

# Traffic Committee



## AGENDA

**DATE OF MEETING:** 8 December 2025

**LOCATION:** Committee Rooms

**TIME:** 2.30pm

### Statement of Ethical Obligations

The Mayor and Councillors are reminded that they remain bound by the Oath/Affirmation of Office made at the start of the council term to undertake their civic duties in the best interests of the people of Fairfield City and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

The Mayor and Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with the Code of Conduct and Code of Meeting Practice.

**AGENDA**  
**Traffic Committee**  
**Meeting Date: 8 December 2025**

<b>ITEM</b>	<b>SUBJECT</b>	<b>PAGE</b>
-	<b>APOLOGIES AND REASONS ACCEPTED</b>	
-	<b>CONFIRMATION OF MINUTES</b>	

**SECTION A**  
**'Matters referred to Council for its decision'**

There are no reports submitted for this section.

**SECTION B**

**'Matters submitted to the Committee for decision subject to the right of referral'**

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# Traffic Committee



## SECTION B

**'Matters submitted to the Committee for decision subject to the right of referral'**

**TRAFFIC COMMITTEE**

**Meeting Date 8 December 2025**

**Item Number. 28**

**SUBJECT:** 2026 Cabramatta Lunar New Year Event - Temporary Road Closures

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**FILE NUMBER:** 13/05861

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**PREVIOUS ITEMS:** 38 - 2025 Cabramatta Lunar New Year Event - Temporary Road Closures - Traffic Committee - 09 Dec 2024

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**REPORT BY:** Sameer Kabir, Graduate Engineer (Traffic)

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**RECOMMENDATION:**

That:

1. The Cabramatta Lunar New Year Festival 2026 be classified as a 'Class 3' Event under the Transport for NSW (TfNSW) Guide to Traffic and Transport Management for Special Events (November 2025).
2. The temporary closure of Arthur Street Carpark from 8.00pm Thursday 26 February 2026 to 2.00am Monday 2 March 2026, as shown in Attachment A of the report, be approved.
3. The temporary closure of Denton Lane (which runs around the Arthur Street Car Park) from 8.00pm Thursday 26 February 2026 to 2.00am Sunday 1 March 2026, as shown in Attachment A of the report, be approved.
4. The temporary closure of Park Road (between Hughes Street and Arthur Street), Arthur Street (between Park Road and Railway Parade with access for taxi to be maintained via the Hughes Street Carpark) and the service lane (from Park Road at Freedom Plaza to Dutton Lane) from 8:00pm Friday 27 February 2026 to 2.00am Sunday 1 March 2026, as shown in Attachment A of the report, be approved.
5. The following conditions be applied to the event:
  - 5.1 Business proprietors, residents and other occupants in the vicinity of the event activities be notified of the event and extent of the temporary closures by door knocking and letter box drops.
  - 5.2 Variable Message Signs be installed 2 weeks prior to the temporary road closures to provide notice of the temporary road closures leading up to and during the event.
  - 5.3 All emergency services, local bus companies and the NSW Taxi Council be notified of the event.

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- 5.4 Access for emergency vehicles be permitted at all times.
- 5.5 Adequate vehicular traffic control shall be provided for the safety of pedestrians and motorists, including the installation of signage and barricades in accordance with the Australian Standard AS 1742.3:2019 - Manual of Uniform Traffic Control Devices, TfNSW Supplement and TfNSW Traffic Control at Work Sites Technical Manual (2022).
- 5.6 Access to properties affected by the road closures shall be maintained except where determined to be a safety risk by the NSW Police and Council. Where direct access cannot be maintained, an appropriate alternative arrangement be implemented between the Event Organiser and the affected stakeholders.
- 5.7 The Applicant complies with any reasonable directive of Council's Community Regulatory Services Division.
- 5.8 The Applicant ensures the areas used for the activities are maintained in a clean and tidy condition after the event.
- 5.9 The Applicant must obtain a Road Occupancy Licence from the Transport Management Centre for the temporary road closures.

6. The Cabramatta Place Management Team be advised of the Committee's decision.

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### SUPPORTING DOCUMENTS:

<b>AT-A</b> 	Traffic Guidance Scheme for the Event	4 Pages
<b>AT-B</b> 	Traffic Management Plan for the Event	33 Pages

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### CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

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### SUMMARY

This report seeks approval for temporary road closures in Cabramatta Town Centre to hold the Lunar New Year Festival 2026 which is to be held on Saturday 28 February 2026.

The event site includes short term temporary road closures as part of conducting the event. These road closures are the same as the approved road closures for the February 2025 Lunar New Year Event in Cabramatta.

The proposed road closures are:

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- Park Road, between Hughes Street and Arthur Street;
- Arthur Street, between Park Road and Railway Parade, with the taxi rank continuing operations with entry from the Hughes Street carpark and exit to Railway Parade;
- Freedom Plaza / Dutton Lane – service access through Freedom Plaza to Dutton Lane;
- Denton Lane; and
- Arthur Street carpark.

Freedom Plaza and Dutton Lane will remain open for pedestrian access and local business activity. The taxi rank on Arthur Street will remain in operation during the road closures.

### DISCUSSION

The official opening ceremony by the Mayor of Fairfield City, Frank Carbone, commences at 11.00am on Saturday 28 February 2026, with dignitaries invited for a large group photo in front of the Cabramatta Pai Lau Gate commencing the festivities.

Lantern decorations, wishing tree with red envelopes, vibrant music, God of Fortune, enticing food from the local restaurants and traditional performers make up the programming on the day. Next year's event will feature high-energy lion and dragon dancing shows in front of the iconic Cabramatta Pai Lau Gate on Park Road throughout the day. Audiences are in for a treat to see the traditional dragon dance, which are often performed during the Chinese New Year.

Arthur Street Carpark will host the amusement rides and carnival games. Arthur Street will include roving performers and a variety of workshops, in which the audience can participate. Special LED lights, roving performers and lion dancing will take place in the evening, with the traditional crackers leading into the grand fireworks finale at 9.00pm. Park Road and Arthur Street will focus on stalls and space for shaded seating, roving performances and foot traffic.

On Sunday 1 March 2026, Arthur Street Carpark will remain closed for the amusement rides and carnival games for Sunday shoppers and visitors to Cabramatta Town Centre. Dutton Lane, Denton Lane, Park Road and Arthur Street will be reopened at 2.00am on Sunday 1 March 2026.

The road and carpark closure timeline is proposed as shown in the following table.

Date	Time	Street(s)	Action
Thursday 26 February 2026	8.00pm	Arthur Street Carpark and Denton Lane.	Closed
Friday 27 February 2026	8.00pm	Park Road, Arthur Street and Dutton Lane service access from Freedom Plaza.	Closed
Sunday 1 March 2026	2.00am	Park Road, Arthur Street, Denton Lane and Dutton Lane service access from Freedom Plaza.	Reopened
Monday 2 March 2026	2.00am	Arthur Street Carpark.	Reopened

## TRAFFIC COMMITTEE

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### Traffic Management Impacts

Approximately 10,000 people are expected to attend the event throughout the day. Due to the scale of the event, road closures are required to ensure the safe separation of participants from traffic and to minimise the traffic impact on the non-event community and the emergency services.

Temporary closures will be in place on Park Road (between Hughes Street and John Street), Arthur Street (between Park Road and Railway Parade), Freedom Plaza/Dutton Lane, Arthur Street Carpark and Denton Lane.

Road closures for Park Road and Arthur Street will start on Friday evening to allow the event to bump in.

Roads in the town centre will be closed to traffic and detour routes and traffic management measures will be in place to guide motorists around the closed area in the town centre, as shown in Attachment A of the report.

Transport for NSW (TfNSW)-accredited traffic controllers will assist traffic which will be detoured around the road closures (to the adjoining unaffected roads) and to manage vehicular and pedestrian movements. Barricades will be installed within Cabramatta Town Centre to implement the road closures and a 4-metre-wide emergency vehicle access to be maintained through the area while temporary road closures are in place.

Variable Message Signs (VMS) will be installed to warn motorists of the upcoming changed traffic conditions and to seek alternative routes to get around the closed areas.

Vehicles servicing the existing businesses in the area have alternative locations to undertake unloading and loading activities in Dutton Lane and the nearby streets which are not affected by the road closures. Vehicular access to and from Dutton Lane via Hughes Street is unaffected by the temporary road closures.

As part of the communication process, the Cabramatta Place Management Team will notify the businesses affected by the temporary road closures by newsletters and hand-delivered letters and advise them to use alternative loading spaces available in the area and to plan alternate loading arrangements prior to the weekend.

In addition, the existing bus operations and taxi services are not directly impacted by the temporary road closure.

The event organiser has also contacted Fairfield City Police Area Command and requested them to assist with event management on the day. NSW Police have not raised any objections to the event based on the public assembly application.

Traffic is normally heavy in the surrounding road network during the weekend. The temporary road closure will have a minor impact on traffic during the special event. Visitors into the town centre for the event use both private and public transport modes to attend the event.

Businesses adjacent to the temporary road closures in Cabramatta Town Centre are shown in Figure 1.



Figure 1 – The properties affected by the temporary road closures for the 2026 Lunar New Year Event.

### Event Classification

Events are classified according to the TfNSW Guide to Traffic and Transport Management for Special Events (November 2025 – Version 4.1). The 2026 Cabramatta Lunar New Year Festival has been assessed as a 'Class 3' event. This is based on the following features:

- Impact on traffic and transport network.
- Disruption to non-event community.
- Takes place on a road or in a venue/precinct.
- Impacts on a state road or within 100 metres of a signalised intersection. A TfNSW Road Occupancy Licence (ROL) application is required.
- Impacts transport modes for detours, event attendance and/or event space.
- Heavy vehicle route detours.
- Impacts on traffic signals.
- Transport Management Plan prepared by the Event Organiser.

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- Notification of impacts on the traffic network.
- Notification of impacts on transport networks.
- Local Traffic Committee involvement.
- Event planning and delivery includes NSW Police, TfNSW and Council.
- Council-managed parking restrictions.

A copy of the TfNSW Guide to Traffic and Transport Management for Special Events (November 2025 – Version 4.1) can be accessed from the TfNSW website.

### EVENT APPROVAL

The following approvals are required for the event to occur:

- NSW Police approval is required for public assembly.
- Transport Management Centre approval is required for ROL.
- Council approval is required as the Road Manager.
- Council approval is required for a local activity application.

As per in previous years, the event organiser will be contacting TfNSW to make temporary adjustments to the traffic signal operations impacted by the temporary road closures.



Figure 2 – Event area and temporary road closures for the 2026 Lunar New Year Event.

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### COMMUNITY CONSULTATION

The event organiser has undertaken community consultation with the affected businesses by email.

No objections have been received regarding the temporary road closures. In addition, a 28 days' notice was placed on Council's website from 18 September 2025 to 16 October 2025.

At the time of writing this report, no objections have been received.

### BUS SERVICES

No scheduled bus services operate in the Park Road and Arthur Street link.

Normal bus services operate along Hughes Street and Railway Parade. Some congestion from time to time may impact on bus operations with the operators advised of the event.

### CONCLUSION

The community benefits of the Cabramatta Lunar New Year Festival 2026 outweigh the inconvenience caused by the temporary road closures.

The event would have the same road closures as the previously approved temporary road closures for the Lunar New Year event at Cabramatta in February 2025. The arrangements put in place for the last year's event have led to a successful event with minimal impacts.

Businesses have been able to make alternate arrangements for servicing and access during the period of the road closures in previous years.

It is recommended the temporary road closures for Cabramatta Lunar New Year Festival 2026 be approved subject to conditions.

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Sameer Kabir  
**Graduate Engineer (Traffic)**

**Authorisation:**  
Traffic & Transport Co-ordinator  
Manager Design Services

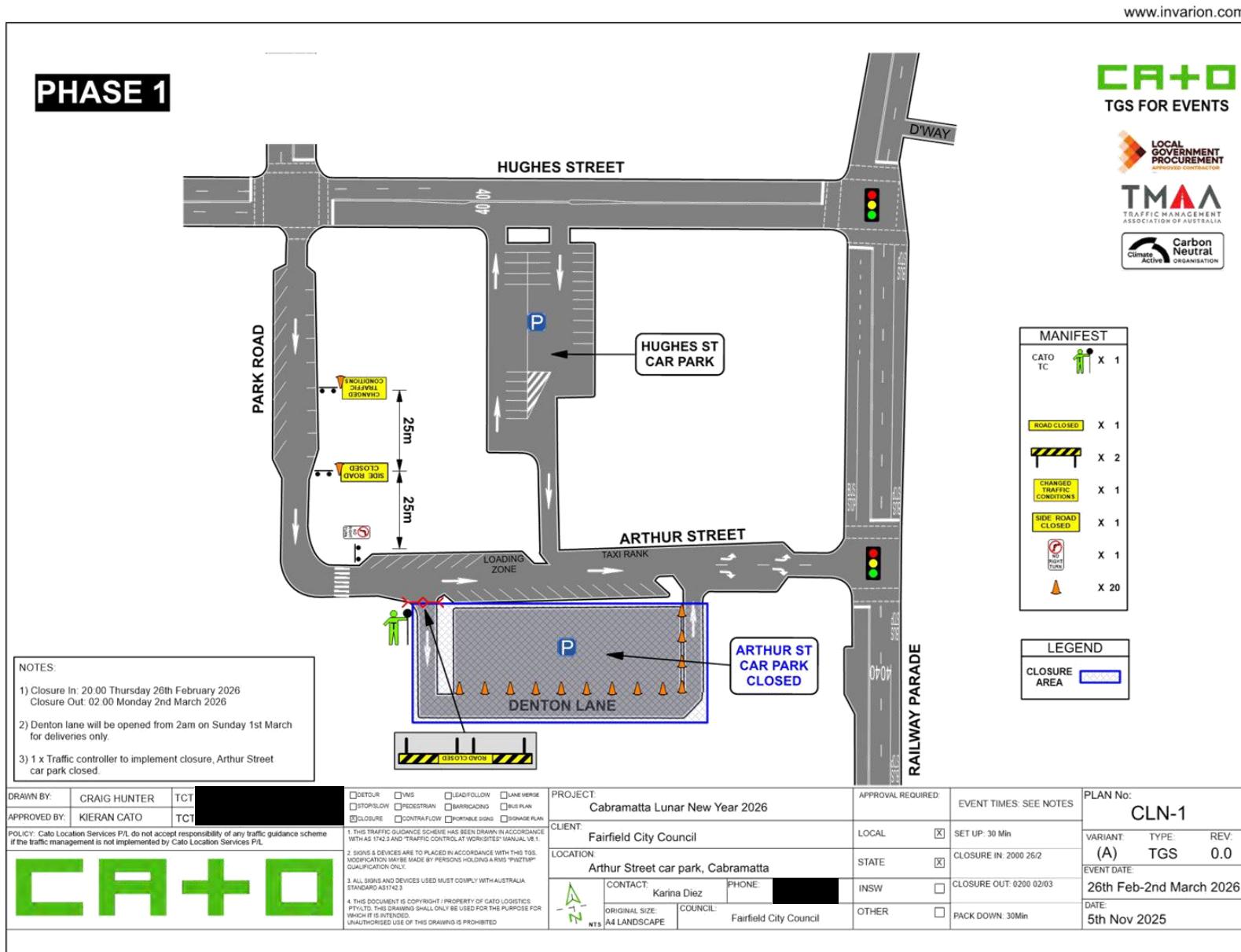
Traffic Committee - 8 December 2025

File Name: **TRA08122025\_1.DOCX**  
\*\*\*\*\* END OF ITEM 28 \*\*\*\*\*

# ATTACHMENT A

Item: 28

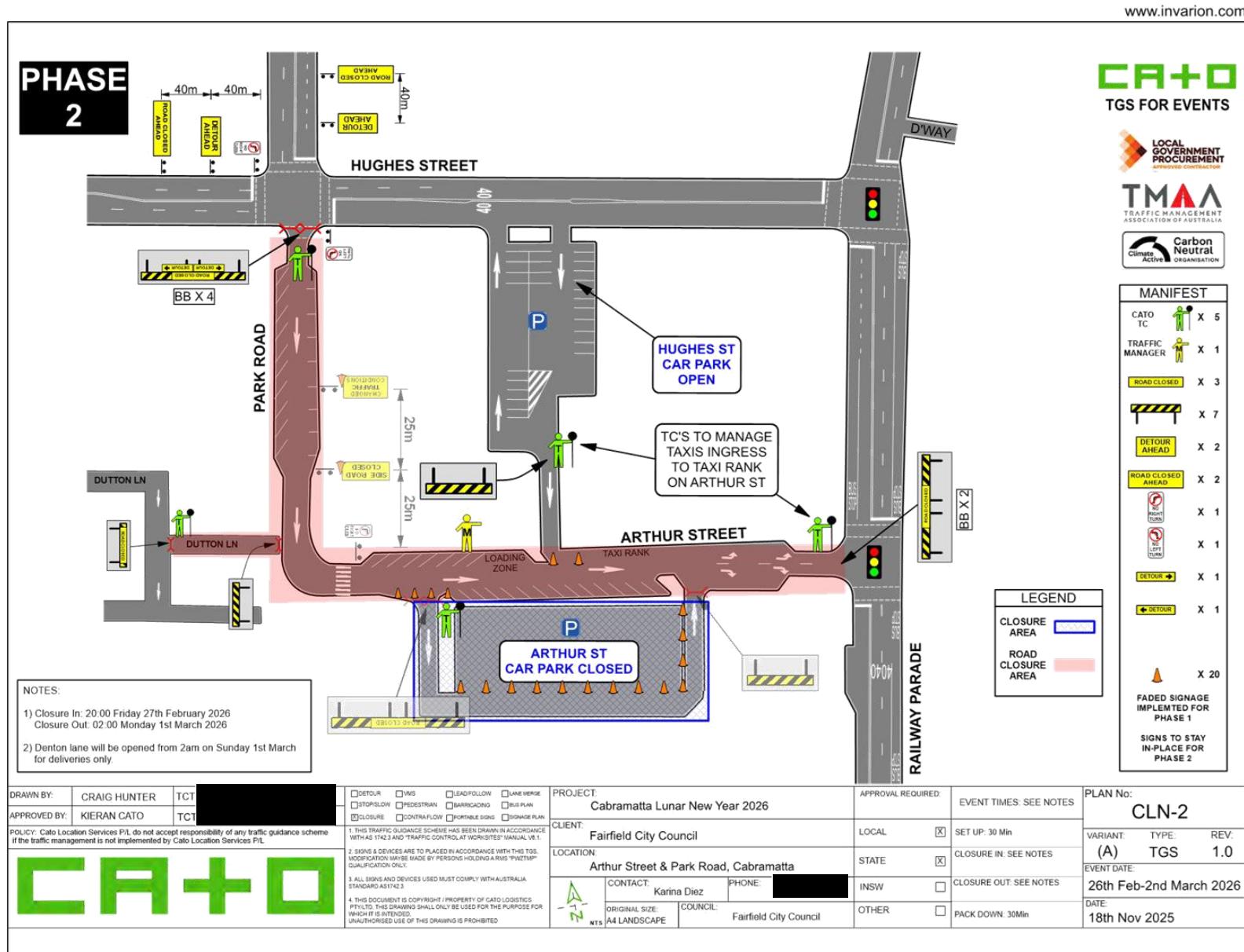
Traffic Guidance Scheme for the Event



# ATTACHMENT A

Item: 28

Traffic Guidance Scheme for the Event



# ATTACHMENT A

Item: 28

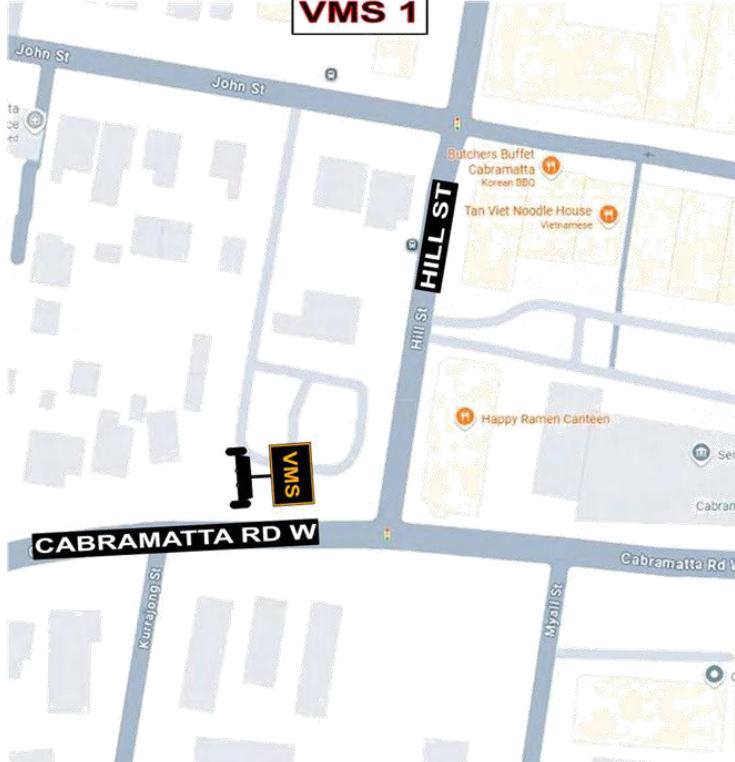
Traffic Guidance Scheme for the Event

www.invarion.com






**VMS 1**



**VMS BOARDS TO BE INSTALLED AS PER**  
TS 00198\_1.00\_Portable Variable Message Signs and  
TS063140.00\_Instructions for the use of portable variable message signs

**VMS TO BE DEPLOYED AT LEAST ONE (1) WEEK PRIOR TO WORKS**  
**VMS TO BE DEACTIVATED POST EVENT**  
**VMS NOT TO OBSTRUCT VISION OF DRIVERS**

**MESSAGING**

PRIOR TO EVENT	DURING EVENT
19 FEB 2026 - 27 FEB 2026 (0200)	27 FEB 2026 (0200) - 01 MAR 2026 (0200)
<b>ARTHUR ST CLOSED FOR EVENT</b>	<b>ARTHUR ST CLOSED UNTIL 2 AM</b>
<b>28 FEB 2026 DETOURS IN PLACE</b>	<b>TAXI ACCESS VIA HUGHES ST C/PARK</b>



DRAWN BY: MICHAEL PARKER TCT [REDACTED]

APPROVED BY: KIERAN CATO TCT [REDACTED]

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L.

**CATO**

RETOUR  PMS  ROLLING BLOCK  LANE MERGE  
 STOP/SLOW  PEDESTRIAN  BARRICADES  BUS PLAZA  
 DWP  CONTRA FLOW  PORTABLE SIGNS  SHARE PLAN

PROJECT: Cabramatta Lunar New Year 2026

CLIENT: Fairfield City Council

LOCATION: Cabramatta Rd W Cabramatta

CONTACT: Karina Diez [REDACTED]

ORIGINAL SIZE: A4 LANDSCAPE COUNCIL: Fairfield City Council

APPROVAL REQUIRED:	DEPLOYMENT DATES:	PLAN No:
<input checked="" type="checkbox"/>	19 FEB 2026	VMS-1
<input checked="" type="checkbox"/>	02 MAR 2026	
INSW		VARIANT: (A)
OTHER		TYPE: VMS
		REV: 0.0
		EVENT DATE: 28 FEB 2026
		DATE: 06 NOV 2025

# ATTACHMENT A

Item: 28

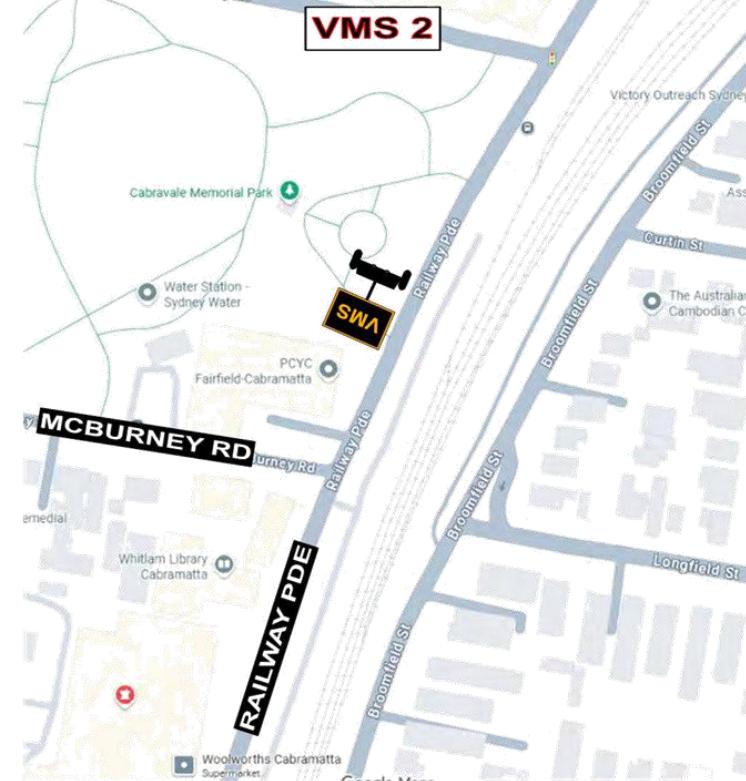
Traffic Guidance Scheme for the Event

www.invarion.com






**VMS 2**



**VMS BOARDS TO BE INSTALLED AS PER**  
TS 00198\_1.00\_Portable Variable Message Signs and  
TS063140.00\_Instructions for the use of portable variable message signs

**VMS TO BE DEPLOYED AT LEAST ONE (1) WEEK PRIOR TO WORKS**  
**VMS TO BE DEACTIVATED POST EVENT**  
**VMS NOT TO OBSTRUCT VISION OF DRIVERS**

**MESSAGING**

PRIOR TO EVENT	DURING EVENT
19 FEB 2026 - 27 FEB 2026 (0200)	27 FEB 2026 (0200) - 01 MAR 2026 (0200)
<b>ARTHUR ST CLOSED FOR EVENT</b>	<b>ARTHUR ST CLOSED UNTIL 2 AM</b>
<b>28 FEB 2026 DETOURS IN PLACE</b>	<b>TAXI ACCESS VIA HUGHES ST C/PARK</b>



DRAWN BY: MICHAEL PARKER [REDACTED]

APPROVED BY: KIERAN CATO [REDACTED]

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L.

**CATO**

PROJECT:	Cabramatta Lunar New Year 2026		
CLIENT:	Fairfield City Council		
LOCATION:	Railway Pde Cabramatta		
CONTACT:	Karina Diez [REDACTED]		
ORIGINAL SIZE:	A4 LANDSCAPE	COUNCIL:	Fairfield City Council
APPROVAL REQUIRED:			
DEPLOYMENT DATES:			
PLAN No:	VMS-2		
VARIANT:	(A)	TYPE:	VMS
REV:	0.0		
EVENT DATE:	28 FEB 2026		
DATE:	06 NOV 2025		



## TRAFFIC MANAGEMENT PLAN

### CABRAMATTA LUNAR NEW YEAR 2026

ARTHUR STREET, ARTHUR STREET CAPPARK,  
PARK ROAD & DENTON LANE  
CABRAMATTA NSW 2166



PREPARED FOR



by CATO Group

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**STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE**

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## AUTHORITY OF THE TMP

This Traffic Management Plan (TMP) is drafted to detail the overall description of the event, its function, impact, and stakeholder interactions.

Additional documents are produced to detail relevant aspects in conjunction with this TMP in more granular detail. Additional documents complied by event stakeholders or external agencies shall not contravene the detail documented within this TMP.

Implementation of the proposed arrangements, and any subsequent changes are only valid once endorsed by the relevant agencies, and associated persons contained within Section 1.6 of this document.

In the event of an emergency response situation, NSW Police may vary the terms, details, aspects, directions or timings of this TMP on the day to ensure public safety and to respond to an emergency situation in a timely manner.

## TMP OBJECTIVE

This TMP is drafted to document the passive temporary traffic management arrangements by which the designated area can hold the event at the designated location.

The proposed arrangements will provide a high-level plan for vehicular and pedestrian control measures within the Cabramatta area to ensure safety of patrons, general pedestrians, local residents, general and local traffic.

At its core, the measures implemented will provide suitable delineation between pedestrian and vehicular traffic by way of various traffic management treatments; and suitably manage general traffic around the Cabramatta area whilst the event is in progress.

In summary, the main objectives of this TMP are:

- + Provide an overall, high-level, description of the traffic management arrangements implemented,
- + Suitably describe arrangements to provide safe area for the event, including bump in and bump out of event infrastructure.
- + Provide a framework for stakeholders to develop site specific, or low-level plans,
- + Serve as a key document agreed by all parties as the final approval to conduct the event,
- + Minimise impact on non-event community and emergency services, and
- + Maintain use of public transport services around the event location.
- + Allow implementation of this TMP and associated TGS for the prescribed event.



TMP – CABRAMATTA LUNAR NEW YEAR 2026

V4.0 – 20<sup>th</sup> November 2025 – Michael Parker – License No. TC

/ Craig Hunter TCT

5

## DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted as read only.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed by
1.0	Craig Hunter	04/11/2025	First Draft	Kieran Cato
2.0	Michael Parker	06/11/2025	Continue first draft	Craig Hunter / Kieran Cato
3.0	Craig Hunter	18/11/2025	Revised TGS added	Craig Hunter / Kieran Cato
4.0	Craig Hunter	20/11/2025	Wording and closure map update	Craig Hunter / Kieran Cato



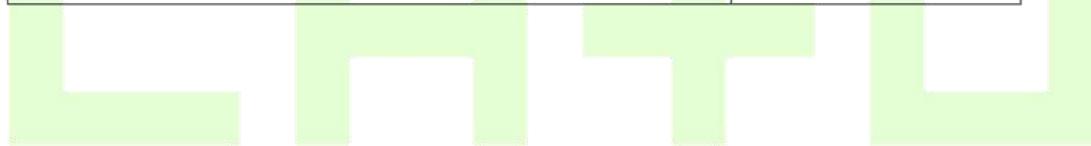
## DEFINITIONS

Term	Definition
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme
SETTI	Special Event Traffic and Transport Information
VMS	Variable Message Sign
HVM	Hostile Vehicle Mitigation
FCC	Fairfield City Council
CBD	Central Business District
TMC	Transport Management Centre
SMP	Security Management Plan
ICMP	Integrated Crowd Management Plan
TfNSW	Transport for NSW
PAC	Police Area Command



## REFERENCE DOCUMENTS

Title	Version
Guide to Traffic and Transport Management for Special Events	V4.0, July 2024
Traffic Control at Worksites Technical Manual	v6.1, February 2022
Workplace Health and Safety ACT NSW	2011
Workplace Health and Safety ACT Amendments NSW	2023
Workplace Health and Safety Regulations NSW	2017
Safe Work NSW website – <a href="http://www.safeworkaustralia.nsw.gov.au">www.safeworkaustralia.nsw.gov.au</a>	Current website
Safe Work Code of Practice – First Aid in the workplace	January 2020
Safe Work Code of Practice – Hazardous Manual Tasks	August 2019
Safe Work Code of Practice – Managing the risks of plant in the workplace	December 2022
Safe Work Code of Practice – How to manage work health and safety risks	August 2019
Safe Work Guideline – Traffic Management: Guide for Events	April 2021



TMP – CABRAMATTA LUNAR NEW YEAR 2026

V4.0 – 20<sup>th</sup> November 2025 – Michael Parker – License No. TC

/ Craig Hunter TCT

## 1. GENERAL EVENT INFORMATION

### 1.1. EVENT SUMMARY

The Lunar New Year Festival is traditionally one of Fairfield City's biggest and most important celebrations. It sees the community attend Cabramatta Town Centre with the friends and family to celebrate the New Year whilst enjoying the colour and culinary delights that make Cabramatta such a popular destination to visit.

The event will include program offerings such as cultural performances, roving performers, activations, local business/ community partnerships, free family activities and amusements rides.

The event will see Freedom Plaza come to life with family fun activities to welcome the Year of the Horse.

This is an annual event that has been successfully held in Cabramatta Town Centre and will carry out the same road closures as conducted and approved for Cabramatta Lunar Year 2025.

The specific event will have an impact on surrounding streets within the Cabramatta area. The specified traffic, pedestrian, crowd and safety treatments will ensure public safety, and manage the disruption to the local government area before, during and after the event.

This Traffic Management Plan will be implemented by an approved Traffic Management company, CATO Group, and authorised traffic controllers.

Traffic management treatments at the event location will be implemented to allow the following:

- + Bump in and bump out of event infrastructure,
- + Gathering spaces for event patrons within a controlled event area, via hard road closures,
- + Patron ingress and egress to and from the event location,
- + Appropriate diversions to manage traffic around the local area,
- + Access to Arthur Street Taxi rank, and
- + Management of surrounding public transport infrastructure as required.

Various traffic management treatment options have been developed to compliment the event. The relevant treatment options are detailed in the Traffic Guidance Schemes in Section 8.1 of this document.

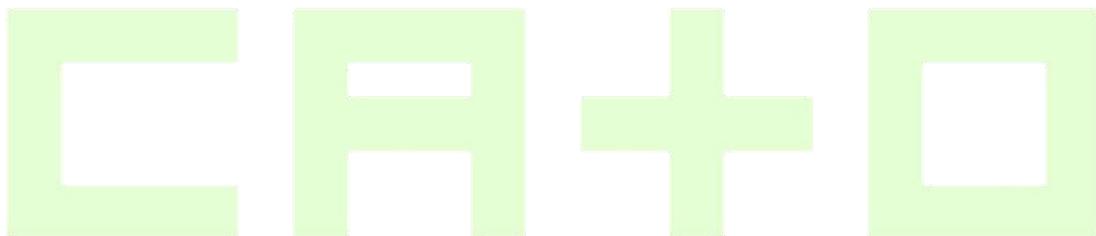
Timings contained throughout this document may be altered on the day, subject to Event Management authorisation based on traffic volumes, crowd movements, and safety aspects that evolve during the course of the event.



Consultation for the event and production of this document has been undertaken by:

- Fairfield City Council,
- TfNSW,
- NSW Taxi Commissioner,
- Local Bus Operator and
- NSW Police – Fairfield City Police Area Command.

Fairfield City Council, NSW Police, Event Managers and CATO Group wish to acknowledge the Cabrogal of the Darug Nation as the Traditional Custodians of the local area, and pays respect to Elders past and present.



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## 1.2. EVENT DETAILS SUMMARY

<b>Event Location:</b>	Arthur Street (including Arthur Street carpark), Park Road and Denton Lane Cabramatta NSW 2166.
<b>Expected Attendance:</b>	Approximately 10,000 people
<b>Target Market:</b>	All demographics.
<b>Event Class:</b>	Class 3

## 1.3. EVENT TIMINGS

**Event Date 1:** Saturday 28 February 2026 – Full event footprint

**Event Times 1:** 11:00am – 09:00pm

**Event Date 2:** Sunday 01 March 2026 – Arthur Street carpark only

**Event Times 1:** 11:00am – 03:00pm

## 1.4. ROAD CLOSURE TIMINGS – ARTHUR STREET CARPARK

**Road Closure Start:** 08:00pm – Thursday 26 February 2026

**Road Closure Concludes:** 02:00am – Monday 02 March 2026

*\*Denton Lane access from 02:00am Sunday 01 March 2026*

## 1.5. ROAD CLOSURE TIMINGS – FULL EVENT FOOTPRINT

**Road Closure Start:** 08:00pm – Friday 27 February 2026

**Road Closure Concludes:** 02:00am – Sunday 01 March 2026



## 1.6. KEY EVENT AND STAKEHOLDER CONTACTS

**Event Organisation:** Fairfield City Council

**Event Manager:** Karina Diez

**Event Manager Phone:** [REDACTED]

**Event Manager Email:** [REDACTED]

**Venue Owner:** Fairfield City Council

**Venue Manager:** Fairfield City Council

**Venue Owner Phone:** 02 9725 0222

**Venue Owner Email:** mail@fairfieldcity.nsw.gov.au

**Police Area Command:** Fairfield City Police Area Command

**Police Area Command Address:** 40-42 Smart Street  
Fairfield NSW 2165

**Police Phone:** 02 9728 8399

**Police Fax:** 02 9728 8311

**Police Contact:** Info Required

**Contact Phone:** Info Required

**Contact Email:** Info Required

**TfNSW Contact:** Info Required

**TfNSW Email:** Info Required

**Traffic Control Provider:** CATO Group

**Traffic Control Contact:** Anna Rosa

**Traffic Control Phone:** [REDACTED]

**Traffic Control Email:** [REDACTED]



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## 1.7. EVENT TIMELINE – OPERATIONAL ACTIVITIES

Time	Action	Company	Contact	Contact No.
<b>THURSDAY 26 FEBRUARY</b>				
08:00 pm	Arthur Street car park and Denton Lane will be closed	CATO Group	Kieran Cato	
<b>FRIDAY 27 FEBRUARY</b>				
08:00 pm	Park Road and Arthur Street will be closed	CATO Group	Kieran Cato	
<b>SATURDAY 28 FEBRUARY</b>				
11:00 am	EVENT TO COMMENCE	Festival Committee	Karina Diez	
09:00 pm	EVENT TO CONCLUDE	Festival Committee	Karina Diez	
<b>SUNDAY 01 MARCH</b>				
02:00 am	Park Road and Arthur Street reopened	CATO Group	Kate Bennett	
02:00 am	Denton Lane opened to allow local access	CATO Group	Kate Bennett	
11:00 am	Arthur Street Carpark event commences (amusement rides)	Festival Committee	Karina Diez	
04:00 pm	Arthur Street Carpark event concludes (amusement rides)	Festival Committee	Karina Diez	
<b>MONDAY 02 MARCH</b>				
02:00 am	Arthur Street Carpark reopened, and normal traffic conditions restored	CATO Group	Kate Bennett	

*Can insert more timings as they evolve (HVM, Bump in/out etc)*



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## 2. TRAFFIC MANAGEMENT

### 2.1. TRAFFIC IMPACT SUMMARY

The event will have an impact across various streets and carparks within the local council area. To support the event area the below roads will be closed, however, and access will be maintained as follows.

To support the event area the following will be closed via a “hard” road closure:

- + Arthur Street – between Hughes Street carpark exit and Park Road,
- + Park Road – between Hughes Street and Arthur Street
- + Denton Lane – at Arthur Street until 02:00am Sunday 01 March

To further support the event, the following will be closed via a “soft” road closure

- + Arthur Street – between Hughes Street carpark exit and Railway Parade.

Pedestrian access will be maintained along all existing footpaths in and around the event area. To further manage any pedestrian impacts due to the event please refer to the Security Management Plan by contacting the Event Organiser as listed in Section 1.3 of this document.

### 2.2. SIGNALISED INTERSECTIONS (IE: TRAFFIC LIGHTS)

Railway Parade and Hughes Street, in the vicinity of the event road closures implemented have signalised traffic light intersections. All traffic signalised intersections around the extended local area will function as normal.

Any changes to the operation of signals, or phasing shall only be altered under the direction of NSW Police, TfNSW or the nominated Traffic Management Provider.



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### 2.3. TRAFFIC MANAGEMENT IMPLEMENTATION

The implementation of the Traffic Guidance Schemes (TGS'), including road closures, and overarching responsibility remains with CATO Location Services.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by authorised Traffic Controllers who possess a TfNSW execute traffic guidance schemes certification, formally known as "Implement Traffic Control" Licence.

Other qualifications that are required by the authorised Traffic Controllers include (but not limited to):

- + General Construction Induction (also known as "White Card")
- + Traffic Controller Licence (also known as "Blue Card")
- + Implement Traffic Control Licence (also known as "Yellow Card")
- + Prepare Work Zone TMP Licence (also known as "Orange Card")

### 2.4. EVENT MARSHALLS

The Event Organiser shall ensure that any event personnel engaged as marshalls are provided with suitable training to ensure such personnel are aware of the limits of their responsibilities and can undertake their activities safely.

The role of an event marshall is primarily to guide and assist those participating in, and/or attending, events. Event marshalls have no legal authority for the direct control of vehicle and pedestrian movements apart from situations where such movements take place within a portion of road that has been closed to general traffic movements under the applicable statutes or regulations, e.g. prohibiting pedestrians crossing the road during a race event, escorting official vehicles through a crowd, etc.

Event marshalls shall operate only under the direction of the Event Organiser or NSW Police whom shall provide sufficient instruction to the event marshall so that traffic and pedestrian control and guidance is always conducted safely.



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### 3. EVENT LOCATION

#### 3.1. PRIMARY EVENT LOCATION

The specific event will be held within the boundaries of the following road closures as indicated in the below map.



*The event location and road closures (in red) noting the surrounding areas affected (in black)*



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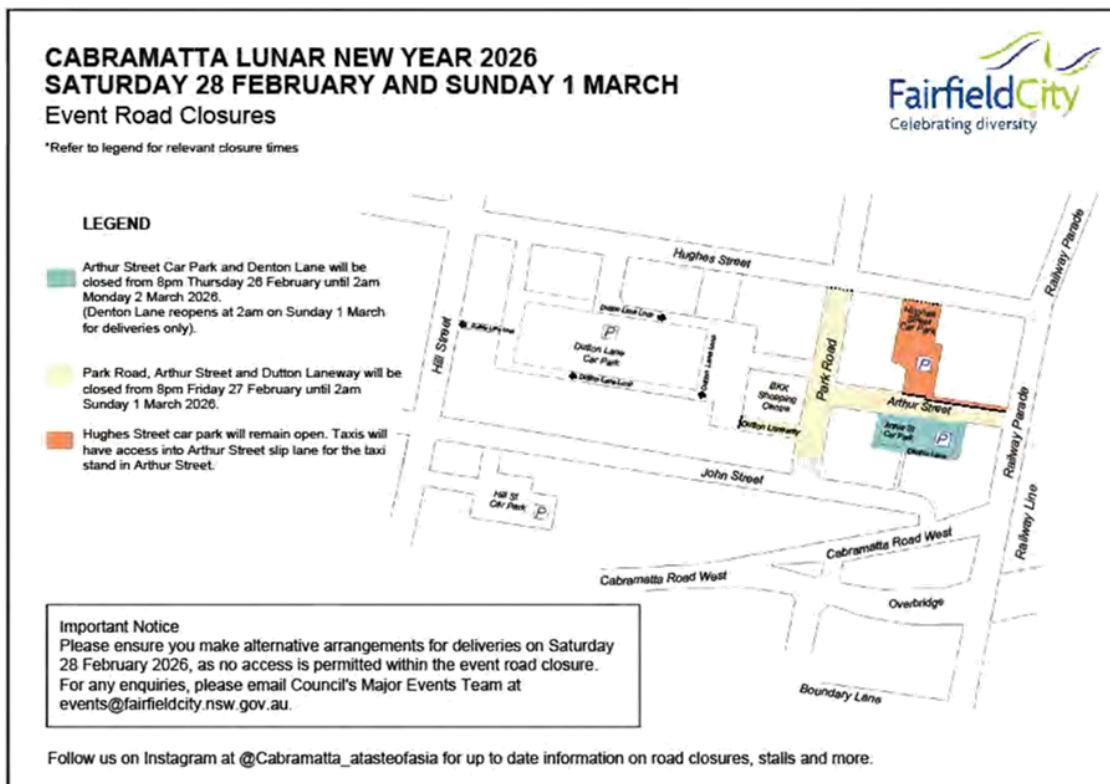
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### 3.2. EVENT SITE MAPS

Detailed event site plans are being prepared and will be updated closer to the event within the Event Management Plan. The current event footprint map at the time of drafting this document is below:



### 3.3. VEHICLE ACCESS TO THE EVENT SITE

To ensure public safety, all vehicle access during bump in and bump out will be at the discretion of the Event Manager and will be strictly limited to walking pace only, with hazard lights flashing. Any vehicles requiring access are to be easily identifiable at all times.

Key stakeholders, and agencies are permitted to park within the road closures, subject to the availability of space and authorisation from the Event Manager. Emergency vehicle access is to be maintained at all times and pedestrian flow is not to be obstructed.

Once the closures (and HVM if applicable) are installed and the event commences, no vehicle access is permitted within the event area except for emergency vehicles.



## 4. TRAFFIC AND TRANSPORT MANAGEMENT

### 4.1. EVENT IMPACT ON ROAD NETWORK

Every effort has been made to minimise the disruption to road users, residents and businesses by ensuring access to residential and commercial premises is not obstructed / closed. Access is also maintained outside of the event area throughout the duration of the event.

Once the "hard road closures" are implemented, resident vehicular access will be restricted, and general traffic detoured around the road closure points.

To assist with deliveries for local business', Denton Lane will be reopened prior to the main road closures being deinstalled. Local access at this location will be managed by Authorised Traffic Controllers.

Vehicular access to shops and business' during the designated event road closure times will be impacted. Hughes Street Carpark will be available for commercial delivery drop offs as required. Low impact is expected for this aspect of vehicular management.

On street parking within the road closures will also be impacted. Sufficient off-street parking is available at:

- + Dutton Lane carparks,
- + Woolworths carpark, and
- + Fisher Street multi storey carpark.

The road closure will ensure the safety of event patrons by providing adequate space between traffic and pedestrians. The road closure will ensure minimal impact to traffic for non-event community and the emergency services.

### 4.2. DETAWS AND DIVERSIONS

Access around the road closures will be via the following streets:

- + Railway Parade, and
- + Hughes Street

Traffic Guidance Schemes (TGS) will be implemented for the closures and to manage the detour route of vehicles. Refer to the attachments to this TMP for copies.



### 4.3. PARKING SAVING / BARRICADING / SIGNAGE

The following road will have parking cleared and made vacant for the event to proceed on the closed section of the road:

Street Name	Cross Streets	Side
Park Road	Between Hughes Street and Arthur Street	Both Sides
Arthur Street	Between Park Road and Railway Parade	South Side
Arthur Street	Between Park Road and Driveway of Hughes Street Carpark	North Side
Arthur Street Carpark	Entire Carpark	All spaces
Denton Lane	Between Arthur Street and Arthur Street	North Side

Appropriate signage will be installed prior to the event date by Fairfield City Council to notify vehicles of changes to parking conditions during the event.

Should any vehicles be parked within the closure during the restricted parking times, the event organisers have engaged a third-party tow truck entity to provide support to remove vehicles as a safety measure for the event to proceed.

There is sufficient on and off street carparking available for event patrons, the event organiser will promote public transport as the best way of getting to the event due to its close proximity to regular bus and train services.

All specific details relating to signage, dates, and times can be located by contacting the Event Organiser or referring to the Event Management Plan.

For more information: <https://www.fairfieldcity.nsw.gov.au/Home>



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## 4.4. IMPACTS ON PUBLIC TRANSPORT

Based on the specific date and time of the event, the various impact and changes to public transport options, stations and stops will be as follows:

### 4.4.1. BUSES

A summary of bus stops and routes around the local area are detailed as follows:



Location map of bus services and the event location (noted in red)

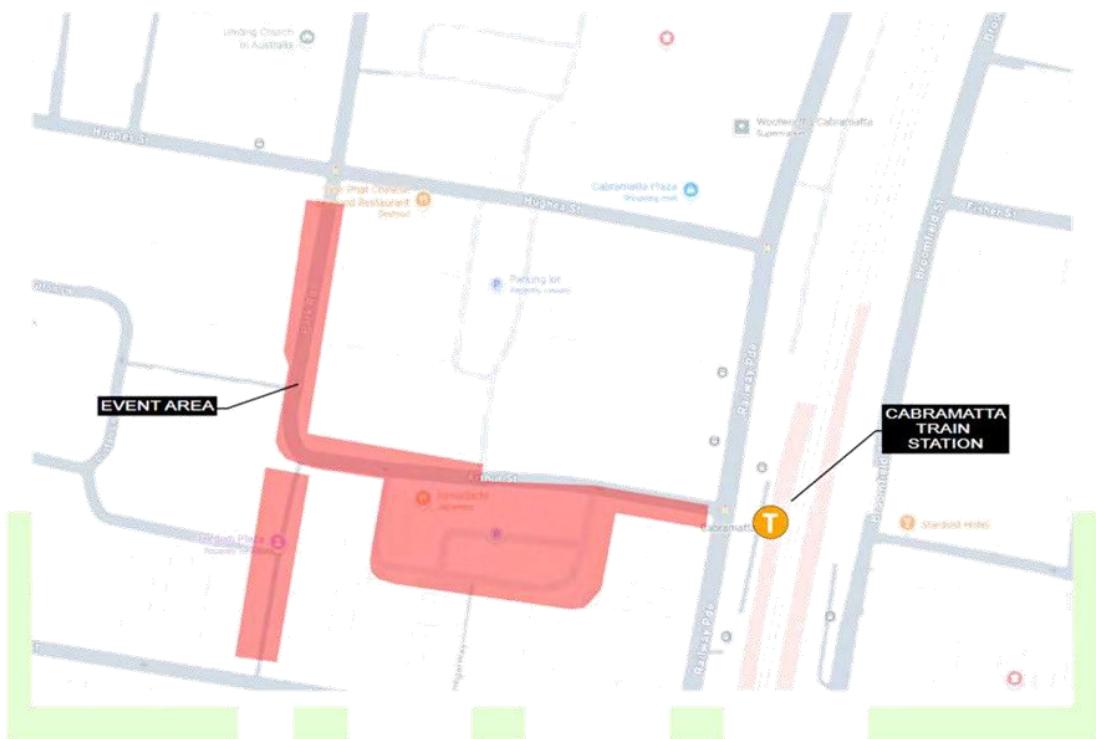
The nearest bus routes to the event location are detailed above. There will be no closures of bus stops, changes to routes, or timetabled services.

All other services around the local government area will not be affected by the road closures.



#### 4.4.2. TRAIN SERVICES

A Summary of Train Station services are detailed as follows:



*Location map of nearest Train Station and the event location (noted in red)*

The nearest Train Station to the event location is detailed above. There will be no changes to timetabled services.

#### 4.4.3. LIGHT RAIL SERVICES

There are no light rail stations in the vicinity of the event location and road closures.

#### 4.4.4. TAXIS AND RIDE-SHARE PROVIDERS

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.

As detailed above, the Taxi Rank on Arthur Street will remain in operation during the road closures. Access for Taxi vehicles will be via Hughes Street Carpark.

No additional drop off or pick up standing zones will be arranged for these providers.



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#### 4.5. CHANGES TO CYCLE ROUTES

Cyclist friendly paths or routes can be categorised as follows:

- Separated (or designated) bicycle paths,
- Shared user paths, and
- Marked on-road bicycle routes.

The event road closures for the event will not affect any designated cycle paths. All cyclists that utilise any of the abovementioned paths will be redirected around the event location on the existing road or shared path network.

Cyclists will still be able to dismount and walk their bikes through the event site. All existing cycle routes will remain in place and operational around the event site.

#### 4.6. HOSTILE VEHICLE MITIGATION

The road closures are designed to provide a pedestrian-friendly area for the event to operate in and for patron event attendance.

The Event Organiser will, in conjunction with the nominated Security Advisor, produce a Hostile Vehicle Mitigation, and Target Hardening Plan for the event.

When the closures are installed, applicable hostile vehicle mitigation (HVM) vehicles or barriers will be placed at each entry point as noted on the HVM Risk Assessment at the direction of the nominated HVM Security Advisor to prevent access to the site by unauthorised or errant vehicles. A driver for each vehicle will always be present in case the vehicle needs to be moved to allow access for emergency vehicles.

Once the HVM install is complete, the nominated HVM Security Advisor will be on site to authorise the implementation, the positioning and suitability of all devices.

Authorisation is to be granted from the Event Manager for all vehicles to be moved once in position for access when required.



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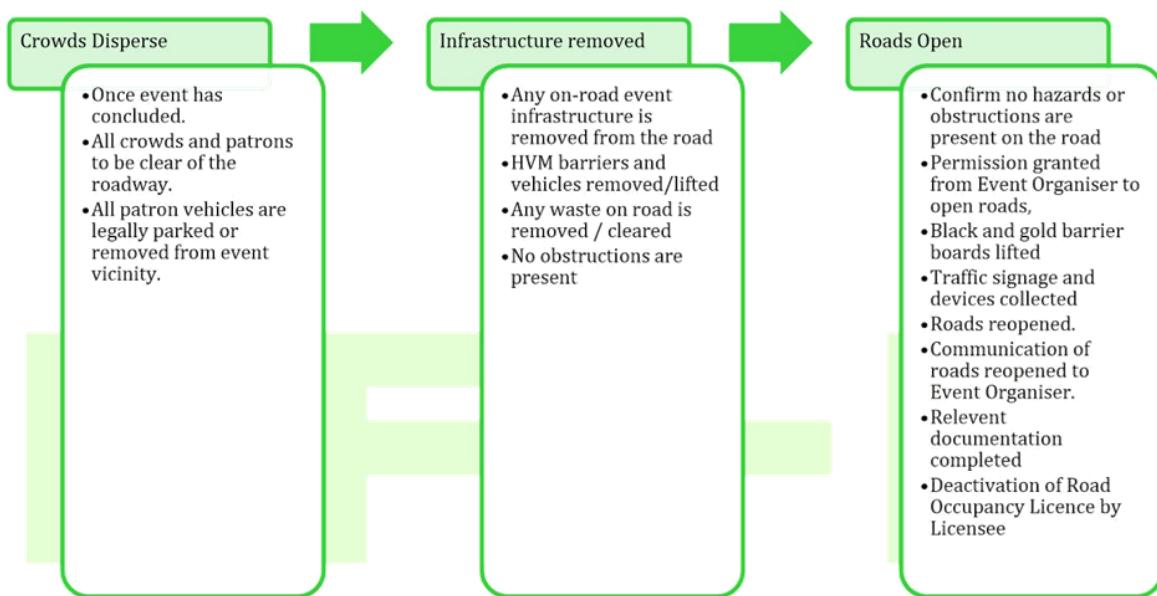
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#### 4.7. RE-OPENING ROADS AFTER THE EVENT

The roads will open at the nominated times above. However, this may occur earlier if the road is clear, it is safe, and only by the final direction of the Event Organiser.

The formal road reopening procedure has a variety of factors, and can vary based on patron movements, infrastructure bump out, delays, safety concerns and/or other variables. An overview of the road re-opening procedure is identified below:



## 5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY

### 5.1. ACCESS FOR LOCAL RESIDENTS AND BUSINESSES

The road closures for the event in Cabramatta includes a number of businesses within the event road closures. Pedestrian access to residences and local businesses will be maintained at all times, however businesses and any vehicle access will only be permitted outside of the event road closures.

All non-local traffic will be redirected around the road closures and event location via the detours implemented with additional support by Trailor Mounted VMS Boards.

The Event Organiser will notify any residents and businesses directly impacted by the event including confirmation of the restricted vehicle movements during the event operating times. This will include reviewing any requirements for changes to commercial waste collection times and/or locations.



*Location map of resident notification area and the event location (noted in red)*



## 5.2. ACCESS FOR EMERGENCY VEHICLES

A minimum four (4) metre emergency lane will be maintained along the entire closure to maintain access at all times. There will be no event infrastructure in the path of the emergency vehicle to obstruct access or the route. Authorised Traffic Controllers, Security and event staff will be onsite to assist emergency vehicle through the closure points to access the required destination.

Where HVM measures consist of a heavy vehicle, and emergency access is required, as noted above, a driver will always be present to temporarily move the vehicle to permit access.

Emergency services will be notified of relevant access points prior to the event and contact will be made with relevant staff for assistance.

## 5.3. EMERGENCY AND INCIDENT MANAGEMENT

In the event of an incident or accident, whether or not involving traffic or road users, traffic shall be stopped as necessary to avoid further incident.

First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called on telephone number 000. NSW Police shall also be called on 000 for traffic accidents where life threatening injuries are apparent. Any traffic crash resulting in non-life-threatening injury shall immediately be reported to relevant authorities, and Event Management.

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted.

Where necessary to maintain traffic flow, emergency services shall temporarily move the involved vehicles to a safe area, providing there is no risk to vehicles and their occupants or event patrons. Suitable recovery systems and emergency protocol shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

All incidents and emergency responses shall have appropriate documentation completed and compiled within twenty-four (24) hours. If in doubt – guidance is sought from Event Management, NSW Police, or appropriate Supervisor on duty.



#### **5.4. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS**

The Event Organiser will advertise the road closures taking place using a variety of methods a minimum two (2) weeks preceding the event via:

- Resident notification letters,
- Electronic Digital Marketing (EDM),
- Council's social media platforms,
- Council's website, and
- Local signage where required.

The road closures will be advertised by way of trailer mounted variable message signs (VMS) to warn other road users of the upcoming event, and the road closures that will be implemented.

#### **5.5. EVIDENCE OF CONCURRENT ADJACENT ROADWORKS / ACTIVITIES / OFF ROAD DEVELOPMENTS.**

The Event Organiser shall remain in close contact with the traffic management provider in regards to any concurrent works, or developments that may be impacted by the event.

At the time of drafting this document no adjacent roadworks have been identified, and considerations made with respect to the overall function of the Traffic Guidance Schemes.

The event will have no impact on any adjoining council areas.



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## 6. WORKPLACE HEALTH & SAFETY

### 6.1. RISK ASSESSMENT PLANS

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

The Event Organiser has compiled Risk Assessments, Hostile Vehicle Mitigation and Target Hardening Plans including site-specific safety plans for the specific event location and broader event footprint that are not included in this Traffic Management Plan.

This section of the Traffic Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	YES	Relevant streets are noted, and appropriate signage installed for traffic management.
Block access to Church on a Sunday	NO	No impact to surrounding churches.
Block access to local businesses	YES	Confirm list of letters to residents and businesses. Maintain access where possible.
Block access to local residences	YES	Confirm list of letters to residents and businesses. Maintain access where possible.
Block Police and Ambulance vehicle access (IE: Emergency services)	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block fire station access	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block Hospital access	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block heavy vehicle access	YES	All heavy vehicle routes are diverted for the duration of the event.
Restricted movements banned turns, heavy/high vehicles	YES	All heavy vehicle routes are diverted for the duration of the event.
Block Public facility (football oval, car park etc.)	NO	Road closures in place. Car spaces around the road closures remain operational.



## ATTACHMENT B

Item: 28

Traffic Management Plan for the Event

Block public transport access	NO	No Bus stop closures, or changes to routes/services. Train Station will function as normal. All access maintained.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	YES	Cyclists detoured, or dismount for access to event area.
Construction – existing, proposed that may conflict	NO	No nearby construction / developments identified.
Numbers of lanes and their width are as described	YES	All TGS reflect correct lane configuration.
Road signage existing/temporary	NO	No existing signage amended.
Absence of advance warning traffic signage and devices	YES	Signage installed on advance to Traffic Controllers.
Route impeded by traffic calming devices?	NO	Not applicable.
Signalised intersections (flashing yellow? Point duty?)	NO	Not affected.
Tidal flows	NO	Not applicable.
Traffic generators shopping centres, schools, churches, industrial area, hospitals	YES	Not affected.
Traffic movement contrary to any Notice	NO	No contrary movements adopted.
Traffic signals are as described	YES	Not affected
Turning lanes are as described	YES	Turning lanes depicted as described
Heavy Weather	YES	Heavy weather may cause patrons to depart early. Decision will be made by Event Organiser if inclement weather
Poor lighting in the area	YES	Event Organiser to ensure all street lights are operational prior to event.
Flood hazard in event area	NO	Not applicable.
Bush fire hazard	YES	Monitor occurrences, notify emergency services, activate Emergency Management Plan.
Accident on surrounding roads	YES	Monitor traffic, and adjust treatments / stoppage lengths if required.
Breakdown on surrounding roads	YES	Monitor traffic, and adjust treatments / stoppage lengths if required.
Absence of marshals and volunteers	YES	Re-deploy existing staff as required. (IE: Event staff or Security).
Cancellation of Event	YES	Cancellation of any aspect of the event will be communicated by the Event Organiser prior to the event.



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Security of participants/general public	YES	Relevant Security contractor to be briefed prior to event, and on site whilst event is in progress. All Security to have communication via 2-way radio.
Security of very important persons (VIP's)	YES	If required, Security contractor to co-ordinate with Event Organiser on times of arrival / departure, and discretion observed, should VIPs be attending the event.

## 6.2. CONSULTATION AND FEEDBACK

As part of the event life cycle, an integral part of event management is consultation and feedback with regards to the planning, operation and execution.

Throughout the planning process event management together with other stakeholders continually consult at each stage of the event in regards to the event preparation, its application and planned execution.

During the event, and after the event concludes, feedback is compiled from event staff, contractors, suppliers, patrons, and stakeholders to provide insight to identify areas for improvement. Compiled feedback can enhance future events, build trust, mitigate future risk, increase patron satisfaction, and create an enhanced event experience overall from a continuous improvement aspect.

## 6.3. PUBLIC LIABILITY INSURANCE

Fairfield City Council has Public Liability Insurance to the value of \$20,000,000. This policy covers all activities taking place as part of the event.

All contractors completing activities as part of this event are also required to hold a valid Public Liability Insurance to the value of \$20,000,000.

In addition, all contractors or companies engaged to provide consulting services such as the production of TGS and TMP's must hold Professional Indemnity Insurance.

## 6.4. NSW POLICE FORCE

The Fairfield City Police Area Command (PAC) will be involved in the planning of the event at Cabramatta.

The PAC will be involved via Council's Traffic Committee and planning consultation meetings, including aspects relating to use of the roadway, closure of selected roads, hostile vehicle mitigation and crowd



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management. Internal departments will be formally notified at least two weeks prior to the event taking place.

#### **6.5. NSW FIRE & RESCUE AND NSW AMBULANCE**

NSW Fire & Rescue and NSW Ambulance will be notified at least two weeks prior to the event taking place by Event Management.

#### **6.6. EVENT DELAYS, POSTPONEMENT OR CANCELLATION**

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders as per the event's Emergency Management Plan.

#### **6.7. VARIABLE MESSAGE SIGNS**

Two (2) VMS will be installed around the event site to inform road users of the changed traffic conditions on the day. The locations and messages are as per VMS Traffic Guidance Schemes in Section 8.1 of this document.

VMS Boards will be installed one (1) week prior to the event date.



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## 7. APPROVALS

### 7.1. ROAD OCCUPANCY LICENCE AND OTHER APPROVALS

Cato Group will obtain a Road Occupancy License (ROL) from the Road Occupancy Unit from Transport for NSW for the road closure dates and times, which covers all traffic management activities taking part for the event.

The Licensee noted on the ROL remains responsible for the overall event traffic management activities.

Other approvals to be obtained by Event Management in respect to the event, road closures and stakeholders. They are (but not limited to:)

- Local Bus Services,
- Transport for NSW Events,
- Local Council Traffic Committee, and/or
- NSW Police.

### 7.2. EVENT ORGANISER APPROVAL

TMP Approved by:

.....  
(Name)

.....  
(Signature) (Date)



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### 7.3. AUTHORISATION TO REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

**Regulation of Traffic Authorised by:**

.....  
(Council)

.....  
(Name)

.....  
(Signature) (Date)

The Transport for New South Wales (TfNSW) traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP.

**Regulation of Traffic Authorised by:**

.....  
(TfNSW)

.....  
(Name)

.....  
(Signature) (Date)



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## 7.4. CATO PUBLIC LIABILITY INSURANCE



**Certificate of Currency**

<b>Insured:</b>	Cato Logistics Pty Ltd t/as Cato Location Services, StreetSTRONG Pty Ltd, Cato Location Services (QLD) Pty Ltd, Honeywagons International Pty Ltd t/as Honey Wagons, Cato Film Pty Ltd ATF Cato Family Trust	
<b>Policy Number:</b>	OUP111001784-2	
<b>Business Description:</b>	Security services, static guarding including traffic control and security services at non licensed venues (excluding crowd control at night clubs, strip clubs and bar operations), clearing, equipment and vehicle hire for TV/Film Productions including but not limited to container PODS, honey wagons and production vehicles, heavy vehicle mitigation, unit managers, pavement contractor, printing, painting and coating of asphalt surfaces and incidental thereto	
<b>Period of Insurance:</b>	Term Start: 01/11/2025 at 4.00pm Expiry Date: 31/10/2026 at 4.00pm	
<b>Class of Business:</b>	Public and Products Liability insurance	
<b>Limit of Liability:</b>		
<b>Public Liability</b>	\$20,000,000 in any one occurrence	\$1,000 (inclusive of costs and expenses)
<b>Products Liability</b>	\$20,000,000 any one occurrence and in the aggregate for all claims arising out of your products	\$1,000 (inclusive of costs and expenses)
<b>Special Excess</b>	but \$25,000 in respect of injury to contractors, subcontractors and labour hire personnel (cost and expenses inclusive)	
<b>Wording:</b>	General and Products Liability Insurance Policy Wording	
<b>Insurer:</b>	Certain Underwriters and Lloyd's led by Volante Syndicate 1699	
<b>Situations Covered:</b>	8 Vincent St, Marrickville NSW 2204	

This certificate of currency provides a summary of the policy cover and is current on the date of issue. It is not intended to amend, extend, replace or override the policy terms and conditions contained in the actual policy.  
 Ocean Underwriting Pty Ltd  
 Level 8, 60-62 Clarence Street, Sydney NSW 2000  
 AFSL: 342 642  
 APN: 36 640 930 837



TMP – CABRAMATTA LUNAR NEW YEAR 2026

V4.0 – 20<sup>th</sup> November 2025 – Michael Parker – License No. TC [REDACTED]

/ Craig Hunter TCT [REDACTED]

33

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 29

**SUBJECT:** Daniel Street Wetherill Park - Temporary Partial Road Closure for 2026  
Lunar New Year Celebrations

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**FILE NUMBER:** 11/01608

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**PREVIOUS ITEMS:** 41 - Daniel Street Wetherill Park - Temporary Partial Road Closure for 2024  
Lunar New Year Celebrations - Traffic Committee - 11 Dec 2023

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**REPORT BY:** Sandra Siewa, Traffic & Transport Co-ordinator

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### RECOMMENDATION:

That:

1. The 2026 Lunar New Year Celebrations for Vietnamese Buddhist Phuoc Hue Temple at 363-365 Victoria Street Wetherill Park be classified as a 'Class 3' Event under Transport for NSW (TfNSW) Guide for Traffic and Transport Management for Special Events.
2. The temporary closure of Daniel Street Wetherill Park to northbound traffic from 6.00pm Monday 16 February 2026 to 1.30am Tuesday 17 February 2026, as shown in Attachment A of the report, be approved subject to the following conditions:
  - 2.1 Business proprietors, residents and other occupants in the vicinity of the event activities shall be notified of the event and extent of the temporary partial road closure.
  - 2.2 Access for emergency vehicles be permitted at all times.
  - 2.3 Vehicular access for residents/businesses shall be maintained during the road closure. TfNSW Accredited Traffic Controllers must be on-site during the time of the road closure to maintain vehicular access to local businesses and ensure the safety of all road users.
  - 2.4 Adequate vehicular traffic control shall be provided for the safety of pedestrians and motorists, including the installation of signage and barricades in accordance with the TfNSW Traffic Control at Work Sites Technical Manual.
  - 2.5 Variable Message Signs shall be installed 2 weeks prior to the temporary road closures to provide details of the temporary road closure leading up to and during the event.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 29

- 2.6 The Applicant complies with any reasonable directive of Council's Community Regulatory Services Branch.
- 2.7 The Applicant ensures the areas used for the activities are maintained in a clean and tidy condition.
- 2.8 The event organiser must obtain Road Occupancy Licence from the Transport Management Centre as the partial road closure is within 100m of Victoria Street (state road) at Daniel Street.
- 3. The Venerable Thich Phuoc Quang of the Vietnamese Buddhist Phuoc Hue Temple be notified of the Committee's decision.

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### SUPPORTING DOCUMENTS:

AT-A [!\[\]\(121c996de73948f037b88126d1f67074\_img.jpg\)](#) Transport Management Plan 10 Pages

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### CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

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### SUMMARY

The Vietnamese Buddhist Phuoc Hue Temple has requested a temporary road closure in Daniel Street Wetherill Park as part of the 2026 Vietnamese Lunar New Year celebrations. The road closure is for northbound vehicles between the service access to Wetherill Park Reserve and Victoria Street ie. vehicles turning left from Victoria Street is permitted.

The event will take place between 6.00pm Monday 16 February 2026 and 1.30am Tuesday 17 February 2026.

Up to 8,000 people are expected to attend the location in the days leading up to the new year. The temporary road closure during this time assists in reducing conflict between event participants walking from overflow parking to the temple and vehicular traffic accessing parking.

An overflow parking strategy is proposed using off-street parking at Wetherill Park Reserve (opposite the Temple).

As in previous years, the temporary road closure in Daniel Street is managed by the event organiser during the event.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 29



Figure 1: Shows the site and its locality.

### TRAFFIC MANAGEMENT IMPACTS

The Lunar New Year Celebrations in Daniel Street is an annual event using the same footprint as in prior years. This year's event requires temporary partial road closure to be in place between 6.00pm Monday 16 February 2026 and 1.30am Tuesday 17 February 2026.

The partial road closure on Daniel Street (from Victoria Street to the bend in Daniel Street) will be managed by TfNSW Accredited Traffic Controllers. Variable Message Signs (VMS) will be installed to warn motorists of the upcoming changed traffic conditions and to seek alternative routes to get around the closed area as required.

The event organiser has contacted Fairfield City Police Area Command and requested them to assist with event management on the day. NSW Police has not raised any objections to the event.

In addition, the temporary road closure in Daniel Street does not impact taxi and bus operations in the area and there are alternative routes for motorists to travel to their destinations. The Liverpool-Parramatta T-Way occupies the westbound kerbside lane in Victoria Street and is unaffected by the temporary closures.

This is an annual event and is expected to have minor impacts as it occurs in the evening and later into the night.

Additional parking is proposed at Wetherill Park Reserve to assist with peak parking demand in the area during the event. This is subject to a separate landowner's consent for its use.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 29

### Event Classification

Events are classified according to the TfNSW Guide to Traffic and Transport Management for Special Events. The proposed event is identified as a 'Class 3' event which would have the following features:

Event Guide Criteria	Event activities
Impact on traffic and transport network.	The event involves partial closure of a road and has minor impact on local traffic network.
Disruption to non-event community.	Minor impact.
Takes place on a road or in a venue/precinct.	The event occurs on a local road (Daniel Street).
Impacts on state road and a TfNSW Road Occupancy Licence (ROL) application is required.	The event closes local road Daniel Street within 100m of a state road (Victoria Street).
Impacts Transport modes for detours, event attendance and/or event space.	Partial road closure of Daniel Street has very minor impact on other transport modes.
Heavy vehicle route detours.	The event requires partial closure with local impact. Local businesses notified of event partial road closure by pamphlet in letterbox and VMS signage on road 2 weeks prior. Convenient alternate access exists.
Impacts on traffic signals.	The event has minimal impact on traffic signal operations at the intersection of Elizabeth Street and Daniel Street, Traffic Management Centre (TMC) ROL is to be obtained as the location of the event is within 100m of a state road.
Transport Management Plan (TMP)	TMP has been prepared by a TfNSW Accredited person.
Notification of impacts on the traffic network	Notification to neighbours and businesses affected by the road closure is required by letter prior to the event, as part of the approval process. VMS on road advising of upcoming event 2 weeks prior to the event.
Notification of impacts on transport network.	Very minor impact and TfNSW T-way operator to be advised.
Local Transport Forum involvement	Not required.
Event planning and delivery includes NSW Police, TfNSW, TMC and Council	Event planning and delivery includes Council (event road closure), NSW Police (event road closure), TMC (ROL for proximity to a state road).

### Public Consultation

The proposal was advertised on Council's website in accordance with Section 5 of the Roads Regulation 2018 from Monday 10 November 2025 to Tuesday 18 November 2025.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 29

The event organiser has undertaken community consultation with the affected stakeholders via letters regarding the temporary closure of Daniel Street Wetherill Park.

At the time of writing this report, Council has received no objections on this special event.

### CONCLUSION

It is recommended that the proposed temporary road closure for the 2026 Lunar New Year Celebrations at the Vietnamese Buddhist Phuoc Hue Temple in Daniel Street between 6.00pm Monday 16 February 2026 and 1.30am Tuesday 17 February 2026 be approved subject to the conditions as recommended in this report.

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Sandra Slewa  
**Traffic & Transport Co-ordinator**

**Authorisation:**

Manager Design Services  
Director City Delivery

Traffic Committee - 8 December 2025

File Name: **TRA08122025\_7.DOCX**

\*\*\*\*\* END OF ITEM 29 \*\*\*\*\*

## ATTACHMENT A

Item: 29

Transport Management Plan

D/2025/1190984

**From:** Phuoc Qua~ng  
**To:** #FAIRFIELDCITY  
**Subject:** Phuoc Hue Buddhist Temple Lunar New Year Celebration special event  
**Date:** Tuesday, 14 October 2025 20:15:31  
**Attachments:** [NOTICE OF INTENTION TO HOLD PUBLIC ASSEMBLY 2026.pdf](#)  
[Phuoc Hue Temple Map Event 2026.pdf](#)  
[PHUOC HUE TEMPLE rev1- 2026 - TCP.pdf](#)  
[Special Event Notice 2026.pdf](#)  
[TMP 2026 - Use of the Parkland for Overflow Parking..pdf](#)  
[TMP 2026.pdf](#)  
[Fairfield LAC letter 2026.pdf](#)

### External Email

CAUTION: This email originated from outside of NSW Police Force. Be cautious with attachments, links, and requests unless you were expecting the email, recognise the sender, and trust the content is safe.

Dear Sir,

The Vietnamese Phuoc Hue Buddhist Temple, 363-365 Victoria Street, Wetherill Park NSW 2164 will organise the **Lunar New Year Celebration on the 16-17 February 2026.**

Please find attached all the document including the Letter of notice, site drawing map event, TMP, TCP and Notice of Intention to hold a Public Assembly regarding the Lunar New Year Celebration 2026 at the Vietnamese Phuoc Hue Buddhist Temple, 363-365 Victoria Street, Wetherill Park NSW 2164.

Like in the past years, we will need your approbation and full support to be able to lodge the documents to Fairfield City Council planning board and the RMS.

Please could you send to us a soft copy of the signed TMP once approved as needed for the Fairfield city council traffic committee which will be held in December 2025.

Yours sincerely,

Venerable Thich Phuoc Quang aka Michael Nguyen  
Vietnamese Phuoc Hue Buddhist Temple  
T:(02) 9725 2324



TẠI ÚC ĐẠI LỘI & TÂN TÂY LAN

**PHUỐC HUỆ CÔNG ĐỨC TÔNG LÂM**  
**THE VIETNAMESE BUDDHIST PHUOC HUE TEMPLE**

365 Victoria Street, Wetherill Park, N.S.W. 2164 Australia  
 Tel: (02) 9725 2324 - Fax: (02) 9725 5385 - Email: phuochue@one.net.au

01 October 2025

**Fairfield LAC**  
 NSW Police Service  
 40-42 Smart Street  
 FAIRFIELD 2165

Dear Sir,

**Re: Lunar New Year Celebration at the Vietnamese Buddhist Phuoc Hue Temple**

It is Lunar Year time again. We wish to take this opportunity to thank the wonderful community service your officers have provided us in previous years. This year Vietnamese Lunar New Year eve falls the night of **Monday 16 February 2026**. As in the past twenty years, Phuoc Hue Temple shall once again be the main site for community celebration of the New Year Eve.

In preparation for the event, we shall be making the following arrangements:

- Lodge appropriate application forms with Fairfield Council including seeking approval for display of fireworks and firecrackers,
- Seek approval from Fairfield City Council to use Wetherill Park Reserve for car parking,
- Seek approval from the RMS NSW to close off partially Daniel Street in the interest of public safety and traffic management,
- Engage professional traffic management personnel to oversee traffic and car park control management,
- Engage professional services of private security officers to help with security arrangements.

We are a non-profit religious organisation and are organising this celebration entirely at our own expense in the interest of community celebration and cultural exchange. We do not charge the public any fees whatsoever and therefore have very limited funds for the event. But in order to ensure public safety and as a means to establish goodwill between the police and community, we once again seek your assistance to police the event. Without the assistance of the local police, events in the past years could not have taken place. If previous years are an indication, this year we may expect a crowd of between 5,000 to 10,000 attending the celebrations at our Temple on the night of the New Year Eve.

For your information, we enclose our Traffic Management Plan together with Notice of Intention to Hold a Public Assembly pursuant to the Summary Offences Act 1998 by way of service.

If you require further details, or if you wish to visit our Temple for site inspection or to discuss the matter further, we invite you to visit our monastery or to contact myself on **(02) 9725-2324**.

Yours faithfully

Venerable Thich Phuoc Quang  
 Director

**Vietnamese Buddhist  
Phuoc Hue Temple**

363-365 Victoria Street  
Wetherill Park  
NSW 2164

Phone: (02) 9725 2324

## TRAFFIC MANAGEMENT PLAN

### Cover sheet

<b>Location</b>	Vietnamese Buddhist Phuoc Hue Temple 363 - 365 Victoria Street Wetherill Park, NSW 2164
<b>Date &amp; time</b>	6:00 pm Monday, 16 February 2026 to 1:00 am Tuesday, 17 February 2026
<b>Sponsored by</b>	N/A
<b>Event organiser</b>	The Vietnamese Buddhist Phuoc Hue Temple
<b>Revision version</b>	1
<b>Revision date</b>	1 October 2025
<b>Document Author</b>	Senior Venerable Thich Phuoc Vien

This Traffic Management Plan is approved by:

..... [REDACTED] ..... 14.10.25 Event Organiser  
**Sergeant Kate Davies** [REDACTED] ..... 16.10.25 Police  
..... ..... Council  
..... ..... RMS

### Contact Names

**Event Organiser** Venerable Thich Phuoc Vien, Vice Abbot  
**Vietnamese Buddhist Phuoc Hue Temple**  
Phone: (02) 9725 2324 Fax: (02) 9756 3559  
Contact person: Ven. Thich Phuoc Quang  
Email: [REDACTED]

### Police LAC

**Council** Simon Cai  
Professional Engineer - Fairfield City Council  
Phone: [REDACTED] Fax: (02) 9609 3257

### RMS

**Execution****General Outline**

It has been a long Vietnamese tradition to celebrate the coming of a new Lunar Year at a Buddhist Temple to bring in good luck and happiness for all the family. It is a cultural tradition that all Vietnamese around the world share and crosses all religious and political boundaries.

At the Vietnamese Buddhist Phuoc Hue Temple, this tradition has been practised for the past 40 years since the Temple's first temporary residence at Hamilton Street, Fairfield in 1981 and has continued on to this day at the Temple's current location at 363-365 Victoria Street, Wetherill Park.

This year, the Vietnamese Community is celebrating its Lunar New Year Eve on Monday 16 February 2026 . As has been for the past 30 years, thousands of Vietnamese Australians in New South Wales will come to Phuoc Hue Temple to celebrate their Lunar New Year Eve. Our Temple is one of the most popular sites for celebration. Visitors in previous years have ranged from 5000 to 8000 during this season.

The celebrations this year will involve a cultural concert, religious ceremonies and a fireworks/fire cracker display. The main events will be conducted inside the Temple's grounds although ancillary events may be conducted in Wetherill Park Reserve. The Temple will make an application to use Wetherill Park Reserve for this purpose as well as for the purpose of a temporary car park.

This proposal is to partially close Daniel Street, in front of the Temple from 6:00 pm to 1:00 am Tuesday, 17 February 2026.

Barriers are to be used to barricade the partial road closure.

**The primary purpose of the partial road closure is to provide safe pedestrian access between Wetherill Park Reserve where ancillary events may be conducted and a temporary car park installed and the Temple grounds.**

Local residents and businesses shall be advised by a letter drop to be conducted by the Vietnamese Phuoc Hue Buddhist Temple.

**The Route**

The extent of the road closures is shown in the attached Traffic Control Plan.

**Traffic Control Plan**

The Temple will engage the services of a professional traffic control company to control the traffic and temporary car park in Wetherill Park Reserve.

**Advertise Traffic Management Arrangements**

The Temple will advertise the road closure in a local newspaper at least seven (7) days prior to the event and undertake a letter box drop of all businesses and residents in Daniel Street prior to the road closure.

**Public Safety - Police**

The Temple will work closely with Police to ensure public safety.

**Public Transport**

No public transport routes will be affected by the road closure.

**Event Signs**

The Temple will ensure that adequate signs are installed at least one week prior to the event, informing road users of an impending event and resulting changed traffic conditions.

**Access for local residents, businesses, hospitals and emergency vehicles****Local resident, Business Access & Heavy Vehicle Access**

The Temple will advertise the road closure in a local newspaper at least seven (7) days prior to the event and undertake a letter box drop of all businesses and residents in Daniel Street prior to the road closure.

Alternative access is available via Elizabeth Street. The road closure will occur after the close of business and therefore will not affect business along Daniel Street.

No residential properties exist along Daniel Street that therefore will not be affected by the road closure. No other adverse impacts are envisaged

Heavy vehicle access is available from Elizabeth Street.

**Emergency Vehicle Access**

Emergency vehicles have access from Elizabeth Street. They will be able to pass through the barriers as required.

**Attachments****Road Closures**

This proposal is to partially close Daniel Street, in front of the Temple from 6:00 pm Monday, 16 February 2026 to 1:00 am Tuesday, 17 February 2026.

As shown on the attached Traffic Control Plan.

**SPECIAL EVENT TRANSPORT MANAGEMENT PLAN****DETAILED STATEMENT FOR:****3. TRAFFIC AND TRANSPORT MANAGEMENT****3.8 CONTINGENCY PLANS:**

ALL EVENT WILL CONTINUE UNDER ALL WEATHER CONDITION  
PERSONNEL WILL BE IN PLACE TO CLEAR ANY CONGESTION.

**3.9 HEAVY VEHICLE IMPACTS:**

ACCESS TO ALL NEIGHBORING PROPERTIES WILL BE MAINTAINED.

**4. MINIMISING IMPACT ON NON EVENT COMMUNITY AND EMERGENCY SERVICES****4.1 ACCESS FOR LOCAL RESIDENTS, BUSINESS, HOSPITALS AND EMERGENCY VEHICLES:**  
OVERFLOW PARKING WILL BE IMPLEMENTED AND TRAFFIC CONTROLLERS WILL BE IN PLACE.

## 2025 – Wetherill Park Reserve – Traffic Management



Vehicles will enter and exit on a one way system and park within the area of the Park as defined in red above.

The crossing of the cycleway by motor vehicles will be supervised upon entry and exit to avoid conflict with the pedestrians/cyclists.

Other than the crossing point for vehicles required for entry and exit, there will be no vehicle parking on the pedestrian paths/cycleway and barricades will assist to define these areas.

Barricades will provide pedestrian as safe access from parked vehicles to the pathways and this should be encouraged to minimise pedestrian and vehicle conflict.

Lighting will be provided along the pedestrian paths which link this area of overflow parking to the Temple vicinity.

All the traffic control management inside the Wetherill Park reserve will be done and supervised by the Fairfield State Emergency Service and Xpress Traffic Solutions Pty Ltd.



TẠI ÚC ĐẠI LỘI & TÂN TÂY LAN

**PHUỐC HUỆ CÔNG ĐỨC TÔNG LÂM**  
**THE VIETNAMESE BUDDHIST PHUOC HUE TEMPLE**

365 Victoria Street, Wetherill Park, N.S.W. 2164 Australia  
Tel: (02) 9725 2324 - Fax: (02) 9725 5385 - Email: phuochue@one.net.au

**Local Residents and Business Owners**

Dear Sir / Madam,

**SPECIAL EVENT NOTICE**

We wish to advise that Phuoc Hue Temple will celebrate the Vietnamese Lunar New Year Eve on the night of **Monday 16 February 2026**. The Main celebration will commence from 6:30pm and conclude at approximately 1:30am Tuesday 17 February 2026.

There will be dragon dancing, string fire-crackers and aerial fireworks displays starting at 11.50 pm at the front gate of the Temple (Daniel Street). We wish to take this opportunity to extend an invitation to you and your family to attend the celebrations.

In order to effectively manage the significant number of traffic expected on the night, we are undertaking similar arrangements as last year as follows:

- Wetherill Park Reserve (adjacent to the Temple) will be used as a Temporary Car Park on Monday 16 February 2026 and Tuesday 17 February 2026.
- Part of Daniel Street will be partially closed to car traffic from 6.00pm Monday 16 February 2026 to approximately 1.30am on Tuesday 17 February 2026.

The Temple wishes to apologize for any inconvenience that may result from the above arrangements and wishes you and your family all the best in the New Year.

Should you have any further enquiries please contact us on 9725 2324.

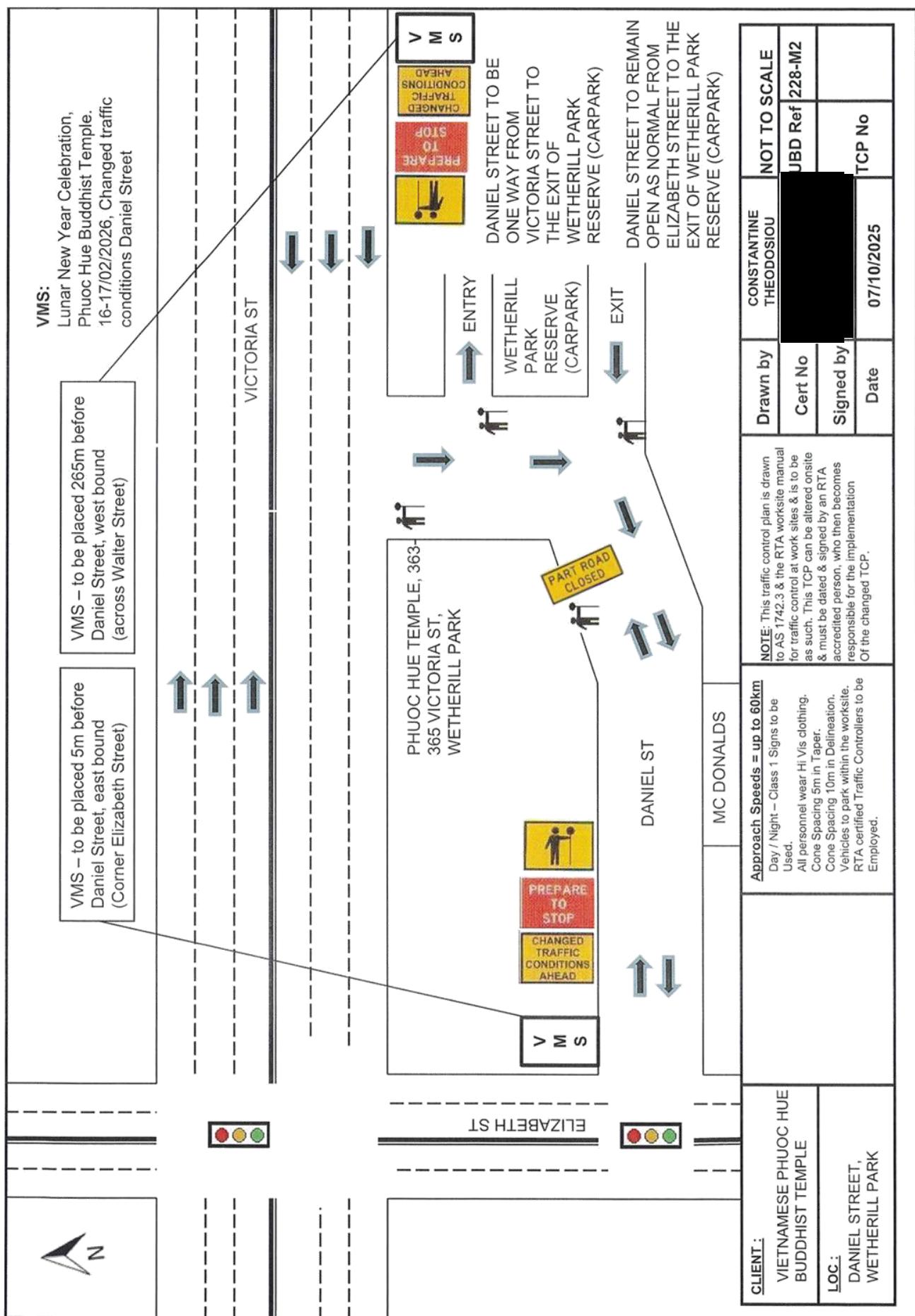
Yours sincerely,

Senior Venerable Thich Phuoc Tan OAM  
Abbot

## ATTACHMENT A

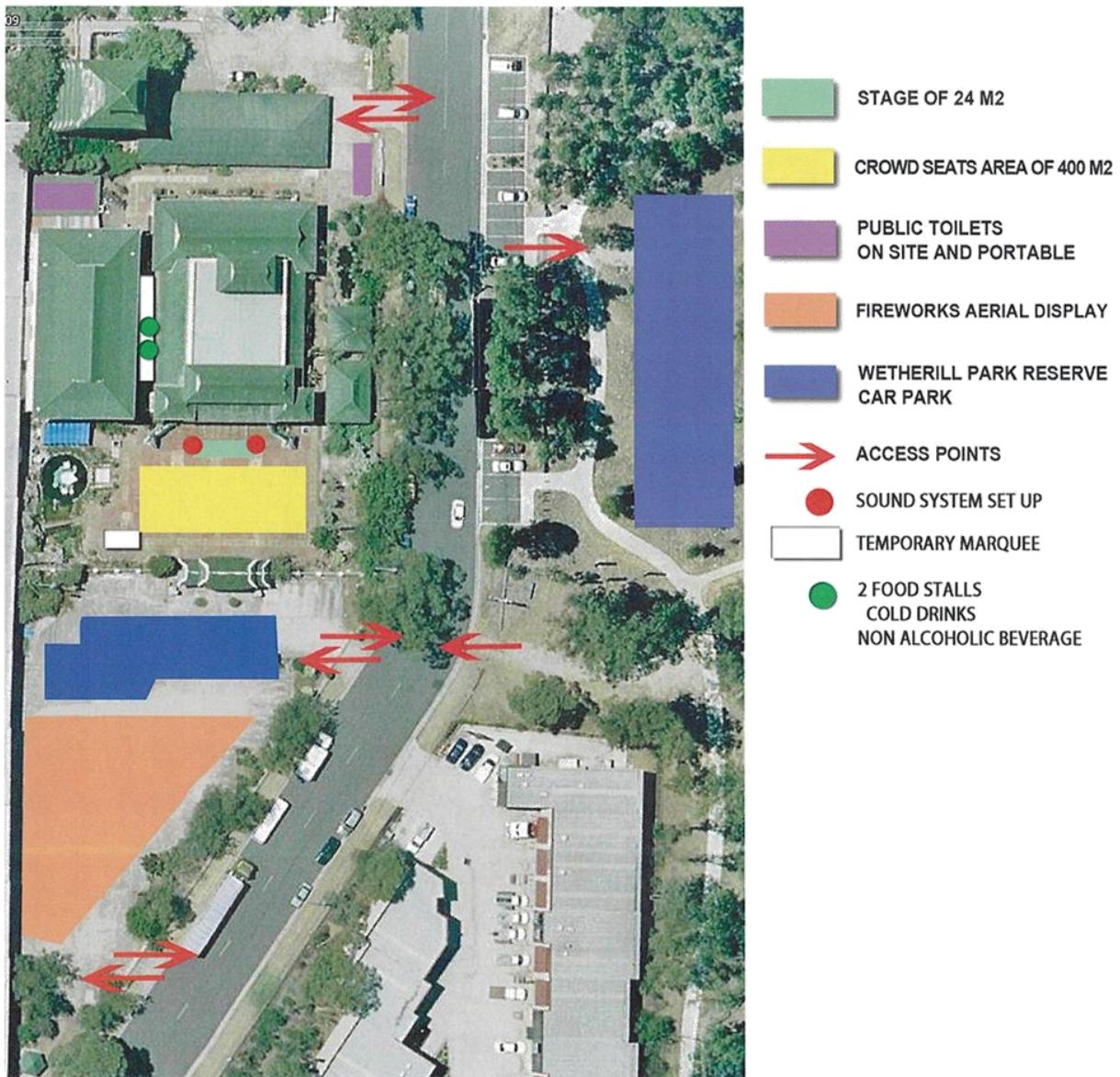
Item: 29

## Transport Management Plan



## SITE PLAN DRAWING, LUNAR NEW YEAR CELEBRATION 2026

Vietnamese Phuoc Hue Buddhist Temple  
363-365 Victoria Street, Wetherill Park, NSW 2164



Summary Offences Act 1998, Section 23

FORM 1  
**NOTICE OF INTENTION TO HOLD A PUBLIC ASSEMBLY**  
**2026 Vietnamese Lunar New Year**

To: The Commissioner of Police

1. I, VENERABLE THICH PHUOC VIEN of 363-365 Victoria Street, Wetherill Park, NSW 2164 HEREBY NOTIFY the Commissioner of Police that VIETNAMESE BUDDHIST PHUOC HUE TEMPLE of 363-365 Victoria Street, Wetherill Park, NSW 2164 on **Monday 16 February 2026**, intends to hold:

a public assembly, not being a procession, of approximately 5000 to 8000 persons, which will assemble at 363-365 Victoria Street, Wetherill Park, NSW 2164 at approximately 6:30 pm on Monday 16 February 2026, and disperse at approximately 1:00 am on Tuesday 17 February 2026.

2. The purpose of the proposed assembly is to celebrate the 2026 Vietnamese Lunar New Year Eve.
3. The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly:

Events for the Monday 16 February 2026 will comprise as follows:

6:30 pm	Public start arriving
8:00 pm	New Year Eve Cultural Concert
11:30 pm	Religious Ceremony
12:00 am	New Year Address by the Venerable Monks and distinguished guests
	Fireworks display
1:00 am	Crowd start to disburse

4. I take responsibility for organising and conducting the proposed public assembly.
5. Notices for the purposes of the Summary Offences Act 1988 may be served on me at the following address:

363-365 Victoria Street  
Wetherill Park, NSW 2164  
Telephone: (02) 9725 2324  
Fax: (02) 9756 3559

DATED: 10 October 2025

Signed:

Venerable Thich Phuoc Viem, Vice Abbot

[Contact person: Ven. Thich Phuoc Quang on 9725 2324]

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 30

**SUBJECT:** Canley Vale Road East of Peel Street Canley Heights - Proposed 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' Restriction

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**FILE NUMBER:** 11/02663

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**PREVIOUS ITEMS:** 20 - Canley Vale Road Canley Vale - Weekend Night-Time Community Transport Vehicle - Traffic Committee - 13 Oct 2025

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**REPORT BY:** Gaurab Ghimire, Professional Engineer (Traffic)

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### RECOMMENDATION:

That:

1. The 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction on Canley Vale Road, east of Peel Street Canley Heights, as shown in Attachment A of the report, be approved.
2. The 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction on Derby Street, Canley Heights, as shown in Attachment B of the report, be rescinded.
3. The affected residents and business owners be notified of the Committee's decision.

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### SUPPORTING DOCUMENTS:

<b>AT-A</b> <a href="#"></a>	Proposed drop-off and pick-up location for the night-time community transport vehicle (the Jeepney)	1 Page
<b>AT-B</b> <a href="#"></a>	Approved drop-off and pick-up location for the night-time community transport vehicle (the Jeepney)	2 Pages

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### CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

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### SUMMARY

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 30

At the Traffic Committee Meeting of 13 October 2025 Council approved the installation of 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restrictions on Canley Vale Road Canley Vale and Derby Street Canley Heights for the night-time community transport vehicle as shown in Attachment B of the report.

After internal consultation, it is proposed to relocate the approved 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction on Derby Street to Canley Vale Road at Peel Street Canley Heights as shown in Attachment A of the report.

The relocation of the 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restrictions from Derby Street to Canley Vale Road at Peel Street Canley Heights for the night-time community transport vehicle is considered appropriate and recommended for approval.

### Background

As part of the Special Entertainment Precinct (SEP) 12-month trial, Council will introduce a weekend night-time community transport vehicle to connect Canley Vale and Canley Heights precincts. The night-time community transport vehicle is an outcome from consultations with businesses.

At the Traffic Committee Meeting on 13 October 2025 Council approved to install a pick-up and drop-off area for the night-time community transport vehicle by implementing 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restrictions on Canley Vale Road Canley Vale, and Derby Street Canley Heights, as shown in Attachment B of the report.

Following the Traffic Committee's approval, further consultation was carried out with internal stakeholders, which resulted in a request to relocate the approved 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction from Derby Street Canley Heights to Canley Vale Road at Peel Street Canley Heights.

This change aims to improve visibility and community accessibility for the proposed pick-up and drop-off area and create greater activity along the main road (Canley Vale Road) to enhance business outcomes.

An aerial image showing the location of the proposed changes in Canley Vale is shown in Figure 1.

It is proposed to relocate the 'No Parking, Council Authorised Vehicle Only 6PM-12AM Fri-Sun' restriction from Derby Street Canley Heights to Canley Vale Road at Peel Street Canley Heights.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 30

As this is a part-time restriction, the impact on parking will be limited. The restriction will apply only during the specified times and will partially affect 1 existing parking space. The existing '1/2P 8:30AM-6:00PM MON-FRI 8:30AM-12:30PM SAT' restriction will remain in effect outside of the proposed 'No Parking, Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction.



Figure 1: Aerial location of proposed drop-off and pick-up area in Canley Vale Road Canley Heights.

### Consultation and Timing

Consultation for the updated location occurred internally with external stakeholders notified of the outcome of the Committee's decision.

### CONCLUSION

The proposed relocation of 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction from Derby Street Canley Heights to Canley Vale Road at Peel Street Canley Heights to facilitate the pick-up and drop-off for the night-time community transport vehicle, as shown in Attachment A of the report, is considered appropriate.

It is recommended that the relocation of 'No Parking Council Authorised Vehicle Only 6:00PM-12:00AM Fri-Sun' restriction from Derby Street, Canley Heights to Canley Vale Road at Peel Street Canley Heights as shown in Attachment A of the report, be approved.

**TRAFFIC COMMITTEE**

**Meeting Date 8 December 2025**

**Item Number. 30**

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Gaurab Ghimire  
**Professional Engineer (Traffic)**

**Authorisation:**

Traffic & Transport Co-ordinator  
Manager Design Services  
Director City Delivery

Traffic Committee - 8 December 2025

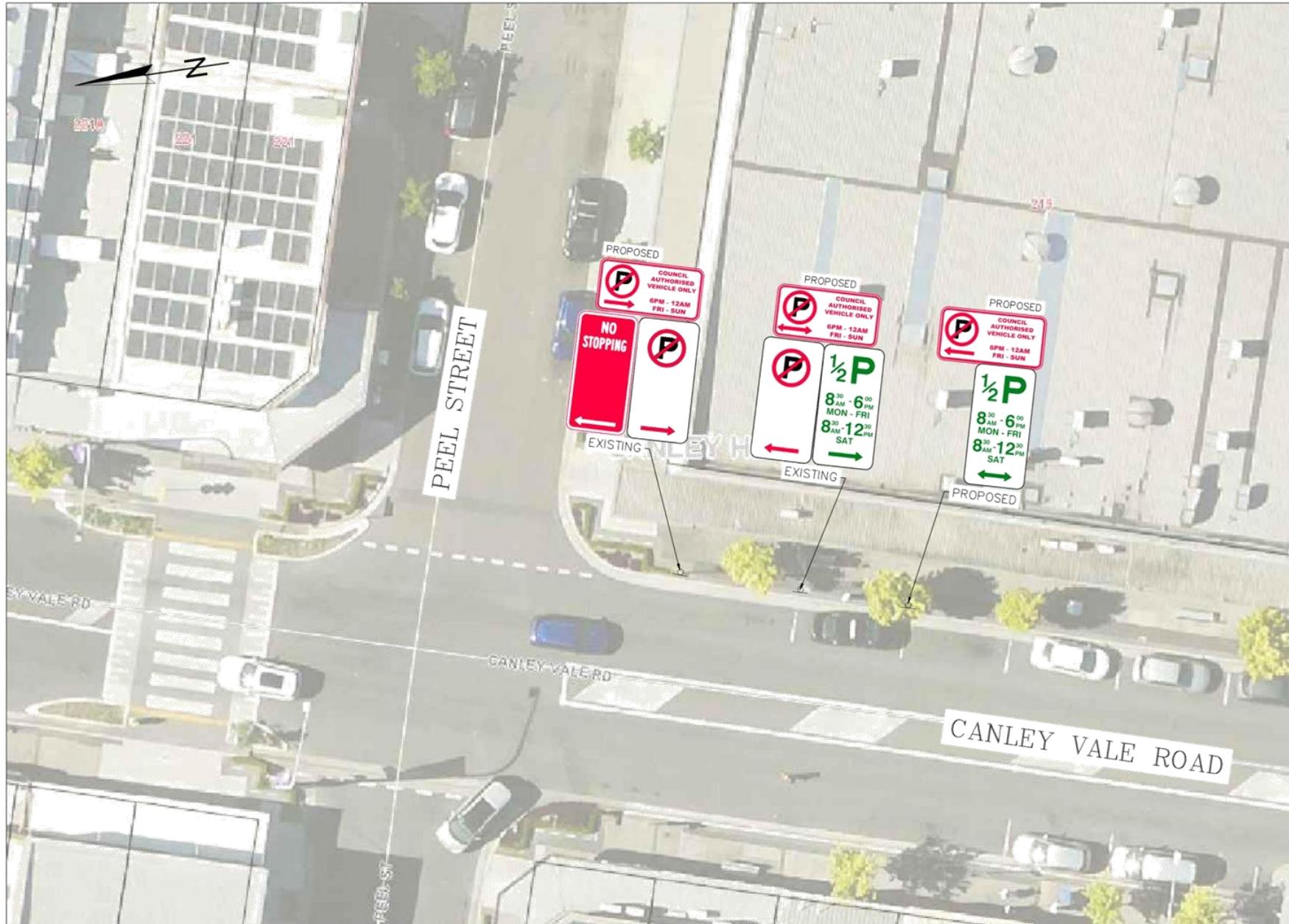
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\*\*\*\*\* END OF ITEM 30 \*\*\*\*\*

## ATTACHMENT A

Item: 30

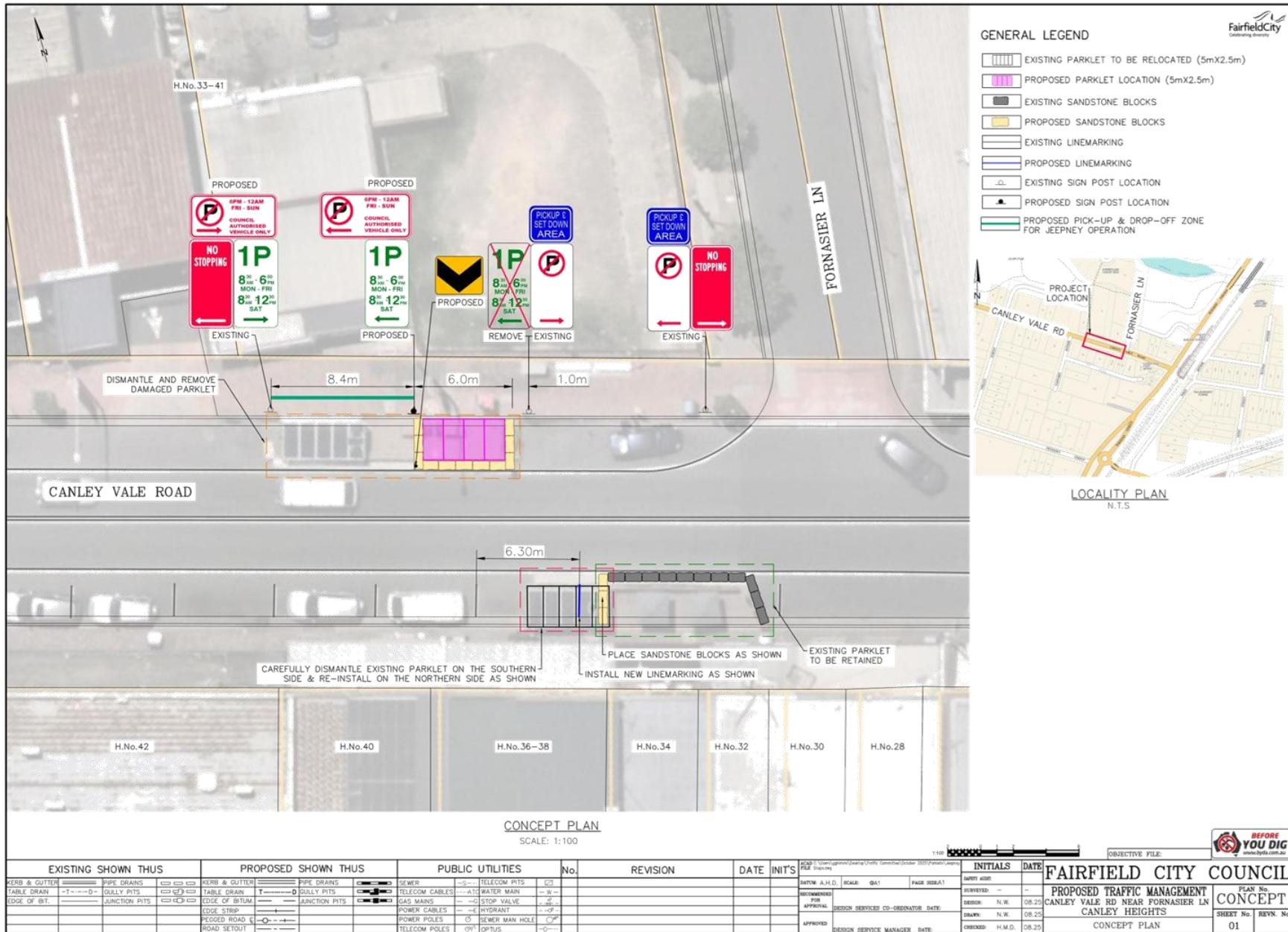
Proposed drop-off and pick-up location for the night-time community transport vehicle (the Jeepney)



## ATTACHMENT B

Item: 30

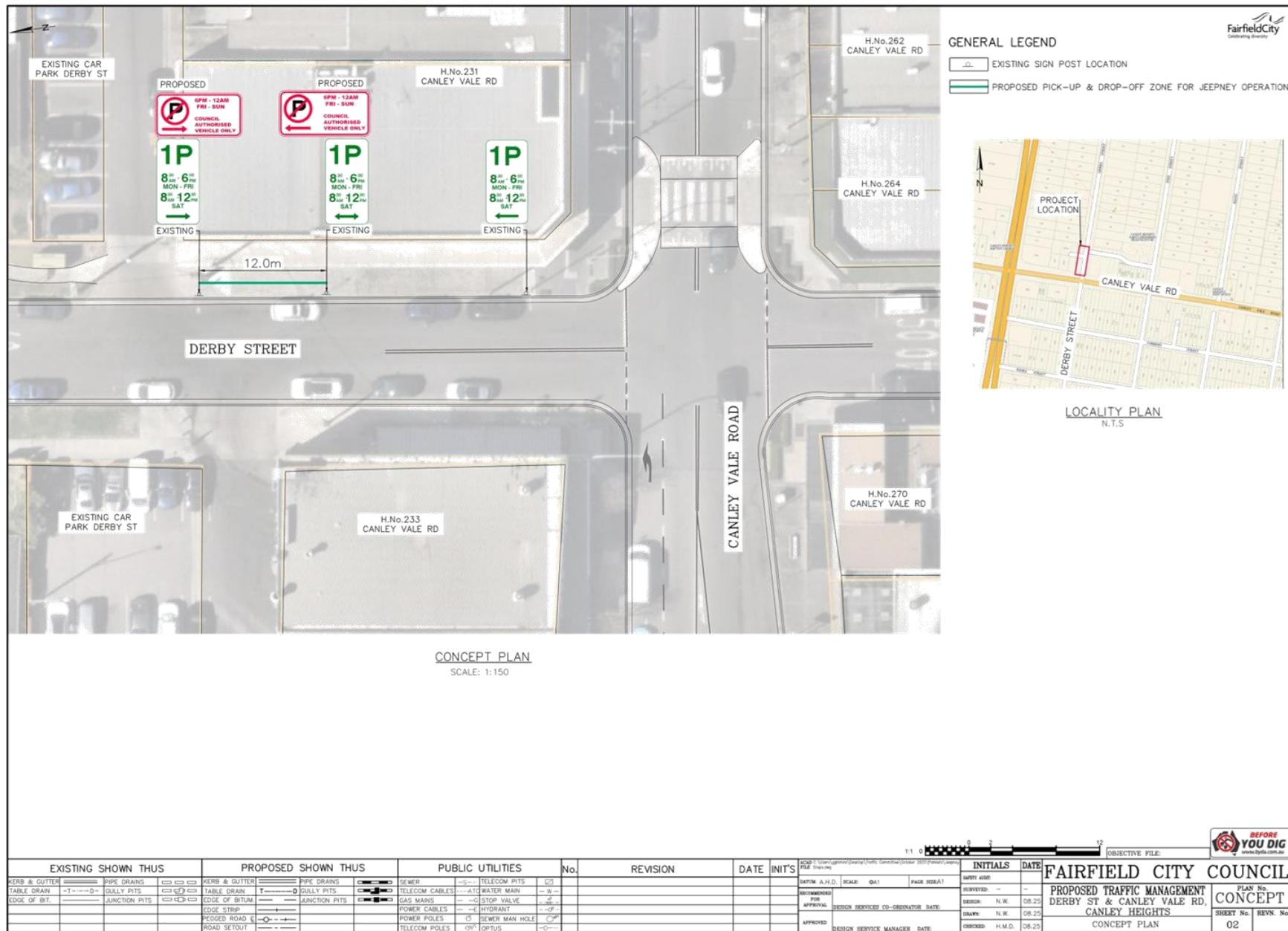
Approved drop-off and pick-up location for the night-time community transport vehicle (the Jeepney)



## ATTACHMENT B

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Approved drop-off and pick-up location for the night-time community transport vehicle (the Jeepney)



## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 31

**SUBJECT:** Davis Road and Widemere Road Wetherill Park - Intersection and Lane Closures for Utility Works

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**FILE NUMBER:** 14/10328

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**PREVIOUS ITEMS:** 1 - Davis Road and Widemere Road Wetherill Park – Proposed Intersection and Lane Closures for Utility Works - Local Transport Forum - 10 Nov 2025

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**REPORT BY:** Sameer Kabir, Graduate Engineer (Traffic)

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### RECOMMENDATION:

That:

1. The temporary partial road closure of the intersection of Davis Road and Widemere Road and the intersection of Widemere Road and the Liverpool-Parramatta Transit Way, be approved, for a period of 56 hours over 3 weekends (1 weekend is a contingency) from January 2025 through February 2026 (as shown in Attachment A and B) to enable utility installation works by Ausconnex Pty Ltd (Ausconnex) be approved, subject to the conditions further below.
2. The temporary partial road closures at Widemere Road, be approved, for a period of 11 weeks between January and April 2026 (as shown in Attachment D and F) between the hours of 8.00pm to 5.00am, be approved, subject to staged northbound and southbound lane closures near 1A Widemere Road for utility works in joint bay while maintaining 2-way traffic.
3. That the following conditions apply to the road closures:
  - 3.1. The applicant must ensure that a Road Occupancy Licence is acquired from the Transport Management Centre for the intersection of Davis Road and Widemere Road and the intersection of Widemere Road and the Liverpool-Parramatta Transit Way for the proposed works and a copy provided to Council for its records.
  - 3.2. The applicant is to ensure the width of the travel lanes provided for each direction on Davis Road and Widemere Road is minimum 3.1 metres and that Traffic Controllers are present to manage 2-way traffic during each 56-hour intersection shutdown at Davis Road and Widemere Road.

## TRAFFIC COMMITTEE

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- 3.3. The applicant shall ensure that where the pedestrian path is occupied or obstructed by the works, Traffic Controllers are present on-site at all times to safely guide pedestrians past the work area. Otherwise, a minimum 1.2 metre wide unobstructed pedestrian footpath shall be maintained for public use throughout the duration of the proposed occupancy.
- 3.4. A Road Occupancy Application is to be authorised by Council's Asset Management Division prior to the commencement of works, to ensure the road pavement condition pre and post works is maintained to the required standard.
- 3.5. Motorists are to be informed of the closure and detour routes via Council's Website, Live Traffic NSW, Variable Message Signs signage 3 weeks prior and letterbox drops advising local properties of the closures at least 14 days prior to road works. A copy of the notification letter is to be forwarded to Council for its records.
4. A public liability insurance of at least twenty million dollars (\$20,000,000.00) be submitted to Council.
5. Council's Community Regulatory Services Division and Ausconnex be notified of the Committee's decision.

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### SUPPORTING DOCUMENTS:

<a href="#"><b>AT-A</b></a>	<a href="#"><b>AT-A</b></a>	TGS for intersection shut-down and north-western lane closure (Stage 1)	2 Pages
<a href="#"><b>AT-B</b></a>	<a href="#"><b>AT-B</b></a>	TGS for intersection shut-down and north-eastern lane closure (Stage 1)	2 Pages
<a href="#"><b>AT-C</b></a>	<a href="#"><b>AT-C</b></a>	TGS for Davis Road (Stage 2)	3 Pages
<a href="#"><b>AT-D</b></a>	<a href="#"><b>AT-D</b></a>	TGS for Widemere Road (Stage 2)	1 Page
<a href="#"><b>AT-E</b></a>	<a href="#"><b>AT-E</b></a>	TGS for Davis Road (Stage 3)	3 Pages
<a href="#"><b>AT-F</b></a>	<a href="#"><b>AT-F</b></a>	TGS and detour plan for Widemere Road (Stage 3)	6 Pages
<a href="#"><b>AT-G</b></a>	<a href="#"><b>AT-G</b></a>	Swept Paths for Davis Road (Stage 2 and 3)	8 Pages
<a href="#"><b>AT-H</b></a>	<a href="#"><b>AT-H</b></a>	Swept Paths for Widemere Road (Stage 2 and 3)	4 Pages

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### CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

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### SUMMARY

The Ausconnex cable installation project proposes staged closures along Davis Road and Widemere Road Wetherill Park to facilitate the installation of 2 132 kV underground feeder cables (23U and 23X). The proposed works are structured into 3 Stages. Stage 1 involves 3 (1 being a contingency) 56-hour intersection closures over the weekend whilst Stages 2 and 3 involve partial road closures on Davis Road and Widemere Road while maintaining 2-way traffic.

The proposal was previously reviewed by the Local Transport Forum (LTf) due to its impact on public bus services and is now tabled to the Traffic Committee for consideration of approval for the proposed road occupancies.

It is to be noted that a Utility Works Permit for works along Davis Road has already been issued to Ausconnex following its review at the LTf as the traffic impact was minimal.

## Background

The project consists of the installation and connection of Ausconnex's 2 new 132 kV underground feeder cables (23X and 23U) running through Davis Road and Widemere Road Wetherill Park, linking between the Wetherill Park Zone Substation and the new data-centre facility at 3 Davis Road Wetherill Park.



Figure 1: 2 feeder cables that are proposed to run through Davis Road and Widemere Road Wetherill Park  
(Source: Road and Rail Excavations' Traffic Management Plan).

## Discussion

The project will be delivered in several stages, starting with weekend intersection shutdown and lane closures, followed by lane closures on Davis Road and Widemere Road to complete the cable joint bay works. Each stage has different traffic guidance schemes (TGS) to manage 2-way traffic. The following Figure 2 illustrates the scope of the works.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

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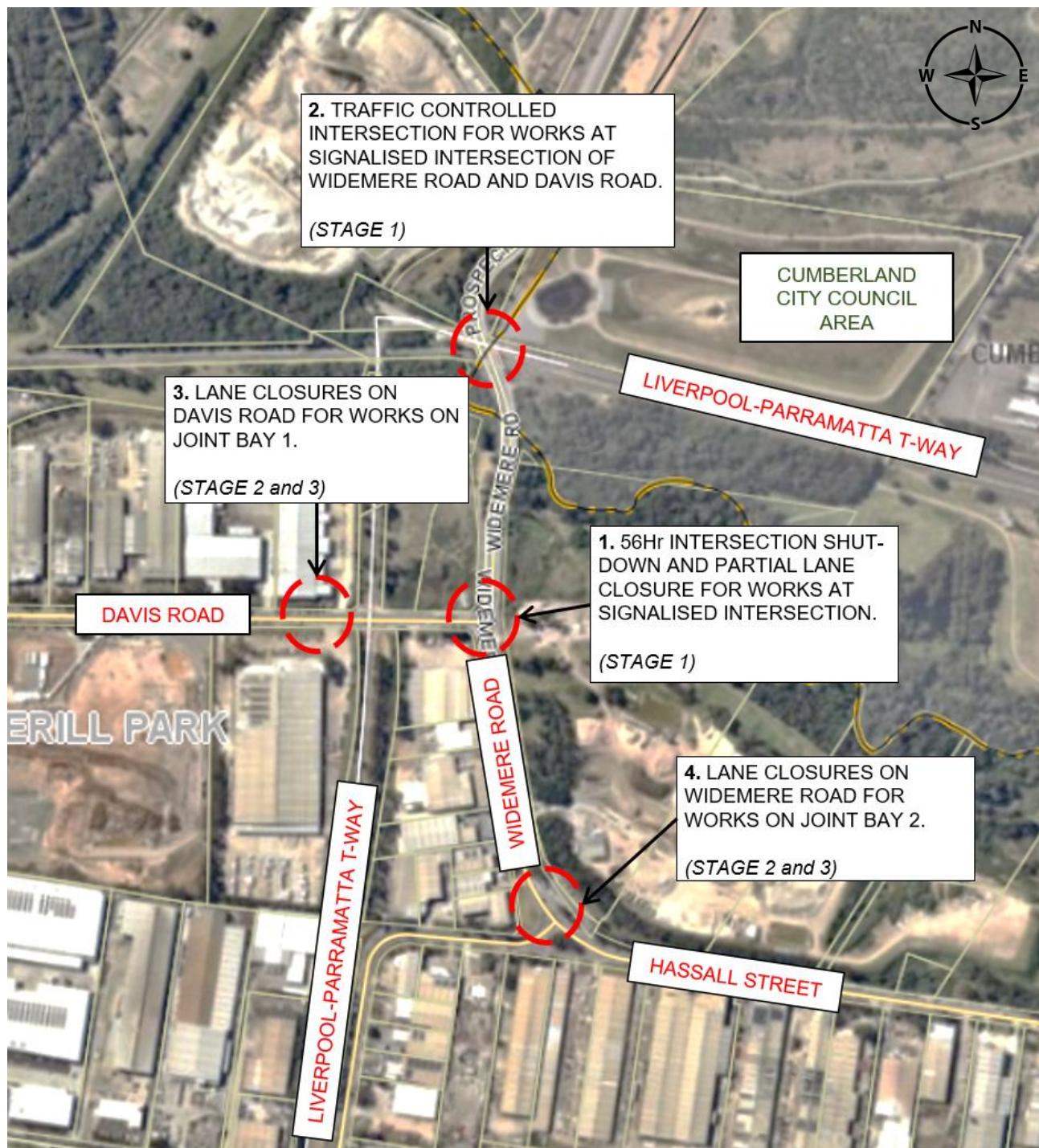


Figure 2: Scope of works and locations of temporary lane closures.

The roadworks timeline proposed by the applicant will be as follows:

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<b>Stage</b>	<b>Location</b>	<b>From</b>	<b>To</b>	<b>Duration</b>
Stage 1 (56-Hour Shutdowns)	Intersection of Davis Road and Widemere Road; Intersection of T-Way and Widemere Road; (Signalised intersection shut downs and partial road closure at intersections)	16 January 2026	19 January 2026	3 days (weekends)
		30 January 2026	2 February 2026	3 days (weekends)
		6 February 2026	9 February 2026	3 days (weekends)
Stage 2 (Feeder 23X)	Davis Road (Partial road closure)	20 January 2026	19 February 2026	31 days (4.5 weeks)
	Widemere Road (Partial road closure)	27 January 2026	09 March 2026	42 days (6 weeks)
Stage 3 (Feeder 23U)	Davis Road (Partial road closure)	10 March 2026	01 April 2026	23 days (3.5 weeks)
	Widemere Road (Partial road closure)	17 March 2026	21 April 2026	36 days (5 weeks)

*Table 1: Proposed project timeline.***Stage 1:**

This stage involves utility works at the intersection of Davis Road and Widemere Road, requiring 2 main phases of construction. Each phase will include a 56-hour intersection shutdown and partial road closures to facilitate the works. In total, 3 weekend shutdowns are planned where 2 weekends are for the scheduled works and 1 is kept as a contingency. The scope of works for this stage can be seen on Figure 3.

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Figure 3: Work scope for Stage 1 of the utility works.

During the first weekend, works will occur at the western side of the intersection (shown in Figure 4), while the second weekend will focus on the eastern side (shown in Figure 5). To maintain traffic flow during these closures, boom gates controlled by traffic controllers will be implemented and traffic will be temporarily redirected to the opposite side of the road north of the intersection.



Figure 4: Works at the intersection of Davis Road and Widemere Road (Weekend 1).

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Figure 5: Works at the intersection of Davis Road and Widemere Road (Weekend 2).

It is to be noted that there is a continuous concrete median island running between the intersections of Davis Road and Widemere Road and the intersection of Widemere Road and the T-Way. This median prevents vehicles from returning to their original lanes and continues north for approximately 280m and breaks at the intersection Widemere Road and the T-Way. Therefore, vehicles will return to normal lane arrangements at the T-Way intersection as shown in Figure 7. As a result, the intersection of Widemere Road and the T-Way will also require a shutdown during these works. Removal of part of the median was considered but deemed unfeasible due to the road alignment.

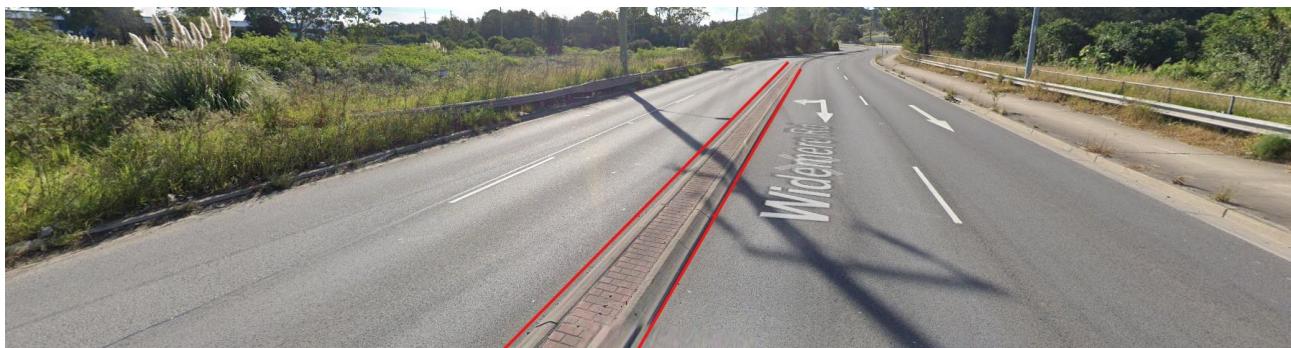


Figure 6: Median Island at Widemere Road (North of the intersection of Davis Road and Widemere Road).

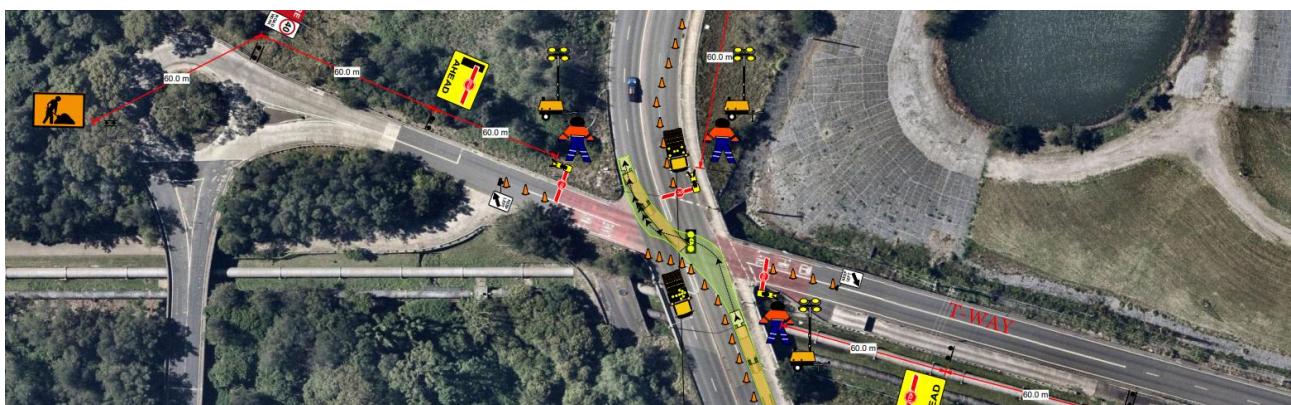


Figure 7: Proposed temporary traffic layout at the intersection of T-Way and Widemere Road (crossing the median island).

The works would be expected to commence on Friday nights at 8.00pm with the road restored by 5.00am on Monday mornings. In order to manage traffic flow along Davis Road and Widemere Road during the intersection closure, boom gates managed by traffic controllers will be implemented.

### Stage 2:

This stage involves works which will be done on feeder cable 23X. A partial road closure on the northern side of Davis Road (near property number 35), located 80 metres east of the T-way intersection with Davis Road. There will be a partial road closure on the eastern side of Widemere Road (near property number 1A). The duration of works is approximately 10 weeks, from January 2026 to March 2026. The work hours will be from 8.00pm to 5.00am. The scope of works for this stage can be seen on Figure 8.



Figure 8: Work scope for Stage-2 of the utility works.

For Davis Road, a partial closure will be implemented on the northern side for the Joint Bay works as shown in Figure 9. To accommodate 2-way traffic, the parking lane to the south will become a temporary 'No Stopping' zone. This arrangement will maintain 2-way movement, using temporary linemarking and by providing a 3.1m wide carriageway for each direction. A TGS for this can be found in Attachment C.

## TRAFFIC COMMITTEE

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Additionally, Davis Road is a bus route and consultation has been done with Transit Systems by the Applicant where the bus company requested that the lanes be kept to a minimum of 3.1m with no further reduction.



Figure 9: Proposed temporary traffic layout at Davis Road (Stage 2).

For Widemere Road, a partial closure will be implemented on the eastern side to accommodate the Joint Bay works as shown in Figure 10. Traffic lanes will temporarily shift to the west with temporary linemarking to delineate 2-way traffic. This arrangement will also maintain 2-way traffic, using temporary linemarking and by providing a 3.2-metre-wide carriageway for each direction. A TGS for this can be found in Attachment D.

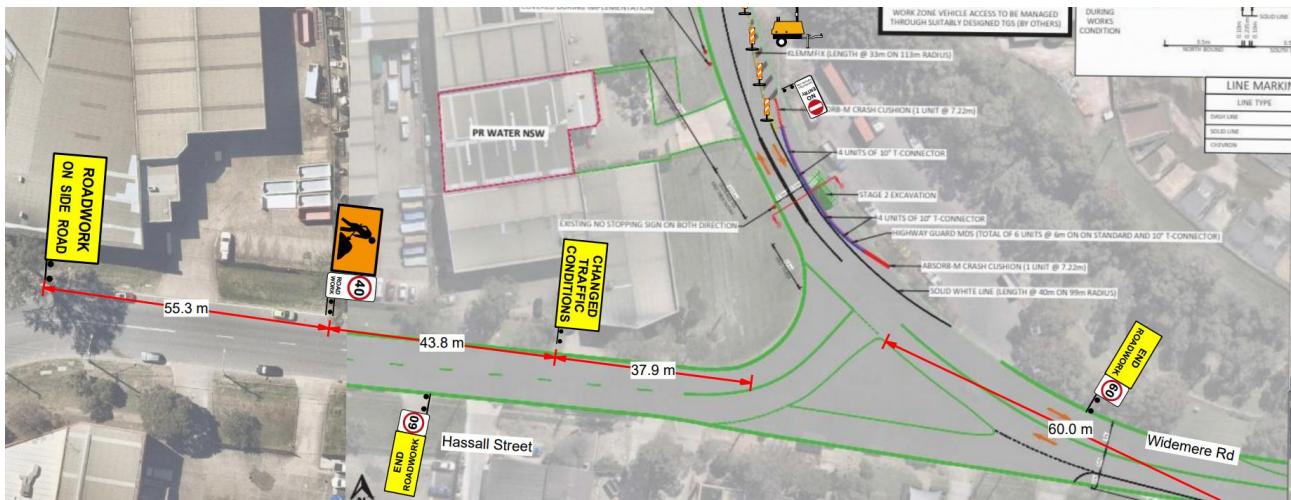


Figure 10: Proposed temporary traffic layout at Widemere Road (Stage 2).

It is to be noted that all temporary traffic management devices (eg. traffic barriers, traffic cones and temporary delineation lines) will remain in place at all times throughout the 10-week period of this stage.

Following the previous report regarding this item presented to the LTF, Council has issued a Works Permit to Ausconnex for the Davis Road works only.

### Stage 3:

## TRAFFIC COMMITTEE

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This stage involves works which will be done on feeder cable 23U. A partial closure of the southern side of Davis Road (near property number 35) 80m west of the T-way intersection with Davis Road and the partial closure of the western side of Widemere Road (near property number 1A). The duration of works is approximately 9 weeks between March 2026 and April 2026. The work hours will be from 8.00pm to 5.00am. The scope of works for this stage can be seen on Figure 11.

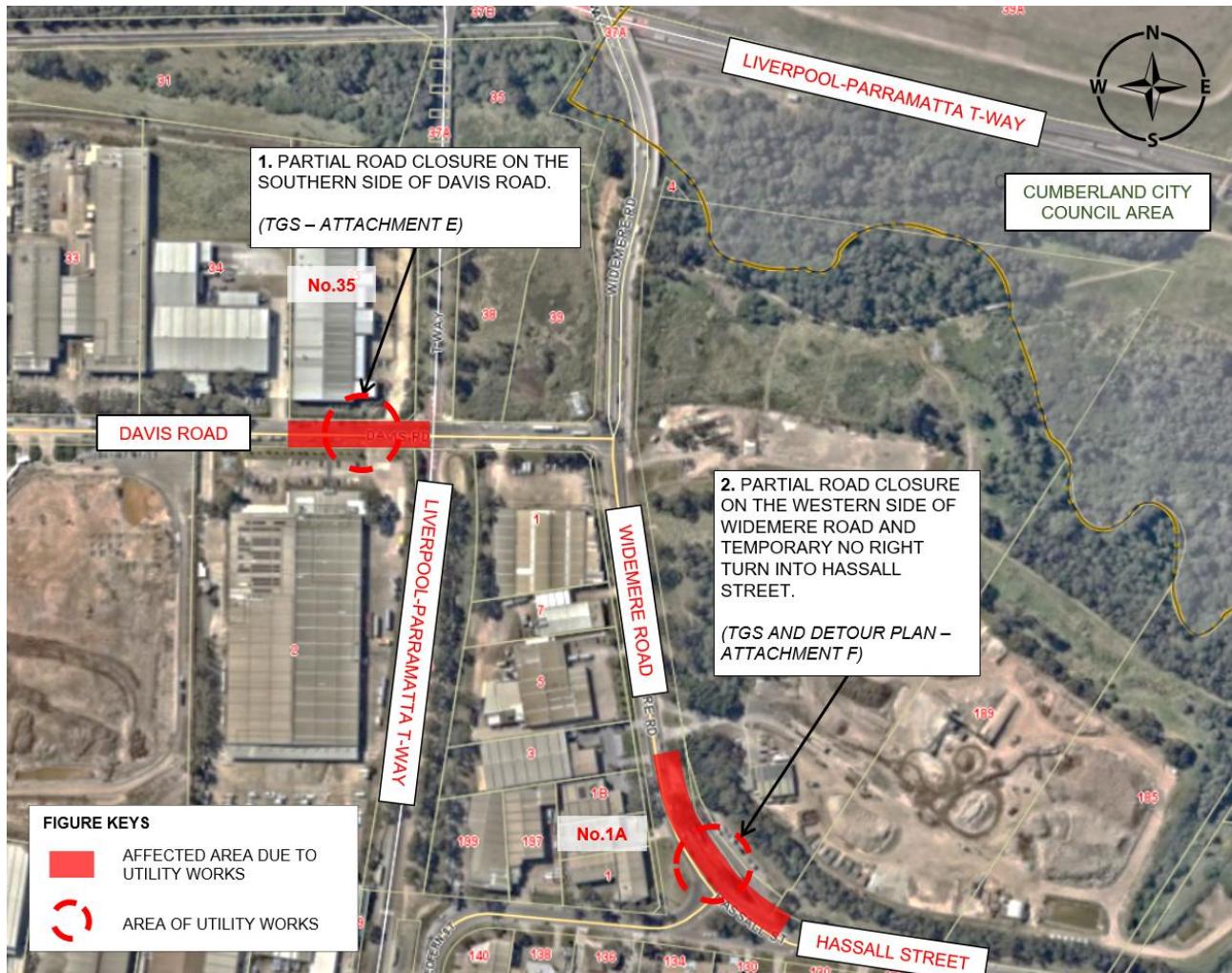


Figure 11: Work scope for Stage-3 of the utility works.

For Davis Road, a partial closure will be implemented on the southern side for the joint bay works as shown in Figure 12. To accommodate 2-way traffic, the parking lane to the north will become a temporary 'No Stopping' zone. This arrangement will maintain 2-way traffic, using temporary linemarking and by providing a 3.1m wide carriageway for each direction. A TGS for this can be found in Attachment E.

## TRAFFIC COMMITTEE

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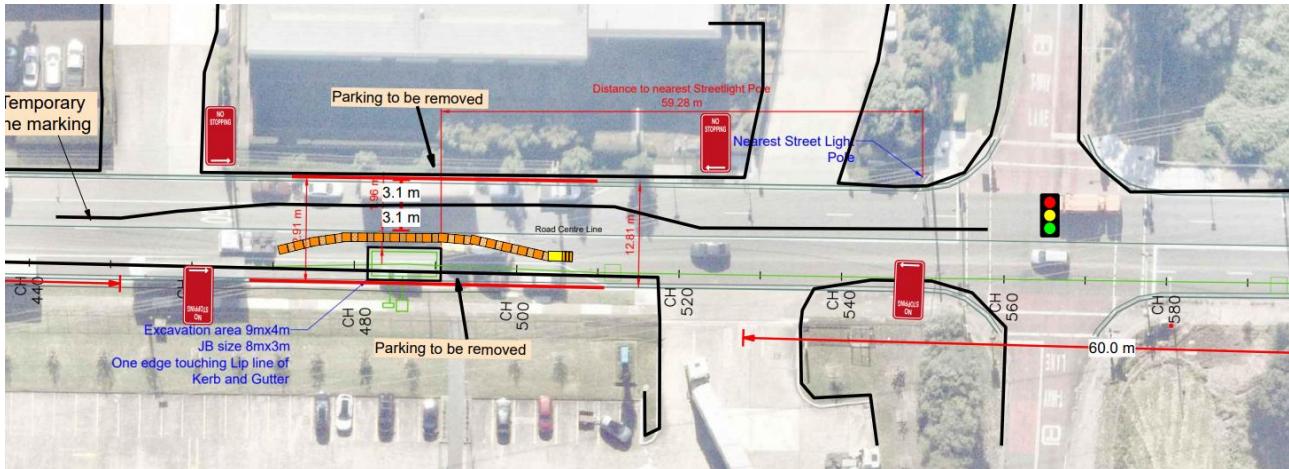


Figure 12: Proposed temporary traffic layout at Davis Road (Stage 3).

For Widemere Road, partial closure will be implemented on the western side to accommodate for the joint bay works as shown in Figure 13. Northbound traffic on Widemere Road will use the southbound traffic lane, while southbound traffic will be redirected through the adjacent truck parking bay. This arrangement will maintain 2-way traffic, using temporary linemarking and by providing a 3.2m wide carriageway for each direction. A TGS for this can be found in Attachment F.

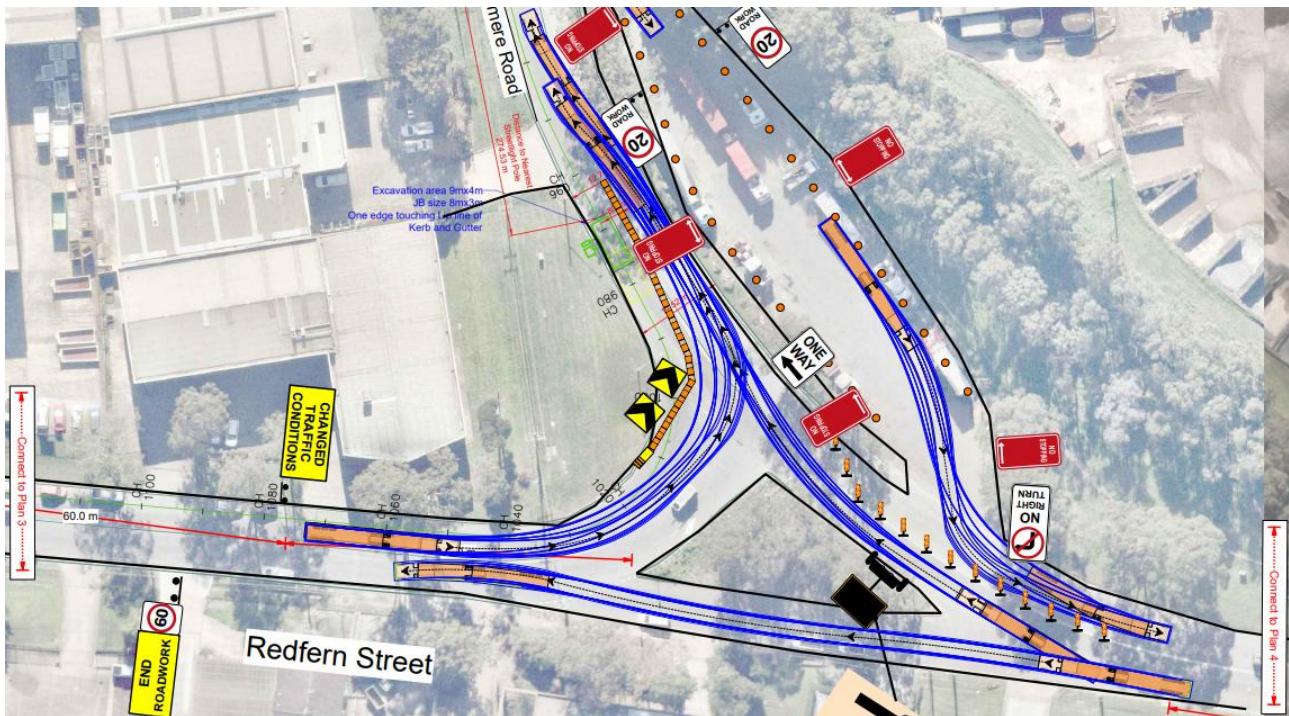


Figure 13: Proposed temporary traffic layout at Widemere Road (Stage 3).

Unlike Stage 2, Widemere Road will require additional space on the western side, as the joint bay requires additional width for temporary barriers to provide a safe gap for workers and the traffic. Maintaining 2 lanes within the road reserve would not allow sufficient clearance on the western joint bay considering B-double turning movements, hence, the truck parking bay will be utilised to maintain 2-way traffic.

## TRAFFIC COMMITTEE

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Additionally, a temporary 'No Right Turn' control will be implemented for southbound traffic on Widemere Road, preventing them from being able to turn right into Hassall Street from Widemere Road. A detour route for the 'No Right Turn' has been provided in Attachment F.

It is to be noted that all temporary traffic management devices (eg. traffic barriers, traffic cones and temporary delineation lines) will remain in place at all times throughout the 9-week period of this stage.

Following the previous report regarding this item presented to the LTF, Council has issued a Works Permit to Ausconnex for the Davis Road works only.

### Consultation and Timing

Consultation has been undertaken with relevant stakeholders including local businesses, public transport operators and emergency services. The table below summarises the key consultation records and outcomes to date:

Stakeholder	Date	Outcome/Comments
Davis Roads (Businesses) <ul style="list-style-type: none"><li>• ATTlogistics</li><li>• Freight Specialists</li><li>• Getinge</li><li>• GG2AUS</li><li>• Tara Forklift Services</li><li>• Valvoline Global Australia</li><li>• Wombat Timbers</li></ul>	23 Oct 2025	1 business raised concerns with the loss of on-street parking.
Widemere Road <ul style="list-style-type: none"><li>• PR Water (Business)</li><li>• Sustainable Resource Centre</li></ul>	23 Oct 2025	No objections raised.
Transport for New South Wales	22 Oct 2025	No objections raised.
Transit Systems NSW	22 Oct 2025	No objections raised. Requested no further reduction to the proposed 3.1m lane width.
Fairfield City Police Area Command	21 Oct 2025	No objections raised.
Emergency Services	15 days prior to each shutdown	Notification only.

### CONCLUSION

## TRAFFIC COMMITTEE

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The TGS have been provided and reviewed to facilitate efficient network management and road user safety. The Committee is to consider the proposal and recommend that Council endorse the temporary closures and detours for the cable installation, subject to compliance with the conditions provided by Council, TGS and continued coordination with stakeholders, including emergency services and public transport operators.

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Sameer Kabir  
**Graduate Engineer (Traffic)**

**Authorisation:**

Traffic & Transport Co-ordinator  
Manager Design Services

Traffic Committee - 8 December 2025

File Name: **TRA08122025\_8.DOCX**

\*\*\*\*\* END OF ITEM 31 \*\*\*\*\*

## ATTACHMENT A

Item: 31

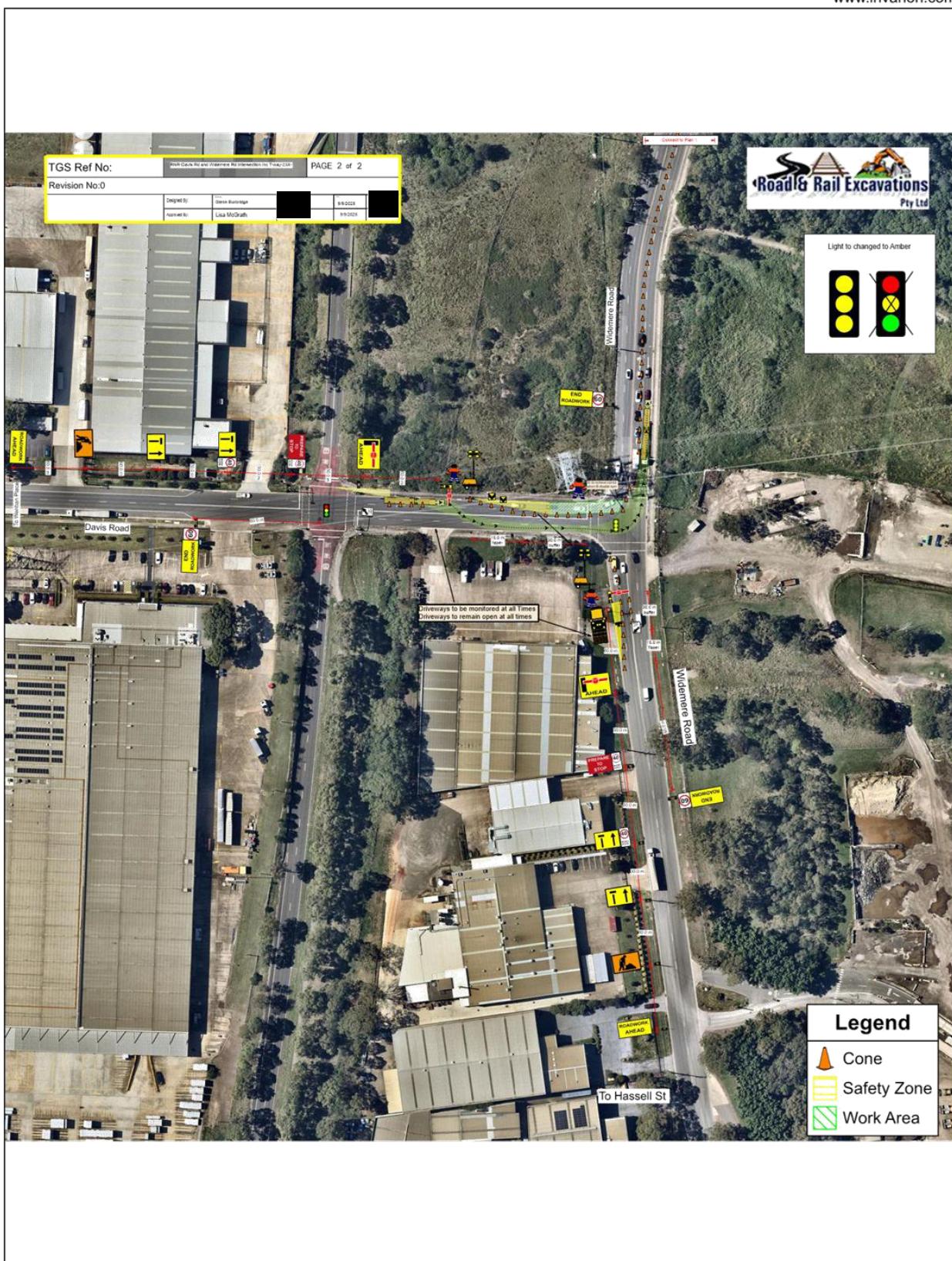
TGS for intersection shut-down and north-western lane closure (Stage 1)

## ATTACHMENT A

Item: 31

TGS for intersection shut-down and north-western lane closure (Stage 1)

www.invarion.com



## **ATTACHMENT B**

Item: 31

TGS for intersection shut-down and north-eastern lane closure (Stage 1)

[www.invarion.com](http://www.invarion.com)

## ATTACHMENT B

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TGS for intersection shut-down and north-eastern lane closure (Stage 1)

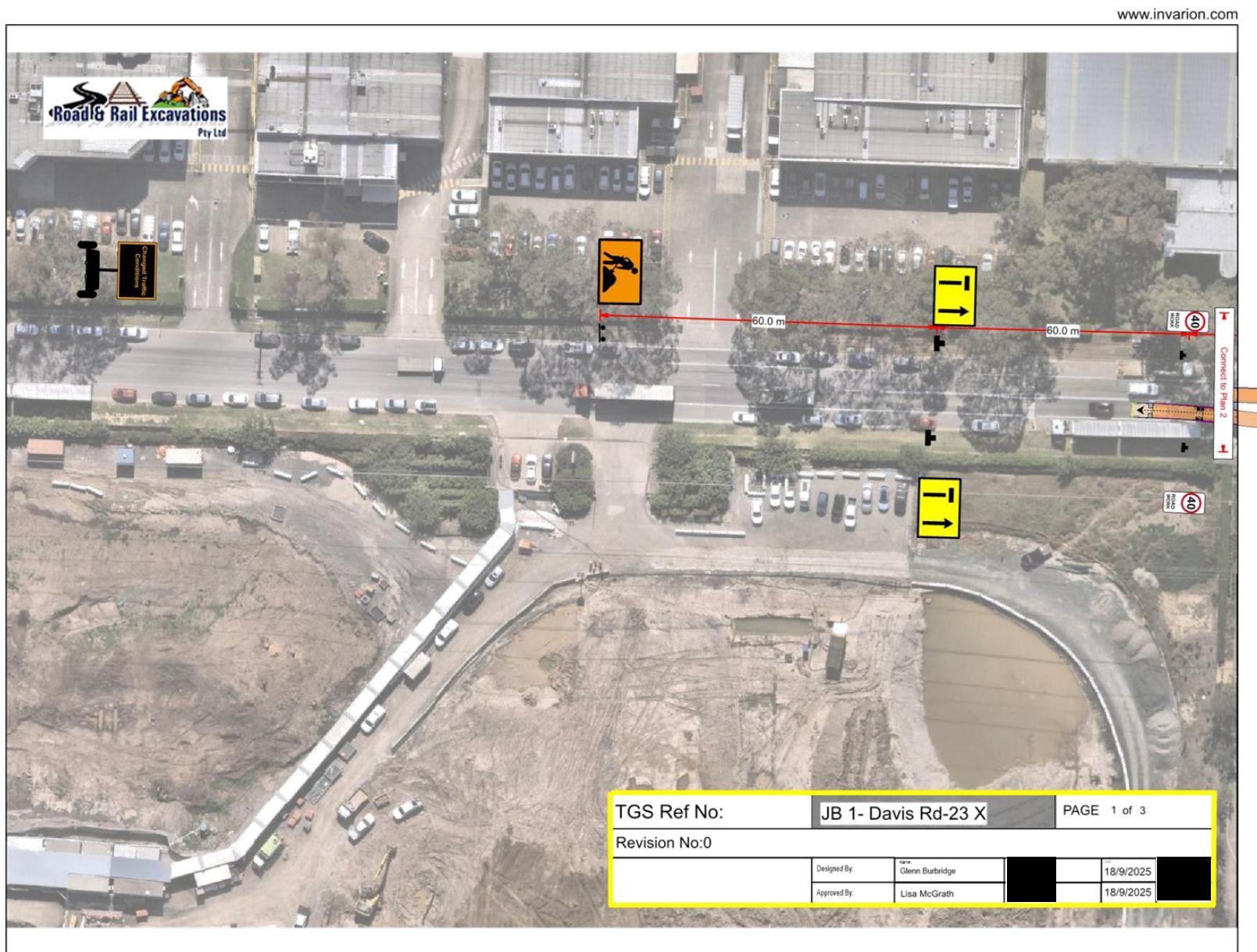
www.invarion.com



## ATTACHMENT C

Item: 31

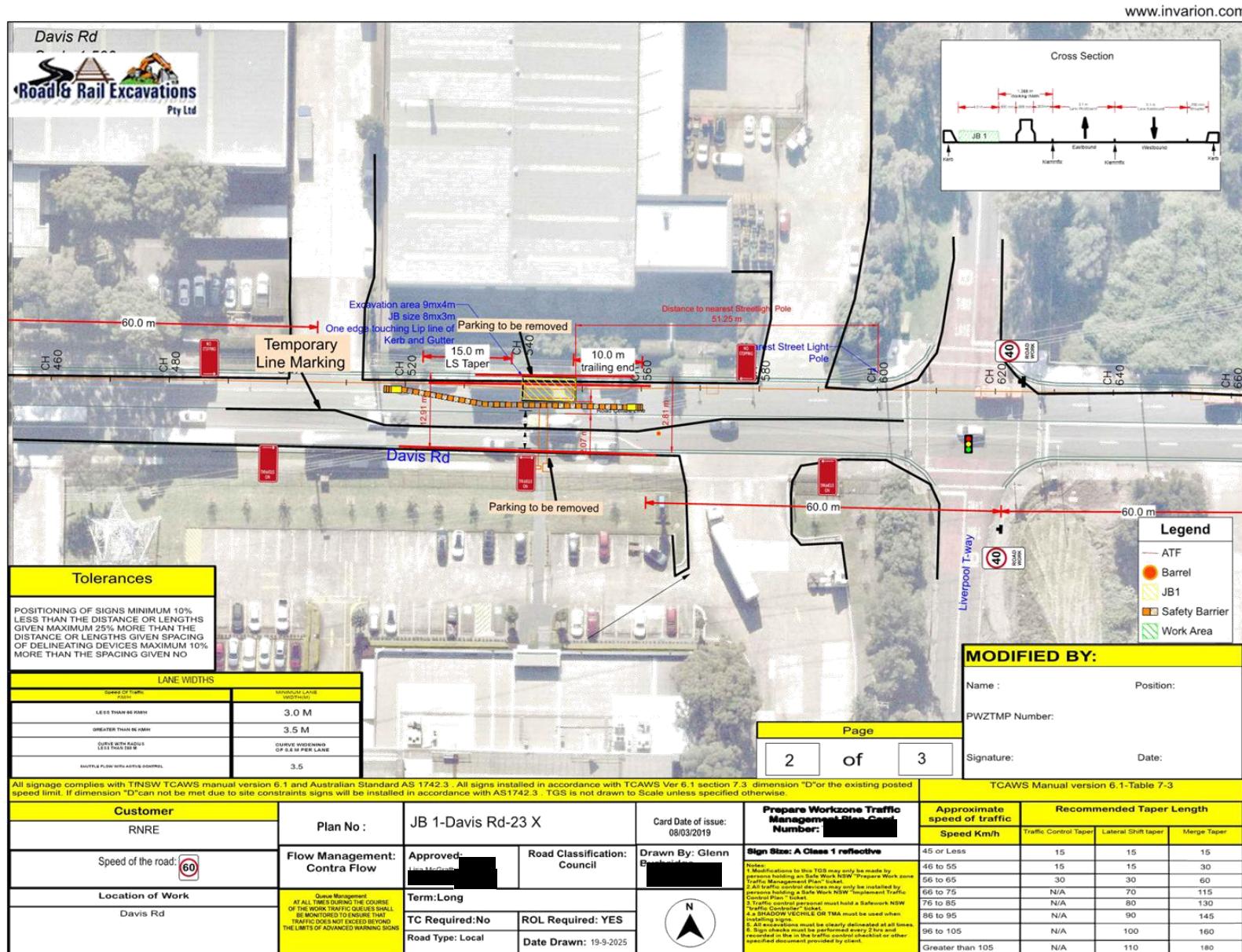
TGS for Davis Road (Stage 2)



# ATTACHMENT C

Item: 31

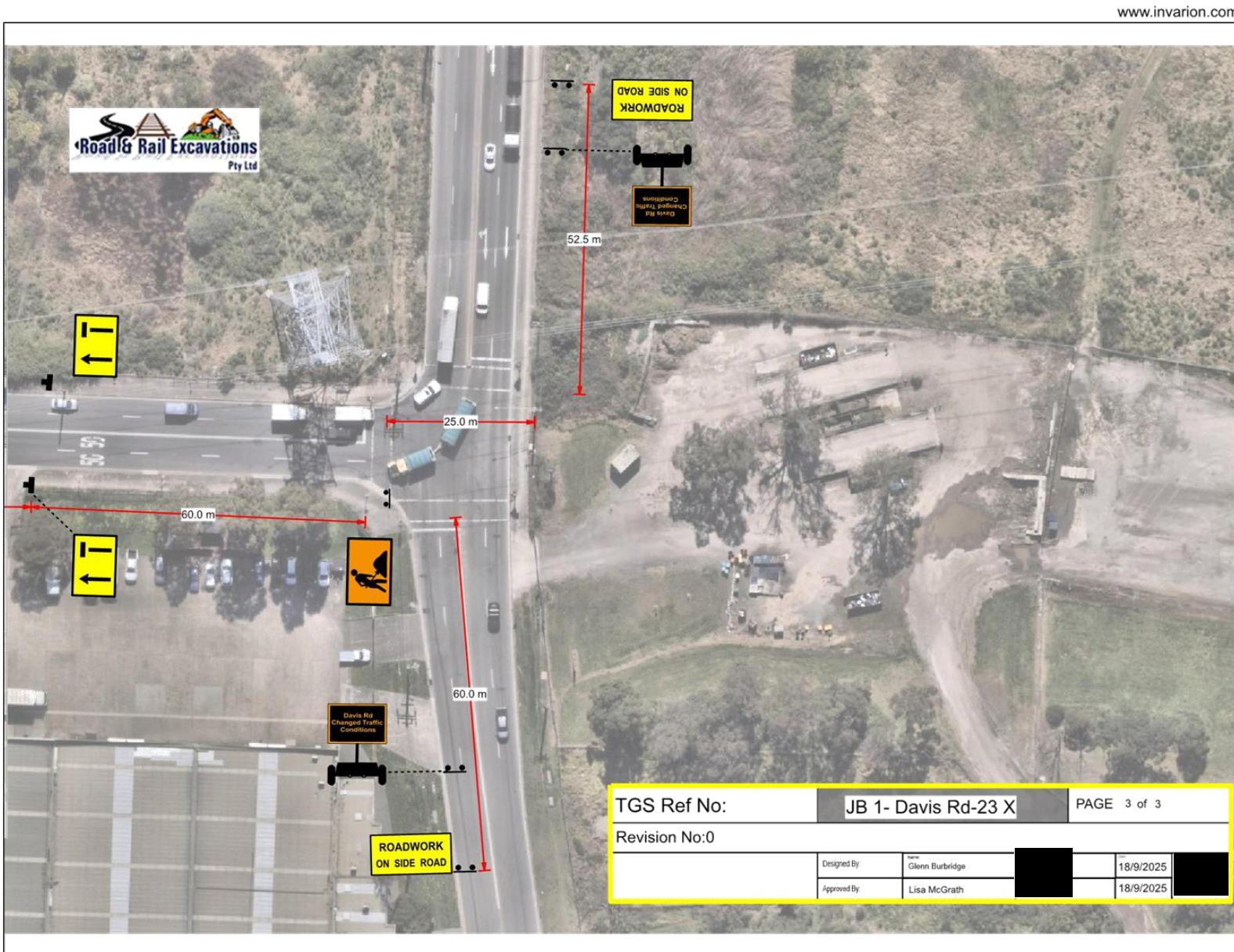
TGS for Davis Road (Stage 2)



## ATTACHMENT C

Item: 31

TGS for Davis Road (Stage 2)

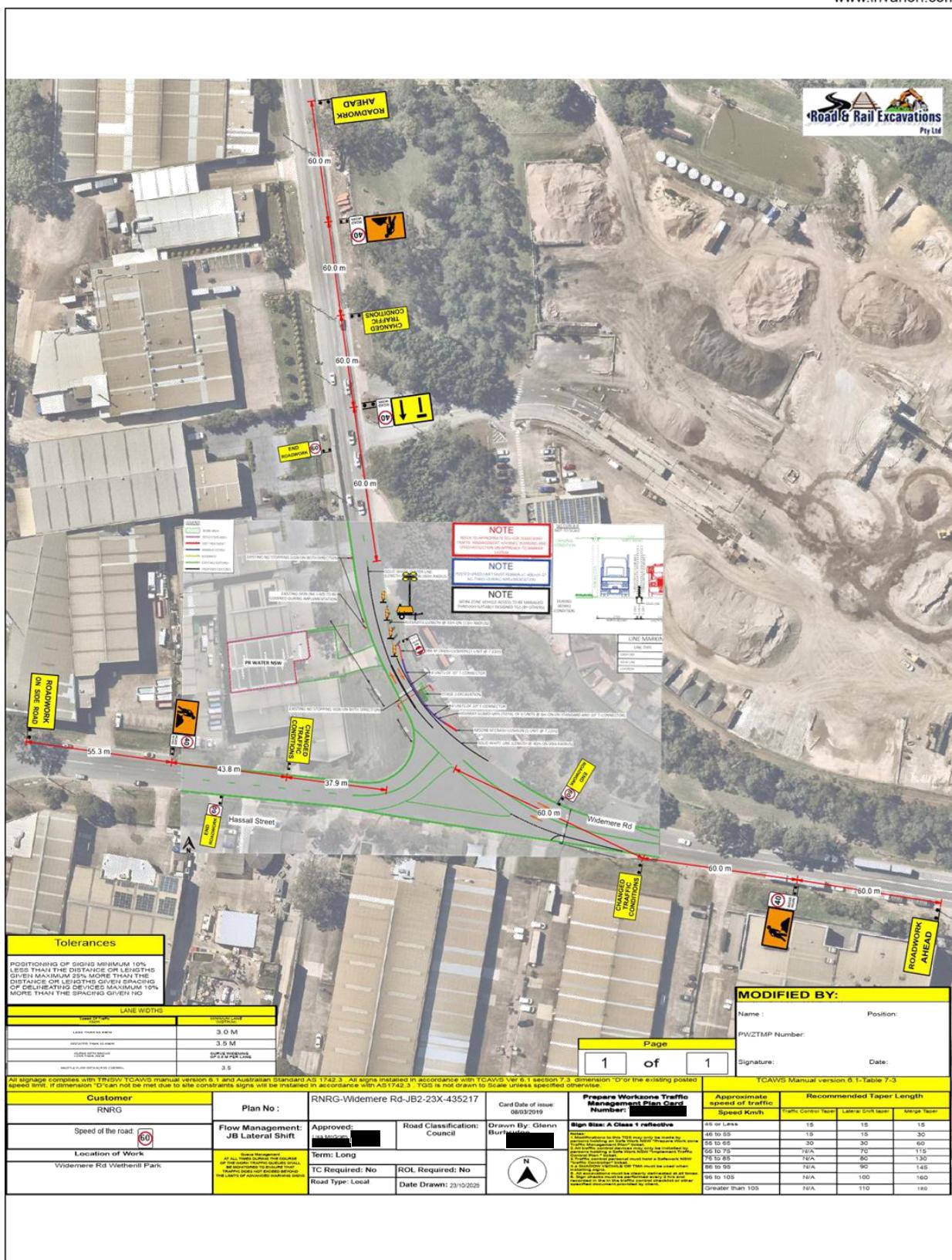


## ATTACHMENT D

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TGS for Widemere Road (Stage 2)

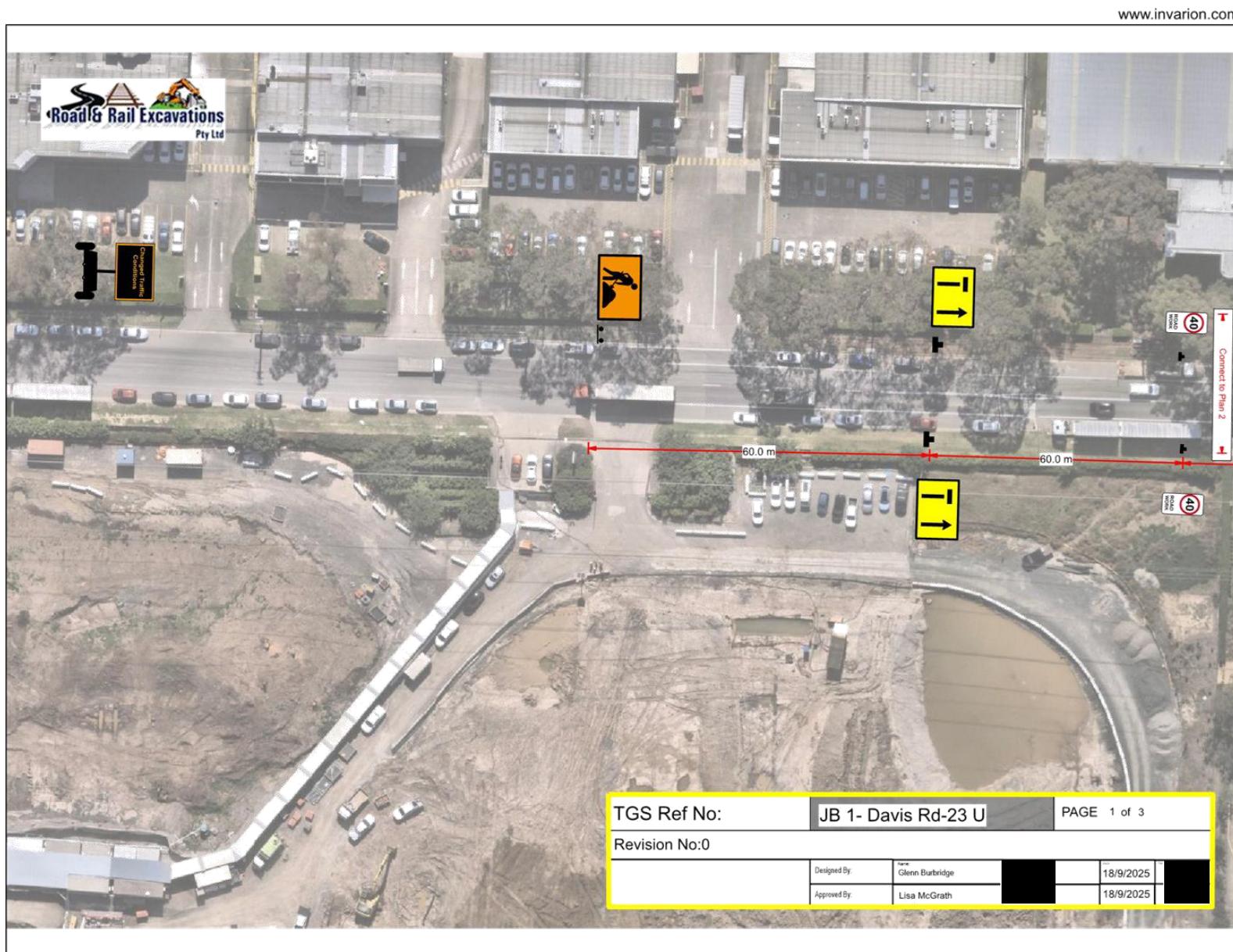
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# ATTACHMENT E

Item: 31

TGS for Davis Road (Stage 3)

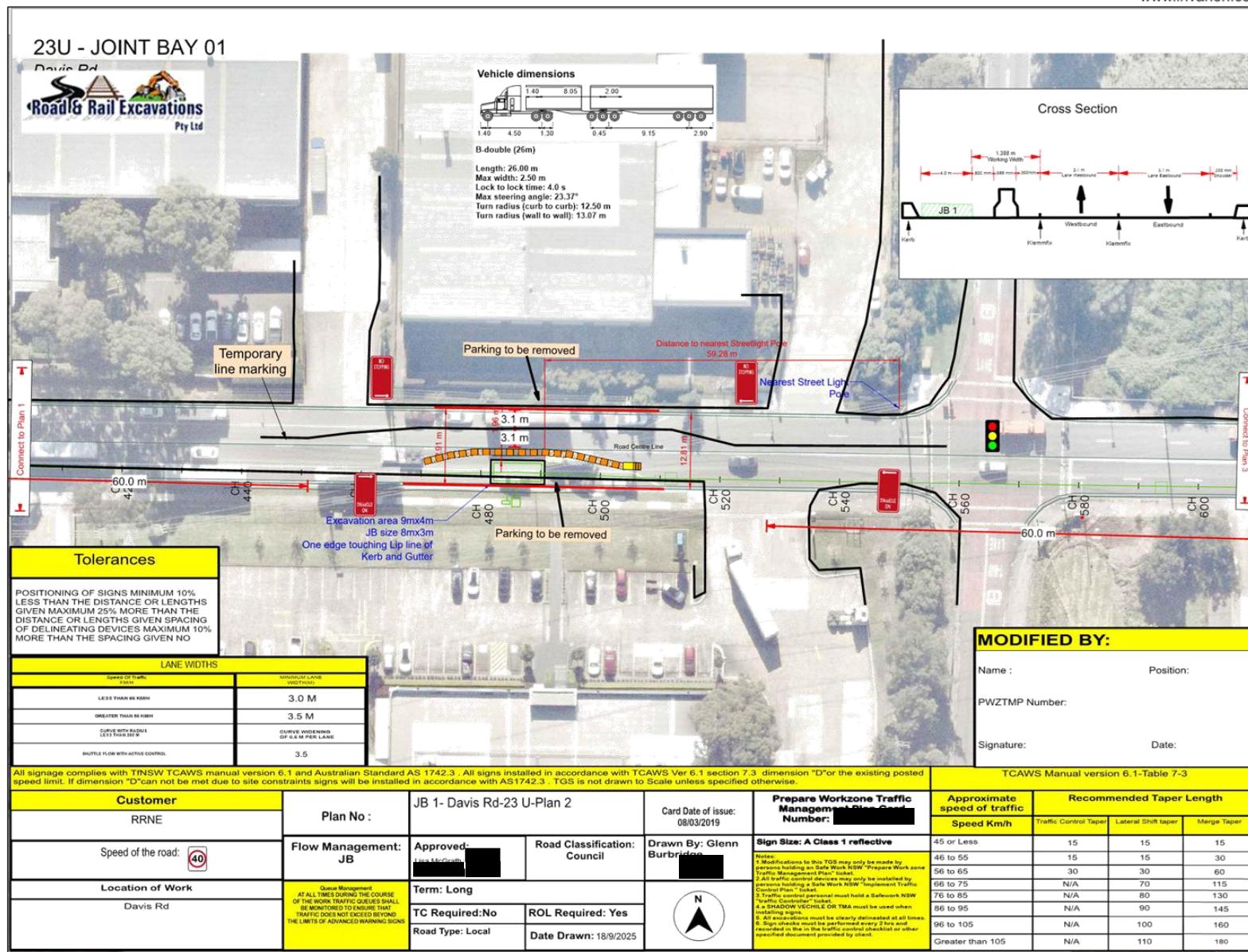


## ATTACHMENT E

Item: 31

TGS for Davis Road (Stage 3)

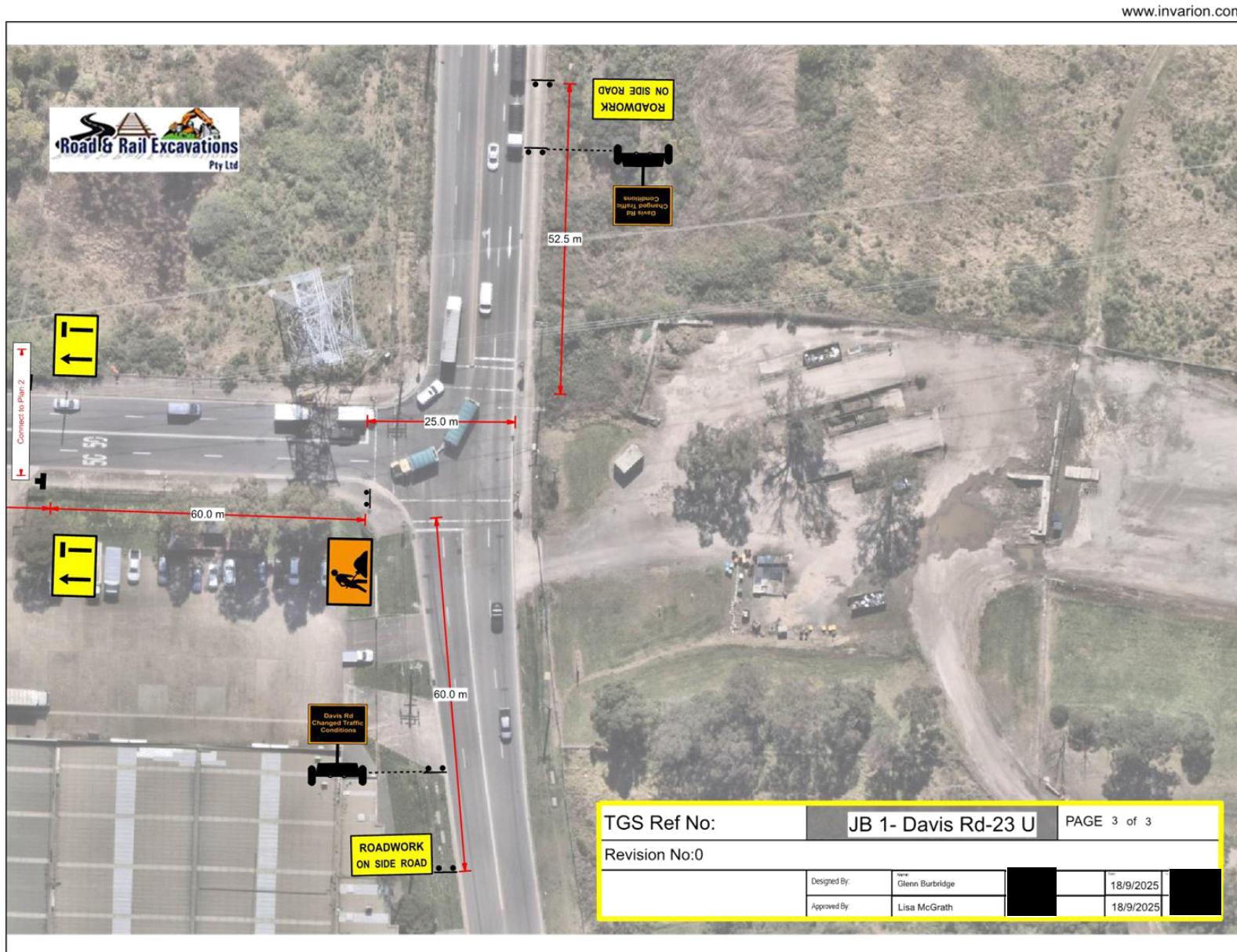
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## ATTACHMENT E

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TGS for Davis Road (Stage 3)



## ATTACHMENT F

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TGS and detour plan for Widemere Road (Stage 3)

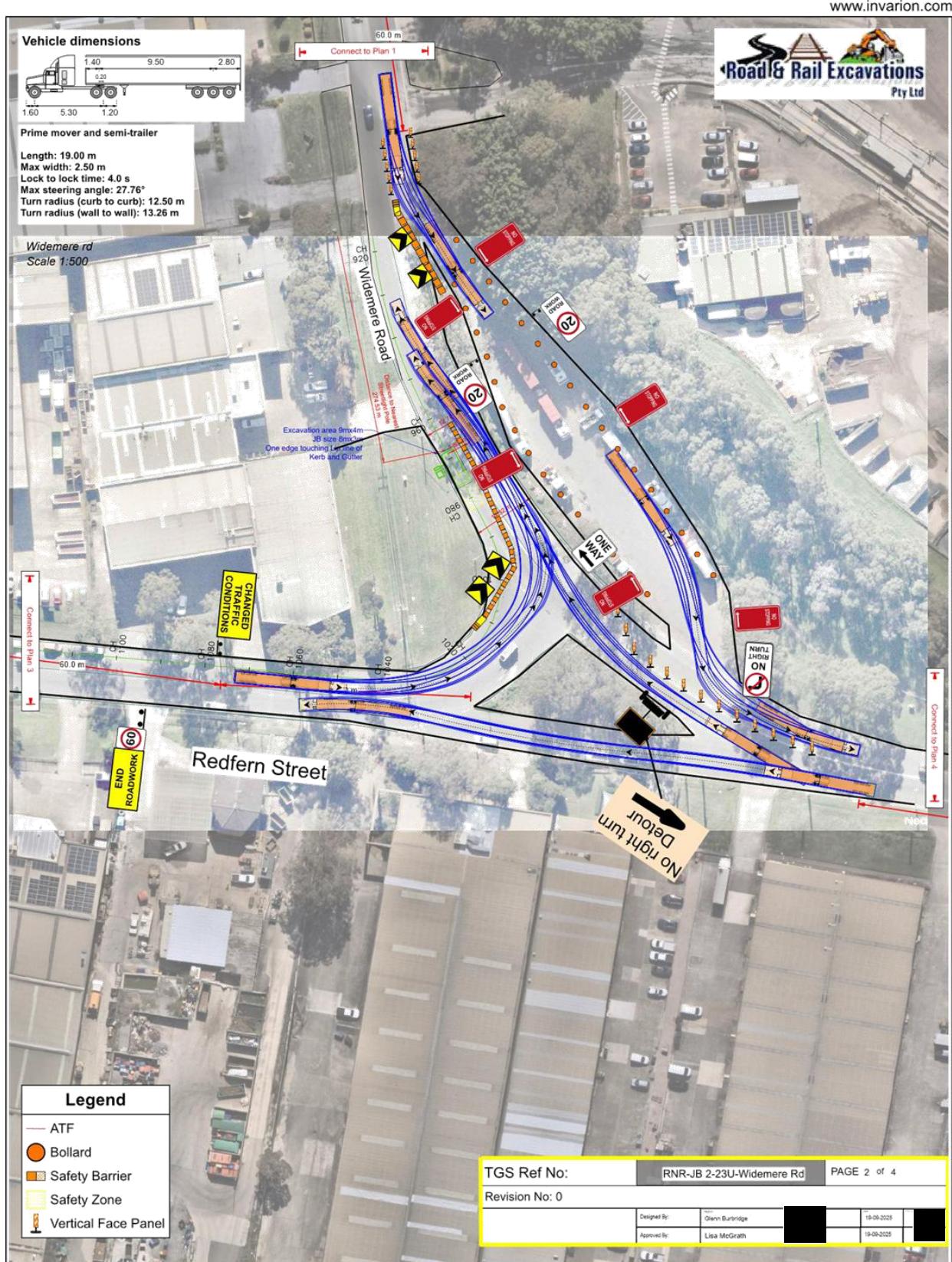
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All signage complies with TCAWS, TGA/CD manual version 6-1 and Australian Standard AS 1742-3. All signs installed in accordance with TCAWS Ver 6-1 section 7.3 - dimension 'D' or the existing posted speed limit. If dimension 'D' can not be met due to site constraints signs will be installed in accordance with AS1742-3. TGS is not drawn to scale unless specified otherwise.																																									
<b>Customer</b> RRNG		<b>Plan No:</b> RNR-JB 2-23U-Widemere Rd-Plan 1		<b>Card Date of issue:</b> 08/03/2019		<b>Prepare Workzone Traffic Management Plan</b> Number: TCT002656																																			
<b>Speed of the road</b> <b>60</b>		<b>Flow Management Detour</b> <b>Approved</b>		<b>Road Classification State</b> Drawn By: Glenn Burbridge		<b>Approximate Speeds of Traffic</b> <b>Speed Km/h</b> <b>Traffic Control Type</b> <b>Lateral Shift (mm)</b> <b>Urgent Taper</b>																																			
<b>Location of Work</b> Widemere Rd and Hassall St		<b>Term Long</b>		<b>TC Required No</b> ROL Required No		<b>Sign Size: A Class 1 reflective</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">45 or Less</td> <td style="width: 25%;">15</td> <td style="width: 25%;">15</td> <td style="width: 25%;">15</td> </tr> <tr> <td>46 to 55</td> <td>15</td> <td>15</td> <td>30</td> </tr> <tr> <td>56 to 65</td> <td>30</td> <td>30</td> <td>30</td> </tr> <tr> <td>66 to 75</td> <td>45</td> <td>45</td> <td>75</td> </tr> <tr> <td>76 to 85</td> <td>75</td> <td>75</td> <td>115</td> </tr> <tr> <td>86 to 95</td> <td>115</td> <td>115</td> <td>130</td> </tr> <tr> <td>96 to 105</td> <td>145</td> <td>145</td> <td>145</td> </tr> <tr> <td>106 or more</td> <td>180</td> <td>180</td> <td>180</td> </tr> </table>				45 or Less	15	15	15	46 to 55	15	15	30	56 to 65	30	30	30	66 to 75	45	45	75	76 to 85	75	75	115	86 to 95	115	115	130	96 to 105	145	145	145	106 or more	180	180	180
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## **ATTACHMENT F**

Item: 31

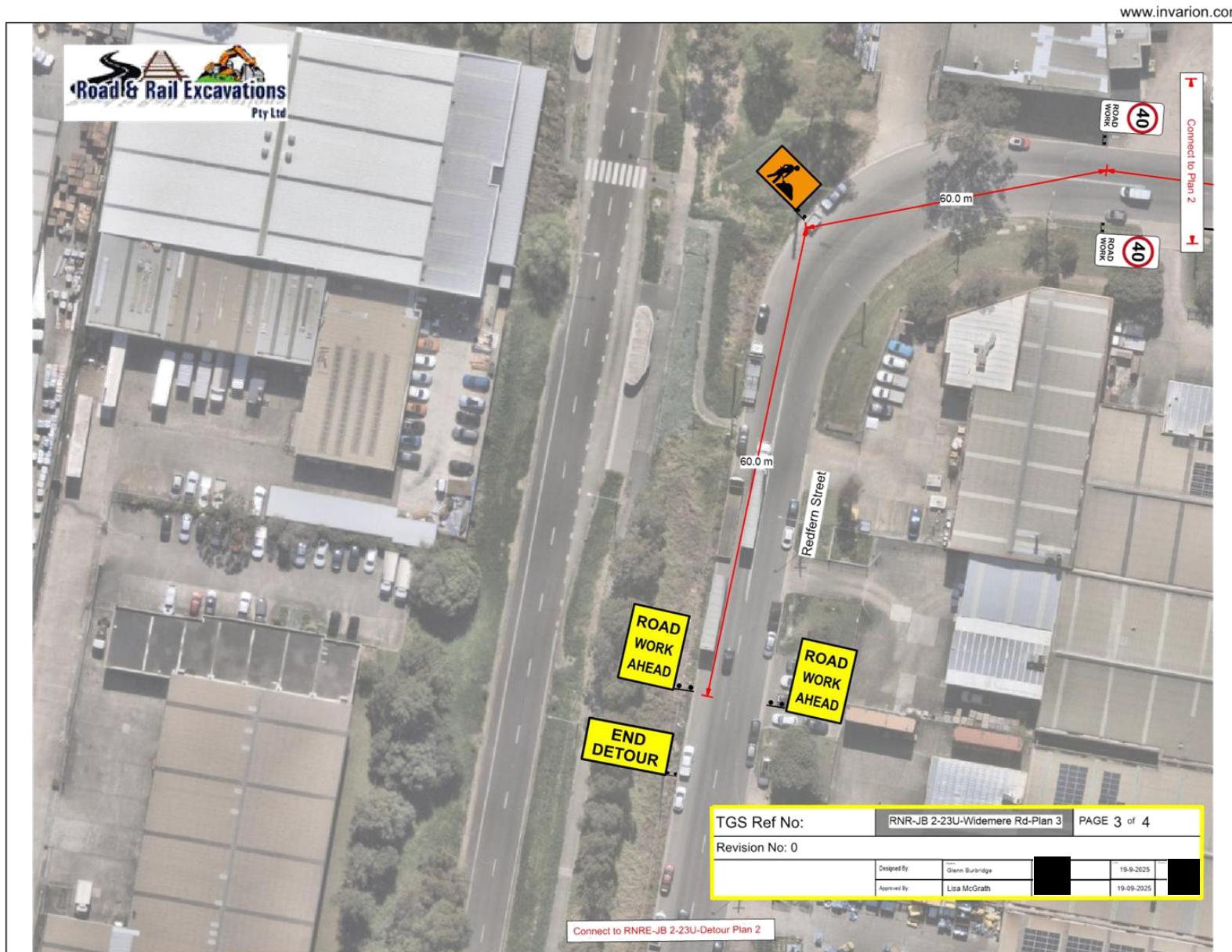
## TGS and detour plan for Widemere Road (Stage 3)



## ATTACHMENT F

Item: 31

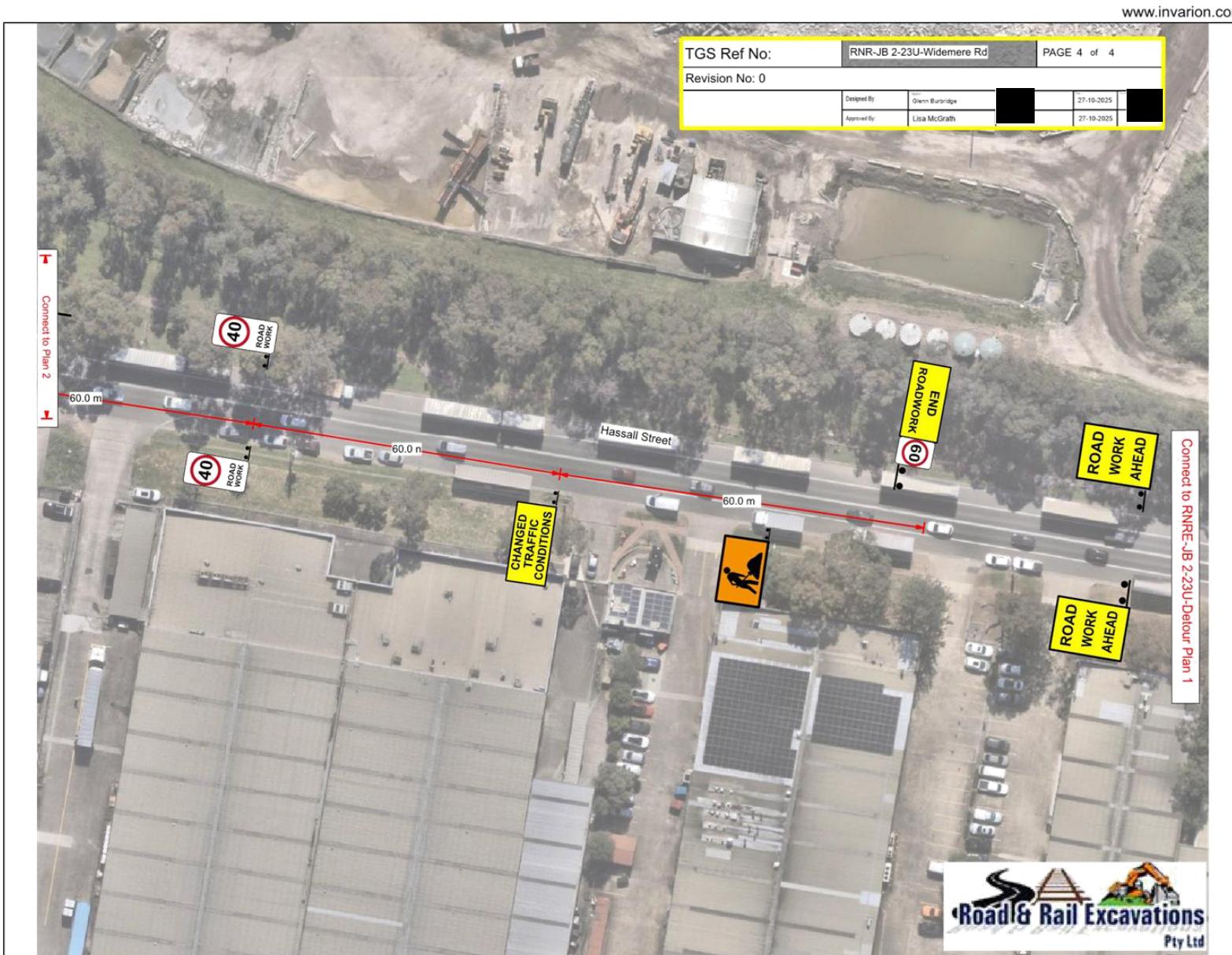
TGS and detour plan for Widemere Road (Stage 3)



## ATTACHMENT F

Item: 31

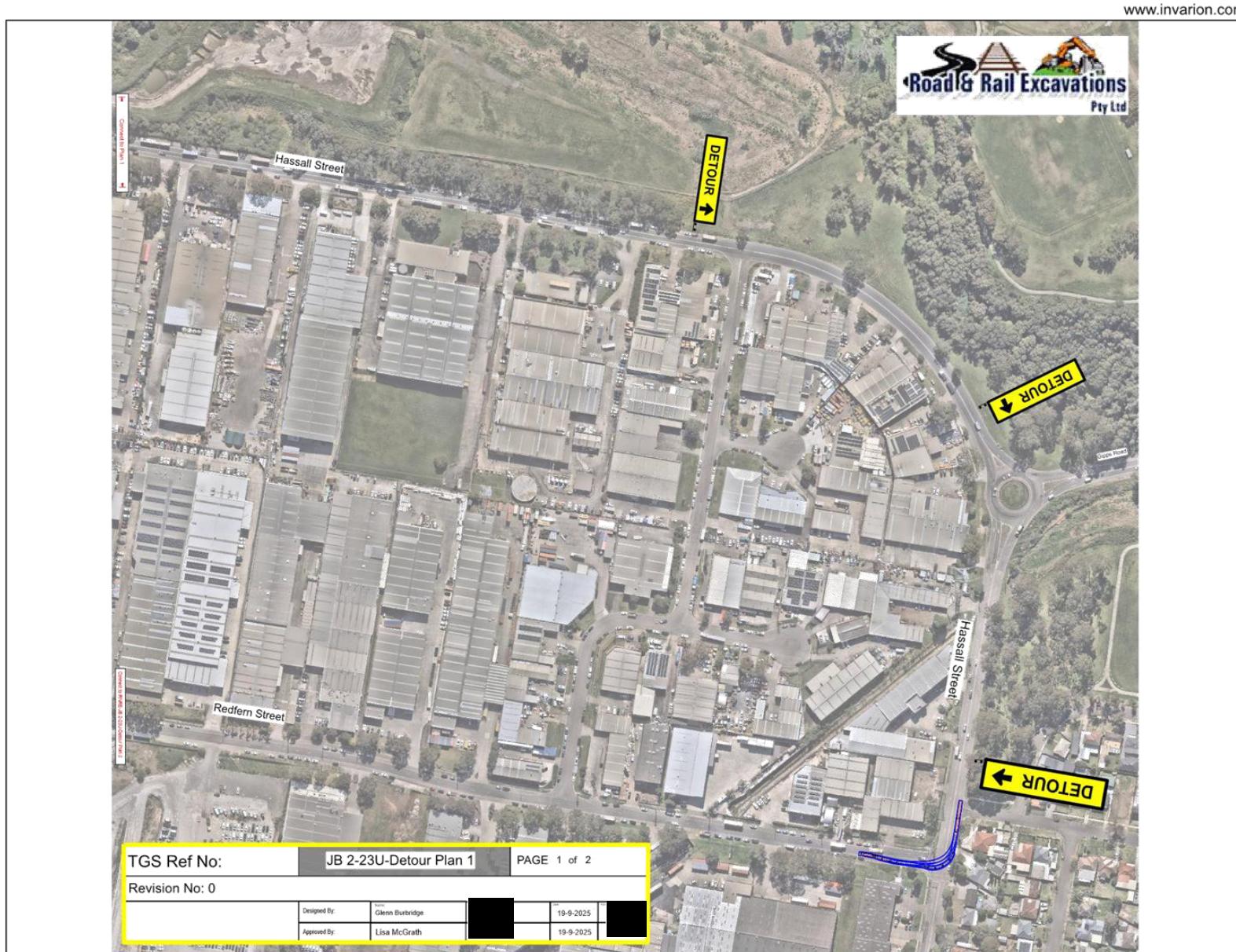
TGS and detour plan for Widemere Road (Stage 3)



## ATTACHMENT F

Item: 31

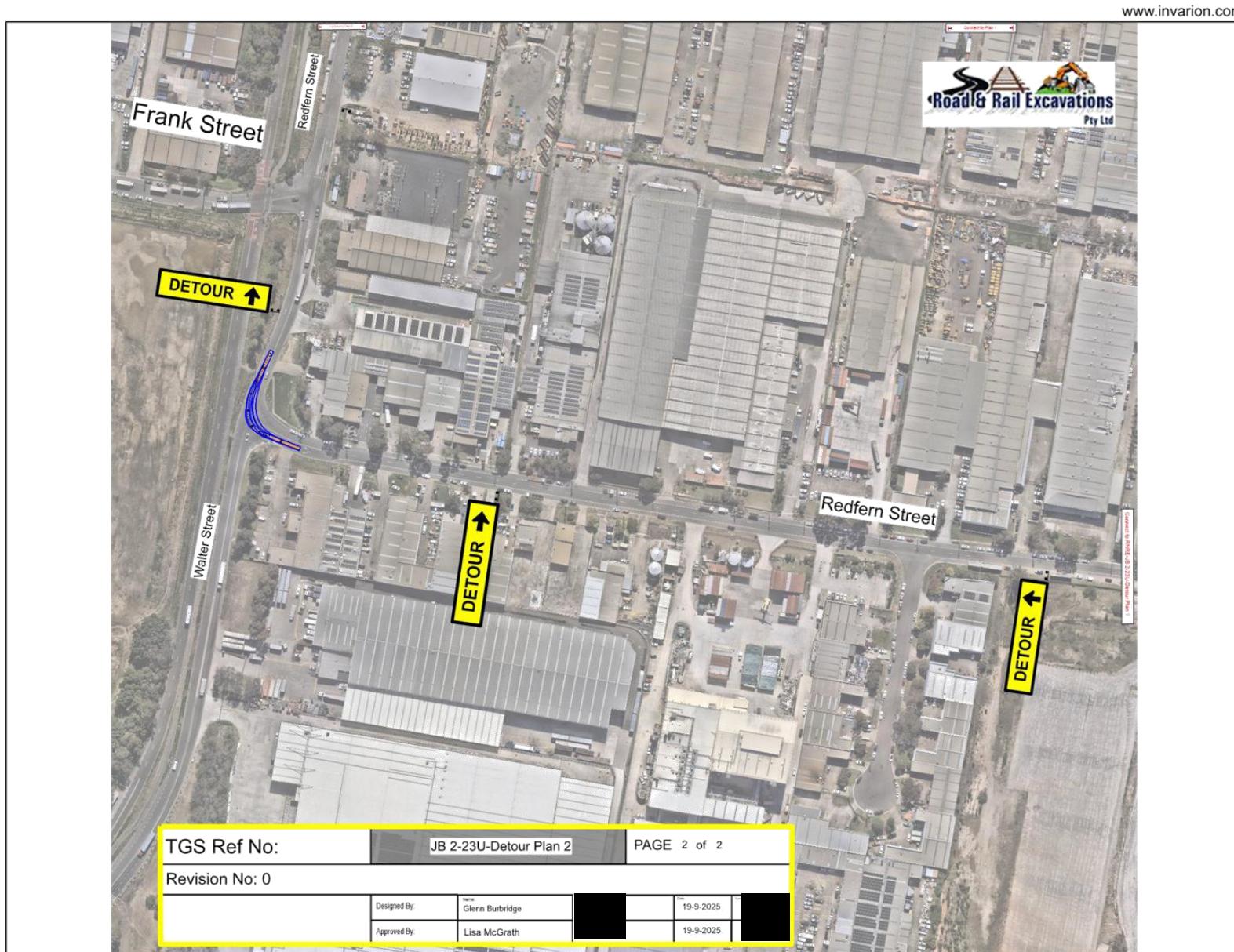
TGS and detour plan for Widemere Road (Stage 3)



## ATTACHMENT F

Item: 31

TGS and detour plan for Widemere Road (Stage 3)

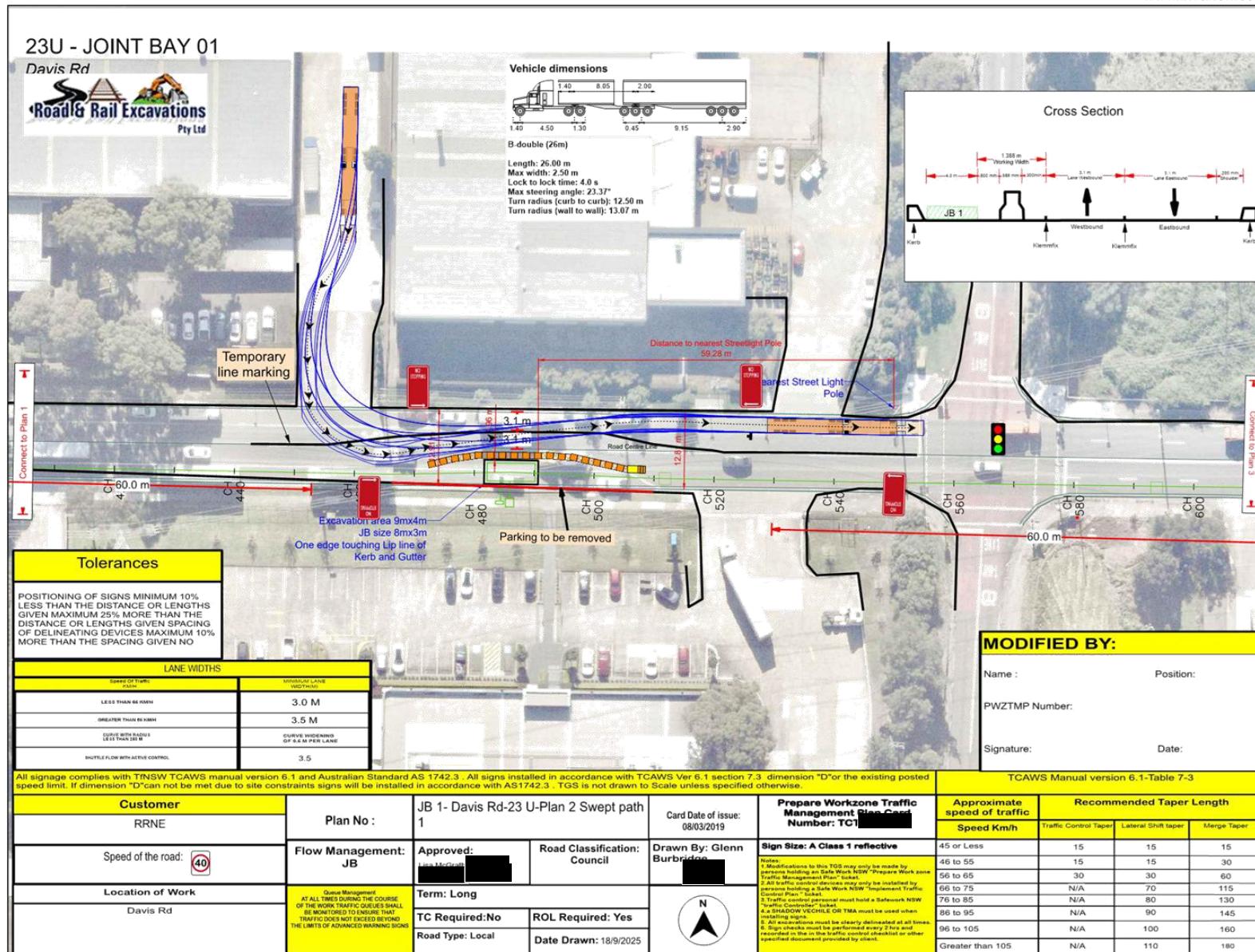


## ATTACHMENT G

Item: 31

Swept Paths for Davis Road (Stage 2 and 3)

www.invarion.com

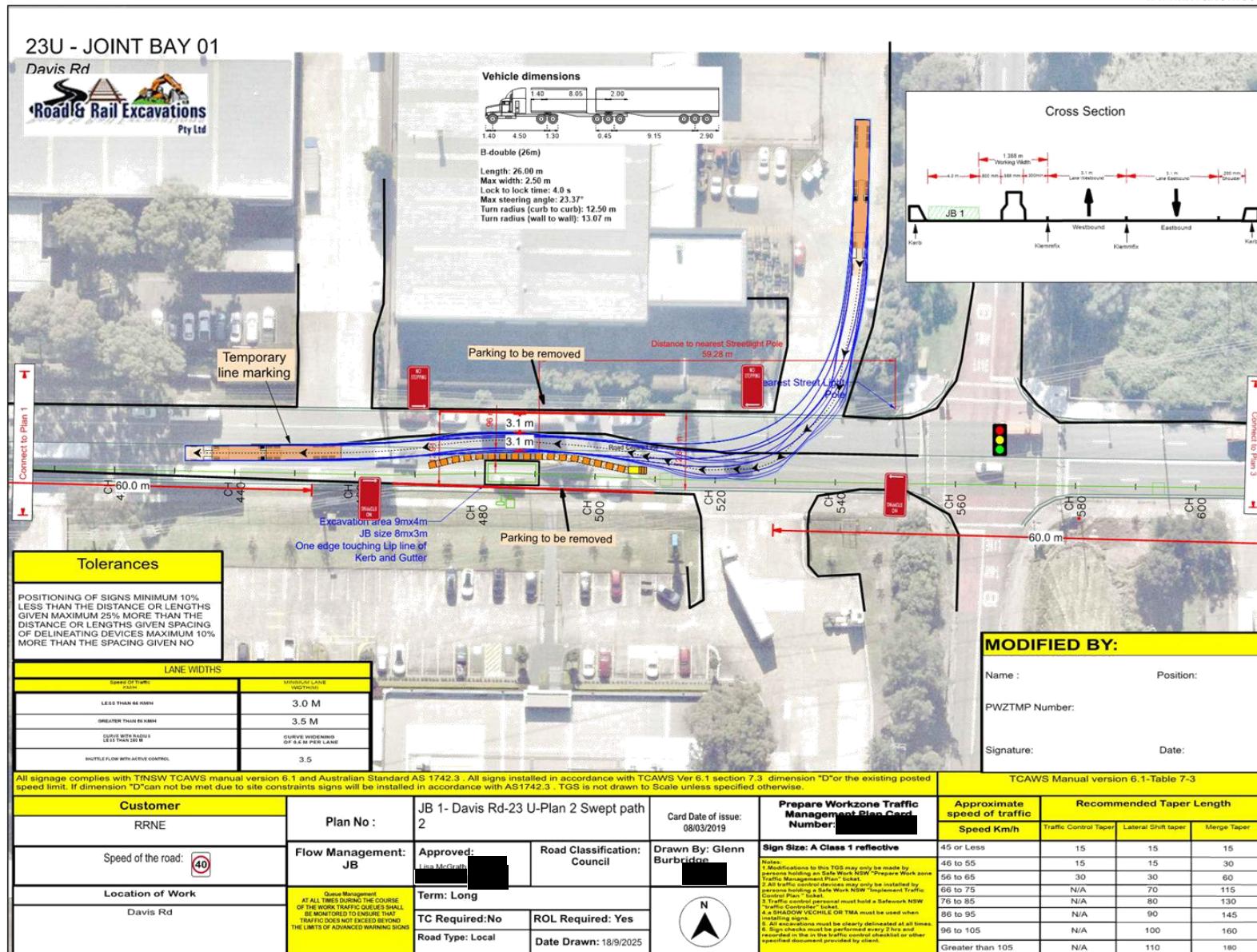


## ATTACHMENT G

Item: 31

Swept Paths for Davis Road (Stage 2 and 3)

www.invarion.com

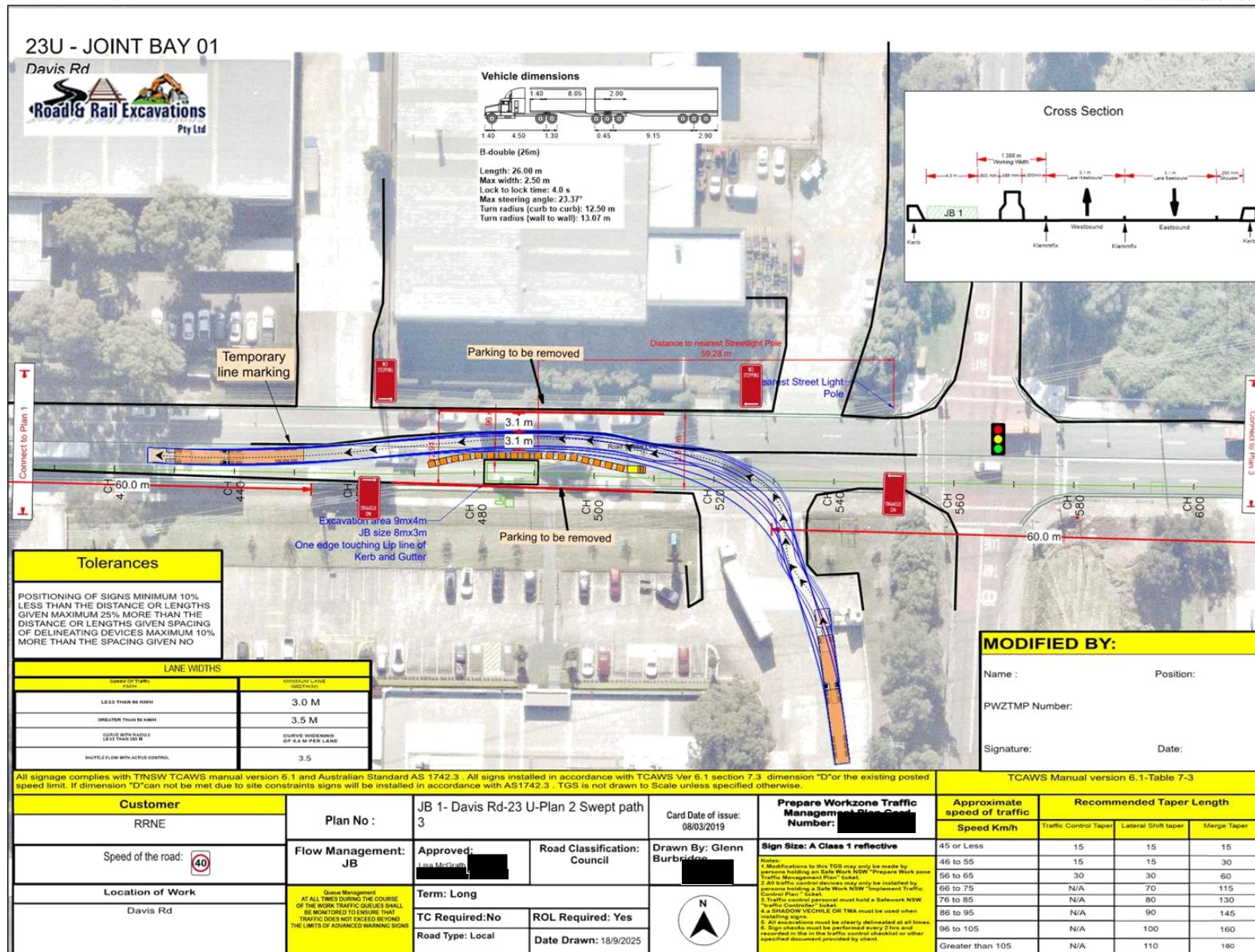


## ATTACHMENT G

Item: 31

Swept Paths for Davis Road (Stage 2 and 3)

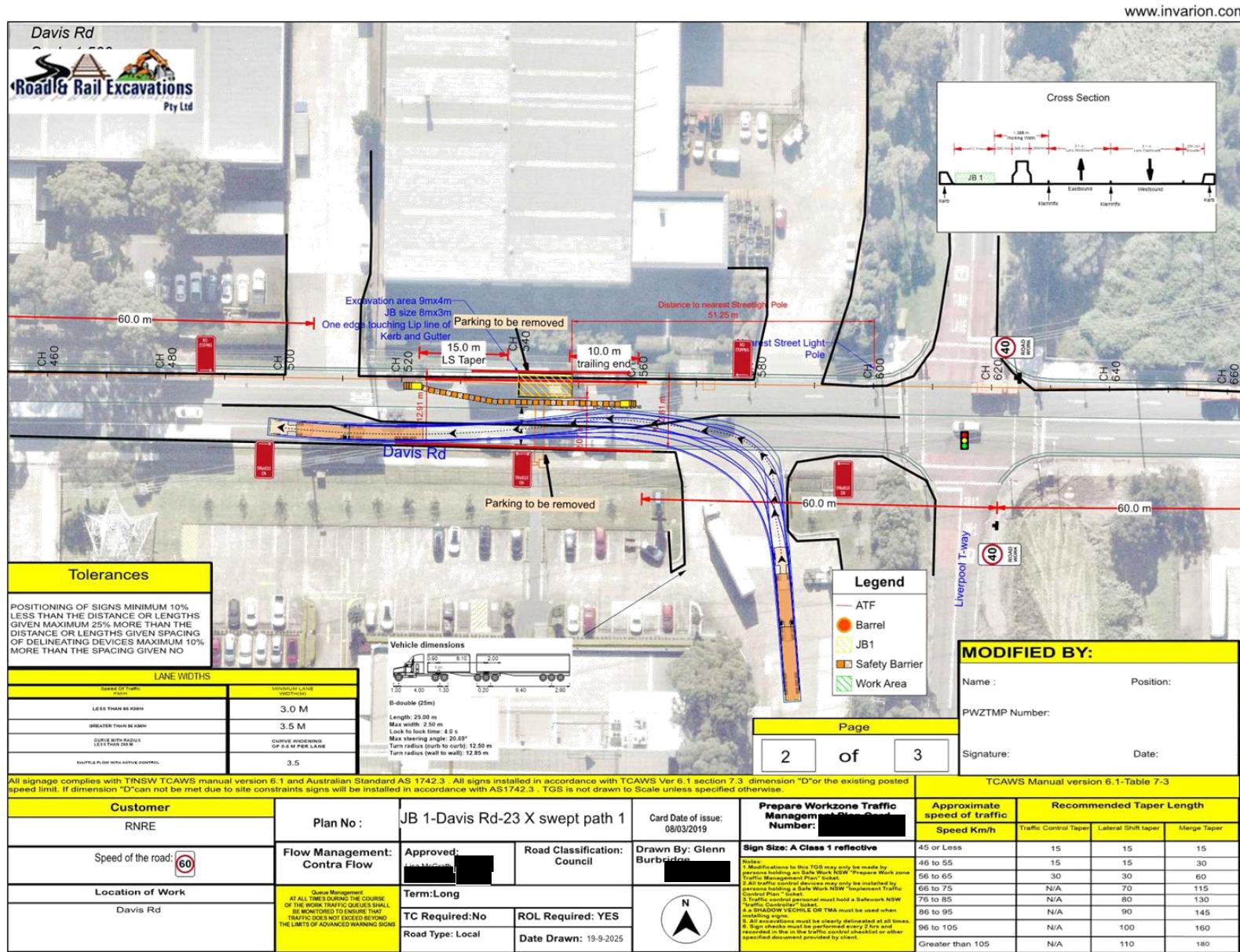
www.invarion.com



## ATTACHMENT G

Item: 31

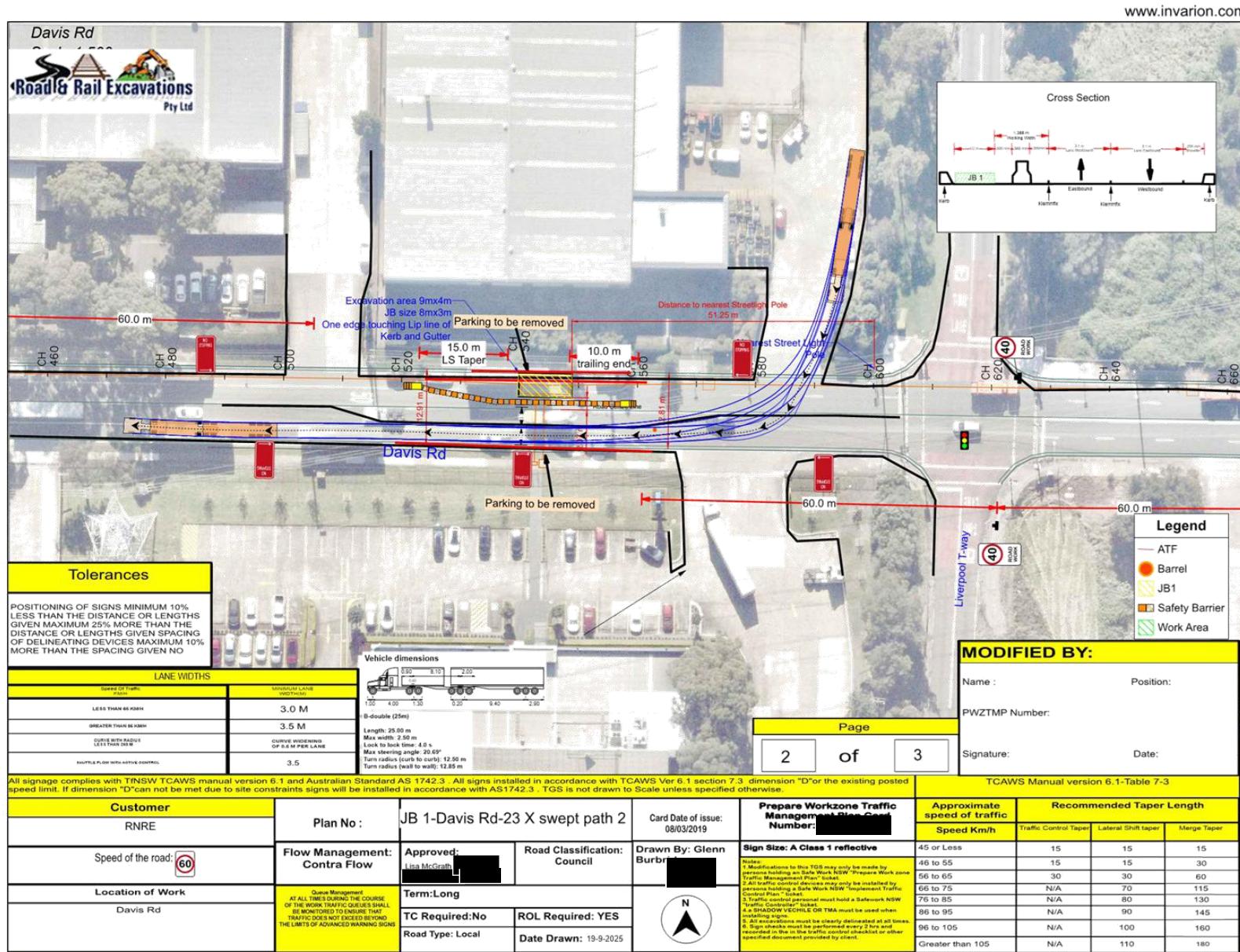
Swept Paths for Davis Road (Stage 2 and 3)



## ATTACHMENT G

Item: 31

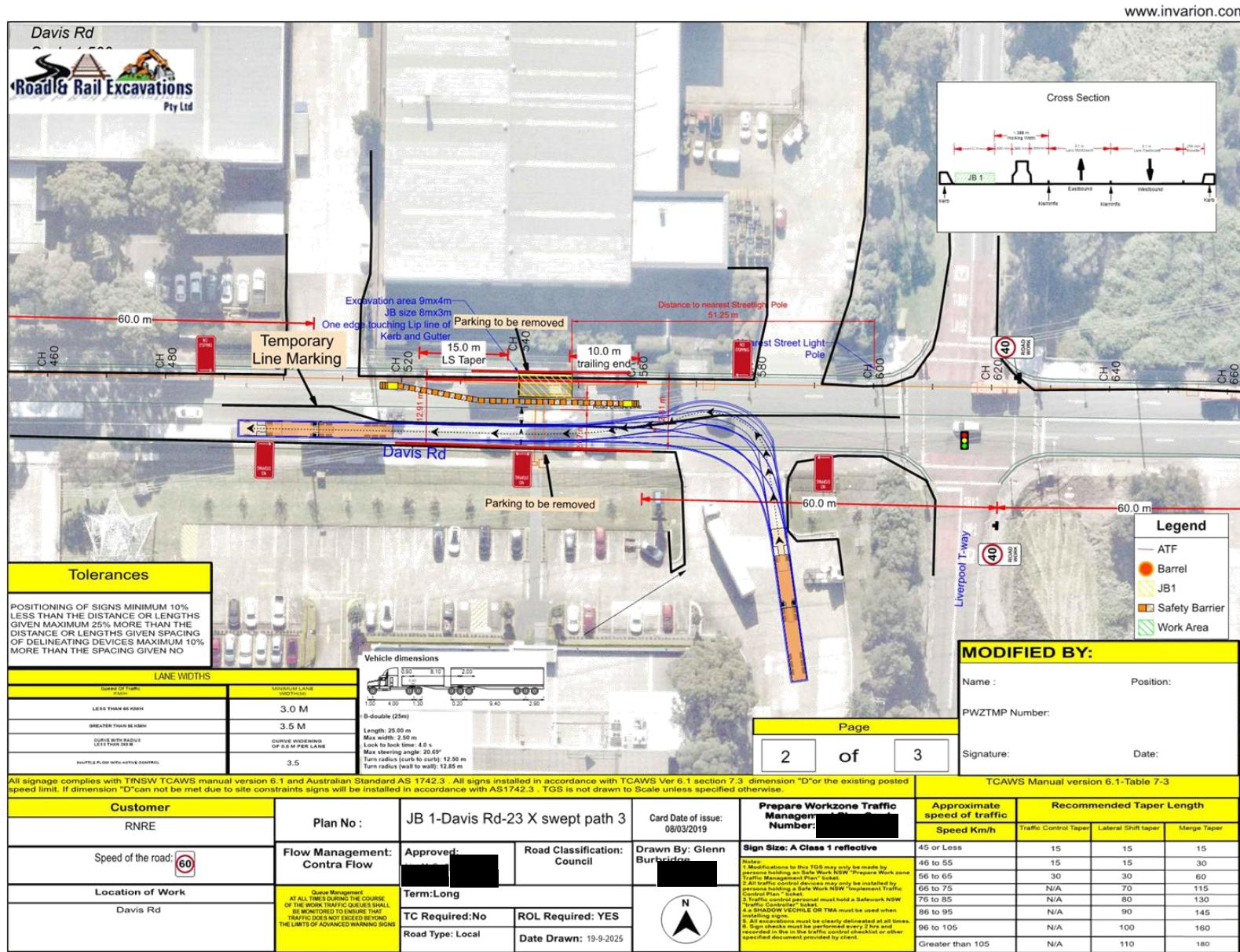
Swept Paths for Davis Road (Stage 2 and 3)



## ATTACHMENT G

Item: 31

Swept Paths for Davis Road (Stage 2 and 3)

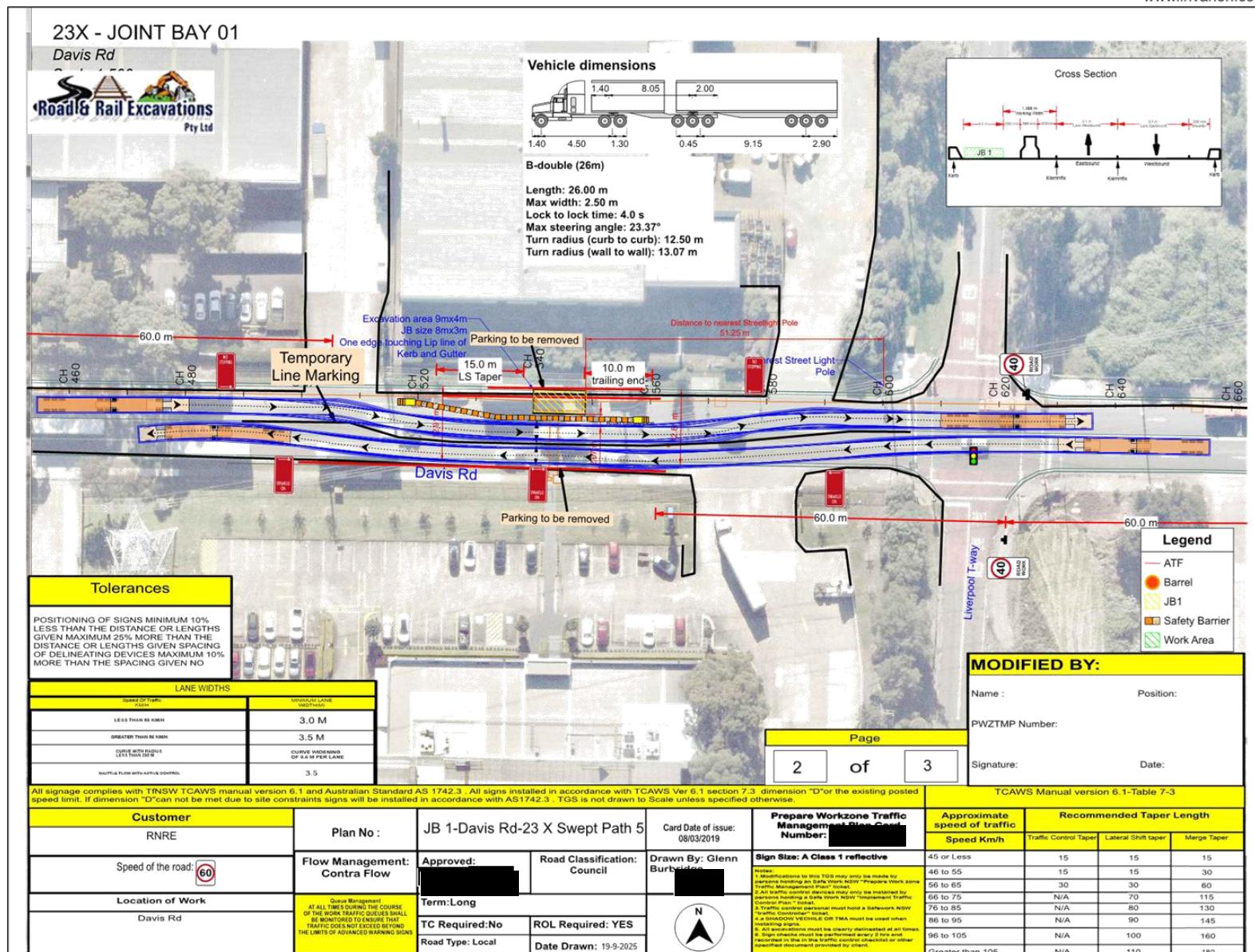


## ATTACHMENT G

Item: 31

Swept Paths for Davis Road (Stage 2 and 3)

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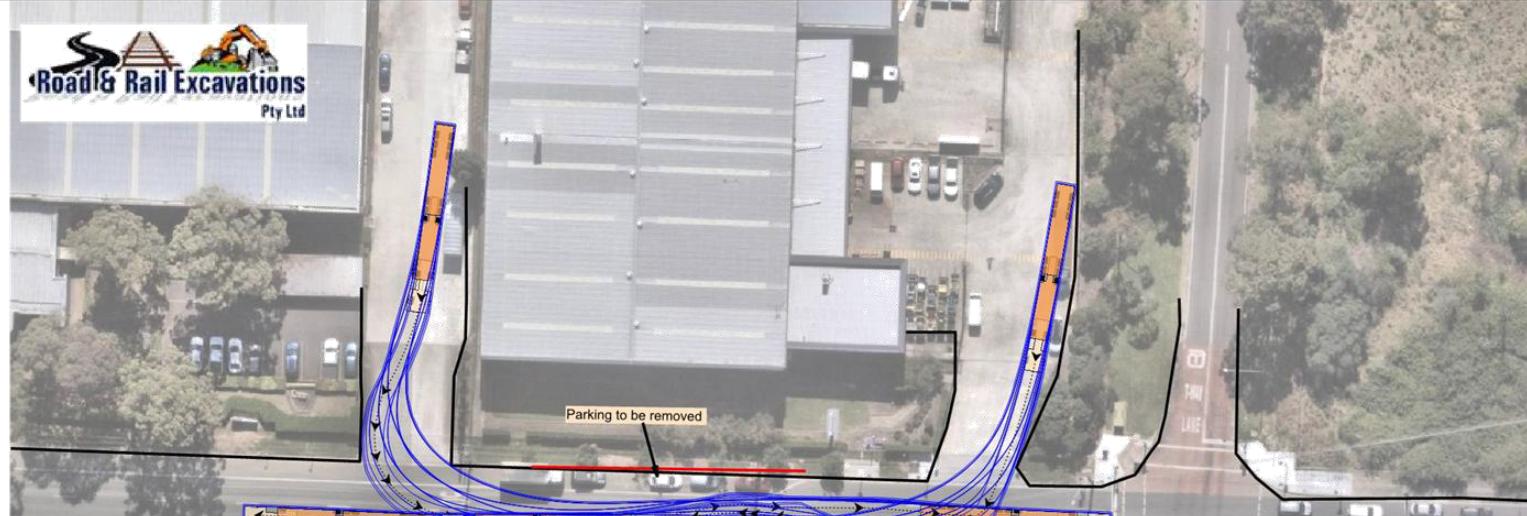


## ATTACHMENT G

Item: 31

Swept Paths for Davis Road (Stage 2 and 3)

www.invarion.com



**Tolerances**

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO

LANE WIDTHS	
Speed of Traffic Km/h	Minimum Lane Widths m
LESS THAN 65 KM/H	3.0 M
GREATER THAN 65 KM/H	3.5 M
CURVE WITH RADIUS LESS THAN 30M	CURVE WIDENING OF 0.6 M PER LANE
SHUTTLE FLOW WITH ADVICE CONTROL	
3.5	

All signage complies with TRNSW TCAWS manual version 6.1 and Australian Standard AS 1742.3. All signs installed in accordance with TCAWS Ver 6.1 section 7.3 dimension "D" or the existing posted speed limit. If dimension "D" can not be met due to site constraints signs will be installed in accordance with AS1742.3. TGS is not drawn to Scale unless specified otherwise.

Customer	Plan No :	JB 1-Davis Rd-23 X Swept Path 7		Card Date of issue: 08/03/2019	Prepare Workzone Traffic Management Plan Card Number: TCT0026356	Page <input type="text"/> of <input type="text"/>			
RNRE		Approved: <input type="text"/>	Road Classification: Council	Drawn By: Glenn Burridge <input type="text"/>	Sign Size: A Class 1 reflective	Approximate speed of traffic	Recommended Taper Length		
Speed of the road: 	Flow Management: Contra Flow	Term: Long			Notes: 1. Traffic control may only be made by persons holding an Safe Work NSW "Preparing Work Zone Traffic Management Plan" card. 2. All traffic control measures may only be installed by persons holding an Safe Work NSW "Preparing Work Zone Traffic Management Plan" card. 3. Traffic Control Officer must hold a Safe Work NSW "Traffic Controller" license. 4. A Traffic Controller or TMA must be used when performing traffic control. 5. All traffic control must be clearly delineated at all times. 6. Signs placed must be performed every 2 hrs and must be placed in accordance with the specified or other specified document provided by client.	Speed Km/h	Traffic Control Taper	Lateral Shift Taper	Merge Taper
Location of Work	General Management: AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL NOT EXCEED 100M IN LENGTH AND TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS		TC Required: No	ROL Required: YES		45 or Less	15	15	15
Davis Rd			Road Type: Local	Date Drawn: 19-9-2025		46 to 55	15	15	30
						56 to 65	30	30	60
						66 to 75	N/A	70	115
						76 to 85	N/A	80	130
						86 to 95	N/A	90	145
						96 to 105	N/A	100	160
						Greater than 105	N/A	110	180

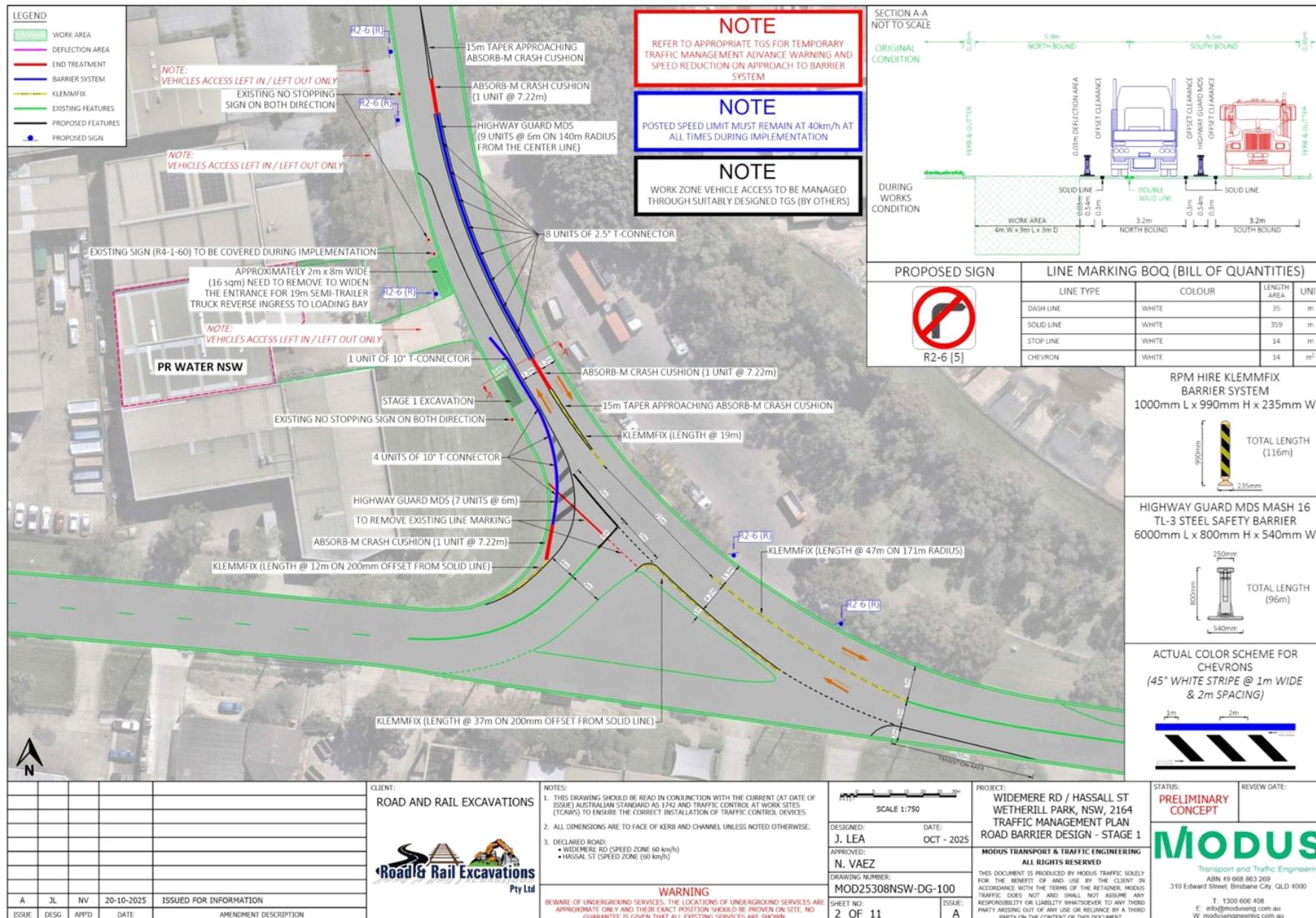
**MODIFIED BY:**

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PWZTMP Number: <input type="text"/>	
Signature: <input type="text"/>	
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# ATTACHMENT H

Item: 31

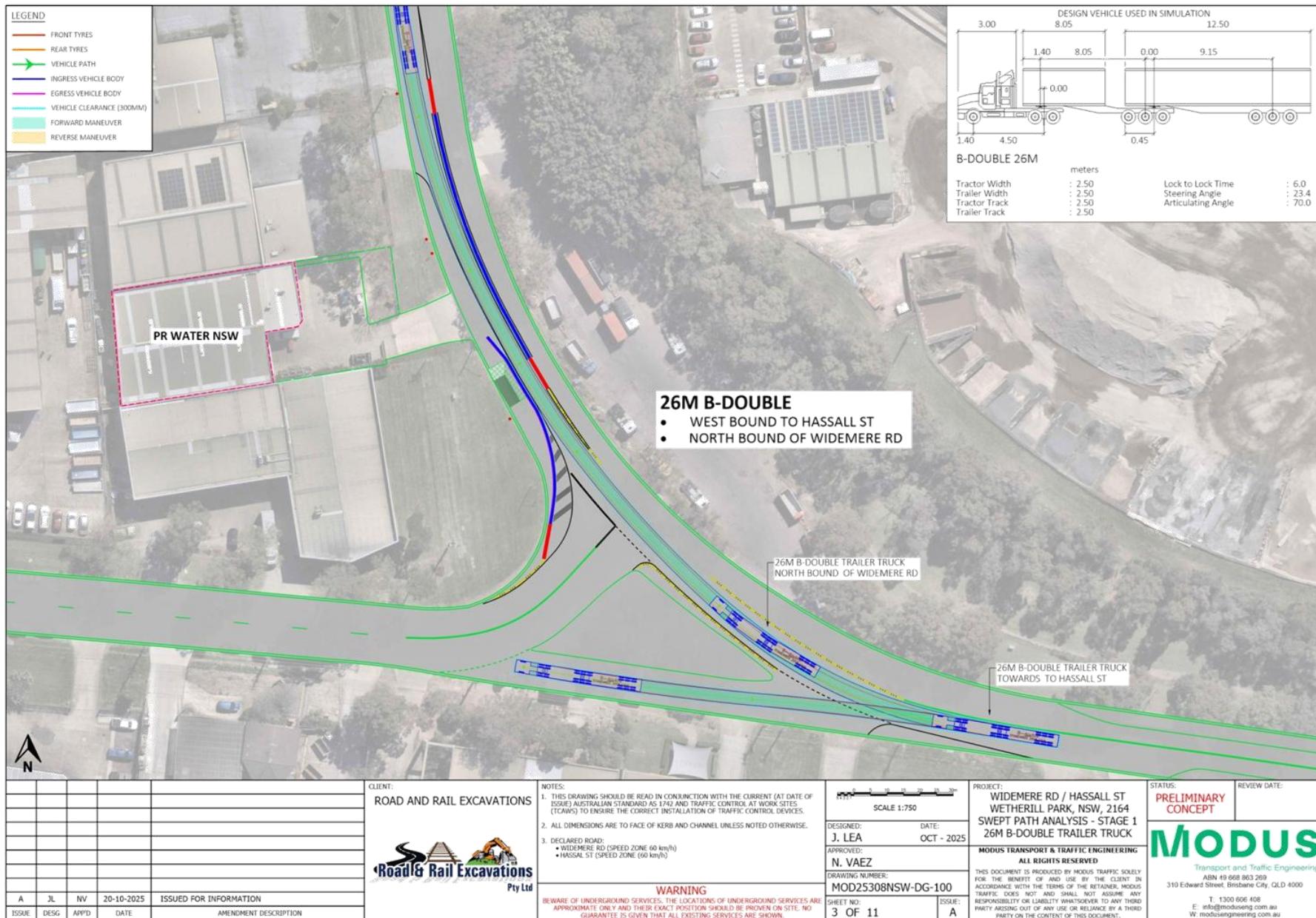
Swept Paths for Widemere Road (Stage 2 and 3)



## ATTACHMENT H

Item: 31

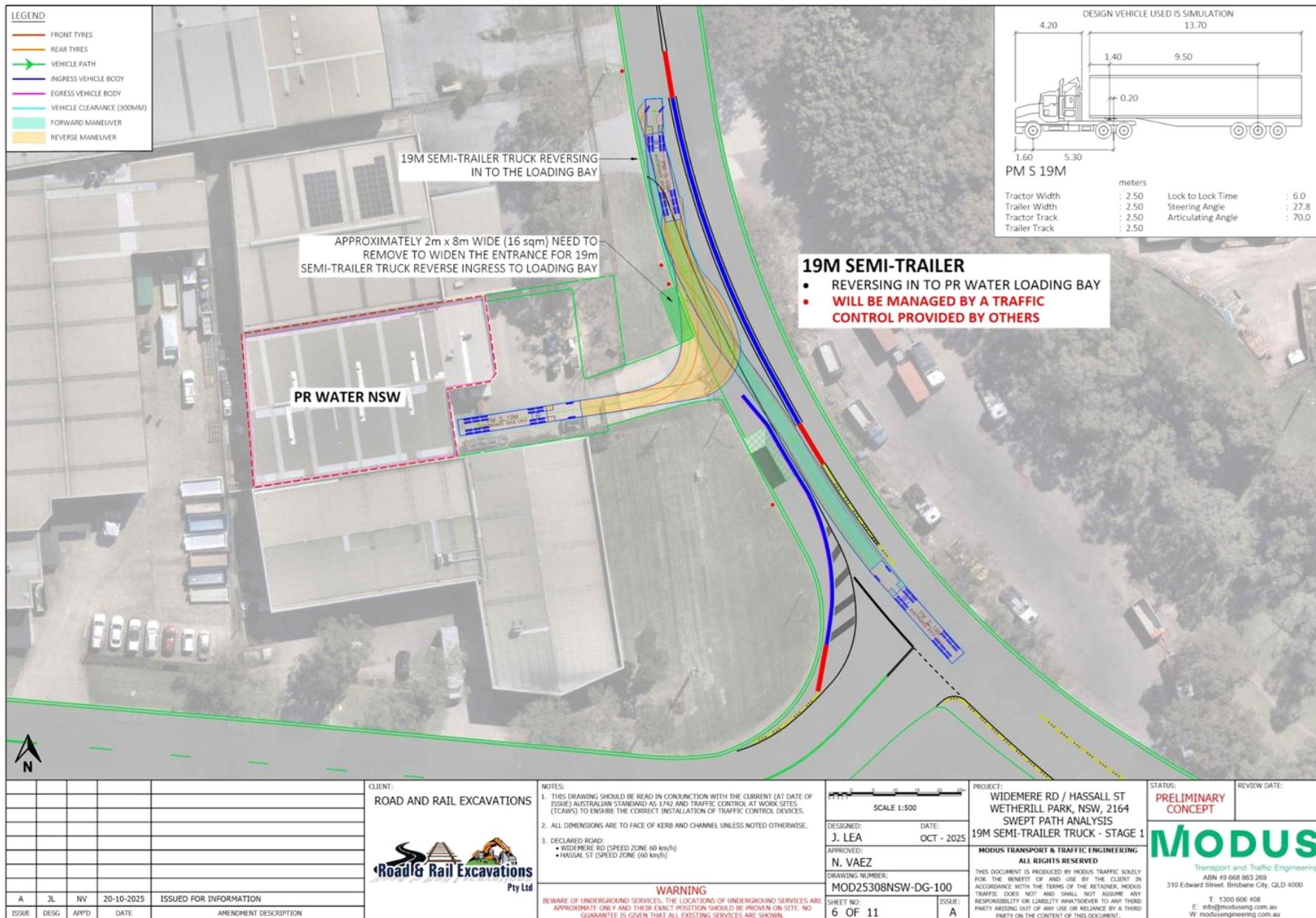
Swept Paths for Widemere Road (Stage 2 and 3)



## ATTACHMENT H

Item: 31

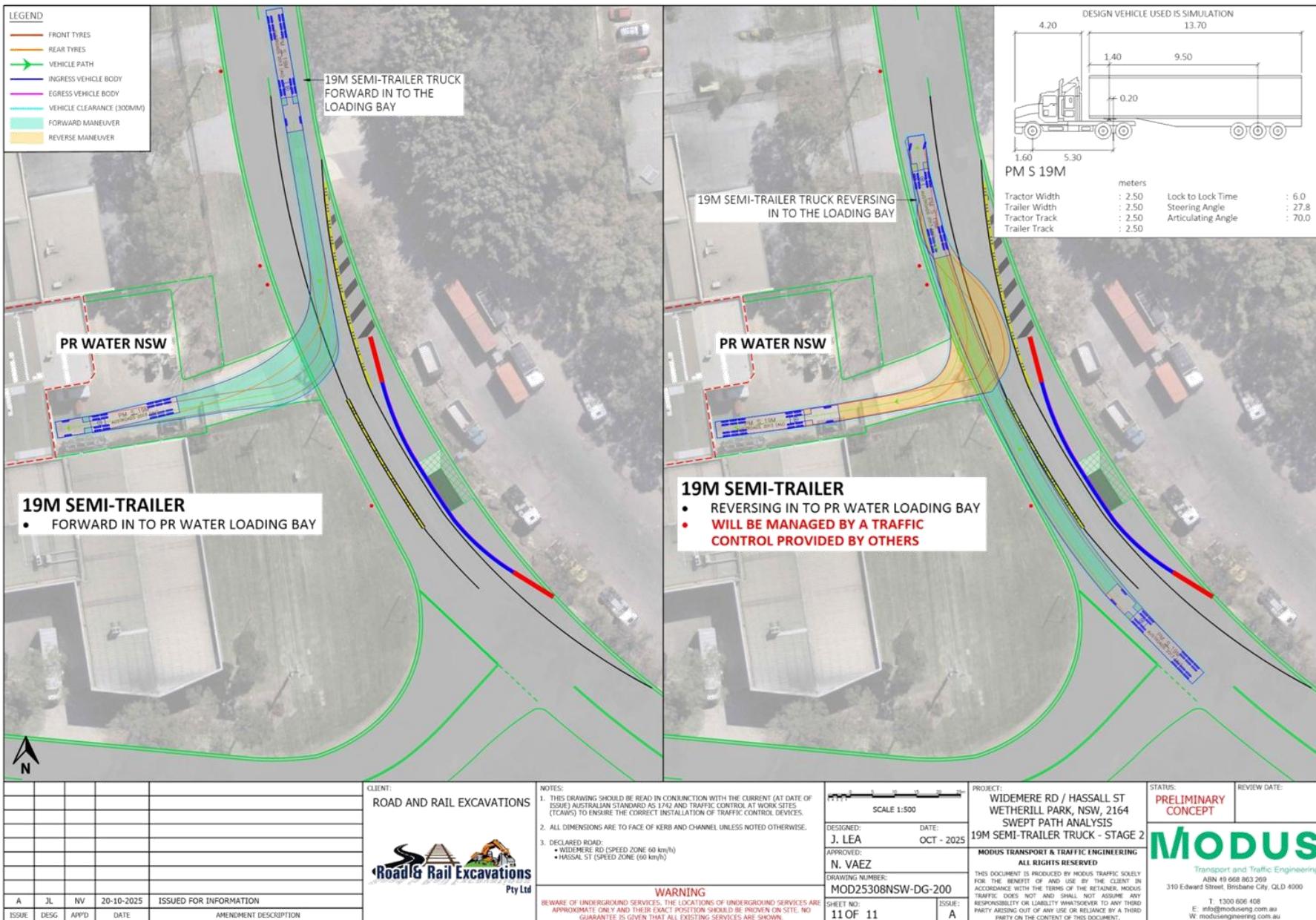
Swept Paths for Widemere Road (Stage 2 and 3)



## ATTACHMENT H

Item: 31

Swept Paths for Widemere Road (Stage 2 and 3)



## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 32

**SUBJECT:** Maud Street Fairfield West - Footpath Installation and Kerb Extensions

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**FILE NUMBER:** 12/00580

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**REPORT BY:** Gaurab Ghimire, Professional Engineer (Traffic)

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### RECOMMENDATION:

That:

1. The installation of footpath and kerb extensions along with associated signage and line marking on the section of Maud Street, between Kalora Avenue and Baragoola Street Fairfield West, as shown in Attachment A of the report be approved.
2. The affected stakeholders be notified of the Committee's decision.

---

### SUPPORTING DOCUMENTS:

**AT-A** [!\[\]\(b0e7a7b8fec1b510e4fa85163d24e00d\_img.jpg\)](#) Maud Street Fairfield West - Proposed Footpath and Kerb Extension 3 Pages

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### CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

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### SUMMARY

Council has received a request to review pedestrian safety at the intersection of Maud Street and Kalora Avenue Fairfield West. During site investigations it was observed that the majority of pedestrians cross the road on Maud Street between Kalora Avenue and Baragoola Street.

Council was successful in obtaining funding under the Get NSW Active 2025-2026 program for an amount of \$108,000.00 to install footpath and kerb extensions on Maud Street between Kalora Avenue and Baragoola Street Fairfield West.

These works aim to reduce the pedestrian crossing distance, improve visibility and sight distance, support access to the nearby school and sports facilities.

### Background

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 32

Council has received a request to review pedestrian safety at the intersection of Maud Street and Kalora Avenue Fairfield West.

The route along Thorney Road, Maud Street and Kalora Avenue is an east-west corridor for the movement of vehicles across the city (mostly accessing The Boulevard and further east to Railway Parade). The route also caters for regular bus services and is a school bus route. The bus company has raised no objection to the proposed kerb extensions and footpath as part of consultation.

Pedestrian activity occurs from Fairvale High School and Endeavour Sports Park. Pedestrian movements with the school also coincide with high vehicular activity, particularly after school closes.



Figure 1: Aerial photo of Maud Street Fairfield West

The Thorney Road, Maud Street and Kalora Avenue route functions as a collector road with a sign-posted speed limit of 50km/h. The 40km/h school zone speed limit applies during the periods before and after school in Thorney Road and parts of Maud Street (noting this speed limit is generally applied where there is a school access immediately onto the road).

During site inspections on 8 August 2024, it was observed that the majority of pedestrians cross the road on Maud Street between Kalora Avenue and Baragoola Street. This is expected as this is where there are fewer vehicle movements for the pedestrians to navigate, and Endeavour Sports Park provides pedestrian access to The Boulevard and the east-west cycle way along the creek.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 32

The pedestrian and vehicle volume count on Maud Street at Kalora Avenue is shown in Table 1. The number of vehicle movements is considered low and allows sufficient gaps for pedestrians to cross.

Times	Vehicular Movements	Pedestrians	
		Children	Adults
AM Peak	134	31	2
PM Peak	100	54	2

Table 1: Peak vehicle and pedestrian movements in Maud Street

### Crash History

A check of Transport for NSW's (TfNSW) crash data for the 5-year period from July 2019 to June 2024 revealed that there was 1 reported injury crash at or near the intersection of Kalora Avenue and Maud Street.

The crash details are as follows:

- 1 X RUM code 33 – Lane sideswipe, where a pedal cyclist travelling east collided with a utility truck travelling east (at 10.30am).

### **Proposed Traffic Facility**

Council is proposing to install a new footpath and kerb extensions, on Maud Street between Kalora Avenue and Baragoola Street.

The proposed works include:

- Kerb extensions with barrier kerbs and integrated ramps on Maud Street between Kalora Avenue and Baragoola Street.
- Installation of a 1.2-metre-wide concrete footpath along the eastern side of Maud Street south of Kalora Avenue.
- Formalising parking restrictions at the intersection of Maud Street with Kalora Avenue and Thorney Road.

The proposed kerb extensions with barrier kerbs and integrated ramps reduces the pedestrian crossing distance, improves visibility and sight distance to pedestrians and support access to the nearby school and sports facilities.

The proposed footpath along the eastern side of Maud Street connects the pedestrian path to Endeavour Sports Park.

The installation of sign posting reinforces existing restrictions at the location.

### **Consultation & Timing**

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 32

Consultation letters were sent out to the affected residents for the proposed kerb extensions and footpath allowing 4 weeks for residents to provide a submission by close of business on 10 October 2025.

No objections were received from the notified stakeholders.

Transit Systems and CDC NSW (local bus operators) have raised no objections to the proposal.

Transport for NSW (TfNSW) was consulted regarding the proposal and have raised no objections.

The proposal was advertised on Council's website for a period of 28 days in accordance with the Roads Act 1993 in place of a local newspaper.

### Financial Implications

After reviewing the vehicular and pedestrian movement, the section of Maud Street, between Kalora Avenue and Baragoola Street, was identified as meeting the funding requirements for the Get NSW Active 2025-2026 program.

Council has obtained grant funding of \$108,000.00 through Get NSW Active 2025-2026 program for the installation of footpath and kerb extensions on Maud Street between Kalora Avenue and Baragoola Street Fairfield West.

### CONCLUSION

The funding for this proposal is provided under Get NSW Active 2025-2026 to install footpath and kerb extensions on Maud Street, between Kalora Avenue and Baragoola Street Fairfield West.

These works aim to reduce the pedestrian crossing distance, improve visibility and sight distance and support access to the nearby school and sports facilities.

It is recommended that the proposed changes as shown in Attachment A be approved. The proposed changes include the installation of footpath and kerb extensions along with associated signage and line marking on Maud Street, between Kalora Avenue and Baragoola Street.

**TRAFFIC COMMITTEE**

**Meeting Date 8 December 2025**

**Item Number. 32**

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Gaurab Ghimire  
**Professional Engineer (Traffic)**

**Authorisation:**

Traffic & Transport Coordinator  
Manager Design Services  
Director City Delivery

Traffic Committee - 8 December 2025

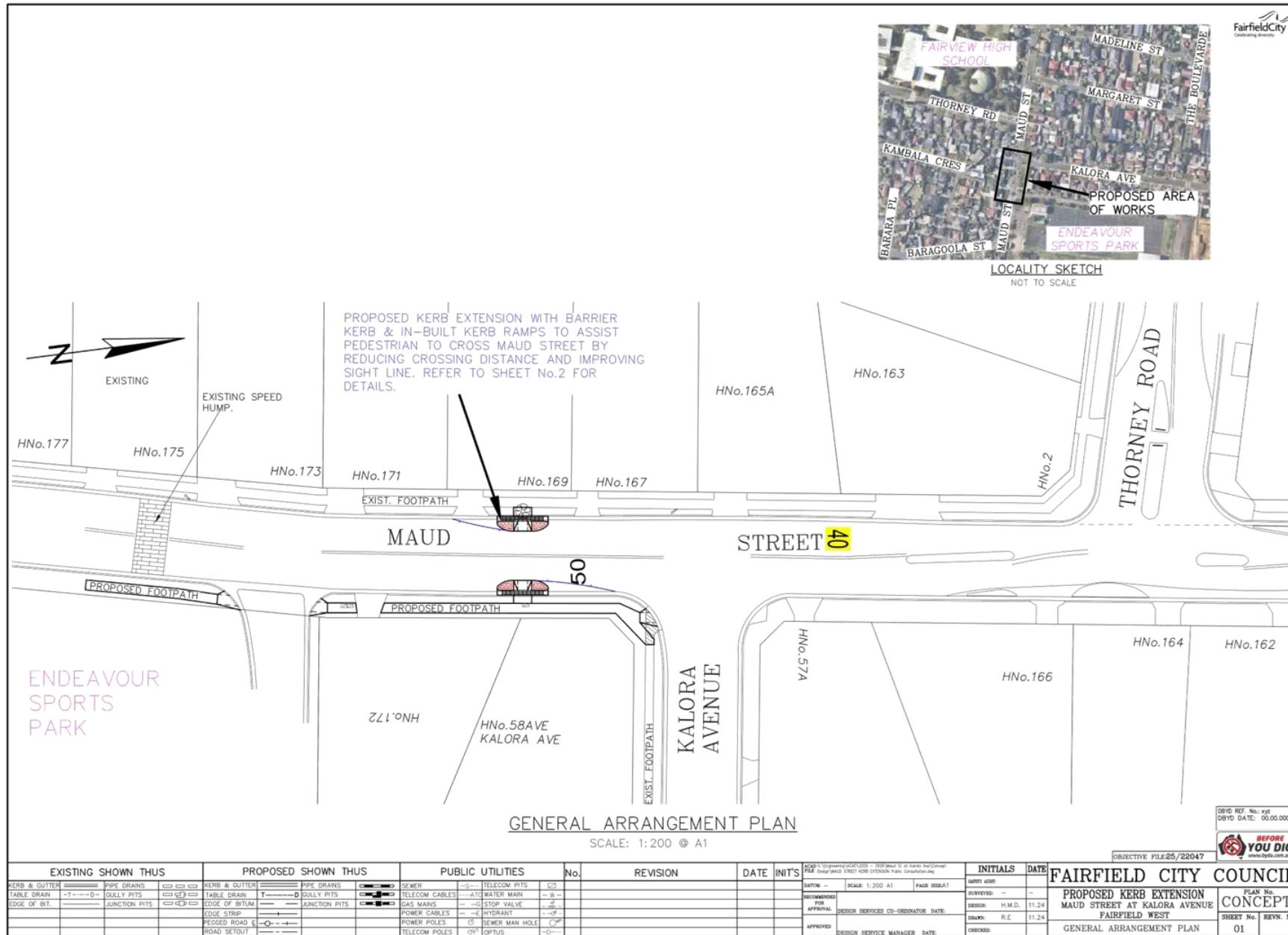
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\*\*\*\*\* END OF ITEM 32 \*\*\*\*\*

## ATTACHMENT A

Maud Street Fairfield West - Proposed Footpath and Kerb Extension

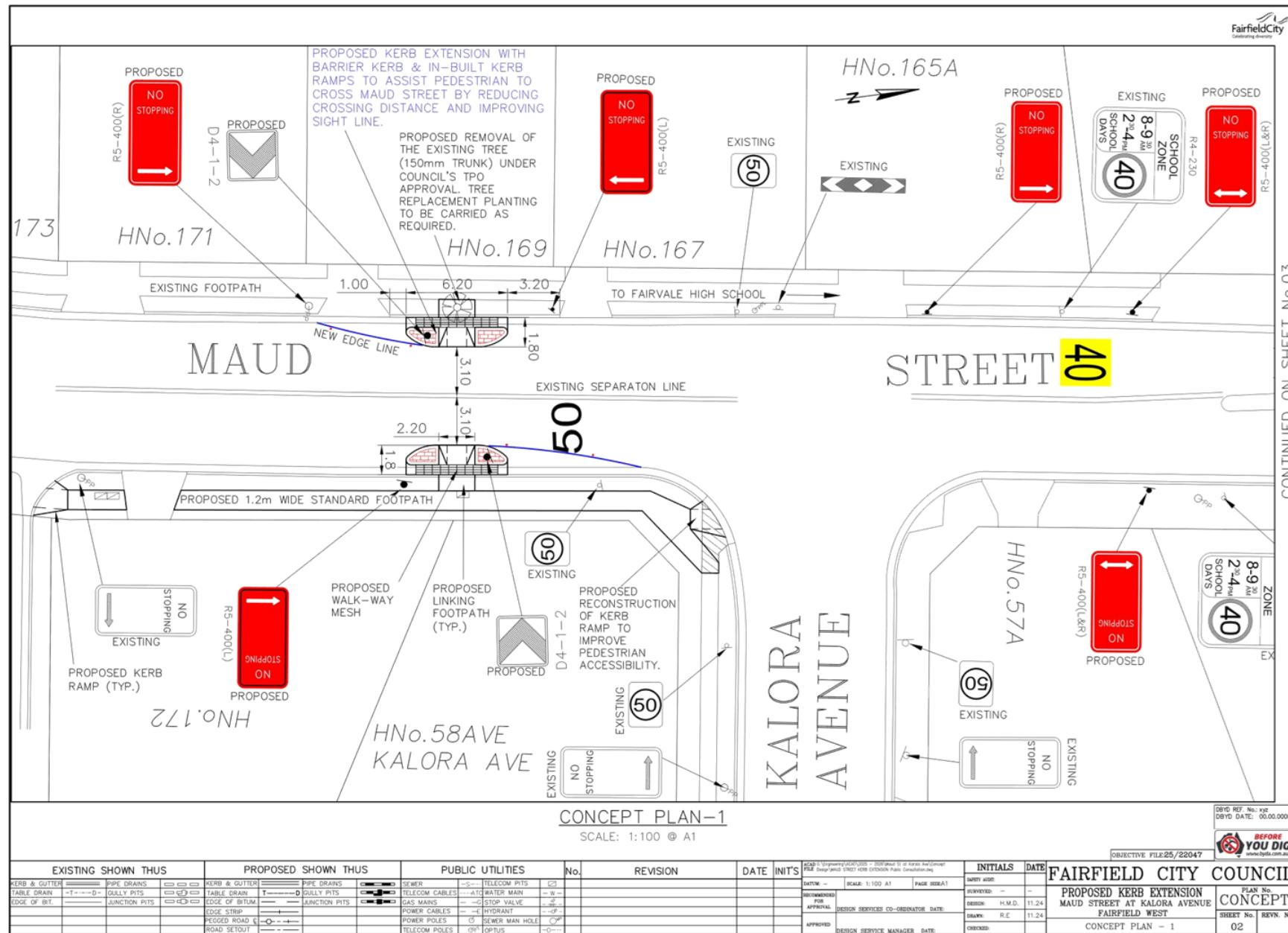
Item: 32



## ATTACHMENT A

Maud Street Fairfield West - Proposed Footpath and Kerb Extension

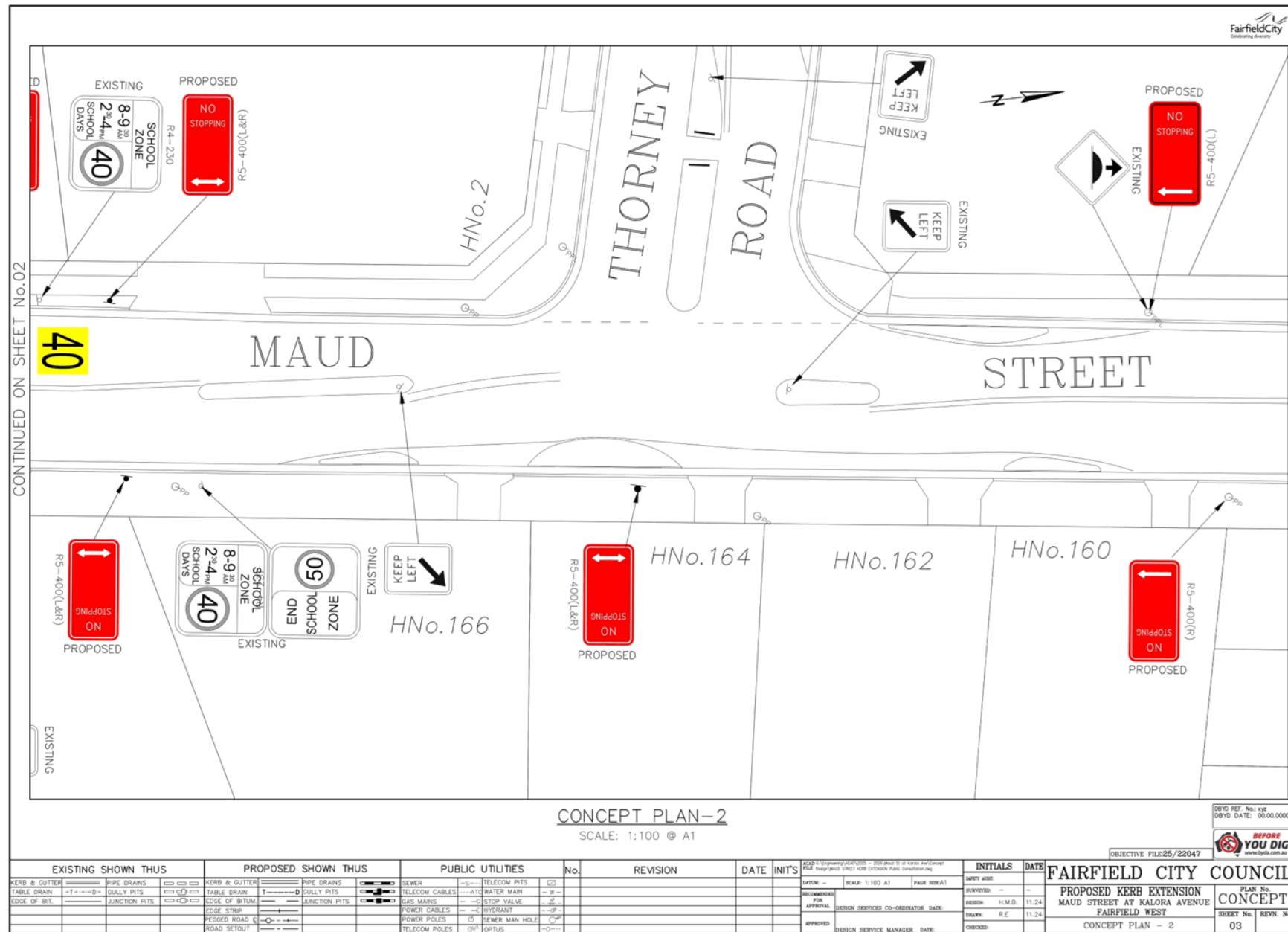
Item: 32



## ATTACHMENT A

Maud Street Fairfield West - Proposed Footpath and Kerb Extension

Item: 32



## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 33

**SUBJECT:** Neville Street Smithfield - Installation of Watts Profile Speed Humps

**FILE NUMBER:** 12/06529

**PREVIOUS ITEMS:** 16 - Neville Street Smithfield - Installation of Flat-Top Road Humps - Traffic Committee - 02 Jun 2025

**REPORT BY:** Gaurab Ghimire, Professional Engineer (Traffic)

### RECOMMENDATION:

That:

1. The installation of 2 watts-profile speed humps on Neville Street Smithfield, as shown in Attachment A of the report, be approved.
2. The installation of watts-profile speed humps at the approaches to the roundabout of Gipps Street and Neville Street Smithfield, as shown in Attachment A of the report, be approved.
3. The affected stakeholders be notified of the Committee's decision.
4. The Fairfield City Police Area Command be requested to undertake surveillance to deter motorists from speeding along Neville Street Smithfield.

### SUPPORTING DOCUMENTS:

**AT-A** [↓](#) Neville Street Smithfield - Proposed Watts-Profile Speed Humps 4 Pages

### CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

### SUMMARY

Council has received complaints regarding vehicles speeding on Neville Street Smithfield and a request to install speed humps on Neville Street.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 33

A traffic survey revealed Neville Street has an 85<sup>th</sup> percentile speed of 59km/hr between Wetherill Street and Gipps Street, 58km/hr between Gipps Street and Dublin Street and 60km/hr between Dublin Street and Bourke Street. The traffic count also identified vehicles travelling in excess of 60km/hr on Neville Street.

There were 3 reported crashes recorded during the 5-year period between July 2018 and June 2023.

After reviewing the traffic survey and crash history, Neville Street, between Wetherill Street and Bourke Street, was identified as meeting the funding requirements for the Road Safety Program 2024/2025. Council was successful in obtaining funding under the Road Safety Program 2024/2025 for an amount of \$262,350.00 to install traffic calming devices on Neville Street between Wetherill Street and Bourke Street.

In the meantime, Fairfield City Police Area Command (FCPAC) will be requested to patrol Shakespeare Street Wetherill Park for speed and anti-social activities.

### Background

At the Traffic Committee Meeting in June 2025 the proposal to install 3 flat top road humps on Neville Street was presented to the Traffic Committee, which recommended that:

1. *The installation of 2 Watts Profile Speed humps (without fencing) on Neville Street Smithfield, between Gipps and Bourke Streets as shown in Attachment A of the report, be approved.*
2. *The installation of traffic calming devices at the approaches to the roundabouts at Gipps, Dublin and Bourke Streets along Neville Street be assessed and reported back to the Traffic Committee.*
3. *The affected stakeholders be notified of the Committee's decision.*
4. *The Fairfield City Police Area Command (PAC) be requested to undertake surveillance to deter motorists from speeding along Neville Street Smithfield.*

Based on the recommendation of the Traffic Committee the following changes were made to the proposal:

1. Installation of 2 watts-profile speed humps (without fencing) on Neville Street Smithfield between Gipps Street and Bourke Street, as shown in Attachment A of the report.
2. Installation of watts-profile speed humps at the approaches to the roundabout of Gipps Street and Neville Street Smithfield, as shown in Attachment A of the report.

### Site Analysis

Where speed concerns are raised in a road under the care and control of Council the traffic conditions, road geometry and crash history are examined to assess whether the location is 1 where intervention with physical devices is appropriate.

### **Traffic Conditions**

Traffic counts were undertaken in March 2025 to measure the travel speeds and traffic volumes at each proposed location to install flat-top road humps.



Figure 1: Aerial picture of Neville Street Smithfield.

#### **Location 1 – 198 Neville Street (Wetherill-Gipps)**

The results for this section of the road show the combined 85<sup>th</sup> percentile speed (the speed at or below which 85% of motorists travel) is 59km/hr and the Annual Average Daily Traffic (AADT) was 2,057 (910 eastbound and 1,147 westbound) vehicles per day.

The number of vehicles travelling between 70-80km/h during the surveyed period was 21 per day on average. The number of vehicles recorded travelling higher than 81km/h during this period were 8 per day on average. Additionally, 49.3% of the recorded vehicles were travelling above 50km/hr (26.5% eastbound and 22.8% westbound) and 9.1% of the vehicles were travelling above 60km/hr (5.9% eastbound and 3.2% westbound).

The following table shows the daily average for northbound/southbound directions and the 85<sup>th</sup> percentile speed.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 33

Eastbound			Westbound		
85th percentile speed	70-80km/hr	80km/hr+	85th percentile speed	70-80km/hr	80km/hr+
60km/hr	15	6	57km/hr	6	2

Table 1: Eastbound and westbound vehicle speeds – Wetherill-Gipps.

### Location 2: 159 Neville Street (Gipps-Dublin)

The results for this section of the road show the combined 85<sup>th</sup> percentile speed (the speed at or below which 85% of motorists travel) is 58km/hr and the AADT was 2,271 (1,039 eastbound and 1,232 westbound) vehicles per day. The number of vehicles travelling between 70-80km/h during the surveyed period was 21 per day on average. The number of vehicles recorded travelling higher than 81km/h during this period were 5 per day on average. Additionally, 47.8% of the recorded vehicles were travelling above 50km/hr (22.2% eastbound and 25.6% westbound) and 8.4% of the vehicles were travelling above 60km/hr (3.8% eastbound and 4.6% westbound).

The table below shows the daily average for northbound/southbound directions and the 85<sup>th</sup> percentile speed.

Eastbound			Westbound		
85th percentile speed	70-80km/hr	80km/hr+	85th percentile speed	70-80km/hr	80km/hr+
58km/hr	10	3	58km/hr	11	2

Table 2: Eastbound and westbound vehicle speeds (Gipps-Dublin).

### Location 3: 123 Neville Street (Dublin-Bourke)

The results show the combined 85<sup>th</sup> percentile speed (the speed at or below which 85% of motorists travel) is 60km/hr and the AADT was 2,362 (1,089 eastbound and 1,273 westbound) vehicles per day.

The number of vehicles travelling between 70-80km/h during the surveyed period was 36 per day on average. The number of vehicles recorded travelling higher than 81km/h during this period were 7 per day on average. Additionally, 56.4% of the recorded vehicles were travelling above 50km/hr (24.1% eastbound and 32.3% westbound) and 12.7% of the vehicles were travelling above 60km/hr (5.4% eastbound and 7.3% westbound).

The following table shows the daily average for northbound/southbound directions and the 85<sup>th</sup> percentile speed.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 33

Eastbound			Westbound		
85th percentile speed	70-80km/hr	80km/hr+	85th percentile speed	70-80km/hr	80km/hr+
59km/hr	15	4	60km/hr	21	3

Table 3: Eastbound and westbound vehicle speeds (Dublin-Bourke).

The recorded AADT's in Neville Street is slightly higher compared to other local roads within the Local Government Area (LGA). The location of the school in Neville Street and its use as an alternate route to The Horsley Drive influences this higher daily traffic flow.

Considering the speed limit is 50km/hr, the recorded number of vehicles travelling at higher speeds is undesirable at each location.

### Crash History

According to Transport for NSW's 5-year crash history between 1 July 2018 to 30 June 2023 there were 3 reported crashes along Neville Street Smithfield as shown below:

- 1X RUM 71 – Left off carriageway into parked vehicle (westbound)
- 1X RUM 10 – Cross Traffic (northbound)
- 1X RUM 10 – Cross Traffic (eastbound)

Typically, with RUM 71 crashes, speed is expected to be a contributing factor to the crash (as this is a run-off the road type of crash or driver loss of control).



Figure 2: Aerial map of Neville Street with the crash locations.

### Proposed Traffic Facilities

Council is proposing to install traffic calming devices on Neville Street, Smithfield. The proposed works include:

- Installation of watts-profile speed humps at the approaches to the roundabout of Gipps Street and Neville Street Smithfield.

The installation of the watts-profile speed humps at the approaches of the existing roundabout is designed to reduce vehicle speeds on the approach to the roundabout and increase visibility at night to reduce the severity of crashes occurring at this location.

- Installation of 2 watts-profile speed humps (without fencing) on Neville Street Smithfield between Gipps Street and Bourke Street.

The proposed watts-profile speed humps are effective in reducing peak speeds and increasing amenity in the road.

The height of overhead utility wires was lower on northern side of the parking lane (4 metres high from the lip of gutter) between Dublin and Bourke Street. To mitigate any potential risk to oversized (tall) vehicles travelling near the parking lane, particularly those that may rise slightly while crossing the hump, the length of the hump across the road has been shortened on the northern parking lane as shown in page 4 of Attachment A. Additionally, lane line marking is proposed to delineate the traffic lane. This design modification provides vehicle clearance under the utility wires is maintained while still providing the intended traffic calming benefits.

### **Consultation & Timing**

Council conducted 2 rounds of consultation previously for the proposed flat-top road humps where objections were received citing concerns about parking loss, vehicle damage, noise, loss of property value and risk of injuries due to fencing.

To address the objections raised during the consultation, Council proposes the installation of 2 watts-profile speed humps (without fencing) on Neville Street, Smithfield, between Gipps Street and Bourke Street, and additional watts-profile speed humps at the approaches to the roundabout of Gipps Street and Neville Street, as shown in Attachment A of the report. These modifications aim to improve traffic calming effectiveness, address residents' concerns about parking and fencing impacts associated with flat-top humps, and enhance overall road safety along Neville Street

Additionally, consultation letters were sent out to the affected residents for the proposed watts-profile speed humps allowing 4 weeks for residents to provide a submission by close of business on 20 October 2025.

No objections were received from the notified stakeholders.

Transit Systems and CDC NSW (local bus operators) have raised no objections to the proposal.

## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 33

Transport for NSW (TfNSW) were consulted regarding the proposal and have raised no objections.

The proposal was advertised on Council's website for a period of 28 days in accordance with the Roads Act 1993 in place of a local newspaper.

### Financial Implications

Council has obtained grant funding of \$262,350.00 through TfNSW as part of the Road Safety Program 2024/2025 for the installation of traffic calming devices on Neville Street Smithfield.

### CONCLUSION

The funding for this proposal is provided under TfNSW's Road Safety Program 2024/2025 to install traffic calming devices along Neville Street Smithfield.

The FCPAC has been requested to include Neville Street Smithfield, as part of their patrols to help deter speeding.

The measured speeds in Neville Street are considered high and treatment to slow traffic in Neville Street is recommended. Speed humps are effective in reducing peak speeds and increasing amenity in the road.

To address the speeding issues, a plan for the installation watts profile road humps on Neville Street Smithfield, as shown in Attachment A of the report was developed and consultation undertaken. The proposed treatment is designed to discourage motorists from speeding and enhance the amenity of residents and road users.

It is recommended that this proposal be approved.

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Gaurab Ghimire  
**Professional Engineer (Traffic)**

**Authorisation:**  
Traffic & Transport Coordinator  
Manager Design Services  
Director City Delivery

Traffic Committee - 8 December 2025

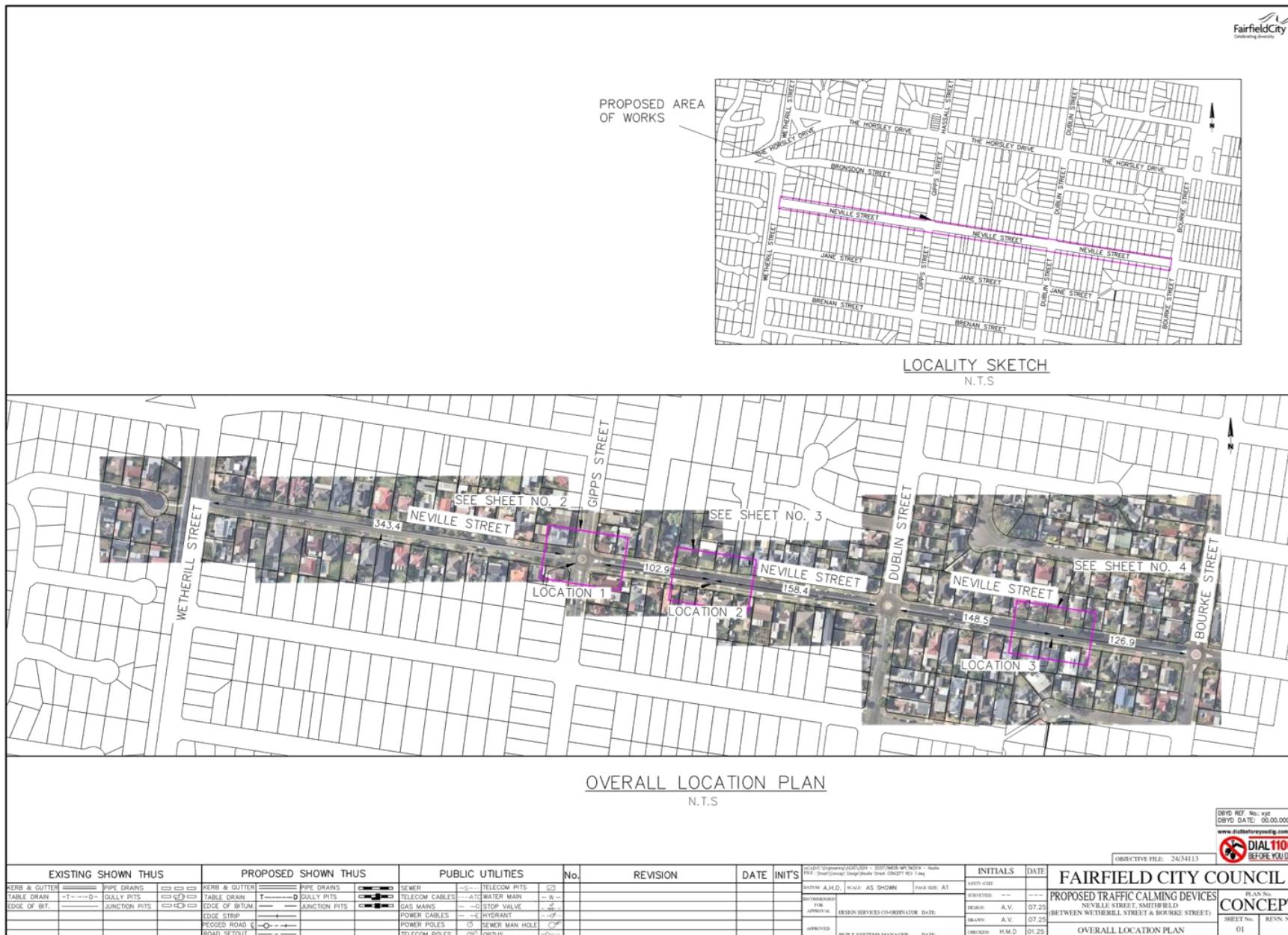
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\*\*\*\*\* END OF ITEM 33 \*\*\*\*\*

# ATTACHMENT A

Item: 33

Neville Street Smithfield - Proposed Watts-Profile Speed Humps

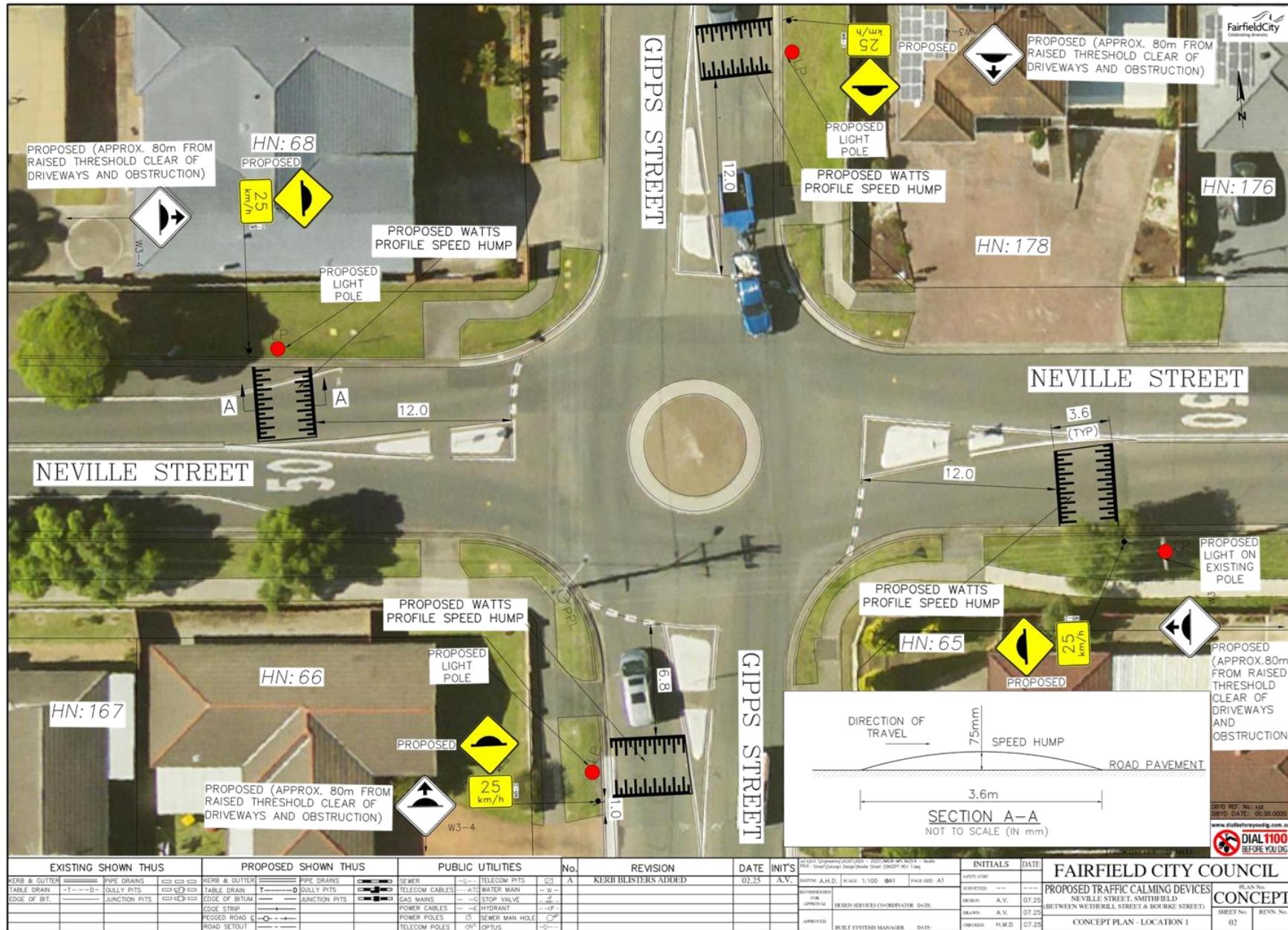


## ATTACHMENT A

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Neville Street Smithfield - Proposed Watts-Profile Speed Humps

Item: 33



## ATTACHMENT A

Item: 33

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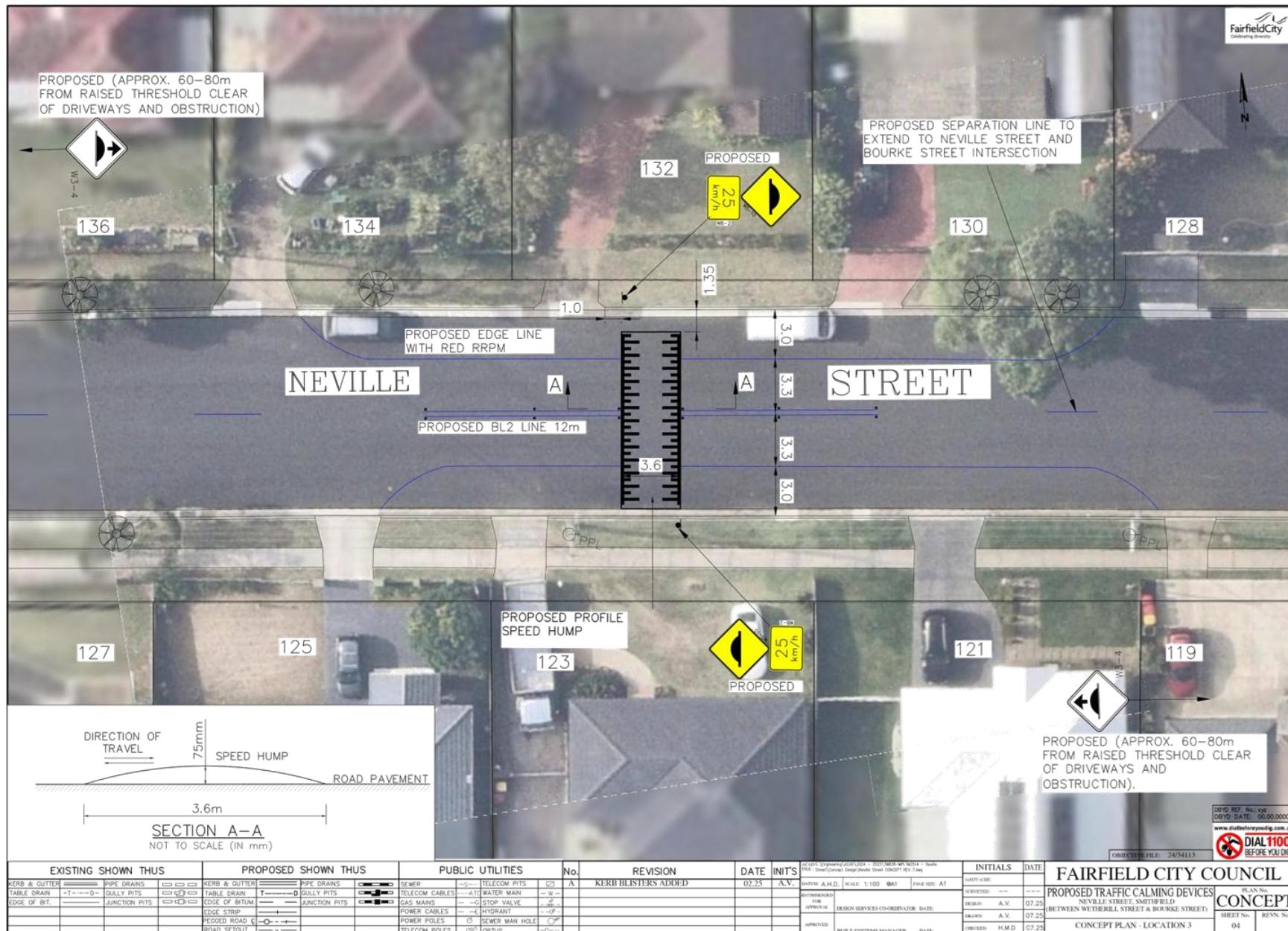
Neville Street Smithfield - Proposed Watts-Profile Speed Humps



## ATTACHMENT A

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Neville Street Smithfield - Proposed Watts-Profile Speed Humps



## TRAFFIC COMMITTEE

Meeting Date 8 December 2025

Item Number. 34

**SUBJECT:** The Boulevarde Fairfield Heights - Traffic Investigation

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**FILE NUMBER:** 12/02462

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**REPORT BY:** Gaurab Ghimire, Professional Engineer (Traffic)

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### **RECOMMENDATION:**

That the report be received and noted.

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### **SUPPORTING DOCUMENTS:**

There are no supporting documents for this report.

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### **CITY PLAN**

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

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### **SUMMARY**

At the June 2024 Local Traffic Committee meeting, a matter was raised during General Business regarding parking, pedestrian crossings and traffic flow along The Boulevarde and Stanbrook Street Fairfield Heights. A review and investigation of The Boulevarde was requested.

The Boulevarde between Camden Street and Polding Street functions as a collector road, accommodating high traffic volumes, significant pedestrian activity and concentrated parking demand adjacent to local businesses. Intersection analysis confirms that through movements dominate, while turning movements and pedestrian flows reflect the mixed commercial and residential land uses along the corridor.

Traffic counts showed some vehicles were travelling in excess of the posted speed limit. The Fairfield City Police Area Command has been requested to include The Boulevarde Fairfield Heights as part of their patrols to help deter speeding and anti-social moving related offences such as U-turns across double continuous lines.

Parking surveys indicate that on-street parking spaces near shops are fully utilised throughout the day, while off-street facilities such as the Woolworths Car Park remain underutilised.

While several options were explored to improve traffic flow along The Boulevard, including the removal of on-street parking and restrictions on certain turning movements, the most practical and sustainable approach was community engagement combined with enforcement. This strategy focuses on involving residents and businesses, promoting awareness and education campaigns and reinforcing compliance through targeted enforcement measures with the help of Fairfield City Police Area Command. By prioritising collaboration and accountability, this approach ensures safety and efficiency without compromising access for local businesses or requiring major infrastructure changes.

Additionally, the option for banning turn movements and installing a roundabout at the intersection of Stanbrook Street and The Boulevard will be further assessed and presented to a future Traffic Committee Meeting.

### **Background**

The Boulevard between Camden Street and Polding Street, functions as a collector road with a sign posted High Pedestrian Activity Area (HPAA) speed limit of 40km/hr.

The route along The Boulevard is a north-south corridor for the movement of vehicles across the city from Avenel Street on the south to Polding Street on north and Cumberland Highway further north. The Boulevard between Station Street and Polding Street is also a bus route.



*Figure 1: Aerial image of The Boulevard Fairfield Heights.*

### Assessment

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### 7 day-Traffic Counts

Traffic Counts were undertaken in October 2025 to measure the travel speeds and traffic volumes at location 1 and location 2 on The Boulevard.

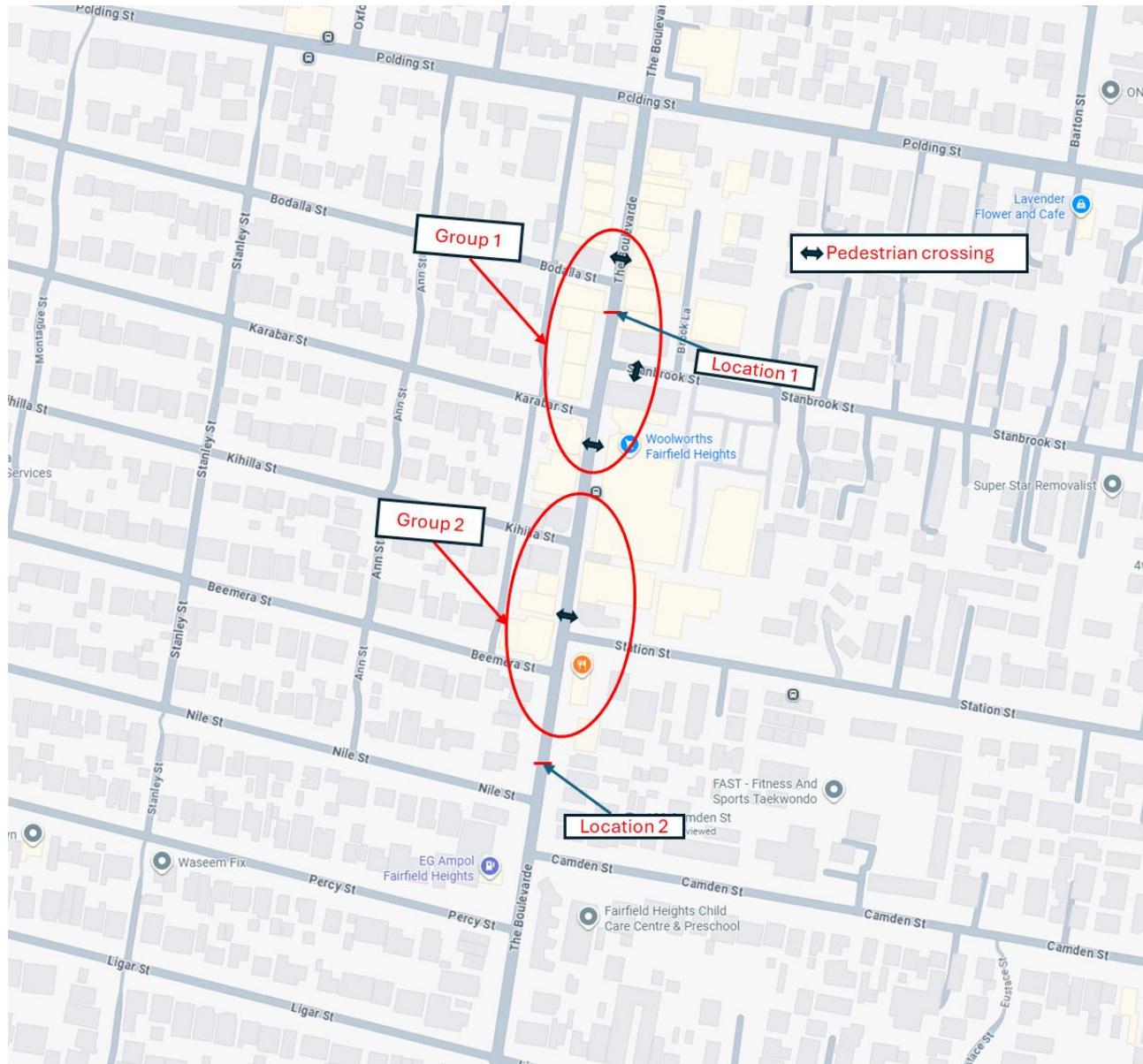


Figure 2: Location of traffic and intersection counts on The Boulevard.

#### Location 1 – South of Bodalla Street

The results show the combined 85<sup>th</sup> percentile speed (the speed at or below which 85% of motorists travel) is 31.4km/hr and the Annual Average Daily Traffic (AADT) was 10,817 (5,778 northbound and 5,039 westbound) vehicles per day.

Additionally, only 2.1% of the recorded vehicles were travelling above 40km/hr (HPAA) (1.84% northbound and 0.26% southbound).

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The table below shows the daily average for northbound/southbound directions and the 85<sup>th</sup> percentile speed.

Northbound		Southbound	
85th percentile speed	40km/hr+	85th percentile speed	40km/hr+
33.8km/hr	28	26.8km/hr	4

Table 1: Northbound and Southbound vehicle speeds.

### Location 2 – South of Beemera Street

The results show the combined 85<sup>th</sup> percentile speed (the speed at or below which 85% of motorists travel) is 41km/hr and the AADT was 12,288 (6,313 northbound and 5,975 southbound) vehicles per day.

Additionally, only 20.18% of the recorded vehicles were travelling above 40km/hr (5.2% northbound and 14.8% southbound).

The table below shows the daily average for northbound/southbound directions and the 85<sup>th</sup> percentile speed.

Northbound		Southbound	
85th percentile speed	40km/hr+	85th percentile speed	40km/hr+
39.7km/hr	74	42.3km/hr	206

Table 2: Northbound and Southbound vehicle speeds.

The measured AADT on The Boulevard is higher than expected for a collector road within the local government area. The location of the town centre on The Boulevard influences this higher daily traffic flow.

The 85<sup>th</sup> percentile (41km/hr) is slightly higher than the posted speed limit of 40km/hr south of Beemera Street. Additionally, there are a number of vehicles travelling above 40km/hr. This is consistent with local roads across the city and reflects drivers' attitude to compliance.

The Fairfield City Police Area Command has been requested to include The Boulevard Fairfield Heights as part of their patrols to help deter speeding and anti-social moving related offences.

### Intersection Counts

Intersection counts were undertaken at the side streets between Beemera Street and Bodalla Street with The Boulevard at 2 separate days (1 being a weekday and 1 weekend).

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The intersection count was divided into 2 groups. The intersection of Bodalla Street, Stanbrook Street and Karabar Street with The Boulevarde was Group 1. The intersection of Kihilla Street, Station Street and Beemera Street with The Boulevarde was Group 2. Please refer to figure 2.

The intersection traffic count on a weekday was undertaken between 11.00am-1.30pm and 3.00pm-5.00pm and the count on a weekend was undertaken between 11.00am-2.00pm on a Saturday which revealed the following peak hour traffic volumes in the morning and afternoon peak hours:

**Group 1 (Northbound traffic from The Boulevarde)**

Movement type	AM peak (11.45-12.45)	PM peak (15.15-16.15)	Weekend peak (12.30-13.30)
Through	183 vehicles (50%)	237 vehicles (56%)	233 vehicles (49%)
Left to Karabar Street	36 vehicles (10%)	35 vehicles (8%)	55 vehicles (11%)
Further left to Bodalla Street	57 vehicles (16%)	57 vehicles (13%)	68 vehicles (14%)
Right to Stanbrook Street	88 vehicles (24%)	100 vehicles (23%)	123 vehicles (26%)
U-turn	NA	NA	NA
Pedestrian	216	255	280

*Table 3: Peak hour intersection traffic for group 1 (northbound).*

Note: The pedestrian count was conducted on the pedestrian crossing on The Boulevarde, south of Karabar Street.

**Group 1 (Southbound traffic from The Boulevarde)**

Movement type	AM peak (11.45-12.45)	PM peak (15.15-16.15)	Weekend peak (12.30-13.30)
Through	210 vehicles (62.5%)	291 vehicles (64%)	273 vehicles (66%)
Right to Bodalla Street	32 vehicles (9.5%)	38 vehicles (8%)	23 vehicles (5.5%)
Further right to Karabar Street	10 vehicles (3%)	5 vehicles (1%)	11 vehicles (2.6%)
Left to Stanbrook Street	81 vehicles (24%)	116 vehicles (26%)	106 vehicles (25.5%)
U-turn into The Boulevarde	3 vehicles (1%)	3 vehicles (1%)	2 vehicles (0.4%)
Pedestrian	77	103	136

*Table 4: Peak hour intersection traffic for group 1 (southbound).*

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Note: The pedestrian count was conducted on the pedestrian crossing on The Boulevard, north of Bodalla Street.

The intersection analysis for Group 1 indicates that through movements dominate northbound and southbound traffic, accounting for approximately 49–56% northbound and 62–66% southbound across all peak periods.

Northbound right turns into Stanbrook Street are significant, ranging from 23–26%, while left turns to Karabar and Bodalla Streets combined represent 21–26%.

Southbound left turns into Stanbrook Street also show notable volumes at 24–26%.

The right turns to Bodalla and Karabar Streets remain relatively low (generally below 10%) showing lesser vehicular movement on these side streets.

Pedestrian activity in this group is very high compared to other areas, with counts ranging from 216 to 280 northbound and 77 to 136 southbound, reflecting the concentration of retail, food outlets and Woolworths in this section of The Boulevard.

### Group 2 (Northbound traffic from The Boulevard)

Movement type	AM peak (11.45-12.45)	PM peak (15.00-16.00)	Weekend peak (12.30-13.30)
Through	238 vehicles (69%)	295 vehicles (64%)	352 vehicles (71%)
Left to Beemera Street	23 vehicles (7%)	52 vehicles (11%)	30 vehicles (6%)
Further left to Kihilla Street	25 vehicles (7%)	29 vehicles (6%)	30 vehicles (6%)
Right to Station Street	60 vehicles (17%)	88 vehicles (19%)	85 vehicles (17%)
U-turn	NA	NA	NA
Pedestrian	2	4	15

Table 5: Peak hour intersection traffic for group 2 (northbound).

Note: The pedestrian count was conducted on the pedestrian crossing on The Boulevard, north of Camden Street.

### Group 2 (Southbound traffic from The Boulevard)

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Movement type	AM peak (11.45-12.45)	PM peak (15.00-16.00)	Weekend peak (12.30-13.30)
Through	248 vehicles (70.7%)	331 vehicles (75%)	330 vehicles (73%)
Right to Kihilla Street	24 vehicles (7%)	27 vehicles (6%)	37 vehicles (8.1%)
Further right to Beemera Street	10 vehicles (3%)	4 vehicles (1%)	2 vehicles (0.4%)
Left to Station Street	68 vehicles (19%)	75 vehicles (17%)	81 vehicles (18.1%)
U-turn into The Boulevarde	1 vehicle (0.3%)	5 vehicles (1%)	2 vehicles (0.4%)
Pedestrian	2	3	7

*Table 6: Peak hour intersection traffic for group 2 (southbound).*

Note: The pedestrian count was conducted on the pedestrian crossing on The Boulevarde, north of Station Street.

The intersection analysis for Group 2 also shows that through movements dominate in both directions, accounting for 64–71% northbound and 70–75% southbound across all peak periods.

Northbound right turns into Station Street represent a significant proportion at 17–19%, while left turns to Beemera and Kihilla Streets remain low at 6–11% combined.

Similarly, southbound left turns into Station Street comprise 17–19%, whereas right turns to Kihilla and Beemera Streets are minimal (generally below 8%).

Pedestrian activity in this group is very low compared to Group 1, with counts ranging from 2 to 15 northbound and 2 to 7 southbound, reflecting the predominantly residential nature of this section of The Boulevarde.

Referring to both intersection groups above, most traffic on The Boulevarde travels straight through in both directions. Group 1 has significant northbound right and southbound left turning movements into Stanbrook Street, while at Group 2, similar turning patterns occur but at slightly lower volumes on Station Street. Other turns into side streets remain relatively low at both intersections' groups.

Pedestrian activity is the main difference as Group 1 has very high foot traffic due to nearby shops and Woolworths, whereas Group 2 sees very few pedestrians because it is mainly residential.

**Stanbrook Street**

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Stanbrook Street has the highest traffic volumes among all side streets intersecting with The Boulevarde, along with significant pedestrian activity. For this reason, a detailed intersection count was carried out at Stanbrook Street to better understand both vehicle movements and pedestrian patterns at this location.

The intersection traffic count on a weekday was undertaken between 11.00am-1.30pm and 3.00pm-5.00pm and the count on a weekend was undertaken between 11.00am-2.00pm on a Saturday which revealed the following peak hour traffic volumes in the morning and afternoon peak hours:

Movement type	AM peak (11.45-12.45)	PM peak (15.15-16.15)	Weekend peak (12.30-13.30)
Right to The Boulevarde	52 vehicles (28%)	55 vehicles (25%)	57 vehicles (27%)
To Bodalla Street	15 vehicles (8%)	15 vehicles (7%)	13 vehicles (6%)
Left to The Boulevarde	93 vehicles (50%)	116 vehicles (54%)	130 vehicles (61%)
To Karabar Street	27 vehicles (14%)	30 vehicles (14%)	14 vehicles (7%)
Pedestrian	108	114	148

Table 7: Peak hour intersection traffic for Stanbrook Street.

Note: The pedestrian count was conducted on the pedestrian crossing on Stanbrook Street at The Boulevarde.

The intersection counts at Stanbrook Street revealed that the predominant movement during all peak periods is left turns onto The Boulevarde, accounting for approximately 50% in the AM peak, 54% in the PM peak, and 61% on weekends. Right turns onto The Boulevarde represent around 25–28%, while movements toward Bodalla Street and Karabar Street are comparatively minor, ranging between 6-14%.

### Queuing at The Boulevarde to access Station Street

Station Street is a key route for vehicles accessing Fairfield Town Centre. Motorists wanting to go to Fairfield Town Centre from The Boulevarde turn right/left into Station Street. Motorists travelling northbound along The Boulevarde must wait for a suitable gap in opposing traffic to turn right into Station Street, which can lead to queuing during peak periods.

Due to this a queuing analysis was done on The Boulevarde to assess delays for vehicles turning right into Station Street.

The intersection of The Boulevarde and Station Street currently operates as a give-way intersection, requiring vehicles approaching from Station Street to yield to traffic on The Boulevarde.

A recent queue length survey identified congestion issues, particularly for vehicles on The Boulevard attempting to turn right into Station Street. On weekends, up to 6 vehicles were observed waiting to turn at around 12pm, while weekdays saw a maximum of 5 at around 4pm. This queuing obstructs through traffic on The Boulevard, causing delays and contributing to congestion.

One potential solution is the introduction of a dedicated right-turn bay on The Boulevard. However, implementing this would necessitate the removal of existing parking spaces on the northbound lane near Station Street. These spaces are currently subject to a 15-minute timed parking restriction and are heavily utilised by patrons of nearby businesses. The removal of these parking spaces would likely impact local businesses and would require community consultation. As a result, this option has not been pursued at this stage.

Another potential solution is to prohibit the right-turn movement from The Boulevard into Station Street during peak hours. This measure could alleviate congestion by preventing vehicles from queuing in the through lane. However, implementing such a restriction would require community consultation, as it may inconvenience drivers and redirect traffic to nearby side streets, potentially causing congestion in those areas as well.

#### Parking Survey

A parking survey conducted on a typical weekday revealed that on-street parking spaces next to the local businesses along The Boulevard are highly utilised throughout the day. Occupancy levels remain consistently high during the morning, midday, and afternoon periods, indicating strong and continuous demand for parking in this area.

The survey found that many patrons choose to park on the street to quickly access groceries, takeaway food, and other goods from nearby businesses.

In contrast, the Woolworths Car Park was underutilised, with peak occupancy reaching only around 60%. Observations suggest that customers often prefer on-street parking when shopping at Woolworths, as it offers greater convenience compared to using the dedicated car park.

Additionally, parking spaces on side streets closer to the shops were highly utilised compared to those located further away, while spaces farther from the local businesses along The Boulevard showed significantly lower occupancy. This pattern is consistent with typical customer behaviour of wanting to park as close as possible to their destination.

#### Crash History

According to Transport for NSW's 5-year crash history between 1 July 2019 to 30 June 2024 there were 9 reported crashes along The Boulevard (between Camden Street and Polding Street) as shown below:

- 1) 1X RUM 48 – From footpath, cyclist travelling west collided with car travelling north, moderate injury (13/05/2023).

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- 2) 1X RUM 0 – Light truck turning right collided with a pedestrian walking across carriageway, seriously injured (03/07/2023).
- 3) 1X RUM 48 – From footpath, cyclist travelling west along footpath collided with car travelling north, serious injury (17/07/2023).
- 4) 1X RUM 48 – From footpath, motorised push scooter leaving footpath collided with car travelling east, serious injury (19/12/2024).
- 5) 1X RUM 42 – Leaving parking, station wagon pulling out of parking collided with car travelling north, non-casualty (towaway) (25/07/2022).
- 6) 1XRUM 54 – Cutting in, light utility truck cutting back collided with car travelling north, minor/other injury (12/09/2024).
- 7) 1X RUM 42 – Leaving parking, car pulling out of parking collided with car travelling east, minor injury (22/03/2022).
- 8) 1X RUM 93 – Parked vehicle run away into object, parked car runaway and hit utility pole, moderate injury (09/03/2022).



Figure 3: Location of crashes on The Boulevard.

Majority of the reported crashes are influenced by the role of The Boulevard on the road network as The Boulevard between Camden Street and Polding Street experiences high traffic volumes, significant pedestrian activity and intense parking turnover, creating multiple conflict points between vehicles, pedestrians, and cyclists.

### Options Considered

After reviewing the traffic counts, intersection counts, queue lengths and crash history the following options were considered:

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- Removal of on-street parking spaces

This option aims to create additional roadway space for a dedicated right-turn bay at Station Street and Stanbrook Street, reducing queuing and improving traffic flow along The Boulevarde. However, these parking spaces are heavily utilised by customers of local businesses, as confirmed by the parking survey. Removing them would significantly impact business accessibility and convenience for patrons, likely leading to community opposition. Additionally, alternative parking options such as the Woolworths Car Park are underutilised, but drivers prefer on-street parking for convenience.

Also, the removal of parking can create the impression of a wider, unobstructed road for drivers which may encourage them to speed, potentially leading to non-compliance with the speed limit.

- Banning of movement into side streets during peak hours

Restricting right-turn movements into side streets from The Boulevarde during peak periods was considered, this was to reduce delays and queuing on The Boulevarde. While this could improve through traffic flow, it would divert vehicles to other nearby streets, creating congestion and possible road safety issues in those residential areas. Such restrictions would also inconvenience residents and businesses, potentially leading to strong community resistance as it would restrict local access. Enforcement of these bans would need to be self-enforcing with a physical device such as a traffic island (which will cost approximately \$20,000.00), as signage alone would see non-compliance requiring additional resources for enforcement. This would also not resolve the underlying demand for turning movements and may then also create other issues with waste vehicle access if a physical device was installed to reinforce the ban. A further assessment is required to evaluate the feasibility and impacts of the proposed option to restrict certain turning movements during peak periods.

- Installation of a Traffic Signal at the intersection of The Boulevarde and Stanbrook Street

The Transport for New South Wales's (TfNSW) warrant for the installation of traffic signal at an intersection is as follows:

- a) *Traffic demand:*

*For each of four one-hour periods of an average day:*

- (i) *The major road flow exceeds 600 vehicles/hour in each direction; and*
    - (ii) *The minor road flow exceeds 200 vehicles/hour in one direction.*

As the northbound and southbound through traffic in The Boulevarde are 429 vehicles and 453 vehicles in the afternoon peak, the warrant for the installation of a traffic control signal at the intersection is not met.

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The installation of traffic control signals will affect the traffic flow in The Boulevarde and will adversely impact the performance of the intersections of The Boulevarde/Karabar Street and The Boulevarde/Bodalla Street. Also, since Karabar Street is located less than 30 metres from the intersection of The Boulevarde and Stanbrook Street, the outbound movement of Karabar Street into The Boulevarde will be removed as TfNSW Network Operations advised that the 30-metre minimum separation applies between a traffic signal and a side street.

Further, the installation of traffic control signals at this location will result in the loss of on-street parking spaces between Karabar Street and Bodalla Street and loss of at least 4 parking spaces on Stanbrook Street.

Also, for the smooth operation of the signal, the pedestrian crossing on The Boulevarde, south of Karabar Street will be removed. This change will have a significant impact on pedestrian movement as that crossing is highly utilised, demonstrates a strong line and accommodates high pedestrian volume (up to 280 pedestrians in a peak hour).

- Installation of roundabout at the intersection of The Boulevarde and Stanbrook Street

The Boulevarde experiences significantly higher daily traffic compared to Stanbrook Street. Due to the difference in the traffic volume, the installation of a roundabout at the intersection of The Boulevarde and Stanbrook Street would increase traffic queuing and delays along The Boulevarde, adversely affecting the network efficiency.

The installation of a roundabout would also result in the loss of on-street car parking spaces on both sides of The Boulevarde and Stanbrook Street which would be required to accommodate vehicle manoeuvring areas.

Also, the installation of a roundabout at the intersection would require the removal/relocation of the existing pedestrian crossing on Stanbrook Street at The Boulevarde. Relocating the pedestrian crossing away from the established desire line would negatively impact pedestrian movement, as the area is a high pedestrian area and would increase the likelihood of unsafe behaviour such as jaywalking.

Additionally, installing a roundabout and the associated relocation of the pedestrian crossing would involve considerable costs (approximately \$600,000.00), making this option less favourable financially.

A further detailed evaluation is needed to understand the potential impact of introducing a roundabout at the intersection of The Boulevarde and Stanbrook Street. This assessment will examine how the roundabout would affect traffic flow, turning movements and overall intersection performance during peak and off-peak periods.

- Community engagement, educational campaigns and enforcement

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Community engagement and educational campaigns (via flyers, website or social media) can promote safe driving and pedestrian practices. Educational campaigns can inform drivers and pedestrians about proper road use, reducing risky behaviours and promoting a culture of compliance.

Community engagement and educational campaigns together form a powerful strategy for improving safety and behaviour on busy streets like The Boulevarde. By actively involving residents, businesses, and local stakeholders, community engagement encourages everyone to share responsibility. Educational campaigns complement this by raising awareness and providing practical knowledge about traffic rules, pedestrian safety, and responsible driving habits. This can be done by:

- Sending educational letters or handing out flyers reminding people of road rules.
- Using digital platforms such as Council's website and social media channels to share clear, engaging and practical road safety messages. This can include:
  - Regular Updates: Post reminders about speed limits and pedestrian crossings.
  - Share downloadable resources from TfNSW's website such as flyers, brochures, and fact sheets for residents and businesses to access at any time.

Enforcement through measures like fines and police presence acts as a strong deterrent against illegal parking or driving offences.

This approach would encourage positive road safety behaviours.

## CONCLUSION

A review of traffic counts and parking surveys has revealed that the section of The Boulevarde between Camden Street and Polding Street operates as a major collector road, carrying high traffic volumes throughout the day and also supporting high pedestrian activity and parking demand near local businesses.

Traffic counts showed some vehicles were travelling in excess of the posted speed limit.

The Fairfield City Police Area Command has been requested to include The Boulevarde Fairfield Heights as part of their patrols to help deter speeding and anti-social moving-related offences.

Parking surveys indicate that on-street spaces near shops are fully utilised throughout the day with parking restrictions allowing for turn-over.

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Several options were explored to improve traffic flow along The Boulevard, including the removal of on-street parking, installing a roundabout or traffic signals at the intersection of Stanbrook Street and The Boulevard and turn ban restrictions at certain intersections to improve through movement. The option to ban turn movements and installing a roundabout at the intersection of The Boulevard and Stanbrook Street will be further assessed and presented to a future Traffic Committee Meeting.

It is recommended that the report be received and noted.

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Gaurab Ghimire  
**Professional Engineer (Traffic)**

**Authorisation:**

Traffic & Transport Co-ordinator  
Manager Design Services

Traffic Committee - 8 December 2025

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\*\*\*\*\* END OF ITEM 34 \*\*\*\*\*