

# Traffic Committee



## AGENDA

**DATE OF MEETING:** 1 June 2026

**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: 01 June 2026**

| <b>ITEM</b> | <b>SUBJECT</b>                        | <b>PAGE</b> |
|-------------|---------------------------------------|-------------|
| -           | <b>APOLOGIES AND REASONS ACCEPTED</b> |             |
| -           | <b>CONFIRMATION OF MINUTES</b>        |             |
| -           | <b>CONFLICT OF INTEREST</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'**

|            |   |    |
|------------|---|----|
| <b>16:</b> | <u>Cabra-Vale Ex-Active Servicemen's Club Limited - 2026 Victory in the Pacific Celebrations</u><br>File Number: 13/05923 .....           | 4  |
| <b>17:</b> | <u>Cabramatta Moon Festival 2026 - Temporary Road Closures</u><br>File Number: 13/05923 .....   | 10 |
| <b>18:</b> | <u>Science in the Scrub Event 2026</u><br>File Number: 12/00388 .....   | 28 |
| <b>19:</b> | <u>Cabramatta Road West and Humphries Road Bonnyrigg - Traffic Analysis</u><br>File Number: 12/03616 .....                                | 47 |
| <b>20:</b> | <u>Pevensey Street, Phelps Street and Bartley Street Canley Vale - Proposed 2-hour Parking Restriction</u><br>File Number: 15/16329 ..... | 58 |

# Traffic Committee



## SECTION B

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

## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

Item Number. 16

**SUBJECT:** Cabra-Vale Ex-Active Servicemen's Club Limited - 2026 Victory in the Pacific Celebrations

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**FILE NUMBER:** 13/05923

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**PREVIOUS ITEMS:** 15 - Cabra-Vale Ex-Active Servicemen's Club Limited - 2025 Victory in the Pacific Celebrations - Traffic Committee - 02 Jun 2025

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

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### RECOMMENDATION:

That:

1. The 2026 Victory in the Pacific Celebrations be classified as a 'Class 3' event under the Transport for NSW Guide to Traffic and Transport Management for Special Events.
2. The Victory in the Pacific Celebrations March organised by Cabra-Vale Ex-Active Servicemen's Club Limited on Friday 14 August 2026 between 10.50am and 11.00am along Phelps Street, Bartley Street and Railway Parade, as shown in Attachment A of the report, be approved subject to the following conditions:
  - 2.1. All conditions set by the Fairfield City Police Area Command be met and a copy of the police approval be forwarded to Council's Traffic and Transport Branch.
  - 2.2. A clear passage for emergency vehicles be provided and the Applicant takes all necessary steps to minimise inconvenience to pedestrians and vehicular traffic.
  - 2.3. Emergency services, local bus companies and the NSW Taxi Council are to be notified of the event.
  - 2.4. The Applicant notifies the affected residents and businesses at least 2 weeks prior to the event through local newspapers, advertisements and letterbox drops. A copy of the notification letter and advertisement be submitted to Council's Traffic and Transport Branch.
  - 2.5. The site be left in a tidy condition after the event.
  - 2.6. Council be indemnified against all claims for damage or injury which may result from conducting the event. A valid Public Liability Insurance of twenty million dollars (\$20,000,000.00) is required and a Certificate of Currency shall be submitted to Council's Traffic and Transport Branch.

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- 2.7. The Applicant complies with any reasonable directives of Council's Community Enforcement Officers.
- 2.8. The Applicant to contact Council's Open Space Branch for permission to use Cabravale Memorial Park on the event day.
3. As traffic control signals are located along the route of the march, the Event Organiser shall contact the Transport Management Centre (TMC) to obtain a Road Occupancy Licence from TMC prior to the commencement of the march.
4. Ms Maria Korol, Function and Events Manager, Cabra-Vale Ex-Active Servicemen's Club Limited, be notified of the Committee's decision.

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### SUPPORTING DOCUMENTS:

**AT-A** [↓](#) Procession Route Details

1 Page

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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 Cabra-Vale Ex-Active Servicemen's Club Limited is seeking approval to conduct the Victory in the Pacific Celebrations March on Friday 14 August 2026 between 10.50am and 11.00am for approximately 10 minutes. Prior events have been approved and conducted without any major issues.

The march for the celebrations will commence at Cabra-Vale Diggers Club (Club) and then proceed to Cabravale Memorial Park via Phelps Street, Bartley Street and Railway Parade.

Fairfield City Police Area Command (PAC) assist in managing the moving road and footpath closures for the street procession as they have in previous years. Traffic control signals are located along the march route. Victory in the Pacific Celebrations is classified as a 'Class 3' event as per the Transport for NSW (TfNSW) Guide to Traffic and Transport Management for Special Events.

Approval for the annual Victory in the Pacific Celebrations March on Friday 14 August 2026 is recommended subject to conditions. Separate approval is required for the use of Cabravale Memorial Park for the Victory in the Pacific Celebrations.

### DISCUSSION

Approximately 500-700 people are expected to attend this year's event.

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The participants taking part in the march will assemble at the Club's car park at 10.50am on the day and then proceed along Phelps Street, Bartley Street and Railway Parade before proceeding to the Cabravale Memorial Park. The end route of the march is at Cabravale Memorial Park where the crowd disperses after the formalities.

The Club is requesting approval for temporary moving road closures along the procession route between 10.50am and 11.00am as shown in Attachment A. The exact time of the march may vary slightly from the noted time depending on the timing of the Fairfield City PAC's assistance with the moving road closure.

The Victory in the Pacific Celebrations March organised by Cabra-Vale Diggers Club is an annual event which has been conducted in the past years without any incidents. The moving road and footpath closures which are under the full control of Fairfield City PAC are expected to have minor traffic impacts on the surrounding road network.

A temporary moving road and/or footpath closure is a dynamic road closure. It occurs when a section of the road and/or footpath is temporarily closed to traffic at 1 point and then moved to another point along the procession route. In this instance, moving footpath/lane closures are required along Phelps Street (southbound), Bartley Street (eastbound) and Railway Parade (southbound). When participants are crossing at the signalised intersection of Railway Parade/Bartley Street on the day, Bartley Street is required to be temporarily closed.

As in previous years, traffic control signals are located along the route of the march and the Applicant is required to obtain a Road Occupancy Licence (ROL) from the TMC. The Event Organiser shall contact the TMC to obtain a ROL prior to the commencement of the march.

It should be noted that the event has been approved for a period of 5 years from 2024 to 2028 under the Local Activity Approval LA 1.1/2024. The Applicant will comply with the conditions of the Local Activity Approval. In addition, the Applicant will contact the Fairfield City PAC and request assistance with event management on the day and liaise with the Cabramatta Place Management Team to obtain an approval for the use of Cabravale Memorial Park on the day.

### Event Classification

Events are classified according to the TfNSW Guide to Traffic and Transport Management for Special Events. The proposed march is identified as a 'Class 3' event based on the following features outlined in table 1 below:

| Event Guide Criteria                    | Event activities  |
|---|---|
| Impact on traffic and transport network | The event is to occur outside the AM and PM peak hours of the day with a proportion of traffic being from the attendees at the event.                                     |
| Disruption to non-event community       | Minor disruption is expected as motorists can use alternative routes to travel around the closed areas. The event is to occur outside the AM or PM peak hours of the day. |

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| Event Guide Criteria  | Event activities  |
|---|---|
| Takes place on a road or in a venue/precinct                                    | The march occurs on a local road under the care and control of Council. The street march will be under the full control of Fairfield City PAC.  |
| Impacts on traffic signals  | A TfNSW ROL application is required - the march moves through the intersection of Bartley Street and Railway Parade which is a signalised intersection.<br><br>Fairfield City PAC control the march and close the road for the purposes of the march. |
| Notification of impacts on the traffic network                                  | Notification to neighbours along the route is required by letter prior to the event.<br><br>Bus Route 817 will be partially affected along Railway Parade and the relevant bus operator is to be notified prior to the event.                         |
| Local Transport Forum involvement   | Route 817 is partially affected along Railway Parade with no full diversion required. As the impact is under 24 hours, the event has not been referred to the Local Transport Forum.  |
| Traffic Committee involvement   | The Traffic Committee is responsible for approving the temporary road closures on local roads for the proposed march.   |
| Event planning and delivery includes Fairfield City PAC, TfNSW, TMC and Council | Event planning includes Council (road closures), Fairfield City PAC (event road closures) and TMC (ROL required for Bartley/Railway intersection).<br><br>TfNSW is not involved in event planning.  |

Table 1: Common characteristics of a 'Class 3' event.

A copy of the TfNSW Guide to Traffic and Transport Management for Special Events can be accessed from the TfNSW website.

### Consultation and Timing

When closing a road, Section 5 of the Roads Regulation 2018 requires that 7 days' notice be given by means of an advertisement in a local newspaper or on the relevant roads authority website and notices along the road.

The proposal was advertised on Council's website for a period of 7 days starting from 13 April 2026 until 20 April 2026. Council has not received any objections on the proposed march.

The event organiser is to notify in writing the affected stakeholders of the march 2 weeks prior to the event.

### CONCLUSION

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It is recommended that the proposed temporary moving road closures for the Victory Pacific Celebrations March organised by Cabra-Vale Ex-Active Servicemen's Club Limited between approximately 10.50am and 11.00am on Friday 14 August 2026 be approved subject to conditions.

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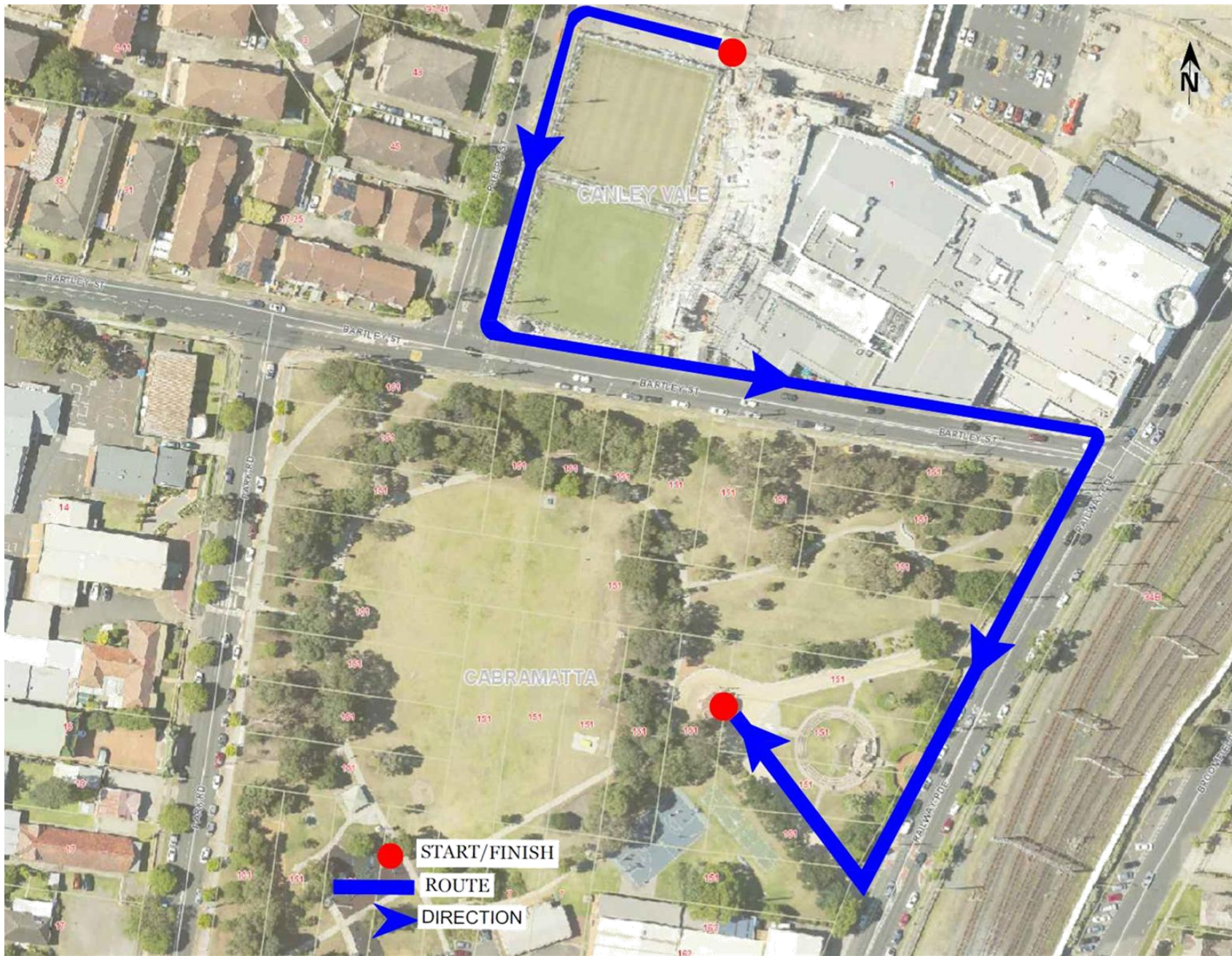
Sameer Kabir  
**Graduate Engineer (Traffic)**

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

Traffic Committee - 1 June 2026

File Name: **TRA01062026\_1.DOCX**

\*\*\*\*\* END OF ITEM 16 \*\*\*\*\*



## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

Item Number. 17

**SUBJECT:** Cabramatta Moon Festival 2026 - Temporary Road Closures

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**FILE NUMBER:** 13/05923

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**PREVIOUS ITEMS:** 17 - Cabramatta Moon Festival 2025 - Temporary Road Closures - Traffic Committee - 11 Aug 2025

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

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### RECOMMENDATION:

That:

1. The Cabramatta Moon Festival 2026 (the event) be classified as a 'Class 2' event under the Transport for NSW (TfNSW) Guide to Traffic and Transport Management for Special Events.
2. The temporary closure of the following roads for the event, as shown in Attachment A of the report, be approved:
  - 2.1 Arthur Street Carpark from 12.00am Thursday 17 September 2026 to 12.00pm Monday 21 September 2026.
  - 2.2 Denton Lane at Arthur Street from 8.00pm on Friday 18 September 2026 to 12.00pm Monday 21 September 2026.
  - 2.3 Park Road (from John Street to Hughes Street), Arthur Street (from Railway Parade to Park Road), Cabramatta Road West (from Railway Parade to 225 Cabramatta Road West) and John Street (from Hill Street to Cabramatta Road West) from 8.00pm Saturday 19 September 2026 to 4.00am Monday 21 September 2026.
  - 2.4 Railway Parade (from Hughes Street to Boundary Lane) and Dutton Lane (partial) from 11.59pm Saturday 19 September 2026 to 4.00am Monday 21 September 2026.
3. The temporary road closures as specified in Recommendation 2 be approved subject to the following conditions:
  - 3.1 Business proprietors, residents and other occupants in the vicinity of the event activities be notified of the event and extent of the temporary closures.

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- 3.2 Variable Message Signs shall be installed 2 weeks prior to the temporary road closures to provide details of the temporary road closures leading up to and during the event.
- 3.3 All emergency services, local bus companies and the NSW Taxi Council be notified at least 2 weeks prior to the event.
- 3.4 Access for emergency vehicles be permitted at all times.
- 3.5 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 TfNSW Traffic Control at Work Sites Technical Manual.
- 3.6 The Applicant complies with any reasonable directive of Council's Community Regulatory Services Division.
- 3.7 The Applicant ensures the areas used for the activities are maintained in a clean and tidy condition.
- 3.8 The event organiser must obtain Road Occupancy Licences from the Transport Management Centre for the temporary road closures within 100m of traffic control signals.
- 3.9 The event organiser submits a Detailed Transport Management Plan to TfNSW for concurrence to hold the temporary road closures.
4. The 'Bus Zone' and 'Taxi Zone' restrictions on Railway Parade (from Hughes Street to McBurney Road) commencing at 6.00pm Saturday 19 September 2026, as shown in Attachment C of the report, be approved.
5. The reinstatement of '1hour parking 8.30am – 6.00pm' and 'No Parking' Restrictions on Railway Parade (between Hughes Street and McBurney Road) commencing at 11.59pm Sunday 20 September 2026, as shown Attachment C of the report, be approved.
6. The Applicant be advised of the Committee's decision.

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### SUPPORTING DOCUMENTS:

|               |   |         |
|---------------|---|---------|
| <b>AT-A</b> ↓ | Traffic Guidance Scheme                       | 5 Pages |
| <b>AT-B</b> ↓ | VMS Locations                                 | 1 Page  |
| <b>AT-C</b> ↓ | Temporary Bus Zone and Taxi Zone Signage Plan | 2 Pages |

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### CITY PLAN

## TRAFFIC COMMITTEE

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

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### SUMMARY

Cabramatta Town Centre is hosting the Cabramatta Moon Festival 2026 on Sunday 20 September 2026 from 11.00am to 8.00pm. The event has attracted an approximate 80,000+ people throughout the day in previous years. This is a community event managed by Council to celebrate the Moon Festival.

The event requires implementation of temporary full-time road closures. Circulation around the town centre, including access to key carparks and the main road is to be managed and maintained.

Key features during the event are:

- Access for businesses and residents outside the closed roads (event area) is to be maintained, noting there may be localised traffic congestion.
- A 3m wide emergency vehicle access to be maintained through the event site.
- Special event warning signs and Variable Message Signs (VMS) installed at least 2 weeks prior to the event to alert motorists of the event and closures.
- Temporary 'Bus Zone' and 'Taxi Zone' implemented in Railway Parade to maintain bus and taxi services.

The temporary road closures commence from 8.00pm Friday 18 September 2026 and finish at 12.00pm Monday 21 September 2026.

In addition to the road closures, the at-grade car parks known as Hughes Street, Arthur Street and Hill Street (partial) will be closed due to storage of equipment, reserved parking for event organisers and contractors to set up the event and reserved parking for special guests during the event.

This event is a 'Class 2' event under the TfNSW Guide to Traffic and Transport Management for Special Events. It affects local traffic and transport systems but does not affect major traffic and transport systems. It disrupts the non-event community in the area around the event but not over a wide area.

The event requires the involvement of Fairfield City Police Area Command (FCPAC), Council and Transport for NSW (TfNSW). A Detailed Transport Management Plan (DTMP) is to be submitted to TfNSW for their concurrence to hold the event.

The proposal was considered by the Fairfield Local Traffic Forum with no specific advice or objection provided at the meeting or subsequently.

The annual event is recommended for approval subject to conditions.

### DISCUSSION

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The Cabramatta Moon Festival is an annual event that has been successfully held in previous years. This year's Cabramatta Moon Festival will be held on Sunday 20 September 2026 from 11.00am to 8.00pm.

The event occupies local roads within Cabramatta Town Centre providing a pedestrian friendly environment for our community and visitors. The closure of these roads is needed to allow for setting up the event in the lead up and the dismantling of the event afterwards.

This year's event requires temporary road closures in the lead up to and after the event. This allows for the event to bump in and out (set up stalls, marquees, stages, etc) and for the site to be cleaned after the event. The affected roads and carparks are:

- **Park Road** (from John Street to Hughes Street including Freedom Plaza)
- **Arthur Street** (from Railway Parade to Park Road)
- **Railway Parade** (from Hughes Street to Boundary Lane)
- **Cabramatta Road West** (from Railway Parade to 225 Cabramatta Road West)
- **John Street** (from Cabramatta Road West to Hill Street)
- **Dutton Lane** (vehicular entry to the carparks unchanged – exit arrangement modified)
- **Arthur Street Carpark** and **Denton Lane** at Arthur Street
- **Hughes Street Carpark** (from Hughes Street to Arthur Street)
- **Hill Street Carpark** (11 parking spaces reserved)



Figure 1: Proposed temporary road closures for the 2026 Cabramatta Moon Festival.

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The proposed temporary road closure times vary as shown in Table 1, depending on the nature of the bump in and set up requirements.

Table 1: Temporary road closure times at/near Cabramatta Town Centre

| Street and Carpark Closures  | Action    | Date                       | Time    |
|--|-----------|----------------------------|---------|
| Arthur Street Carpark  | Closed    | Thursday 17 September 2026 | 12.00am |
| Denton Lane  | Closed    | Friday 18 September 2026   | 8.00pm  |
| Hughes Street Carpark (20 parking spaces)  | Closed    | Saturday 19 September 2026 | 5.00pm  |
| Hill Street Carpark (11 parking spaces)  | Closed    | Saturday 19 September 2026 | 8.00pm  |
| Park Road, Arthur Street, John Street, Cabramatta Road West and Hughes Street Carpark (Full) | Closed    | Saturday 19 September 2026 | 8.00pm  |
| Railway Parade and Dutton Lane (Partial)   | Closed    | Saturday 19 September 2026 | 11.59pm |
| Hill Street Carpark (11 parking spaces)  | Re-opened | Monday 21 September 2026   | 4.00am  |
| Hughes Street Carpark (20 parking spaces)  | Re-opened | Monday 21 September 2026   | 4.00am  |
| Railway Parade and Dutton Lane (Partial)   | Re-opened | Monday 21 September 2026   | 4.00am  |
| Park Road, Arthur Street, John Street, Cabramatta Road West and Hughes Street Carpark (Full) | Re-opened | Monday 21 September 2026   | 4.00am  |
| Denton Lane  | Re-opened | Monday 21 September 2026   | 12.00pm |
| Arthur Street Carpark  | Re-opened | Monday 21 September 2026   | 12.00pm |

TfNSW-accredited traffic controllers will assist traffic detoured around the road closures and to manage vehicular and pedestrian movements. Barricades will be installed within Cabramatta Town Centre to implement the temporary road closures and a 3m-wide emergency vehicle access to be maintained through the area while temporary road closures are in place. Limitations on parking will occur in the lead up to the closures to avoid parked cars being left in the event area.

VMS will be installed to advise motorists there will be changes in traffic conditions during the event as shown in Attachment B of the report.

FCPAC works closely with the event organiser on a range of policing matters, including security and crowd control on the day. The event organiser is providing private security to support the event.

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The event team coordinates with Cabramatta Station Master, private security and FCPAC to manage the crowd at/near Cabramatta train station on the day. Sydney Trains will be engaged and are scheduled to provide assistance on the day.

Adjustments to the traffic signal operations associated with temporary road closures are managed by TfNSW which may charge a fee to the event organiser.

### Impacts on Parking

Dutton Plaza and Fisher Street multi-storey carparks and the Hill Street and John Street at-grade carparks remain open to the public. Dutton Plaza Carpark is heavily utilised during normal business operations and will be very busy during the event.

Access into Dutton Plaza Car Park is managed during the event to address congestion with cars diverted from entering if congestion exceeds capacity. This may include temporary restriction on right-turning traffic into Hughes Street from Hill Street. This activity would be undertaken by a properly authorised traffic controller or Police Officer.

Whilst entry to the Dutton Plaza Car Park operates as usual, the exit ramp onto Dutton Lane will be closed due to the event footprint. The other exit points will operate as usual with capacity for an additional exit to be opened if necessary. The temporary road closure locations are as shown in Figure 2.

Carpark staff will be on-site for the multi-storey carparks to assist in managing traffic during the event.

On-street parking in Railway Parade will be temporarily removed for the relocation of the bus and taxi zones. The temporary road closures prevent use of the normal bus stops adjacent to the railway station.

It is proposed to convert the existing restricted and unrestricted parking spaces and 'No Parking' restrictions on Railway Parade, between Hughes Street and McBurney Road to temporary 'Bus Zone' and 'Taxi Zone', as shown in Attachment C of the report. These changes will take place from 6.00pm Saturday 19 September 2026 to 11.59pm Sunday 20 September 2026.

The timed restricted parking and unrestricted parking spaces on Railway Parade, between Railway Parade and Hughes Street will be reinstated after 11:59pm Sunday 20 September 2026.

### Impacts on Traffic

The large number of visitors into Cabramatta Town Centre for the event use both private and public transport modes to attend the event. Traffic is heavy in the surrounding road network during the event.

Management of pedestrian movements across the event site is carefully managed. This caters for specific pedestrian movement corridors across the event site, location of different types of stalls (queueing management at the stalls) and access to and from the railway station platforms.

Bus services will be able to continue using the Railway Parade bus stops on Saturday until the last bus service finishes near 12.00am. The temporary bus stops will be in use from the following morning.

### Loading/Servicing and Parking Arrangements

Generally, when temporary road closures are in place, access to these areas by public is not permitted. Stallholder and contractor vehicles will be allowed to enter these areas as part of the event bump in and out arrangements under traffic control.



Figure 2: Temporary road closure locations at/near Dutton Lane and Dutton Plaza Car Parks.

There will be 20 parking spaces allocated for VIP parking on the ground floor of Hughes Street Carpark and the remaining loading zones on the ground floor will be available for general public use.

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 and parking spaces available at/near Cabramatta Town Centre and to plan alternate loading and parking arrangements prior to the day.

### Event Classification

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Events are classified according to the TfNSW Guide to Traffic and Transport Management for Special Events. The proposed event is identified as a 'Class 2' event. This is based on the following features:

| Event Guide Criteria   | Event activities   |
|--|--|
| Impact on traffic and transport network  | The event involves closing of roads and has moderate impact on local traffic network.  |
| Disruption to non-event community  | It disrupts the non-event community in the area around the event but not over a wide area.   |
| Takes place on a road or in a venue/precinct   | The event occurs on a local road.  |
| Impacts on traffic signals - A TfNSW Road Occupancy Licence (ROL) application is required        | The event closes local roads and will affect traffic signals along Railway Parade, Park Road and John Street.<br>FCPAC controls the event and will close the road for the purposes of the event. |
| 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.   |
| Transport Management Plan  | DTMP is to be prepared by an accredited person.  |
| Local Traffic Committee involvement  | The proposed event is authorised by the Fairfield Traffic Committee.   |
| Event planning and delivery includes FCPAC, TfNSW, Transport Management Centre (TMC) and Council | Event planning includes Council (road closure), FCPAC (event road closure), TMC Road Occupancy Licences (ROLs) and TfNSW (review and approval of DTMP).  |

### Public Consultation

The proposed temporary full road closures were advertised on Council's website in accordance with Section 116 of the Roads Act 1993.

Cabramatta Place Management Team is currently undertaking consultation (discussions and on-site meetings) with the affected businesses regarding temporary road closures at Cabramatta Town Centre.

The Cabramatta Place Management Team had placed an event advertisement on Council's website on Friday 13 March 2026 for a period of 28 days.

No objections have been received on the Cabramatta Moon Festival 2026.

### Event Approval

The Traffic Committee's role for this item is to authorise the temporary closure of the roads and public car parks under the care and control of Council.

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Due to the presence of traffic control signals and the impact on public transport use, part of the approval process for the temporary road closures is the concurrence of the DTMP by TfNSW.

Section 116(a) of the Roads Act 1993 provides 'A roads authority may apply to TfNSW for consent to— *the erection of any notice or barrier, the carrying out of any work or the taking of any other action for the purpose of regulating traffic on a public road for purposes other than those referred to in Division 1*'. Council, as the Roads Authority for the affected roads, is able to temporarily close the roads for the event.

This event is classified as a 'Class 2' event under the TfNSW Guide to Traffic and Transport Management for Special Events.

This requires the preparation and approval of a DTMP identifying transport, traffic and road safety risks associated with the event and how they will be managed. A DTMP is to be submitted to TfNSW's Major Events Team for their concurrence to hold the event. Any objections received by Council to the temporary road closures are also to be provided to TfNSW.

The temporary 'Bus Stop' and 'Taxi Zone' restrictions require authorisation. The existing restrictions are to be reinstated at the conclusion of the event.

The following approvals are required for the event to occur:

- The temporary closure of the nominated roads, requiring:
  - TfNSW approval of the DTMP and
  - Council's approval as the Road Manager.
- TMC approval is required for ROLs (as traffic control signals and bus lanes are included within the temporary road closures).
- NSW Police approval for the public assembly. Approval has been received from the FCPAC.

### CONCLUSION

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

The event footprint has operated satisfactorily in previous years. The arrangements put in place for the event have led to a successful event minimising impacts where practical.

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 that the temporary road closures for Cabramatta Moon Festival 2026 be approved subject to conditions.

**TRAFFIC COMMITTEE**

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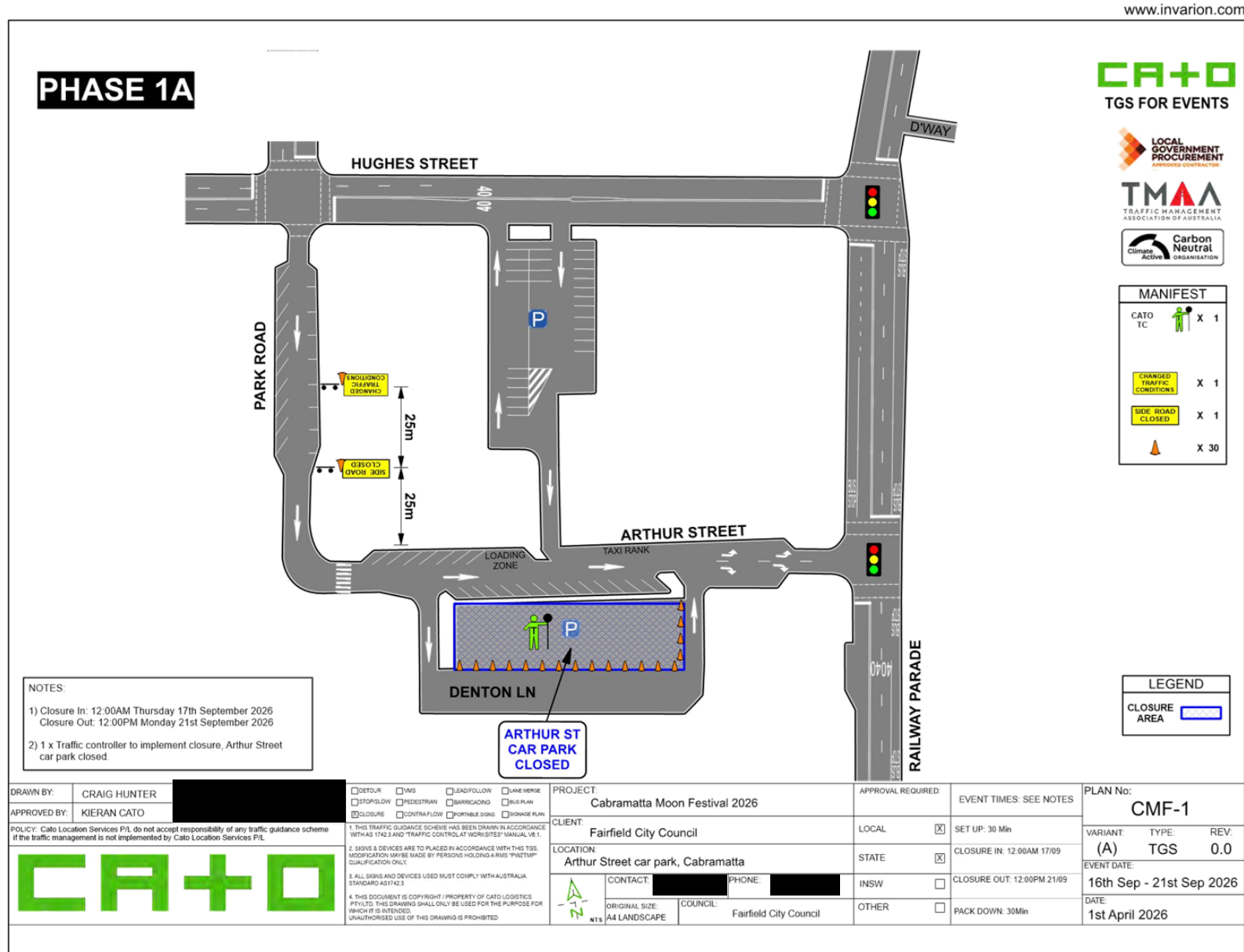
Sameer Kabir  
**Graduate Engineer (Traffic)**

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

Traffic Committee - 1 June 2026





File Name: **TRA01062026\_2.DOCX**

\*\*\*\*\* END OF ITEM 17 \*\*\*\*\*

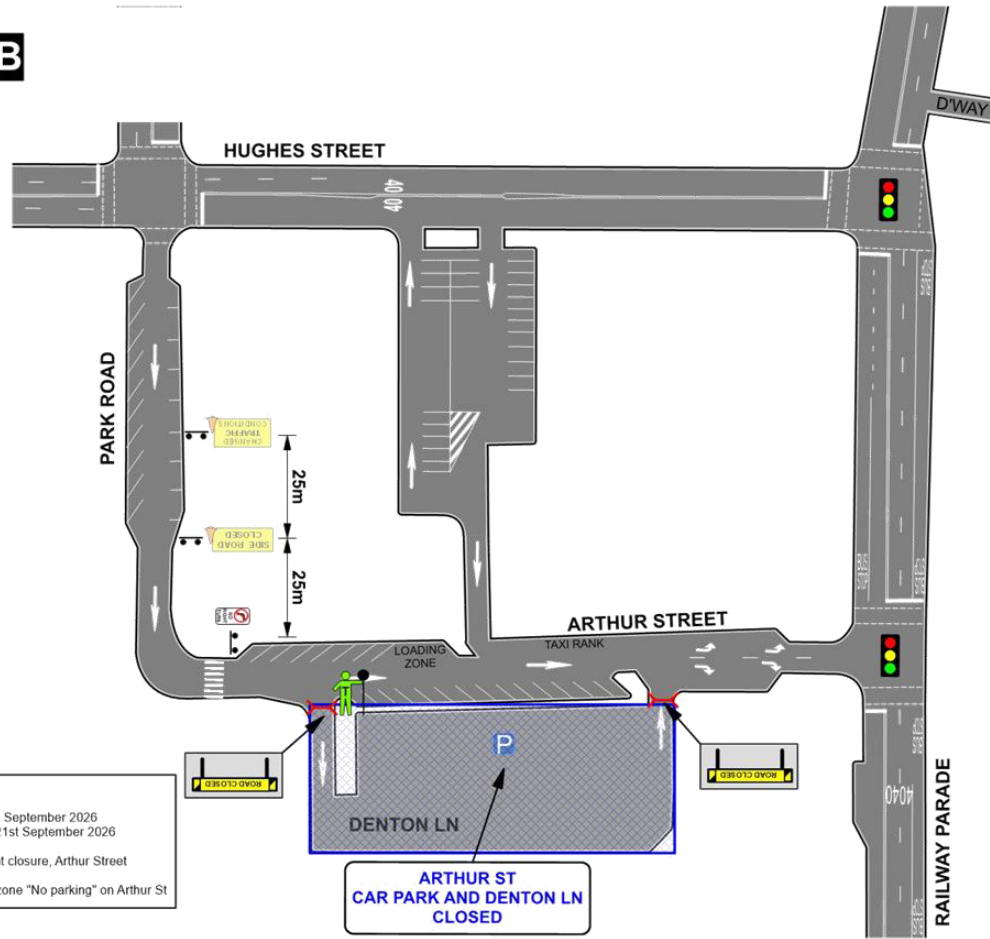


www.invarion.com

## PHASE 1B



**MANIFEST**

CATO TC X 1

ROAD CLOSED X 2

NO RIGHT TURN X 1

TRAFFIC CONE X 0

FADED SIGNAGE IMPLEMENTED FOR PHASE 1A

SIGNS IN-PLACE FOR PHASE 2 & 3


**LEGEND**

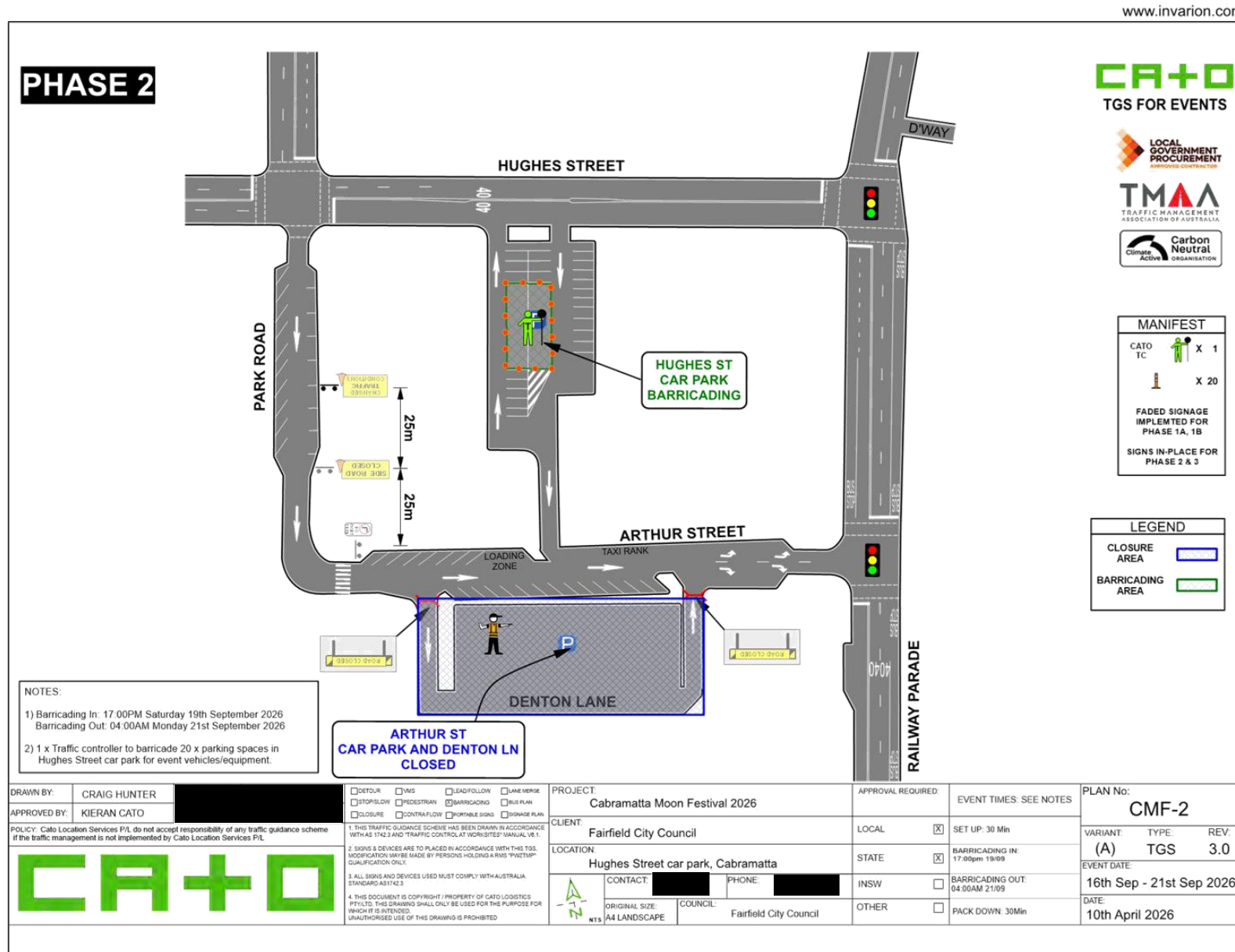
CLOSURE AREA

**NOTES:**

- Closure In: 08:00PM Friday 18th September 2026  
Closure Out: 12:00PM Monday 21st September 2026
- 1 x Traffic controller to implement closure, Arthur Street car park closed.
- 1 x Security to manage loading zone "No parking" on Arthur St

|  |              |   |   |                                      |   |                                       |
|--|--------------|---|---|--------------------------------------|---|---------------------------------------|
| DRAWN BY:  | CRAIG HUNTER |   | <input type="checkbox"/> DETOUR   | <input type="checkbox"/> VMS         | <input type="checkbox"/> LEAD FOLLOW    | <input type="checkbox"/> LANE MERGE   |
| APPROVED BY:   | KIERAN CATO  |   | <input type="checkbox"/> STOP SLOW  | <input type="checkbox"/> PEDESTRIAN  | <input type="checkbox"/> BARRICADE      | <input type="checkbox"/> BLUE PLAN    |
| 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. |              |   | <input type="checkbox"/> CLOSURE  | <input type="checkbox"/> CONTRA FLOW | <input type="checkbox"/> PORTABLE SIGNS | <input type="checkbox"/> STORAGE PLAN |
|   |              |   |   |                                      |   |                                       |
|  |              |   | <p>1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.2 AND 'TRAFFIC CONTROL AT WORKSITES' MANUAL, V8.1.</p> <p>2. SIGNS &amp; DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TGS. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS 'PAVEMENT' QUALIFICATION ONLY.</p> <p>3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3</p> <p>4. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY/LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.</p> |                                      |   |                                       |
| PROJECT:   |              | Cabramatta Moon Festival 2026                       |   | APPROVAL REQUIRED:                   |   | EVENT TIMES: SEE NOTES                |
| CLIENT:  |              | Fairfield City Council                              |   | LOCAL:                               | <input checked="" type="checkbox"/>     | SET UP: 30 Min                        |
| LOCATION:  |              | Hughes Street & Arthur Street car parks, Cabramatta |   | STATE:                               | <input checked="" type="checkbox"/>     | CLOSURE IN: 08:00pm 18/09             |
| CONTACT:   |              | PHONE:  |   | NSW:                                 | <input type="checkbox"/>                | CLOSURE OUT: 12:00PM 21/09            |
| ORIGINAL SIZE:   | A4 LANDSCAPE | COUNCIL:  | Fairfield City Council  | OTHER:                               | <input type="checkbox"/>                | PACK DOWN: 30Min                      |
| PLAN No:   |              |   | CMF-1   |                                      |   |                                       |
| VARIANT:   |              |   | (B)   |                                      | TYPE:                                   | TGS                                   |
| REV:   |              |   | 0.0   |                                      |   |                                       |
| EVENT DATE:  |              |   | 16th Sep - 21st Sep 2026  |                                      |   |                                       |
| DATE:  |              |   | 1st April 2026  |                                      |   |                                       |



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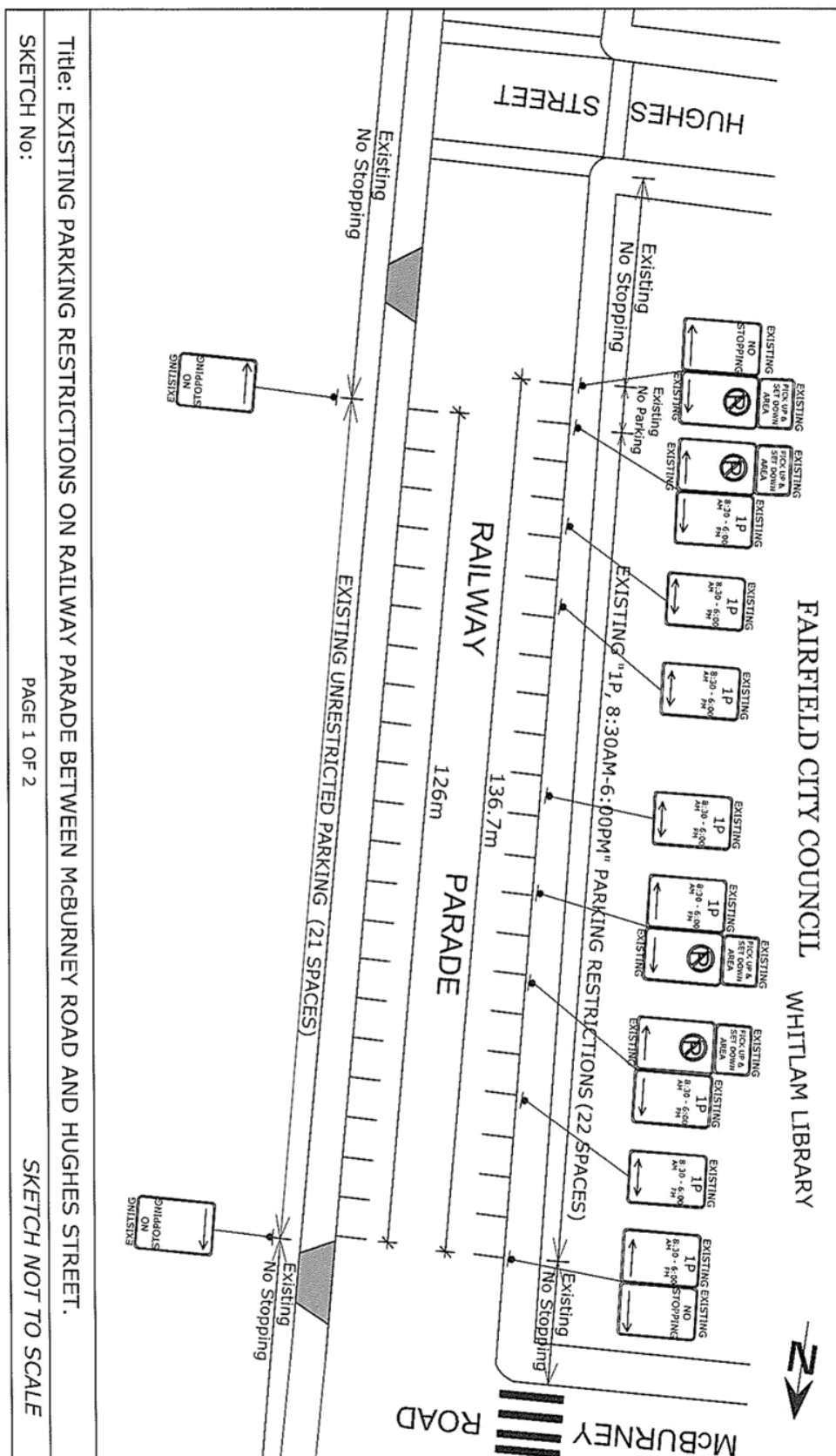




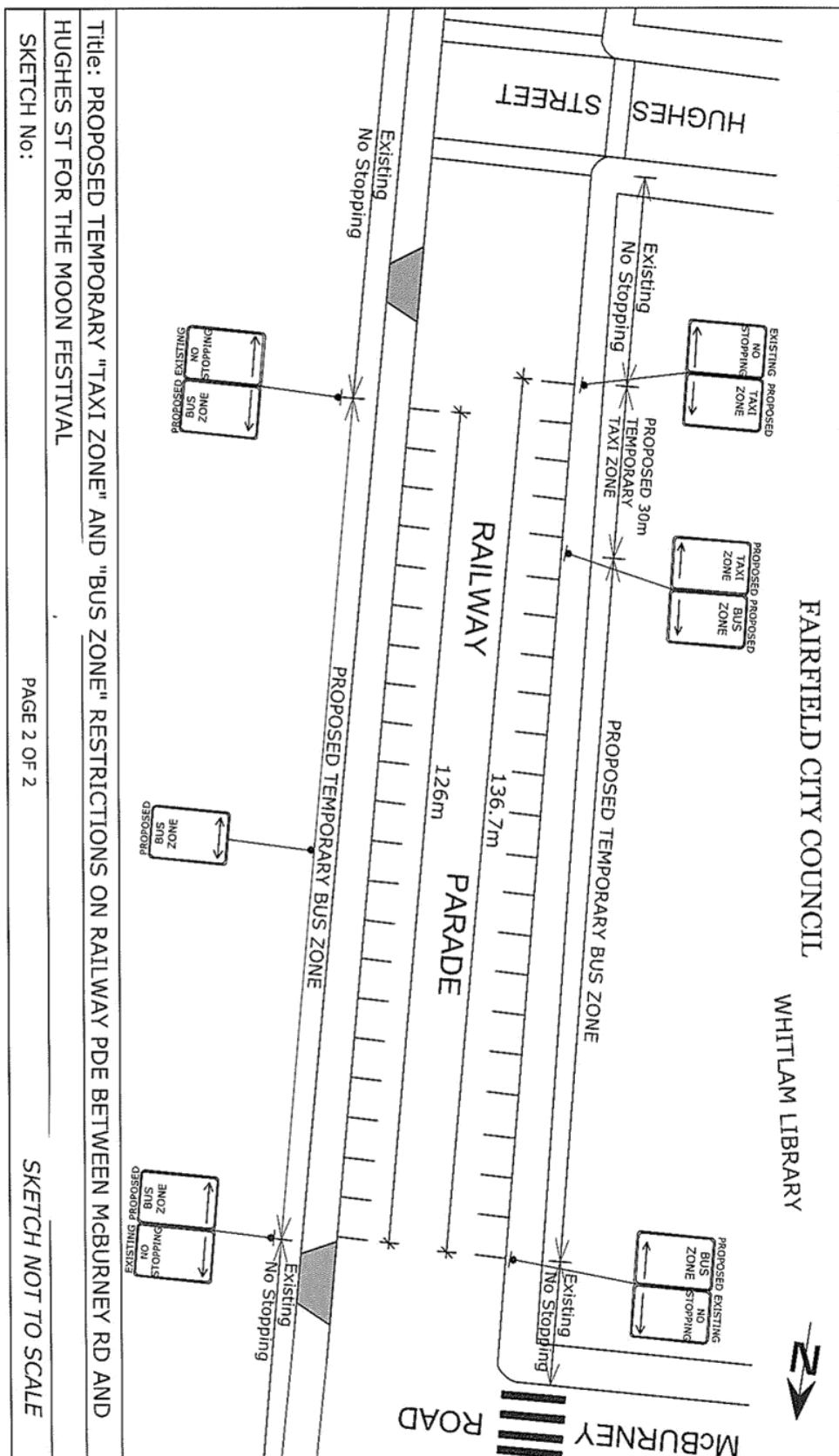




- |   |   |   |   |
|---|---|---|---|
| 1 | Bartley Street near Hill Street – facing southbound traffic<br>(on the grassed area on the south west corner) | 4 | Cabramatta Road W after Coventry Road – facing eastbound traffic  |
| 2 | Railway Parade (on station side) before MCBurney Rd<br>(opposite PCYC) – facing southbound traffic            | 5 | Cumberland Highway near Broad Street – facing northbound traffic  |
| 3 | Cabramatta Road E before the bridge – facing westbound traffic  | 6 | Cnr. Cumberland Hwy & St Johns Rd – facing southbound traffic<br>(on the land next to Fire Station angled to also be viewed by<br>eastbound traffic on St Johns Rd) |
| 7 | Hughes Street near Dutton Lane – facing westbound traffic   |   |   |



Title: EXISTING PARKING RESTRICTIONS ON RAILWAY PARADE BETWEEN MCBURNNEY ROAD AND HUGHES STREET.  
 SKETCH No: PAGE 1 OF 2 SKETCH NOT TO SCALE



Title: PROPOSED TEMPORARY "TAXI ZONE" AND "BUS ZONE" RESTRICTIONS ON RAILWAY PDE BETWEEN MCBURNEY RD AND HUGHES ST FOR THE MOON FESTIVAL

SKETCH No.:

PAGE 2 OF 2

SKETCH NOT TO SCALE

## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

Item Number. 18

**SUBJECT:** Science in the Scrub Event 2026

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**FILE NUMBER:** 12/00388

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

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### RECOMMENDATION:

That the Traffic Management Plan for the Science in the Scrub event to be held on Sunday 23 August 2026 at Lizard Log Amphitheatre, Western Sydney Parklands, Abbotsbury be noted and the following requirements be provided to the event organisers:

- 1.1 That the Greater Sydney Parklands provide public notification prior to the event of the traffic management arrangements.
  - 1.2 That the Traffic Management Plan as detailed to Council be implemented for the event, including 3 Variable Message Signs to provide advance warning to motorists of the upcoming special event and possible delays on the day.
  - 1.3 That emergency services be notified of the event, access routes and traffic management arrangements prior to the event.
  - 1.4 That access for emergency vehicles be maintained at all times via the primary and contingency emergency vehicle access routes identified in the traffic management plan.
  - 1.5 That adequate traffic control be provided for the safety of pedestrians and motorists, including the installation of signage and barricades.
  - 1.6 That a Road Occupancy Licence be obtained from the Transport Management Centre prior to the event.
  - 1.7 That the event be listed on Live Traffic NSW by Greater Sydney Parklands in conjunction with Transport for NSW prior to the event.
- 

### SUPPORTING DOCUMENTS:

**AT-A** [↓](#) Traffic Guidance Scheme and VMS locations

13 Pages

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### CITY PLAN

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## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

Item Number. 18

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

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### SUMMARY

Greater Sydney Parklands proposes to hold the annual Science in the Scrub event as part of National Science Week. The event is being conducted at the Lizard Log Amphitheatre, Western Sydney Parklands, Abbotsbury, on Sunday 23 August 2026 between 11.00am and 3.00pm.

The event is a free, family-oriented community event expecting approximately 8,000 patrons throughout the day. A Traffic Management Plan (TMP) has been prepared by Traffic Plan Professionals Pty Ltd and submitted to Council for information.

As the affected roads (Cowpasture Road and The Horsley Drive) are under the care and control of Transport for NSW (TfNSW) and the event site is situated on Crown Land managed by Greater Sydney Parklands, Council does not hold the role of Road Manager or land approval authority for this event.

Council has reviewed the proposed events and recommended conditions for the event to proceed.

### Background

Greater Sydney Parklands proposes to conduct the Science in the Scrub event at the Lizard Log Amphitheatre, Western Sydney Parklands, Abbotsbury. The event is held annually as part of National Science Week and offers interactive science activities, displays, food trucks and roaming entertainment for families. Attendance is free and open to the public.

The event is scheduled for Sunday 23 August 2026, operating between 11.00am and 3.00pm, with bump-in commencing from 22 August 2026 and bump-out being completed on the evening of 23 August 2026.

The 2026 TMP has been developed with reference to the 2025 event and incorporates improvements informed by post-event feedback. Key improvements to the 2026 plan include additional Variable Message Sign (VMS) deployment on Cowpasture Road and The Horsley Drive to provide earlier and broader advance warning to motorists, closure of the slip lane on Cowpasture Road at The Horsley Drive roundabout during the event in accordance with Fairfield City Police Area Command Highway Patrol advice, to prevent queue build-up on Cowpasture Road and contingency Traffic Guidance Schemes (TGS) to manage carpark capacity and reduce the risk of traffic congestion on the surrounding road network.

The primary vehicle access and egress point is via the internal road off Cowpasture Road. Short-term road closures will be limited to the venue's internal road network, commencing at 6.00am and lifting at approximately 4.00pm on 23 August 2026.

# TRAFFIC COMMITTEE

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Figure 1: Aerial view of event traffic management scope.

Three VMS will be deployed at the following locations to provide advance warning and directional guidance to motorists:

- VMS 1: Cowpasture Road at The Horsley Drive roundabout
- VMS 2: Cowpasture Road at Restwell Road
- VMS 3: The Horsley Drive at Rennie Street



Figure 2: Aerial view of key event locations.

## TRAFFIC COMMITTEE

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Parking arrangements include the venue carpark and an overflow carpark. Accessible parking will be provided in proximity to the Lizard Log Amphitheatre, managed by an on-site Traffic Controller. Staff and stallholder parking is permit-based. Greater Sydney Parkland rangers will monitor carpark occupancy during the event and will advise on-site Traffic Controllers when the carpark is approaching capacity. Upon the carpark reaching capacity, Road Closed signage will be installed at the carpark entry in accordance with the contingency TGS, directing subsequent arrivals to the overflow carpark. The carpark will be reopened once sufficient spaces become available.

### Event Traffic and Transport impacts

The TfNSW Guide to Traffic and Transport Management for Special Events (the Guide) is referred to in order to evaluate the traffic and transport impact of this event. Whilst the Guide is utilised predominately by councils to define and approve an event, it is informative and useful for all parties involved in managing traffic for special events in NSW, including event organisers, venue managers, councils and TfNSW. The table below reflects the anticipated impact of the event on the traffic and transport network surrounding the site.

| Event Impacts                           | Event Activities  |
|---|---|
| Impact on traffic and transport network | <p>The event is held on a Sunday with traffic impacts extending beyond the internal road network to Cowpasture Road and The Horsley Drive. Experience from the 2025 event identified congestion on Cowpasture Road as a key issue and the 2026 TMP has been revised accordingly.</p> <p>Traffic control measures are deployed at the Cowpasture Road / The Horsley Drive roundabout and Traffic Controllers are positioned on the internal road to filter event and general park traffic. A slip lane closure on Cowpasture Road has been implemented in accordance with advice from Fairfield City Police Area Command Highway Patrol to prevent traffic build-up at the roundabout. Delays on Cowpasture Road and The Horsley Drive are anticipated during peak ingress and egress periods.</p>   |
| Disruption to non-event community       | <p>Disruption to through traffic on Cowpasture Road and The Horsley Drive is anticipated during peak periods of the event. Occurrence from previous iterations of this event indicates that queuing on Cowpasture Road, including in the kerbside northbound lane, has occurred. In response to this, Fairfield City Police Area Command Highway Patrol requested the closure of the slip lane on Cowpasture Road at the Horsley Drive roundabout to eliminate a "zipper effect" of merging traffic contributing to queue build-up. Three VMS boards will be deployed at 3 legs of the roundabout in advance to provide motorists with warning of the special event and anticipated delays. A contingency TGS (1007.ZF) shows that 'Road Closed / Carpark Full' signs will be implemented once event carparks are at capacity to minimise queuing at the intersection for motorists anticipating turning left and park within the event area.</p> |

## TRAFFIC COMMITTEE

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| Event Impacts   | Event Activities   |
|---|--|
| Takes place on a road or in a venue/precinct  | The event is held within the Western Sydney Parklands precinct on Crown Land managed by Greater Sydney Parklands.  |
| Impacts on traffic signals  | No traffic signals are located within the internal road closure area. Traffic signals at Cowpasture Road / The Horsley Drive (north of the access to event site) may have impacts from vehicles queuing to get into the site.<br>A TfNSW Road Occupancy Licence application is required.   |
| Notification of impacts on the traffic network  | Greater Sydney Parklands will undertake public notification.   |
| Local Traffic Committee involvement   | The TMP has been submitted to Council for information and notation. The event is located on Crown Land within the Western Sydney Parklands precinct, which is governed by the State Environmental Planning Policy (Precincts - Western Parkland City) 2021. Under this framework, Greater Sydney Parklands holds a Crown Lands Variation Certificate that allows it to operate as its own consenting body.<br><br>Accordingly, Council is not the approval authority for the event and Greater Sydney Parklands is not required to obtain Council approval or implement Council conditions as a prerequisite to conducting the event. Greater Sydney Parklands is required to notify Council, TfNSW and emergency services and to apply for a Road Occupancy Licence from TfNSW for the use of the State road network.<br><br>The matter is presented to the Traffic Committee for receiving and noting. |
| Event planning and delivery includes Fairfield City Police Area Command, TfNSW, Transport Management Centre and Council | Event planning involves Greater Sydney Parklands (event manager and public notifier), NSW Police - Fairfield City Police Area Command and TfNSW as State Road manager. Greater Sydney Parklands operates as its own consenting body under the State Environmental Planning Policy (Precincts - Western Parkland City) 2021 and a Crown Lands Variation Certificate. Under this framework, Greater Sydney Parklands is required to notify Council, TfNSW and emergency services and to obtain a Road Occupancy Licence from TfNSW. Council is not required to issue approval or conditions for the event.   |

### Consultation

No roads are planned to be closed as part of the event. Depending on traffic congestion, temporary closure of the entry may occur.

## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

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Public notifications will be undertaken by Greater Sydney Parklands. A request will be made to TfNSW for the event to be listed on Live Traffic NSW.

### CONCLUSION

As the Science in the Scrub event is located on Crown Land managed by Greater Sydney Parklands under the State Environmental Planning Policy (Precincts - Western Parkland City) 2021 and Greater Sydney Parklands operates as its own consent body under a Crown Lands Variation Certificate, Council does not hold the role of road manager or approval authority for this event.

Greater Sydney Parklands is required to notify Council and relevant agencies and to obtain a Road Occupancy Licence from TfNSW as State Road manager for the affected sections of Cowpasture Road and The Horsley Drive.

Council has reviewed the submitted Traffic Management Plan and is recommending conditions for the event. These are to be provided to the event organiser.

It is recommended that the Traffic Committee receive and note the Traffic Management Plan for the Science in the Scrub event to be held on Sunday 23 August 2026 at Lizard Log Amphitheatre, Western Sydney Parklands, Abbotsbury.

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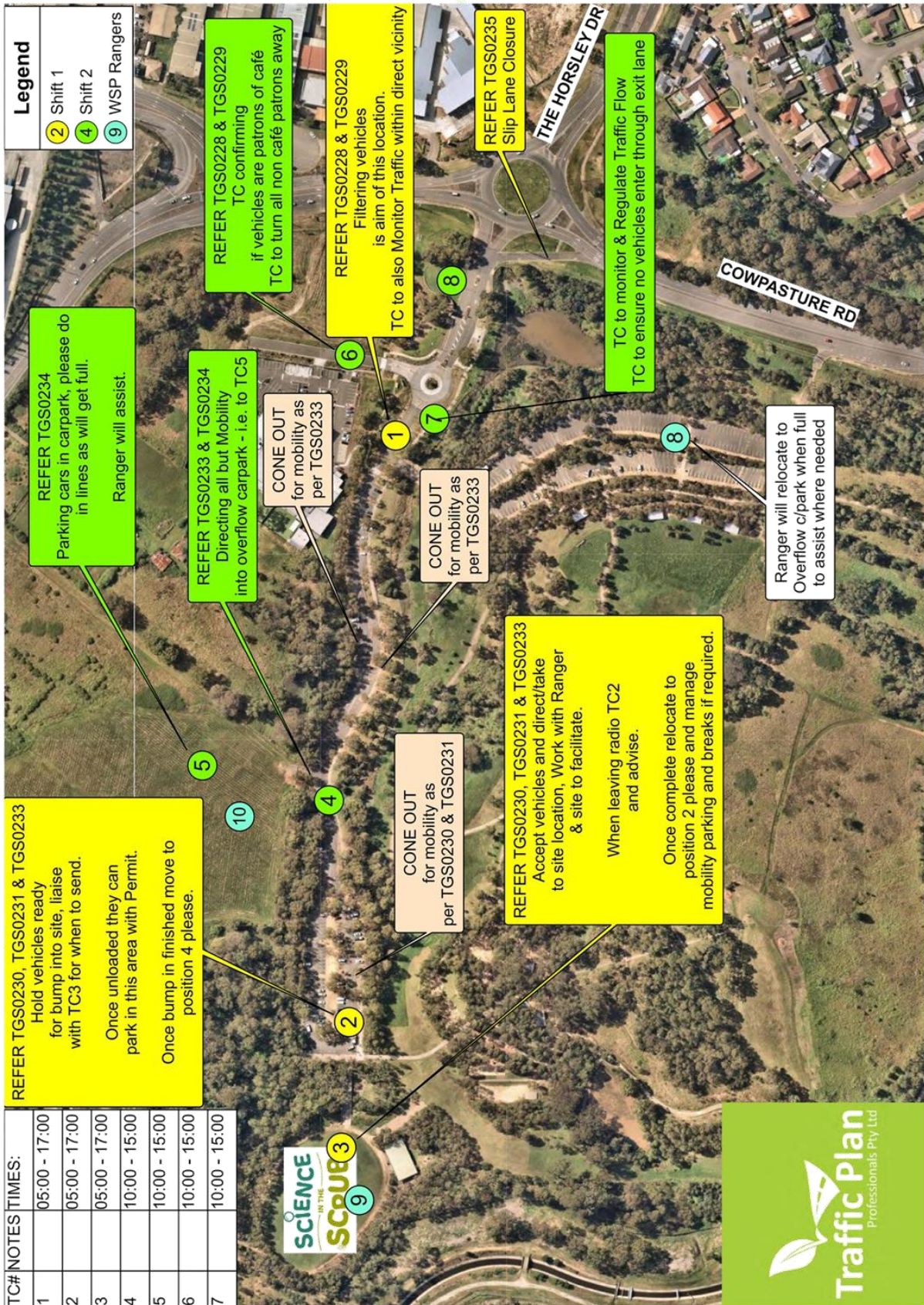
Sameer Kabir  
**Graduate Engineer (Traffic)**

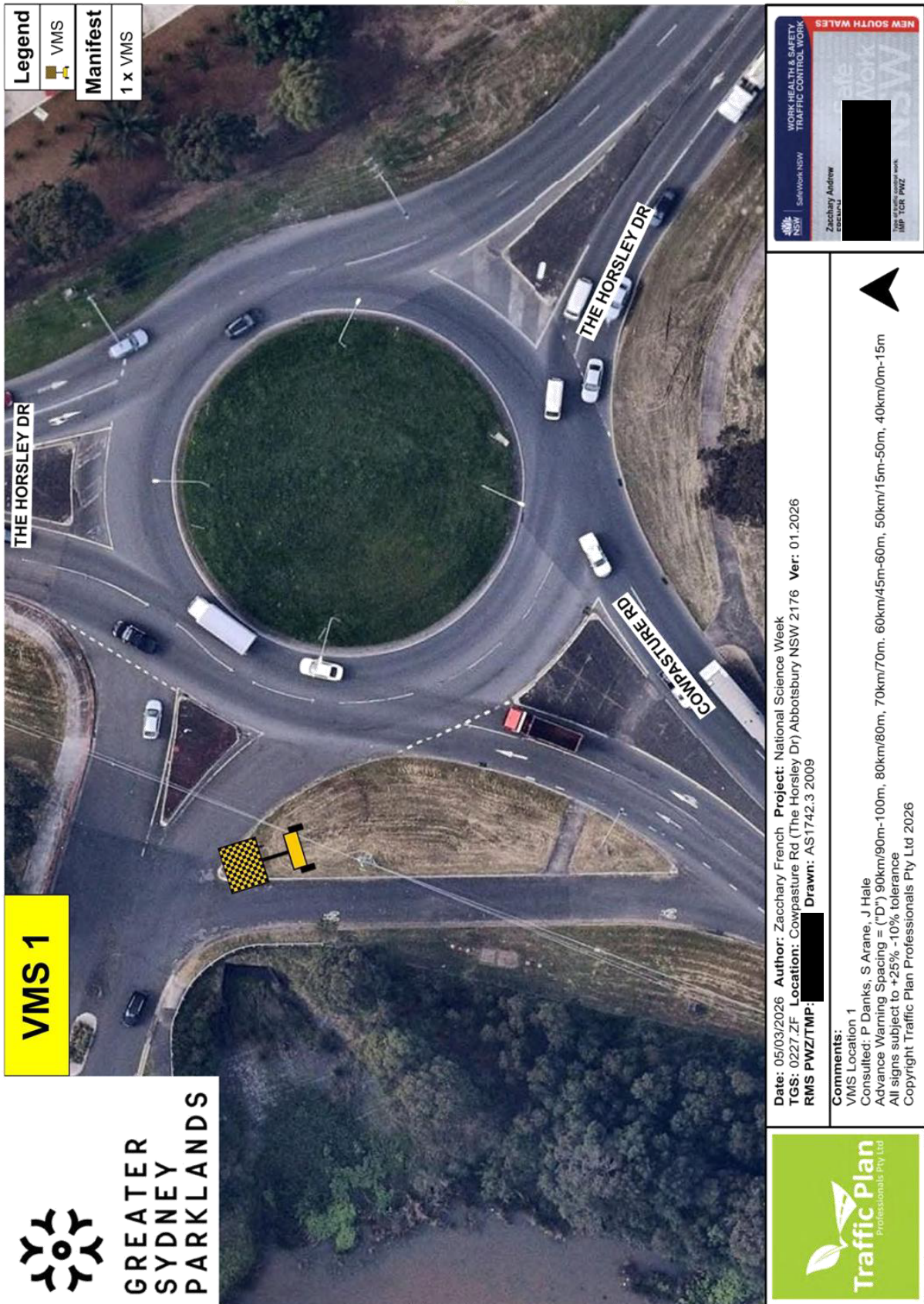
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Traffic & Transport Co-ordinator  
Director City Delivery

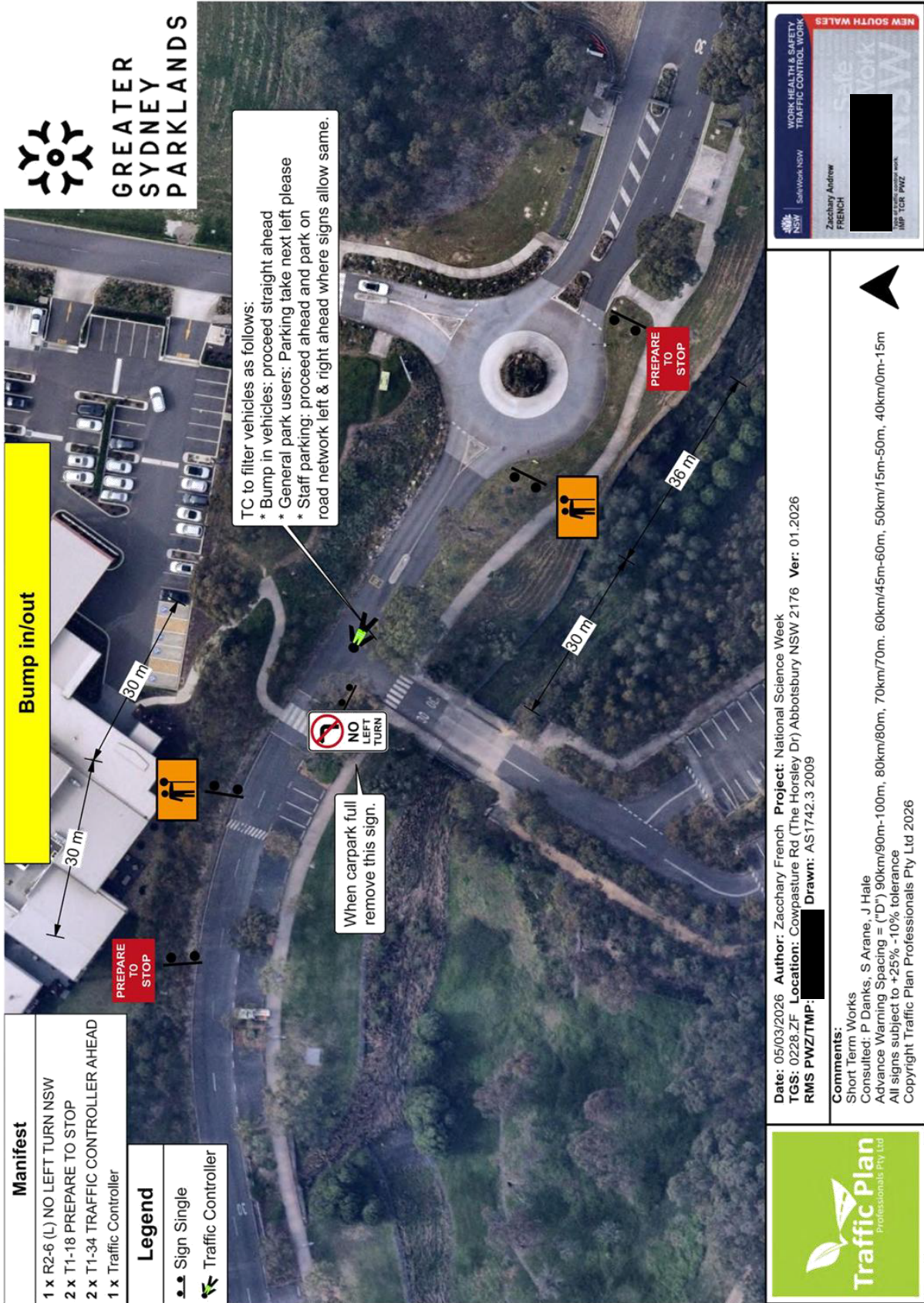
Traffic Committee - 1 June 2026

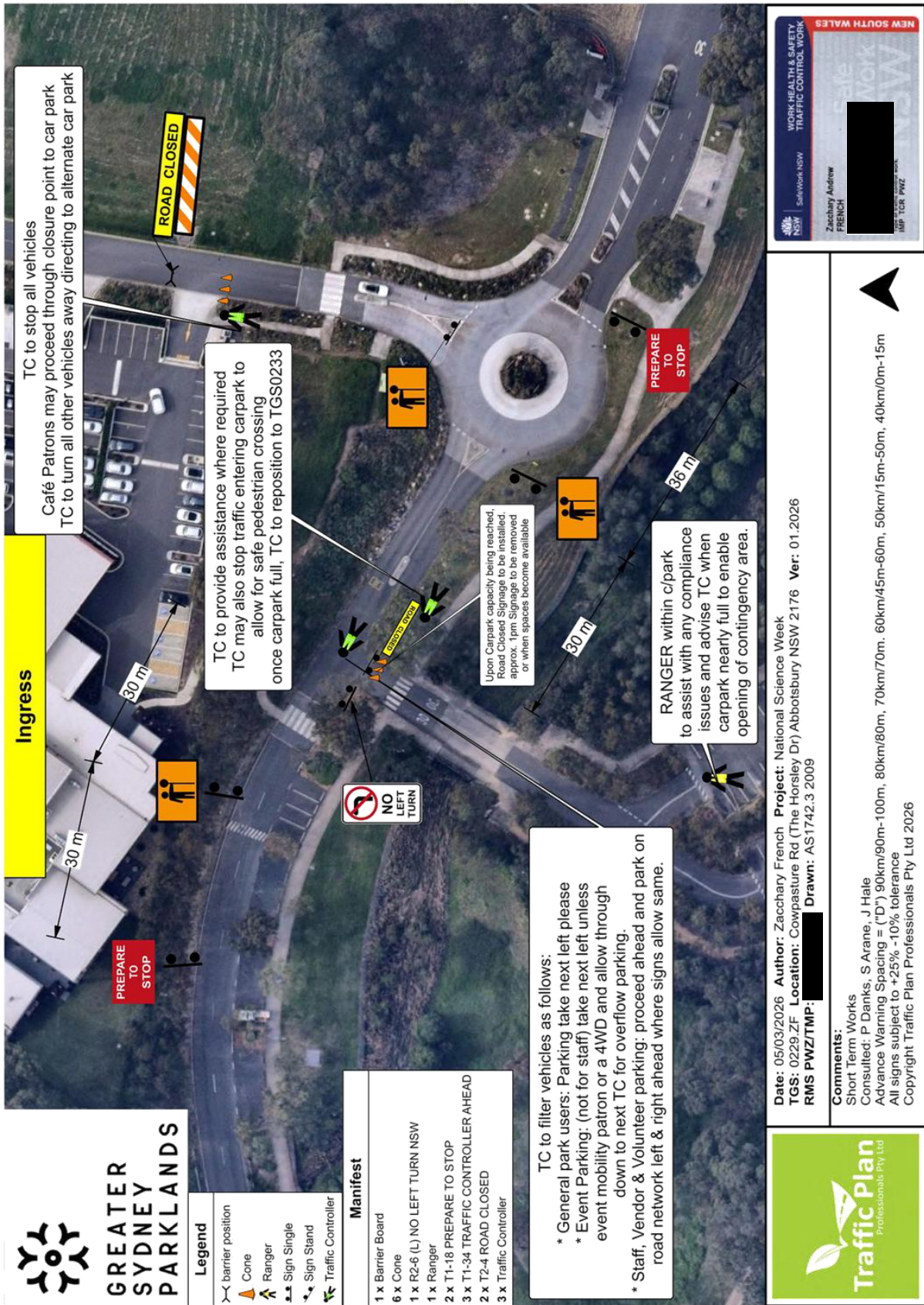
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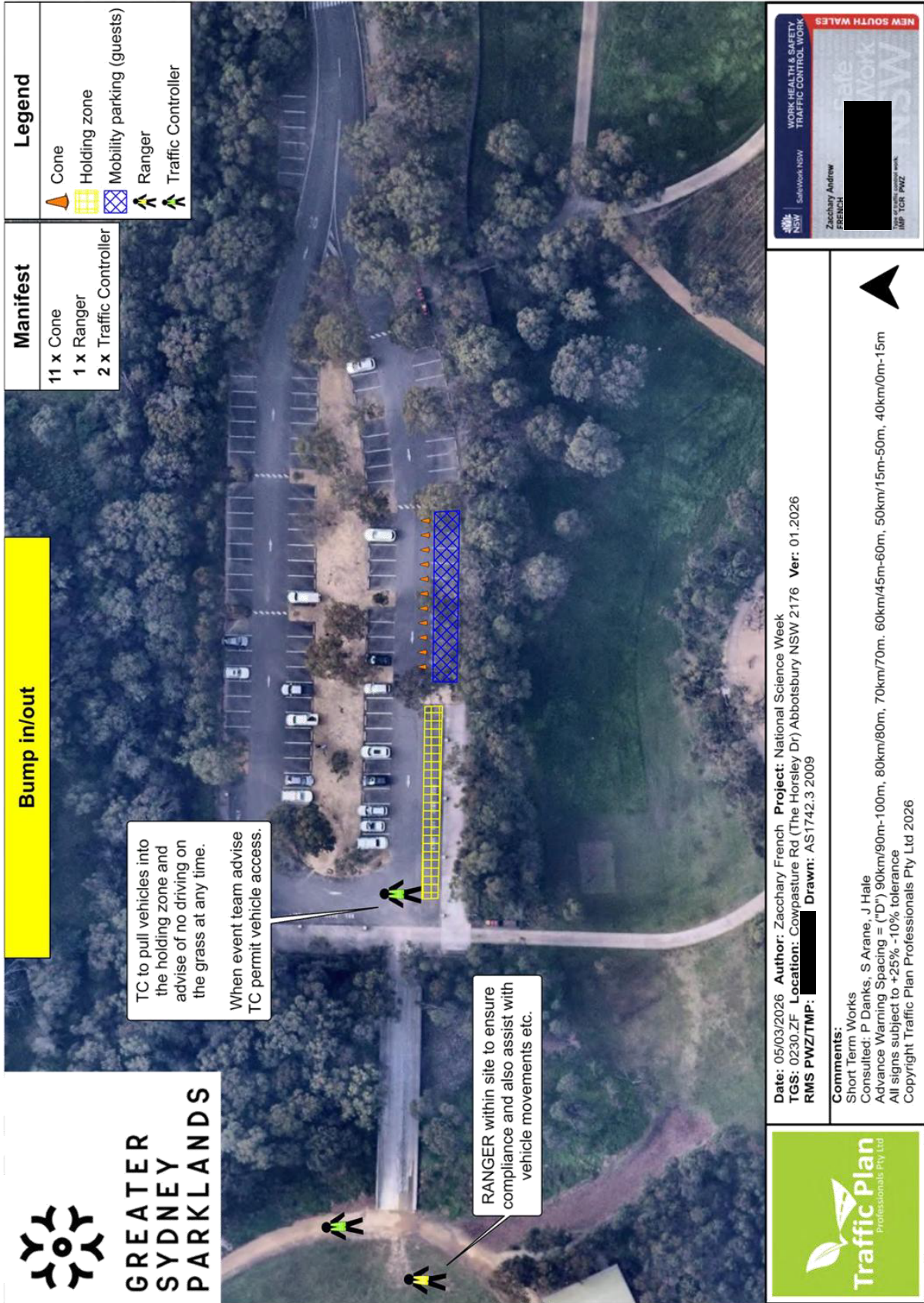
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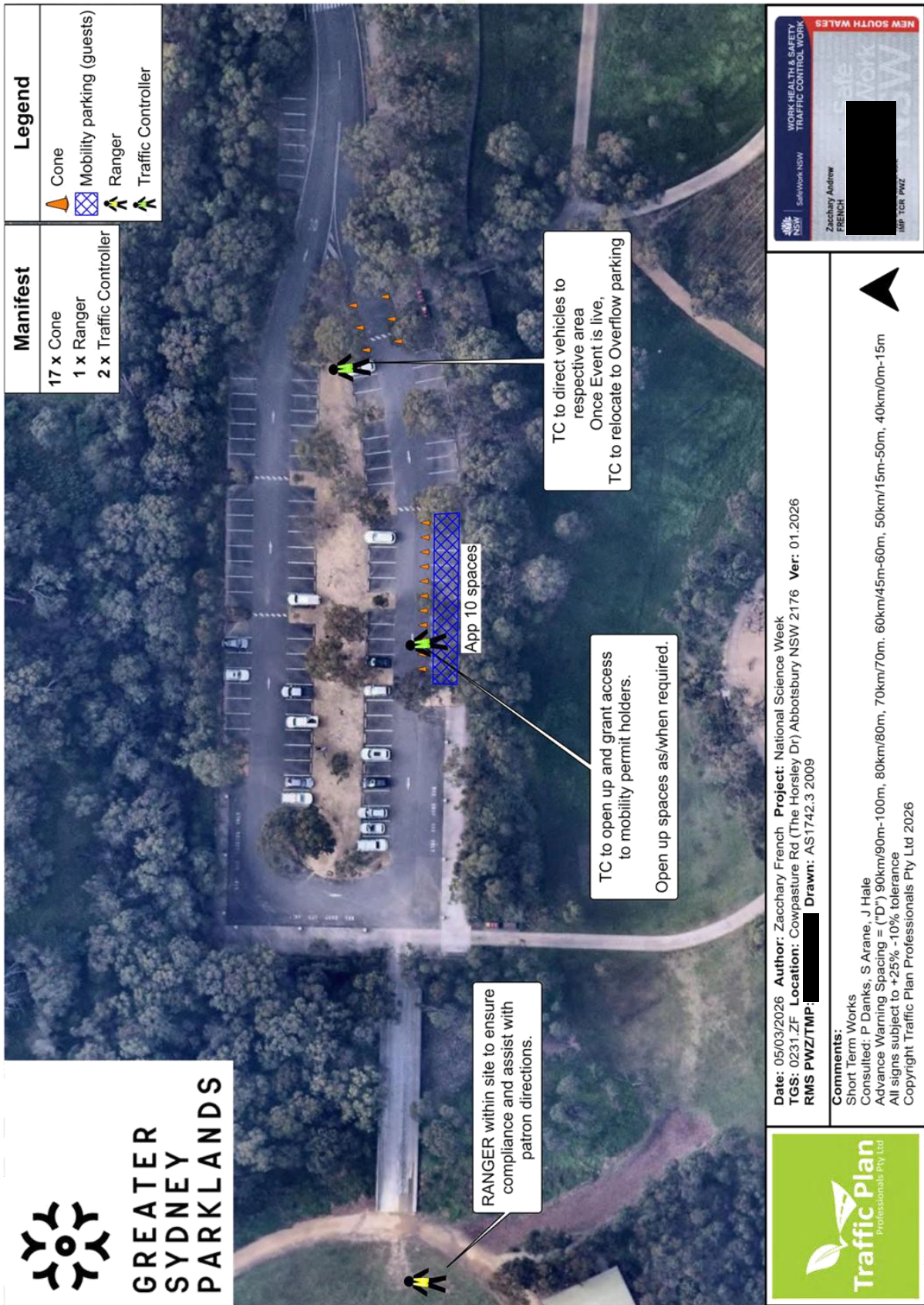




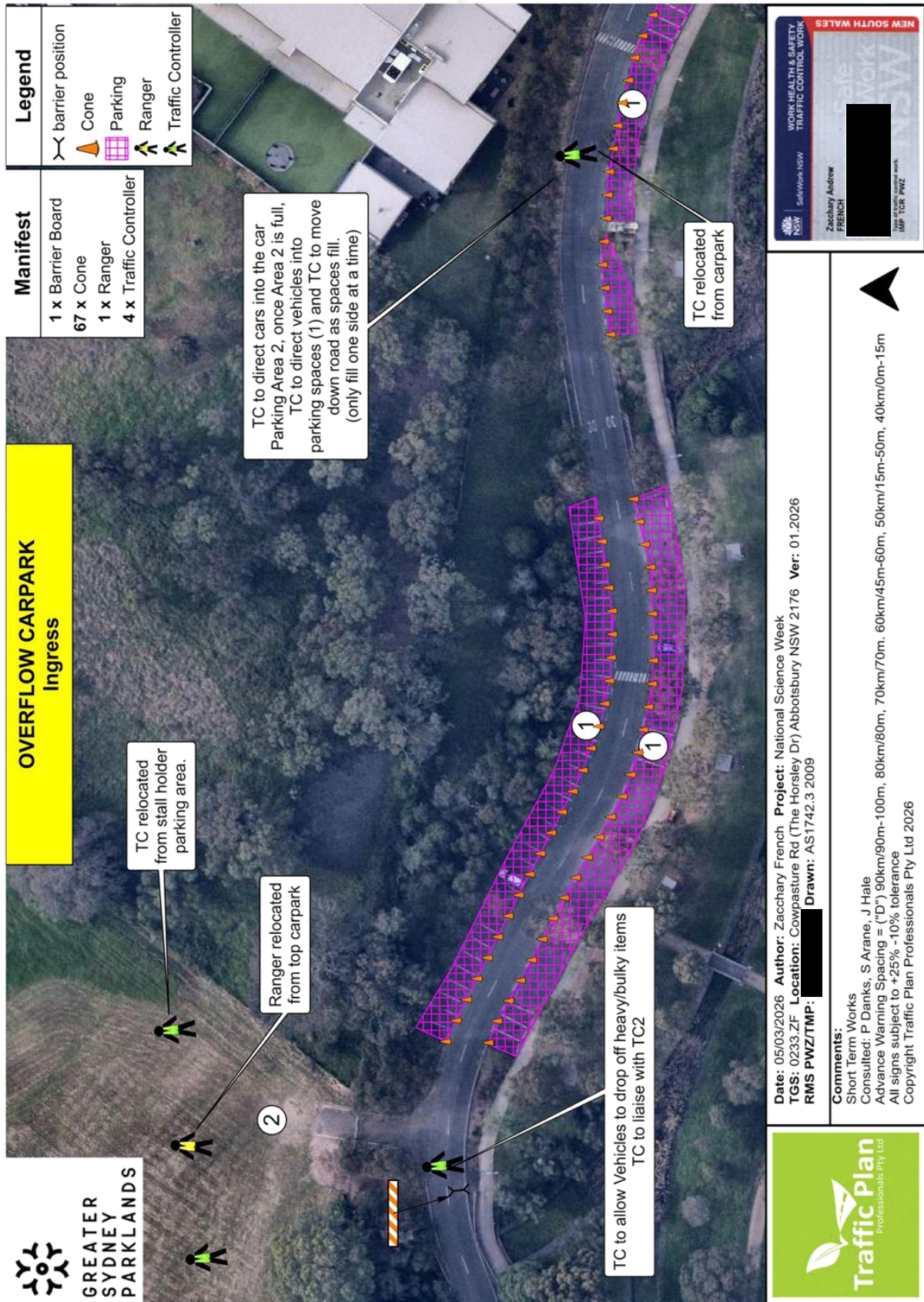


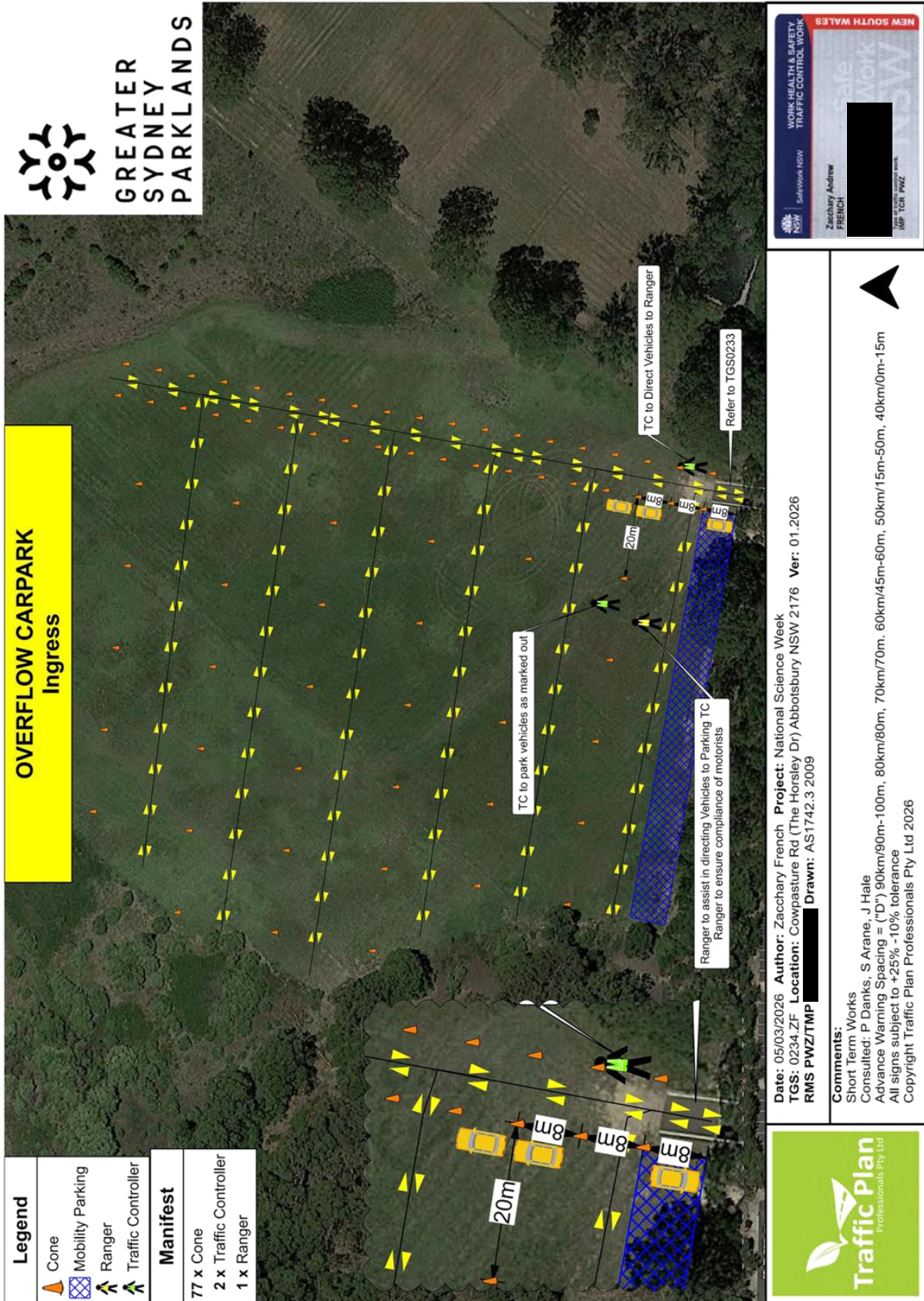


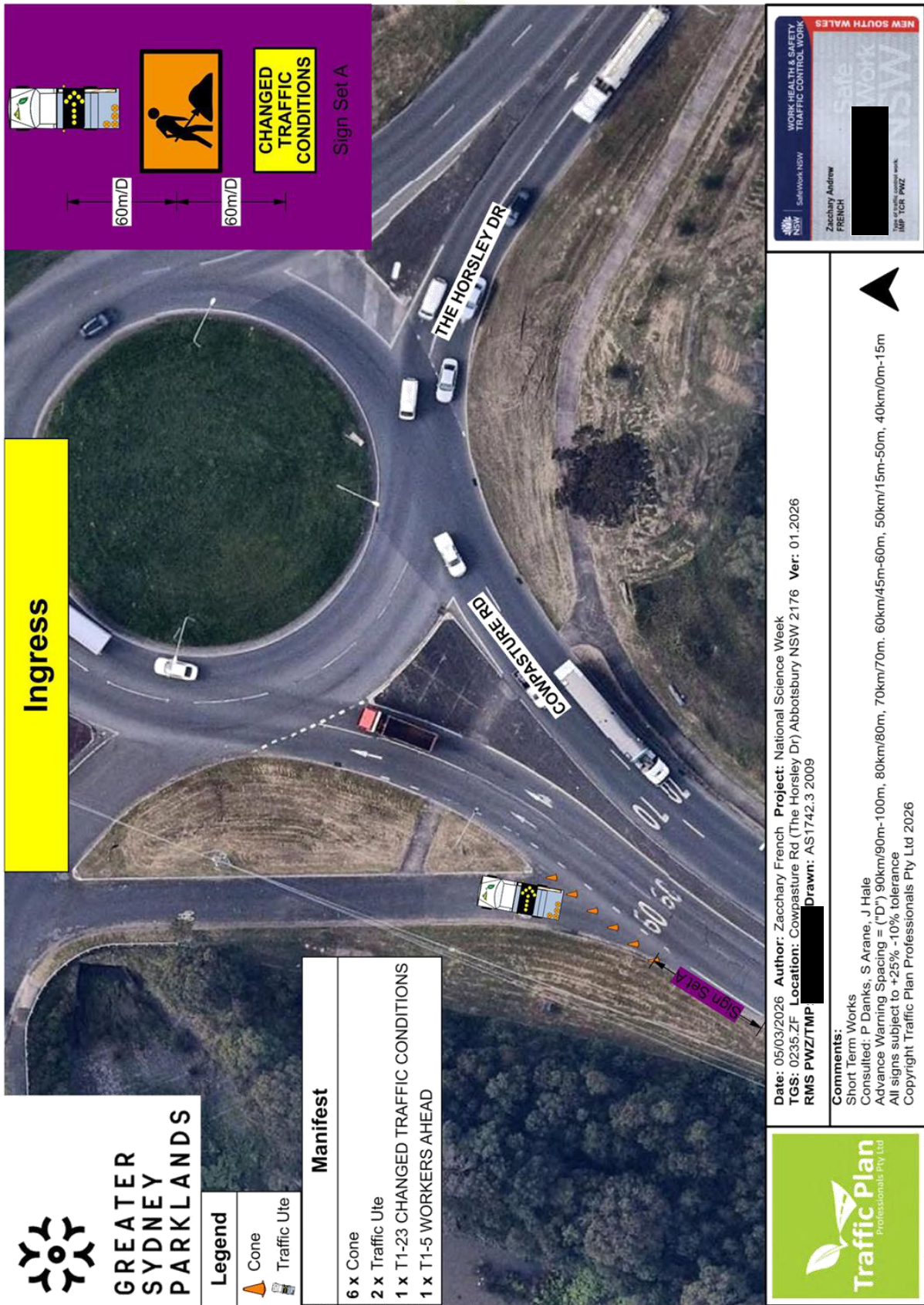


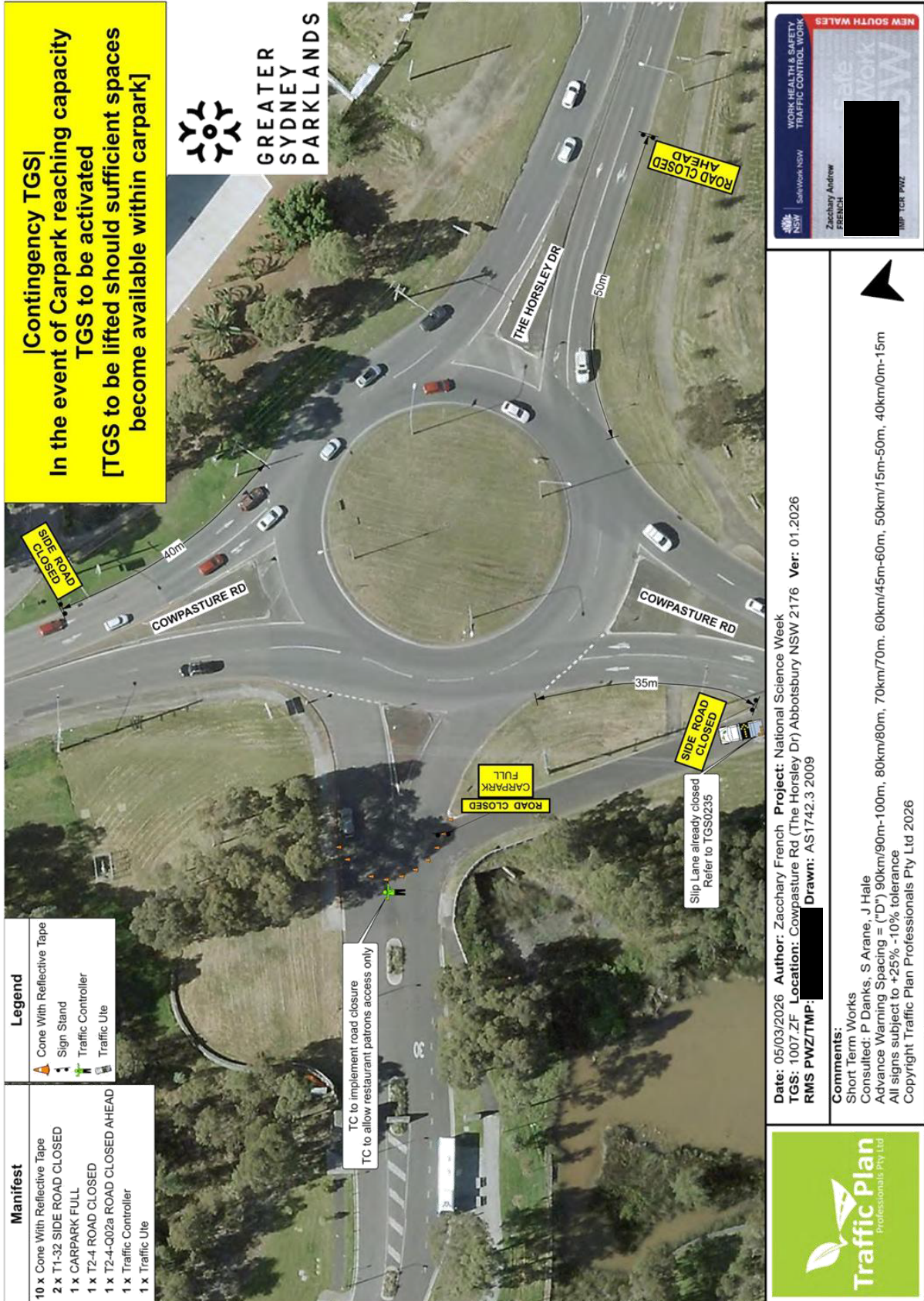












**Legend**

VMS

**Manifest**

1 x VMS

VMS 2

33°51'40.43\"S 150°52'19.99\"E

**GREATER SYDNEY PARKLANDS**

SCAN ME FOR GPS LOCATION

**Traffic Plan**  
Professionals Pty Ltd

**Date:** 05/03/2026 **Author:** Zacchary French **Project:** National Science Week  
**TGS:** 1040.ZF **Location:** Compasture Rd (Restwell Rd) Abbotsbury, New South Wales **Ver:** 01.2026  
**SafeWork NSW PWZ/TMP:** [REDACTED] **Drawn:** AS1742.3 2009 **LGA:** Fairfield Council  
**Road Authority:** TINSW | Fairfield Council **Copyright:** Traffic Plan Professionals Pty Ltd 2026


**Comments:**  
VMS 2 Location  
Consulted: P Danks, S Arane, R Morrison, J Hale  
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m, 60km/45m-60m, 50km/15m-50m, 40km/0m-15m  
All signs subject to +25% -10% tolerance  
Traffic Plan Professionals Pty Ltd accepts no liability for implementation/execution unless carried out by authorised TPP staff.

NSW SafeWork NSW  
**WORK HEALTH & SAFETY**  
**TRAFFIC CONTROL WORK**

Zacchary Andrew  
**FRENCH**

[REDACTED]


MP TCR PWZ



**GREATER SYDNEY PARKLANDS**


**VMS 3**

**Legend**


 VMS

**Manifest**

1 x VMS

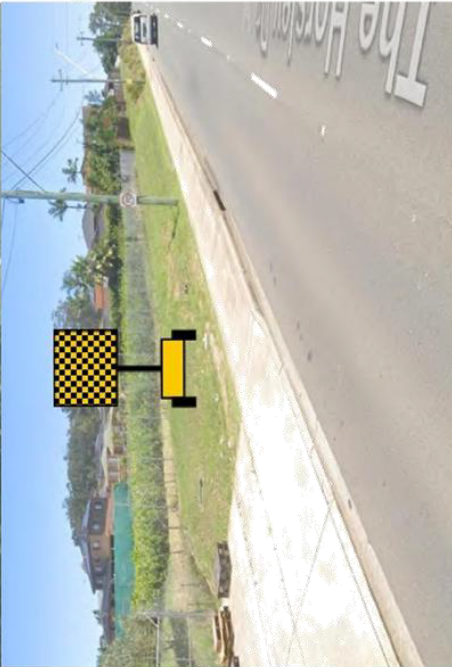



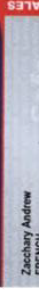
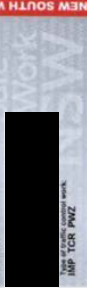
SCAN ME FOR GPS LOCATION



**Date:** 05/03/2026 **Author:** Zachary French **Project:** National Science Week  
**TGS:** 1041.ZF **Location:** The Horsley Dr (Rennie St) Abbotsbury, New South Wales **Ver:** 01.2026  
**SafeWork NSW PWZ/TMP:** [REDACTED] **Drawn:** AS1742.3 2009 **LGA:** Fairfield Council  
**Road Authority:** TINSW | Fairfield Council **Copyright:** Traffic Plan Professionals Pty Ltd 2026

**Comments:**  
VMS 3 Location  
Consulted: P Danks, S Arane, R Morrison, J Hale  
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m, 60km/45m-60m, 50km/15m-50m, 40km/0m-15m  
All signs subject to +25% -10% tolerance  
Traffic Plan Professionals Pty Ltd accepts no liability for implementation/execution unless carried out by authorised TPP staff.



Zachary Andrew FRENCH  
MP TCR PWZ

## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

Item Number. 19

**SUBJECT:** Cabramatta Road West and Humphries Road Bonnyrigg - Traffic Analysis

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**FILE NUMBER:** 12/03616

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**PREVIOUS ITEMS:** 28 - Cabramatta Road West and Humphries Road Bonnyrigg - Traffic Queues and Congestion Analysis - Traffic Committee - 14 Oct 2024

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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:

**AT-A** [↓](#) Cabramatta Road and Humphries Road Option 2, 3 and 4 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

A review of the operation of Cabramatta Road West and Humphries Road Bonnyrigg was requested by Council as afternoon school time traffic was experiencing delays. These delays arise from the number of southbound right-turning vehicles, school pedestrian movements, the kiss and drop facilities, traffic volumes along the main road and traffic generated by other nearby schools and facilities.

While the assessment was being conducted, Transport for NSW (TfNSW) undertook an upgrade to the signals. These changes included a pedestrian crossing on the western approach and the removal of the pedestrian only phase.

The revised configuration is assessed to operate at Level of Service (LOS) B for the AM peak while the PM peak operates at LOS D. Although delays are higher in the PM peak, they occur over a short period and are considered acceptable for an urban signalised intersection.

## TRAFFIC COMMITTEE

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The school has brought forward their closing time by 5 minutes and in combination with the changes to the signals, intersection performance has improved.

As a short-term measure to improve PM peak operations, increasing the length of No Stopping on the Humphries Road to assist queuing and movement of vehicles through the intersection can be considered.

The long-term upgrade option is to provide right turn bays on the main road and northern arm of Humphries Road. This is not expected to be required in the next 10-15 years.

### BACKGROUND

The intersection of Cabramatta Road West and Humphries Road was identified as a location with traffic congestion issues. The congestion was leading to drivers running the red light at the end of phases, possibly putting pedestrians or other motorists at risk.

Observations identified extensive queuing for the southbound traffic movement on Humphries Road approaching Cabramatta Road West during the AM and PM network peak hours of the day. The delay to southbound through traffic on Humphries Road is influenced by the number of vehicles waiting to turn right, pedestrians crossing the road and the opposing through traffic movement.

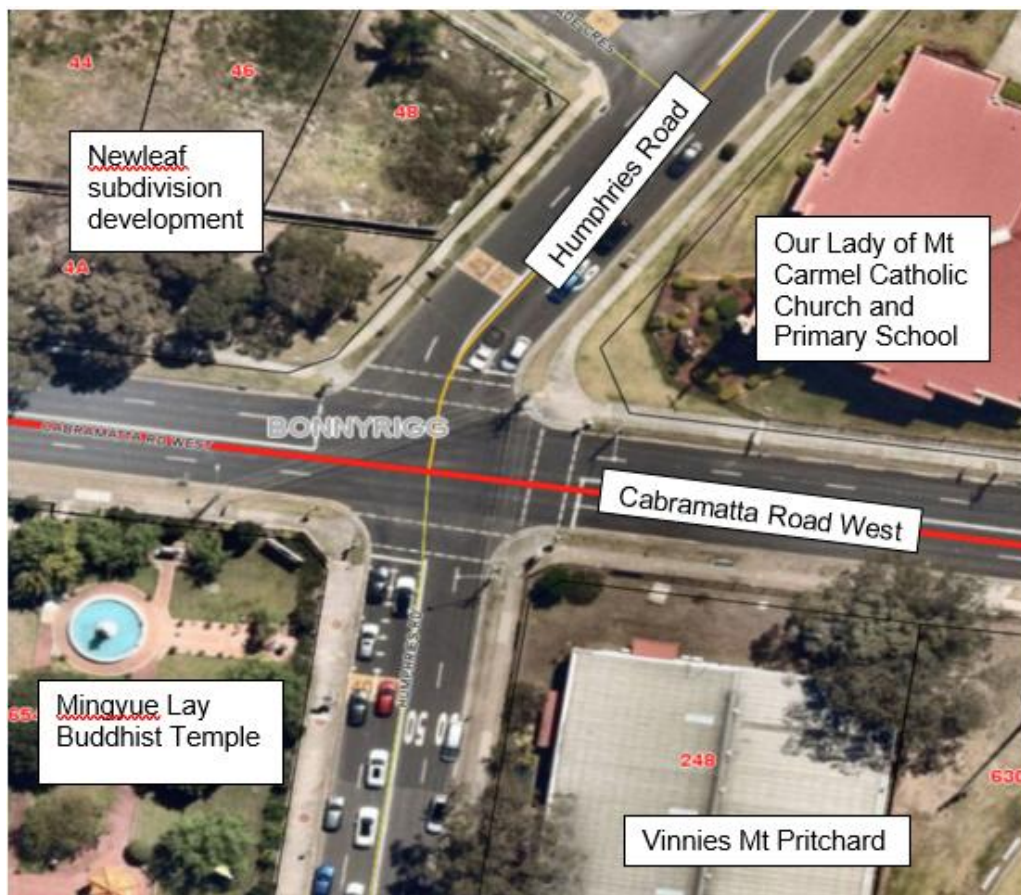


Figure 1: Cabramatta Road West and Humphries Road (north up the page).

## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

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Cabramatta Road West is a classified State Road connecting Elizabeth Drive in the west to the Hume Highway in the east. Humphries Road is a local road, between Edensor Road and Elizabeth Drive and is a collector road north of Edensor Road. Cabramatta Road West and Humphries Road both have speed limits of 60 km/h with 40km/h School Zone restrictions applying on both roads near the signalised intersection.

While Humphries Road from Cabramatta Road West to Edensor Road is a local road, it tends to act as a higher order road as it carries through traffic to and from Elizabeth Drive to the west.

The Cabramatta Road West and Humphries Road intersection operates under traffic signal control. The site is mostly surrounded by residential developments to the north and south. Adjoining the site to the northeast is Our Lady of Mount Carmel Catholic Church and school, Mingyue Lay Buddhist Temple to the southwest and Vinnies Mt Pritchard to the southeast.

A wombat crossing is installed in Humphries Road 85m north of the intersection. During the after school peak period, a crossing supervisor co-ordinates crossing movements with the signal phasing ie. not stop traffic while Humphries Road has a green light.

The existing intersection layout permits all movements, with the right turn movement filtering through oncoming through and left turning traffic.

This report summarises the assessment of the location and provides recommendations for the short- and long-term upgrades.

### DISCUSSION

Seven options were presented to the Traffic Committee at its meeting on 14<sup>th</sup> October 2024.

All of the options are based on the modified layout after the recent TfNSW works – this includes the pedestrian crossing on the western arm, removal of the pedestrian only phase and extending No Stopping restrictions in Humphries Road (to increase queue lengths).

| Option          | Description of Changes  |
|-----------------|---|
| <u>Option 1</u> | Alternate signal phasing - split phase for northern and southern approaches of Humphries Road.  |
| <u>Option 2</u> | Banning of right turn movement for southbound traffic on Humphries Road ie. turning towards Bonnyrigg High School.  |
| <u>Option 3</u> | Banning of the right turn movement for northbound traffic on Humphries Road ie. turning towards Meadows Road.   |
| <u>Option 4</u> | Addition of a short right turn lane on the eastern approach on Cabramatta Road West ie. right turn towards Edensor Road.<br>Banning of right-turn movement for northbound traffic on Humphries Road ie. turning towards Meadows Road.<br>Include a pedestrian only phase. |

## TRAFFIC COMMITTEE

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| Option          | Description of Changes  |
|-----------------|---|
| <u>Option 5</u> | Add dedicated right turn lanes on both Humpries Road approaches. Introduce leading right turns for the northern and southern approaches as part of the phasing.   |
| <u>Option 6</u> | Add dedicated right turn lanes on both Humpries Road approaches. Introduce leading right turns for the northern and southern approaches and retain the pedestrian only phase.   |
| <u>Option 7</u> | Modify the lane configuration on all approaches of the signalised intersection to have dedicated right turn lanes. Add short slip lanes for the northern and eastern approaches of the intersection. Introduce leading right turns for all approaches and retain the pedestrian only phase. |

Table 1: Options considered for the intersection of Cabramatta Road West and Humphries Road.

Cabramatta Road West is under the care and control of TfNSW. Any changes to the intersection need the agreement of TfNSW.

Short-term options are those which can be introduced with minor expenditure – reconfiguration of the existing signals with minor civil works. This expenditure is not expected to exceed \$150,000.00.

Long-term options are those which require extensive modification to the intersection and land acquisition. Typically, these involve the creation of a new traffic lane and relocation of services.

### Existing Intersection Performance

The existing intersection is assessed to operate at LOS B in the AM peak and LOS D in the PM peak. Cabramatta Road West is under pressure in the PM peak with the right-turning traffic limiting through capacity.

The Degree of Saturation in the PM Peak (1.320) confirms the intersection is oversaturated during the PM peak period with no spare capacity to cater for any future growth in traffic volumes.

The intersection operates at LOS B during the school peak.

A pedestrian only phase was previously introduced during school hours. This was installed to improve pedestrian safety (vehicles were turning across the crossing while pedestrian movements were occurring).

Afternoon school traffic creates a significant short-term peak demand around schools. This peak often exceeds the capacity of the road network, particularly when schools are located close to each other. Traffic capacity is also limited as parking is usually in short supply and all legal parking spaces are occupied.

## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

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Upgrades to intersections usually require congestion to occur frequently across a number of periods of the day/week and/or a crash history to warrant upgrade. This is part of focussing limited budgets to locations where a demonstrable need is shown.

### Short-Term Options

All options were assessed with the recent changes TfNSW implemented incorporated (the additional pedestrian crossing and removal of pedestrian only phase).

Options 2 (ban southbound right turn), 3 (ban northbound right turn) and 4 (ban northbound right turn and westbound right turn lane) as shown in Attachment A of the report involve banning turning movements.

Banning turn movements requires careful consideration as it can move a problem to another location or result in too many drivers disregarding the restriction unless self-enforcing. These options are not recommended as short-term options unless performance deteriorates significantly and funding is unavailable for road widening. They can improve intersection performance by removing the conflicts creating delays to other traffic.

Option 1 was modelled with split phase (for both north and south approaches) with no change to existing traffic lane arrangements. Modelling shows LOS B in the AM peak with LOS A in the PM peak (improves from LOS D). In addition, the Degrees of Saturation (0.700 and 0.760) indicate the spare capacity to cater for future growth.

Options 5, 6 and 7 include extensive civil works and are not suitable as short-term solutions.

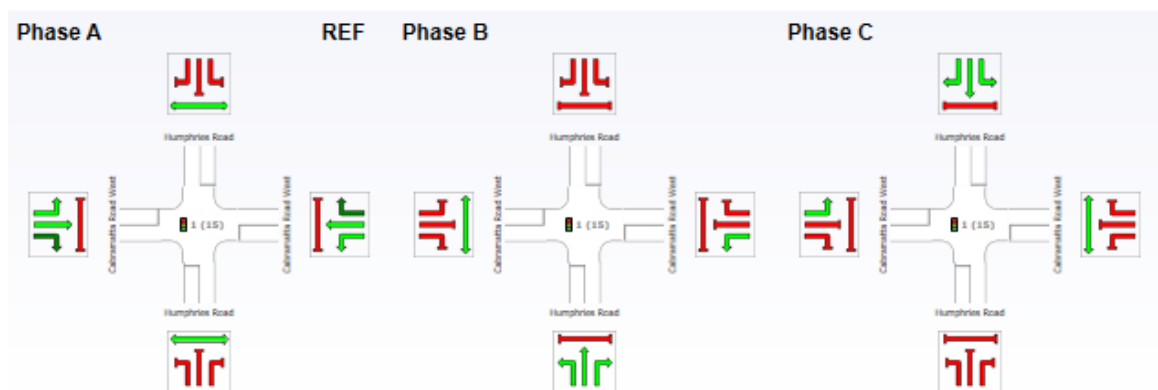


Figure 2: Modelled split phasing at the intersection of Cabramatta Road and Humphries Road.

All of the options would benefit from implementing peak period 'No Stopping' restrictions to increase queueing capacity and efficiency of movement through the intersection during the green phase.

The proposal to upgrade the intersection by increasing the available queueing length on the Humphries Road approaches and introducing split phasing is modelled to provide improvement in the overall operation of the intersection.

However, intersection phasing at peak periods also needs to account for signal co-ordination along the main road. A split phase approach may not be a desirable option when that is taken into account (phase length can be driven by pedestrian crossing times rather than traffic demand).

### **Long-Term Options**

Option 1 is expected to operate satisfactorily in 2035 with a LOS C in both peak periods.

Implementation of 1 of the other options (involving the creation of a turn lane) may depend on the crash history which evolves at the location. Performance is also dependent on traffic volumes using the routes through the intersection and improvements elsewhere which may divert (or assign more) traffic through the intersection.

It would be appropriate to review the location as part of the blackspot program to evaluate any developing trends.

### **Other Considerations**

The location of the wombat crossing is relatively close to the intersection (85m) and creates 2 issues:

- Constricts Humphries Road to a single lane; and
- Before and after school periods have pedestrians using the crossing to impact on movement of vehicles along Humphries Road.

Alternatives to the crossing involve either its removal (not recommended) or upgrade to a signalised pedestrian crossing. The installation of pedestrian signals is modelled to have only a minor impact on the performance of the intersection during the peak periods.

A signalised pedestrian crossing needs to be sufficiently removed from the traffic signals at the intersection that a green light at the second set is not interpreted as a green light for the first set of lights ie. a driver runs through the pedestrian signals after seeing the green light at Cabramatta Road West.

### **Findings**

Traffic modelling shows the existing intersection after the upgrade implemented by TfNSW operates at LOS B during the AM peak and LOS D during the PM peak.

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While LOS D represents moderately congested conditions, it is generally considered acceptable for peak-period operation at an urban signalised intersection. Delays experienced during the PM peak are within accepted thresholds, occur for a limited duration and do not warrant immediate geometric or signal infrastructure upgrades at this time.

The construction of the new roundabout at the intersection of Newleaf Parade and Humphries Road assists in traffic circulation and flow along Humphries Road.

In addition, the availability of alternative routes allows motorists to access Cabramatta Road West via Newleaf Parade or Edensor Road, thereby reducing reliance on the Cabramatta Road West and Humphries Road signalised intersection.

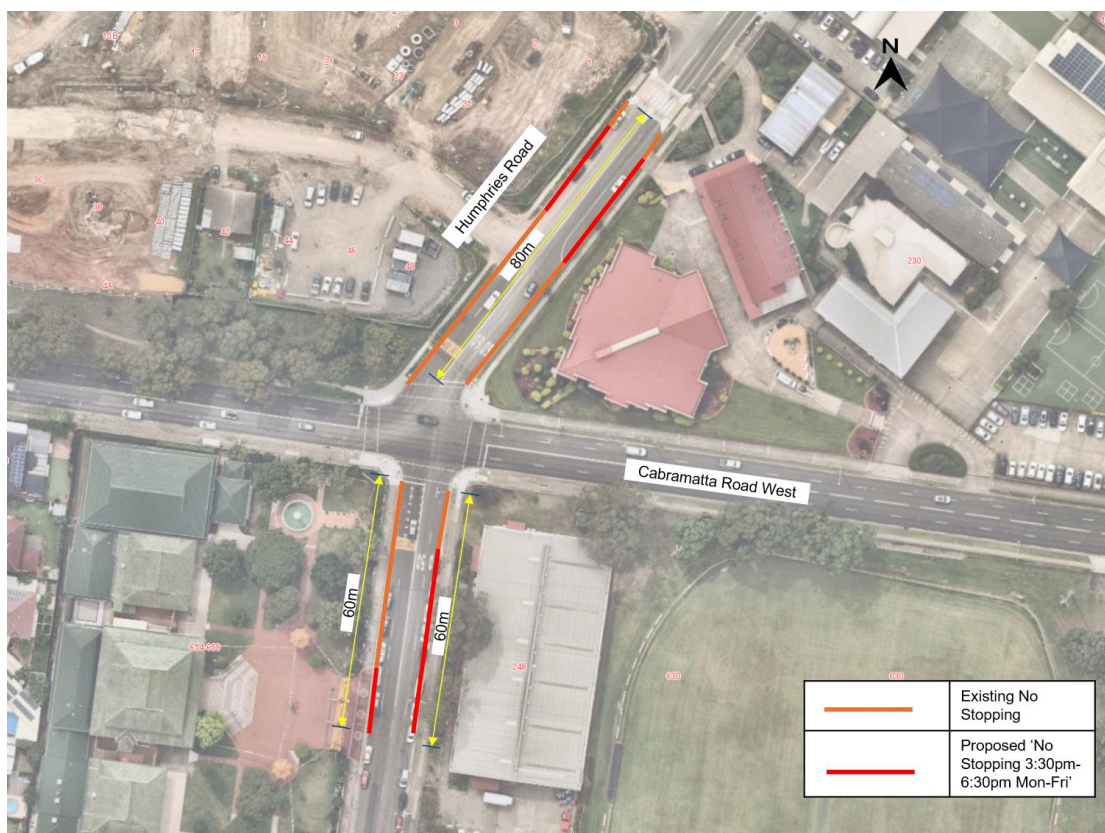


Figure 3: Existing and proposed 'No Stopping' restriction.

### CONCLUSION

The intersection currently operates at Level of Service B during the AM peak and D during the PM peak.

The more significant delays are limited to the PM peak period and remain within acceptable performance criteria, including the frequency/length of time it is experienced.

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The recent changes made – upgrade to phasing by TfNSW and slight shift of the school finishing time have alleviated the after-school peak. The intersection remains busy during this period (in part some of the right turners are looking to access Bonnyrigg High School on Cabramatta Road West).

The modelling and assessment undertaken show Option 1 remains the most feasible and effective solution. This delivers operational benefits without requiring major civil works or traffic movement bans.

The proposed extension of peak-period 'No Stopping' zones on Humphries Road can be implemented at any time. As there is limited parking servicing the school, implementing in the AM peak and between 2:30-3:30pm is not recommended ie. introduce between 3:30pm-6:30pm Mon-Fri.

The possible reconfiguration of Option 1 is the introduction of split phasing operation ie. Humphries northbound is 1 phase and Humphries southbound is a second phase. While this configuration shows an improved performance at the intersection, this may not be preferred by TfNSW as the pedestrian cross times reduce flexibility with the co-ordination of the signals along Cabramatta Road West. It is recommended that this be considered if intersection performance reduces significantly from current performance levels.

The long-term solution adopted will depend on the traffic and crash performance that evolves at the location over the coming 10-15 years. As a minimum, this is expected to require right turn bays on the main road.

Therefore, no additional short-term intervention is recommended at this time.

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**Authorisation:**  
Traffic & Transport Co-ordinator  
Director City Delivery

Traffic Committee - 1 June 2026

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\*\*\*\*\* END OF ITEM 19 \*\*\*\*\*







## TRAFFIC COMMITTEE

Meeting Date 1 June 2026

Item Number. 20

**SUBJECT:** Pevensey Street, Phelps Street and Bartley Street Canley Vale - Proposed 2-hour Parking Restriction

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**FILE NUMBER:** 15/16329

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

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### RECOMMENDATION:

That:

1. The consultation on the proposed 2P parking restrictions proceed.
  2. A report be provided to the Traffic Committee on the results of the consultation.
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### SUPPORTING DOCUMENTS:

**AT-A** [↓](#) Proposed 2 Hour Parking Restrictions on Pevensey Street, Phelps Street and Bartley Street 1 Page

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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 requests to improve turnover of on-street parking spaces near Canley Vale Town Centre. The precinct being assessed is bounded by Pevensey Street, Bartley Street, Railway Parade and Canley Vale Road Canley Vale.

A review of the on-street parking in the precinct was carried out. A '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restriction on Pevensey Street (between Phelps Street and Railway Parade), Phelps Street and Bartley Street (between Phelps Street and Railway Parade), Canley Vale was identified as the most suitable restriction.

This report advises the Traffic Committee of the proposal prior to commencing consultation with local stakeholders.

### Background

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Parking to support town centre activity can overflow into adjacent public roads when limited parking is provided within each existing development or centralised parking stations do not meet demands.

Parking demands for the area of concern occur from:

- Shopping and business activity – stays range from 15 mins through to 3+ hours depending on the activity and number of premises visited. Restaurant trade in the evenings can cause more intensive demand but is partially offset by other businesses being closed.
- Staff parking – typically all-day parking from opening to close with some shorter shift work (restaurants for example).
- Residential parking – overnight parking by residents, daytime parking for residents (some all day and some for shorter periods) and parking for visitors.
- Commuter parking – workers catching the train to other destinations in Sydney (park all day).

Parking along Canley Vale Road, adjacent to the town centre, is restricted to short stay parking (2P or shorter) and provides for bus stops. Servicing generally occurs from the rear of premises.

The other nearby significant traffic generators are:

- Cabravale Diggers community club and hotel – generally peak demand is in the evenings with the potential for some spill over into adjacent streets.
- Canley Vale Public School – strong demand for parking during the after school pick up period – normally short stay parking.
- Adams Park – demand on evenings for training and game days on the weekends.
- Cabramatta Town Centre – short stay parking restrictions near the centre push long stay parkers north of Bartley Street (residents, commuters, centre staff and for visits longer than 2 hours).

Part of the role of a road authority is to manage use of the carriageway on the network. Roads are mainly provided to ensure the movement of people and goods with parking as a secondary use when traffic demands allow the kerb to be used.

Where parking can occur, a road authority may respond to the competing demands in a locality and determine the balance of parking restrictions to be provided ie. have a greater emphasis on short stay restrictions to facilitate business activity.

### EXISTING PARKING PROVISION

Within the area of interest, there are existing parking restrictions as follows:

- A '1/4P 7.00am-10.00am 3.00pm-6.00pm Mon-Fri' restriction is provided at 1-3 Pevensey Street to assist the drop off and pick up for the Canley Vale Early Learning Centre. This is proposed to be retained.

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- A '4P 8.00am-4.00pm Mon-Fri' restriction is provided across the northern frontage of Cabravale Diggers on Pevensey Street.
- A '1/4P 7.00am-6.00pm Mon-Fri' restriction is provided at 6-8 Phelps Street to assist the drop off and pick up for the ACDMA Childcare and Preschool. This is proposed to be retained.
- '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restriction is provided on the western side of Phelps Street at the intersection with Canley Vale Road. This caters for the school traffic and visits to the town centre.

The 4P parking in Pevensey Street is approximately a 5-6 minute walk to Canley Vale Town Centre.

The available parking supply for Canley Vale Town Centre comprises:

- A multi-storey commuter car park with 184 spaces, of which 97 spaces are dedicated to commuter use and the remaining restricted to '2P 7:00am-6:30pm Mon-Fri'.
- 1P parking on Clifford Lane.
- 4P parking on Westacott Lane.
- 2P parking on Canley Vale Road.
- 2P and unrestricted parking in Pevensey Street extension into Adam Park.
- 2P and unrestricted parking in Adams Park car park.

### Parking Survey

Parking surveys were undertaken on Pevensey Street, Bartley Street and Phelps Street with observations recorded at multiple time intervals. The total number of available on-street parking spaces was also documented for each street segment.

Site observations were taken on 5 May 2026 at 8.00am, 9.00am, 12.00pm, 3.00pm and 5.00pm.

#### Pevensey Street (between Railway Parade and Phelps Street)

Pevensey Street (between Railway Parade and Phelps Street) has 35 unrestricted spaces, 11x 4P time limited spaces and 5x ¼P time limited spaces.

The parking survey showed the unrestricted parking spaces with an 86% average occupancy with 71% at 8am being the lowest and 97% at 3.00pm being the highest occupancy. This indicates consistently high utilisation, particularly during midday and afternoon periods.

Examining turnover results showed:

- 45% of vehicles were long-stay (from 8am-5pm)
- 34% of vehicles were medium-stay (between 2-6 hours)
- 21% of vehicles were short-stay (up to 2 hours)

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This indicates approximately 28 of the 35 parking spaces (80%) were used for stays greater than 2 hours.

The walking time to Canley Vale Town Centre is 5-6 minutes – a return trip would be 10-15 minutes.

Providing a 2P time limit would leave approximately 105 minutes for a driver to complete shopping and/or business activity in Canley Vale Town Centre. The alternate option would be to consider a 4P restriction allowing 3½ hours to access Canley Vale Town Centre and return.

A 2P time limit commencing at 8.30am and finishing at 6.00pm allows residents to park overnight from 4.00pm through 10.30am before an offence would occur.

A 2P time limit from 8.30am to 6.00pm Mon-Fri and 8.30am to 12.30pm Sat is recommended.

### Phelps Street

Phelps Street has 75 unrestricted spaces, 5x 2P spaces and 3x ¼P spaces.

The ¼P spaces are provided for drop off and pick up for the ACDMA Childcare and Preschool. This is not proposed to be changed.

The unrestricted parking spaces had 78% average occupancy with 68% at 8.00am being the lowest and 93% at 9.00am being the highest occupancy.

Examining turnover results showed:

- 41% of vehicles were long-stay (from 8.00am-5.00pm).
- 31% of vehicles were medium-stay (between 2-6 hours).
- 28% of vehicles were short-stay (up to 2 hours).

This indicates approximately 54 of the 75 unrestricted spaces (72%) were used for stays greater than 2 hours.

Walking times are similar to the parking spaces in Pevensey Street and a 2P time limit from 8.30am to 6.00pm Mon-Fri and 8.30am to 12.30pm Sat is recommended.

### Bartley Street

Bartley Street (between Railway Parade and Phelps Street) has 16 unrestricted spaces. The street had 96% average occupancy with 80% at 5.00pm being the lowest occupancy and 100% at all other times.

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The only turnover observed was at 5.00pm when 3 spaces were vacant. This would indicate long stay parking is occurring, such as commuters. This is expected given the short walk to Cabramatta Train Station.

This parking is a similar distance from Canley Vale and Cabramatta Town Centres and stations. It is not proposed to change these parking spaces.



### Proposed changes

The proposal is to convert all unrestricted and 4P spaces to a time limited '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restriction.

The existing ¼ P and 2P spaces on Pevensey and Phelp Streets are to remain. The ¼ P spaces are to assist with drop off and pick up with the adjacent childcare centres.

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### Consultation and Timing

Consultation with residents and relevant stakeholders has not commenced.

With the location and nature of the changes, the Traffic Committee is being advised of the changes prior to consultation commencing.

Any feedback received during the consultation process will be reviewed and presented to the Traffic Committee.

### CONCLUSION

The proposed '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restrictions on Pevensey Street (between Phelps Street and Railway Parade) and Phelps Street Canley Vale as shown in Attachment A of the report is recommended to proceed to public consultation.

The proposal shifts the balance of parking towards serving the demands from Canley Vale Town Centre. The proposed restrictions also assist with parking near Canley Vale Public School for the after-school pickup and short stay visits to residents and the Cabravale Diggers Club.

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Traffic Committee - 1 June 2026

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\*\*\*\*\* END OF ITEM 20 \*\*\*\*\*

ATTACHMENT A

Item: 20

Proposed 2 Hour Parking Restrictions on Pevensey Street, Phelps Street and Bartley Street

