Traffic Committee

AGENDA

DATE OF MEETING: 9 February 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.

ITEM **SUBJECT** **PAGE**

- **APOLOGIES AND REASONS ACCEPTED**

- **CONFIRMATION OF MINUTES**

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'

Traffic Committee

SECTION B

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

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 1**

SUBJECT: Bibbys Place Bonnyrigg - Temporary Road Closure for the Spirit of Bonnyrigg Fair

FILE NUMBER: 13/22428

PREVIOUS ITEMS: 20 - Bibbys Place Bonnyrigg - Temporary Road Closure for the Spirit of Bonnyrigg Fair - Traffic Committee - 03 Jun 2024

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The Spirit of Bonnyrigg Fair to be held in Bibbys Place Bonnyrigg be classified as a 'Class 4' event under the Transport for NSW Guide to Traffic and Transport Management for Special Events.

2. The temporary road closure of Bibbys Place approximately 94m from the cul-de-sac of Bibbys Place between 6.00am and 7.00pm on Saturday 28 March 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 be notified of the event and extent of the temporary closure by door knocking and letterbox drops.

    2.2 Variable Message Signs be installed 2 weeks prior to the temporary road closure to provide details of the temporary road closure leading up to and on the event.

    2.3 All emergency services, local bus companies and the NSW Taxi Council be notified of the event.

    2.4 Access for emergency vehicles to be permitted at all times.

    2.5 Adequate vehicular traffic control be provided for the safety of pedestrians and motorists, including the installation of signage and barricades in accordance with Australian Standards (AS 1742.3:2019 – Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads).

2.6 Access to properties affected by the road closures be maintained except where determined to be a safety risk by Fairfield City Police Area Command and Council. Where direct access cannot be maintained, an appropriate alternative arrangement be implemented between the Event Organiser and the affected stakeholders.

2.7 The Applicant comply with any reasonable directive of Council's Community Regulatory Services Division.

2.8 The Applicant ensure that the areas used for the activities are maintained in a clean and tidy condition.

2.9 The Applicant obtain a Local Activity Permit Approval from the relevant sections of Council to hold the event as part of the Special Event approval process.

3. Council's Manager Fairfield and Parks Place be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩	Traffic Guidance Scheme for the Event	4 Pages
AT-B ⇩	Traffic Management Plan for the Event	40 Pages

CITY PLAN

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

SUMMARY

Council is hosting the Spirit of Bonnyrigg Fair celebrating Bonnyrigg's cultural harmony and diversity. The event festivities will include a stage with cultural performances including lion dancers, musical groups and dance performances.

Other free activities will include amusement rides, face painting, balloon bending and roving entertainment. Local community stalls will showcase the various cultures and faiths located in Bonnyrigg and local food trucks will be available for the community to enjoy lunch.

This report seeks approval for the temporary closure at Bibbys Place of approximately 94m from the cul-de-sac end of the street.

The temporary closure of Bibbys Place is proposed to occur on Saturday 28 March 2026 between 6.00am and 7.00pm. The temporary road closure of Bibbys Place enhances safety by the physical separation of event participants and vehicles.

The event has been held successfully previously with no recorded incidents.

DISCUSSION

Traffic Management Measures

Up to 400 people are expected to attend the event on the day. The temporary road closure was successfully implemented in the previous year to hold the Bonnyrigg Fair, with no problems reported.

This event, since its commencement in 2017, aims to attract people to the area and has a multicultural theme.

A temporary full road closure is required for the street celebrations to ensure the safety of event participants. As part of the event, temporary traffic and parking controls will be in place to assist with the Special Event.

Figure 1: Event Plan for the Spirit of Bonnyrigg Fair at Bibbys Place Bonnyrigg.

There is 1 supplier entry point at the event site and bump-in/out locations will all occur via Bibbys Place on the day. Each supplier will be directed to and from the site by the Site Manager and event crew.

There will be various trucks providing amusement rides and infrastructure on the event day. They will bump-in early morning and will leave the site well before event commencement and will return to site for bump-out once the event has concluded.

It is expected that the majority of attendees for this event will be from the neighbourhood and as such, they will walk to and from the venue. However, approval has been provided from the Bonnyrigg Christian Church at 14-16 Bibbys Place to utilise its 48 parking spaces.

The temporary road closure in Bibbys Place does not impact taxi and bus operations at the Bonnyrigg Town Centre.

Traffic management contractors will manage the road closure and access into and out of the site as per the Traffic Management Plan. Transport for NSW (TfNSW) Accredited Traffic Controllers will be present on the day to assist with vehicular and pedestrian movements.

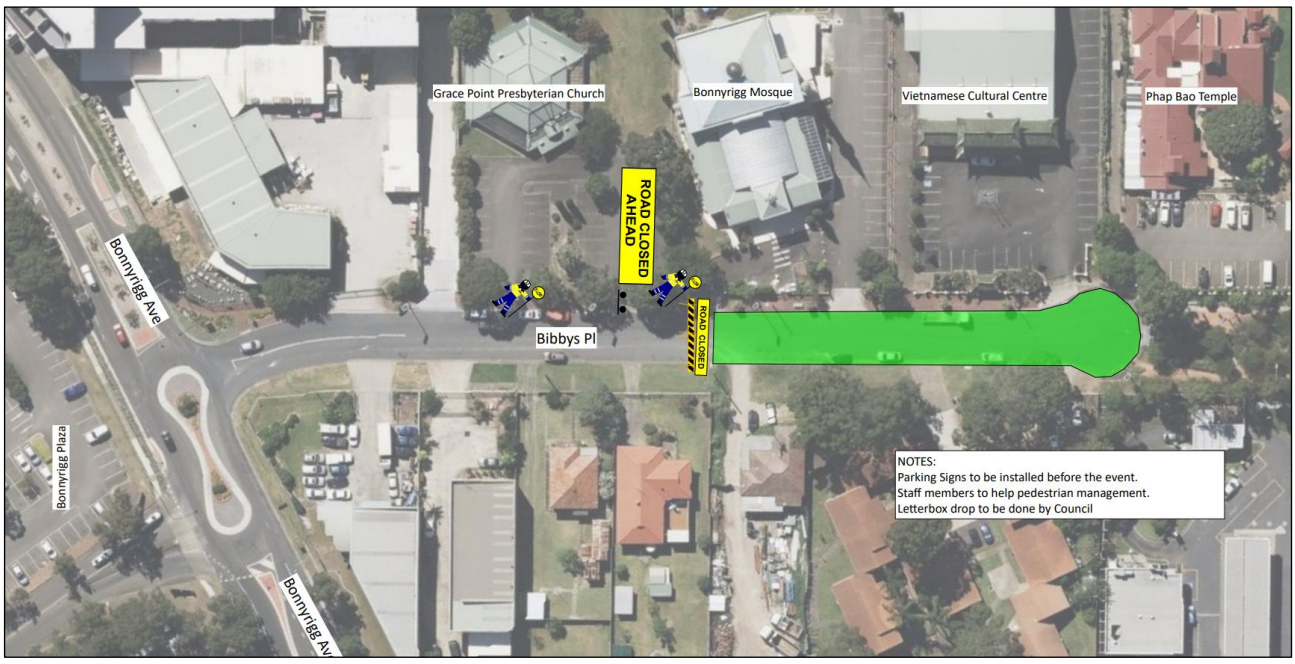


Figure 2: Extent of the temporary road closure in Bibbys Place Bonnyrigg.

The event organiser has contacted Fairfield City Police Area Command and requested assistance with event management on the day.

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

Date	Street	Time	Action
Saturday 28 March 2026	Bibbys Place	6.00am	Road Closure
		7.00am – 11.00am	Bump-in
		12.00pm – 4.00pm	Event Activities
		4.00pm – 7.00pm	Bump-out
		7.00pm	Road Re-opens

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 Spirit of Bonnyrigg Fair in Bibbys Place has been assessed as a "Class 4" 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.
- Notification of impacts on the traffic network.
- Local Traffic Committee involvement.
- Event planning and delivery includes NSW Police, TfNSW and Council.
- Council-managed parking restrictions.

Event Approval

The following approvals are required for the event to occur:

- NSW Police approval is required for public assembly.
- Council approval is required as the Road Manager.
- Council approval is required for a Local Activity application.

Consultation

The temporary road closure in Bibbys Place does not impact taxi and bus operations at the Bonnyrigg Town Centre.

Council's Place Management Division has consulted with surrounding residents and businesses affected by the temporary closure of Bibbys Place on 18 December 2026 via letter drop and via door knocking from 14 January 2026 to 16 January 2026. No objections were received on the road closure.

The temporary road closure for the event was also advertised by the Event Organiser on Council's website on 12 January 2026 for a period of 7 days in accordance with Section 5 of Roads Regulation 2018. No objections have been received in relation to the Event.

CONCLUSION

To ensure pedestrian safety it is recommended that the temporary road closure of Bibbys Place on Saturday 28 March 2026, as shown in Attachment A of the report, be approved subject to the conditions outlined in the recommendation section of this report.

Sameer Kabir
Graduate Engineer (Traffic)

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

Traffic Committee - 9 February 2026

File Name: **TRA09022026_10.DOCX**

***** END OF ITEM 1 *****

TGS Verification Checklist

Inspection Type	
☐ Site Inspection	☒ Desktop Review
Desktop Review Source: Google Maps	

Site Details

No	Street Name	Posted Speed
1	Bibbys Pl	50 km/h
2		
3		
4		

List of Site Specific Hazards/ Risks Identified on Site

TTM Information		
☐ Around	☒ Past	☐ Through
TTM Set-Up Chosen	(Lane Closure)	
Type of TTM	Static Works / Intermittent Works / Dynamic	
Duration of Works	(1 Shift)	
TTM Shift Inspections	before, during & pre-closedown	

Sign Information	
Sign Type	Swing Stand / Permanent Signs B-Size

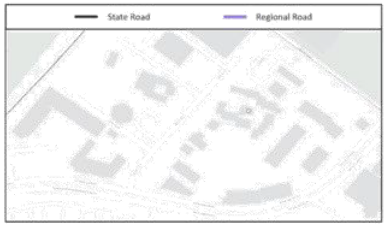
TGS Details

Have the below been addressed on the TGS for this location?			
Traffic Volumes	☒ Yes	☐ No	☐ N/A
Predicted Queue Length	☒ Yes	☐ No	☐ N/A
Shoulder Width	☒ Yes	☐ No	☐ N/A
Sight Distance	☒ Yes	☐ No	☐ N/A
Exist. Infrastructure	☒ Yes	☐ No	☐ N/A
Transport Services	☒ Yes	☐ No	☐ N/A
Pedestrian Generators	☒ Yes	☐ No	☐ N/A
Appropriate Site Access	☒ Yes	☐ No	☐ N/A
Escape Route for TCs	☒ Yes	☐ No	☐ N/A

Confirmation

Does TGS require adjustments within tolerances?	☐ Yes	☐ No
Comments or details of action taken:		
Does TGS require any additional changes or modifications?	☐ Yes	☐ No
Comments or details of action taken:		
Is TGS appropriate for use for works required at this location?	☐ Yes	☐ No
Comments or details of action taken:		
Have key TTM risks been addressed on site?	☐ Yes	☐ No
Comments or details of action taken:		

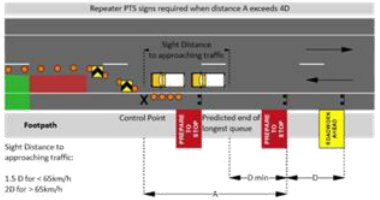
NSW Road Network Classification Map



TGS Modifications

TGS Modification Information	
Modified by:	TMD Qualification No:
Signature:	Modification Date:
Modification Notes:	

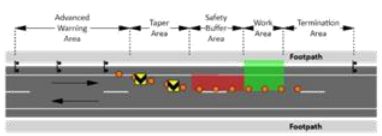
TCAWS V6.1, Sec. 4.6.3: End-of-Queue Management



End-of-queue management strategies must be provided when:

- Traffic is planned to be stopped;
- Queues are expected to be generated; or
- The TMP or risk assessment identifies there is a potential for end-of-queue collisions.

TCAWS V6.1, Figure 7-3: Components of a work site



TCAWS V6.1, Table 7-3: Recommended taper lengths

	Recommended Taper Length [m]		
Speed [km/h]	Traffic Control	Lateral Shift	Merge
45 or less	15	15	15
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

Note to Table 7-3: Speed is defined as the speed [km/h] of traffic at a position in the TGS where a device is located(e.g. start of a taper). This should be one of the following, in order of preference:

- The measured speed
- The predicted speed of traffic
- The preceding roadwork speed zone in accordance with Section 7.3 Dimension D; or
- The existing posted speed limit

TCAWS V6.1, Table 6-3: Sign spacing requirements

Tolerance	Approaching Speed	
	less than 65km/h	65km/h or greater
Minimum	D	D
Maximum	D	D

TCAWS V6.1, Table 6-2: Spacing of cones and bollards

Purpose and usage	Speed zone of device location	Maximum spacing
On approach to a TC position	All cases	4
Merge Tapers	55 to 75 greater than 75	9 12
Lateral shift tapers	55 to 75 greater than 75	12 18
Protecting freshly painted lines	55 to 75 greater than 75	24 60*
All other purposes	less than or equal to 55 56 to 75 greater than 76	6 12 18

Note* to Table 6-2: This spacing should be reduced on curves or crests or if the row of cones is not clearly defined at night.

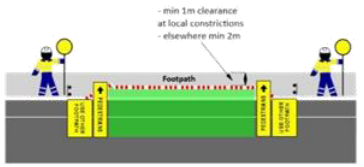
TCAWS V6.1, Table 7-10: Permitted Tolerances

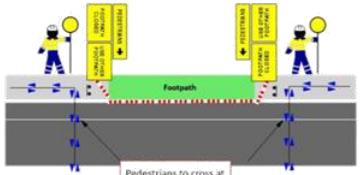
Tolerance	Positioning of signs, length of taper or marking	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	Nil
Minimum	25% more than the distances or lengths given	10% more than the spacing shown

The ITCP qualified person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 Tolerances on positioning of signs and devices are met.

Pedestrian/ Cyclist Management

Pedestrian/ Cyclists Management Method		
☒ Around	☐ Past	☐ Through





Pedestrians to cross at Pram Ramp or other appropriate ramp i.e. driveways

- Appropriate delineation devices to be used to ensure that pedestrians are able to move safely
- Adequate signposts to indicate the direction of footway
- Personnel may need to be positioned to guide and assist pedestrians

NOTE: When choosing an appropriate crossing location the following sight conditions must be considered:
- sight distance
- number of lanes
- traffic volumes
- traffic speed
- number of pedestrians

Temporary footpaths must provide a clear path of travel and must be: At local constrictions, not less than 1 m width. Elsewhere a width of at least 2 m must be provided and any additional width to aid stopping sight distance to all road users.

Care should be given to maintain good conditions and widths at points of concentration of pedestrians, such as in front of shops, schools at bus stops and similar.

TCAWS V6.1, Table 5-13: Min Sight Distance

Existing Permanent Speed	Length of Work Area (L)	Minimum clear sight distance to oncoming traffic
less than 105	less than 60m	300m
less than 105	greater than or equal to 60m	L + 250m
greater than 105	less than 60m	400m
greater than 105	greater than or equal to 60m	L + 350m

Version Control	Ver	Date	Description
	1	03/11/2025	for approvals
	2		
	3		
	4		
	5		

Project Information		
Project Name:	Event	TGS No: ARG 25-1517 TGS
Project Description:	Council Event	TMP No: N/A
Project Location:	5 Bibbys Pl, Bonnyrigg NSW 2177	Scale: 1:500

TGS Verification/ Review Information		
Designed by:	Ronak Gandhi	
PWZ Qual. No:	[redacted]	
Signature:		
Reviewed by:	Franziska Mueller	
PWZ Qual. No:	[redacted]	
Signature:		

Client Information	
Client Name:	Fairfield Council
Contact Name:	TBC
Contact No.:	TBC

Page Information	
Review Date:	03/11/2025
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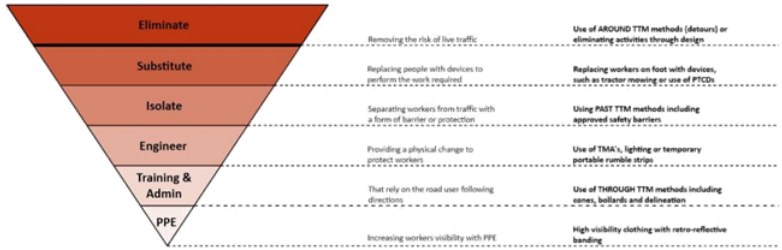
Hierarchy of Controls Framework



Eliminate	Removing the risk of live traffic	**Use of AROUND TTM methods (detours) or eliminating activities through design**
Substitute	Replacing people with devices to perform the work required	**Replacing workers on foot with devices, such as tractor mowing or use of PTCDs**
Isolate	Separating workers from traffic with a form of barrier or protection	**Using PAST TTM methods including approved safety barriers**
Engineer	Providing a physical change to protect workers	**Use of TMA's, lighting or temporary portable rumble strips**
Training & Admin	That rely on the road user following directions	**Use of THROUGH TTM methods including cones, bollards and delineation**
PPE	Increasing workers visibility with PPE	**High visibility clothing with retro-reflective banding**

Risk Evaluation Matrix

Risk Ratings:
Very High VH
High H
Medium M
Low L

LIKELIHOOD		CONSEQUENCE					
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
Almost Certain	L1	M	H	H	VH	VH	VH
Very Likely	L2	M	M	H	H	VH	VH
Likely	L3	L	M	M	H	H	VH
Unlikely	L4	L	L	M	M	H	H
Very Unlikely	L5	L	L	L	M	M	H
Almost Unprecidented	L6	L	L	L	L	M	M

LIKELIHOOD MEASURES	
Almost Certain	Expected to occur multiple times (10 or more times) during any given year (more than 25% chance of occurrence) This risk is known to occur frequently.
Very Likely	Expected to occur occasionally (1 to 10 times) during any given year (10 to 25% chance of occurrence) This risk is known to occur often.
Likely	Expected to occur once during any given year (1 to 10% chance of occurrence) This risk is known to have occurred on occasions.
Unlikely	Expected to occur once every 1 to10 years (0.1 to 1.0% chance of occurrence) This risk could occur but not often.
Very Unlikely	Expected to occur once every 10 to100 years (0.01 to 0.1% chance of occurrence) It is unusual that this risk occurs but it has happened.
Almost Unprecidented	Not expected to occur in the next 100 years (less than once every 100 years)(less than 0.01% chance of occurrence) Any risk can occur but it is very improbable that this risk will occur within the large number of events.

CONSEQUENCE MEASURES	
Insignificant	Illness, first aid or injury not requiring medical treatment. No lost time
Minor	Minor injury or illness requiring medical treatment. No lost time post medical treatment
Moderate	Minor injuries or illnesses resulting in lost time
Major	1 to 10 serious injuries or illnesses* resulting in lost time or potential permanent impairment
Severe	Single fatality and/or 11 to 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment
Catastrophic	Multiple fatalities and/or more than 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment

* serious injury or illness is defined by the WHS Act section 36

Risk Assessment

Item No	Task	Hazard	Initial Risk	Control Measures	Resid. Risk
1	TGS is designed/ implemented by unqualified person	Wrong TTM set-up designed for works/ signs and devices not correctly installed	H L3/C2	- TGSs & TMP are only designed by PWZ Qualified person and TTM set-ups are in accordance with TCAWS Manual V6.1, AGTTM 2021 & AS1742.3 - TGSs are implemented by PWZ or IMP qualified person	M L5/C3
2	Traffic Control	Motorist distracted and collides with end of queue or traffic controller	VM L2/C2	- TGSs are designed & implemented by qualified personnel and are in accordance with TCAWS Manual V6.1, AGTTM 2021& AS1742.3 - appropriate sight distance is maintained - review TTM set-up if conditions have changed - conduct regular inspection in accordance with TCAWS Manual V6.1, AGTTM 2021& AS1742.3 - rectify any deficiencies as matter for urgency	M L4/C3
3	Manual Traffic Control used instead of PTCD in high risk environment	Traffic Controller hit by vehicle	VM L2/C2	- consider use of shadow vehicles if practical, or other type of static hard cover available - ensure best possible escape route considered when allocating control point on TGS -> to be reassessed onsite continuously - ensure best line of sight where practical, should the best line of sight not be possible, repeater signs in advance warning to be used - traffic controller to always remain clear from travelled path - ensure appropriate speed signage has been installed and meets minimum and maximum length requirements	M L4/C3
4	Work Area adjacent to travel lane	Motorist collides with workers, traffic controller, vehicles or plant	VM L2/C2	Always: - Install workman T1-5 sign if workers on road - space cones in accordance with TCAWS Manual V6.1 - check setup before commencing work - reduce speed based on lateral clearance between the work area and travel lane Consider: - using a shadow vehicle(s) with flashing lights to protect workers - using spotters with workers - using safety barriers for long term works	M L4/C3
5	Lane Closure	Motorist fails to merge and collides with workers, traffic controller, vehicles or plant	VM L2/C2	Always: - Install merge taper length in accordance with TCAWS Manual V6.1 - Install Lane Status Signs and either duplicate them on the other side of the road or 0.5D past the initial Lane Status Sign - Install a 30m Safety Buffer Zone between end of taper and start of work area - check setup before commencing work - ensure appropriate sight distance for the beginning of the taper Consider: - using a shadow vehicle(s) with flashing lights to protect workers	M L4/C3
6	Side Roads	Motorist enters work site from site road and collides with workers	H L2/C4	Always: - always install advanced warning signs for motorists entering from side roads in advance of work area - Speed Limit signs must be erected where traffic enters from a side road within a roadworks speed zone	M L4/C4
7	Roadwork Speed Zones	Motorist disobeying the posted RW Speed Zone and travel too fast for the site conditions and cause a MVA	VM L2/C2	- Ensure speed zones are designed in accordance with with TCAWS Manual V6.1, AGTTM 2021 & AS1742.3 - Ensure speed zoning is consistent with the work activity, location of work area and road environment. - Consider the use of VSLSs or RASS to monitor traffic speeds and advise motorists. - Review the TGS and adjust where possible to achieve speed zone compliance as per TCAWS Manual V6.1 - Sec 4.5.7	M L4/C3
8	Lane Closure & Poor sight distance/ Speed compliance/ Approach speed > 85km/h/ Multi lane roads with traffic volume > 10,000vpd	Not enough reaction time due to speeding/ poor sight distance/ large traffic volumes, motorist fails to merge and collides with workers, traffic controller, vehicles or plant	VM L2/C2	Always: - Install "RW 1km Ahead" if approach speed is > 85km/h or sight distance is less than 150m - Use 700mm cones where traffic speed is greater than 75km/h - Use 900mm cones on high speed to high volume roads (e.g., expressway) or on any work site where increased visibility is required - Duplicate Lane Status sign on either the other side of the road or 0.5m from start of 1st Lane Status sign -> On multi-lane roads where there is no room for duplicate signs on medians, consideration should be given to placing supplementary signs on the left hand side.	M L4/C3
9	Night Works	Due to poor visibility of road/ work site, worker/ Traffic Controllers motorist collides with end of queue, worker, vehicle or plant	VM L2/C2	Consider providing portable lighting to ensure traffic controllers are visible and ensure the positions of any temporary lighting are clearly shown on the TGS - Always use applicable PPE for the conditions	M L4/C3

Version Control	Ver	Date	Description
	1	03/11/2025	for approvals
	2		
	3		
	4		
	5		

Project Information			
Project Name:	Event	TGS No:	ARG 25-1517 TGS
Project Description:	Council Event	TMP No:	N/A
Project Location:	5 Bibbys Pl, Bonnyrigg NSW 2177	Scale:	1:500
		North Code:	

TGS Verification/ Review Information			
Designed by:	Ronak Gandhi		
PWZ Qual. No:	[redacted]		
Signature:			
Reviewed by:	Franziska Mueller		
PWZ Qual. No:	[redacted]		
Signature:			

Client Information		
Client Logo:	FairfieldCity Celebrating diversity	
Client Name:	Fairfield Council	
Contact Name:	TBC	
Contact No.:	TBC	

Page Information	
Review Date:	03/11/2025
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Risk Assessment

Item No	Task	Hazard	Initial Risk	Control Measures	Resid. Risk
10	Changed traffic conditions (eg no line marking, changed line marking, forbidden turning movements, detours)	Motorist confused due to lack/ change of line marking, attempts forbidden turning movement causing MVA	H L2/C3	Always: - install RWA (T1-1) sign when traffic conditions change - install delineation or temp. line marking which has to be clearly visible in TGS - use traffic control to manage changed traffic conditions where required - check set-up before commencing work and during - install RW Speed Zone if conditions call of it which suit the road conditions Consider: - use VMSs	M L4/C4
11	Weather Conditions - rains - wind - fog - snow	Weather conditions reduces visibility and wet road surface causes road to be slippery increasing the risk of a collision with workers, plant or other motorists, wind blown signs over	H L2/C3	Always: - monitor weather and traffic - check setup to ensure signs are visible on a regular basis. If visibility has been obstructed, consider shifting signs, duplicate, or repeat. Consider: - additional advance warning signage - liaise with client to reconsider stop works and postpone then until weather conditions have eased	M L3/C4
12	Delays due to queued traffic beyond advanced warning signs	Weather conditions reduces visibility and wet road surface causes road to be slippery increasing the risk of a collision with workers, plant or other motorists, wind blown signs over	H L2/C3	Always: - work in accordance with the approved Permit/ ROL - use two-way communication with trucks and give them priority whenever possible - monitor queue lengths - install additional signs or use additional traffic controllers or stop work and clear traffic if end of queue extends beyond the advance warning signs as per TCAWS V6.1, Sec. 4.6.3: End-of-Queue Management - give emergency vehicles & wide loads priority (i.e. stop work & traffic) Consider: - working outside peak periods - liaising with TMC for assistance with traffic signal phasing -using VMS's - notifying emergency services - use of flashing beacon to be added to advance warning signage - use of queue monitors - ensure TGS has been designed to cater for the predicted queue lengths where required.	M L4/C3
13	After Care	Inadequate signage resulting in motorist loosing control and crashing or motorist becomes frustrated due to inappropriate signage	H L2/C3	Always: - install RWA (T1-1) if diverting traffic along a sidetrack, detour, or unexpected conditions, such as loose stones or the absence of line marking - cover any signs that are not applicable - erect condition signs as per TCAWS V6.1, Sec. 7.7.5: Aftercare - aftercare speed limit to suit road conditions	M L3/C4
14	Pedestrians & Cyclists	Pedestrian and/or cyclist enters the work area or travel lane and get hit by motorist or plant	VH L1/C3	Always: - ensure TGS design caters for all road users including pedestrians and cyclists. - always clearly delineate the work area. - do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - comply with shoulder and lane width criteria in the design of the TGS. - Ensure the use of existing or temporary ramps for crossing points. - undertake consultation to determine existing travel paths, desire lines, volumes, and types of users Consider: - use of traffic control at crossing points especially where contra-flow arrangements are in place - use of additional traffic controllers to monitor and assist pedestrian and cyclist movements where required	M L4/C3
15	Construction Vehicle Movements/ Plant Movements	Construction vehicle/ Plant collides with motorist, workers, traffic controller or other construction vehicle/ plant	H L3/C3	Always: - ensure communication between drivers & traffic controllers via radio - construction vehicles/ plants have to give way to pedestrians, cyclists and live traffic - construction vehicles are only allowed to enter & leave site via "left in, left out" movements, where not possible Traffic controllers have to manage construction vehicles/ plants entering & leaving the site Consider: -using Traffic Control and/or Spotters to manage work vehicles - internal vehicle movement plan	M L3/C4

Notes

Site Specific Notes

1. Traffic Controllers have to ensure that signs that are not needed for aftercare TGSs are covered as per TfNSW - TCAWS V6.1 - Sec. 7.10.1
2. The speed of traffic SHALL be reduced to 40 km/h when workers on foot are closer than 1.5m to traffic as per TfNSW - TCAWS V6.1 - Sec. 4.3.5, Table 4-3.
3. A PTCD sign relevant to the device used, such as Boom Barrier symbolic (T1-272n) or Signals symbolic sign (T1-30), or a Traffic Controller symbolic sign (T1-34) must be used to give advance warning of the presence of traffic control. A PREPARE TO STOP (T1-18) sign must also be used when traffic is required to stop at the traffic control location.
   The above signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks, such as lunch as per TfNSW - TCAWS V6.1 - Sec. 5.4.3, Table 5-11.
4. Access to local businesses and driveways will be maintained during works. Unless otherwise shown on the TGS(s) and site specific notes. It is the Principal Contractors responsibility to seek permission prior to blocking public and private access.
5. Access to bus stops to be maintained whenever possible. Any impact to bus services such as bus stops within the TTM or the closure of bus lanes require the approval of the relevant bus companies.
6. Standard (700mm) cones must be positioned at a maximum spacing of 4m on approach to a traffic controller position (centerline or edge line) as per TfNSW - TCAWS V6.1 - Sec. 6.2.5, Table 6-2.
7. Signs should be duplicated for all lane status signs regardless of the upd as per TfNSW - TCAWS V6.1 - Sec. 6.5.6 and all speed zone signs as per TfNSW - TCAWS V6.1 - Sec. 4.5.5
8. As per TfNSW - TCAWS V6.1 - Sec. 4.6.3 where the maximum queue length can be predicted in advance, the primary PREPARE TO STOP sign must be located such that the distance from this sign to the end of the queue is not less than D, see Figure 4-4. The B size PREPARE TO STOP sign should be used in this application.
   The distance may need to be adjusted if the queue length proves to be underestimated. If the primary PREPARE TO STOP sign needs to be placed more than 4D, approximately 15 seconds of travel time from the control point, repeater PREPARE TO STOP signs at intervals of not more than 4D should be provided between that point and the control point to provide for conditions after the queue has dispersed. In any relocation of the primary PREPARE TO STOP sign, the distance D to the roadwork ahead sign must be maintained.
9. A minimum lane width of 3m have to be maintained for traffic speeds < 65km/h
10. In accordance with Section 8.2 Record keeping of TTM documentation, roadwork speed zones must be inspected and associated documentation examined on a regular basis. The ITCP qualified person must ensure that speed restriction signs are properly erected, conflicting signs are covered and advance signs are in place, when inspecting the traffic control on the site.

Implementation Instructions

Before work commences, signs and devices at the approaches to and within the work area SHALL be implemented in accordance with the approved Traffic Guidance Schemes and the Traffic Control Companies Safe Work Method Statements, in the following sequence:

1) Traffic Controllers implementing signage are to ensure all signage is available for implementation prior to shift.
2) Signs & devices in side streets leading into the works are to be implemented first. Where required, detours are to be in place before commencing any closures.
3) All signage on arterial and main road alignments to be implemented with the flow of traffic.
4) Signs are to be implemented in all non affected lane(s) first and all conflicting signs are to be covered.
5) Signs in the affected lane to be implemented: Taper, Speed Reduction, Safety buffer (if applicable), and Delineation to be implemented with the traffic flow. Conflicting signs to be covered in process.
6) Ensure signs & devices are correct before works commence.
7) Once works have finished, Traffic Control are to pick up delineation and taper's in reverse. Then pick up advance warning signs with the flow of traffic.
8) A TGS must be installed, maintained and removed in a planned and safe manner. The implementation of a TGS must only be undertaken by an IMP qualified person. (TfNSW - TCAWS V6.1 - Sec. 7.10.1)
9) Signs and traffic control devices must be installed in a sequence via GPS, survey, landmarks, side streets or chainage in accordance with TCAWS V6.1 - Sec. 6.4 and AGTTM Sec. 6.2
10) An implementation TGS should be provided if the risk of implementation is deemed high. The sequence of implementation should be determined as part of the drafting process in TGS or SWMS, rather than being determined on-site. (TfNSW - TCAWS V6.1 - Sec. 7.10.2)

General Notes

1. The designer of the TGS must hold a current PWZ qualification issued by Safe Work NSW
2. The TGS must be prepared in accordance with TfNSW - TCAWS V6.1 (issued on 28 Feb 2022). Any departures in situations were the min. requirements contained in the TCAWS are not achievable, or are not achieving the required level of risk management must be documented as per Sec. 2.8.
3. The TGS MUST be read in conjunction with the associated risk assessment.
4. It is the clients responsibility to have all necessary permits on site before commencing works.
5. The TGS SHALL ONLY be implemented by either an "Implements Traffic Control Plan" ITCP or "Prepare Work Zone Traffic Management Plan" PWZTMP qualified person.
6. Before the commencement of works, a toolbox talk needs to be held.
7. A "TTM Inspection checklist" must be filled out prior to the implementation of the TGS and a "Post site inspection confirmation" must be filled out after the completion of works as per TfNSW - TCAWS V6.1 - Appendix E3 & E4.
8. Traffic Controllers need to identify and make note of escape routes prior to the commencement of works.
9. Hand held UHF radios are to be utilized where required to communicate between traffic control & site vehicles.
10. The Principal contractor has to notify local Emergency Services prior to the commencement of works.
11. Traffic Controllers have to ensure that the ROL (if required) has been activated prior to each shift and deactivated once shift has ended via the TMC web app.
12. Advance signs SHALL be mounted at a minimum height of 200mm displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
13. Traffic volumes should be monitored throughout the implementation of the TGS(s). In the event queue lengths become unmanageable, works should cease if possible and traffic cleared before recommencing.

Pedestrian and Cyclist Management

All pedestrian & cyclist control measures, for the duration of the construction works will be monitored as required for effectiveness & improvements. Appropriate warning signage and directional signage will be in place and monitored throughout the works as per the provided TGS's attached to this document. Where current documented control measures are ineffective, A PWZTMP qualified person(s) should be contacted to suggest changes.

Adjustment & Modification of TGS

IMP Qualification Holders:

ITCP qualified person must ensure that the TGS is implemented as approved. Minor adjustments can be completed in accordance with TfNSW - TCAWS V6.1 - Sec. 7.10.3, Modifications will be recorded on the TGS checklist and a signed copy will be available on-site.

PWZ Qualification Holders:

- Modifications to a Site Specific TGS must be approved by a PWZTMP holder or another relevant qualification holder. Modifications must be supported by a TMP or risk assessment to ensure that all site-specific conditions and risks have been considered and mitigation measurements identified and implemented in the TGSs
- If risk is identified during the implementation of the TGS and requires modification outside of the tolerance, works must be stopped until an updated TGS is drafted and approved by a PWZ qualified person prior to works recommencing. (TfNSW - TCAWS V6.1 - Sec. 7.10.4)
- Any anomalies or inconsistencies found in the TGSs being used must be recorded and reported back to the PWZ qualified TGS designer.

Version Control			
Ver	Date	Description	
1	03/11/2025	for approvals	
2			
3			
4			
5			

Project Information			
Project Name:	Event	TGS No:	ARG 25-1517 TGS
Project Description:	Council Event	TMP No:	N/A
Project Location:	5 Bibbys Pl, Bonnyrigg NSW 2177	Scale:	1:500
		North Code:	

TGS Verification/ Review Information		
Designed by:	Ronak Gandhi	
PWZ Qual. No:	[redacted]	
Signature:		
Reviewed by:	Franziska Mueller	
PWZ Qual. No:	[redacted]	
Signature:		

Client Information		
Client Logo:	FairfieldCity Celebrating diversity	
Client Name:	Fairfield Council	
Contact Name:	TBC	
Contact No.:	TBC	

Page Information	
Review Date:	03/11/2025
Page No:	3
Total Pages:	4

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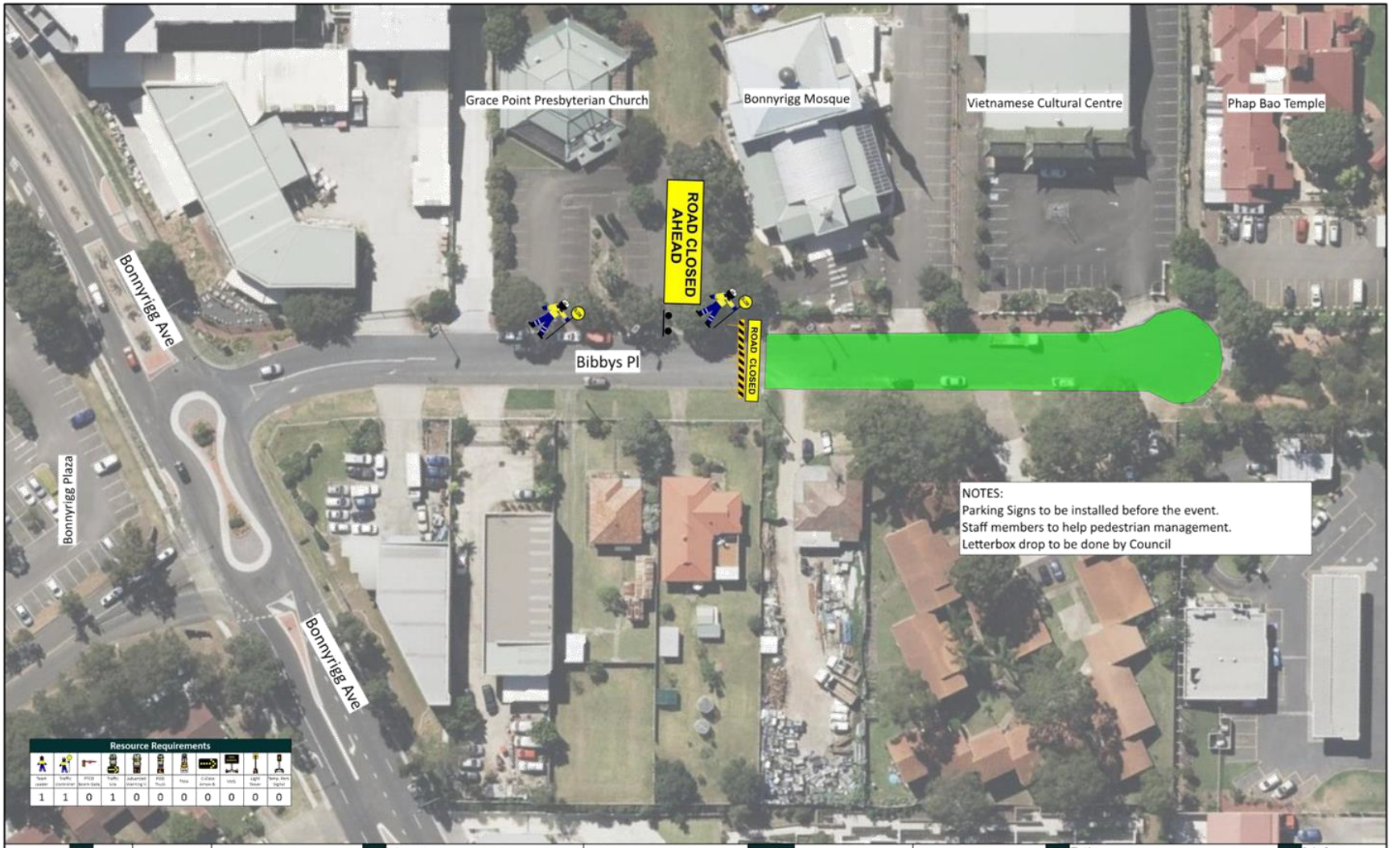

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TGS Verification/ Review Information			
Designed by:	Ronak Gandhi		
PWZ Qual. No:	[redacted]		
Signature:			
Reviewed by:	Franziska Mueller		
PWZ Qual. No:	[redacted]		
Signature:			

Client Information		
Client Logo:	FairfieldCity Celebrating diversity	
Client Name:	Fairfield Council	
Contact Name:	Jessica Healey	
Contact No.:	[redacted]	

Page Information	
Review Date:	03/11/2025
Page No:	4
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Saturday 28th March 2026

Spirit of Bonnyrigg Fair

Brief Transport/ Traffic Management Plan

Saturday 28th March 2026

Document Control

Author	Ronak Gandhi
Company	Icombined360 Pty Ltd
Authors Certification #	[redacted]
Event Organiser	Jessica Healey, Manager Fairfield & Parks Place
Document Number	IC 26-0020

Document History

Version	Date	Changes
Version 1	13-Jan-26	N/A

Document Authorisation

Action	Position/Agency	Name	Signature	Date
Prepared by	Traffic Manager, IC360	Ronak Gandhi	[redacted]	13/01/2026
Approved by	Manager Fairfield & Parks Place	Jessica Healey		13/01/2026

***Council** traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the traffic and risk management plans in this TMP. The approval of the TMP is for the regulation of traffic only and the endorsement of the concept proposed for managing the traffic and transport network.*

Approved by	Click or tap here to enter text.	Click or tap here to enter text.		<add>

***Transport for NSW's** traffic and transport management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the traffic, transport and risk management plans in this TMP. The approval of the TMP is for the regulation of traffic only and the endorsement of the concept proposed for managing the traffic and transport network.*

Approved by	Click or tap here to enter text.	Click or tap here to enter text.		<add>

Table of Contents

1. Definitions and Abbreviations

1.1 Abbreviations

Abbreviation	
CBD	Central Business District
DDA	Disability Discrimination Act
HVM	Hostile Vehicle Mitigation
LGA	Local Government Area
LTC	Local Traffic Committee (Council meetings)
NSW	New South Wales
NSWPF	New South Wales Police Force
PAC	Police Area Command (NSW Police areas)
ROL	Road Occupancy Licence
TfNSW	Transport for New South Wales
TCS	Traffic Control Signals
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TMP	Transport Management Plan
VMS	Variable Message Sign
WHS	Work Health and Safety

Table 1 - Abbreviations

1.2 Definitions

Term	Definition
Advertising	In the context of this document means advertising the traffic management arrangements for the event. It does not mean promotional advertising for the event itself.
Chicane	The lateral movement of traffic from one or more lanes onto another alignment before a shift back toward the original road alignment but not necessarily into the original lane or lanes. Typically applied to reduce the speed of traffic.
Event Marshall	Event Marshalls are to be used for event related marshalling. They must not be used to direct, implement, staff, or control live traffic in any way on a public road.
Government Enterprise	An organisation such as NSW State Forests where off-road events are sometimes conducted.
Government trusts or authorities	Manage many facilities across the State of NSW.
Hazard	A situation, condition or source that has the potential to lead to negative consequences, harm or loss, but not the negative outcome itself
Hostile Vehicle Mitigation	Are the plans for preventing vehicular access to crowded places to help mitigate any risk. The suggested countermeasures may also be valuable in other situations, such as protecting pedestrians on footpaths from dangerous or drunk drivers minimising the risk of an emergency.
Local Traffic Committee	A LTC is a technical review committee consisting of representatives from Council, TfNSW, NSW Police Force, and a Local Parliamentary member. LTC advise Council on traffic control matters. If an event impacts the regulation of traffic on a road, such as road closures, certain signs, markings or signals that direct or warn traffic, it will be submitted to the LTC. The LTC is not the approver of an event but provides a recommendation to Council as part of the event approval process.
Permanent Variable Message Signs	Are electronic signs in fixed locations with their messages controlled by the Transport Management Centre (TMC) central management computer system.
Portable Variable Message Signs	Are electronic signs on trailers that can be moved easily and positioned in strategic locations. The messaging can be controlled remotely through various software provided with the boards.
Regulate traffic	Means restrict or prohibit the passage along a road of persons, vehicles, or animals (Roads Act 1993). Council and TfNSW require traffic to be regulated as described in the traffic and risk management plans.
Regulatory Signs	Are used to indicate or reinforce traffic laws, regulations or requirements which apply either at all times or at specified times or places, for example: special event clearway signs, speed zone signs and no parking signs.

Term	Definition
Roads Authority	A road authority is responsible for the functions conferred on it by the *Roads Act 1993*
Road Occupancy Licence	A permit which conditionally allows the holder to use or occupy a specified road space at approved times
Safe Work Method Statement	A document which identifies the type of work being undertaken, the risks, the hazards and controls to be implemented to eliminate the risk.
Sharing Scheme Providers	A commercially operated public sharing scheme is when a micromobility device is: • Made available for hire; and • Hired, from wherever they are located, through a wholly or partly automated electronic system; and • Not required to be returned, after the period of hire ends, to private premises. Examples of sharing schemes include the e-scooters made available in regional and metropolitan areas during the NSW Government's shared e-scooter trials.
Traffic Calming Devices	Are items on the road such as speed humps, chicanes and roundabouts designed to reduce vehicle speed
Special Event Clearway	A restriction on parking during the hours described on the regulatory signs, but with tow away provisions. Only TfNSW can establish a special event clearway and arrange clearway towing. Police enforce the restriction.
Special Event Signage	Are warning signs of an upcoming event road closure. These signs are not regulatory signs and any information on them is not enforceable.
Temporary Traffic Management	the organisation, arrangement, guidance, and control of both stationary and moving traffic, including pedestrians, cyclists and all types of vehicles, around a hazard or work site for the safety of both road workers and road users
Traffic Controller	A person holding a SafeWork NSW qualification principally concerned with the competency of directing traffic in accordance with a traffic guidance scheme (TGS) and transport management plan
Traffic Control Planner	Is recommended to assess the likely risks associated with the event from a traffic management perspective and create appropriate traffic guidance schemes and transport management plan to control or eliminate all foreseeable risks. Has undertaken an accredited course in traffic control planning. Has current TfNSW certification or a "nationally recognised certificate" in traffic and acts in accordance with the TfNSW 'Guide to Traffic Control at Work Sites Manual' and/or 'Austroads Guide to Temporary Traffic Management'
Work area	Specific area where work is being carried out.
Work site	Area which includes the work area(s) and any additional length of road required for advance signing, lane closures or other areas needed for associated purposes.

Table 2 - Definitions

2. Introduction

Click or tap here to enter text.

2.1 Purpose

This plan has been developed for Spirit of Bonnyrigg Fair by iCombined 360 for Fairfield City Council to outline the traffic and transport arrangements proposed for the successful execution of the event.

This plan sets out the traffic and transport management initiatives that will be deployed to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the event including but not limited to motorists, pedestrians, cyclists, public transport users, local residents, property owners, business owners and workers/ staff.

2.2 Legislative Requirements

This TMP has been prepared by a person that holds a Prepare a Work Zone TMP qualification issued by SafeWork NSW or equivalent. All risks have been determined in accordance with the Traffic Control at Worksites Manual and/or AS 1742.3 Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should attempt to inform other agencies of the impacts of the incident on the event.

3. Special Event Overview Map

3.1 Event Location

The event is located in Bibbys Place Bonnyrigg and bounded by Bonnyrigg Avenue

Figure 1 - Event Overview Map

3.2 Event Details

Event name: Spirit of Bonnyrigg Fair

Event location: Bibbys Place Bonnyrigg

Event date: 28/03/2026

Event start time: 12.00pm Event Finish Time: 4:00pm

Event is: On street non-moving

Event is: An annual event

Event Class is: Class 4

Event setup times:

Setup Time	Task/Description
6.00am – 7.00am	Road closure
7.00am – 11.00am	Bump - In

Event pack up times (incl staged reopening):

Table 3 - Event pack up times

Pack Down Time	Task/Description
4.00pm – 7.00pm	Bump - Out
7.00pm	Road Reopens

Table 4 - Event setup times

Other Event Details:

Fairfield City Council will once again host this unique event that celebrates Bonnyrigg's cultural harmony and diversity. Back for its sixth year, the event festivities will include a stage with colourful cultural performances including lion dancers, musical groups and dance performances. Other free activities will include amusement rides, face painting, balloon bending and roving entertainment. Local community stalls will showcase the various cultures and faiths located in Bonnyrigg and an ice cream truck will be available for the community to enjoy a sweet treat.

Date:	Saturday 28 March 2026	
Venue:	Bibby's Place, Bonnyrigg	
Event Time:	12.00pm to 4.00pm	
Hours of operation:	6.00am – 7.00am:	Road Closure
	7.00am – 11.00am	Bump-in
	12.00pm – 4.00pm:	Event activities
	4.00pm – 7.00pm:	Bump out
	7.00pm	Road Opens
Attendees:	Maximum 300 - 400 attendees expected	

4. Traffic and Transport Management

Traffic & Transport Overview	
Event Checklist	**4.1. The route or location**
	☒ Map in Appendices
	4.2. Parking
	☒ Parking organised – Details in Appendices
	4.3. Parking Restrictions
	☒ Local Council have implemented and will manage parking restrictions
	4.4. Access for residents, businesses, hospitals, and emergency vehicles
	☒ Plans to minimise the impact on the non-event community can be found in the Appendices
	☒ Emergency vehicle access has been catered for through and around the event
	4.5. Closing and reopening of roads
	☐ A schedule for the closure of roads is included in Section 2
	☐ A schedule for the reopening of roads is included in Section 2
	4.6. Traffic Guidance Schemes
	☒ TGS have been developed and can be found in the Appendices
	4.7. Hostile Vehicle Mitigation Plan
	☐ A HVM plan will be developed in consultation with NSW Police for this event
	4.8. Traffic calming, Construction and traffic generating developments
	☐ Plans have been included to minimise impact of construction activities, traffic calming devices and/or traffic generating developments
	☐ No impacts on the event or alternate routes evident
	4.9. Public Transport Impacts
	☐ Public Transport is impacted, and plans have been included in the Appendices
	4.10. Active Transport
	☐ Pedestrians are impacted and plans can be found in the Appendices
	☐ Cyclist are impacted and plans can be found in the Appendices
	☐ Active transport sharing scheme providers have been contacted and plans can be found in the Appendices
	4.11. Point to Point Transport
	☐ Taxis have been impacted and the alternate arrangements can be found in the Appendices

Traffic & Transport Overview		
	☐	Rideshare services have been impacted and details can be found in the Appendices
	4.12.	**Heavy Vehicle Impacts**
	☐	There are impacts to Heavy Vehicles
	4.13.	**Advertising traffic and transport arrangements**
	☒	Newspaper Advertising (for Road Closures and/or Special Event Clearways)
	☐	Live Traffic NSW Website
	☐	Portable Variable Message Signs
	☐	Permanent Variable Message Signs
	☒	Road Closure warning signs

Table 5 - Traffic and Transport Overview

5. Risk Management Traffic and Transport

Risk Management Traffic and Transport Overview		
Event Checklist	**4.14.**	**Work Health and Safety**
	☒	Risk Management Plans can be found in the Appendices
	4.15.	**Public Liability Insurance**
	☒	Public Liability certificate of currency can be found in Appendices
	4.16.	**NSW Police Approval**
	☒	Police written approval has been obtained
	4.17.	**Emergency Services**
	☒	Emergency Services have been notified of the event

Table 6 - Risk Management Traffic and Transport Overview

6. Contact Details

6.1 Event Planning Contact Details

Name	Agency	Role	Contact Number	Email
Jessica Healey	Fairfield City Council	Event Manager	[redacted]	
Paul Osborne	Catapult Creatives	Site Manager		
Marina Younan	Fairfield City Council	Event Coordinator		
Paul Vanderwert	Fairfield City Council	Event Coordinator		
Vicky Kassiotes	Fairfield City Council	Safety Advocate		

Table 7 - Event planning contact details

6.2 Event Day Contact Details

Name	Agency	Role	Contact Number	Email
Jessica Healey	Fairfield City Council	Event Manager	[redacted]	
Paul Osborne	Catapult Creatives	Site Manager		
Marina Younan	Fairfield City Council	Event Coordinator		
Paul Vanderwert	Fairfield City Council	Event Coordinator		
Vicky Kassiotes	Fairfield City Council	Safety Advocate		

Table 8 - Event day contact details

7. Legislation Relevant to Special Events

When planning a Special event that affects the traffic and transport network there is legislation, standards and manuals that are to be referred too to govern or guide the planning of the event. These are some of the key legislations that have been considered when developing this document.

NOTE: It is important to seek professional legal advice to ensure that you are complying with all relevant legislation and regulations. Due to the complex legislative and regulatory environment Transport for NSW recommends all event organisers seek expert legal advice.

7.1 Key Guides, Manuals and Standards

Document	Publisher
AS 1742.1, Manual of uniform traffic control devices, Part 1: General introduction and index of signs	Standards Australia
AS 1742.2, Manual of uniform traffic control devices, Part 2: Traffic control devices for general use	Standards Australia
AS 1742.3, Manual of uniform traffic control devices, Part 3: Traffic control for works on roads	Standards Australia
AS 1743, Road Signs - Specifications	Standards Australia
AS 4852.2, Variable Message Signs, Part 2: Portable Signs	Standards Australia
AS/NZS 1906.1, Retroreflective materials and devices for road traffic control purposes, Part 1: Retro-reflective sheeting	Standards Australia
AS/NZS 1906.2, Retroreflective materials and devices for road traffic control purposes, Part 2: Retro-reflective devices (non-pavement application)	Standards Australia
AS/NZS 3845.2, Road safety barrier systems and devices	Standards Australia
Australia's Strategy for Protecting Crowded Places from Terrorism 2023 (nationalsecurity.gov.au)	Australian National Security
Guide to Temporary Traffic Management	Austroads
Guide to Traffic Management	Austroads
Hostile Vehicle Guidelines for Crowded Places	Australian National Security
New South Wales Guidelines for Bicycle Road Races	Transport for NSW
Portable Variable Message Signs	Transport for NSW

Document	Publisher
Traffic Control at Worksites Manual (latest version)	Transport for NSW
TS 00028, Accepted Road Safety Barrier Systems and Devices	Transport for NSW
VMS Messaging – Guide to Traffic Management Part 10	Austroads
Work Health and Safety Act 2011 (NSW)	SafeWork NSW
Work Health and Safety Regulation 2017 (NSW)	SafeWork NSW

Table 9 - Key guides, manuals and standards

8. Privacy Notice

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW) and/or Local Government.

By signing the document authorisation section of this document, you declare that the details in this Transport Management Plan are true and complete. I understand that:

- The ''personal information" is being collected for submission of the Transport Management Plan for the event described in the Introduction section of this document.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993.
- Failure to supply full details and to sign or confirm this declaration by signing off on this TMP by the Event Organiser can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, TfNSW and/or Local Government may be disclosed inside and outside of NSW to event managers, or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation

9. Appendices

Appendix 1 – Risk Management Plans

Appendix 2 - Public Liability Insurance

Appendix 3 – Road Closure, Parking and/or Route Map

Appendix 4 – Traffic Guidance Schemes

Appendix 5 – NSW Police Written Approval

FairfieldCity Celebrating diversity	**WHS Branch - Specific** **WHS-05.1.3** **WHS Management Plan for Events/Festivals Form**	WHS IS NOT NEGOTIABLE

Timing of Event /Festival (approx):	Start date: 28 March 2026 End date: 28 March 2026
Event/Festival Name:	Spirit of Bonnyrigg Fair
Event/Festival Address:	Bibbys Place, Bonnyrigg
Event/Festival Organiser:	Fairfield City Council
Events/Festival Description:	Community Festival, comprising of a small entertainment stage, food and cultural stalls, activities and guided tours to the Church, Mosque and Buddhist Temple located at Bibbys Place.

Refer to: WHS-05 WHS Purchasing, Contractor and Events Management Procedure
WHS-03 WHS Risk, Injury Management and Process Control Procedure

1 WHS MANAGEMENT PLAN

This Plan is to be completed where the event/festival involves the use of volunteers, performers and/or contractors. Contractors engaged as part of this event/festival are included in this Plan, and WHS information collected is dependent on the scope of works that is to be undertaken and whether they are already registered on Conserve (WHS documentation may be collected online).

Indicate if any of the contractors will be engaged to conduct any of the following activities as part of the event/festival:

- ☒ Constructions work, such as installing or dismantling stages, etc.
- ☒ Electrical work
- ☐ Working at height or in confined space
- ☒ Installing/dismantling plant, structures or amusement devices
- ☐ Working with hand powered or mobile plant
- ☐ Use/transport of hazardous chemicals
- ☒ Use of subcontractors in any of the above

If the work is of medium or high WHS risk, then contractors need to be included as part of this event/festival WHS Management Plan and required to submit the relevant documentation before commencing work.

2 AIMS / OBJECTIVES OF EVENT/FESTIVAL

List Major Aim(s) or Objective(s)

Please type your response below

- Deliver a unique event that celebrates the many cultures and faiths that are represented in Bonnyrigg
- To work in partnership with numerous stakeholders to provide a great family event that includes food, children's activities, cultural performances and tours of the various places of worship.
- To activate Bonnyrigg as part of the Bonnyrigg Town Centre Activation Program and encourage the community to come together at a family friendly event

3 RESPONSIBILITIES

Complete as relevant and consider contacts such as FCC Manager, Coordinator, Safety Advocates, Building Trades, Waste, Environmental Sustainability, Risk Management, WHS Branch, contractors/performers, volunteers and etc.

Name of Workers *(FCC staff, performers, contractors, volunteers, etc.)*	**Position/Work/Role held** *(as relevant)*	**Contractors & Performers Address**	**Contact number**
Jessica Healey	Parks and Fairfield Place Manager and Team Leader of the event	FCC	[redacted]
Marina Younan	Fairfield Place Coordinator	FCC	
Paul Vanderwert	Parks Place Coordinator	FCC	
Vicky Kassiotes	Project Support Officer	FCC	
Paul Osborne	Event Management	Catapult	
Oz Gunney	Organising Committee member	Bonnyrigg Mosque	
Nith Chitassy	Organising Committee member	Lao Buddhist Temple	
Tim Fok	Organising Committee member	Chinese Presbyterian Church	
Helen Koppman	Organising Committee member	Bonnyrigg Plaza	
Eddie Ebejer	City Works – Logistical Coordinator	FCC	
Vince Stillitano	City Works	FCC	
Ted Bradley	Site décor (bunting)	Pezaz Decor	

4 EMERGENCY CONTACT DETAILS

Name of Workers (FCC staff, performers, contractors,	**Position/Work/ Role held** (as relevant)	**Contractors & Performers**	**Contact number**

volunteers, etc.)		Address	
Local Ambulance	Fairfield	67-71 Mitchell St, Carramar Nsw 2163	000
Local First Aid Providers	St John Ambulance – Fairfield Branch	20 Long St, Smithfield NSW 2164	1300 956 625
Local Fire Brigade	Bonnyrigg Heights Fire Station	70 Gloucester St, Bonnyrigg Heights NSW 2177	(02) 9493 1101
Local Police	Fairfield Police Station	40-42 Smart Street, Fairfield NSW 2166	(02) 9728 8399
Local Hospital	Fairfield Hospital	Prairie Vale Road & Polding Street. Prairiewood NSW 2166	(02) 9616 8111
Local Hospital	Liverpool Hospital	Elizabeth Street	(02) 8738 3000

5 EMERGENCY PROCEDURES

Identify specific emergency procedures or equipment required for the event/festival. Include First Aid.

First Aid Management

Minor cut or injuries will be treated and assessed either by contracted first aiders that have been hired for the event. The first aide officers will provide a fully equipped first aid kit as per requirements for this size event. First Aid set up in a stall alongside other stalls. Any injuries requiring first aid will be documented. An Ambulance will be called for serious injuries.

Evacuation Management

1. Contracted traffic controllers from a professional Traffic Management Company will stop the traffic on Bonnyrigg Avenue to allow the visitors either to evacuate to Bonnyrigg Plaza's car park and/or Edensor Road's open space depending on the nature of the emergency

2. The traffic controllers will ensure the barricades will be removed in due course to allow the road to be cleared to provide easy access for visitors and emergency vehicles.

3. The following assembly points will be set up:

   a) The Road Reserve at the corner of adjacent T-way and Edensor Road, supervised by contracted security

   b) Bonnyrigg Plaza's Car Park, supervised by Paul Vanderwert [redacted], assisted by Vicky Kassiotes [redacted]

The Place Manager, Jessica Healey, will act as the principal emergency Council officer and will control all communications between the emergency services personnel and event staff. Incidents will be brought to the attention of NSW Police and the Event Co-ordinator will direct event staff to implement the course of action directed by NSW Police.

In the event of an incident requiring evacuation to the Assembly areas, the evacuation will be under the direction in the first instance of Jessica Healey, Paul Vanderwert and Marina Younan prior to the arrival of NSW Police and the relevant emergency services present at the time.

All Staff, stallholders, volunteers, performers, contractors and event staff will be issued with a Site Plan which indicates the evacuation assembly area designated to them and will be advised that they are not to leave the assembly area until their names have been checked off the evacuation list and event staff have been directed to do so by the Event Co-ordinator, the Assembly Area Supervisor or NSW Police.

The Place Management Team will, for the duration of the event, be in possession of the list of names and mobile numbers of stallholders, volunteers, performers, contractors and VIP's who have been allocated to their assembly area.

6 INCIDENT REPORTING AND INVESTIGATION

Describe how incidents will be reported and investigated during the event/festival.

Hazard Reporting

Contractors are required to advise of hazardous equipment or materials they may bring onto the site and to provide Safety Material Data Sheets, if required.

All stallholders are required to advise of any of hazardous equipment or items they may bring on site (via Council's Hazards Identification form) and are to provide the relevant Safety material Data Sheets, expiry dates of all relevant equipment and materials as required.

All event stakeholders have been inducted and directed to refer any hazardous situations to either the Place Manager or Parks Place Coordinator.

Injury Reporting

Incident Reports will be available to relevant staff and service providers at the event. Incident reports are to be completed in the event of any injury that occurs to any person present at the event. These reports will be collected at the end of the event by the Place Manager to be collated and documented.

7 TRAINING, INDUCTION AND COMMUNICATION

Training and induction for event/festival personnel is to be completed in accordance with WHS-04 Instruction, Information and Training Procedure. Ensure all volunteers have signed and completed the WHS-05.1.4 WHS Volunteer / Work Experience Acknowledgement and Application Form.

Event/Festival Manager/Coordinator to complete the WHS-04.1.4 Site WHS Induction Form with all workers conducting work on the site for the first time. This form extends to all workers including Council staff, contractors, labour-hire, volunteers, sub-contractors, casuals, work experience and etc.

If you are conducting a group/mass Site WHS Induction session, then you can complete and attach WHS-04.1.7 WHS Induction Training Attendance Register Volunteers, Performers & Contractors Form to this plan (rather than completing individual WHS-04.1.4).

List arrangements for consultation, cooperation and coordination of all persons conducting a business or undertaking at the workplace.

Consultation / Communication / Cooperation Methods and the Intended Frequency

Organising Committee Meetings - at least 4 meetings
On site induction for volunteers on the day: 2 sessions
On site induction for stall holders: 1 session on the day
On site induction for the performing groups: throughout the day
On site induction for security, traffic management and first aid services: 2 sessions

8 TRAFFIC MANAGEMENT PLAN

Full Pan Attached

9 WORKPLACE SECURITY AND PUBLIC SAFETY

List any considerations for workplace security and public safety.

Two event security officers have been hired and will be briefed on the evacuation plan and traffic management plan in addition to the process for managing injuries and incidents. They will also be assigned specific locations and areas to cover during the event. There will be no significant performances and acts that require extra security coverage. The security officers will be briefed with event crew one hour before the event commences.

The event office will be located inside the Council Stall and only a small number of staff will have access to enter the space.

The event security officers have been hired for the day for the safety of the public.

All Place Management staff, first aid services and security officers will communicate via mobile phones.

10 SAFETY MONITORING

List any ongoing inspections, hazard management or incident reporting or investigation processes to be used during the event/festival, if relevant.

The Place Management team will be on site to oversee the safe installation of audio equipment, jumping castles, structures and stalls including sighting of relevant WHS checks on the day assembly and testing reports. The Place Management team will check all hazardous equipment and material on stalls, assess the setup of electrical cables and cool room placement and note any relevant serial numbers and inspection dates.

FairfieldCity Celebrating diversity	**WHS Branch - Specific** **WHS-05.1.3** **WHS Management Plan for Events/Festivals Form**	WHS IS NOT NEGOTIABLE

11 MAIN ACTIVITIES: WHS RISK MANAGEMENT REGISTER

FCC RISK MATRIX

Consequence	Description
1. Catastrophic	Multiple deaths or widespread disease
2. Major	Singular death or severe injury
3. Moderate	Lost time injury
4. Minor	Medical treatment
5. Insignificant	First aid treatment

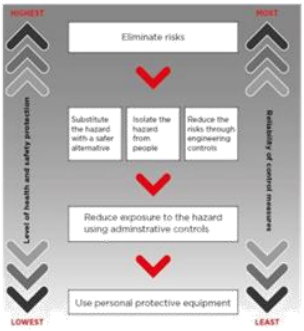
Likelihood	Description
A. Very High	Risks that are very highly likely to occur
B. High	Risks that are highly likely to occur
C. Medium	Risks that have a medium chance of occurring
D. Low	Risks that have a minor chance of occurring
E. Very Low	Risks that might rarely occur

Risk Matrix

Likelihood \ Consequence	1	2	3	4	5
A	H	H	H	M	M
B	H	H	M	M	L
C	H	M	M	L	L
D	M	M	L	L	L
E	M	L	L	L	L

RISK LEVEL	IMPLEMENT CONTROL MEASURES (WORK SITES)	IMPLEMENT CORRECTIVE ACTIONS (REGISTER)
HIGH RISK	Immediately Derisk (e.g. Stop work, Make Safe)	0-2 Weeks
MEDIUM RISK	Immediately Derisk (e.g. Barricade, Make Safe)	0-4 Weeks
LOW RISK	Risk has been controlled (Safe to Proceed)	0-6 Weeks

HIERARCHY OF CONTROL



Please refer to Appendix 1 – Hazard Identification and Risk Control Table which will provide you with examples of control measures for a range of generic hazards.

Activity Name	Possible Hazards	Risk Level (H-M-L)	Controls Required (incl. PPE, RA/PTA, SWP/SWMS, Licenses/Permits/Qualifications/Certification)
1 See separate Risk Assessment			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

12 HAZARDOUS CHEMICAL MANAGEMENT

Complete by listing all hazardous chemicals used. Safety Data Sheet (SDS) to be made available by the contractor.

Product name	Hazard	Controls Required	Location	Quantity

13 PLANT AND STRUCTURE REGISTER

Complete the attached Plant and Structure Register.

Type	Registration *Include Design, Design No, Item, Item No.*	Purpose of Use On-site	Inspection Date and Frequency	Inspected By

FairfieldCity Celebrating diversity	**WHS Branch - Specific**	WHS IS NOT NEGOTIABLE
	WHS-05.1.3 **WHS Management Plan for Events/Festivals Form**	

14 SIGN OFF

This WHS Management Plan for Events/Festivals Form and any attachments incorporate all the safety requirements outlined.

Name:	Jessica Healey	**Position:**	Manager Fairfield & Parks Place
Signature:	[redacted]	**Date:**	13/01/2026

Once completed fully (or received from Contractor), scan and upload on Objective as per WHS-15.1.2 Saving Site WHSMS Records on Objective Guideline.

FairfieldCity Celebrating diversity	**WHS Branch - Specific** **WHS-05.1.3** **WHS Management Plan for Events/Festivals Form**	WHS IS NOT NEGOTIABLE

APPENDIX 1 – HAZARD IDENTIFICATION AND RISK CONTROL TABLE

The following table provides examples of control measures for a range of generic hazards. These examples are provided **as a guide only** and important site specific factors must also be considered. Note also that this table of examples does not include all possible hazards. Refer to WHS-03.1.3 FCC Risk Register (RA/PTA and SWP/SWMS) for a list of identified foreseeable hazards for Fairfield City Council.

Potential Hazards	Recommended Control Measures	
1. Slips / Trips / Falls	▪ All cords, ropes and wires taped down or hung overhead ▪ Red and white emergency tape used to identify out of bounds areas ▪ Events attractions and stage positioned in safest and most appropriate area for crowd ▪ Floor or ground coverings	
2. Manual Handling	▪ Use of wheel chairs ▪ Use of lifting aids ▪ Imposed restrictions on certain activities ▪ Requirements for two person lifts ▪ Training of employees ▪ Use of support harness ▪ Limits on duration of use ▪ Provide mechanical aids ▪ Redesign object or task	
3. Contact with heat	**3.1** Hot materials	▪ Provide appropriate protective clothing and training ▪ Keep workplace/event clear of waste materials ▪ Issue Hot Work Permit (WHS-03.1.28 Hot Work - Welding, Gas and Metal Cutting Permit Form)
	3.2 Fire in the workplace/at the event	▪ Remove flammable materials or store correctly ▪ Provide adequate fire-fighting equipment ▪ Employee fire fighting training ▪ Eliminate ignition sources from flammable atmospheres
	3.3 Exposure to sun	▪ Provide protective clothing and sunscreen ▪ Reduce exposure time ▪ Provide covered in area (such as marquee)
4. Contact with electricity	**4.1** Faulty electric leads and tools	▪ Tools and leads inspected and tagged
	4.2 No earth leakage detectors	▪ Residual current devices in all circuits ▪ Residual current devices tested regularly
	4.3 Electric leads on the ground	▪ Electrical leads kept elevated and clear of work areas
	4.4 Electric leads in damp areas	▪ All electrical leads to be kept dry
	4.5 Electric leads tied to metal rails	▪ All electrical leads to be kept insulated
	4.6 Plant not isolated	▪ Ensure permit to work system is followed ▪ Location of services to be established
	4.7 Contact with underground or overhead cables	▪ Overhead cables to be protected ▪ Services to be isolated when working in proximity ▪ Establish safe clearance distances ▪ Refer to WHS-10.1.1 Emergency Situations Guideline
5. Exposure to noise	**5.1** Plant and equipment not silenced	▪ Fit noise suppression to noisy plant and equipment
	5.2 Not wearing appropriate protection	▪ All personnel to wear personal protective equipment (ear plugs)
	5.3 Excessive exposure time to noisy areas	▪ Regulate employee exposure to noise
6. Contact with high pressure	**6.1** Burst air lines	▪ Air hoses in good condition and regularly inspected
	6.2 Hoses becoming uncoupled	▪ All hose couplings fitted with pins or chains
	6.3 Using compressed air to clean clothing	▪ Prohibit and instruct employees on dangers
7. Emergency Response Plan	**7.3** No emergency preparedness and response in place	▪ Up to date event map / diagram with all identified emergency response locations. e.g. first aid station, information tent etc. ▪ Refer to WHS-10.1.1 Emergency Situations Guideline

8. Signage	**8.1** Inadequate safety signage for hazardous activity and/or emergency situation.	▪ Safety signs being used in accordance to legal requirements. e.g. first aid sign and extinguisher
9. Alcohol	**9.1** Under-age drinking	▪ Age verification stands. WHS-05.1.4 Event/Festival Risk Assessment for Serving Alcohol Form
10. Crowd Management	**10.1** Over crowding	▪ Barricades
11. Lost Children	**11.1** event disruption	▪ Refer to WHS-10.1.1 Emergency Situations Guideline
12. Fireworks, Pyrotechnics, etc.	**12.1** Fire **12.2** Explosion **12.3** Fatality and burns	▪ Refer to WHS-10.1.1 Emergency Situations Guideline
13. Erection of structures	**13.1** Collapse of infrastructure	▪ Verification of Structures, e.g. Scaffolding inspections testing and tagging
14. Weather	**14.1** Lightening strike **14.2** Local flooding **14.3** electrocution	▪ Refer to WHS-10.1.1 Emergency Situations Guideline
15. Gas cylinders and other hazardous materials	**15.1** Explosion **15.2** Out dated gas cylinder	▪ Refer to WHS-10.1.1 Emergency Situations Guideline
16. Dealing with money	**16.1** Robbery	▪ Refer to WHS-10.1.1 Emergency Situations Guideline

ABN 69 009 098 864
One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000
Tel: (02) 9320 2700
[redacted]
www.statewidemutual.com.au

01 July 2025

Attention: Cosette Helou

The General Manager
Fairfield City Council
PO Box 21
FAIRFIELD NSW 2165

Dear Cosette,

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	Fairfield City Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2026
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability $20,000,000 any one occurrence Products Liability $20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity $20,000,000 any one claim and in the aggregate any one Period of Protection
STATEWIDE CERTIFICATE NUMBER	[redacted]

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

[redacted]

Naamon Eurell
Executive Officer

TGS Verification Checklist

Inspection Type	
☐ Site Inspection	☒ Desktop Review
Desktop Review Source: Google Maps	

Site Details

No	Street Name	Posted Speed
1	Bibbys Pl	50 km/h
2		
3		
4		

List of Site Specific Hazards/ Risks Identified on Site

TTM Information		
☐ Around	☒ Past	☐ Through
TTM Set-Up Chosen	(Lane Closure)	
Type of TTM	Static Works / Intermittent Works / Dynamic	
Duration of Works	(1 Shift)	
TTM Shift Inspections	before, during & pre-closedown	

Sign Information	
Sign Type	Swing Stand / Permanent Signs B-Size

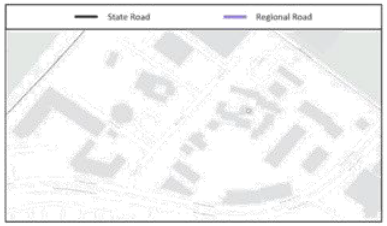
TGS Details

Have the below been addressed on the TGS for this location?			
Traffic Volumes	☒ Yes	☐ No	☐ N/A
Predicted Queue Length	☒ Yes	☐ No	☐ N/A
Shoulder Width	☒ Yes	☐ No	☐ N/A
Sight Distance	☒ Yes	☐ No	☐ N/A
Exist. Infrastructure	☒ Yes	☐ No	☐ N/A
Transport Services	☒ Yes	☐ No	☐ N/A
Pedestrian Generators	☒ Yes	☐ No	☐ N/A
Appropriate Site Access	☒ Yes	☐ No	☐ N/A
Escape Route for TCs	☒ Yes	☐ No	☐ N/A

Confirmation

Does TGS require adjustments within tolerances?	☐ Yes	☐ No
Comments or details of action taken:		
Does TGS require any additional changes or modifications?	☐ Yes	☐ No
Comments or details of action taken:		
Is TGS appropriate for use for works required at this location?	☐ Yes	☐ No
Comments or details of action taken:		
Have key TTM risks been addressed on site?	☐ Yes	☐ No
Comments or details of action taken:		

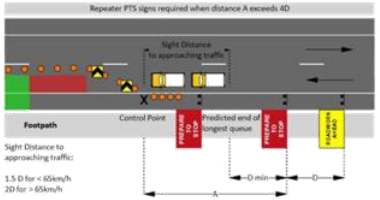
NSW Road Network Classification Map



TGS Modifications

TGS Modification Information	
Modified by:	TMD Qualification No:
Signature:	Modification Date:
Modification Notes:	

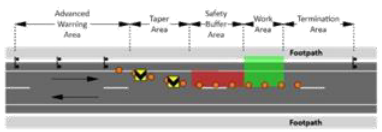
TCAWS V6.1, Sec. 4.6.3: End-of-Queue Management



End-of-queue management strategies must be provided when:

- Traffic is planned to be stopped;
- Queues are expected to be generated; or
- The TMP or risk assessment identifies there is a potential for end-of-queue collisions.

TCAWS V6.1, Figure 7-3: Components of a work site



TCAWS V6.1, Table 7-3: Recommended taper lengths

	Recommended Taper Length [m]		
Speed [km/h]	Traffic Control	Lateral Shift	Merge
45 or less	15	15	15
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

Note to Table 7-3: Speed is defined as the speed [km/h] of traffic at a position in the TGS where a device is located(e.g. start of a taper). This should be one of the following, in order of preference:

- The measured speed
- The predicted speed of traffic
- The preceding roadwork speed zone in accordance with Section 7.3 Dimension D; or
- The existing posted speed limit

TCAWS V6.1, Table 6-3: Sign spacing requirements

Tolerance	Approaching Speed	
	less than 65km/h	65km/h or greater
Minimum	D	D
Maximum	D	D

TCAWS V6.1, Table 6-2: Spacing of cones and bollards

Purpose and usage	Speed zone of device location	Maximum spacing
On approach to a TC position	All cases	4
Merge Tapers	55 to 75 greater than 75	9 12
Lateral shift tapers	55 to 75 greater than 75	12 18
Protecting freshly painted lines	55 to 75 greater than 75	24 60*
All other purposes	less than or equal to 55 56 to 75 greater than 76	6 12 18

Note* to Table 6-2: This spacing should be reduced on curves or crests or if the row of cones is not clearly defined at night.

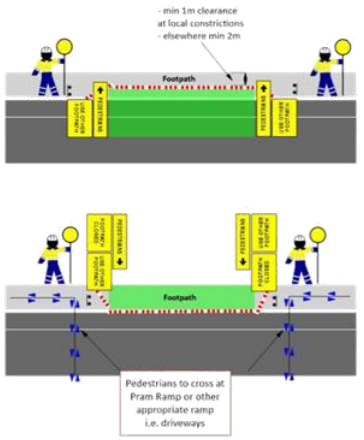
TCAWS V6.1, Table 7-10: Permitted Tolerances

Tolerance	Positioning of signs, length of taper or marking	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	Nil
Minimum	25% more than the distances or lengths given	10% more than the spacing shown

The ITCP qualified person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 Tolerances on positioning of signs and devices are met.

Pedestrian/ Cyclist Management

Pedestrian/ Cyclists Management Method		
☒ Around	☐ Past	☐ Through



- Appropriate delineation devices to be used to ensure that pedestrians are able to move safely
- Adequate signposts to indicate the direction of footway
- Personnel may need to be positioned to guide and assist pedestrians

NOTE: When choosing an appropriate crossing location the following sight conditions must be considered:

- sight distance
- number of lanes
- traffic volumes
- traffic speed
- number of pedestrians

Temporary footpaths must provide a clear path of travel and must be: At local constrictions, not less than 1 m width. Elsewhere a width of at least 2 m must be provided and any additional width to aid stopping sight distance to all road users.

Care should be given to maintain good conditions and widths at points of concentration of pedestrians, such as in front of shops, schools at bus stops and similar.

TCAWS V6.1, Table 5-13: Min Sight Distance

Existing Permanent Speed	Length of Work Area (L)	Minimum clear sight distance to oncoming traffic
less than 105	less than 60m	300m
less than 105	greater than or equal to 60m	L + 250m
greater than 105	less than 60m	400m
greater than 105	greater than or equal to 60m	L + 350m

Version Control	Ver	Date	Description
	1	03/11/2025	for approvals
	2		
	3		
	4		
	5		

Project Information		
Project Name:	Event	TGS No: ARG 25-1517 TGS
Project Description:	Council Event	TMP No: N/A
Project Location:	5 Bibbys Pl, Bonnyrigg NSW 2177	Scale: 1:500

TGS Verification/ Review Information		
Designed by:	Ronak Gandhi	
PWZ Qual. No:		
Signature:		
Reviewed by:	Franziska Mueller	
PWZ Qual. No:		
Signature:		

Client Information	
Client Name:	Fairfield Council
Contact Name:	TBC
Contact No.:	TBC

Page Information	
Review Date:	03/11/2025
Page No:	1
Total Pages:	4

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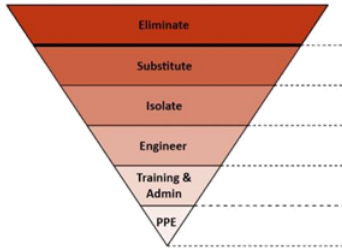
Hierarchy of Controls Framework



Eliminate	Removing the risk of live traffic	**Use of AROUND TTM methods (detours) or eliminating activities through design**
Substitute	Replacing people with devices to perform the work required	**Replacing workers on foot with devices, such as tractor mowing or use of PTCDs**
Isolate	Separating workers from traffic with a form of barrier or protection	**Using PAST TTM methods including approved safety barriers**
Engineer	Providing a physical change to protect workers	**Use of TMA's, lighting or temporary portable rumble strips**
Training & Admin	That rely on the road user following directions	**Use of THROUGH TTM methods including cones, bollards and delineation**
PPE	Increasing workers visibility with PPE	**High visibility clothing with retro-reflective banding**

Risk Evaluation Matrix

Risk Ratings:
Very High VH
High H
Medium M
Low L

LIKELIHOOD		CONSEQUENCE					
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
Almost Certain	L1	M	H	H	VH	VH	VH
Very Likely	L2	M	M	H	H	VH	VH
Likely	L3	L	M	M	H	H	VH
Unlikely	L4	L	L	M	M	H	H
Very Unlikely	L5	L	L	L	M	M	H
Almost Unprecidented	L6	L	L	L	L	M	M

LIKELIHOOD MEASURES	
Almost Certain	Expected to occur multiple times (10 or more times) during any given year (more than 25% chance of occurrence) This risk is known to occur frequently.
Very Likely	Expected to occur occasionally (1 to 10 times) during any given year (10 to 25% chance of occurrence) This risk is known to occur often.
Likely	Expected to occur once during any given year (1 to 10% chance of occurrence) This risk is known to have occurred on occasions.
Unlikely	Expected to occur once every 1 to10 years (0.1 to 1.0% chance of occurrence) This risk could occur but not often.
Very Unlikely	Expected to occur once every 10 to100 years (0.01 to 0.1% chance of occurrence) It is unusual that this risk occurs but it has happened.
Almost Unprecidented	Not expected to occur in the next 100 years (less than once every 100 years)(less than 0.01% chance of occurrence) Any risk can occur but it is very improbable that this risk will occur within the large number of events.

CONSEQUENCE MEASURES	
Insignificant	Illness, first aid or injury not requiring medical treatment. No lost time
Minor	Minor injury or illness requiring medical treatment. No lost time post medical treatment
Moderate	Minor injuries or illnesses resulting in lost time
Major	1 to 10 serious injuries or illnesses* resulting in lost time or potential permanent impairment
Severe	Single fatality and/or 11 to 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment
Catastrophic	Multiple fatalities and/or more than 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment

* serious injury or illness is defined by the WHS Act section 36

Risk Assessment

Item No	Task	Hazard	Initial Risk	Control Measures	Resid. Risk
1	TGS is designed/ implemented by unqualified person	Wrong TTM set-up designed for works/ signs and devices not correctly installed	H L3/C2	- TGSs & TMP are only designed by PWZ Qualified person and TTM set-ups are in accordance with TCAWS Manual V6.1, AGTTM 2021 & AS1742.3 - TGSs are implemented by PWZ or IMP qualified person	M L5/C3
2	Traffic Control	Motorist distracted and collides with end of queue or traffic controller	VM L2/C2	- TGSs are designed & implemented by qualified personnel and are in accordance with TCAWS Manual V6.1, AGTTM 2021& AS1742.3 - appropriate sight distance is maintained - review TTM set-up if conditions have changed - conduct regular inspection in accordance with TCAWS Manual V6.1, AGTTM 2021& AS1742.3 - rectify any deficiencies as matter for urgency	M L4/C3
3	Manual Traffic Control used instead of PTCD in high risk environment	Traffic Controller hit by vehicle	VM L2/C2	- consider use of shadow vehicles if practical, or other type of static hard cover available - ensure best possible escape route considered when allocating control point on TGS -> to be reassessed onsite continuously - ensure best line of sight where practical, should the best line of sight not be possible, repeater signs in advance warning to be used - traffic controller to always remain clear from travelled path - ensure appropriate speed signage has been installed and meets minimum and maximum length requirements	M L4/C3
4	Work Area adjacent to travel lane	Motorist collides with workers, traffic controller, vehicles or plant	VM L2/C2	Always: - Install workman T1-5 sign if workers on road - space cones in accordance with TCAWS Manual V6.1 - check setup before commencing work - reduce speed based on lateral clearance between the work area and travel lane Consider: - using a shadow vehicle(s) with flashing lights to protect workers - using spotters with workers - using safety barriers for long term works	M L4/C3
5	Lane Closure	Motorist fails to merge and collides with workers, traffic controller, vehicles or plant	VM L2/C2	Always: - Install merge taper length in accordance with TCAWS Manual V6.1 - Install Lane Status Signs and either duplicate them on the other side of the road or 0.5D past the initial Lane Status Sign - Install a 30m Safety Buffer Zone between end of taper and start of work area - check setup before commencing work - ensure appropriate sight distance for the beginning of the taper Consider: - using a shadow vehicle(s) with flashing lights to protect workers	M L4/C3
6	Side Roads	Motorist enters work site from site road and collides with workers	H L2/C4	Always: - always install advanced warning signs for motorists entering from side roads in advance of work area - Speed Limit signs must be erected where traffic enters from a side road within a roadworks speed zone	M L4/C4
7	Roadwork Speed Zones	Motorist disobeying the posted RW Speed Zone and travel too fast for the site conditions and cause a MVA	VM L2/C2	- Ensure speed zones are designed in accordance with with TCAWS Manual V6.1, AGTTM 2021 & AS1742.3 - Ensure speed zoning is consistent with the work activity, location of work area and road environment. - Consider the use of VSLSs or RASS to monitor traffic speeds and advise motorists. - Review the TGS and adjust where possible to achieve speed zone compliance as per TCAWS Manual V6.1 - Sec 4.5.7	M L4/C3
8	Lane Closure & Poor sight distance/ Speed compliance/ Approach speed > 85km/h/ Multi lane roads with traffic volume > 10,000vpd	Not enough reaction time due to speeding/ poor sight distance/ large traffic volumes, motorist fails to merge and collides with workers, traffic controller, vehicles or plant	VM L2/C2	Always: - Install "RW 1km Ahead" if approach speed is > 85km/h or sight distance is less than 150m - Use 700mm cones where traffic speed is greater than 75km/h - Use 900mm cones on high speed to high volume roads (e.g., expressway) or on any work site where increased visibility is required - Duplicate Lane Status sign on either the other side of the road or 0.5m from start of 1st Lane Status sign -> On multi-lane roads where there is no room for duplicate signs on medians, consideration should be given to placing supplementary signs on the left hand side.	M L4/C3
9	Night Works	Due to poor visibility of road/ work site, worker/ Traffic Controllers motorist collides with end of queue, worker, vehicle or plant	VM L2/C2	Consider providing portable lighting to ensure traffic controllers are visible and ensure the positions of any temporary lighting are clearly shown on the TGS - Always use applicable PPE for the conditions	M L4/C3

Version Control

Ver	Date	Description
1	03/11/2025	for approvals
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Project Information

Project Name:	Event
Project Description:	Council Event
Project Location:	5 Bibbys Pl, Bonnyrigg NSW 2177
TGS No:	ARG 25-1517 TGS
TMP No:	N/A
Scale:	1:500
North Code:	

TGS Verification/ Review Information

Designed by:	Ronak Gandhi
PWZ Qual. No:	
Signature:	
Reviewed by:	Franziska Mueller
PWZ Qual. No:	
Signature:	

Client Information

Client Logo: Fairfield City — Celebrating diversity

Client Name:	Fairfield Council
Contact Name:	TBC
Contact No.:	TBC

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Risk Assessment

Item No	Task	Hazard	Initial Risk	Control Measures	Resid. Risk
10	Changed traffic conditions (eg no line marking, changed line marking, forbidden turning movements, detours)	Motorist confused due to lack/ change of line marking, attempts forbidden turning movement causing MVA	H L2/C3	Always: - Install RWA (T1-1) sign when traffic conditions change - Install delineation or temp. line marking which has to be clearly visible in TGS - use traffic control to manage changed traffic conditions where required - check set-up before commencing work and during - Install RW Speed Zone if conditions call of it which suit the road conditions Consider: - use VMSs	M L4/C4
11	Weather Conditions - rains - wind - fog - snow	Weather conditions reduces visibility and wet road surface causes road to be slippery increasing the risk of a collision with workers, plant or other motorists, wind blows signs over	H L2/C3	Always: - monitor weather and traffic - check setup to ensure signs are visible on a regular basis. If visibility has been obstructed, consider shifting signs, duplicate, or repeat. Consider: - additional advance warning signage - liaise with client to reconsider stop works and postpone then until weather conditions have eased	M L3/C4
12	Delays due to queued traffic beyond advanced warning signs	Weather conditions reduces visibility and wet road surface causes road to be slippery increasing the risk of a collision with workers, plant or other motorists, wind blows signs over	H L2/C3	Always: - work in accordance with the approved Permit/ ROL - use two-way communication with trucks and give them priority whenever possible - monitor queue lengths - install additional signs or use additional traffic controllers or stop work and clear traffic if end of queue extends beyond the advance warning signs as per TCAWS V6.1, Sec. 4.6.3: End-of-Queue Management - give emergency vehicles & wide loads priority (i.e. stop work & traffic) Consider: - working outside peak periods - liaising with TMC for assistance with traffic signal phasing - using VMS's - notifying emergency services - use of flashing beacon to be added to advance warning signage - use of queue monitors - ensure TGS has been designed to cater for the predicted queue lengths where required.	M L4/C3
13	After Care	Inadequate signage resulting in motorist loosing control and crashing or motorist becomes frustrated due to inappropriate signage	H L2/C3	Always: - Install RWA (T1-1) if diverting traffic along a sidetrack, detour, or unexpected conditions, such as loose stones or the absence of line marking - cover any signs that are not applicable - erect condition signs as per TCAWS V6.1, Sec. 7.7.5: Aftercare - aftercare speed limit to suit road conditions	M L3/C4
14	Pedestrians & Cyclists	Pedestrian and/or cyclist enters the work area or travel lane and get hit by motorist or plant	VH L1/C3	Always: - ensure TGS design caters for all road users including pedestrians and cyclists. - always clearly delineate the work area. - do not obstruct pedestrian and cyclists travel paths with traffic control signs and devices. - consider the use of additional warning and guidance signage for pedestrians, cyclists and motorists. - comply with shoulder and lane width criteria in the design of the TGS. - Ensure the use of existing or temporary ramps for crossing points. - undertake consultation to determine existing travel paths, desire lines, volumes, and types of users Consider: - use of traffic control at crossing points especially where contra-flow arrangements are in place - use of additional traffic controllers to monitor and assist pedestrian and cyclist movements where required	M L4/C3
15	Construction Vehicle Movements/ Plant Movements	Construction vehicle/ Plant collides with motorist, workers, traffic controller or other construction vehicle/ plant	H L3/C3	Always: - ensure communication between drivers & traffic controllers via radio - construction vehicles/ plants have to give way to pedestrians, cyclists and live traffic - construction vehicles are only allowed to enter & leave site via "left in, left out" movements, where not possible Traffic controllers have to manage construction vehicles/ plants entering & leaving the site Consider: - using Traffic Control and/or Spotters to manage work vehicles - internal vehicle movement plan	M L3/C4

Notes

Site Specific Notes

1. Traffic Controllers have to ensure that signs that are not needed for aftercare TGSs are covered as per TfNSW - TCAWS V6.1 - Sec. 7.10.1
2. The speed of traffic SHALL be reduced to 40 km/h when workers on foot are closer than 1.5m to traffic as per TfNSW - TCAWS V6.1 - Sec. 4.3.5, Table 4-3.
3. A PTCD sign relevant to the device used, such as Boom Barrier symbolic (T1-272n) or Signals symbolic sign (T1-30), or a Traffic Controller symbolic sign (T1-34) must be used to give advance warning of the presence of traffic control. A PREPARE TO STOP (T1-18) sign must also be used when traffic is required to stop at the traffic control location.
   The above signs must only be used when the traffic control is in operation and must be removed or covered up when traffic control is discontinued or during breaks, such as lunch as per TfNSW - TCAWS V6.1 - Sec. 5.4.3, Table 5-11.
4. Access to local businesses and driveways will be maintained during works. Unless otherwise shown on the TGS(s) and site specific notes.
   It is the Principal Contractors responsibility to seek permission prior to blocking public and private access.
5. Access to bus stops to be maintained whenever possible. Any impact to bus services such as bus stops within the TTM or the closure of bus lanes require the approval of the relevant bus companies.
6. Standard (700mm) cones must be positioned at a maximum spacing of 4m on approach to a traffic controller position (centerline or edge line) as per TfNSW - TCAWS V6.1 - Sec. 6.2.5, Table 6-2.
7. Signs should be duplicated for all lane status signs regardless of the vpd as per TfNSW - TCAWS V6.1 - Sec. 6.5.6 and all speed zone signs as per TfNSW - TCAWS V6.1 - Sec. 4.5.5
8. As per TfNSW - TCAWS V6.1 - Sec. 4.6.3 where the maximum queue length can be predicted in advance, the primary PREPARE TO STOP sign must be located such that the distance from this sign to the end of the queue is not less than D, see Figure 4-4. The B size PREPARE TO STOP sign should be used in this application.
   The distance may need to be adjusted if the queue length proves to be underestimated. If the primary PREPARE TO STOP sign needs to be placed more than 4D, approximately 15 seconds of travel time from the control point, repeater PREPARE TO STOP signs at intervals of not more than 4D should be provided between that point and the control point to provide for conditions after the queue has dispersed. In any relocation of the primary PREPARE TO STOP sign, the distance D to the roadwork ahead sign must be maintained.
9. A minimum lane width of 3m have to be maintained for traffic speeds < 65km/h
10. In accordance with Section 8.2 Record keeping of TTM documentation, roadwork speed zones must be inspected and associated documentation examined on a regular basis. The ITCP qualified person must ensure that speed restriction signs are properly erected, conflicting signs are covered and advance signs are in place, when inspecting the traffic control on the site.

Implementation Instructions

Before work commences, signs and devices at the approaches to and within the work area SHALL be implemented in accordance with the approved Traffic Guidance Schemes and the Traffic Control Companies Safe Work Method Statements, in the following sequence:

1) Traffic Controllers implementing signage are to ensure all signage is available for implementation prior to shift.
2) Signs & devices in side streets leading into the works are to be implemented first. Where required, detours are to be in place before commencing any closures.
3) All signage on arterial and main road alignments to be implemented with the flow of traffic.
4) Signs are to be implemented in all non affected lane(s) first and all conflicting signs are to be covered.
5) Signs in the affected lane to be implemented: Taper, Speed Reduction, Safety buffer (if applicable), and Delineation to be implemented with the traffic flow. Conflicting signs to be covered in process.
6) Ensure signs & devices are correct before works commence.
7) Once works have finished, Traffic Control are to pick up delineation and taper's in reverse. Then pick up advance warning signs with the flow of traffic.
8) A TGS must be installed, maintained and removed in a planned and safe manner. The implementation of a TGS must only be undertaken by an IMP qualified person. (TfNSW - TCAWS V6.1 - Sec. 7.10.1)
9) Signs and traffic control devices must be installed in a sequence via GPS, survey, landmarks, side streets or chainage in accordance with TCAWS V6.1 - Sec. 6.4 and AGTTM Sec. 6.2
10) An implementation TGS should be provided if the risk of implementation is deemed high. The sequence of implementation should be determined as part of the drafting process in TGS or SWMS, rather than being determined on-site. (TfNSW - TCAWS V6.1 - Sec. 7.10.2)

General Notes

1. The designer of the TGS must hold a current PWZ qualification issued by Safe Work NSW
2. The TGS must be prepared in accordance with TfNSW - TCAWS V6.1 (issued on 28 Feb 2022). Any departures in situations were the min. requirements contained in the TCAWS are not achievable, or are not achieving the required level of risk management must be documented as per Sec. 2.8.
3. The TGS MUST be read in conjunction with the associated risk assessment.
4. It is the clients responsibility to have all necessary permits on site before commencing works.
5. The TGS SHALL ONLY be implemented by either an "Implements Traffic Control Plan" ITCP or "Prepare Work Zone Traffic Management Plan" PWZTMP qualified person.
6. Before the commencement of works, a toolbox talk needs to be held.
7. A "TTM Inspection checklist" must be filled out prior to the implementation of the TGS and a "Post site inspection confirmation" must be filled out after the completion of works as per TfNSW - TCAWS V6.1 - Appendix E3 & E4.
8. Traffic Controllers need to identify and make note of escape routes prior to the commencement of works.
9. Hand held UHF radios are to be utilized where required to communicate between traffic control & site vehicles.
10. The Principal contractor has to notify local Emergency Services prior to the commencement of works.
11. Traffic Controllers have to ensure that the ROL (if required) has been activated prior to each shift and deactivated once shift has ended via the TMC web app.
12. Advance signs SHALL be mounted at a minimum height of 200mm displayed as prominently as possible by selecting the longitudinal location of the sign for best sight distance for approaching traffic. Signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.
13. Traffic volumes should be monitored throughout the implementation of the TGS(s). In the event queue lengths become unmanageable, works should cease if possible and traffic cleared before recommencing.

Pedestrian and Cyclist Management

All pedestrian & cyclist control measures, for the duration of the construction works will be monitored as required for effectiveness & improvements. Appropriate warning signage and directional signage will be in place and monitored throughout the works as per the provided TGS's attached to this document. Where current documented control measures are ineffective, A PWZTMP qualified person(s) should be contacted to suggest changes.

Adjustment & Modification of TGS

IMP Qualification Holders:

ITCP qualified person must ensure that the TGS is implemented as approved. Minor adjustments can be completed in accordance with TfNSW - TCAWS V6.1 - Sec. 7.10.3, Modifications will be recorded on the TGS checklist and a signed copy will be available on-site.

PWZ Qualification Holders:

- Modifications to a Site Specific TGS must be approved by a PWZTMP holder or another relevant qualification holder. Modifications must be supported by a TMP or risk assessment to ensure that all site-specific conditions and risks have been considered and mitigation measurements identified and implemented in the TGSs
- If risk is identified during the implementation of the TGS and requires modification outside of the tolerance, works must be stopped until an updated TGS is drafted and approved by a PWZ qualified person prior to works recommencing. (TfNSW - TCAWS V6.1 - Sec. 7.10.4)
- Any anomalies or inconsistencies found in the TGSs being used must be recorded and reported back to the PWZ qualified TGS designer.

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	1	03/11/2025	for approvals
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Project Information			
Project Name:	Event	TGS No:	ARG 25-1517 TGS
Project Description:	Council Event	TMP No:	N/A
Project Location:	5 Bibbys Pl, Bonnyrigg NSW 2177	Scale:	1:500
		North Code:	

TGS Verification/ Review Information		
Designed by:	Ronak Gandhi	
PWZ Qual. No:	[redacted]	
Signature:		
Reviewed by:	Franziska Mueller	
PWZ Qual. No:	[redacted]	
Signature:		

Client Information		
Client Logo:	FairfieldCity Celebrating diversity	
Client Name:	Fairfield Council	
Contact Name:	TBC	
Contact No.:	TBC	

Page Information	
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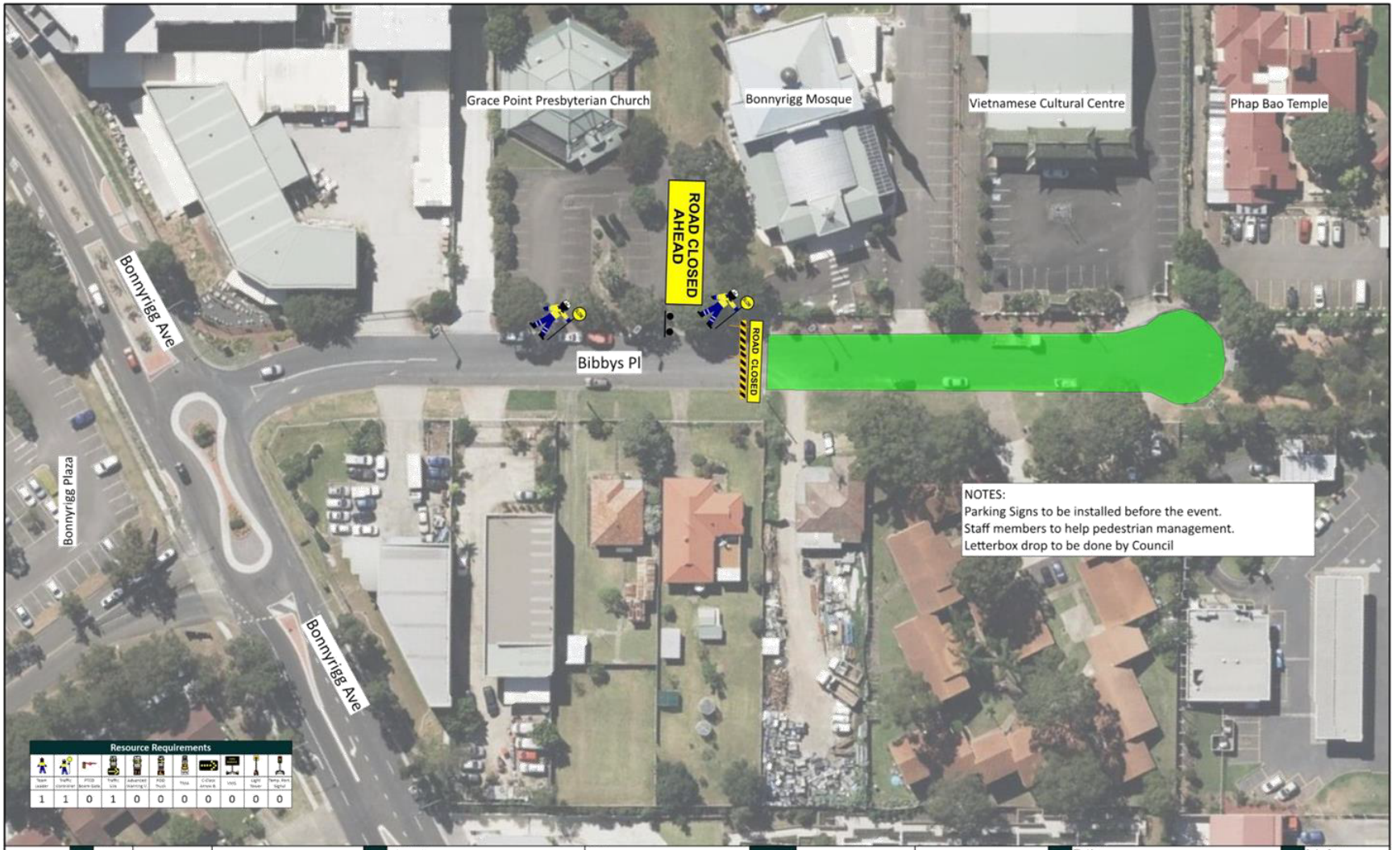

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Designed by:	Ronak Gandhi		
PWZ Qual. No:			
Signature:			
Reviewed by:	Franziska Mueller		
PWZ Qual. No:			
Signature:			

Client Information			
Client Logo:	FairfieldCity Celebrating diversity		
Client Name:	Fairfield Council		
Contact Name:	Jessica Healey		
Contact No.:			

Page Information	
Review Date:	03/11/2025
Page No:	4
Total Pages:	4

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Jessica Healey

From: Kate Davies [redacted] on behalf of #FAPACEVENTS <fapacevents@police.nsw.gov.au>
Sent: Tuesday, 2 December 2025 9:04 PM
To: Jessica Healey
Subject: RE: Notice of Intention to Hold a Public Assembly [SEC=OFFICIAL]

Hi Jessica,

Sorry for not getting back to you sooner, it's been a very hectic time for us. We do not have any issues with you proceeding with your event, we give approval, it has not caused us any issues in the past and is always well organised and staffed on the day.

It will be placed on our taskings for police who are working that day as well has highway patrol to drive past during it to ensure there are no issues.

Is an email reply sufficient or do you require a letter on a letterhead giving our approval.

Thanks

Kate Davies
Sergeant
Emergency Management & Command Operations
40-42 Smart Street Fairfield NSW 2165
NSW Police Force
[redacted]

From: Jessica Healey [redacted]
Sent: Friday, 28 November 2025 10:19 AM
To: #FAPACEVENTS <fapacevents@police.nsw.gov.au>
Cc: Brett Grenfell [redacted]
Subject: FW: Notice of Intention to Hold a Public Assembly

Good morning

I am just following up on the below e-mail sent on 2 November regarding a notice of intention to hold a public event. I am just wondering how far this is from being processed as I need to get other approvals before submitting a DA with Council.

Please let me know if you require any further information.

Kind Regards

Jessica Healey
Manager Fairfield & Parks Place
Place Management | City Living

1

[redacted]
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FairfieldCity
Celebrating diversity

We acknowledge the Cabrogal of the Darug nation who are the Traditional Custodians of this Land.
We also pay our respect to the Elders both past, present and emerging of the Darug Nation.

From: Jessica Healey
Sent: Monday, 3 November 2025 3:47 PM
To: #FAPACEVENTS <fapacevents@police.nsw.gov.au>
Cc: [redacted] Vicky Kassiotes [redacted]; Paul Vanderwert [redacted]
Subject: Notice of Intention to Hold a Public Assembly

Good afternoon,

I am writing to seek Police approval and support for the Spirit of Bonnyrigg Fair to be held on Saturday 28 March 2026.

Please find attached the Notice of Intention to Hold a Public Assembly form and traffic management plan.

The proposed event details:
- Spirit of Bonnyrigg Fair
- Saturday 28 March 2026
- Event time: 12pm to 4pm
- Activities include food trucks, information stalls, children's activities, small stage for cultural performances, roving entertainment, inflatables.
- Partial Road closure from 7am Saturday 28 March 2026 to 7pm 28 March (traffic management plan attached).

The above event will be submitted as a Class 4 event and is in the process of being submitted to Traffic Committee.

Please let me know if you require any further information for the above event.

Kind Regards,

Jessica Healey
Manager Fairfield & Parks Place
Place Management | City Living

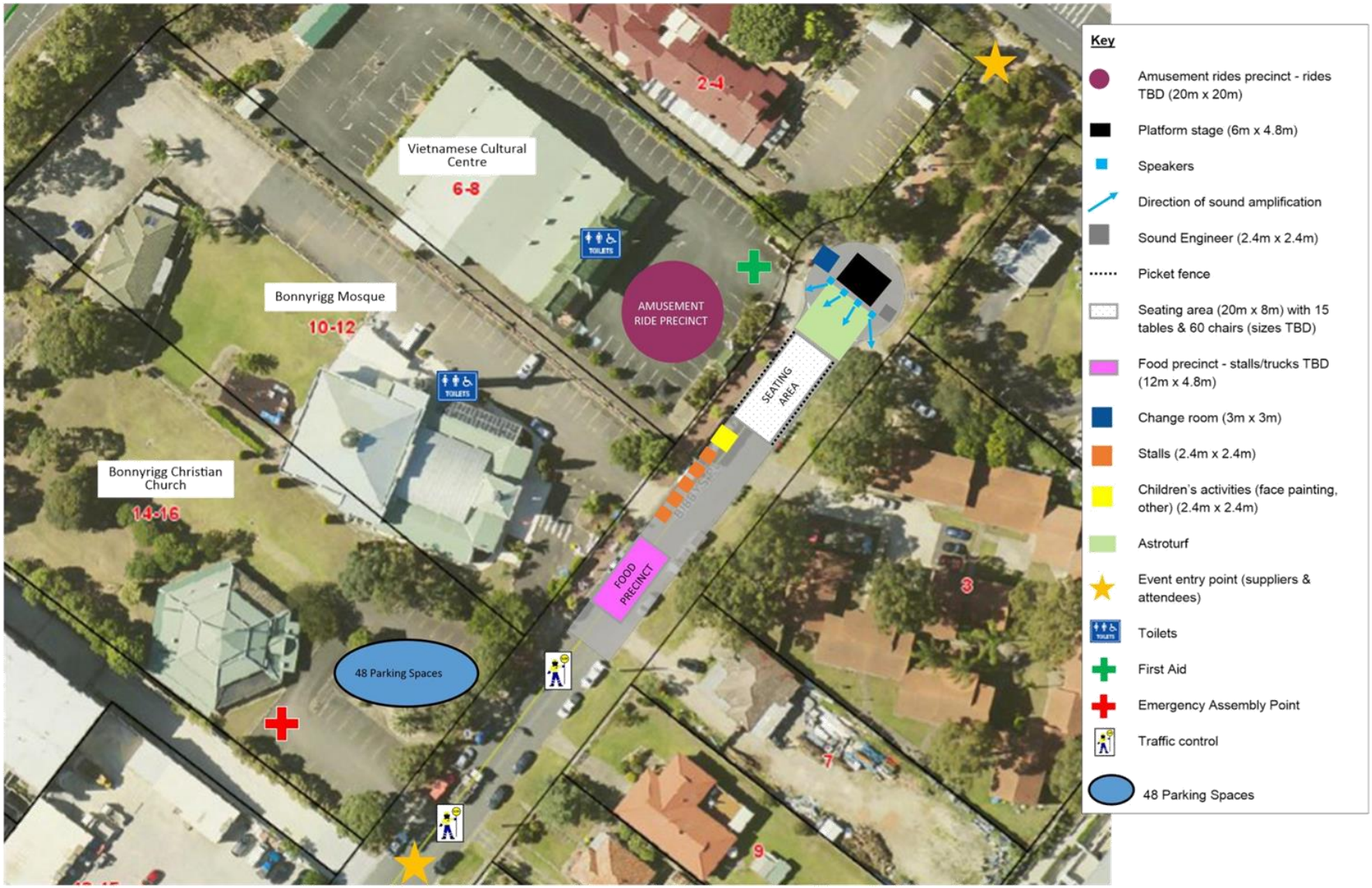
[redacted]
www.fairfieldcity.nsw.gov.au

FairfieldCity
Celebrating diversity

We acknowledge the Cabrogal of the Darug nation who are the Traditional Custodians of this Land.
We also pay our respect to the Elders both past, present and emerging of the Darug Nation.

Spirit of Bonnyrigg Fair 2026

Saturday 28 March | 12pm to 4pm | Bibbys Place, Bonnyrigg



SUBJECT: Cabra-Vale Ex-Active Servicemen's Club - 2026 ANZAC Day March and Commemoration Service

FILE NUMBER: 13/05923

PREVIOUS ITEMS: 1 - Cabra-Vale Ex-Active Servicemen's Club - 2025 ANZAC Day March and Commemoration Service - Traffic Committee - 10 Feb 2025

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The ANZAC Day March organised by Cabra-Vale Ex-Active Servicemen's Club (the Club) be classified as a 'Class 3' Event under the Transport for NSW Guide to Traffic and Transport Management for Special Events.

2. The proposed ANZAC Day March and Commemoration Service (temporary moving road closure) on Saturday 25 April 2026 between approximately 5.50am and 6.00am from Cabravale Club Resort's carpark onto Phelps Street, Bartley Street, Railway Parade and into Cabra-Vale Cabravale Memorial Park, as shown in Attachment A of the report, be approved subject to the following conditions:

    2.1. A clear passage for emergency services be provided at all times and the Applicant take all necessary steps to minimise inconvenience to pedestrians and vehicular traffic.

    2.2. The Applicant shall notify the affected stakeholders (residents and businesses) at least 2 weeks prior to the event through letterbox drops. A copy of the notification letter be submitted to Council's Traffic and Transport Branch.

    2.3. Emergency services, local bus companies and the NSW Taxi Council be notified of the event.

    2.4. The Applicant ensure the areas used for the activities are maintained in a clean and tidy condition after the event.

    2.5. The Applicant shall comply with any reasonable directives of Council's Community Regulatory Services Division.

    2.6. The Applicant is to contact Council's Open Space Branch for permission to use Cabravale Memorial Park on the event day.

2.7. 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 shall be submitted to Council's Traffic and Transport Branch.

3. As traffic control signals are located along the route of the march, the Applicant shall contact the Transport Management Centre to obtain a Road Occupancy Licence prior to the event.

4. Ms Maria Korol, Function and Events Manager of Cabravale Club Resort, be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩	Anzac Day March Route Map	1 Page
AT-B ⇩	Anzac Day Activity Application	2 Pages

CITY PLAN

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

SUMMARY

The Cabra-Vale Ex-Active Servicemen's Club seeks approval to conduct the annual ANZAC Day March and Dawn Service on Saturday 25 April 2026 between 5.50am to 8.00am. Prior events have been approved and conducted without issue.

Fairfield City Police Area Command (Fairfield City PAC) manage the moving road closures. This assistance is provided to all the marches on the morning, with the timing of the marches allowing this support to move from location to location as needed.

Approval for the annual ANZAC Day March on Saturday 25 April 2026 is recommended subject to the conditions outlined in the recommendation of this report. Separate approval is required for the use of Cabravale Memorial Park for the Dawn Service.

Background

Approximately 1,500 - 2,000 people are expected to attend this year's event.

The participants taking part in the march assemble at the Club's car park between 5.40am to 5.50am and then proceed along Phelps Street, Bartley Street and Railway Parade before proceeding to the Rotunda in Cabravale Memorial Park. The participants disperse around 7.30am to 8.00am and return to the Club premises.

The Club is requesting approval for a temporary moving road closure along the procession route between 5.50am and 6.00am as shown in Attachment A. The exact time of the march may vary slightly from the noted time depending on the timing of Fairfield City PAC's assistance with the moving road closure.

The ANZAC Day March and Dawn Service is an annual event which has been conducted in the past years without any incidents. The moving road closure for the event is expected to have acceptable impacts on the road network.

The event has been approved for a period of 5 years up to 2028 under Local Approval LA 2.1/2024. However, the organiser's request for approval of temporary road closure during the same period of time was not approved due to the dynamic nature of traffic conditions on the road network, therefore requiring annual approval for the march.

As in previous years the applicant is to contact Transport for NSW (TfNSW) for the traffic signal operations impacted by the temporary moving road closure to be monitored or adjusted if necessary.

The Applicant has also contacted Fairfield City PAC and requested assistance with event management 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. This is based on the following features:

Event Guide Criteria	Event activities
Impact on traffic and transport network.	The event is early morning with majority of traffic from attendees at the event.
Disruption to non-event community.	Very little or no disruption is expected.
Takes place on a road or in a venue/precinct.	The march occurs on a local road under the care and control of Council.
Impacts on traffic signals - A TfNSW Road Occupancy Licence (ROL) application is required.	The march moves through the intersection of Bartley Street and Railway Parade which is under the control of traffic signals. 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.
Local Traffic Committee involvement.	The proposed march is authorised by the Fairfield Traffic Committee.
Event planning and delivery includes Fairfield City PAC, TfNSW, Traffic Management Centre (TMC) and Council.	Event planning includes Council (road closure), Fairfield City PAC (event road closure) and TMC (ROL required for Bartley/Railway intersection). TfNSW is not involved in event planning.

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

Consultation and Timing

The proposal was advertised on Council's website in accordance with Section 5 of the Roads Regulation 2018 starting 16 December 2025 for a period of 7 days.

The organiser is to letter drop the impacted residents to advise of the march 2 weeks prior to the event.

Council has received no objections for this proposal.

CONCLUSION

It is recommended that the proposed temporary moving road closure for the ANZAC Day March organised by Cabra-Vale Ex-Active Servicemen's Club between approximately 5.50am and 6.00am on Saturday 25 April 2026 be approved subject to conditions as recommended in this report.

Sameer Kabir
Graduate Engineer (Traffic)

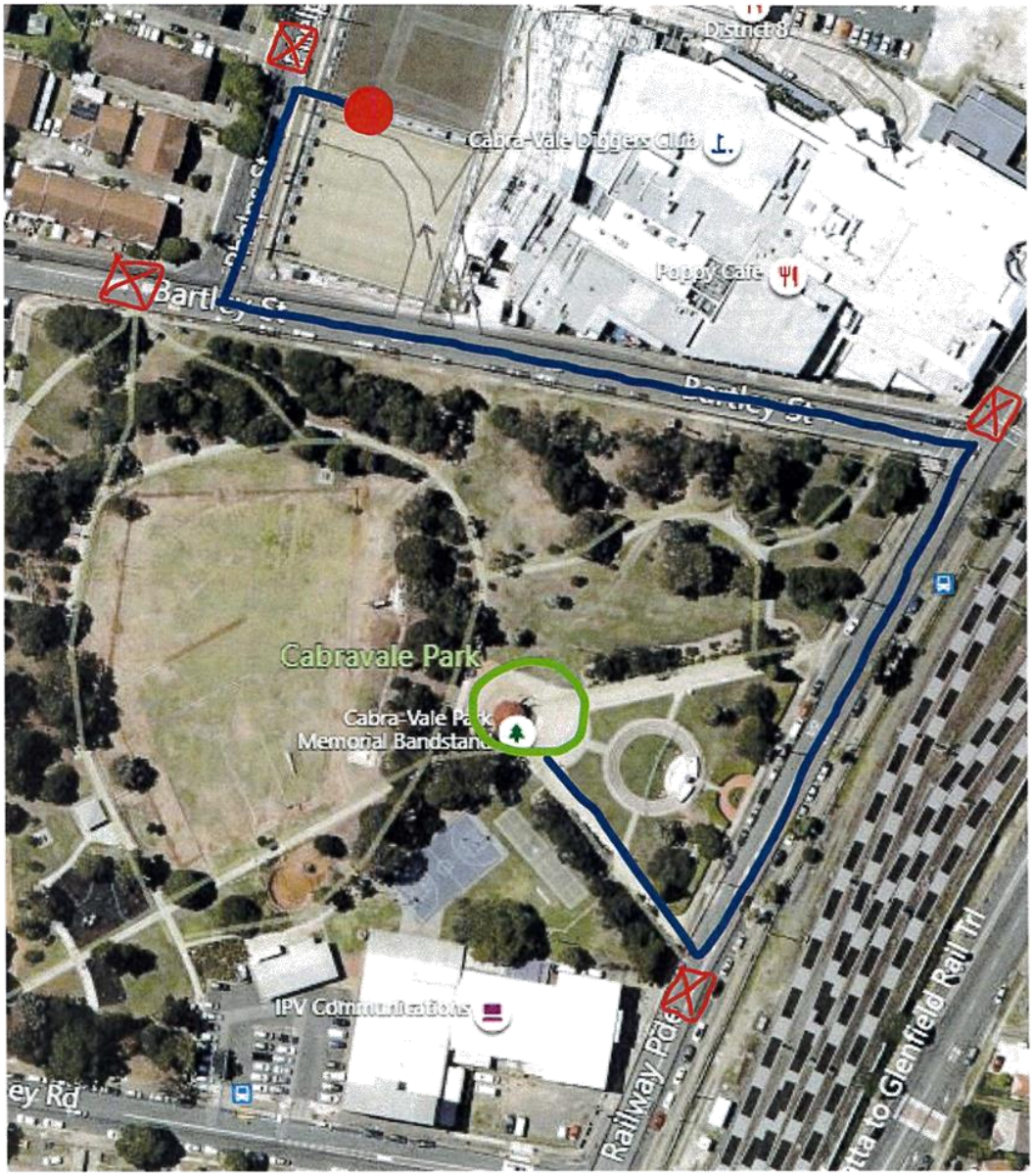
Authorisation:
Traffic & Transport Co-ordinator
Manager Design Services
Director City Delivery

Traffic Committee - 9 February 2026

File Name: **TRA09022026_3.DOCX**

***** END OF ITEM 2 *****

ANZAC DAWN SERVICE – MARCH ROUTE, 25TH APRIL 2024– 2028



TEMPORARY ROAD CLOSURE FROM **5:55AM – 6:05AM**

- **BLUE line** – Shows the route of the march
- **RED circle** – Shows the start route
- **GREEN circle** – Shows the end route & where the ceremony will take place
- **RED block** – Shows the temporary road closure (Police + SES)

CABRA-VALE DIGGERS

''Activity Application''

ANZAC Day Service – for Cabra-Vale Ex-Active Servicemen's Club Ltd in Cabravale Memorial Park

25 April 2024 to 2028

The ANZAC Commemoration Dawn Service is held every year to recognise and acknowledge the military involvement for all Australians involved in the Gallipoli campaign and all other subsequent conflicts in the world. It allows the community the opportunity to show respect and allow them to reflect on those who gave their lives in service to Australia and not take peace for granted in today's turbulent world

Dawn Commemoration Service Details:

05.40 am March assembles on the Club property
05.50 am March commences to Cabravale Memorial Park. The route will be Phelps street turning left onto Barley Street, right onto Railway Parade, along Railway Parade and enter the park adjacent the PCYC.
0600 am Dawn Service with Wreath laying commences at Rotunda in Cabravale Memorial Park
07.45 am Dawn Service finishes
08.00 am Crowd disperses
08.00 am Crowd returns to the Club for breakfast

25th April

Bump-in to Cabravale Memorial Park from 3.00 am to set up the following.

- Furniture – Chairs
- Sound & Lighting
- Access to the Rotunda for the choir and access to the power box.
- Park Flagpoles access (adjacent to the Mortar)

Bump-out from Cabravale Memorial Park from 8.00 am
Guests leave Cabravale Memorial Park to Cabra-Vale Diggers Club for breakfast
Bump out crew to commence pack down (Approximately 1.5 hours required)

Car parking is accessible at Cabra-Vale Diggers Club Car Park (enter via Phelps Street Canley Vale). We have 700 spaces available with access from 5.00am. Security guards will be on duty from 4.00am in the car park for this event.

The ANZAC Day Dawn Commemoration Service in the Cabravale Memorial Park will be attended by approximately 1500-2000 people

Anticipated Road closures for the Veteran March from the Club to Cabravale Memorial Park from 5.55 am to 6.10 am only Phelps Street, Bartley Street and Railway Parade.

For the partial closure of the full width of Phelps Street from the Club secondary entrance by the bowling greens turning left onto Bartley Street down to Railway Parade turning right onto Railway Parade into the Cabravale Memorial Park adjacent to the PCYC.

The following authorities will be notified of this event.

- St Johns Ambulance
- Fire & Rescue NSW
- Fairfield LAC
- Fairfield LAC Highway Patrol
- Service NSW
- NSW Taxi Service
- NSW Transport
- Fairfield SES
- Local Residents
- FFC Asset Manager Property & Open Spaces
- FFC Built division.
- FFC Professional Engineer & Traffic division)

Public Liability Certificates

- Cabra-Vale Ex-Active Servicemen's Club Ltd – through CGU Insurance Limited, CGU Insurance Limited
- Gold Security – through Arena Underwriting
- Gold Master Security Licence Certificate through NSW Services no [redacted]

Sound Specifications.

4 x Speakers (15 inch + Horn Speaker)
4 x Radio Microphones (80 Decibels covering 100 metres)
1 x Keyboard
Portable general lighting units x 2
All sound set up by the Club's technician

Shayne- Anne O'Leary
Group Community & Partnerships Manager

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 3**

SUBJECT: Canley Heights RSL Sub-Branch - 2026 ANZAC Day March and Commemoration Service

FILE NUMBER: 13/05923

PREVIOUS ITEMS: 2 - Canley Heights RSL Sub-Branch - 2025 ANZAC Day March and Commemoration Service - Traffic Committee - 10 Feb 2025

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The ANZAC Day March and Commemoration Service organised by Canley Heights RSL Sub-Branch be classified as a 'Class 4' Event under the Transport for NSW (TfNSW) Guide to Traffic and Transport Management for Special Events.

2. The proposed ANZAC Day March and Commemoration Service (temporary moving road closure) on Saturday 25 April 2026 between approximately 6.45am and 7.15am from King Park onto Humphries Road and into the Canley Heights RSL Club's Cenotaph, as shown in Attachment A of the report, be approved subject to the following conditions:

    2.1. A clear passage for emergency services be provided and the Applicant take all necessary steps to minimise inconvenience to pedestrians and vehicular traffic.

    2.2. The Applicant shall notify the affected stakeholders (residents, businesses) at least 2 weeks prior to the event through letterbox drops. A copy of the notification letter to be submitted to Council's Traffic and Transport Branch.

    2.3. Emergency services, local bus companies and the NSW Taxi Council are to be notified of the event.

    2.4. The Applicant is to contact Council's Open Space Branch for permission to use King Park on the event day.

    2.5. The Applicant ensures the areas used for the activities are maintained in a clean and tidy condition after the event.

    2.6. The Applicant shall comply with any reasonable directives of Council's Community Regulatory Services Division.

2.7. 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 shall be submitted to Council's Traffic and Transport Branch.

3. Mr Michael Chi Thai, Honorary Secretary of Canley Heights RSL Sub-Branch, be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩ Canley Heights RSL ANZAC Day Procession Route Map 1 Page

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CITY PLAN

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

SUMMARY

Canley Heights RSL Sub-Branch (the Club) seeks approval to conduct the annual ANZAC Day March and Commemoration Service on Saturday 25 April 2026 between 6.45am and 7.15am. Prior events have been approved and conducted without issue.

Fairfield City Police Area Command (Fairfield City PAC) provides assistance to manage the moving road closure. This assistance is provided to all the marches on the morning, with the timing of the marches allowing this support to move from location to location.

Approval for the annual ANZAC Day March on Saturday 25 April 2026 is recommended subject to conditions outlined in the recommendation of this report.

Separate approval is required for the use of King Park Wakeley and the Council Administration Building car park.

Background

Approximately 300 - 400 people are expected to attend this year's event. The participants taking part in the march assemble at King Park between 6.45am and 7.15am and then proceed along Humphries Road Wakeley to the Cenotaph within the Club grounds where the Commemoration Service and wreath laying is held. The participants will then disperse at approximately 8.00am.

The event organiser has requested the use of the Council staff car park on the day as a considerable portion of the Club's car park will not be available until the conclusion of the service. This has been made available in prior years without incident.

The Club is requesting a temporary moving road closure along the procession route from approximately 6.45am to 7.15am. 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 ANZAC Day March and Dawn Service is an annual event which has been conducted in the past years without any incident. The moving road closure for the event is expected to have acceptable impacts on the road network.

The proposed procession route does not pass along any designated bus routes and will not affect public bus services.

The event organiser has also contacted Fairfield City PAC and requested assistance with event management 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 4' event. This is based on the following features:

Event Guide Criteria	Event activities
Impact on traffic and transport network.	The event is early morning with the majority of traffic from attendees at the event.
Disruption to non-event community.	Very little or no disruption is expected.
Takes place on a road or in a venue/precinct.	The march occurs on a local road under the care and control of Council.
Impact on a State Road.	The march occurs on a local road with no impact on any state road.
Impacts on traffic signals.	The march has no impact on traffic signals.
Notification of impacts on the traffic network.	Notification to neighbours along the route is required by letter prior to the event.
Local Traffic Committee involvement.	The proposed march is authorised by the Fairfield Traffic Committee.
Event planning and delivery includes Fairfield City PAC, TfNSW and Council.	Event planning includes Council (road closure) and Fairfield City PAC (event road closure). TfNSW is not involved in event planning.

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

Consultation and Timing

The proposal was advertised on Council's website in accordance with the Section 5 of the Roads Regulation 2018 starting 16 December 2025 for a period of 28 days.

Transit Systems (local bus operator) was informed about the proposed event and procession route. No objections or concerns were raised from the operator about the event.

The organiser is to letter drop the impacted residents to advise of the march 2 weeks prior to the event.

Council has received no objections for this proposal.

CONCLUSION

It is recommended that the proposed temporary moving road closure for the ANZAC Day March organised by Canley Heights RSL Sub-Branch on Saturday 25 April 2026, as outlined in the report, be approved subject to the recommended conditions.

Sameer Kabir
Graduate Engineer (Traffic)

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

Traffic Committee - 9 February 2026

File Name: **TRA09022026_4.DOCX**

***** END OF ITEM 3 *****


FAIRFIELD CITY COUNCIL
KING PARK OVAL
CANLEY HEIGHTS
RSL CLUB

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 4**

SUBJECT: Fairfield RSL Sub-Branch - 2026 ANZAC Day and Commemoration Service Marches

FILE NUMBER: 13/05923

PREVIOUS ITEMS: 3 - Fairfield RSL Sub-Branch - 2025 ANZAC Day March and Commemoration Service and Easter Sunday March - Traffic Committee - 10 Feb 2025

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The Annual Commemoration Day and Annual ANZAC Day Marches organised by the Fairfield RSL Sub-Branch be classified as a 'Class 3' Event under the Transport for NSW Guide to Traffic and Transport Management for Special Events.

2. The Annual Commemoration Day and Annual ANZAC Day Marches temporary moving road closures organised by the Fairfield RSL Sub-Branch on the Easter Sunday on 5 April 2026 between 1.30pm and 3.00pm and on Saturday 25 April 2026 between 5.15am and 6.15am respectively, as shown in Attachments A and B of the report, be approved subject to the following conditions:

    2.1 A clear passage for emergency vehicles be provided at all times and the Applicant takes all necessary steps to minimise inconvenience to pedestrians and vehicular traffic.

    2.2 The Applicant shall notify the affected stakeholders (residents, businesses) at least 2 weeks prior to the event through letterbox drops. A copy of the notification letter to be submitted to Council's Traffic and Transport Branch.

    2.3 Emergency services, local bus companies and the NSW Taxi Council be notified of the event.

    2.4 The Applicant ensures the areas used for the activities are maintained in a clean and tidy condition after the event.

    2.5 The Applicant shall comply with any reasonable directives of Council's Community Regulatory Services Division.

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 shall be submitted to Council's Traffic and Transport Branch.

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 Marches.

4. Mr Paul (Angus) Bryant OAM, President, Fairfield RSL Sub-Branch be advised of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩	Annual Commemoration Day Service and March Route Map	1 Page
AT-B ⇩	Annual ANZAC Day March Route Map	1 Page

CITY PLAN

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

SUMMARY

The Fairfield RSL Sub-Branch (the Club) has requested permission to conduct 2 marches in April 2025. The Annual Commemoration Day Service and March will be held on Sunday 19 April 2026 between 1.30pm and 3.00pm and the Annual ANZAC Day March and Service will be held on Saturday 25 April 2026 between 5.15am and 6.15am.

Prior events have been approved and conducted without issue. Fairfield City Police Area Command (Fairfield City PAC) manages the temporary moving road closures and this assistance is provided to all the marches in the morning with the timing of the marches allowing this support to move from location to location as needed.

Approval for the 2026 events is recommended subject to conditions.

DISCUSSION

The Fairfield RSL Sub-Branch is requesting a temporary moving road closure as shown in Attachments A and B. 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 Annual Commemoration Day Service and March will be conducted on Sunday 19 April 2026 between 1.30pm and 3.00pm.

The Fairfield RSL Club has advised that the participants of the Commemoration Day March will gather in Dale Street in front of the RSL and the parade will occur along the following sections of the roads:

- Starts in Dale Street and follows Vine Street to Honour Avenue.
- Return route starts in Honour Avenue and follows Vine Street and Bertha Street to the Fairfield RSL Club's entrance.

The annual ANZAC Day March and Service will be held on Saturday 25 April 2026 between 5.15am and 6.15am. The ANZAC Day March will form up in Bertha Street in front of the RSL and the parade will occur along 2 sections of the roads:

- Starts in Bertha Street and follows Vine Street to Honour Avenue.
- Return route starts in Honour Avenue and follows Vine Street and Bertha Street to the Fairfield RSL Club's entrance.

The Club is requesting approvals for temporary moving road closures along the procession routes as shown in Attachments A and B. The exact times of the marches may vary from the noted times depending on the timing of the Fairfield City PAC's assistance with the temporary moving road closures.

As in previous years, the Applicant is required to contact Transport for NSW (TfNSW) due to the traffic signal operations impacted by the temporary moving road closures to be monitored or adjusted if necessary.

The Applicant has also contacted the Fairfield City PAC and requested assistance with the event management on the days.

Event Classification

Events are classified according to the TfNSW Guide to Traffic and Transport Management for Special Events. The proposed marches are identified as a 'Class 3' Event. This is based on the following features:

Event Guide Criteria	Event Activities
Local impact on the traffic and transport network.	The events will be held on Anzac Day (Saturday) and a weekend (Sunday) with the majority of traffic being the event participants on the road.
Minimum disruption to non-event community.	Very little or no disruption is expected.
Takes place on a road or in a venue/precinct.	The marches occur on local roads which are under the care and control of Council.
Impacts on traffic signals - A TfNSW Road Occupancy Licence (ROL) application is required.	The marches move through the nearby intersection which is under the control of traffic signals as well as under the full supervision of Fairfield City PAC.

Event Guide Criteria	Event Activities
Notification of impacts on the traffic network.	Notification to neighbours along the routes is required by letter prior to the events.
Local Traffic Committee involvement.	The proposed marches are authorised by the Fairfield Traffic Committee.
Event planning and delivery includes Fairfield City PAC, TfNSW, TMC and Council.	Event planning including Council (road closure), Fairfield City PAC (event road closure) and TMC (ROL) is required for the nearby signalised intersections. TfNSW is not involved in the event planning.

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

Consultation

The proposal was advertised on Council's website in accordance with Section 5 of the Roads Regulation 2018 which was posted on 16 December 2025 for 28 days.

Transit Systems (local bus operator) was informed about the proposed event and procession route. No objections or concerns were raised about the event.

The Event Organiser is to send letters out to the affected residents and business to advise them of the marches 2 weeks prior to the events.

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

CONCLUSION

It is recommended the Annual Commemoration Day and Annual ANZAC Day Marches organised by Fairfield RSL Sub-Branch on the Sunday 19 April 2026 between 1.30pm and 3.00pm and on Saturday 25 April 2026 between 5.15am and 6.15am respectively, be approved subject to conditions as recommended in this report.

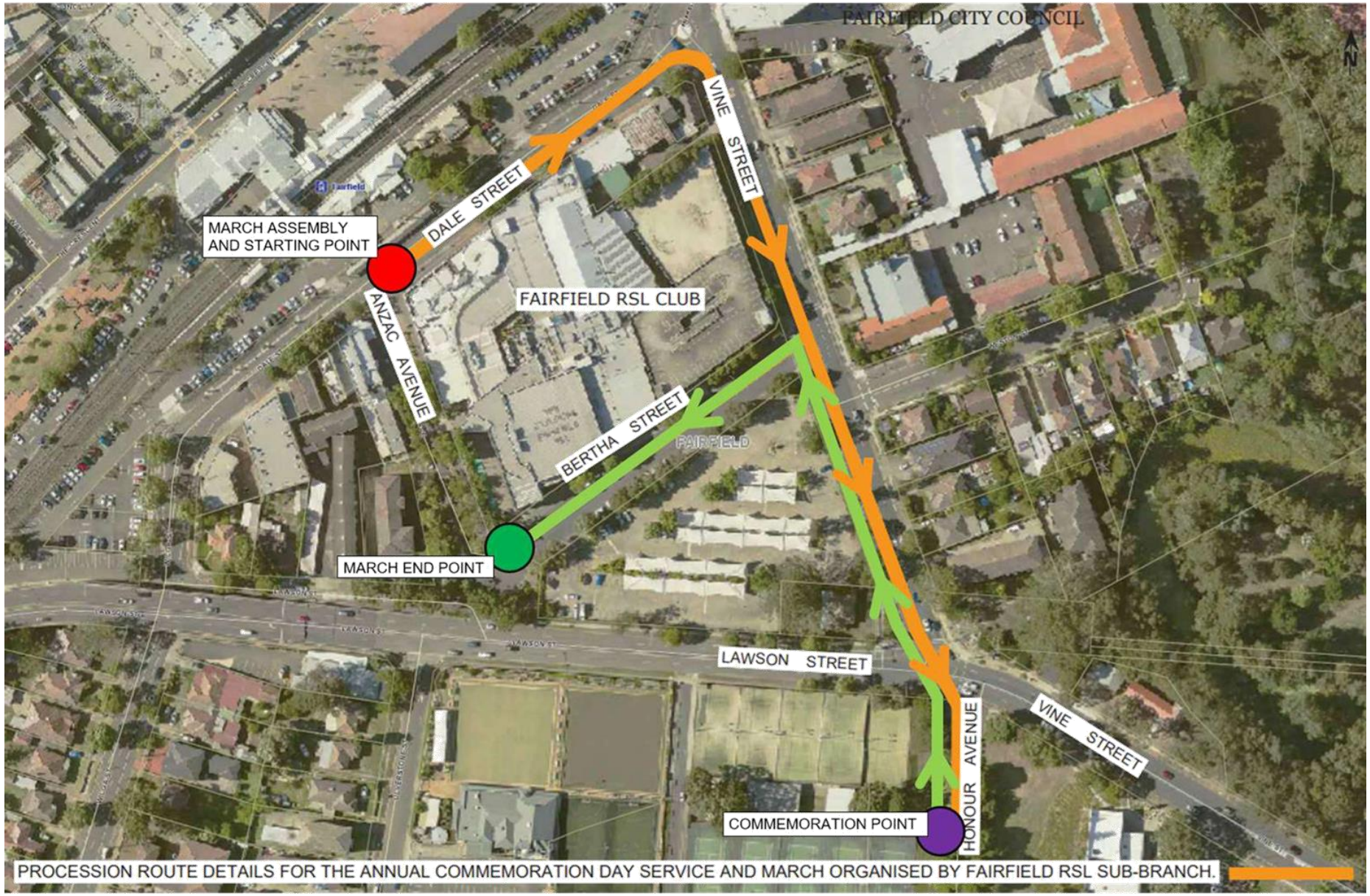
Sameer Kabir
Graduate Engineer (Traffic)

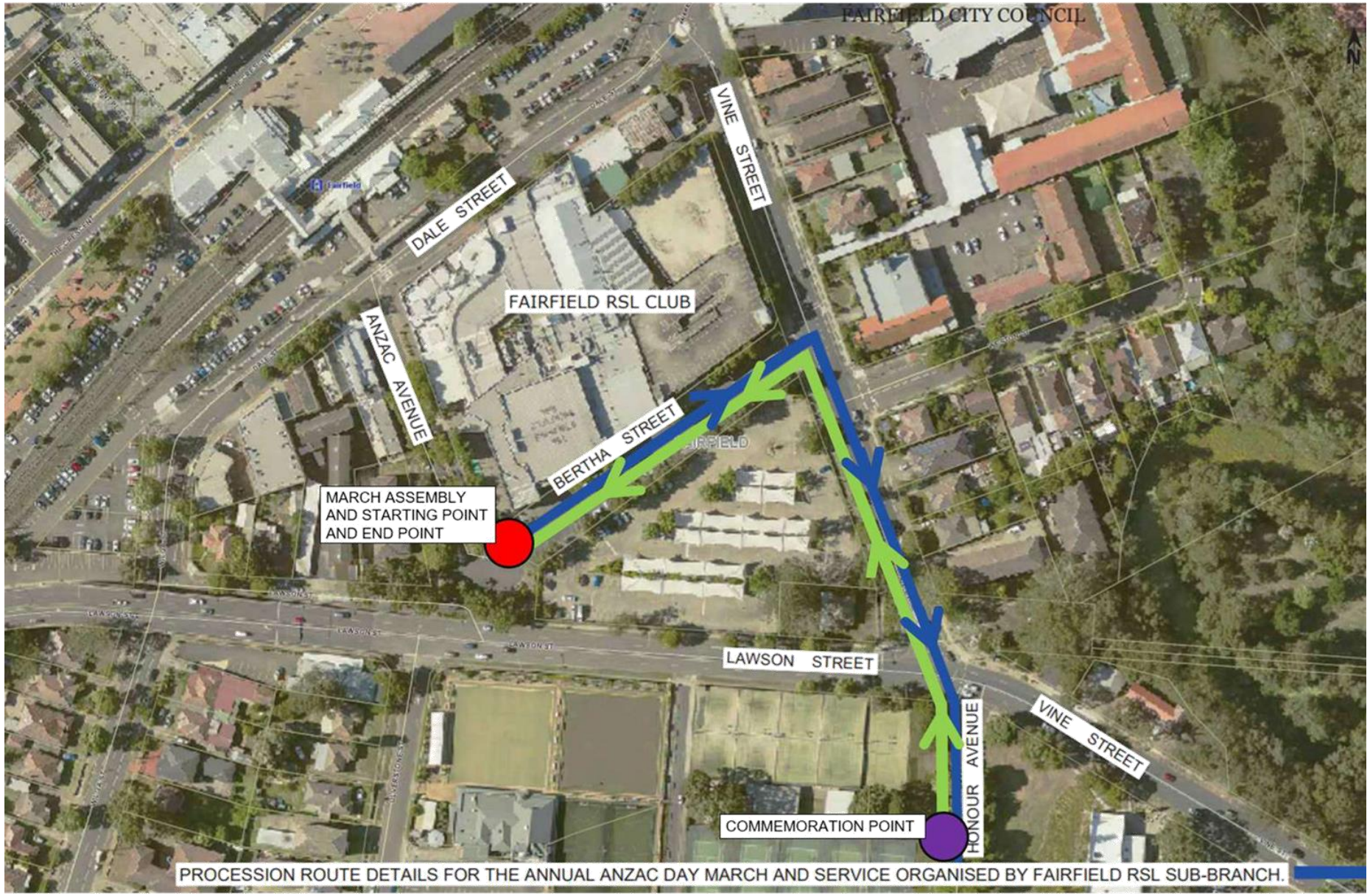
Authorisation:
Traffic & Transport Co-ordinator
Manager Design Services
Director City Delivery

Traffic Committee - 9 February 2026

File Name: **TRA09022026_5.DOCX**

***** END OF ITEM 4 *****


FAIRFIELD CITY COUNCIL
N
MARCH ASSEMBLY AND STARTING POINT
DALE STREET
VINE STREET
ANZAC AVENUE
FAIRFIELD RSL CLUB
BERTHA STREET
FAIRFIELD
MARCH END POINT
LAWSON STREET
VINE STREET
HONOUR AVENUE
COMMEMORATION POINT
PROCESSION ROUTE DETAILS FOR THE ANNUAL COMMEMORATION DAY SERVICE AND MARCH ORGANISED BY FAIRFIELD RSL SUB-BRANCH.


FAIRFIELD CITY COUNCIL
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DALE STREET
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FAIRFIELD RSL CLUB
ANZAC AVENUE
BERTHA STREET
MARCH ASSEMBLY
AND STARTING POINT
AND END POINT
LAWSON STREET
VINE STREET
HONOUR AVENUE
COMMEMORATION POINT
PROCESSION ROUTE DETAILS FOR THE ANNUAL ANZAC DAY MARCH AND SERVICE ORGANISED BY FAIRFIELD RSL SUB-BRANCH.

SUBJECT: Our Lady of Victories Catholic Church Horsley Park - 2026 Good Friday Procession

FILE NUMBER: 13/05923

PREVIOUS ITEMS: 4 - Our Lady of Victories Catholic Church Horsley Park - 2025 Good Friday Procession - Traffic Committee - 10 Feb 2025

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The Good Friday procession by Our Lady of Victories Catholic Church Horsley Park be classified as a 'Class 3' Event under the Transport for NSW Guide to Traffic and Transport Management for Special Events.

2. The proposed temporary moving closure of The Horsley Drive (between the eastern and western ends of Felton Street) and Felton Street between 3.00pm and 6.00pm on Friday 3 April 2026, 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, Transit Systems and the Traffic Management Centre be met and a copy of the approval letter 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 be notified of the event.

    2.4. The Applicant notify the affected stakeholders (residents, businesses) at least 2 weeks prior to the event through letterbox drops. A copy of the notification and advertisement be submitted to Council's Traffic and Transport Branch.

    2.5. The Applicant ensure the areas used for the activities are maintained in a clean and 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) be submitted to Council's Traffic and Transport Branch.

2.7. The Applicant comply with any reasonable directives of Council's Community Enforcement Officers.

3. As the route of the march is within 100m of traffic control signal(s) and a state road (Wallgrove Road), the Event Organiser contact the TMC to obtain a Road Occupancy Licence prior to the commencement of the event.

4. Mr Antoine Mangion of the Good Friday Organising Group be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩	Good Friday Procession on Horsley Park 2026	1 Page

CITY PLAN

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

SUMMARY

Council has received a submission from Our Lady of Victories Catholic Church and the Good Friday Organising Group to conduct the Good Friday procession on Friday 3 April 2026 between approximately 3.00pm and 6.00pm.

The event is a temporary moving road closure involving The Horsley Drive (between the eastern and western ends of Felton Street) and Felton Street Horsley Park as shown in Attachment A.

Approval for the annual Good Friday procession on Friday 3 April 2026 is recommended subject to conditions.

DISCUSSION

The Good Friday Procession is an annual event which has been conducted in past years without any reported incidents. The organisers expect a crowd of around 6,000 people to attend this year's event.

The participants who take part in the march will assemble at the Our Lady of Victories Catholic Church (1788 The Horsley Drive Horsley Park) and then head east to turn right into Felton Street. The procession continues along Felton Street and then turns right onto The Horsley Drive before finishing within the church grounds.

The event organiser has also contacted Fairfield City Police Area Command (FCPAC) and requested assistance with event management on the day.

As the procession is on a bus route, the event organiser has contacted the bus company (Transit Systems). As per previous years' arrangement, if the bus has no passengers the driver will not continue to the final stop near the procession. If the bus does have a passenger, the procession will be paused and moved to the side of the road to allow the bus through with the assistance of FCPAC.

The procession route is shown in Attachment A.

Event Classification

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

Event Guide Criteria	Event Activities
Impact on traffic and transport network.	The event is scheduled for late afternoon on a public holiday with majority of traffic from attendees at the event.
Disruption to non-event community.	Very little disruption is expected.
Takes place on a road or in a venue/precinct.	The march occurs on a local road under the care and control of Council.
Impact on traffic signals - A TfNSW Road Occupancy Licence (ROL) application is required.	The march moves through The Horsley Drive into Felton Street which is within 100m of the signalised intersection of The Horsley Drive and Wallgrove Road. FCPAC control the march and close the road for the purposes of the march.
Impact on a State Road - A TfNSW ROL application is required.	The march is within 100m of Wallgrove Road (state road).
Notification of impacts on the traffic network.	Notification to neighbours along the route is required by letter prior to the event.
Local Traffic Committee involvement.	Proposed march is authorised by the Fairfield Traffic Committee.
Event planning and delivery includes FCPAC, TfNSW, TMC and Council.	Event planning includes Council (road closure), NSW Police Force (event road closure) and TMC (ROL required for Bartley/Railway intersection). TfNSW is not involved in event planning.

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

Consultation and Timing

The proposal was advertised on Council's website in accordance with the Section 5 of the Roads Regulation 2018 starting 16 December 2025 for a period of 28 days.

The organiser is to letter drop the impacted residents to advise of the procession 2 weeks prior to the event.

Council has received no objections on this proposal.

CONCLUSION

It is recommended that the proposed temporary moving road closure for the Good Friday Procession organised by the Our Lady of Victories Catholic Church between approximately 3.00pm and 6.00pm on Friday 3 April 2026 be approved subject to conditions.

Sameer Kabir
Graduate Engineer (Traffic)

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

Traffic Committee - 9 February 2026

File Name: **TRA09022026_7.DOCX**

***** END OF ITEM 5 *****


FELTON STREET
FELTON STREET
FELTON STREET
FAIRFIELD CITY COUNCIL
HORSLEY PARK
START/FINISH
ROUTE
DIRECTION
POLICE TO STOP TRAFFIC FOR THE PROCESSION

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 6**

SUBJECT: Smithfield RSL Sub-Branch - 2026 ANZAC Day March

FILE NUMBER: 13/05923

PREVIOUS ITEMS: 5 - Smithfield RSL Sub-Branch - 2025 ANZAC Day March - Traffic Committee - 10 Feb 2025

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The Annual ANZAC Day March organised by the Smithfield RSL Sub-Branch be classified as a 'Class 3' Event under the Transport for NSW Guide to Traffic and Transport Management for Special Events.

2. The ANZAC Day March organised by the Smithfield RSL Sub-Branch on Saturday 25 April 2026, first part commencing at 4.45am and the return journey at 5.40am, as shown in Attachment A of the report, be approved subject to the following conditions:

    2.1 A clear passage for emergency vehicles be provided at all times and the Applicant take all necessary steps to minimise inconvenience to pedestrians and vehicular traffic.

    2.2 The Applicant notify the affected stakeholders (residents, businesses) at least 2 weeks prior to the event through letterbox drops. A copy of the notification letter be submitted to Council's Traffic and Transport Branch.

    2.3 Emergency services, local bus companies and the NSW Taxi Council be notified of the event.

    2.4 The Applicant ensure the areas used for the activities are maintained in a clean and tidy condition after the event.

    2.5 The Applicant comply with any reasonable directives of Council's Community Regulatory Services Division.

    2.6 The Applicant contact Council's Open Space Branch for permission to use McCarthy Memorial Park on the event day.

2.7 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) be submitted to Council's Traffic and Transport Branch.

3. As the Cumberland Highway (state road) is located along the route of the march, the Event Organiser shall contact the Transport Management Centre to obtain a Road Occupancy Licence prior to the commencement of the March.

4. Mr Barry Brooks, Secretary, Smithfield RSL Sub-Branch be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩ ANZAC Day Route Map 1 Page

CITY PLAN

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

SUMMARY

The Smithfield RSL Sub-Branch has requested permission from Council permission to conduct an annual ANZAC Day March. The March will be held on Saturday 25 April 2026 between 4.45am and 5.40am following the route shown in Attachment A.

Prior events have been approved and conducted without issues. Fairfield City Police Area Command (Fairfield City PAC) manages the temporary moving road closures and this assistance is provided to all the marches in the morning with the timing of the marches allowing this support to move from location to location as needed.

Approval for the 2026 event is recommended subject to conditions.

BACKGROUND

This year Smithfield RSL Sub-Branch is requesting Council approval to conduct 1 street march to commemorate ANZAC Day in 2026.

The roads along the route of this moving procession for the ANZAC Day March are effectively closed while they are in progress.

ANZAC Day March – Saturday 25 April 2026

The ANZAC Day March will include approximately 500 people. The procession will depart at Smithfield RSL Club's Car Park at 4.45am and then proceed to McCarthy Memorial Park via Neville Street and the Cumberland Highway, as shown in Attachment A of the report.

Whilst access to the gate is managed by Smithfield RSL Club representatives, Fairfield City PAC will be present on the Cumberland Highway to temporarily stop vehicular traffic to allow event participants to cross the road.

On completion of the service at approximately 5.40am, the Cumberland Highway will be temporarily closed in both directions to enable participants to return to the Smithfield RSL Club via the gate through the median fence along the Cumberland Highway.

The Club is requesting approval for temporary moving road closure along the procession route as shown in the map above. The exact time of the March may vary from the noted times depending on the timing of the Fairfield City PAC's assistance with the temporary moving road closures.

As in previous years, the Applicant is required to contact Fairfield City PAC which manages the temporary moving road closures and monitors or adjusts the road closures if necessary.

Event Classification

Events are classified according to the TfNSW Guide to Traffic and Transport Management for Special Events. The proposed March is identified as 'Class 3' event. This is based on the following features:

Event Guide Criteria	Event Activities
Local impact on the traffic and transport network.	The event will be held early morning on a weekend and outside the peak hours. The traffic volumes on the roads are expected to be relatively low.
Minimum disruption to non-event community.	Minor disruption is expected.
Takes place on a road or in a venue/precinct.	The March is to start on Neville Street (local road), head south, cross the Cumberland Highway before finishing the procession at McCarthy Memorial Park.
Impacts on traffic signals. A TfNSW Road Occupancy Licence (ROL) application is required.	The March moves through Neville Street and along the Cumberland Highway. Traffic signals are located at Brenan Street to the south and The Horsley Drive to the north. A ROL application from TfNSW's Transport Management Centre (TMC) is required.
Notification of impacts on the traffic network.	Notification to neighbours along the routes is required by letters prior to the event.

Event Guide Criteria	Event Activities
Local Traffic Committee involvement.	The proposed March is authorised by the Fairfield Traffic Committee.
Event planning and delivery includes Fairfield City PAC, TfNSW, TMC and Council.	Event planning including Council (road closure), Fairfield City PAC (event road closure) and TMC (ROL) is required for the march. TfNSW approves the march along the State Road through the ROL. The procession is under the control of the Fairfield City PAC.

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

Consultation

The proposal was advertised on Council's website in accordance with Section 5 of the Roads Regulation 2018 on 16 December 2025 for 28 days.

The Event Organiser is to send letters out to the affected residents and businesses to advise them of the March 2 weeks prior to the event.

At the time of writing this report, no objections have been received by Council for this proposal.

CONCLUSION

It is recommended the ANZAC Day March on Saturday 25 April 2026 between 4.45am and 5.40am organised by Smithfield RSL Club Sub-Branch, be approved subject to the conditions.

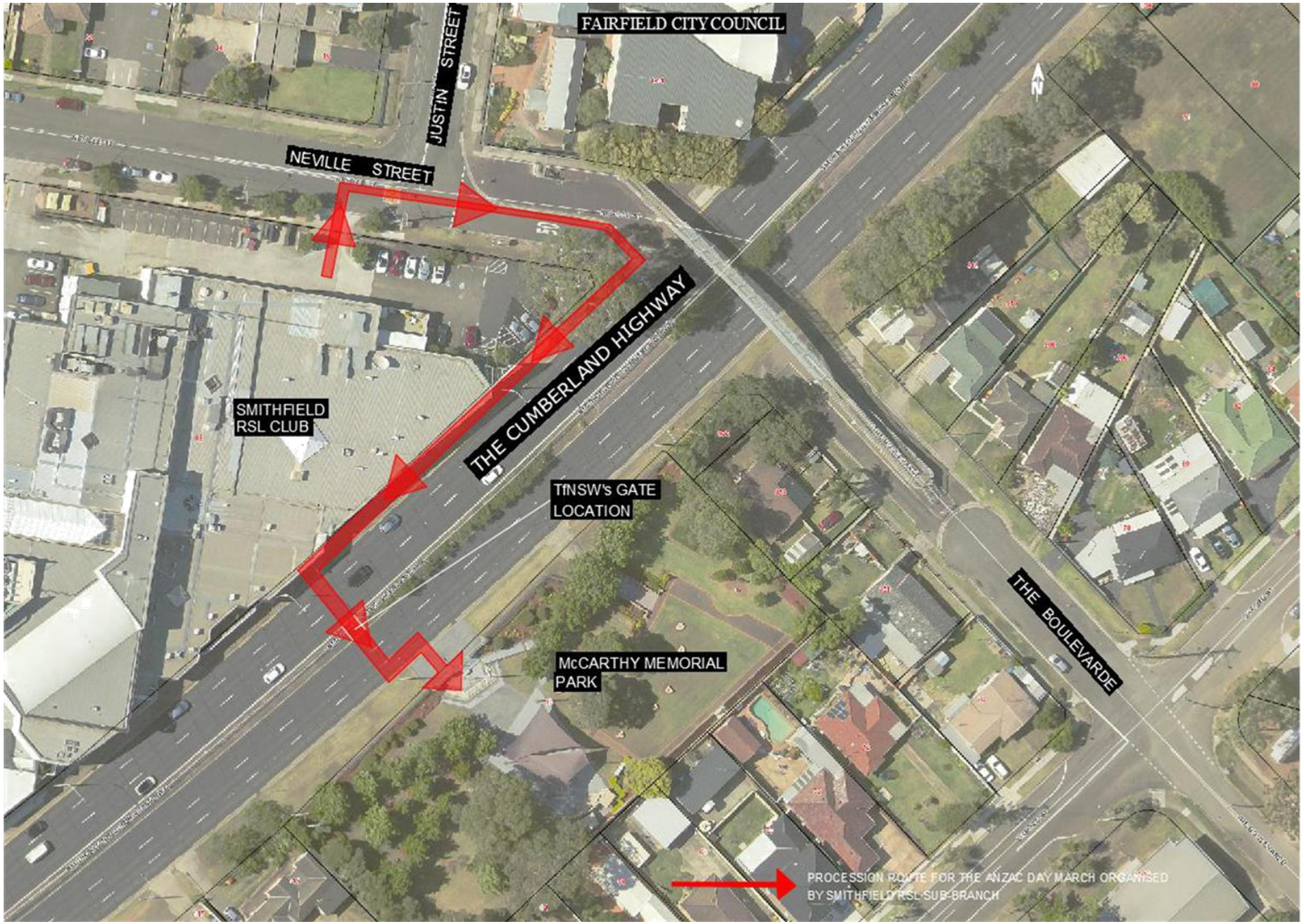
Sameer Kabir
Graduate Engineer (Traffic)

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

Traffic Committee - 9 February 2026

File Name: **TRA09022026_6.DOCX**

***** END OF ITEM 6 *****


FAIRFIELD CITY COUNCIL
JUSTIN STREET
NEVILLE STREET
THE CUMBERLAND HIGHWAY
SMITHFIELD RSL CLUB
TfNSW's GATE LOCATION
McCARTHY MEMORIAL PARK
THE BOULEVARDE
PROCESSION ROUTE FOR THE ANZAC DAY MARCH ORGANISED BY SMITHFIELD RSL SUB-BRANCH

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 7**

SUBJECT: Avenel Street Canley Vale - Installation of Flat-Top Road Humps

FILE NUMBER: 12/05063

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The installation of 2 flat top road humps on Avenel Street Canley Vale, as shown in Attachment A of the report, be approved.

2. The affected residents be notified of the Committee's decision.

3. The Fairfield City Police Area Command be requested to undertake surveillance to deter motorists from speeding along Avenel Street Canley Vale.

SUPPORTING DOCUMENTS:

AT-A ⇩	Avenel Street Canley Vale - Flat Top Road Humps	3 Pages

CITY PLAN

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

SUMMARY

Council has received reports regarding vehicles speeding on Avenel Street Canley Vale. The concern raised relates to vehicles speeding on Avenel Street and a request to install speed humps on Avenel Street.

Avenel Street, between The Boulevarde and Sackville Street, is a collector road with a speed limit of 50km/h. A traffic survey revealed Avenel Street has an 85th percentile speed of 58km/h. The traffic count also identified vehicles travelling in excess of 60km/h on Avenel Street.

Based on the request and result of the investigation, the installation of flat top road humps is proposed to reduce speeding along the road. The proposal does not remove kerbside parking.

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

Background

Avenel Street, between The Boulevarde and Sackville Street, is a collector road with a speed limit of 50km/h.

Avenel Street is a bus route. The bus companies were consulted and raised no objections to proposed flat top road humps provided access is maintained to current bus stops at their current locations.

Figure 1: Aerial image of Avenel Street Canley Vale.

TRAFFIC CONDITIONS

A 7-day traffic count was undertaken in June 2024 near 31A Avenel Street. The speed 85 percent of motorists travelled at or below was 58 km/h (which is above the general urban speed limit of 50km/h).

The annual average daily traffic (AADT) of 3,047 vehicles (2,000 westbound and 1,047 eastbound) per day is comparable to other collector roads within the Local Government Area (LGA).

The number of vehicles travelling between 70-80km/h in Avenel Street during the surveyed period was 23 vehicles per day on average. The number of vehicles recorded travelling higher than 81km/h during this period was 8 vehicles per day on average. Considering that the speed limit is 50km/h, the recorded number of vehicles travelling above 70km/h and 80km/h is higher than desirable.

Although the 85th percentile speed is 58km/h, the number of vehicles travelling above 60km/h (103 on eastbound and 129 on westbound) per day is higher than desirable on a residential street.

Table 1 compares the daily average for eastbound/westbound directions and the 85th percentile speed.

Eastbound			Westbound		
85th percentile speed (km/h)	**70-80km/h**	**80km/h+**	**85th percentile speed(km/h)**	**70-80km/h**	**80km/h+**
59	10	4	58	13	4

Table 1: Eastbound and westbound breakdown of high-speeding vehicles.

Additionally, 48% (31% westbound and 17% eastbound) of the vehicles were travelling above 50km/h.

Crash History

According to Transport for NSW's (TfNSW) 5-year crash history between 1 January 2020 to 30 December 2024, there were no reported crashes along Avenel Street Canley Vale.

It is noted that the TfNSW crash data does not represent all incidents occurring at a location, for example when NSW Police do not attend the site.

Proposed Traffic Devices

The location and number of road humps are based on a systematic approach that accounts for the length of the road**,** road geometry**,** existing streetlighting**,** sight lines and vehicle speeds as outlined by the Austroads Guide to Traffic Management. These factors ensure that road humps are placed where they will be most effective in reducing vehicle speeds, while minimising negative impacts on traffic flow and road users.

The road humps are placed strategically to ensure adequate sight lines for motorists to identify them in advance and adjust their speed accordingly. Also, the road humps are placed away from any existing driveways and intersecting roads to facilitate smooth flow of vehicle on the intersections and driveways (and maximise drivers crossing them at right angles). Kerbside parking is maintained.

The proposed road humps are placed near an existing or proposed streetlight for visibility to motorists in low light conditions. This will help a motorist to adjust their speed gradually, rather than reacting abruptly, especially at night.

Consultation and Timing

Consultation letters were sent out to the affected residents allowing 4 weeks for residents to provide Council with their feedback by close of business on Monday 22 December 2025.

Council has received 5 supporting submissions and 1 objection for the proposal. The outcome of the consultation is listed in Table 2.

Resident	Support / Objection	Information from Resident
Resident 1 (House No. 29A)	Support	The resident supported the road hump.
Resident 2 (House No. 22)	Objection	The resident objected to the road hump but provided no reason.
Resident 3 (House No. 35)	Support	The resident supported the road hump.
Resident 4 (House No. 35B)	Support	The resident supported the road hump but raised a concern regarding the proposed pedestrian fence as the fence might damage the car door when opening the door after parking.
Resident 5 (House No. 45)	Support	The resident supported the road hump.
Resident 6 (House No. 44A)	Support	The resident supported the road hump.

Table 2: Consultation outcome – Avenel Street Canley Vale.

The response for the concern raised by Resident 4 is:

> A clearance of 0.5 metres has been incorporated between the pedestrian fence and the face of the kerb. This clearance ensures that motorists can comfortably open their vehicle doors without making contact with the pedestrian fence, thereby maintaining convenient access while preserving the intended function of the fencing.

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

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

As Avenel Street is a bus route, the proposal was presented to the Local Transport Forum (LTF) in December 2025 and no objections were received.

Figure 2: Aerial image of Avenel Street with the location of humps, supports and objections.

Financial Implications

The proposal is included in the 2025/26 Operational Plan (OP) to install 2 flat top road humps in Avenel Street to help reduce speeding and improve amenity for all road users on this street.

The allocated budget for this project is $190,000.00 with the cost estimate within the allocated budget.

CONCLUSION

A detailed traffic survey revealed Avenel Street has an 85th percentile speed of 58km/h with excess speeds identified.

FCPAC has been requested to include Avenel Street Canley Vale as part of their patrols to help deter speeding.

To address the speeding issues, a plan for the installation of flat top road humps on Avenel Street Canley Vale, as shown in Attachment A of the report, was developed. The proposed treatment is designed to discourage motorists from speeding and enhance the amenity of residents and road users.

While there is 1 objection, the proposal also received 5 supporting submissions indicating there is concern about the traffic in the street.

It is recommended that the proposed flat top road humps be approved.

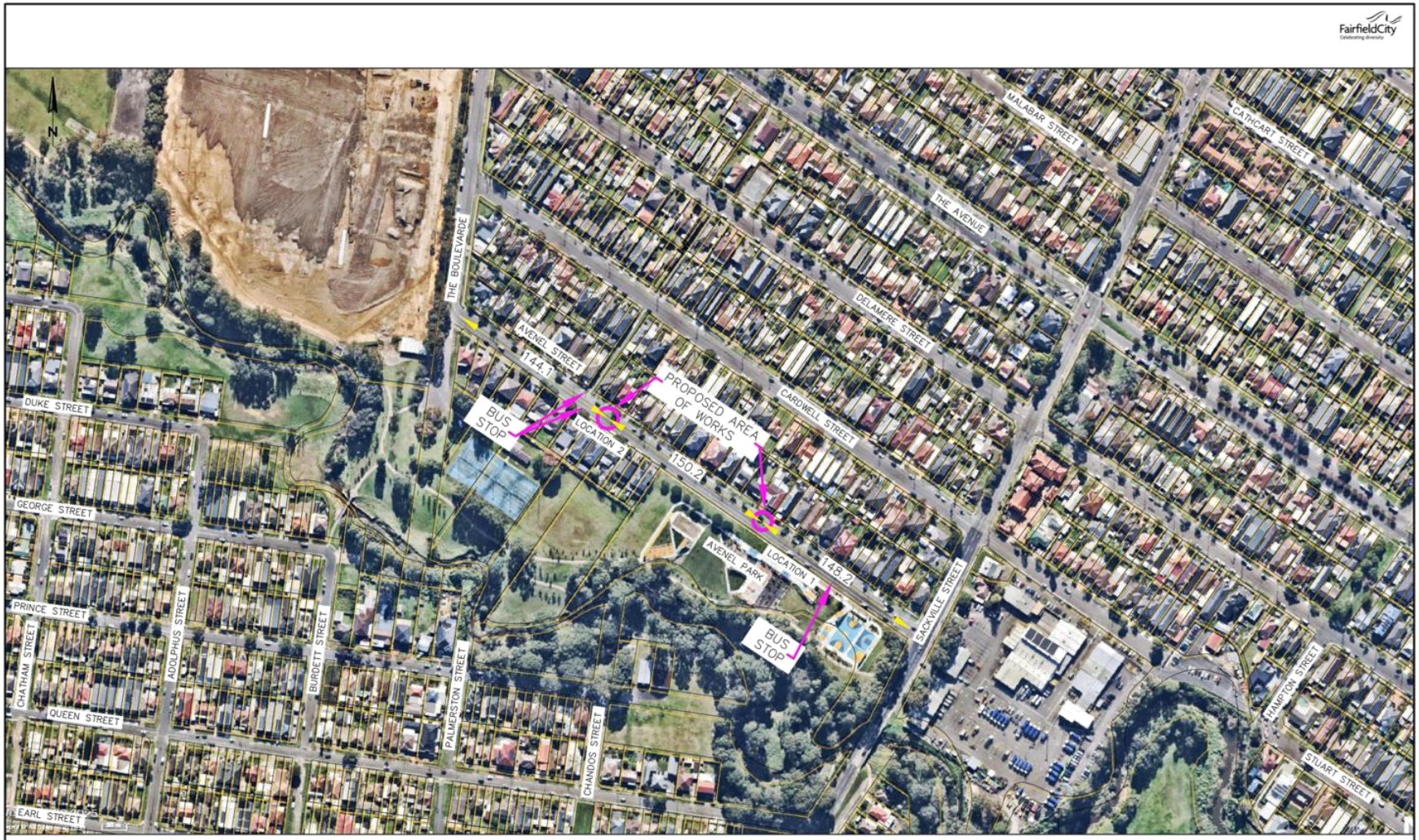
Gaurab Ghimire
Professional Engineer (Traffic)

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

Traffic Committee - 9 February 2026

File Name: **TRA09022026_8.DOCX**

***** END OF ITEM 7 *****



OVERALL LOCATION PLAN

N.T.S

EXISTING SHOWN THUS				PROPOSED SHOWN THUS				PUBLIC UTILITIES			
KERB & GUTTER		PIPE DRAINS		KERB & GUTTER		PIPE DRAINS		SEWER	-S-	TELECOM PITS	
TABLE DRAIN	-T-	GULLY PITS	D	TABLE DRAIN	T	GULLY PITS	D	TELECOM CABLES	-T-	WATER MAIN	-W-
EDGE OF BIT.		JUNCTION PITS		EDGE OF BITUM.		JUNCTION PITS		GAS MAINS	-G	STOP VALVE	
				EDGE STRIP				POWER CABLES	-E	HYDRANT	
				PEGGED ROAD ℄				POWER POLES		SEWER MAN HOLE	
				ROAD SETOUT				TELECOM POLES		OPTUS	

No.	REVISION	DATE	INIT'S

DBYD REF. No.: ----
DBYD DATE: ------

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OBJECTIVE FILE: --/------

DATUM: A.H.D. SCALE: PAGE SIZE: A1

RECOMMENDED FOR APPROVAL: DESIGN SERVICES CO-ORDINATOR DATE:

APPROVED: DESIGN SERVICE MANAGER DATE:

INITIALS		DATE
SAFETY AUD:		
SURVEYED:		
DESIGN:	A.V.	10.25
DRAWN:	A.V.	10.25
CHECKED:	H.M.D	10.25

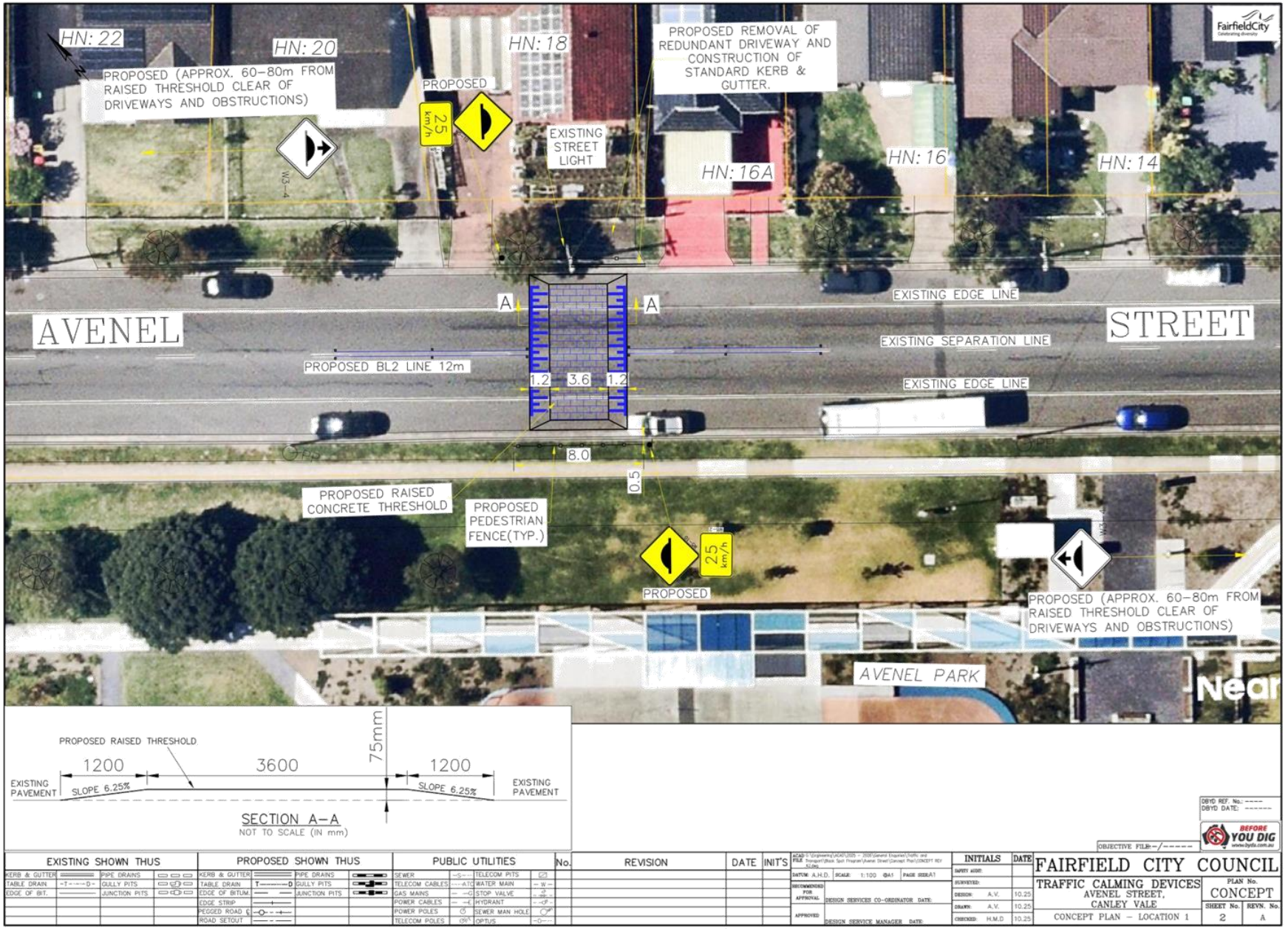
FAIRFIELD CITY COUNCIL

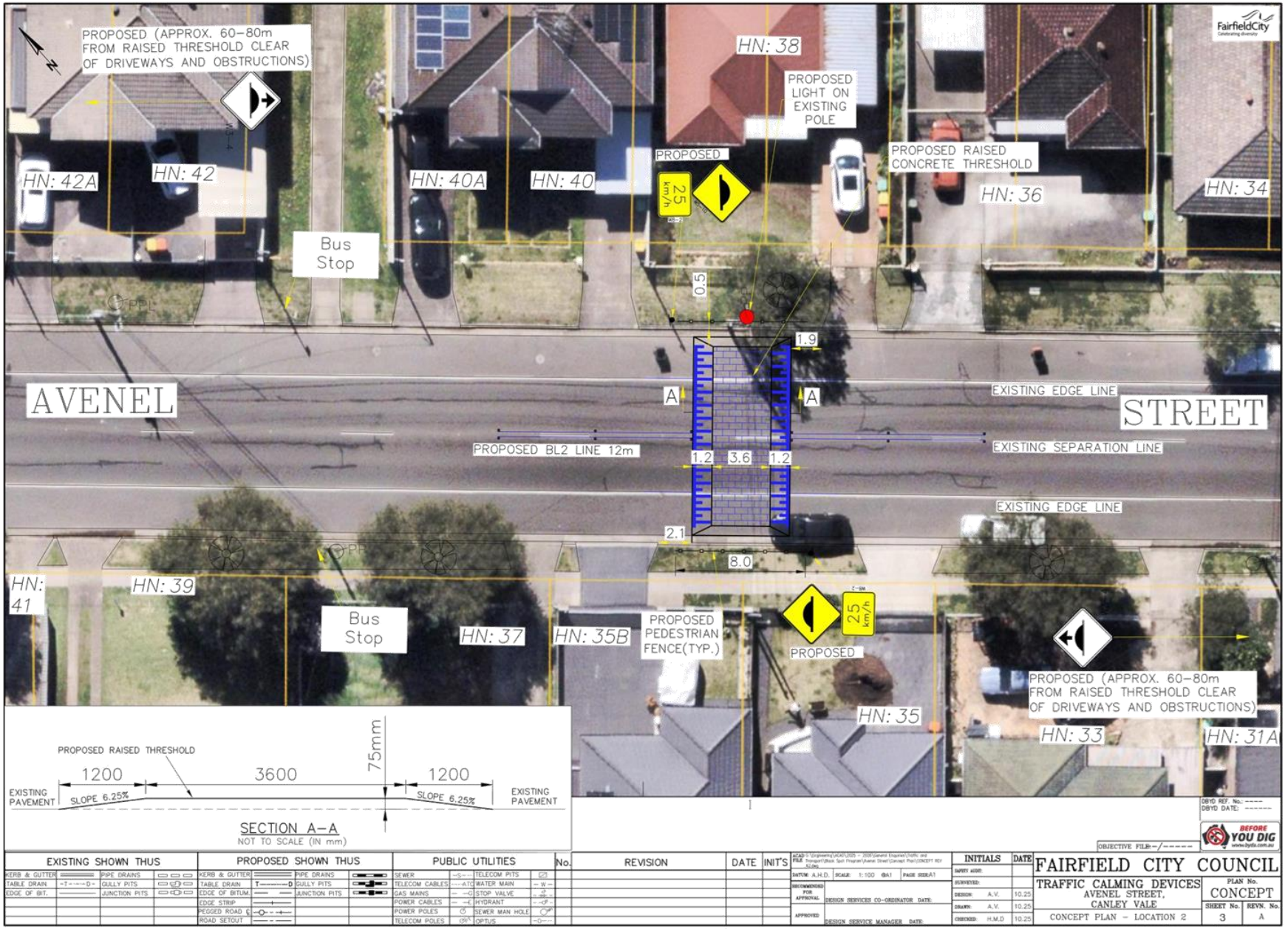
TRAFFIC CALMING DEVICES
AVENEL STREET,
CANLEY VALE

OVERALL LOCATION PLAN

PLAN No. CONCEPT

SHEET No. 1 REVN. No. A


HN: 22
HN: 20
HN: 18
PROPOSED (APPROX. 60–80m FROM RAISED THRESHOLD CLEAR OF DRIVEWAYS AND OBSTRUCTIONS)
PROPOSED
25 km/h
PROPOSED REMOVAL OF REDUNDANT DRIVEWAY AND CONSTRUCTION OF STANDARD KERB & GUTTER.
EXISTING STREET LIGHT
HN: 16A
HN: 16
HN: 14
AVENEL
STREET
EXISTING EDGE LINE
EXISTING SEPARATION LINE
EXISTING EDGE LINE
PROPOSED BL2 LINE 12m
1.2
3.6
1.2
8.0
0.5
PROPOSED RAISED CONCRETE THRESHOLD
PROPOSED PEDESTRIAN FENCE(TYP.)
PROPOSED
25 km/h
PROPOSED (APPROX. 60–80m FROM RAISED THRESHOLD CLEAR OF DRIVEWAYS AND OBSTRUCTIONS)
AVENEL PARK
PROPOSED RAISED THRESHOLD
1200
3600
1200
75mm
EXISTING PAVEMENT
SLOPE 6.25%
SLOPE 6.25%
EXISTING PAVEMENT
SECTION A–A
NOT TO SCALE (IN mm)
FairfieldCity
BEFORE YOU DIG
FAIRFIELD CITY COUNCIL
TRAFFIC CALMING DEVICES
AVENEL STREET, CANLEY VALE
CONCEPT PLAN – LOCATION 1
PLAN No. CONCEPT
SHEET No. 2
REVN. No. A


PROPOSED (APPROX. 60–80m FROM RAISED THRESHOLD CLEAR OF DRIVEWAYS AND OBSTRUCTIONS)
HN: 42A
HN: 42
HN: 40A
HN: 40
HN: 38
PROPOSED LIGHT ON EXISTING POLE
PROPOSED
25 km/h
PROPOSED RAISED CONCRETE THRESHOLD
HN: 36
HN: 34
Bus Stop
0.5
1.9
AVENEL
STREET
A
A
EXISTING EDGE LINE
PROPOSED BL2 LINE 12m
EXISTING SEPARATION LINE
1.2
3.6
1.2
EXISTING EDGE LINE
2.1
8.0
HN: 41
HN: 39
Bus Stop
HN: 37
HN: 35B
PROPOSED PEDESTRIAN FENCE(TYP.)
PROPOSED
25 km/h
PROPOSED (APPROX. 60–80m FROM RAISED THRESHOLD CLEAR OF DRIVEWAYS AND OBSTRUCTIONS)
HN: 35
HN: 33
HN: 31A
PROPOSED RAISED THRESHOLD
1200
3600
1200
75mm
EXISTING PAVEMENT
SLOPE 6.25%
SLOPE 6.25%
EXISTING PAVEMENT
SECTION A–A
NOT TO SCALE (IN mm)
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FAIRFIELD CITY COUNCIL
TRAFFIC CALMING DEVICES
AVENEL STREET, CANLEY VALE
CONCEPT PLAN – LOCATION 2
PLAN No. CONCEPT
SHEET No. 3
REVN. No. A

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 8**

SUBJECT: Horton Street Mount Pritchard – Installation of Traffic Calming Device and Linemarking

FILE NUMBER: 19/32281

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That:

1. The installation of 1 Watts Profile Road Hump on Horton Street (between Dartford Street and Cox Place) with 12 metres of unbroken dividing line on both approaches, as shown in Attachment A of the report, be approved.

2. A 22-metre extension of unbroken dividing line be installed west of the curved median island near Crayford Crescent, 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 Horton Street Mount Pritchard.

SUPPORTING DOCUMENTS:

AT-A ⇩ Horton Street Mount Pritchard - Concept Plan 3 Pages

CITY PLAN

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

SUMMARY

This report recommends the installation of a Watts Profile Road Hump and line marking in Horton Street Mount Pritchard, between Dartford Street and Crayford Crescent.

The proposal aims to reduce vehicle speeds, address the crash history and reinforce the local road function of Horton Street.

BACKGROUND

Horton Street is classified as a local road with a speed limit of 50 km/h. The road is under the care and control of Council. The section of the road under review extends from Dartford Street to Crayford Crescent.

The undivided road provides 2-way traffic flow and has a width of approximately 10 metres or less. A slight bend exists near the middle section of the road where the proposed road hump is to be located and a sharper bend occurs near Crayford Crescent where an existing 1.15-metre-wide concrete median island is in place. Parking is unrestricted on both sides of the road and no-load limit applies.

Figure 1: Aerial View of Horton Street Mount Pritchard.

A 7-day traffic count undertaken in February 2024 recorded an 85th percentile speed of 58 km/h, which is above the speed limit of 50km/h. The Annual Average Daily Traffic was 1,599 vehicles per day and heavy vehicle volumes were 4.4%, which is slightly higher than excepted for a local road.

Crash data for the period January 2020 to December 2024 shows 3 crashes on Horton Street, involving loss of control and collision with roadside objects. A fatal crash in 2024 near Dartford Street, a serious injury crash in 2023 at the same location and a non-casualty crash in 2023 near Cox Place.

Given the combination of higher speeds, crash history and geometry of the road, traffic calming is considered appropriate to improve road safety and reduce the desired speed of the motorists.

Figure 2: Aerial view of crash locations at Horton Street Mount Pritchard.

DISCUSSION

To address the identified issues, a Watts Profile Road Hump near Cox Place, together with associated line marking is proposed to guide motorists and discourage overtaking manoeuvres on the approach to the device and the existing curved median.

Council was successful in obtaining funding under the Road Safety Program 2024/2025 – 2025/2026 for an amount of $71,540.00 to install 1 Watts Profile Road Hump on Horton Street Mount Pritchard.

The proposal includes:

1. One Watts Profile Road Hump with a 12-metre length of unbroken dividing line (BL2) on both approaches between Dartford Street and Cox Place.

2. An additional 22-metre length of unbroken dividing line BL2 west of the existing curved median island on Horton Street near Crayford Crescent to improve delineation at the bend.

These measures are designed to reduce the speed of motorists, reinforce the function of Horton Street as a local residential road and improve overall traffic conditions on the road.

The proposed works align with the concept plans issued as part of community consultation.

CONSULTATION

Consultation letters were distributed to surrounding residents on 14 November 2025, with feedback closing on 12 December 2025. No objections were received during the consultation period or at the time of preparing this report. One response received from a resident supported the proposal citing improved safety and reduced vehicle speeds along Horton Street.

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

The bus service operator in the area was notified and advised the proposal does not affect their bus operations as Horton Street is not a part of a bus route.

Financial Implications

The proposal is included in the 2025/26 Operational Plan to install 1 Watts Profile Road Hump in Horton Street to help reduce speeding.

The cost estimate is within the allocated budget.

CONCLUSION

The combination of high speeds, crash history, slightly curved road geometry and residential environment warrants the installation of a road hump and line marking in Horton Street. No objections were received during consultation.

It is recommended that the traffic calming device and line marking be approved.

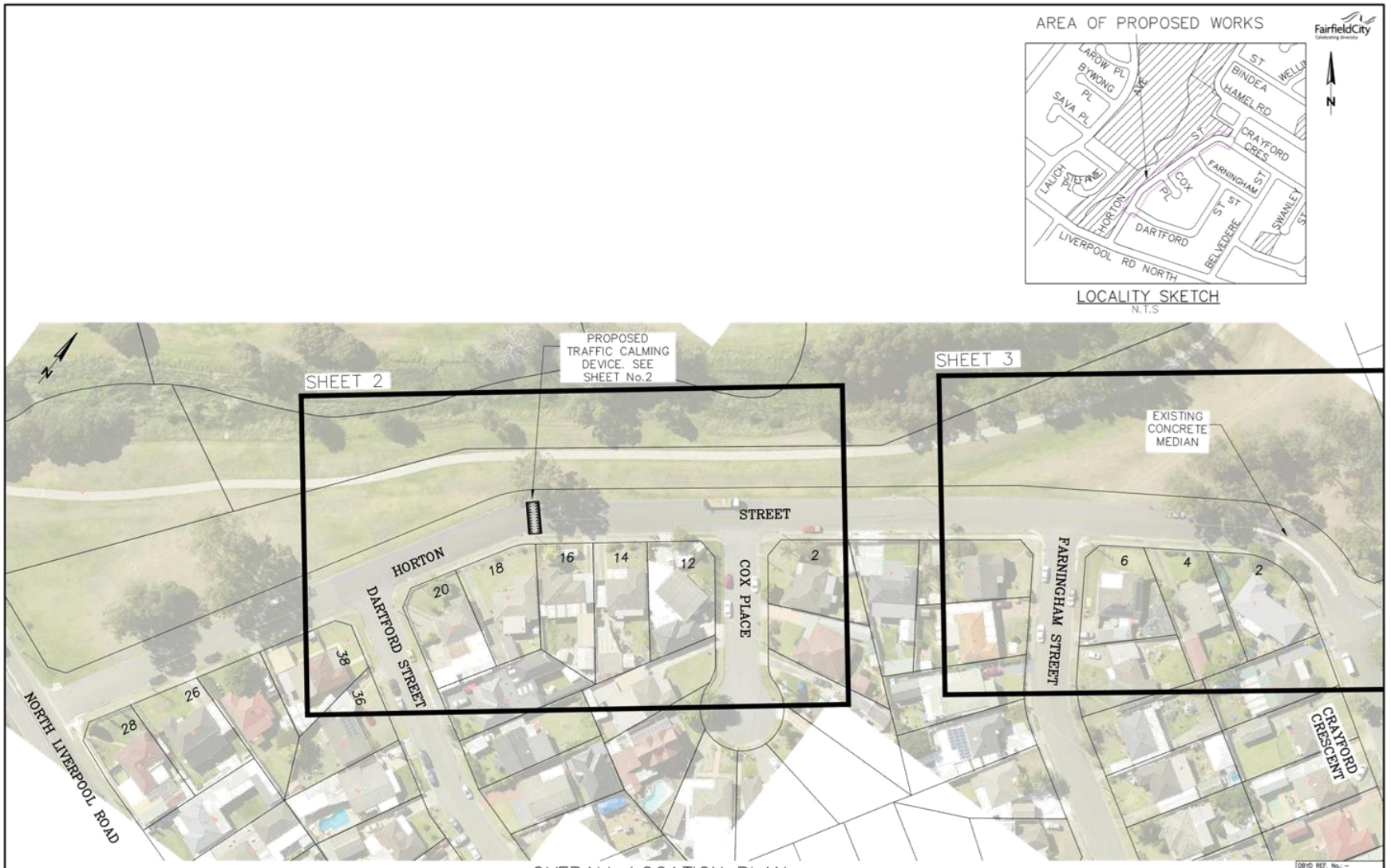
Sameer Kabir
Graduate Engineer (Traffic)

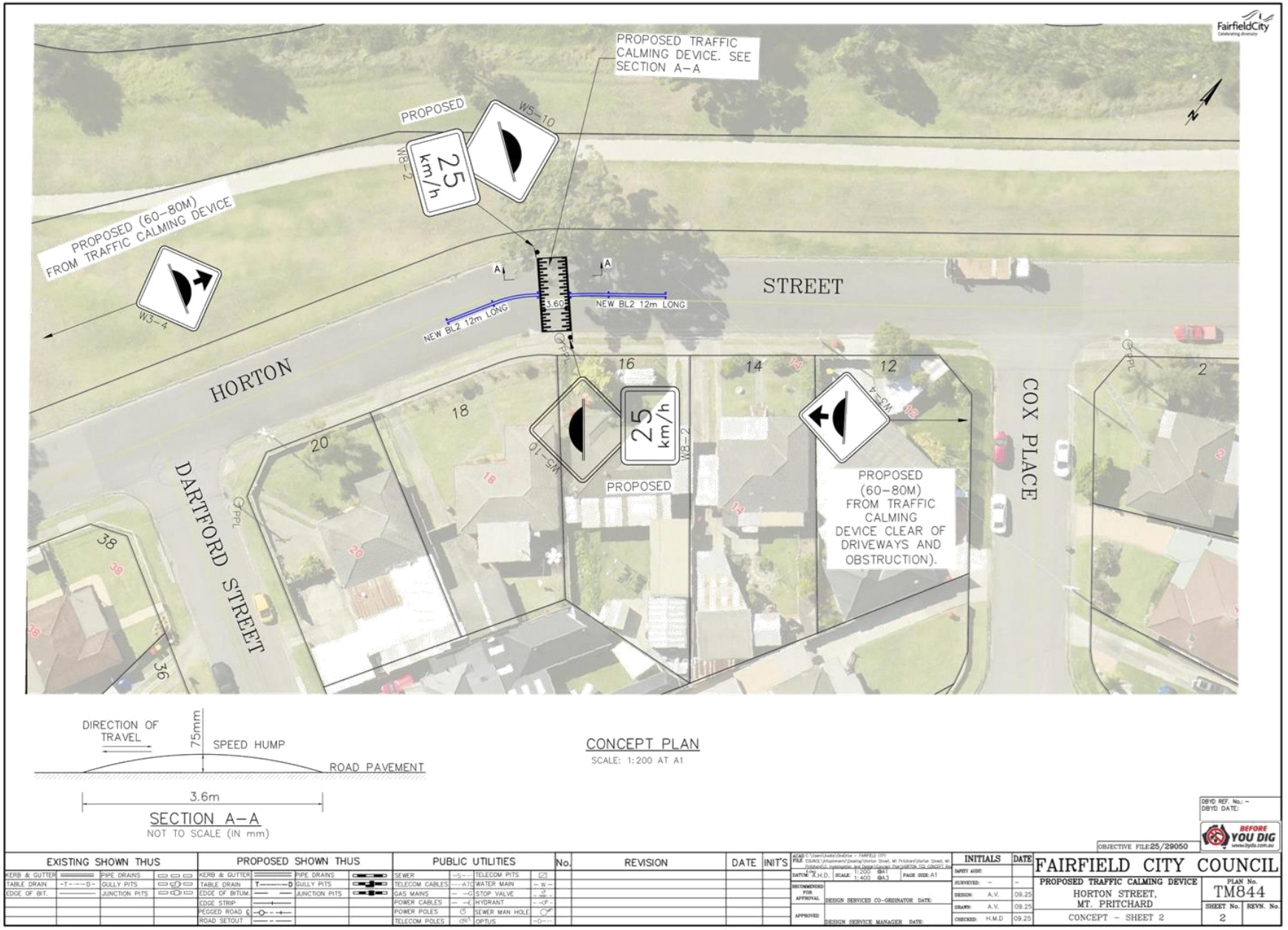
Authorisation:
Traffic & Transport Co-ordinator
Manager Design Services
Director City Delivery

Traffic Committee - 9 February 2026

File Name: **TRA09022026_1.DOCX**

***** END OF ITEM 8 *****


AREA OF PROPOSED WORKS
LOCALITY SKETCH
N.T.S
PROPOSED TRAFFIC CALMING DEVICE. SEE SHEET No.2
SHEET 2
SHEET 3
EXISTING CONCRETE MEDIAN
HORTON STREET
DARTFORD STREET
COX PLACE
FARNINGHAM STREET
CRAYFORD CRESCENT
NORTH LIVERPOOL ROAD
OVERALL LOCATION PLAN
N.T.S
FAIRFIELD CITY COUNCIL
PROPOSED TRAFFIC CALMING DEVICE
HORTON STREET, MT. PRITCHARD
OVERALL LOCATION PLAN
PLAN No. TM844
SHEET No. 1


PROPOSED TRAFFIC CALMING DEVICE. SEE SECTION A–A
PROPOSED
W5–10
W8–2
25 km/h
PROPOSED (60–80M) FROM TRAFFIC CALMING DEVICE
W3–4
A
A
3.6m
NEW BL2 12m LONG
NEW BL2 12m LONG
STREET
HORTON
DARTFORD STREET
COX PLACE
16
14
12
18
20
2
38
36
W5–10
25 km/h
W8–2
PROPOSED
PROPOSED (60–80M) FROM TRAFFIC CALMING DEVICE CLEAR OF DRIVEWAYS AND OBSTRUCTION).
W3–4
DIRECTION OF TRAVEL
75mm
SPEED HUMP
ROAD PAVEMENT
3.6m
SECTION A–A
NOT TO SCALE (IN mm)
CONCEPT PLAN
SCALE: 1:200 AT A1
FairfieldCity
DBYD REF. No.: –
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OBJECTIVE FILE 25/29050
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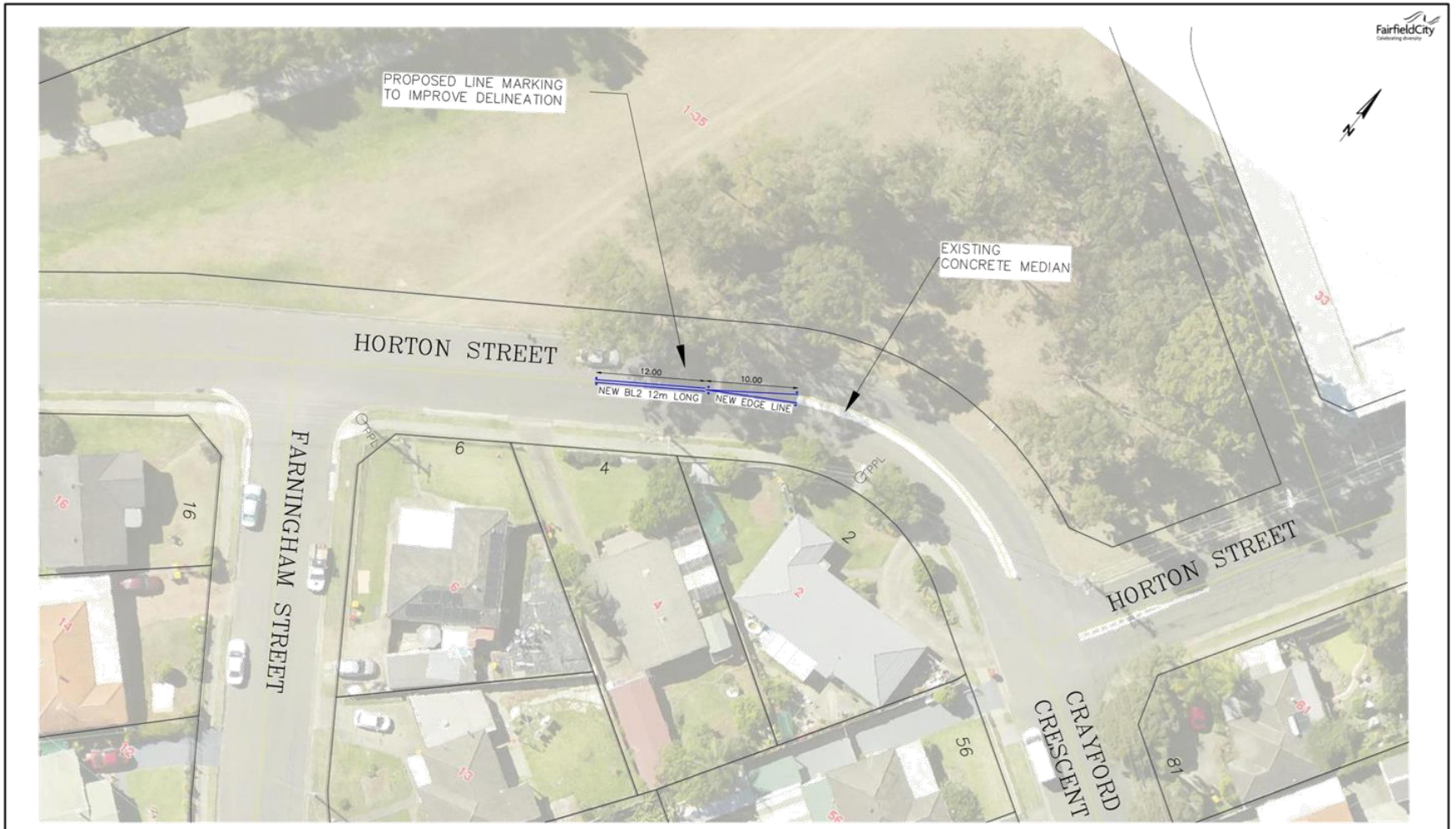
PROPOSED TRAFFIC CALMING DEVICE
HORTON STREET,
MT. PRITCHARD
CONCEPT – SHEET 2
PLAN No. TM844
SHEET No. 2
REVN. No.



EXISTING SHOWN THUS				PROPOSED SHOWN THUS				PUBLIC UTILITIES			
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TABLE DRAIN	-T- -·- -D-	GULLY PITS		TABLE DRAIN	T D	GULLY PITS		TELECOM CABLES	ATC	WATER MAIN	-W-
EDGE OF BIT.		JUNCTION PITS		EDGE OF BITUM.		JUNCTION PITS		GAS MAINS	-G-	STOP VALVE	
				EDGE STRIP				POWER CABLES		HYDRANT	
				PEGGED ROAD ℄				POWER POLES		SEWER MAN HOLE	
				ROAD SETOUT				TELECOM POLES	OPTUS		

No.	REVISION	DATE	INIT'S

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RECOMMENDED FOR APPROVAL: DESIGN SERVICES CO-ORDINATOR DATE:
APPROVED: DESIGN SERVICE MANAGER DATE:

INITIALS		DATE
SAFETY AUDIT:		
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DESIGN:	A.V.	09.25
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CHECKED:	H.M.D	09.25

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OBJECTIVE FILE 25/29050

FAIRFIELD CITY COUNCIL

PROPOSED TRAFFIC CALMING DEVICE
HORTON STREET,
MT. PRITCHARD
CONCEPT – SHEET 3

PLAN No. TM844
SHEET No. 3
REVN. No.

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 9**

SUBJECT: Sackville Street and Pevensey Street Fairfield - Signalisation and Closure of Outbound Movement of Arbutus Street at Sackville Street

FILE NUMBER: 13/17812

PREVIOUS ITEMS: 26 - Sackville Street and Pevensey Street Fairfield - Signalisation and Closure of Outbound Movement of Arbutus Street at Sackville Street - Traffic Committee - 13 Oct 2025

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The partial road closure of the eastbound movements (left and right turn) from Arbutus Street into Sackville Street, as shown in Attachment A of the report, be approved.

2. The existing 'No Right Turn' from Sackville Street into Arbutus Street be retained.

3. The 'No Left Turn Vehicles under 10.5m long excepted' from Sackville Street into Arbutus Street, as shown in Attachment A of the report, be approved.

4. The affected stakeholders be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩	Concept Plan - Traffic Signal at the Intersection of Sackville Street and Pevensey Street	1 Page
AT-B ⇩	Agreement in Principle for the Proposed Traffic Signal at the Intersection of Sackville Street and Pevensey Street Fairfield	2 Pages
AT-C ⇩	Traffic Management Plan (TMP) for the closure of outbound movement on Arbutus Street at Sackville Street	24 Pages
AT-D ⇩	Swept Paths of 10.4 metre waste truck turning left into Arbutus Street	2 Pages

CITY PLAN

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

SUMMARY

Council has received grant funding to install traffic signals at the intersection of Sackville and Pevensey Streets Fairfield. The concept design has been developed with an in-principle agreement for the design solution confirmed with Transport for NSW (TfNSW).

Arbutus Street is in very close proximity to the proposed location of northbound hold line (less than 10 metres from the proposed hold line at the new signals). In this circumstance the movements out of Arbutus Street are required to be removed (no left or right turn out) to avoid creating either safety or capacity issues with the new signals.

A Traffic Management Plan for the proposed closure of outbound movement from Arbutus Street to Sackville Street is attached to the report (see Attachment C).

The proposed partial road closure was considered at the Local Transport Forum in December 2025 with no issues raised.

The project is scheduled for completion in February 2027 allowing time for final checks and approvals.

Background

Sackville Street is a regional road with a speed limit of 60km/h. Pevensey Street and Arbutus Street are local roads both with the speed limit of 50km/h. All 3 roads are under the care and control of Council. A 40km/h school zone restriction applies on Pevensey Street. An aerial photo of the existing intersection is shown in Figure 1.

The local community raised concerns about the difficulty of crossing at the intersection before and after school where conflict between vehicular traffic and pedestrians occurs. In response, Council has been successful in attracting grant funding to install traffic signals at the location to improve pedestrian amenity.

Crash History

A check of TfNSW's crash data for the 5-year period (from July 2018 to June 2023) revealed there were 3 reported injury crashes at or near the intersection of Sackville and Pevensey Streets.

1 X RUM 71 = Left Off Carriageway into Object (22/08/2018, 2.20pm, Dry).
1 X RUM 13 = Right Near (24/03/2019, 9.05am, Dry).
1 X RUM 73 = Right Off Carriageway into Object (06/03/2022, 11.10pm, Wet).

Proposal

The concept design is based on shared lanes for turn movements. The concept provides:

- Two northbound lanes in Sackville Street – 1 through and 1 through and right turn lane (shared).
- Two southbound lanes in Sackville Street – 1 through and left turn and 1 through lane.
- Two lanes in Pevensey Street – 1 for the left and 1 for the right turn.

Figure 2 on the next page shows the concept layout for the intersection.

Figure 1: Intersection of Sackville Street and Pevensey Street Fairfield.

Arbutus Street is located less than 10 metres from the proposed northbound hold lane. TfNSW Network Operations has advised the 30-metre minimum separation applies to Arbutus Street ie. no traffic permitted to enter Sackville Street from Arbutus Street.

This concern relates to:

- Traffic out of Arbutus Street trying and turning right into Pevensey Street and blocking both through traffic lanes; and/or
- The first 2 cars to queue at the northbound hold line block Arbutus Street.

This conflict is undesirable and may have significant impact on the operation of the lights during peak periods.

As a result, to comply with the design standards, the closure of outbound movements from Arbutus Street into Sackville Street is proposed as shown in Attachment A of the report.

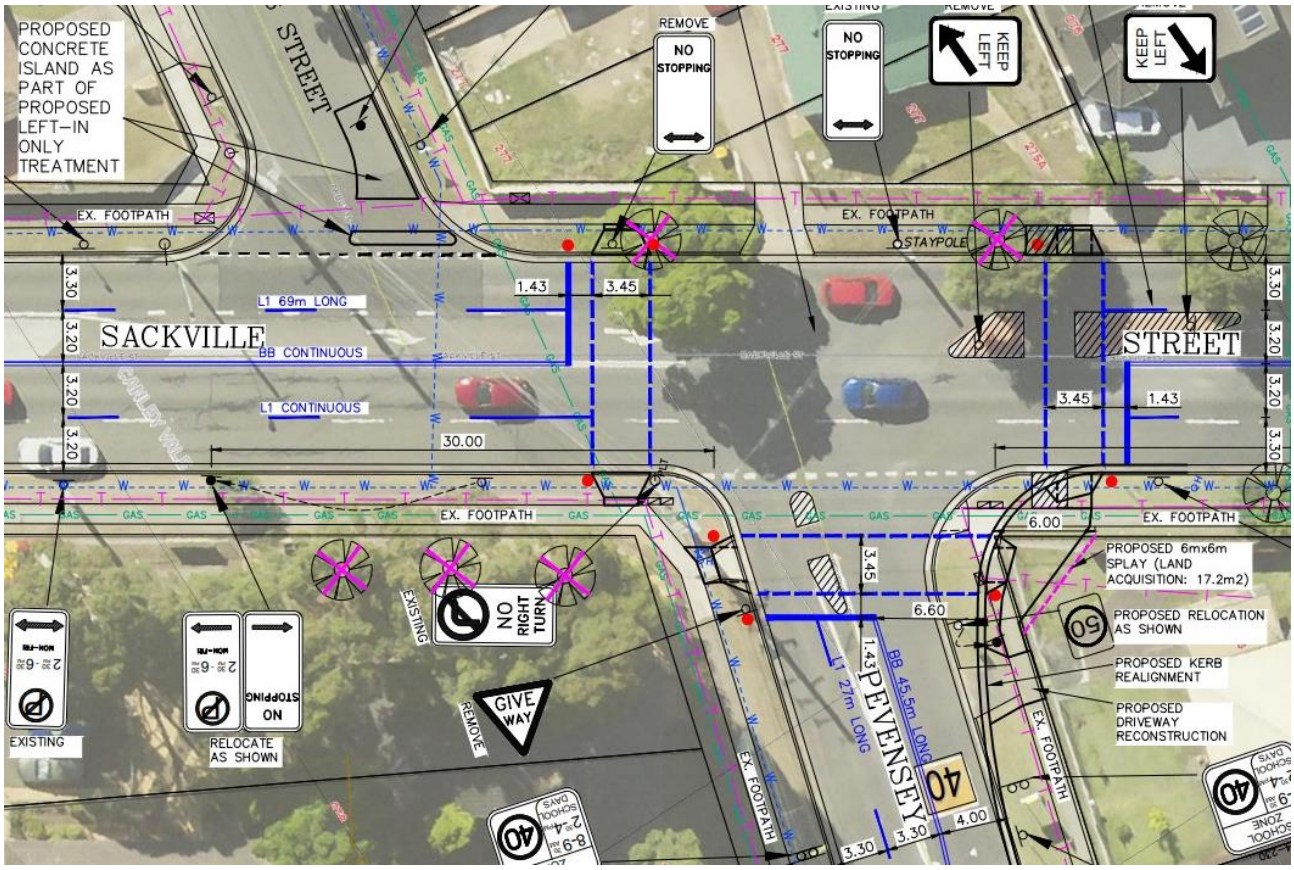


Figure 2: Concept Layout of the Intersection.

Figure 3 shows the network north and south of Arbutus Street. Alternate routes when the Arbutus Street is partially closed are relatively short.

One of the impacts is on the waste collection service as waste collection vehicles will not be able to use this section of Arbutus Street in an eastbound direction because there is no space for them to turn around. The waste trucks have the hydraulic lifting arm on the lefthand side of the truck to pick the bins up. This is expected to affect a maximum of 3 properties where the bins will need to be left on the southern side of the road (rather than the northern side in front of their residence).

To address this, a footpath is to be constructed on the northern side of Arbutus Street between Palmerston Street and Sackville Street (see Figure 4). When the closing of left turn out is implemented, for the collection of the waste bins the residents on the northern side will need to leave their bins either on eastern side (Sackville Street) or western side (Palmerston Street) or southern side of Arbutus Street on collection day.

Figure 3: Alternate Routes into Sackville Street.

Vehicles turning left into Arbutus Street from Sackville Street

A swept path analysis was undertaken to assess the largest vehicle that can turn left into Arbutus Street from Sackville Street without encroaching the proposed traffic island on Arbutus Street. The analysis confirmed that a 10.4 metre waste truck can complete the left turn without encroachment, as shown in Attachment D of the report. On the swept path the red line on the turning circle is the clearance and green line is the vehicle body. However, a 12.5-metre vehicle would encroach on the traffic island during the same manoeuvre, as illustrated in Figure 5 (red line on the turning circle represents clearance and white line is the vehicle body).

One of the solutions is to reduce the width of the proposed island but this will impact the effectiveness of the traffic island to prevent right turn from Sackville Street into Arbutus Street.

The traffic count surveys conducted on Saturday 24 May 2025 and on Wednesday 28 May 2025 recorded no heavy vehicles turning left from Sackville Street to Arbutus Street.

Figure 4: Aerial image of proposed footpath on Arbutus Street.

Based on the traffic counts, although the likelihood of a heavy vehicle turning left into Arbutus Street from Sackville Street is low, a 'No Left Turn Vehicles under 10.5m long excepted' restriction is proposed on Sackville Street at Arbutus Street to prevent potential encroachment on the new island and maintain efficient operation of the intersection.

Consultation and Timing

Council has received an Agreement in Principle (AIP) for the proposed traffic signal design at the intersection of Sackville Street and Pevensey Street (see Attachment B).

Consultation letters were sent out to the residents along Arbutus Street for the closure of outbound movement of Arbutus Street at Sackville Street allowing 4 weeks for residents to provide Council with their feedback by close of business Wednesday 26 November 2025.

Council has received 2 objections for the proposed closure of outbound movement on Arbutus Street.

Resident	Support/ Objection	Information from Resident
Resident 1 (No address provided)	Objection	The resident objected the outbound movement closure mentioning this will cause congestion on Sackville Street and the proposed island is a waste of money as the proposed island will have no benefit.
Resident 2 (3 Arbutus Street)	Objection	The resident objected the outbound movement closure mentioning this will impact the residents to travel to work and their day-to-day tasks.

The response for the objections raised are:

- The proposed closure of outbound movements on Arbutus Street is not expected to cause congestion on Sackville Street; rather, it is anticipated to improve overall traffic flow along Sackville Street near Pevensey Street.
- Residents and/or visitors can use alternate routes to access Sackville Street including but not limited to Palmerston Street then Kiora Street or Torrens Street as the detour routes (as shown in Figure 3).

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

Additionally, following a detailed review of swept path analysis, it was identified that vehicles over 10.5 metres in length are unable to safely complete a left-turn movement from Sackville Street into Arbutus Street. In response to this finding, proposal was amended to include a **'**No Left Turn Vehicles under 10.5m long excepted**'** restriction at the intersection of Sackville Street and Arbutus Street.

A second round of consultation was subsequently undertaken with residents along Arbutus Street to inform them of the updated proposal and its supporting technical assessment. Consultation letters were sent out to the residents along Arbutus Street for the installation of 'No Left Turn Vehicles under 10.5 metres excepted' restriction on Sackville Street at Arbutus Street allowing 4 weeks for residents to provide Council with their feedback by close of business Friday 16 January 2026.

No objections were received in the second round of consultation for the proposal.

As this is a permanent change in the regulation of traffic the matter was referred to the Local Transport Forum in December 2025 and received no objections. Regulation of traffic refers to restricting or prohibiting passage along a road of persons, vehicles or animals (stock).

Financial Implications

Council has obtained grant funding through TfNSW as part of the TfNSW's Towards Zero Safer Roads Program 2024/25 – 2026/27.

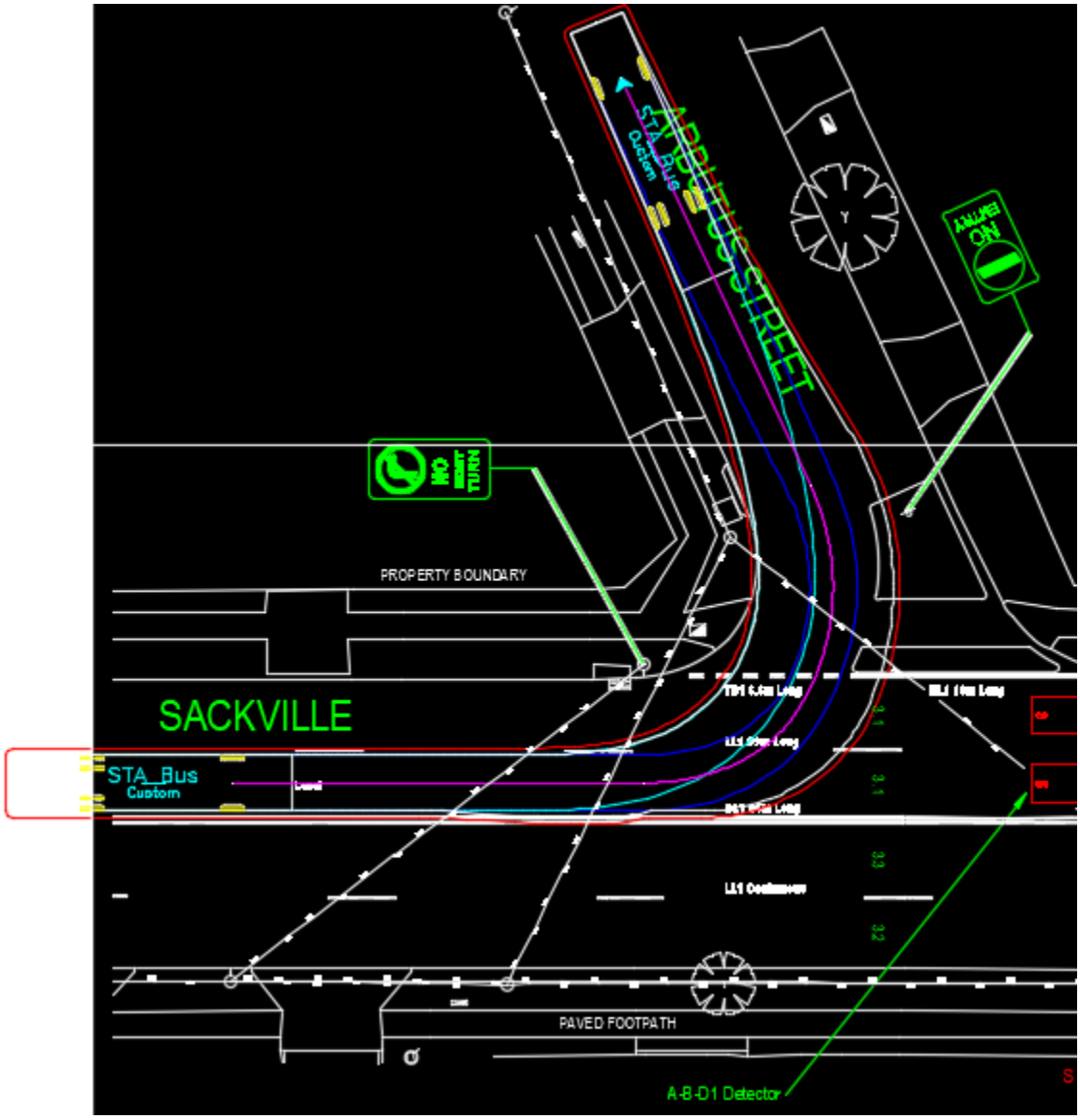


Figure 5: Swept path of 12.5 metre truck turning left into Arbutus Street.

CONCLUSION

Council has obtained the Agreement in Principle (AIP) from TfNSW for the installation of traffic signals at the intersection of Sackville Street and Pevensey Street.

Due to the close proximity of Arbutus Street to the new northbound hold line, located less than 10 metres from the signals, retaining outbound movements would create operational and capacity issues. It is recommended the closure of the outbound movements (left and right turns) from Arbutus Street at Sackville Street, as shown in Attachment A of the report, be approved.

Additionally, a 'No Left Turn Vehicles under 10.5m Long excepted' restriction is proposed on Sackville Street at Arbutus Street to prevent potential encroachment on the new island and maintain efficient operation of the intersection by larger vehicles. This accommodates the waste collection truck movements into Arbutus Street.

It is recommended the proposed partial closure of Arbutus Street at Sackville Street and the restriction of vehicles turning left into Arbutus Street be approved.

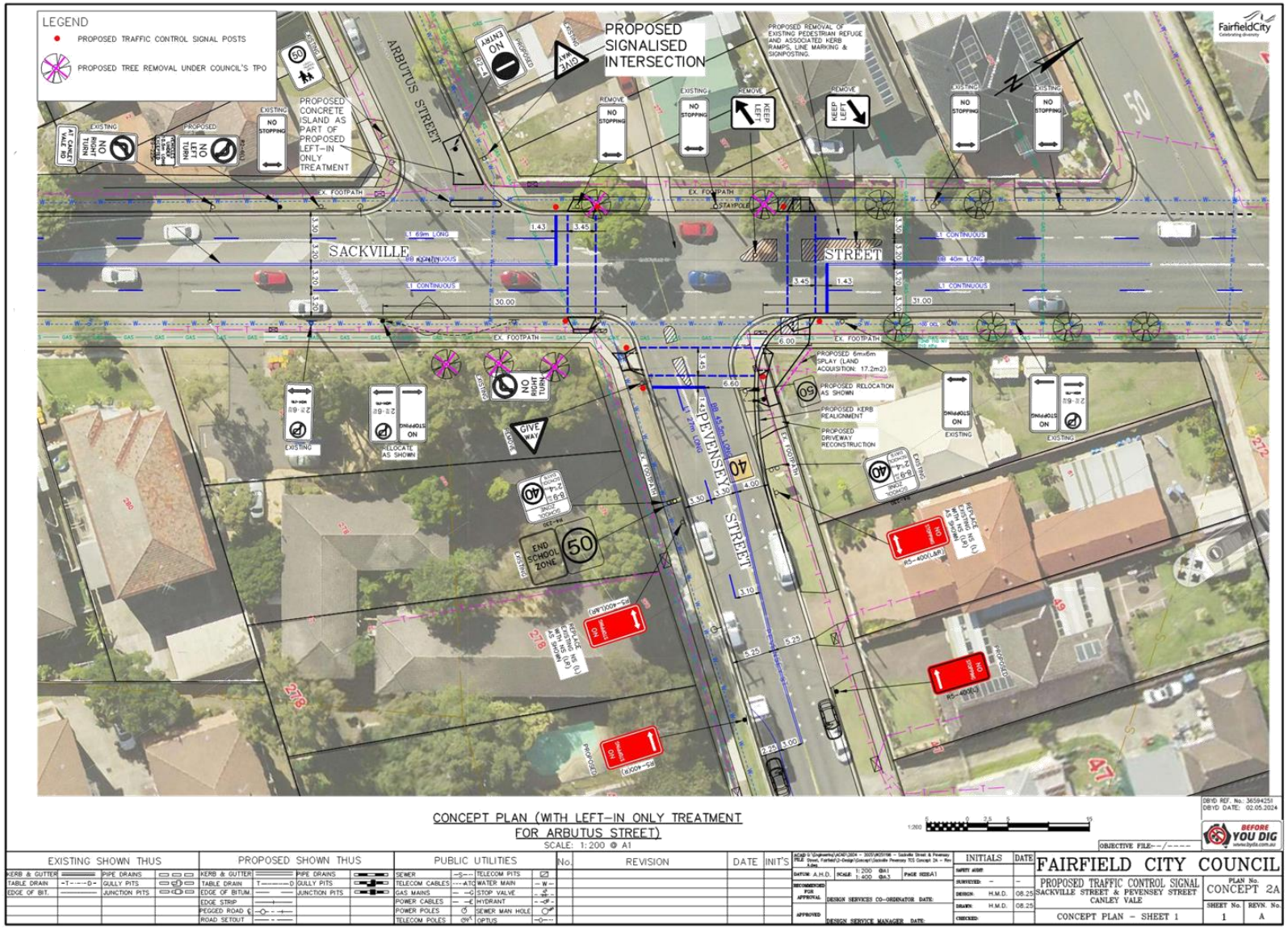
Gaurab Ghimire
Professional Engineer (Traffic)

Authorisation:
Director City Delivery

Traffic Committee - 9 February 2026

File Name: **TRA09022026_9.DOCX**

***** END OF ITEM 9 *****



EXISTING SHOWN THUS			PROPOSED SHOWN THUS			PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S
KERB & GUTTER	PIPE DRAINS		KERB & GUTTER	PIPE DRAINS		SEWER	TELECOM PITS				
TABLE DRAIN	GULLY PITS		TABLE DRAIN	GULLY PITS		TELECOM CABLES	WATER MAIN				
EDGE OF BIT.	JUNCTION PITS		EDGE OF BITUM.	JUNCTION PITS		GAS MAINS	STOP VALVE				
			EDGE STRIP			POWER CABLES	HYDRANT				
			PEGGED ROAD ℄			POWER POLES	SEWER MAN HOLE				
			ROAD SETOUT			TELECOM POLES	OPTUS				

	INITIALS	DATE
SURVEYED:	–	–
DESIGN:	H.M.D.	08.25
DRAWN:	H.M.D.	08.25
CHECKED:		

DATUM: A.H.D. SCALE: 1:200 @A1, 1:400 @A3 PAGE SIZE:A1

RECOMMENDED FOR APPROVAL: DESIGN SERVICES CO-ORDINATOR DATE:

APPROVED: DESIGN SERVICE MANAGER DATE:

DBYD REF. No. 3659425I
DBYD DATE: 02.05.2024

OBJECTIVE FILE:--/----

FAIRFIELD CITY COUNCIL

PROPOSED TRAFFIC CONTROL SIGNAL SACKVILLE STREET & PEVENSEY STREET CANLEY VALE

CONCEPT PLAN – SHEET 1

PLAN No. CONCEPT 2A

SHEET No. 1 REVN. No. A

TRANSPORT

NSW GOVERNMENT

Site Details		
TCS Site #	**Street 1**	**Street 2:**
N/A	Sackville Street	Pevensey Street
Street 3	**Suburb**	**LGA Name**
	Canley Vale	Fairfield
Maintenance Group	**State Electoral Boundary**	**UDB/Ref:**
Ventia	Fairfield/Cabramatta	

Project Details		
Program	**Region**	**3 Cities**
Towards Zero Safer Roads	Greater Sydney	Western Parkland City
Client	**Client Contact**	**Contact Email**
Fairfield City Council	Sandra Slewa	[redacted]

Proposed scope of works

The scope of works proposed under the Towards Zero Safer Roads Program project at the intersection of Sackville Street and Pevensey Street, Canley Vale, includes the following infrastructure upgrades to be delivered by Fairfield City Council:

- Installation of traffic control signals at the intersection of Sackville Street and Pevensey Street, including associated signage and line marking.
- Removal of the existing give-way control at the intersection of Sackville Street and Pevensey Street.
- Kerb realignment and driveway reconstruction to improve intersection geometry and facilitate safer vehicle movements.
- Land acquisition of approximately 17.2m^2 (6m x 6m splay) at the southeast corner of the intersection.
- Construction of a concrete median island at the intersection of Sackville Street and Arbutus Street to restrict movements to left-in only.
- Removal of the existing pedestrian refuge and associated kerb ramps, line marking, and signage.
- Upgrade of footpaths and kerb ramps to enhance pedestrian accessibility and compliance with DDA standards.
- Replacement and relocation of existing signage in accordance with the proposed design and regulatory requirements.

Recommended

Area Leader Network Operations

Signature [redacted]

Date 27/08/2025

Print name: Tim Dewberry

Comments: No objections to the proposed intersection.

Accepted

Senior Manager Network and Safety Services

Signature [redacted]

Date 27/08/2025

Print name: Daryl Ninham

Comments: Transport preference is to close Arbutus Street entirely as this will greatly improve pedestrian safety and amenity here. Subject to design review and approval processes.

TRANSPORT

NSW GOVERNMENT

Disclaimer:

This form provides Agreement in Principle to the addition or alteration of Traffic Signals at the stated location. As such it has been determined that traffic signals are an appropriate form of time separated traffic control at the stated location. Please note that following the commencement of the detailed design review unforeseen constraints may be identified which significantly affect the delivery of the project agreed to in principal by this form. This includes, but is not limited to, utility works, land ownership, property acquisition, and drainage.

Under normal circumstances this Agreement in Principle expires after the latter of:

- **5 years after the date of the signatures provided above;**
- **5 years after the Notice of the Determination for a Development Application from a Consent Authority.**

In extenuating circumstances, such as where traffic volumes, land use or network changes have substantially altered the road environment, Roads and Maritime reserves the right to withdraw this Agreement in Principle.

CLOSURE OF OUTBOUND MOVEMENT FROM ARBUTUS STREET TO SACKVILLE STREET

Traffic Management Plan

BITZIOS consulting
traffic engineering transport planning

Fairfield City Council

09 October 2025

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Document Issue History

Report File Name	Version	Document Control		Date	Issued to
P7035.001R Arbutus St Sackville St Closure TMP	001	Prepared: Reviewed: Issued	M. Awad J. Wong M. Hearne M. Hearne	30/09/2025	Peter Shephard [redacted]
P7035.002R Arbutus St Sackville St Closure TMP	002	Prepared: Reviewed: Issued	J. Wong M. Hearne M. Hearne	08/10/2025	Peter Shephard [redacted]
P7035.003R Arbutus St Sackville St Closure TMP	003	Prepared: Reviewed: Issued	M. Awad M. Hearne M. Hearne	09/10/2025	Peter Shephard [redacted]

EXECUTIVE SUMMARY

Fairfield City Council has proposed the implementation of a closure of the left turn movement from Arbutus Street onto Sackville Street as part of the signalisation of the Sackville Street / Pevensey Street intersection. This is needed in order to accommodate a requirement from Transport for NSW (TfNSW), who have provided agreement-in-principle for the introduction of traffic signals on the condition that this vehicle movement is closed. This closure proposed to be implemented using a physical measure such as a concrete island and associated signage. The left-turn movement from Sackville Street left into Arbutus Street would be retained.

The purpose of this is to improve safety and operational efficiency at the Sackville Street and Pevensey Street intersection, which currently experiences high turning movements during peak periods. There are also a number of vehicles which travel from Arbutus Street to Pevensey Street, turning directly into the right turning lane on Sackville Street, which could lead to further safety issues and delays. The closure of movements from Arbutus Street to Sackville Street will reduce movement conflicts and simplify traffic signal phasing, thereby supporting safer conditions.

An assessment was undertaken to identify and analyse alternative routes for vehicles that would have previously completed the left turn movement. Six alternative routes were considered. Routes 1 and 4 utilise Kiora Street and Derria Street respectively and are expected to capture the majority of affected vehicles. Travel time impacts are minimal, generally no more than 1 minute to affected trips.

Council has also developed measures in consideration of waste collection along Arbutus Street, and has proposed a footpath along the northern side of Arbutus Street which would provide residents with a connection to place their bins on adjoining streets, allowing for minimal changes to existing waste collection services being required. Additional measures such as updated signage is proposed to initially guide vehicles to the alternative routes to minimise disruption to their journey.

CONTENTS

Tables

Figures

Appendices

N/A

1. DESCRIPTION OF DETAILED PLAN OF PROPOSED MEASURES

Bitzios Consulting has been commissioned by Fairfield City Council (Council) to prepare a traffic management plan (TMP) for the proposed closure of vehicle movements from Arbutus Street onto Sackville Street to accommodate the installation of traffic signals at the Sackville Street / Pevensey Street intersection. Currently, right turn movements from Arbutus Street to Sackville Street are banned, and this proposal would now fully close this movement.

This restriction is being considered as it is a condition from Transport for NSW (TfNSW) for the signalisation of the intersection. The aim of this restriction, which will be implemented through a concrete island and associated signage, is to reduce risks and improve safety at the high-demand intersection of Sackville Street and Pevensey Street.

The left-turn movement from Sackville Street into Arbutus Street would be retained.

The TMP has been developed in accordance with *Roads and Maritime Services Procedures for Use in the Preparation of a Traffic Management Plan.* The location of the intersection and proposed restriction is shown in Figure 1.1.

Adapted from Nearmap

Figure 1.1: Arbutus Street / Sackville Street Intersection

2. EXISTING CONDITIONS

2.1 Road Network

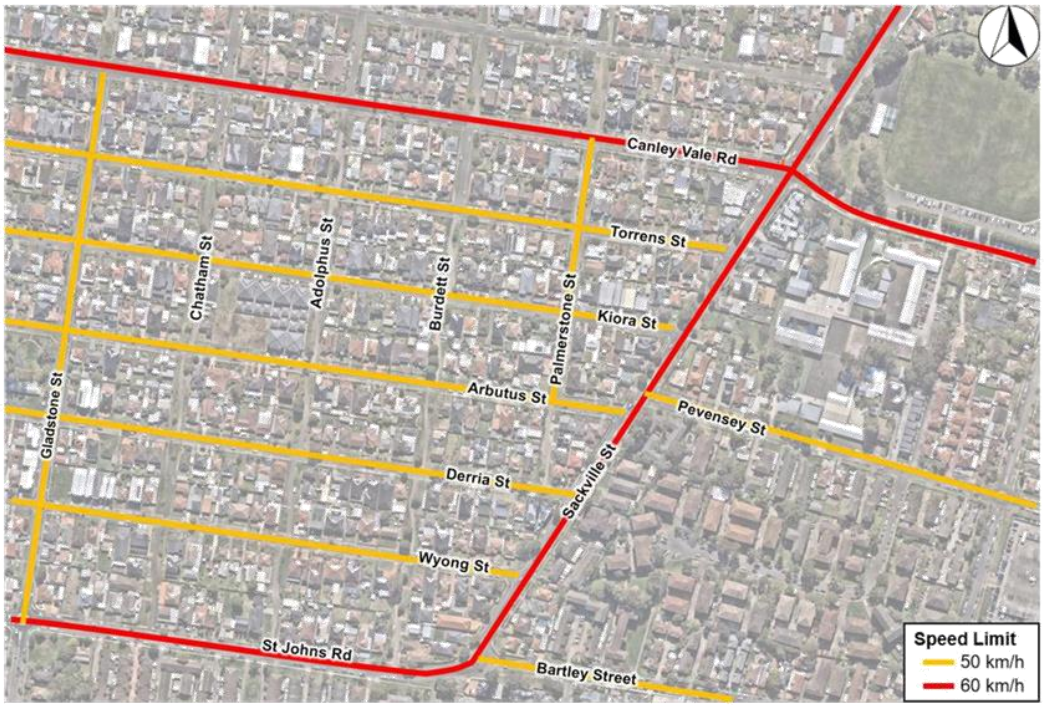
2.1.1 Overall

The road network surrounding the area is summarised in Table 2.1 and Figure 2.1.

Table 2.1: Road Network Summary

Section	Classification	Speed Limit	Features
Sackville Street	Regional Road	60 km/h	▪ 1-2 travel lanes in each direction, depending on time of day and particular section of Sackville Street. Near Arbutus Street it is one lane northbound and two lanes southbound ▪ One northbound kerbside parking lane between Kiora Street and Torrens Street except for weekday AM peak ▪ One southbound kerbside parking lane except for weekday PM peak ▪ Two pedestrian refuges, one located north of St John Road and the other located north of Pevensey Street ▪ Signalised intersection with Canley Vale Road.
Pevensey Street	Local Road	50 km/h	▪ One travel lane in each direction ▪ Kerbside parking lane on both sides ▪ School zone between Sackville Street and Phelps Street ▪ Raised pedestrian crossing at 38 Pevensey Street ▪ Pedestrian refuge east of Sackville Street ▪ Pick-up and drop-off zone for Canley Vale Public School.
Arbutus Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated throughout) ▪ Kerbside parking lane on both sides ▪ No right turn onto Sackville Street.
Derria Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated throughout) ▪ Kerbside parking lane on both sides ▪ Two pedestrian refuges, one located at east of Gladstone Street, and the other located at west of Gladstone Street
Wyong Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated throughout) ▪ Kerbside parking lane on both sides.
Palmerston Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated) ▪ Kerbside parking lane on both sides.
Kiora Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated throughout) ▪ Kerbside parking lane on both sides.
Torrens Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated throughout) ▪ Kerbside parking lane on both sides.
Gladstone Street	Local Road	50 km/h	▪ One travel lane in each direction (not delineated throughout).

Section	Classification	Speed Limit	Features
Canley Vale Road	Regional Road	60 km/h	▪ One travel lane in each direction ▪ Kerbside parking lane on both sides, except at traffic signals ▪ School zone between Sackville Street and Phelps Street ▪ Raised pedestrian crossing at Canley Vale Public School ▪ Signalised intersection with Sackville Street.
St Johns Road	Regional Road	60 km/h	▪ One travel lane in each direction ▪ Kerbside parking lane on both sides, except at traffic signals ▪ Splitter islands provide crossing points on all legs at roundabout with Sackville Street and Bartley Street.
Bartley Street	Regional Road	50 km/h	▪ One travel lane in each direction ▪ Kerbside parking lane on both sides, except at traffic signals at Railway Parade ▪ School zone between Gilmore Street and Phelps Street ▪ Raised pedestrian crossing at #35 Bartley Street.



Adapted from Nearmap

Figure 2.1: Road Network

2.1.2 Sackville Street

Sackville Street within the area is a 2-lane regional road with a posted speed limit of 60km/h. This road is lined by residential accesses and on-street parallel parking is only restricted during weekday peak hours. These part-time parking restrictions provide 2 travel lanes in the primary direction of peak hour flow, being northbound during the AM peak and southbound in the PM peak. Sackville Street provides a direct connection between Cabramatta, Canley Vale, and Fairfield.

The road network on the west side of Sackville Street forms a grid of suburban local streets. Each east-west road in the grid intersects with Sackville Street. Each intersection is give-way priority-controlled and all turning movements are permitted, with the exception of Arbutus Street right turn onto Sackville Street.

A typical perspective of Sackville Street is shown in Figure 2.2.

Source: Google Street View

Figure 2.2: Typical Perspective of Sackville Street (looking southbound)

2.1.3 Pevensey Street

Pevensey Street is a 2-lane local street with a posted speed limit of 50km/h and school zone restriction (40km/h) between Sackville Street and Phelps Street. A pick-up-drop-off (PUDO) for Canley Vale Public School is located along Pevensey Street. A typical perspective of Pevensey Street is shown in Figure 2.3.

Source: Google Street View

Figure 2.3: Typical Perspective of Pevensey Street (looking eastbound)

2.1.4 Arbutus Street

Arbutus Street is a 2-lane local street with a posted speed limit of 50km/h. Aside from its intersections with Sackville Street and the Cumberland Highway, vehicles travelling along Arbutus Street retain priority at intersections.

Its intersection with Sackville Street is a left-in left-out (LILO) configuration, meaning that there are no right turns permitted between Arbutus Street and Sackville Street.

A typical perspective of Arbutus Street is shown in Figure 2.4.

Source: Google Street View

Figure 2.4: Typical Perspective of Arbutus Street (looking westbound)

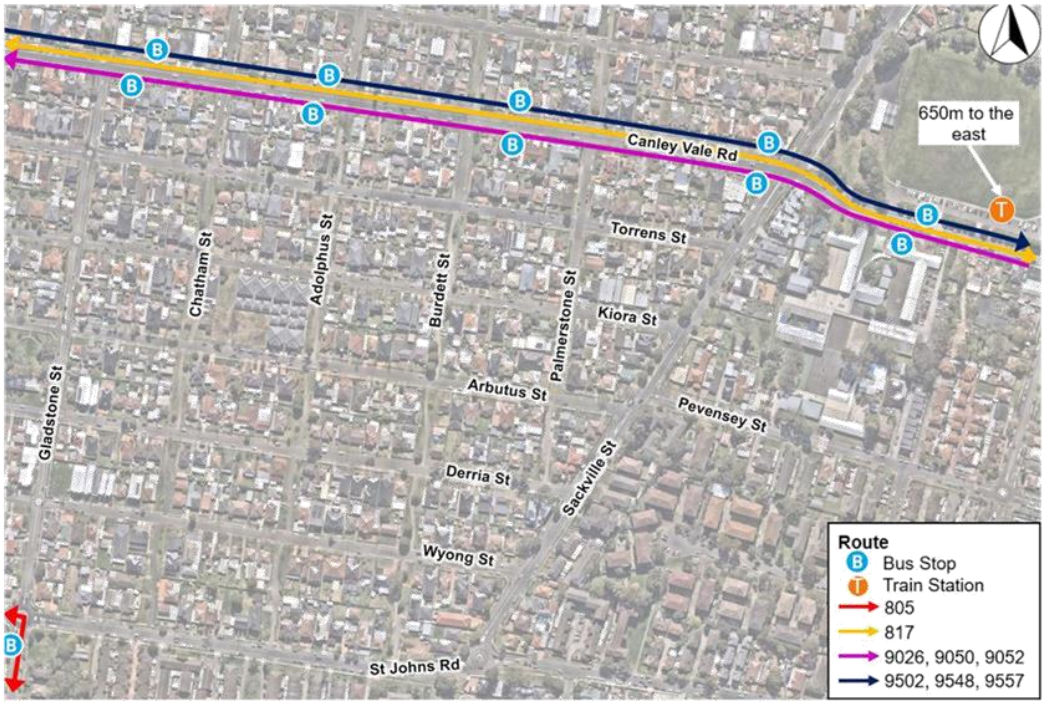
2.2 Public Transport

Canley Vale Station is approximately 605m east of the area.

The area is serviced by 2 bus routes and 6 school bus routes. The route and services are summarised in Table 2.2. A map of public transport is shown in Figure 2.5.

Table 2.2: Public Transport Routes

Line/Route	Line/Route Description	Service Frequency
Train		
805	Leppington & Inner West Line	5 - 15 mins
817	Cumberland Line	15 mins (weekdays AM Peak) 30 mins (Others)
Bus		
805	Liverpool to Cabramatta via Bonnyrigg Heights	15 - 30 mins (weekdays) 30 mins (Saturday) 60 mins (Sunday & public holidays)
817	Cabramatta to Fairfield via Edensor Park	15 - 30 mins (weekdays) 30 mins (weekends)
School Bus		
9026	Cabramatta to Mary MacKillop Catholic College	AM: 1 Service
9050	Cabramatta to Our Lady of the Rosary Catholic Primary School Fairfield	AM: 1 Service
9052	Cabramatta to Our Lady of Mount Carmel Primary Mt Pritchard	AM: 1 Service
9502	Westfields Sports High School to Canley Vale	PM: 1 Service
9548	Our Lady of the Rosary Catholic Primary School Fairfield to Cabramatta via Wakeley	PM: 1 Service
9557	Mary MacKillop Catholic College to Cabramatta	PM: 1 Service



Adapted from Nearmap

Figure 2.5: Public Transport Services

2.3 Active Transport

Footpath availability in the area is good, with at least one footpath on either side of the street providing links in all directions. Other than a shared path provided around Adams Park, no other cycling infrastructure is located in the area. Pedestrian crossings are mainly provided around the Canley Vale Public School, and pedestrian refuges provide crossing opportunities near Arbutus Street.

The active transport links are shown in Figure 2.6.

Adapted from Nearmap

Figure 2.6: Active Transport

2.4 Crash Analysis

Vehicle crash data has been sourced from Fairfield City Council to develop the recorded crash history profile near the intersection of Sackville Street and Pevensey Street. This data encompasses the 5-year period between 2019 and 2024.

A total of 2 crashes were recorded at this intersection during this time period, both of which are related to the right-turn out of Pevensey Street. Of these crashes:

- 0 crashes resulted in a fatality
- 1 crash resulted in a severe injury
- 1 crash resulted in a moderate injury.

Crash locations and details are shown in Figure 2.7.

Adapted from NearMap

Figure 2.7: Crash Details (2019-2024)

3. PROPOSED MEASURES

3.1 Proposed Traffic Management Plan

The proposed changes will restrict the left turn for eastbound traffic from Arbutus Street onto Sackville Street. Alongside the existing right turn ban, this would close all traffic movements from Arbutus Street to Sackville Street. A concrete island and associated "No Entry" signage would be installed.

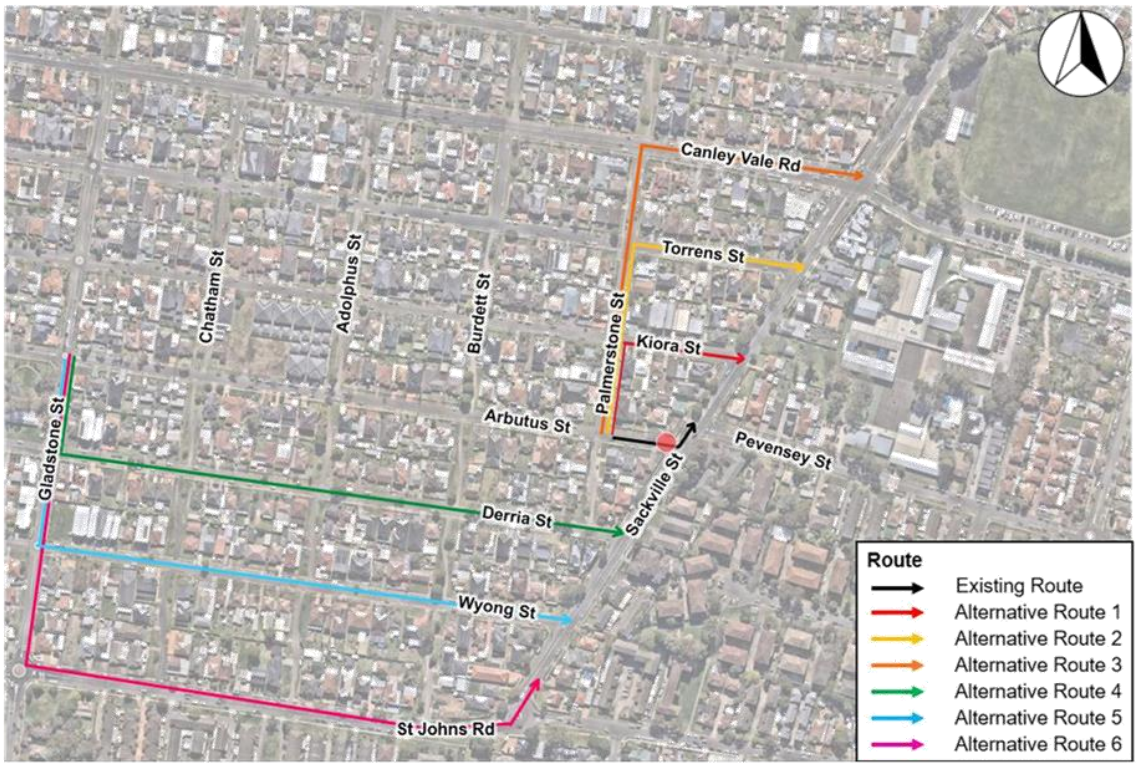
The restriction is intended to address safety and operational concerns with the nearby high-demand intersection of Sackville Street and Pevensey Street.

The left turn movement from Sackville Street onto Arbutus Street would be retained and still be available for use.

3.2 Alternative Route Options

3.2.1 Overview

Following the introduction of closure of Arbutus Street into Sackville Street, there are a number of alternative routes available to drivers, shown in in Figure 3.1.



Adapted from Nearmap

Figure 3.1: Map of Alternative Routes from Arbutus Street to Sackville Street.

3.2.2 Traffic Redistribution and Route Selection

The closure of the left turn from Arbutus Street will affect vehicles intending to travel northbound on Sackville Street. There will be no impacts to vehicles travelling southbound on Sackville Street, or vehicles travelling northbound on Sackville Street turning left into Arbutus Street.

For vehicles seeking to access Sackville Street and then turn right into Pevensey Street, the likely option preferred by drivers would be **Alternative Route 4** (via Derria Street) as this allows drivers to turn left from Derria Street to Sackville Street. Another option is **Alternative Route 1** (via Kiora Street). Both routes provide short detours that allow convenient access to the Sackville Street/Pevensey Street intersection, ensuring minimal diversion.

For vehicles intending to continue northbound along Sackville Street, **Alternative Routes 1 and 2** are the most suitable routes with only minor increases in travel time. **Routes 1** and **2** have vehicles using the various north-south local roads to turn left from Kiora Street or Torrens Street respectively. **Route 3** is also an option but requires a right turn onto Canley Vale Road.

Alternative Routes 4, 5, and **6** also provide suitable connections for vehicles travelling from Gladstone Street or areas further to the west. Demand from diverted vehicles for these routes is expected to be relatively low, except for **Alternative Route 4** as this is via Derria Street which provides the shortest route to Pevensey Street.

Table 3.1 compares the distance and travel time for each of the six alternative routes available to vehicles on Arbutus Street following the closure of the left turn onto Sackville Street. The results show that all alternative routes involve only minor detours, with travel times generally at around 1 minute.

It should be noted that the additional travel time may be lower as navigational devices such as Google Maps would adjust their routes for the closure and select a more efficient overall route.

Table 3.1: Alternative Route Comparisons

Route	Route Distance[1]	Travel Time[1]
Alternative Route 1	0.2 km	Less than 1 minute
Alternative Route 2	0.35 km	Less than 1 minute
Alternative Route 3	0.45 km	1 minute
Alternative Route 4	0.6 km	1 minute
Alternative Route 5	0.7 km	1 minute
Alternative Route 6	0.85 km	2 minutes

1Route distance and travel time are measured from the nearest point on Arbutus Street to each respective alternative route, through to the nearest point on Sackville Street.

3.2.3 Distribution Assumptions and Base vs Projected Conditions

The projected volumes for future traffic after the restriction assume that all vehicles currently turning left from Arbutus Street and then immediately right into Pevensey Street would use Derria Street (Alternative Route 4). This reflects the most logical and direct route for these movements, as it allows drivers to turn left at Derria Street and subsequently make a right turn at the Sackville Street and Pevensey Street intersection. In contrast, using Kiora Street (Alternative Route 1) would require a less desirable unprotected right turn from Kiora into Sackville Street.

For vehicles currently turning left from Arbutus Street and then continuing northbound on Sackville Street, it was assumed that all reassigned traffic would use Kiora Street (Alternative Route 1). This reflects the network layout, where Kiora Street provides the most direct connection to Sackville Street for northbound movements.

The purpose of this approach is to represent a critical case scenario by allocating all Pevensey-bound traffic to a single route (via Derria Street) and all northbound traffic to another single route (via Kiora Street). In reality, it is far more likely that some traffic would likely be distributed across multiple routes for each movement, but concentrating these movements provides a conservative basis for analysis.

If the network can accommodate the redistributed volumes under this concentrated scenario, it can be reasonably expected to perform well under more balanced distribution patterns.

The AM and PM peak traffic volumes for the base conditions compared to the projected conditions based on these assumptions are shown in Table 3.2. These projections were derived from recent traffic surveys at the Arbutus Street intersection and a separate turning count for the Arbutus Street—Pevensey Street movement.

Table 3.2: AM and PM Peak Left Turn Traffic Volumes for Existing and Closure Conditions.

Street	AM Peak (veh/h)		PM Peak (veh/h)	
	Existing	With Closure	Existing	With Closure
Arbutus Street	47	0	57	0
Derria Street	47	78	24	66
Kiora Street	29	45	25	40

This shows that the increase in vehicle movements on Derria Street is expected to be about one extra vehicle every two minutes in the AM peak, and one vehicle every 1.4 minutes in the PM peak.

At Kiora Street, it is expected to be one vehicle every four minutes in both the AM and PM peaks.

All these additional vehicles would be making left-turning movements.

The increase in overall vehicles on these movements is relatively low, and it should again be noted that this is a “worst case” approach.

This redistributed traffic will be assessed further into the project using traffic modelling using SIDRA software as part of the signal design process.

3.3 Measures to Ameliorate Impact of Re-Assigned Traffic

As the expected increase in number of vehicles is expected to be low, minimal additional measures are expected to be required. There are a number of convenient routes available to drivers, allowing them to complete left-turning movements with minor increases in travel time or distance.

It is expected that further efficiencies to vehicle travel in the area would be realised by navigation software accommodating the closure of Arbutus Street to Sackville Street and would redirect vehicles to more efficient routes well ahead of the closure point, further reducing travel times and distances.

4. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

There are no bus route travelling from Arbutus Street to Sackville Street. As such, the proposed changes will have no impact on any bus services.

No train services exist within the area. As such, the proposed changes will have no impact on any train services.

Therefore, there are no impacts expected to public transport as a result of the proposal.

5. EMERGENCY VEHICLES, HEAVY VEHICLES, WASTE TRUCKS, CYCLISTS, AND PEDESTRIANS

5.1 Emergency Vehicles

Emergency vehicles may be affected by no longer being able to turn left from Arbutus Street to Sackville Street. As emergency vehicles have exemptions from following some road rules during emergency situations, emergency services may desire to retain the ability to be able to use the restricted movements between Sackville Street and Arbutus Street, and as such the design of the concrete island may need to accommodate this. Emergency vehicle operators will be consulted with as part of the design process.

This is expected to predominantly affect emergency vehicle access from the east travelling to Arbutus Street. As shown in Section 3.2.2, the increase in travel time is minimal at worst case.

Thus, the overall impact to emergency vehicles from the proposal is expected to be minimal.

5.2 Medium Rigid and Heavy Vehicles

The traffic count surveys conducted on Saturday, 24 May 2025 and on Wednesday, 28 May 2025 recorded no heavy vehicles turning left from Arbutus Street to Sackville Street.

As such, the proposed changes are expected to have minimal impacts on heavy vehicles.

5.3 Waste Trucks

Council has advised that waste collection services collect bins from the left-hand side of the vehicle.

For properties on the northern side of Arbutus Street, between Palmerston Street and Sackville Street, existing waste collection routes may turn left from Arbutus Street to Sackville Street. This route would no longer be an option under the proposal, and the existing road width of Arbutus Street would not accommodate a U-turning waste collection vehicle.

To address this, it is proposed that a footpath be constructed on the northern side of Arbutus Street between Palmerston Street and Sackville Street, to enable residents to place their bins on the adjoining streets. This would minimise the need to modify existing waste collection procedures, as otherwise this would require additional waste collection crews or require residents to cross the road to leave their bins.

The proposed footpath is shown in Figure 5.1.

Adapted from NearMap

Figure 5.1: Proposed Footpath for Waste Collection.

5.4 Cyclists

There is no cycling infrastructure near the proposal.

It is expected that there will be no impact to cyclists as a result of the proposal.

5.5 Pedestrians

All existing pedestrian routes and connections will be maintained.

It is expected that there will be no impact to pedestrians as a result of the proposal.

6. EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS

The proposed closure of Arbutus Street onto Sackville Street will only affect vehicles seeking to turn onto Sackville Street and either continue north or turn onto Pevensey Street. Vehicles travelling southbound are not expected to be impacted.

Any traffic generated by potential future developments within the study area would therefore only be affected if their trips required northbound access onto Sackville Street from Arbutus Street.

Given that the surrounding area is primarily zoned as low-density residential and is already largely developed, there is limited potential for new developments that would significantly increase traffic volumes in the near future. In addition, vehicles associated with developments south of Arbutus Street would typically access Sackville Street through existing intersections further south, rather than relying on the closed left turn.

On this basis, the proposal is expected to have no or minimal impacts on future developments surrounding the intersection.

7. ADJOINING COUNCIL AREAS

The study area is located in well within the Fairfield Local Government Area. The proposed alternative routes and affected streets remain entirely within Fairfield City Council's road network.

No impacts are expected to adjoining Council areas.

8. PUBLIC CONSULTATION PROCESS

Fairfield City Council will be undertaking public consultation, commencing on October 8, 2025.

After the consultation period has closed, the community's responses and submissions will be reviewed and this TMP will be revised accordingly.

9. CONCLUSIONS

The left turn from Arbutus Street to Sackville Street is proposed to be prohibited, joining the existing right turn ban to fully close vehicle access from Arbutus Street to Sackville Street. This will be achieved using a physical measure such as a concrete island and associated signage.

This is being implemented to permit the installation of traffic signals at the intersection of Sackville Street and Pevensey Street as conditioned by TfNSW.

Assessment of the closure found that there are a number of suitable alternative routes, the most likely being via Kiora Street and Derria Street. The expected increase in vehicles to these routes is low, ranging from one extra vehicle every 1.4 minutes to one extra vehicle every 4 minutes. This increase will be assessed in further detail by traffic modelling using SIDRA software as part of the traffic signal design process.

Drivers using the alternative routes are expected to experience only minor increases in travel time and distance from the route closure. It is likely that improvements to travel time will be realised as traffic navigation tools include and accommodate the proposed route closure.

Impacts to emergency vehicles, heavy vehicles, public transport, and active transport are expected to be minimal to nil.

Waste collection on the northern side of Arbutus Street between Palmerston Street and Sackville Street would be affected and is proposed to be accommodated by a new footpath connection to allow residents to place their bins on adjoining streets.

Overall, the proposed left turn restriction is expected to have minimal impacts on road users.

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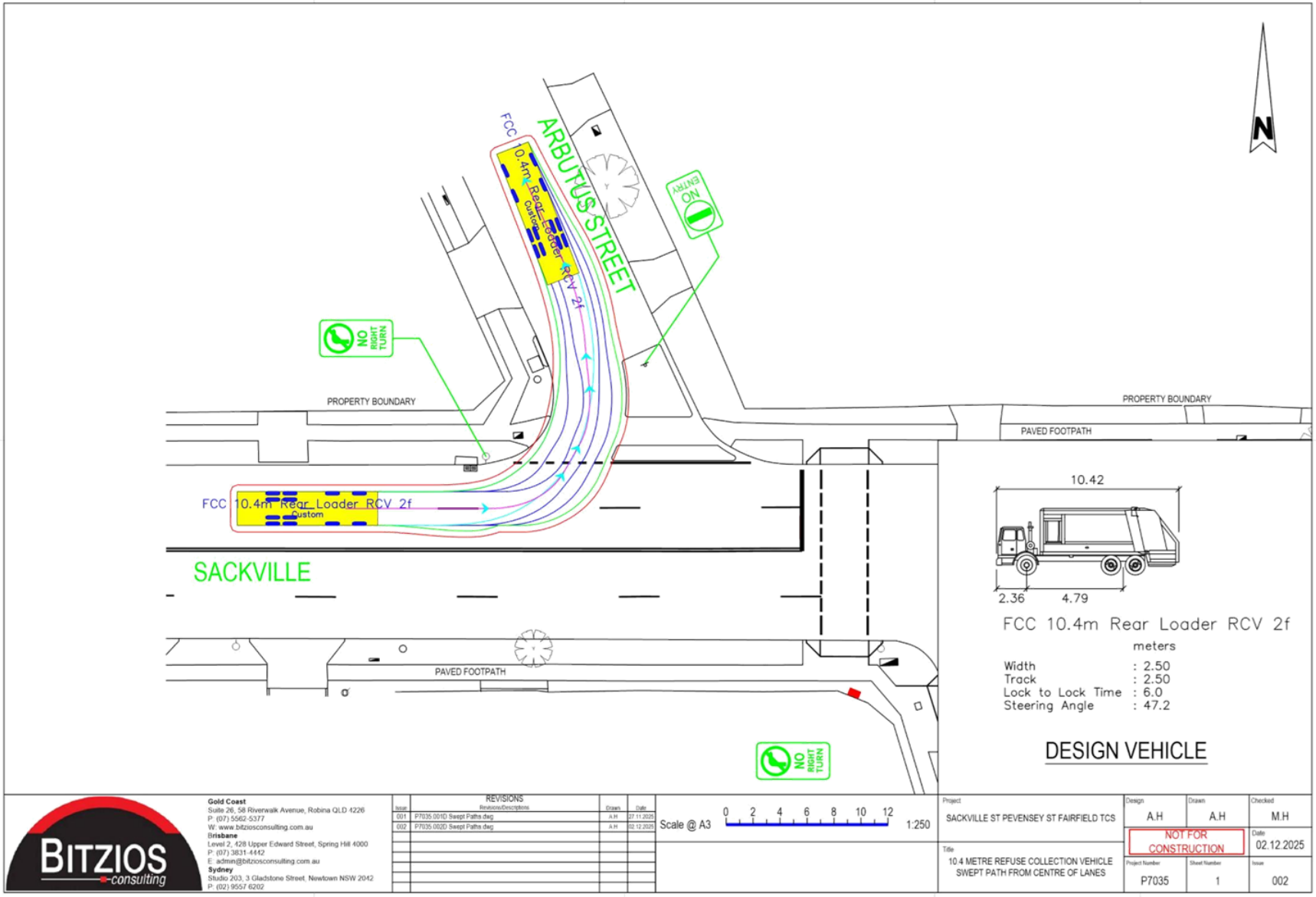
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FCC 10.4m Rear Loader RCV 2f Custom
NO ENTRY
NO RIGHT TURN
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PAVED FOOTPATH
FCC 10.4m Rear Loader RCV 2f Custom
SACKVILLE
PAVED FOOTPATH
NO RIGHT TURN
N
10.42
2.36
4.79
FCC 10.4m Rear Loader RCV 2f
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 47.2
DESIGN VEHICLE
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REVISIONS
Issue Revision/Descriptions Drawn Date
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002 P7035.002D Swept Paths.dwg A.H 02.12.2025
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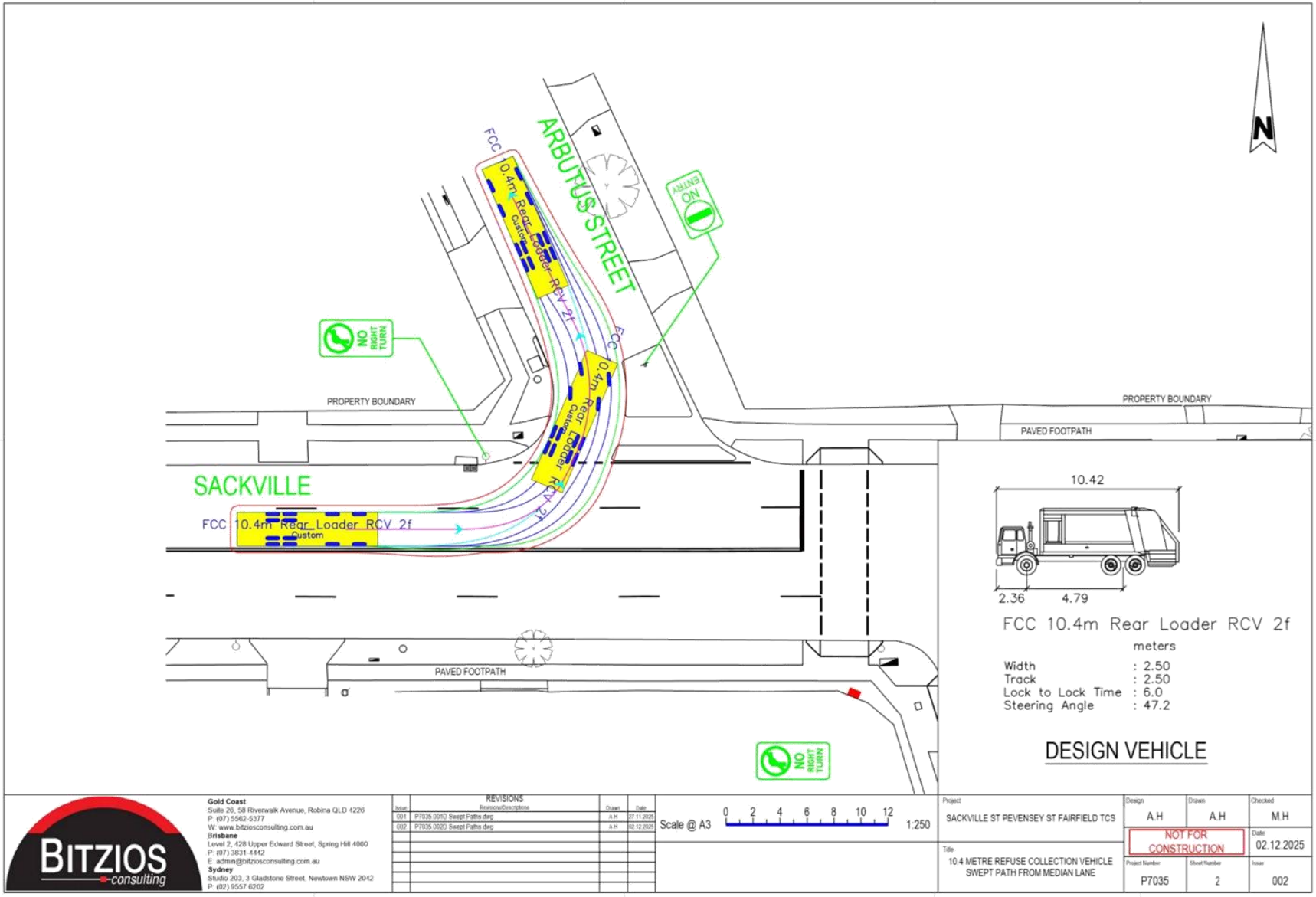
Drawn A.H
Checked M.H
NOT FOR CONSTRUCTION
Date 02.12.2025
Project Number P7035
Sheet Number 1
Issue 002


ARBUTUS STREET
SACKVILLE
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PAVED FOOTPATH
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FCC 10.4m Rear Loader RCV 2f
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NO RIGHT TURN
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REVISIONS
001 P7035.001D Swept Paths.dwg A.H 27.11.2025
002 P7035.002D Swept Paths.dwg A.H 02.12.2025
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Title 10.4 METRE REFUSE COLLECTION VEHICLE SWEPT PATH FROM MEDIAN LANE
Design A.H
Drawn A.H
Checked M.H
NOT FOR CONSTRUCTION
Date 02.12.2025
Project Number P7035
Sheet Number 2
Issue 002

TRAFFIC COMMITTEE

Meeting Date 9 February 2026 **Item Number. 10**

SUBJECT: Vine Street, Weston Street and Bertha Street Fairfield - Signalised Intersection Upgrade

FILE NUMBER: 16/04979

REPORT BY: Sandra Slewa, Traffic & Transport Co-ordinator

RECOMMENDATION:

That the report be received and the Transport for NSW proposal be noted.

SUPPORTING DOCUMENTS:

AT-A ⇩	Signalised Intersection Upgrade Concept Plan	1 Page

CITY PLAN

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

SUMMARY

Transport for NSW (TfNSW) has developed a proposal to modify the intersection of Vine Street, Weston Street and Bertha Street Fairfield, in response to a serious crash involving a student from the adjacent school.

The traffic signals at the intersection of Vine Street, Weston Street and Bertha Street Fairfield, be reconstructed to improve pedestrian safety and amenity, including:

- Reduce the traffic signal operation to the Vine and Bertha Streets.
- Convert Weston Street to left in, left out only, with stop priority control.
- Provide a 26.3m concrete median with a width of 0.3m on Vine Street.
- Install a raised pedestrian crossing on Weston Street.
- Adjust pedestrian fencing to accommodate the new design.

The proposal is being consulted with affected stakeholders by TfNSW.

TfNSW is to make the decision on the implementation of the proposal. TfNSW are seeking Council's concurrence with the proposed changes.

It is recommended the proposal is supported.

BACKGROUND

In December 2024, a primary school student was hit while crossing at this intersection. Subsequently, TfNSW was requested to investigate opportunities to make improvements to the signalised intersection.

TfNSW reviewed the operation of the intersection and identified improvements to the left turn into Weston Street (vehicles approaching from Dale Street). The improvement is:

- to relocate the traffic signals to Vine and Bertha (standard T-intersection);
- leave Weston Street as left turn in and left turn out only (provide a median to prevent these movements from occurring); and
- to provide a marked pedestrian crossing across the entry to Weston Street.

The existing intersection layout is show below.

Figure 1: Existing Layout of Vine, Bertha and Weston Streets Intersection.

The proposed layout is shown in Attachment A.

Intersection count data (morning and afternoon) and detailed crash data has been collected to inform the decision.

Representatives from Our Lady of the Rosary Primary School and Parish, Chancellery and a work health and safety representative from Sydney Catholic Schools have been consulted while developing the proposal.

Consultation & Timing

Formal consultation with the affected properties including residents, Our Lady of the Rosary Primary School and Parish, Fairfield RSL and other nearby properties will be carried out by TfNSW prior to finalisation of the signalised intersection design.

The primary impact of the proposal for consultation is removing the right turn into and right turn out of Weston Street. The following figure shows the number of residential lots impacted by the proposal. The impact of the bans are:

- right turn in – alternate route is to continue to Dale Street and make a u-turn at the roundabout. This is a short distance and limits impact.
- Right turn out – alternate routes are either (a) Vine Street, Diprose Street and then The Horsley Drive, or (b) Vine Street, Lawson Street, Ulverstone Street and Wilga Street (to return to the Vine and Dale Street roundabout).

While the right turn out is a slightly longer detour, the alternatives are considered appropriate for the small number of residents impacted.

Figure 2: Weston Street and residential properties.

Regulation of Traffic

The regulation of traffic on Council's road network is exercised through delegation from TfNSW. TfNSW retains the ability to authorise changes on Council's road network, whether Council is in agreement or not.

TfNSW is the only authority able to approve modifications or new or removal of traffic control signals on public roads.

TfNSW are to approve the regulation of traffic associated with this proposal. As a consequence, the matter does not require referral to the Fairfield Local Transport Forum. However, for completeness, the matter was raised in general business at the December 2025 Fairfield Local Transport Forum. Parties present raised no objections or concerns with the proposal as presented.

Financial Implications

TfNSW will fund and deliver the works.

Council will have its assets modified (fencing, kerb and gutter, road pavement and pedestrian ramps) and some new assets to recognise (median, road hump and marked foot crossing) as part of the works. TfNSW retain ownership of the traffic signal assets.

CONCLUSION

In response to the young pedestrian being injured, TfNSW have identified an improvement to the intersection of Vine Street, Weston Street and Bertha Street, Fairfield.

TfNSW will authorise the changes to the public road and traffic facilities, including changes to the regulation of traffic. Council is not required to authorise the banning of the turn movements, the traffic facilities and parking restriction changes associated with the proposal.

The proposal is supported as it improves clarity for drivers making the left turn into Weston Street with respect to pedestrians using the crossing. It is acknowledged there are some impacts for residents with the alternate routes being considered suitable in this circumstance.

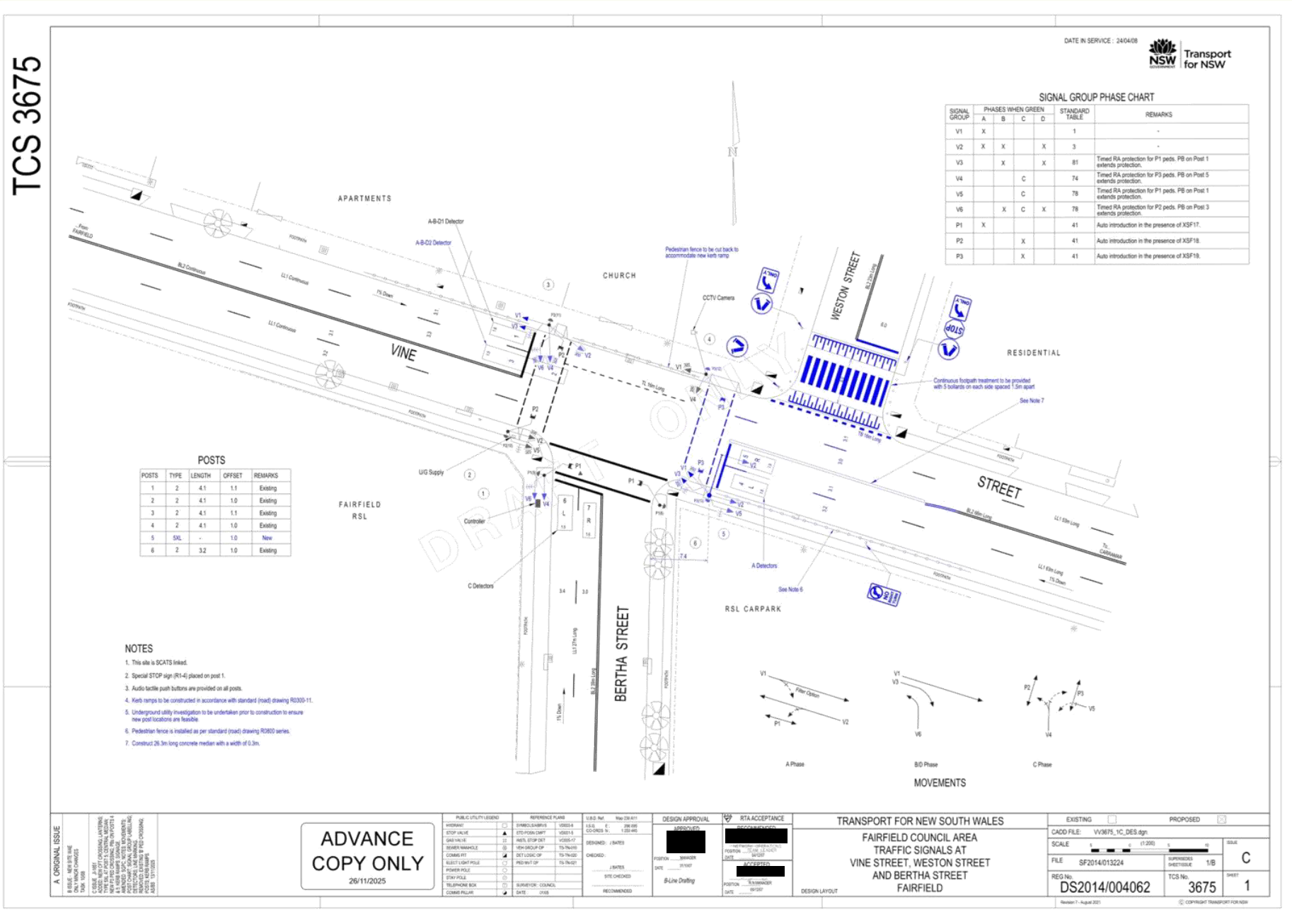
Sandra Slewa
Traffic & Transport Co-ordinator

Authorisation:
Manager Design Services
Director City Delivery

Traffic Committee - 9 February 2026

File Name: **TRA09022026_2.DOCX**

***** END OF ITEM 10 *****


TCS 3675
DATE IN SERVICE : 24/04/08
Transport for NSW
SIGNAL GROUP PHASE CHART
SIGNAL GROUP | PHASES WHEN GREEN A B C D | STANDARD TABLE | REMARKS
V1 | X | 1 | -
V2 | X X X | 3 | -
V3 | X X | 81 | Timed RA protection for P1 peds. PB on Post 1 extends protection.
V4 | C | 74 | Timed RA protection for P3 peds. PB on Post 5 extends protection.
V5 | C | 78 | Timed RA protection for P1 peds. PB on Post 1 extends protection.
V6 | X C X | 78 | Timed RA protection for P2 peds. PB on Post 3 extends protection.
P1 | X | 41 | Auto introduction in the presence of XSF17.
P2 | X | 41 | Auto introduction in the presence of XSF18.
P3 | X | 41 | Auto introduction in the presence of XSF19.
APARTMENTS
VINE
CHURCH
WESTON STREET
RESIDENTIAL
STREET
FAIRFIELD RSL
RSL CARPARK
BERTHA STREET
A-B-D1 Detector
A-B-D2 Detector
CCTV Camera
U/G Supply
Controller
C Detectors
A Detectors
Pedestrian fence to be cut back to accommodate new kerb ramp
Continuous footpath treatment to be provided with 5 bollards on each side spaced 1.5m apart
See Note 7
See Note 6
STOP
ONE WAY
POSTS
POSTS | TYPE | LENGTH | OFFSET | REMARKS
1 | 2 | 4.1 | 1.1 | Existing
2 | 2 | 4.1 | 1.0 | Existing
3 | 2 | 4.1 | 1.1 | Existing
4 | 2 | 4.1 | 1.0 | Existing
5 | SXL | - | 1.0 | New
6 | 2 | 3.2 | 1.0 | Existing
NOTES
1. This site is SCATS linked.
2. Special STOP sign (R1-4) placed on post 1.
3. Audio tactile push buttons are provided on all posts.
4. Kerb ramps to be constructed in accordance with standard (road) drawing R0300-11.
5. Underground utility investigation to be undertaken prior to construction to ensure new post locations are feasible.
6. Pedestrian fence is installed as per standard (road) drawing RD600 series.
7. Construct 26.3m long concrete median with a width of 0.3m.
A Phase
B/D Phase
C Phase
MOVEMENTS
A ORIGINAL ISSUE
ADVANCE COPY ONLY
26/11/2025
PUBLIC UTILITY LEGEND
REFERENCE PLANS
DESIGN APPROVAL
APPROVED
8-Line Drafting
RTA ACCEPTANCE
RECOMMENDED
ACCEPTED
DESIGN LAYOUT
TRANSPORT FOR NEW SOUTH WALES
FAIRFIELD COUNCIL AREA
TRAFFIC SIGNALS AT
VINE STREET, WESTON STREET
AND BERTHA STREET
FAIRFIELD
EXISTING
PROPOSED
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FILE SF2014/013224
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ISSUE C
SHEET 1
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