3 Gate Influx

Traffic Management teams will work in close collaboration with the ticketing team to manage patron inflow progressively throughout the event.

4.4 Site Access

General access vehicles will be prevented from accessing site prior to the opening of the gates at noon on Friday, with access limited to staff and contractor vehicles.

4.5 Vehicle Ingress

All incoming traffic will be directed through to a four lane ticket scanning/selling area to eliminate any backlog of traffic to avoid bottlenecks in the main track.

All presold tickets will be scanned, allowing for quick processing of patrons on entry to reduce congestion.

In order to reduce any congestion on the designated traffic paths, all traffic will be directed through to camping areas immediately after clearance from the gate.

Upon entry, all cars will follow the roadways marked out with star pickets and bunting leading to the designated camping areas.

4.6 Vehicle Egress

Exit will be via a separate track adjacent to the entry route off Majors Line Road, with both paths delineated by traffic markers and hi-vis boundaries.

4.7 Special Vehicle Access

In the event of any large vehicles being required to move around the event, they will be directed by a staff member if not already briefed, and may not operate during the periods of peak pedestrian traffic without operator approval.

4.8 Onsite Traffic

Areas around the main intersections will be kept clear for access and turning of delivery vehicles.

The main roadway around the site perimeter will be kept clear at all times, strictly reserved for onsite staff traffic and emergency vehicle access.

4.9 Additional Car Parking Areas

A car parking area will be established directly alongside the gate entry to provide direct and clear access from the main paths.

The area covers 15,000m², providing a capacity of approximately 1,000 vehicles, well in excess of the expected traffic and ensuring comfortable space for all necessary access.

4.10 Caravan Provisions

A designated camping area will be dedicated exclusively to caravans to avoid any clash with the proposed camping/parking separation.

4.11 Local Resident Access

Provisions have been established with internal gate operations staff to admit all local residents with a visitor pass entry into the festival site on presentation of documentation or identification showing residence within the Loddon Shire.

A section for visitor parking will be established in the car-parking area to allow consistent access throughout the event duration without adding to the internal traffic.

4.12 Delivery Vehicles

All delivery vehicles will enter via the main entry point, where they will be accredited by gate staff and then directed to the delivery access point.

4.13 Visitor Parking

Significant additional space is made available adjacent to the ticketing gate at the North-West corner of the paddock to allow for visitor parking and any overflow requirements beyond those within the designated area. Based on previous experience and expected calculations, it is highly unlikely to be required for overflow purposes.



5. SAFETY ELEMENTS

The following measures will be in place to provide greater opportunity for direct response to any incidents which may affect onsite traffic operations, either as a result of changed weather conditions, unforeseen incidents, or general operations.

5.1 Policy Notification & Enforcement

The event policies are communicated to patrons via a variety of methods to ensure awareness and compliance:

- Official event website
- Facebook event page
- On the event tickets
- Direct advice from gate staff on entry
- Onsite signage

The enforcement of these policies is conducted by the Traffic Marshalls, Security Guards, Volunteers, and internal event staff.

5.2 Monitoring

Traffic Marshalls will monitor and patrol the area to ensure that patrons comply with the policies set in place, ensuring any traffic issues are identified and rectified promptly.

All monitoring operations will be supported by event staff and security guards to provide greater coverage and reduce response times.

5.3 Unauthorised Parking

Any vehicles found to be parked outside of the established camping or parking areas will be notified via warning notices placed on the vehicle's windscreen advising patrons to keep roadways clear at all times. Identified breaches are followed up at regular intervals to ensure notices are adhered to promptly, with towing to be performed as a last resort.

5.4 Vehicle Breakdown

Measures are in place to address any instances of vehicle breakdown whether for repairable or non-repairable faults.

Internal staff provide a jump-starter service for patrons encountering car battery trouble.

Multiple towing vehicles are available onsite to relocate stranded vehicles as required.

5.5 Visibility

Traffic Marshalls and Volunteers will receive LED traffic wands for night shifts.

5.6 Speed Limits

An 8km per hour speed restriction will be applied to all internal traffic for the duration of the event, to minimise potential for accident risk, dust generation, and damage to the road surface or roadside vegetation.

5.7 Service Provision

All onsite road services are provided by Wayne Smith Constructions of 220 Loddon West Rd, Borung VIC 3518. The contractor's business is located under 2km from the event site, providing immediate access to additional supplies, equipment, and general resources as may be required throughout the duration of the event. Contingency measures have been prepared to allow for direct access to a wide variety of site vehicles and machinery to allow additional towing capacity in the instance of vehicles needing to be relocated, and also stockpiles of gravel and sand to enable any internal road repair works as may be required.

5.8 Shuttle Service

To promote the uptake of more sustainable transport options and reduce the number of patron vehicles on the local road network, a shuttle bus service will operate to transport patrons from Melbourne to the event and return. The service will be coordinated by Banana Bus Festival Transport with operations provided by local contractor Whitmores Buslines of 11 Wright St, Boort.

5.9 Equipment

All roadways throughout the event site will be identified by traffic equipment to clearly designate safe driving paths. Equipment includes:

- Traffic cones
- High visibility bunting
- Polytape
- Star pickets with safety caps

5.10 Signage & Road Marking

Clear signage will be in place throughout the event site advising of the following:

- Event in Progress (leading into site on Majors Line Rd)
- Entry
- Exit (arrow signs directing patrons back to the main road)
- 10km/hr speed limit (at entry, along entry road, and throughout event site)
- Camping areas
- Staff Only Access
- Names of internal roadways
- No Parking (along road reserve of Majors Line Rd)
- Local Traffic Only (at Lawsons Rd, Jarklin West Rd, Hurstwood School Rd, and No. 2 Weir Rd)

6. HAZARD REDUCTION MEASURES

6.1 Pedestrian Access

All internal roadways become pedestrian access paths once the primary ingress has been completed. These paths are located between the camping areas and the main event areas. Pedestrian access paths are clearly marked, visible in both night and day. These paths run between the camping areas, providing patrons with a safe access to the entire event area.

6.2 Event Policies

Based on feedback from authorities and emergency service providers, several policies have been implemented and enforced at all previous events, and will be continued at this year's event.

NO PASS-OUTS

There will be a 'No Pass-Outs' policy in place for the duration of the event in order to reduce the road traffic in the surrounding areas and to minimise the risk of patrons driving under the influence.

NO CAR MOVEMENTS

All patrons will be required to leave their vehicles stationary after setting up camp until they exit the site.

6.3 Video Surveillance

A series of eight (8) wireless high-definition night-vision CCTV cameras will be established at key locations around the event site and perimeter to assist all operations and safety staff with faster identification of incidents. Visibility of key areas to ECC-based operations staff will provide infinitely greater awareness of incidents and thus more effective operations as a result. All footage will be recorded for potential reference as may be required.

6.4 Perimeter Patrol

A dedicated element of the Security operations will be devoted to operating a constant perimeter patrol across the entire event site, boundaries, and neighbouring properties.

The perimeter patrol units will be comprised of qualified crowd controllers equipped with state-of-the-art night-vision scopes to improve detection and ensure any instances of trespassing or attempted trespassing are promptly identified and addressed. Details of the perimeter patrol will be advertised to the public via online channels to ensure patron awareness and reduce potential occurrences.

Further details are provided in the Crowd Management Plan.

6.5 Dust Control

In order to reduce any potential health risk or loss of amenity due to emission of dust to the environment, dust suppression will be undertaken throughout the duration of the festival.

Control Measures:

- Water haulage contractor scheduled to spray down all primary access roads and key patronage areas at regular intervals throughout the event, with additional trips rostered for peak ingress and egress times.

6.6 Incident Response

Any incidents identified will be handled in accordance with industry best practice standards, and consistent with the procedures outlined in the Emergency Response Guidelines of the Emergency Management Plan.

6.7 Vehicle Crash – Response Protocol

First Person Able

- Evaluate your own safety. If it is safe to do so, you should if possible:
- Assess the situation and notify an Area Manager and EMC
- Switch off gas and electricity if possible (only if safe to do so)
- Remove injured persons to safety (only if safe to do so)
- Vacate the immediate area to a safe distance
- Prevent other people from entering the crash area

Area Manager

- Assess the situation and ensure that an alarm has been raised
- Assist with the removal of injured persons of safe to do so
- Determine the need for evacuation of the area. Conduct the evacuation if necessary

Emergency Management Coordinator

- Evaluate the emergency situation
- Confirm that emergency service contact has been made
- Contact 000 if the situation requires
- Assist with the identification of injured persons
- Assist the Emergency Services as requested

Special Considerations

If irritating or suspected noxious vapours are present, withdraw immediately to an up-wind location and prevent others from entering the contaminated area with assistance from area managers as required.

7. CAMPGROUND PARKING PLAN

7.1 Precedent

The incident at Rochester is well known having occurred only a few months prior to the first Yemaya Festival event in 2014.

The Coroner's report included advice based on research into similar circumstances conducted by the Coroner's Prevention Unit. The lack of separation of camping and parking as acknowledged in the report remains to be an area allowing improvement, though the recommendations made have not resulted in any legislative amendments to date.

It should be noted that the Rochester incident, along with the other four related cases found to have occurred between 2000-2015, had all taken place at private gatherings on private property. There is no known history of such occurrence at any festival.

In 2014, the incident directly prompted the development and implementation of the 'No Pass Outs' and 'No Car Movements' policies which have been clearly advised to patrons and effectively enforced onsite at each year's event.

7.2 Internal Review

Comprehensive review was undertaken following the 2016 event of all parking, camping, and traffic management, as is done each year but particularly so on a new site. While there were zero incidents reported internally, the event's operational objectives to achieve and raise best practice standards oblige a proactive approach to all potential risk factors. As such, several additional measures are proposed for the 2017 event to further improve operational practices. These are focused around the matter of camping and parking separation.

7.3 Recommendations

Based on industry experience and research, there are extensive risks potentially exposed by significant geographical separation of camping and parking.

A more safe, practical, and viable approach will be the establishment of clear boundaries between cars and tents, separated by physical barriers to prevent any access. This will be accompanied by traditional row-parking arrangements of vehicles lined up with the backs of the cars along the length of the barriers.

The new policy will be enforced in addition to previously established safety measures.

7.4 Camping/Parking Separation

Based on feedback from stakeholders and emergency services providers, a camping/parking check-bank separation policy will be implemented to reduce the risk of any onsite accidents occurring throughout the duration of the festival. Specifically, a series of soil check-banks will be established across the site, running in parallel lengths as clear physical barriers between the designated camping areas and row parking lanes, in order to prevent vehicle access to the campgrounds and thus reduce the potential of patron injury.

While there is inevitably some level of risk involved with implementing an approach which has not been previously enacted at an event of similar size or scale, it is expected that the safety benefits will outweigh the risks associated with any potential issues. The patrons of Yemaya Festival are traditionally responsive to and supportive of event policies, and with clear communication and necessary enforcement measures in place, the implementation is expected to run smoothly.

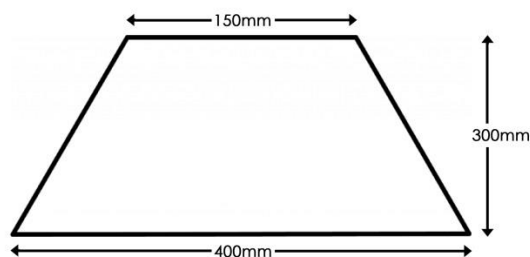
Traffic Marshalls, Security Guards, Volunteers, and event crew will all be assessing the parking arrangements actively and regularly throughout the event and addressing any breaches of the policy promptly and directly via personal notifications or notices left in writing as may be required. Any infringements will be checked regularly and further acted upon as may be required.

The row parking arrangement will allow for clear visibility and thus quicker identification and management of any reported incidents, and is expected to significantly ease the workload on all traffic, emergency, and safety service providers, allowing for a more proactive approach to the event safety as a whole.

7.5 Soil Checkbanks

The check-banks will be comprised of soil native to the area, to create a mound approximately 30cm high, and function as a physical barrier to prevent any vehicles from accessing the camping areas.

The barriers will be established based on the following cross-section dimensions:



7.6 Policy Notification

The following wording will be published via the event's online channels and clearly communicated to all patrons ahead of the event:

VEHICLES MUST BE PARKED IN THE ROWS PROVIDED

Cars must be parked alongside one another as in traditional row car parks, reversed back up to the soil check-bank. This measure is in place to reduce the risk of any accidents occurring as a result of vehicle movement.

7.7 Implementation

A critical component of the implementation of the new policy will be the communication, as a clear knowledge and acceptance of the policy amongst patrons will proliferate naturally onsite and greatly increase the enforceability. Also, explaining the need for separation and the resulting benefits of greater safety will create an understanding of the reasons for the policy which will greatly improve patron compliance.

The policy will be notified and enforced in the following ways:

- Requirements added to the event terms and conditions
- Direct public notification via online channels
- Onsite communication, direction, and management by Traffic Marshalls, Security Guards, Volunteers, and event staff.

7.8 Example

An example of this arrangement was established at the Elmore B&S Summer Send Off Ball.

www.bendigoadvertiser.com.au/story/3740112/changes-for-elmore-bs



Image: Kieran Iles

8. PROPOSED WORKS

8.1 Road Reinforcement

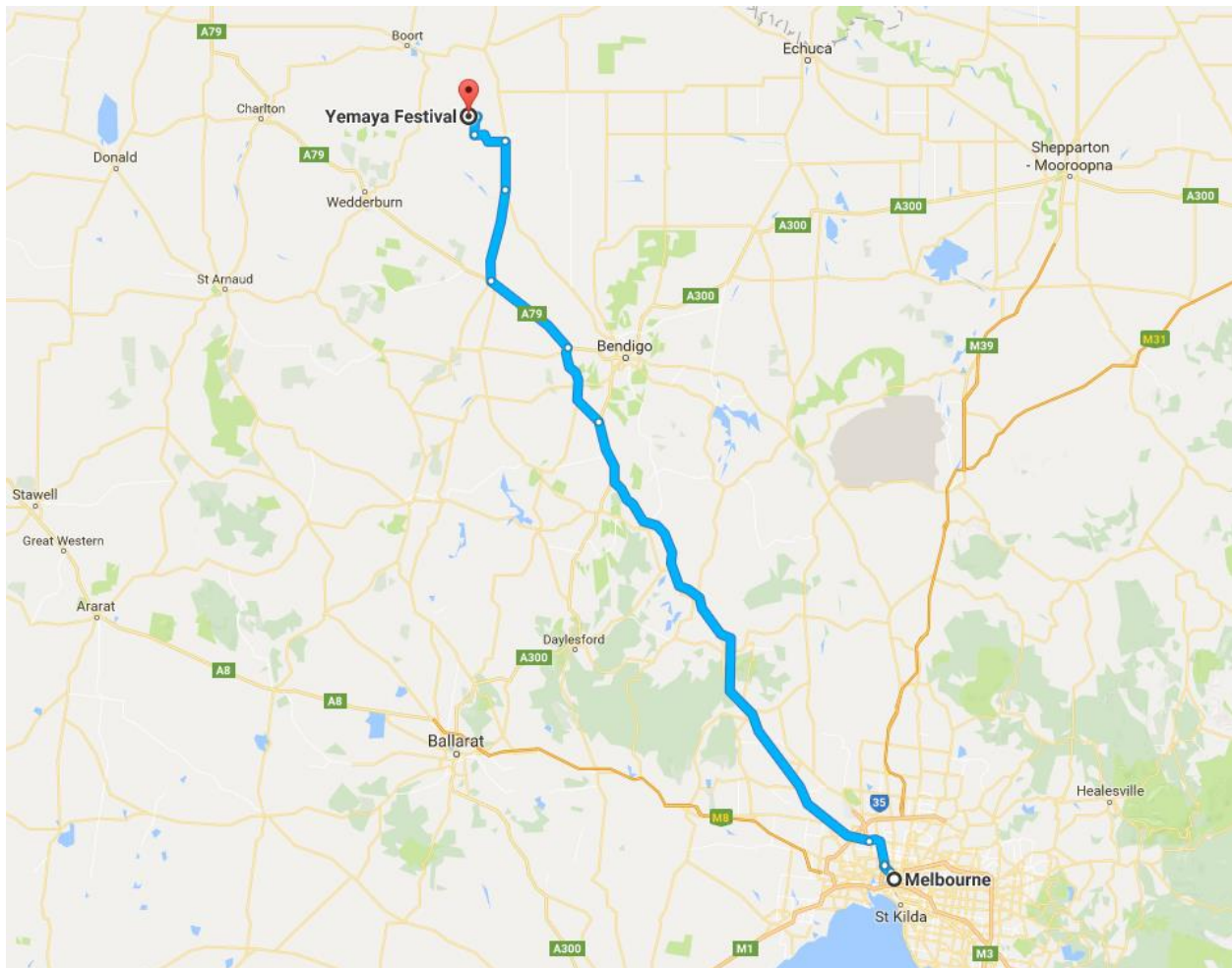
In order to ensure safe and consistent access to the site regardless of weather conditions, it is proposed to reinforce the main access road into the site with a protective layer of gravel.

While all of the access roads within the event boundaries frequently support heavy farming machinery, ensuring the road capacity is maintained will allow for infinitely better preparedness and opportunity for response to any emergency situations encountered.

The layer of gravel will be established by local contractors prior to the event commencement to ensure full capacity for the expected vehicle traffic.

9 TRAVEL ROUTE

Below is a map of the travel route from Melbourne.





9.1 Directions

The following directions will be posted on the event website:

Directions from Melbourne

Take the Calder Fwy/M79, follow signs for Route 40/Bendigo/Calder Freeway/Avalon Airport

- Drive 114 km

Continue onto Calder Fwy/Midland Hwy/A300/A79 (signs for M79/Bendigo) and continue to follow Midland Hwy/A300/A79

- Drive 8.1 km

Slight left onto Calder Hwy/A79 (signs for Marong/Mildura)

- Drive 20.1 km

Turn left onto Calder Hwy/A79

- Drive 23.3 km

SUPPLY ROUTE OPTION

Continue straight along the Calder Hwy for 7.3km to reach the local IGA in Inglewood, just a 5-minute detour to stock up on supplies. Take the same route back along the Calder Hwy for 2km, and turn left onto Inglewood-Serpentine Rd for 4.7km, then turn left onto Bridgewater-Serpentine Rd.

Otherwise, turn right onto Bridgewater-Serpentine Rd/C274

- Drive 21.2 km

Turn left onto Loddon Valley Hwy/B260

- Drive 11.1 km

Turn left onto Borung-Prairie Rd

- Drive 8.3 km

Continue onto Borung-Hurstwood Rd

- Drive 3.3 km

Turn right onto Loddon W Rd

- Drive 5.4 km

Turn right onto Major Line Road (aka Major Mitchell Rd)

- Drive 400 m

Turn right into the dirt track and follow the path until you reach the event entry.