

AGENDA

Local Transport Forum

Wednesday, 01 October 2025

10:00 AM

Dragon Room

Civic Centre

Hurstville



GEORGES RIVER LOCAL TRAFFIC ADVISORY COMMITTEE MEETING

ORDER OF BUSINESS

OPENING

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES / LEAVE OF ABSENCE

REQUEST TO JOIN VIA AUDIO VISUAL LINK

NOTICE OF WEBCASTING

DISCLOSURES OF INTEREST

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CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: LTF070-25 Confirmation of the Minutes of the Local Transport Forum Meeting held on 3 September 2025

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Previous Minutes

RECOMMENDATION:

That the Minutes of the Local Transport Forum Meeting held on 3 September 2025, be confirmed.

ATTACHMENTS

Attachment [1](#) Minutes of the Local Transport Forum Meeting held on 3 September 2025



LTF070-25

MINUTES

Georges River Traffic Advisory Committee

Wednesday, 03 September 2025

10:00 AM

Dragon Room
Civic Centre
Hurstville

UNCONFIRMED



PRESENT

VOTING MEMBERS

Deputy Mayor, Councillor Nancy Liu (Chairperson)

Mr M Coure (MP State Member for Oatley)

Mr W Delezio (Representing Member for Oatley, Mark Coure MP)

Mr L Crompton (Representing Member for Kogarah)

Mr S Kshitij (Representing Transport for NSW)

Snr Constable S Benn (Representing St George Local Area Command)

NON-VOTING MEMBERS

Mr S Braunig (Representing U-Go Mobility) - Online

GEORGES RIVER COUNCIL STAFF

Mr T Heath (A/Director Assets & Infrastructure)

Mr K Stroud (Executive Manager City Futures)

Mr M Mahmud (A/Coordinator Traffic and Transport)

Mr F Rios (A/Senior Traffic Engineer)

Mr S Chhoun (Traffic Engineer)

Ms G Sheng (Road Safety Officer)

Ms N Paraskevopoulos (Executive Services Officer)

Ms S Liu (PA to Executive Manager City Futures – Minutes)

Mr H Bongers (Coordinator Parking and Rangers)

Mr C Stojanovski (IMT Services – Technical)

Mr T Chen (Traffic Work Experience Student)

ABSENT

Mr G Wong (Representing St George Cabs) - Apology

Ms S Ortado (Representing Member for Rockdale, Steve Kamper MP)

COMMITTEE MEMBERS

Deputy Mayor, Councillor Nancy Liu (Chairperson)

Mr M Coure (MP State Member for Oatley)

Ms S Ortado (Representing Member for Rockdale)

Mr L Crompton (Representing Member for Kogarah)

Mr S Kshitij (Representing Transport for NSW)

Snr Constable F Xu (Representing St George Local Area Command)

NON-VOTING MEMBERS

Mr A Pritchard (Transit Systems)

Mr H Fraser (Punchbowl Bus Company)

Mr R Primerano (U-GO Mobility Bus Company)

Mr G Wong (St George Cabs)

OPENING

The Chair, Deputy Mayor Nancy Liu, opened the meeting at 10:06 am.

ACKNOWLEDGEMENT OF COUNTRY

The Chair, Deputy Mayor Nancy Liu, acknowledged the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES/LEAVE OF ABSENCE

I have an apology from Committee Member, Mr G Wong (Representing St George Cabs) and Snr Constable F Xu (Representing St George Police).

NOTICE OF WEBCASTING

The Chair, Deputy Mayor Nancy Liu, advised staff and the public that the meeting is being recorded for minute-taking purposes.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

TAC060-25 Confirmation of the Minutes of the Georges River Traffic Advisory Committee Meeting held on 6 August 2025
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION:

That the Minutes of the Georges River Traffic Advisory Committee Meeting held on 6 August 2025, be confirmed.

No comments.

COMMITTEE REPORTS

TAC061-25 Wright Street, Hurstville - Proposed 'No Parking' Restrictions
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

- That a 26m of unrestricted parking area be converted into a 'No Parking, 8am – 9:30am and 2:30pm – 4pm, School Days' restriction on the western side of Wright Street, Hurstville opposite Adventist School frontage, as per the plan shown in the report.
- That the existing 'Bus Zone' and 'No Parking, 8am – 9:30am and 2:30pm – 4pm, School Days' signage on the eastern side of Wright Street, Hurstville be relocated slightly to the north, as per the plan shown in the report.

No comments.

TAC062-25 Kenwyn Street, Hurstville - Proposed 'No Parking' Restrictions
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

That a 30m of 'No Parking, Motor Vehicles Under 4.5t GVM Excepted' parking area be converted into a 'No Parking, 8am – 9:30am and 2:30pm – 4pm, School Days, All Other Times No Parking, Motor Vehicles Under 4.5t GVM Excepted' on the eastern side of Kenwyn Street, Hurstville, as per the plan in the report.

No comments.

TAC063-25 Forest Road, Hurstville - Proposed Changes to Signage and Linemarking
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

- a) That 115m of 'Yellow Line Marking' be installed on the western side of Forest Road adjacent to Lily Street, Hurstville as per the Plan in the report.
- b) That 'No Parking, 6:30am – 9:30am, Mon-Fri' both directions signage be converted into 'No Parking, 6:30am – 9:30am, Mon-Fri' signage pointing north on the western side of Forest Road adjacent to Lily Street, Hurstville as per the Plan in the report.

No comments.

TAC064-25 Eldon Street, Riverwood - Proposed Changes to Parking Restrictions
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

- a) That an existing 'Loading Zone' area be converted into a 12m '1P Timed Parking' area during Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm on the northern side of Eldon Street adjacent to Belmore Road, Riverwood as per the plan in the report.
- b) That an existing 'No Stopping Zone' on the northern side of Eldon Street adjacent to Lauricella Lane, Riverwood be relocated slightly to the east, as per the plan shown in the report.

Comments

Mr M Coure noted that any additional parking in Riverwood would be welcomed by the community.

TAC065-25 Newman Street and Villiers Avenue, Mortdale - Proposed 'No Stopping' Restrictions
(Report by Traffic Engineer)

RECOMMENDATION

That regulatory 10m 'No Stopping' restrictions be installed on all approach and departure lanes at the intersection of Newman Street and Villiers Avenue, Mortdale as per the plan in the report.

No comments.

TAC066-25 Lily Street, Hurstville - Proposed 'Mobility Parking Zone'
(Report by Traffic Engineer)

RECOMMENDATION

That a 7m 'Mobility Parking' zone be installed fronting property No.61 Lily Street, Hurstville, adjacent to an existing driveway, as shown on the plan in the report.

No comments.

TAC067-25 Proposed regulatory signage 'PARK IN BAYS ONLY' - Bembridge Street, Carlton.

(Report by Traffic Engineer)

RECOMMENDATION

That regulatory signage be installed at Bembridge Street, Carlton per attached plan.

This Recommendation has been deferred to the next Georges River Local Transport Forum.

Comments

Mr S Kshitij suggested that Council officers revisit this proposal to ensure that the signage is enforceable. He noted that as per Australian Standards, 'Park in Bay Only' signs are supplementary and are not enforceable on their own and recommended the space to include proper line marking.

Mr M Mahmud noted the above comment.

Mr H Bongers provided clarification on the issue that was presented by Mr F Rios (Traffic Engineer), noting that at the moment, without changes being made, Council parking officers cannot issue a fine for double parking.

TAC068-25 Woniora Road, Hurstville - Proposed Changes to Parking Restrictions

(Report by Traffic Engineer)

RECOMMENDATION

- a) That a 55m 'No Stopping' restriction be installed on the northern side of Woniora Road, Hurstville as per the plan in the report.
- b) That a 62m 'No Parking' restriction be installed on the northern side of Woniora Road, Hurstville as per the plan in the report.

Comments

Mr M Coure noted that although this proposal is outside of his electorate, residents located in his own electorate have requested for these proposed changes.

TAC069-25 86 Balmoral Road, Mortdale - Proposed Works Zone

(Report by Traffic Engineer)

RECOMMENDATION

- a) That a 10m 'Works Zone, 7am-5pm, Mon-Sat' fronting 86 Balmoral Road, Mortdale be installed for a duration of 30 weeks, commencing mid-September 2025, as per the plan in the report.
- b) That the original parking restrictions be reinstated following the completion of the 'Works Zone' period.

Comments

Mr M Coure questioned whether proposals similar to this matter are required to be endorsed by the Traffic Committee.

Mr T Heath noted that once the new Terms of Reference for the Georges River Local Transport Forum has been adopted by Council at the end of September, that matters similar to this may

not need to go to the forum. The new Terms of Reference will outline and dictate what matters are required to be presented at the forum.

GENERAL BUSINESS

Mortdale 'B' Streets

M Coure: At the last traffic committee, we asked about Mortdale 'B' Streets. Has there been any update?

T Heath: It currently stands as is.

K Stroud: Council acknowledges the feedback from all sectors, it is a complex issue and there is a lot of history. Council officers are currently working on options that we would potentially present to this forum and to Council. It is going to take specific consultation.

M Coure: I appreciate that.

Traffic Study on Forest Road, Lugarno

M Coure: At the last traffic committee, we asked about the installation of speed calming devices, Council was planning to do additional speed and traffic volume counts in August on an additional site. How is that progressing?

M Mahmud: The speed and traffic volume counts have been completed, Council officers are currently waiting on the results. Once the results have been received, we will determine whether there is a warrant for additional traffic calming device at this location and if it meets the warrant then it will be added to the other sites recommended by traffic study. Council will then undertake consultation and proceed with design and implementation.

Oatley Traffic Study

M Coure: There has been a traffic study that has been completed. Does Council have an update? The response we received from Council at the last traffic committee meeting was that Council will complete further traffic counts and traffic modelling in Oatley. However, my understanding is that the traffic study has already been completed and that a traffic count has already been completed. Are we doing another traffic count? Could you please advise?

M Mahmud: There was no traffic count undertaken as part of the traffic study, there was also no traffic modelling undertaken to determine whether a roundabout or traffic signal at Oatley Parade and River Road intersection is feasible. Council officers need to complete further investigation.

M Coure: Can Council please look into this? There was a detailed traffic study completed in Oatley and Lugarno. It was an extensive study and I am sure there were traffic counts completed.

M Mahmud: I will double check this, however, I believe there was no traffic count data undertaken as part of the traffic study.

Hurstville Rd and East Crescent, Hurstville Grove

M Coure: Can Council please follow up on this matter? The approach to the roundabout needs to be slowed down. Drivers are trying to get to King Georges Road as quickly as possible. This roundabout is important as it controls flow of traffic, but it is the approach onto that roundabout that is an issue. Perhaps a plastic speed hump or something into that roundabout, can be installed?

T Heath: Could you please advise, which direction?

M Coure: It is from Hurstville Road going down to King Georges Road. There is a roundabout, and drivers are going through that roundabout, from the top of Hurstville Road, on a hill, down to Quarry Reserve and onto King Georges Road.

T Heath: Is it north bound direction?

M Coure: Yes.

K Stroud: Council will take this matter on notice.

Speedhump Outside St Declan's Primary School, Penshurst

M Coure: My office will formerly write to you on this one. There is a roundabout outside the school where the plastic speed hump is just squashed. There is now a big pot hole. If Council can look at that, the whole speed hump needs to be replaced. It is a temporary fix and drivers are not slowing down, it has flattened now. Drivers are going right through it. Can Council please look at this please?

K Stroud: Council will also take this matter on notice.

General Business

It was also noted that Executive Manager, K Stroud advised the forum members of the amended Terms of Reference would be presented to Council at the September meeting.

KS also advised the representatives from the Offices of Coure MP and Minns MP, that he receive correspondence for items that are the State Governments jurisdiction. An example is issues with major arterial roads. In the instance that an MP's office forwards a request for an issue that is State Govt owned, it causes time in administrating the request. The volumes are quite high from both MP's offices and the time spent replying with a letter from Council informing a State MP that it is a State asset, could be better sent responding to the many requests.

CONCLUSION

The Meeting was closed at 10:33 am.

Chairperson

COMMITTEE REPORTS

Item: LTF071-25 Gungah Bay Road, Oatley - Proposed Changes to the Bus Zone Time Restrictions

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF071-25

RECOMMENDATION

That an existing 'Bus Zone' restriction be converted into a 'Timed Restricted Bus Zone, 7am-7pm Mon-Sat', on the eastern side of Gungah Bay Road adjacent to Wonoona Parade, Oatley as per the plan in the report.

EXECUTIVE SUMMARY

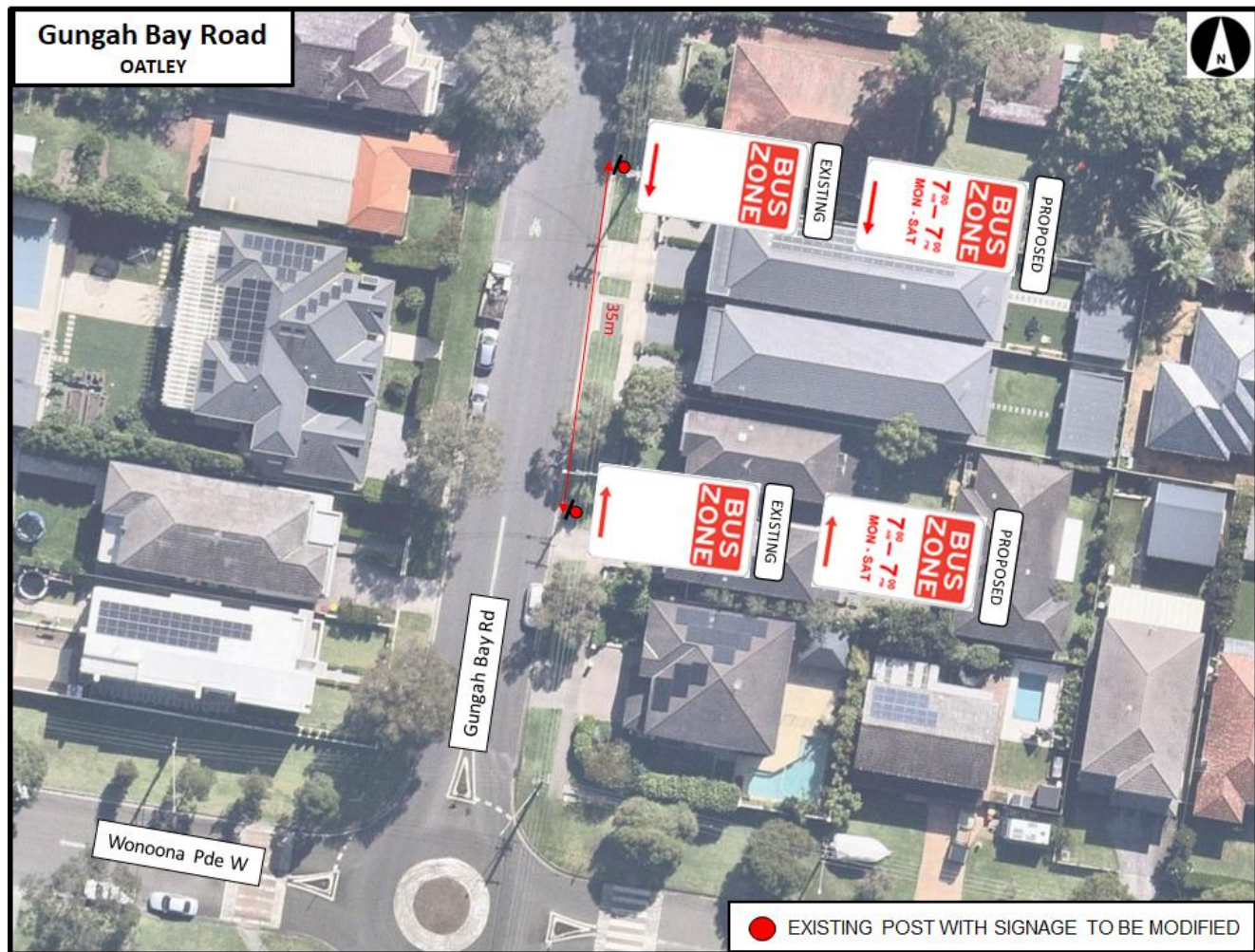
1. This report seeks the Transport Forum's consideration of the installation of 'Timed Restricted Bus Zone' signage in Gungah Bay Road, Oatley.

BACKGROUND

2. Council has received requests from local residents to investigate and implement changes to the bus zone restriction associated with Gungah Bay Road before Wonoona Parade, Oatley.
3. Concerns were raised about the lack of on-street parking in the vicinity of the bus zone for the residents to park, especially at night-time when residential parking demand in the area is high and the bus zone is not operational.
4. Currently this bus stop services bus route 955 between Mortdale and Hurstville via Oatley. This service run between 7:30am and 5:30pm, Monday to Friday and between 9:00am and 5:00pm on Saturday.
5. The proposed change to the bus zone restriction would maintain the bus zone operation while creating four additional on-street parking spaces at night-time and outside of bus operating hours on Sunday.

PROPOSAL

6. That an existing 'Bus Zone' restriction be converted into a 'Timed Restricted Bus Zone, 7am-7pm Mon-Sat', on the eastern side of Gungah Bay Road adjacent to Wonoona Parade, Oatley as per the plan in the report.



LTF071-25

FINANCIAL IMPLICATIONS

7. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$400 for signage.

COMMUNITY ENGAGEMENT

8. Council has undertaken community consultation with the adjacent residents and U-Go Mobility bus company of the proposed changes to the Bus Zone time restrictions on Gungah Bay Road.
9. Council has received no objections from the bus company.
10. Council has received one response from the residents 'Strongly in Favour' of the proposal.

FILE REFERENCE

D25/303435

ATTACHMENTS

Nil

Item: LTF072-25 The Avenue, Hurstville - Proposed Changes to the Parking Restrictions

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF072-25

RECOMMENDATION

- (a) That an existing 10m of '2P Timed Parking' area be converted into a '1/2P Timed Parking' area during Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm on the northern side of The Avenue adjacent to St George's Anglican Church, Hurstville as per the plan in the report.
- (b) That 'No Parking, restrictions be installed across the church and adjacent driveways on the northern side of The Avenue, Hurstville as per the Plan in the report.

EXECUTIVE SUMMARY

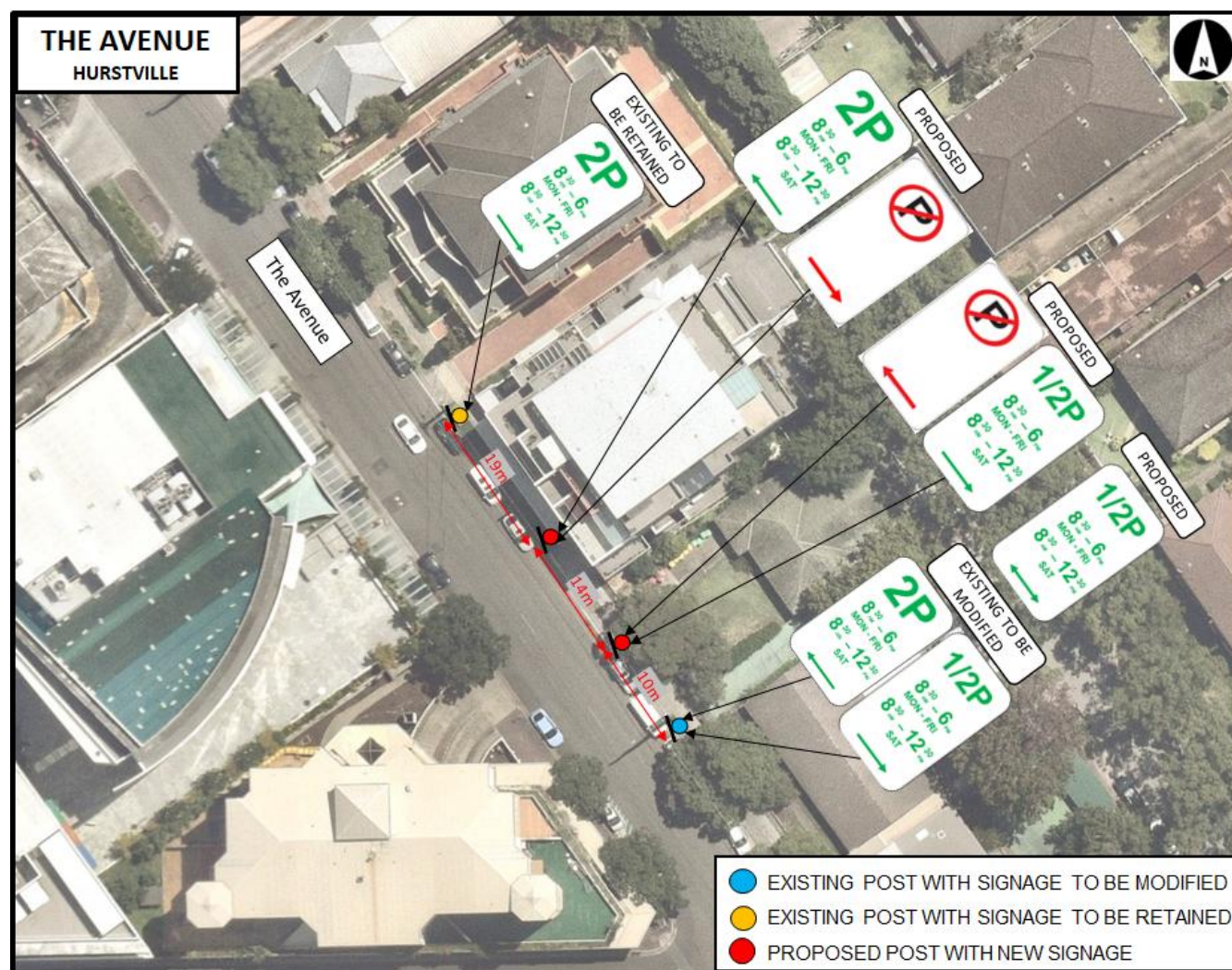
1. This report seeks the Transport Forum's consideration of the installation of parking restrictions along The Avenue, Hurstville.

BACKGROUND

2. Council has received requests from St George's Anglican Church to investigate and implement changes to the parking restrictions on the northern side of The Avenue, Hurstville, specifically along the frontage to the church.
3. Concerns were raised about the lack of short-term on-street parking for church's elder members with mobility challenges. In addition, there are concerns for illegal parking activities across the church driveways, obstructing access into and out of the sites.
4. Following investigation by Council officers, it was observed that current 2P timed parking area frontage to the church can be converted to 1/2P timed parking area to accommodate short term parking for church patrons.
5. In addition, the proposed no parking area across the driveways will prevent blocking the church driveways and improve safety.

PROPOSAL

6. That an existing 10m of '2P Timed Parking' area be converted into a '1/2P Timed Parking' area during Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm on the northern side of The Avenue adjacent to St George's Anglican Church, Hurstville as per the plan in the report.
7. That 'No Parking, restrictions be installed across the church and adjacent driveways on the northern side of The Avenue, Hurstville as per the Plan in the report.



LTFO72-25

FINANCIAL IMPLICATIONS

8. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$900 for signage.

COMMUNITY ENGAGEMENT

9. Council has undertaken community consultation with the adjacent business and residents of the proposed changes to the parking restrictions on The Avenue, Hurstville.
10. Council has received one response from a resident, 'Strongly in Favour' of the proposal.

FILE REFERENCE

D25/303329

ATTACHMENTS

Nil

Item: LTF073-25 Mulga Road, Oatley - Proposed Changes to the Linemarkings

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF073-25

RECOMMENDATION

- (a) That 110m of 'Double Dividing Line marking' be installed on Mulga Road between Myall Street and Mi Mi Street, Oatley as per the Plan in the report.
- (b) That 86m of 'Parking Edge Line marking, be installed on the northern and southern sides of Mulga Road between two existing pedestrian crossing, Oatley as per the Plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of the installation of line markings along Mulga Road, Oatley.

BACKGROUND

2. Council has received requests from local residents to investigate the safety issues and implement traffic management measures to address several near misses in Mulga Road shopping precinct particularly adjacent to the pedestrian crossing on Mulga Road at Myall Street and Mi Mi Street.
3. Following investigation by Council officers, it was observed that currently no double dividing line markings and parking edge markings have been provided along Mulga Road adjacent to the shopping precinct.
4. The proposed double dividing line markings and parking edge markings will provide adequate delineation and prevent illegal U-turn movement and reduce vehicle speed along Mulga Road.

PROPOSAL

5. That 110m of 'Double Dividing Line marking' be installed on Mulga Road between Myall Street and Mi Mi Street, Oatley as per the Plan in the report.
6. That 86m of 'Parking Edge Line marking, be installed on the northern and southern sides of Mulga Road between two existing pedestrian crossing, Oatley as per the Plan in the report.



LTF073-25

FINANCIAL IMPLICATIONS

7. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$2,000 for signage.

COMMUNITY ENGAGEMENT

8. Council has undertaken community consultation with the adjacent business and residents of the proposed changes to the line markings on Mulga Road, Oatley.
9. Council has received one response from a resident, 'Against' the proposal.
10. The resident is concerned that the proposal would not solve the issues of motorists speeding through the pedestrian crossings, which the resident believes to be the main safety issues for the pedestrian crossings.
11. The proposed Double Dividing Line marking and Parking Edge Line marking would delineate the traffic and parking lanes and is expected to slow down traffic traveling through this section of the road.

FILE REFERENCE

D25/303340

ATTACHMENTS

Nil

Item: LTF074-25 Proposed 'No Parking' Restriction for Waste Collection Vehicles - Various Locations

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

- (a) That 'No Parking, restriction 6am-6pm Friday' be installed on the northern end of Boronia Parade, Lugarno as per the plan in the report.
- (b) That an existing 'No Parking 5am-4pm Friday' restriction be converted into a 'No Parking, 6am-6pm Monday' restriction at the cul-de-sac in Bradman Street, Narwee, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of the installation of 'No Parking' restrictions at Boronia Parade, Lugarno and Bradman Street, Narwee to assist safe turning facilities for waste collection vehicles.

BACKGROUND

2. Council traffic team received a request from waste collection team to investigate and implement changes to the parking restrictions on several streets to reflect the latest waste collection arrangements to assist waste collection vehicles turning around at the narrow streets.
3. Council has recently commenced a new waste collection contract for the 2025-26 financial year, which allows residential waste collection services to be undertaken 5 days per week between 6am and 6pm.
4. Mass notification letters were sent out at the beginning of the new waste collection contract informing the residents of the updated 'No Parking' restrictions various locations within the Georges River Council Local Government Area.

Boronia Parade, Lugarno

5. As part of new contract, the waste collection for Boronia Parade is scheduled for every Friday.
6. Following an investigation by Council officers, it was observed that there were no restrictions for parking along Boronia Parade during waste collection days.
7. Currently motorists parked on both sides of the street and restricts the available turning area for waste collection vehicles at the end of the street.
8. Due to parked vehicles in Boronia Parade, waste collection vehicles struggling to make the turn and, on many occasions, utilised the residential driveways and damage the driveways.
9. As part of new contract, waste collection vehicles are not allowed to reverse more than 12m without receiving a financial penalty from Council.

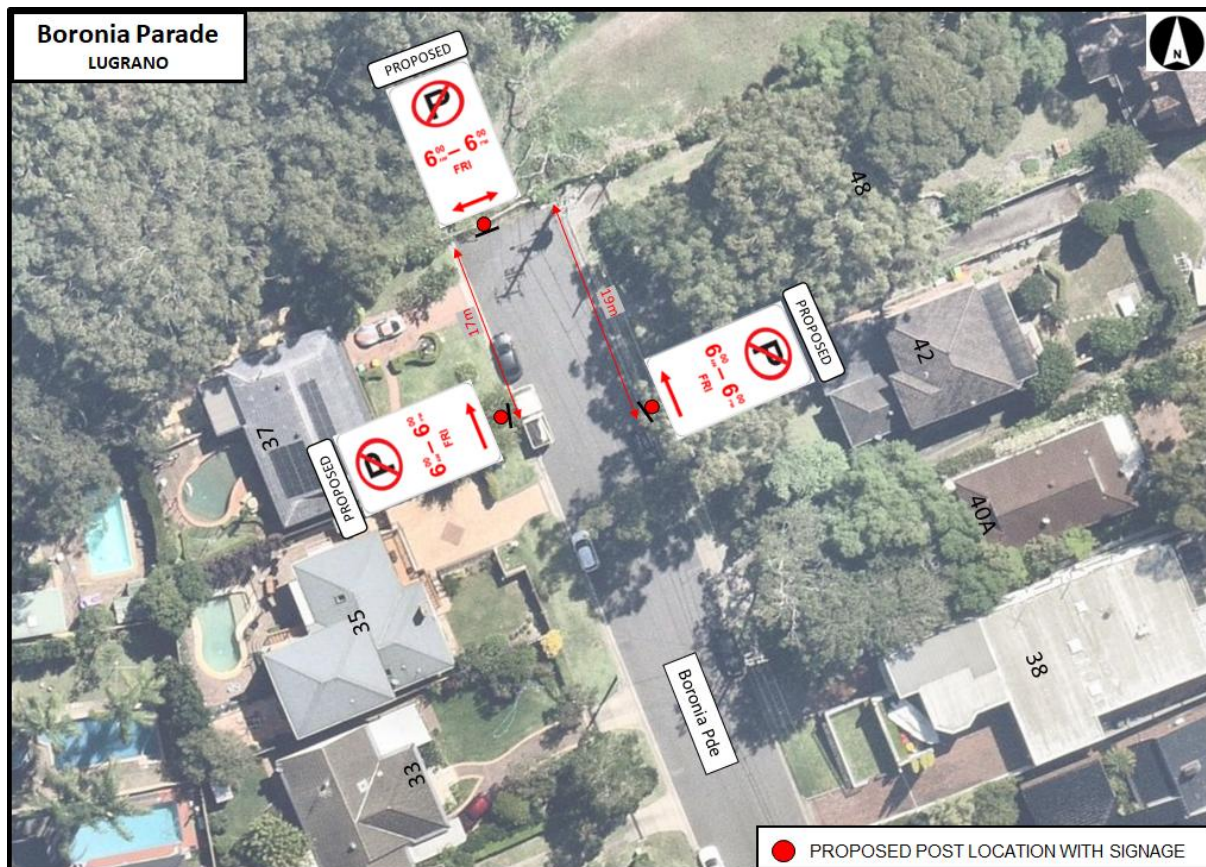
10. The proposed 'No Parking' restriction on Boronia Parade would result in a loss of two on-street parking spaces on Friday between 6am and 6pm, to accommodate waste collection vehicle safe turning facilities.

Bradman Street, Narwee

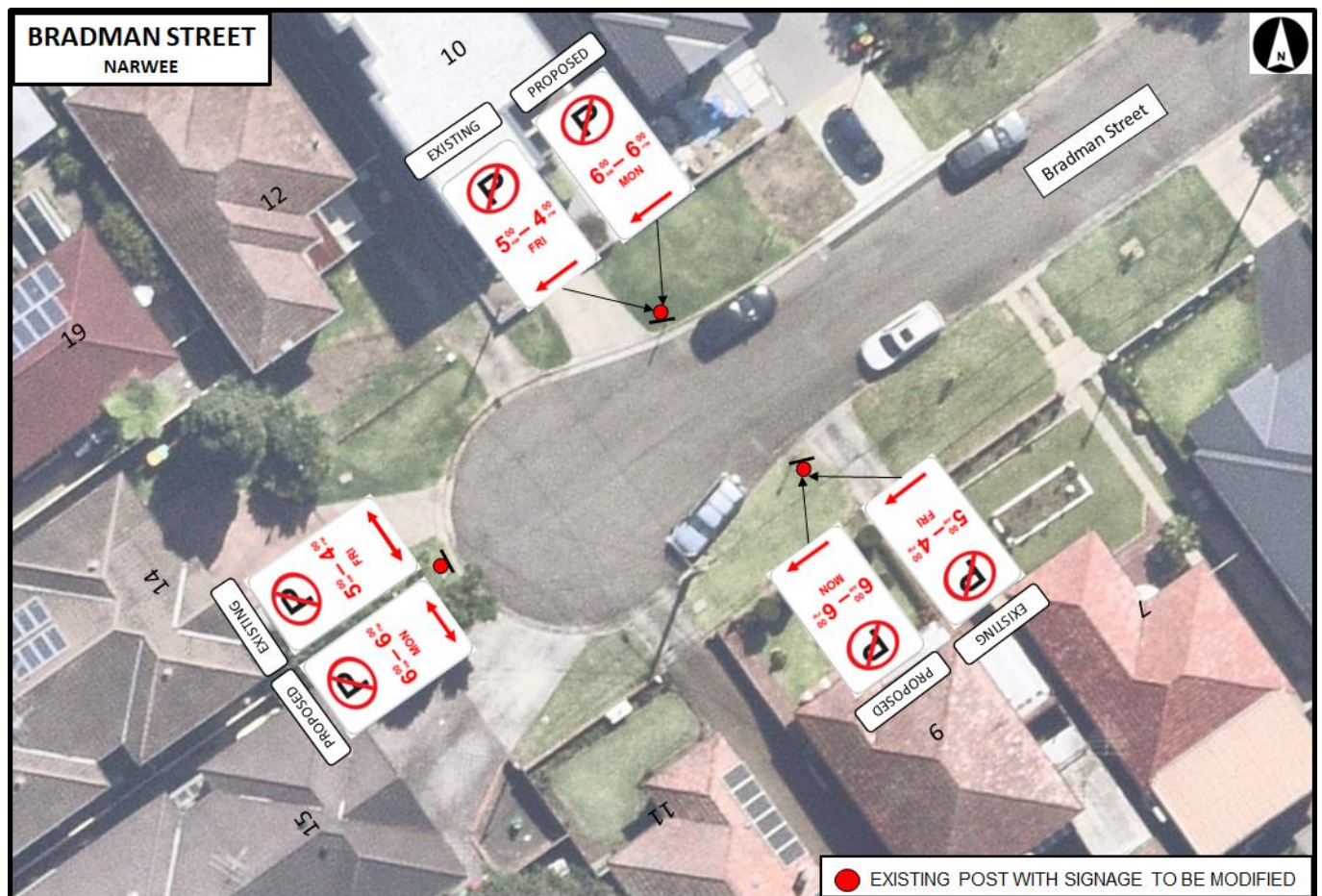
11. As part of the new contract, the waste collection for Bradman Street is now scheduled for every Monday.
12. The existing 'No Parking 5am - 4pm Friday' restriction at the cul-de-sac on Bradman Street does not reflect the current waste collection arrangements for the street, which is now scheduled for every Monday, 6am-6pm.
13. There will be no significant impact on current residential parking arrangements due to the proposed changes.

PROPOSAL

14. That 'No Parking, restriction 6am-6pm Friday' be installed on the northern end of Boronia Parade, Lugarno as per the plan in the report.



15. That an existing 'No Parking 5am-4pm Friday' restriction be converted into a 'No Parking, 6am-6pm Monday' restriction at the cul-de-sac in Bradman Street, Narwee, as per the plan in the report.



LTF074-25

FINANCIAL IMPLICATIONS

16. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$1,000.

COMMUNITY ENGAGEMENT

17. Council has conducted community consultation with the residents of the proposed changes to the parking restrictions on Boronia Parade, Lugarno.
18. Council has received four submissions, two responses are 'Strongly in Favour', one response 'In Favour', and one response 'Strongly Against' of the proposal.
19. The resident against the proposal is concerned about the inconvenience the proposal causes, including displacement of parking to nearby streets.
20. The proposed changes are considered necessary to assist waste collection vehicles turning facilities and improve safety for all road users.
21. Council has undertaken community notification for residents within the vicinity of the Bradman Street, Narwee. No responses were received.

FILE REFERENCE

D25/302374

ATTACHMENTS

Nil

LTF074-25

Item: LTF075-25 Stanley Street, Peakhurst - Proposed Changes to the Parking Restrictions

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF075-25

RECOMMENDATION

- (a) That an existing “No Parking, St George Community Services Vehicles Excepted” restriction be relocated to the west of the vehicular driveway at 64 Stanley Street, Peakhurst, as per the plan in the report.
- (b) That an existing ‘Disabled Parking’ space be relocated further west along Stanley Street, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum’s consideration of the proposed changes to the parking restrictions along the frontage to the 64 Stanley Street, Peakhurst to improve the pick-up and drop-off activities for St George service vehicles and improve the sight line for motorists exiting the driveway.

BACKGROUND

2. Council has received requests from Oasis Retirement Village to investigate and implement changes to the parking restriction along the frontage to the 64 Stanley Street to improve accessibility and safety for motorists exiting the driveway.
3. Council officers have undertaken a site visit and observed that on-street parking demand along Stanley Street in the vicinity of the retirement village is high during business hours due to adjacent industrial area.
4. It was also observed that St Georges community service vehicles parked at the current dedicated space across the vehicular driveway, impact on motorists accessing and egressing the driveway and creating safety issues.
5. The proposed changes to the parking restrictions will improve the sight line and accessibility for motorists exiting the driveway.
6. The proposed changes to the parking restrictions would result in a loss of one unrestricted parking in Stanley Street.

PROPOSAL

7. It is proposed to relocate the “No Parking, St George Community Services Vehicles Excepted” restriction to the west of the vehicular driveway for 64 Stanley Street, Peakhurst, as per the plan in the report.
8. It is proposed to relocate the ‘Disabled Parking’ space fronting 64 Stanley Street further west, as per the plan in the report.



LTF075-25

FINANCIAL IMPLICATIONS

9. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$500 for signage.

COMMUNITY ENGAGEMENT

10. Council has conducted community consultation with adjacent residents and business of the proposed changes to parking restrictions in Stanley Street, Peakhurst.
11. Council has received no responses from the residents and business.

FILE REFERENCE

D25/302383

ATTACHMENTS

Nil

Item: LTF076-25 20 Pearce Avenue, Peakhurst - proposed 'Works Zone'

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF076-25

RECOMMENDATION

- (a) That a 28m "Works Zone, 7am – 5pm Mon – Sat" fronting No.20 Pearce Avenue, Peakhurst, be installed for a duration of 26 weeks commencing Mid-October 2025, as per the plan in the report.
- (b) That the original parking restrictions be reinstated at the completion of the 'Works Zone' period.

EXECUTIVE SUMMARY

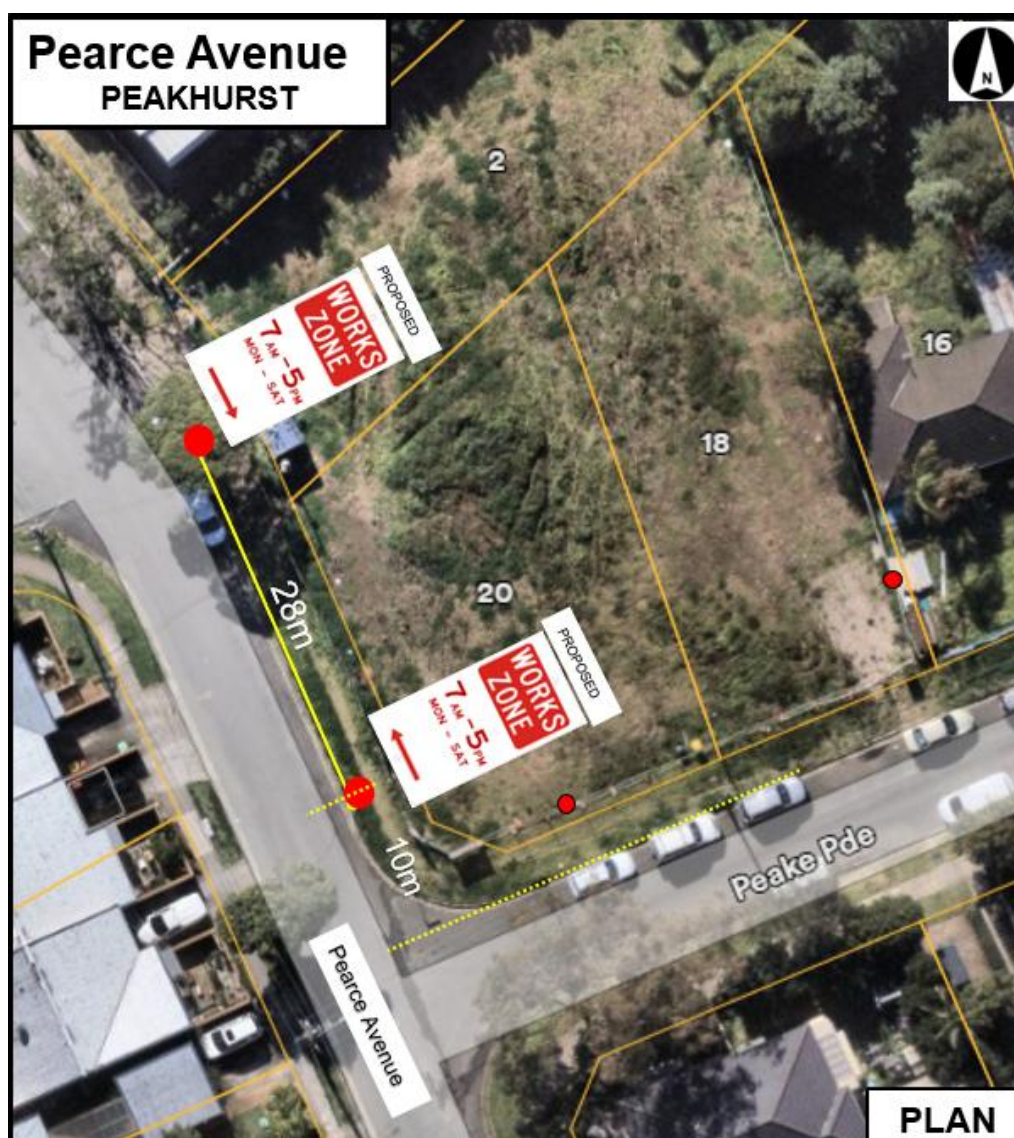
1. This report seeks the Transport Forum's consideration of the proposed 'Works Zone' fronting No.20 Pearce, Peakhurst.

BACKGROUND

2. The builder of a Council approved development at No.20 Pearce Avenue, Peakhurst has lodged a request for a 'Works Zone' to be placed fronting their development.
3. The requested period of the proposed 'Works Zone' is 28 weeks commencing Mid-October 2025.
4. The proposed 'Works Zone' will provide an area where vehicles associated with the development can park, allowing safe and direct access to the site.
5. Any proposals associated with this development to unload materials and conduct road closures will require the additional submission of a Temporary Road, Lane and Footpath Closure application form.

PROPOSAL

6. It is proposed to install a 13m 'Works Zone, 7am – 5pm, Monday – Saturday' fronting No. 20 Pearce Avenue, Peakhurst.



LTF076-25

FINANCIAL IMPLICATIONS

7. No budget impact for this report, all associated costs to be borne by the developer.

COMMUNITY ENGAGEMENT

8. The developer must notify the residents in the area a minimum of two weeks prior to the installation of the work zone.

FILE REFERENCE

D25/308546

ATTACHMENTS

Nil

Item: LTF077-25 Proposed 'No Parking - Electric Vehicles Excepted While Charging' restrictions - Various locations

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the existing 'No Parking – Electric Vehicles Excepted' signage be converted into 'No Parking – Electric Vehicles Excepted While Charging' signage at the following 8 locations as per the plans in the report:

- (a) Broadarrow Road Narwee, adjacent to Bryant Street;
- (b) Morgan Street Beverly Hills, adjacent to King Georges Road;
- (c) Treacy Street, Hurstville, adjacent to Forest Road;
- (d) Stanley Street, Peakhurst;
- (e) Letitia Street, Oatley adjacent to Frederick Street;
- (f) Cook Street, Mortdale, adjacent to Cook Street Car park;
- (g) Premier Street, Kogarah adjacent to Post Office Lane; and
- (h) Morotai Avenue, Riverwood.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration for the proposed installation of 'No Parking Electric Vehicles Excepted While Charging (R5-40-1n)' signage at 8 locations in Georges River Local Government Area.

BACKGROUND

2. This report is consistent with the Georges River Transport Strategy which highlights the need for Electric Vehicle Charging.
3. JOLT has deployed 8 charging stations within Georges River Council area, which utilise the existing Ausgrid infrastructure to provide charging points to all electric vehicles.
4. Complaints have been received from the public regarding confusing and inconsistent parking signage at JOLT dedicated parking bays.
5. The proposed 'No Parking Electric Vehicles Excepted While Charging (R5-40-1n)' signage will provide consistent signage within Georges River Local Government Area.
6. The proposed changes will have no impact to the on-street parking.

PROPOSAL

7. That approval is provided to install 'No Parking Electric Vehicles Excepted While Charging (R5-40-1n)' signage restrictions at 8 locations in Georges River Local Government Area:

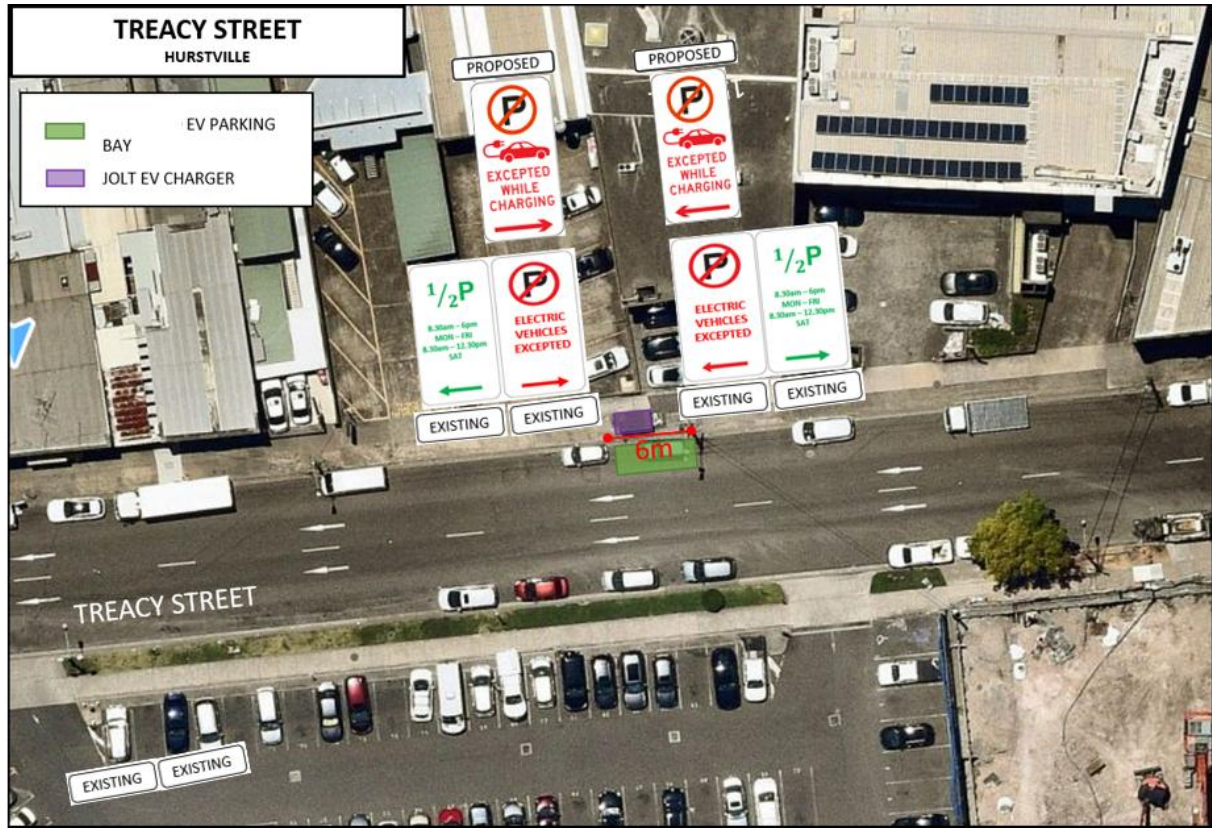
(a) Broadarrow Road, Narwee adjacent to Bryant Street.



(b) Morgan Street, Beverly Hills adjacent to King Georges Road.



(c) Treacy Street, Hurstville, adjacent to Forest Road.



(d) Stanley Street, Peakhurst.



(e) Letitia Street, Oatley adjacent to Frederick Street



(f) Cook Street Mortdale, adjacent to Cook Street, Car park.



(g) Morotai Avenue, Riverwood.



(h) Premier Street, Kogarah.



LTF077-25

FINANCIAL IMPLICATIONS

8. All cost to be borne by Council

COMMUNITY ENGAGEMENT

9. The installation of 'No Parking Electric Vehicles Excepted While Charging (R5-40-1n)' signage at 8 locations in Georges River Local Government Area will not impact existing on-street parking, therefore, community notification is not required.

FILE REFERENCE

D25/300658

ATTACHMENTS

Nil

Item: LTF078-25 Lunar New Year 2026 - Traffic Management Plan

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF078-25

RECOMMENDATION

- (a) That the proposed temporary closure of Forest Road between Queens Road and Treacy Street, Hurstville from 00.01am – 11:59pm on Saturday 21 February 2026, be approved.
- (b) That Council engage a traffic control contractor to prepare a Traffic Management Plan and obtain a Road Occupancy License for the proposed closure of Forest Road, Hurstville.
- (c) As part of the Traffic Management Plan, temporary bus zone will be placed at following locations to accommodate displaced bus stops and other facilities in Forest Road, MacMahon Street and the Bus Interchange:
 - (i) Install a 70 metre Bus Zone on the Southern side of Queens Road between Dora Street and Park Road, Hurstville.
 - (ii) Install a 60 metre Bus Zone on the Southern side of Cross Street between The Avenue and Park Road, Hurstville.
- (d) That the Traffic Management Plan and the Road Occupancy License be submitted to TMC, Police and Council for approval.
- (e) That emergency service, bus operators and St George Cabs be notified of the proposed closure of Forest Road, Hurstville for the 2026 Hurstville Lunar New Year's Street Festival.
- (f) That Bus Operators be requested to provide a 'Bus Director' to direct buses and passengers to the temporary bus stops allocated for the duration of the festival.
- (g) That Bus Companies be requested to advise the affected bus drivers of the proposed closure and alternative bus stops and bus routes on Saturday 21 February 2026.
- (h) Further that all business owners along Forest Road and Queens Road be notified of the proposed closure of Forest Road and proposed changes to parking restrictions for the 2026 Hurstville Lunar New Year Street Festival.
- (i) That the Taxi Rank in Forest Road, Hurstville be relocated to Woodville Street, Hurstville for the duration of the festival. Appropriate signage be installed advising that the taxi rank has been relocated to Woodville Street, Hurstville.
- (j) That approval be granted to place four VMS boards, one on Forest Road corner of Queens Road, one on Queens Road corner of Dora Street, one on Cross Street corner of Park Road and one on Forest Road corner of Park Road seven days prior to the event.
- (k) That the event is categorised as a 'Class 3' Event.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's approval to close Forest Road, Hurstville between Queens Road and Treacy Street, Hurstville from 00.01am – 11:59pm on Saturday 21 February 2026 to facilitate the street festival for the 2026 Lunar New Year.

BACKGROUND

2. Georges River Council has organised the Lunar New Year Festival over the past years with great success. It is the largest event of its kind held outside the Sydney CBD with over 50,000 local residents and visitors attending the street festival in Forest Road.
3. Council is planning to hold the annual 2026 Lunar New Year's Street Festival on Saturday 21 February 2026, featuring entertainment, food and market stalls and traditional lion and dragon dances.
4. To facilitate this event Council proposes to close Forest Road from 00.01am – 11:59pm on Saturday 21 February 2026 to ensure safety of event patrons, participants and volunteers.
5. In previous years, Council has deployed a number of traffic control measures to accommodate displaced bus stops and other facilities in Forest Road, MacMahon Street and the Bus Interchange.
6. The traffic control measures to facilitate the 2026 Lunar New Year's Street Festival on Saturday 21 February 2026 are listed below:
 - The proposed event will be widely advertised through Council website and local newspapers.
 - All the stakeholders including bus operators, emergency services and owners of businesses along the subject section of Forest Road will be notified (most of them are actively involved) prior to the proposed road closure.
 - Advisory signage and VMS will be installed at strategic locations (railway station, bus stops and shop fronts near intersection) at least 7 days prior to the proposed road closure to notify the public.
 - The eastbound right-turning bay in Forest Road at Queens Road will be closed during the event with barricades.
 - Macmahon Street between Dora Street and Forest Road will be closed for traffic at Dora Street.
 - Palm Court car park will be closed for traffic at Treacy Street.
 - The eastern end of Forest Road will be closed at Treacy Street.
 - All the bus stops at the Hurstville Bus Interchange, Forest Road and MacMahon Street will be temporally relocated to following location as follows:
 - A 70 metre Bus Zone will be installed on the Southern side of Queens Road between Dora Street and Park Road, Hurstville.
 - A 60 metre Bus Zone will be installed on the Southern side of Cross Street between The Avenue and Park Road, Hurstville.
 - The existing Taxi Rank in Forest Road will be relocated to Woodville Street, Hurstville.
 - Road closures will be manned by professional traffic controllers and TfNSW accredited SES volunteers.
7. As per previous years, Council is planning to engage a professional contractor to prepare and manage traffic control measures for the proposed road closure. The State Emergency Services volunteers have agreed to man pedestrian crossings and crowd control during the event. Emergency vehicle access will be maintained through the northern end of the Hurstville Bus Interchange.

FINANCIAL IMPLICATIONS

8. Within Council's Event Team's budget.

COMMUNITY ENGAGEMENT

9. Community engagement will be conducted through Council's Events Team.

FILE REFERENCE

D25/308466

ATTACHMENTS

Attachment [↓1](#) Lunar New Year TMP 2026



Attachment [↓2](#) TGS01 - Forest Rd from Queens Rd - Lunar New Year 2026



Attachment [↓3](#) TGS02 - Dora St & Macmahon St - Lunar New Year 2026



Attachment [↓4](#) TGS03 - Forest Rd Bus Interchange - Lunar New Year 2026



Attachment [↓5](#) TGS04 - Forest Rd Car Park - Lunar New Year 2026



Attachment [↓6](#) TGS05 - Cross St & Croft St - Lunar New Year 2026



Attachment [↓7](#) TGS06 - VMS Plan - Lunar New Year 2026



2026

Lunar New Year TMP



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ABN: 84 159 278 618



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Disclaimer

Prepared by: Guardian Venue Management International, for "Lunar New Year".

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Document Issue & Version Control

A document management system has been implemented to ensure both continuity and clarity of the original release and to track any amendments and their source.

This document is First Draft published on 17/09/2025.

Document Version Control

Document Version	Published	Author/s	Amendments
Draft Ver 1	17/09/2025	Carlos Andrade	Released

Document Issue Control

Document Version	Date Issued	Distributed By	Reviewed By / Organisation
Draft Ver 1	17/09/2025	Carlos Andrade Candace Hutchison	Guardian Venue Management International Georges River Council

Terms & Definitions

Terms	Definitions
RMS	Roads & Maritime Services
PAX	Persons Amount X
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
LAC	Local Area Command
LGA	Local Government Area
PWZ/TMP	Prepare a Work Zone/Traffic Management Plan
TCP	Traffic Control Plan
TMP	Traffic Management Plan
VMS	Visible Message Sign

1.Executive Summary

Georges River Council will welcome the Year of the Snake with the annual Lunar New Year Festival in 2026. In Chinese culture, The Snake is the sixth animal in the Chinese zodiac, starting a 12-year cycle. People born as Snakes are mysterious, smart, wise, good at talking, determined, and caring. They value knowledge, work hard to achieve goals, and form deep bonds in relationships. Snakes are mysterious and smart.



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The Lunar New Year festival will feature the traditional Lion Dance, entertainment, food stalls, giveaways and festival atmosphere.

2.Scope

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plan. This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	RMS Traffic Control at Worksites Manual	5.0
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408

3.Objectives

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a. Inform the RMS Representative and
 - b. Not damage the equipment,
 - c. Make suitable arrangements where required.
 - d. When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,



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7. Design temporary roadways and detours in accordance with RMS Road Design Guide and
8. Meet the requirements RMS Traffic Control at Worksites Manual.

4. Management of TMP

Guardian Venue Management International has undertaken that it will provide the Traffic Control Plans for this event.

It is required by Council/RMS and/or consenting authorities that all traffic control works to be carried out by RMS certified and accredited personnel.

5. Implementation

Traffic Management for work and/or events sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the event organiser and shall be carried out by RMS certified and accredited personnel.

6. Planning Strategies

Following preparation of the final draft plans, assessment and approvals is required by the following:

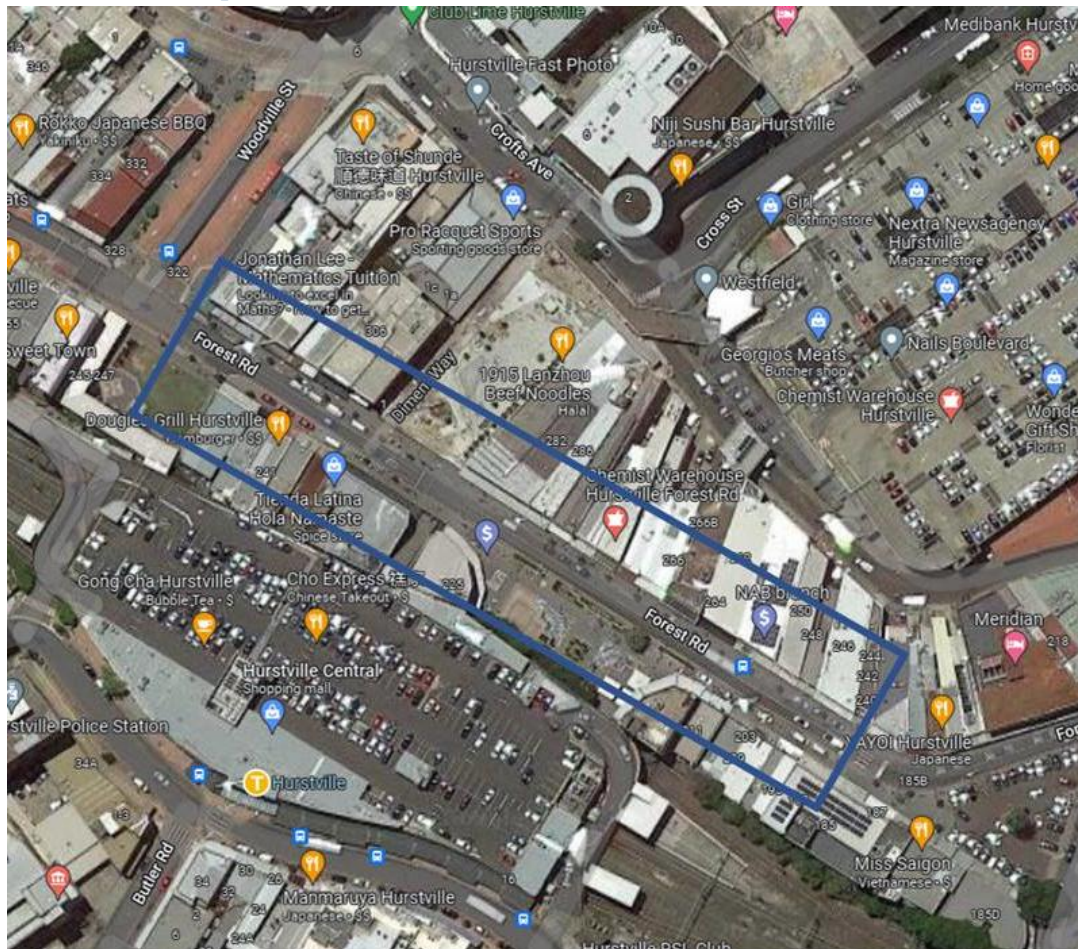
Agency	Area
NSW Police	St George LAC
Council	Georges River Council

Event Details

Event Name	Lunar New Year
Event Date & Times	Saturday 21 st February 2026 16:00hrs – 22:00hrs
Bump In	Saturday 21st February 2026 00:01hrs – 12:00hrs
Bump Out	Saturday 1st February 2026 21:01hrs – 23:59hrs
Venue(s)	Forrest Road, Hurstville
Demographic	Community event for all ages and families



7.Location Map



8.Traffic Management

During the event traffic safety will be managed by the implementation of specifically tailored TGS's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the RMS Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGS's implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.



8.1 Traffic Guidance Schemes (TGS)

The attached traffic guidance schemes indicate the intended setup for traffic management to ensure continual flow around the immediate area.

8.2 Road Closures

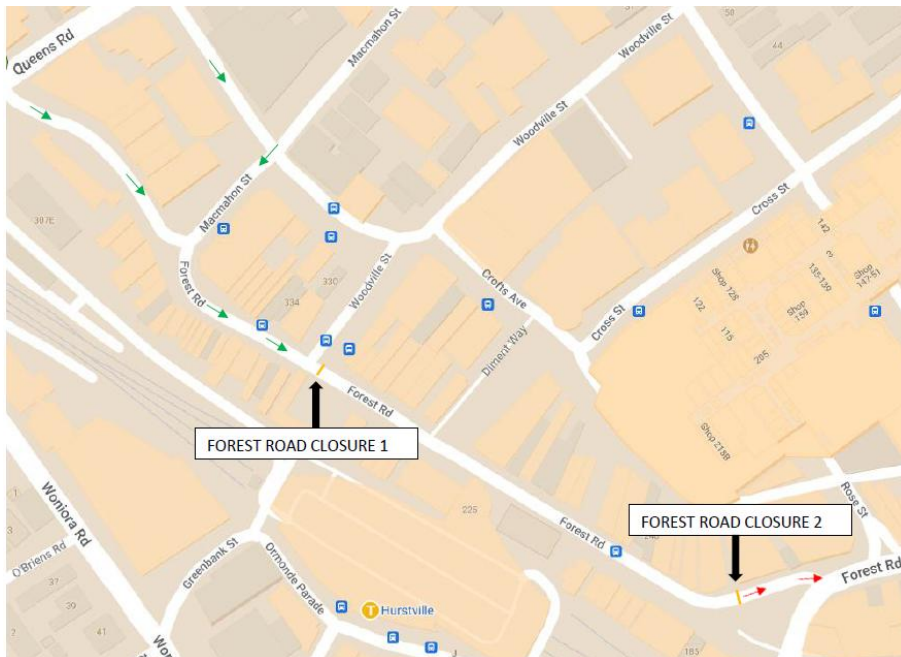
Road closures and control points shall be implemented at the following locations.

- TGS01 – Entry to Forest Rd from Queens Rd. Busses and emergency vehicles under lights will be granted access through this point.
- TGS02 – Entry to Macmahon St from Dora St (Westbound only). Busses and emergency vehicles under lights will be granted access through this point.
- TGS03 – Closure at the intersection of Forest Rd and Woodville St to all Southbound traffic. Emergency vehicles under lights will be permitted.
- TGS04 – Forrest Rd car park closure.
- TGS05 – Cross St & Croft St. Drop off for VIP and performers.
- TGS06 – VMS Plan

As part of this TMP the Vehicle Access Plan will be distributed to any anticipated delivery/vendor attending site ensuring they utilise the nominated route for their delivery.

8.3 Vehicle Entry & Exit

Vendors and authorised vehicles will enter the event site through Road Closure 1 and exit the event site through Forrest Road Closure 2.





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8.4 Emergency Vehicle Access

In the case of an emergency, vehicle access entry/exit points will be from any of the road closure points however you should calculate the closest point to your designated location prior to arrival to minimise disruption.

Emergency Services will be advised by the event organiser of the road closures & the relevant timings.

8.5 Public Notification

Public notifications shall be undertaken by the event organiser and/or a third party provider to the impacted residents/business affected by the closures via a letter box drop 7 days prior to the event.

Georges River Council staff will post signage 24hrs prior to impacted bus routes at their relevant bus stops with directions on where temporary alternative bus stops will be located.

8.5 Public Transport Routes

As part of the overall plans all bus stops at the Forest Road within the road closure section will be relocated to existing bus stops in the local area. Bus routes impacted by the road closure are:

- 410 Hurstville to Concord Hospital.
- 452 Hurstville to Rockdale Station.
- 455 Hurstville to St George Hospital.
- 490 Hurstville to Drummoyne.
- 491 Hurstville to Five Dock Shops.
- 947 Hurstville to Kogarah Station.

8.5.1 Road closures affecting bus services

Punchbowl Bus Company's - Bus Stops affected:

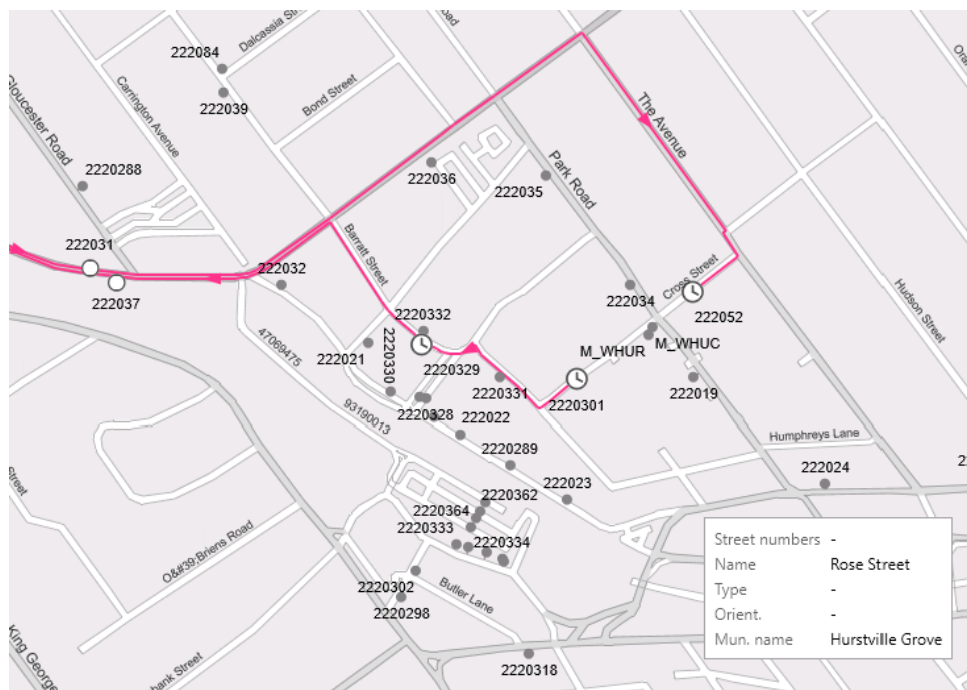
450, 940, 941, 943 and 945

TSN	Stop Name	TSN	Alternate Stop	Notes
2220330	Hurstville Station, Forest Rd, Stand C	2220301	Westfield Hurstville, Cross St	450, 940, 941, 943 & 945 Inbound
222023	Westfield Hurstville, Forest Rd Hurstville	2220301	Westfield Hurstville, Cross St	450, 940, 941, 943 & 945 Inbound
2220327	Hurstville Station, Stand B	2220301	Westfield Hurstville, Cross St	450, 940, 941, 943 & 945 Outbound



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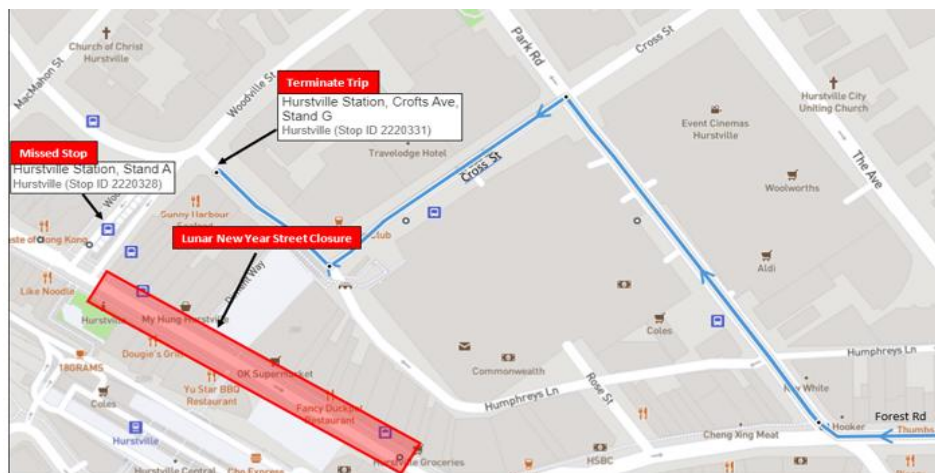
Transdev - Bus Stops affected:

452, 455, 947, M91

TSN	Stop Name	TSN	Alternate Stop	Notes
2220328	Hurstville Station Stand A	2220332 2220331	Hurstville Station Barratt St Stand F Hurstville Station Crofts Ave Stand G	452, 455 Eastbound, 947 Westbound & Eastbound
222023	Hurstville Westfields. Forest Rd	2220332	Hurstville Station Barratt St Stand F Hurstville Station Crofts Ave Stand G	452, 455 Eastbound 947 Eastbound

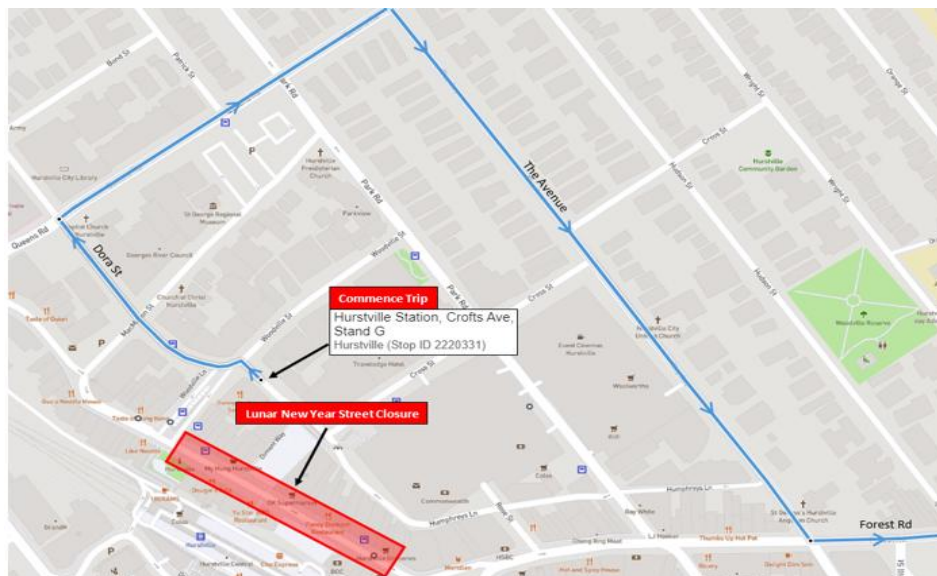


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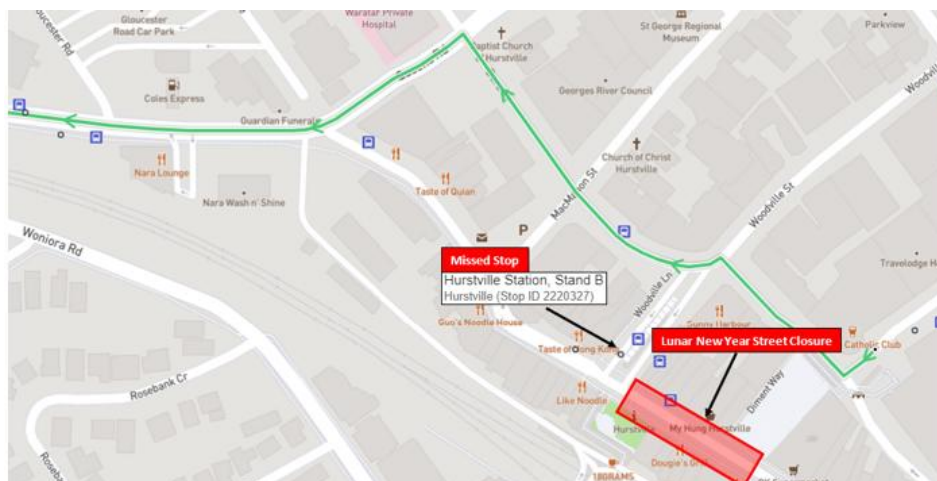




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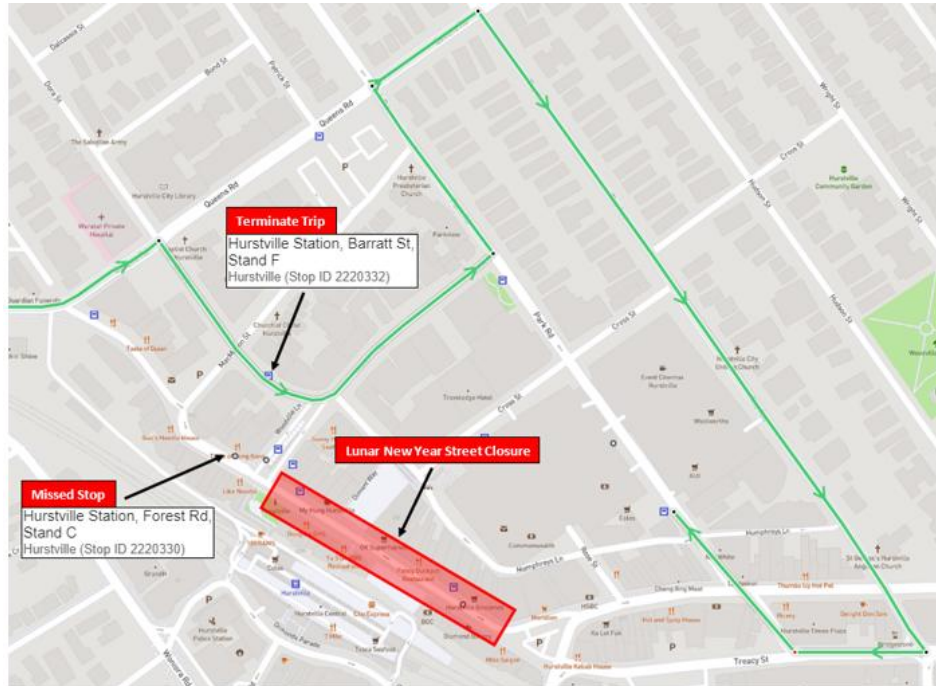
TSN	Stop Name	TSN	Alternate Stop	Notes
2220327	Hurstville Station, Stand B	2220301	Westfield Hurstville, Cross St	M91Wesbound



TSN	Stop Name	TSN	Alternate Stop	Notes
2220330	Hurstville Station, Stand C	2220332	Hurstville Station Barratt St Stand F	M91Eastbound



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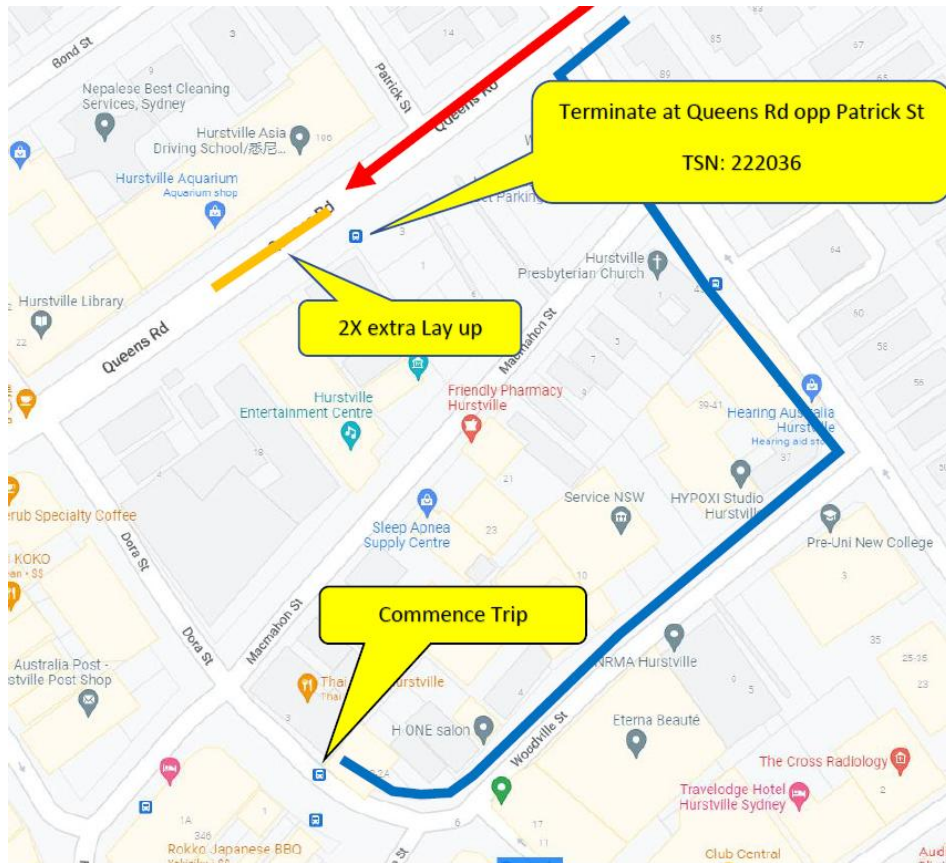
Transit Systems – West - Bus Stops affected:

410, 490 and 491

TSN	Stop Name	TSN	Alternate Stop	Notes
222021	Hurstville Station McMahon St Stand D	2220332	Hurstville Station Barratt St Stand F	
2220328	Hurstville Station Stand A	2220332	Hurstville Station Barratt St Stand F	410, 490 Outbound
222023	Hurstville Westfields. Forest Rd	2220332	Hurstville Station Barratt St Stand F	410, 490 Outbound
222034	Park Rd at Cross St	222035	Hurstville Presbyterian Church, Park Rd	410, 490 Outbound



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Route 410



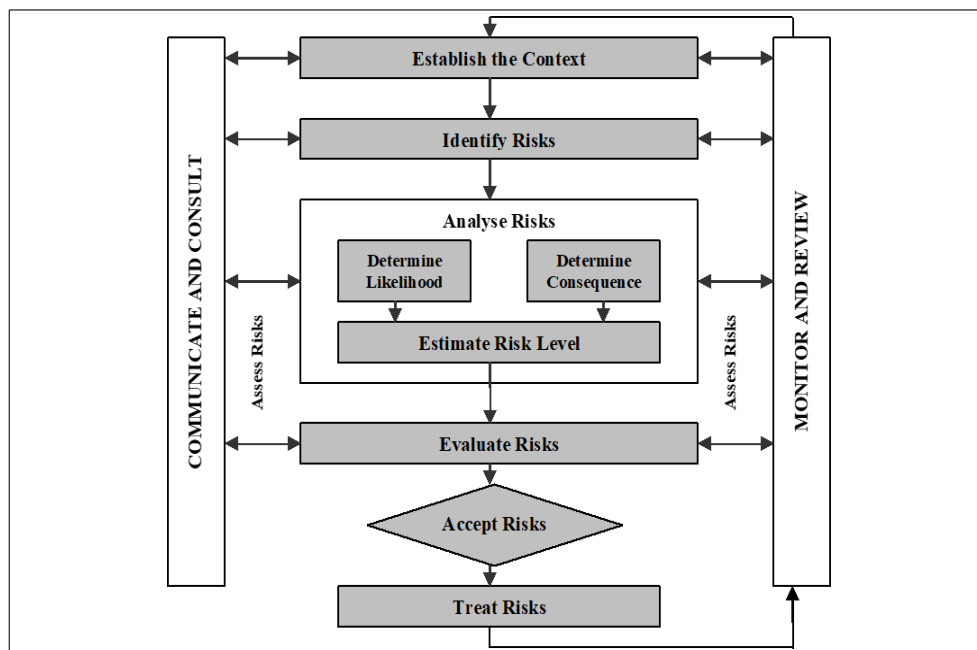


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9. Risk Management

9.1 Risk Management Process

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



9.2 Risk Tolerance

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.

9.3 Risk Assessment Tool

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.



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Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1 million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

9.4 Risk Evaluation

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



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9.5 Risk Treatment

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

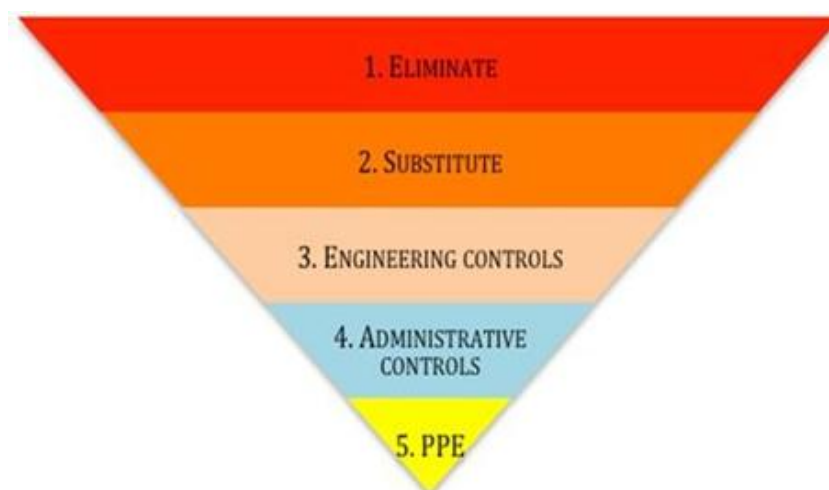
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks.

When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle: As Low As Reasonably Practical





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SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimised the risk to the lowest reasonably practicable level

9.6 Risk Register

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road Closure during event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control



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3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Large public space within area to ensure patrons within closure. Traffic controller at each entry/exit point to ensure no persons queuing onto road network	1	2	L	First Aid Event Organiser Police Traffic Controller
4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	Council to check venue prior to event. All staff along the internal roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TCP's for event. Consultation will relevant stakeholders as part of planning. Detour setup to assist with vehicle flows. Road closed is not a main arterial road.	2	2	L	Police Site Manager LGA
6	Vehicle/ Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Road closures to reduce potential of interaction & to minimize possibility. No Vehicle movement during live phase of Festival. Existing street with lighting.	2	3	M	First aid Event Organiser Traffic Controller All staff



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						First aid onsite during festival. All staff should be in hi-vis vest when working around traffic.				
7	Vehicle Breakdown	Financial Delay	2	2	L	Alternate routes to be utilised. RMS/Police to be advised of same for assistance.	2	1	L	Event Organiser Traffic Controller Police/RMS
WEATHER RISKS										
8	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Control
9	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing.	2	2	L	First aid Event Organiser Traffic Control



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10	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. First aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off.	2	2	L	First aid Event Organiser LGA Traffic Control
11	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768. Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
12	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by-Event Organiser. All signs to be weighted in high wind areas. Traffic Controllers not to stand under trees in storms.	6	5	M	First Aid Event Organiser Traffic Control
HEALTH RISKS										



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13	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	Event organiser to develop COVID plan. TC's to conduct social distancing of 1.5m from other persons. PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
14	Staff Fatigue	Short Term Injury Delay	4	2	M	GVM Fatigue Management Plan implemented. Team Leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control



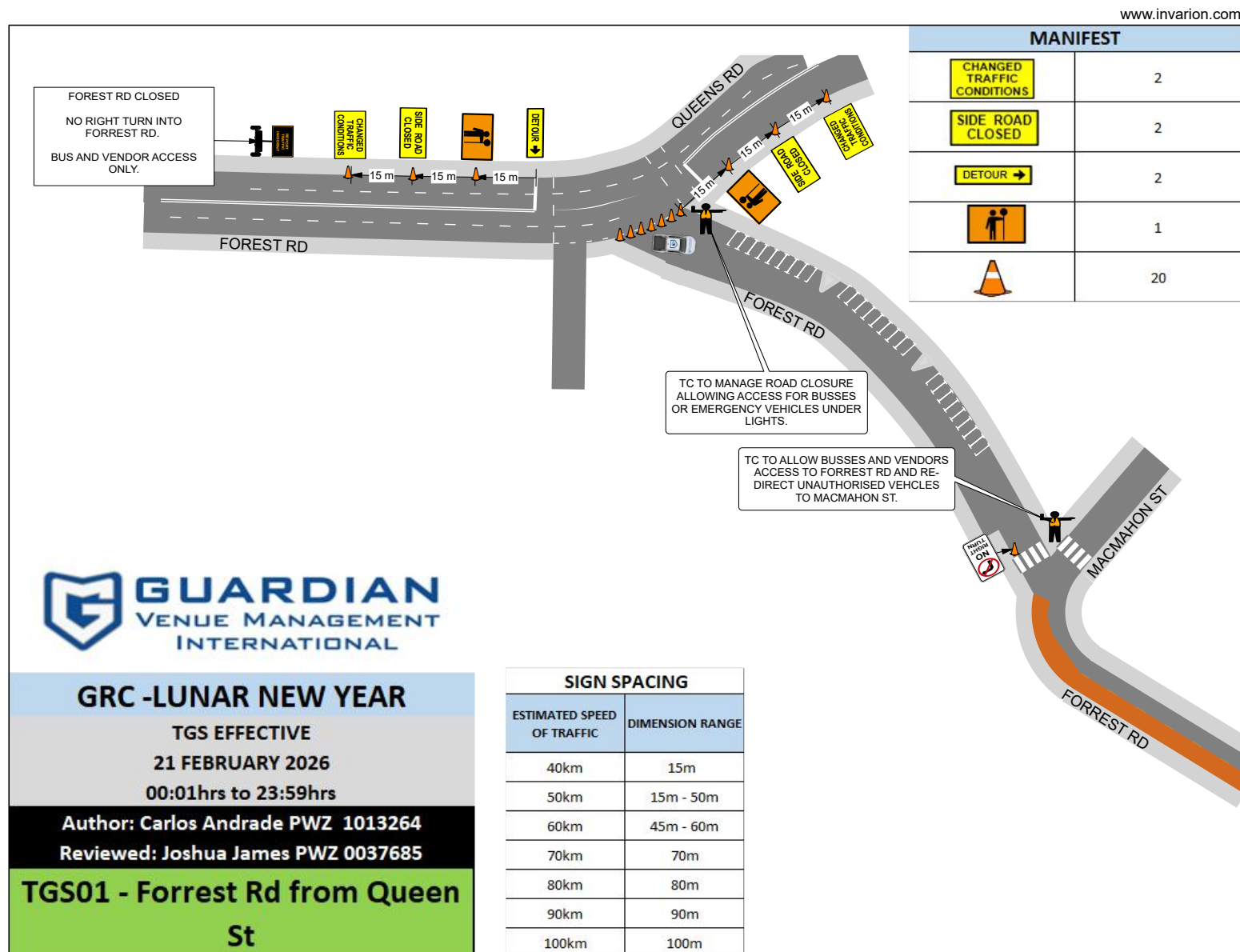
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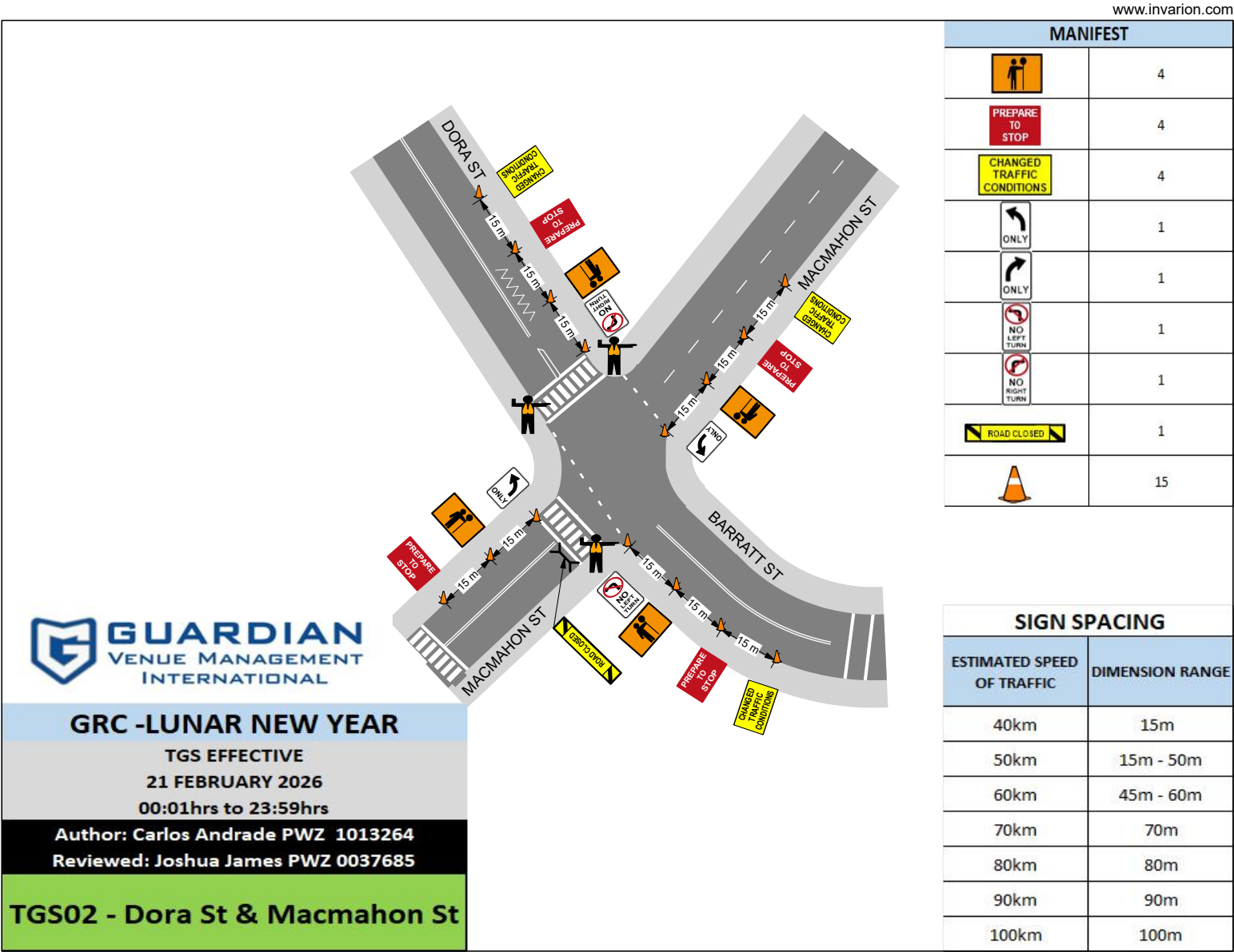
16	Terrorism	Death Short Term Injury Long Term Injury Financial Delay Reputation	3	5	H	Event organiser to assess re Target Hardening control measures. TC's at key entry points controlling access. Shipping containers on road network re reduce risk of injury,	3	2	M	Event Organiser Police Traffic Control
MISCELLANEOUS										
17	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Consultation with all stakeholders to ensure that everyone is aware of correct procedures in case of loss of communications. Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of Instant messenger apps as backup (i.e. WhatsApp), use encryption where possible.	3	1	L	Tele - communications Provider Two Way Radio Provider Event Organiser Emergency Services

10. Appendix

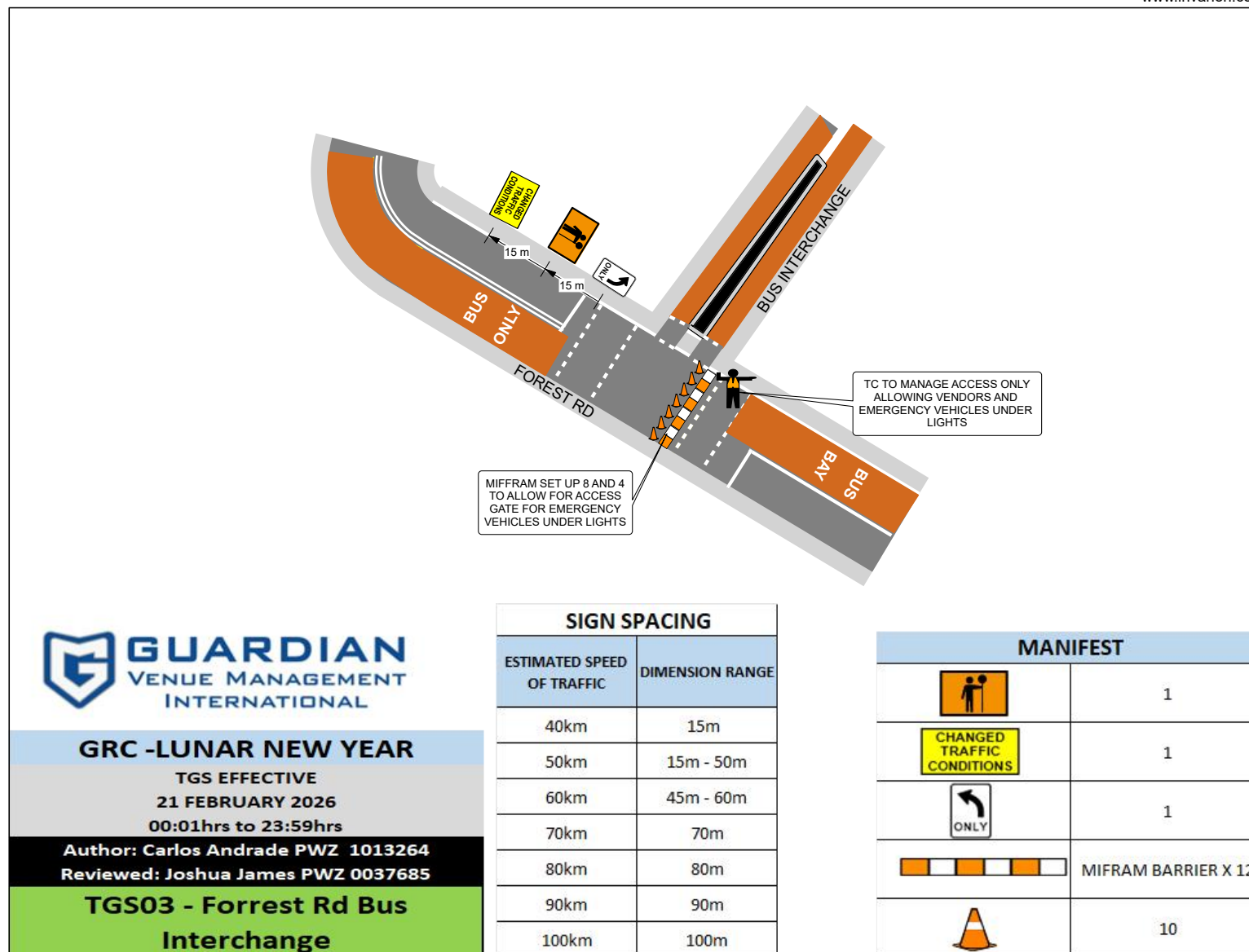
The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

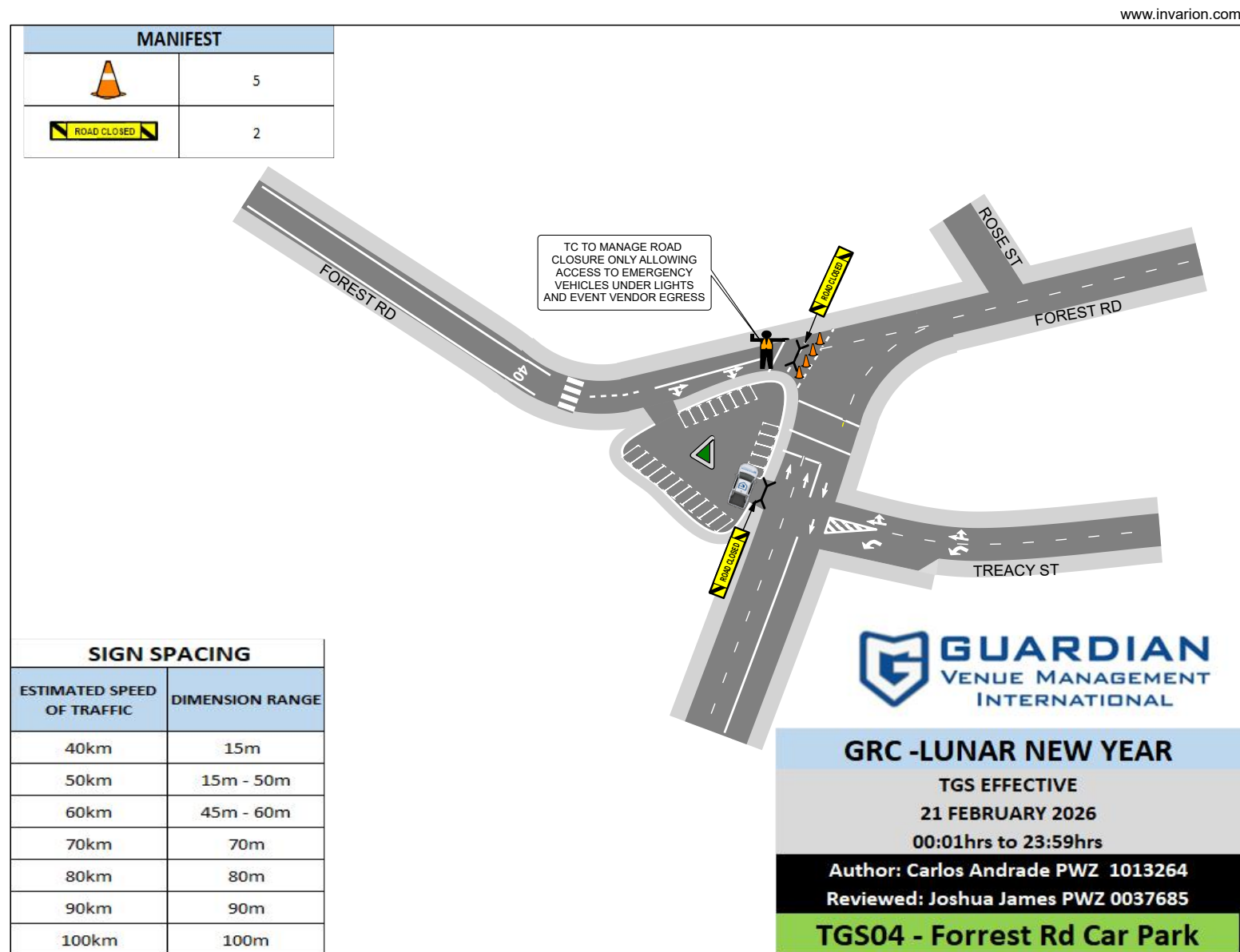
#	Document Name
1	TGS01 – Forest Rd & Queens Rd
2	TGS02 – Dora St & Macmahon St
3	TGS03 – Forest Rd & Bus Interchange
4	TGS04 – Forest Rd Car Park
5	TGS05 – Cross St & Croft St
6	TGS06 – VMS Board Locations

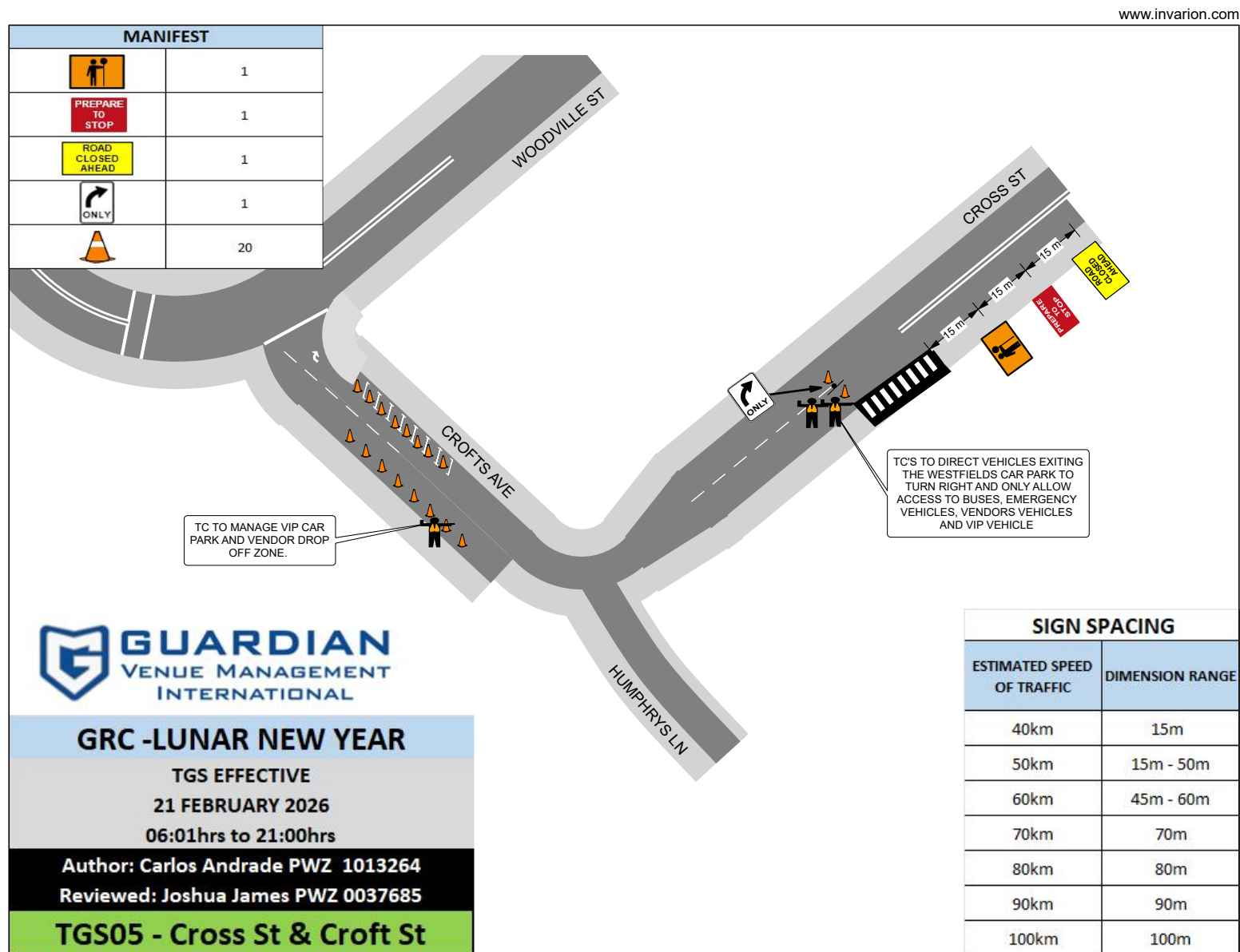


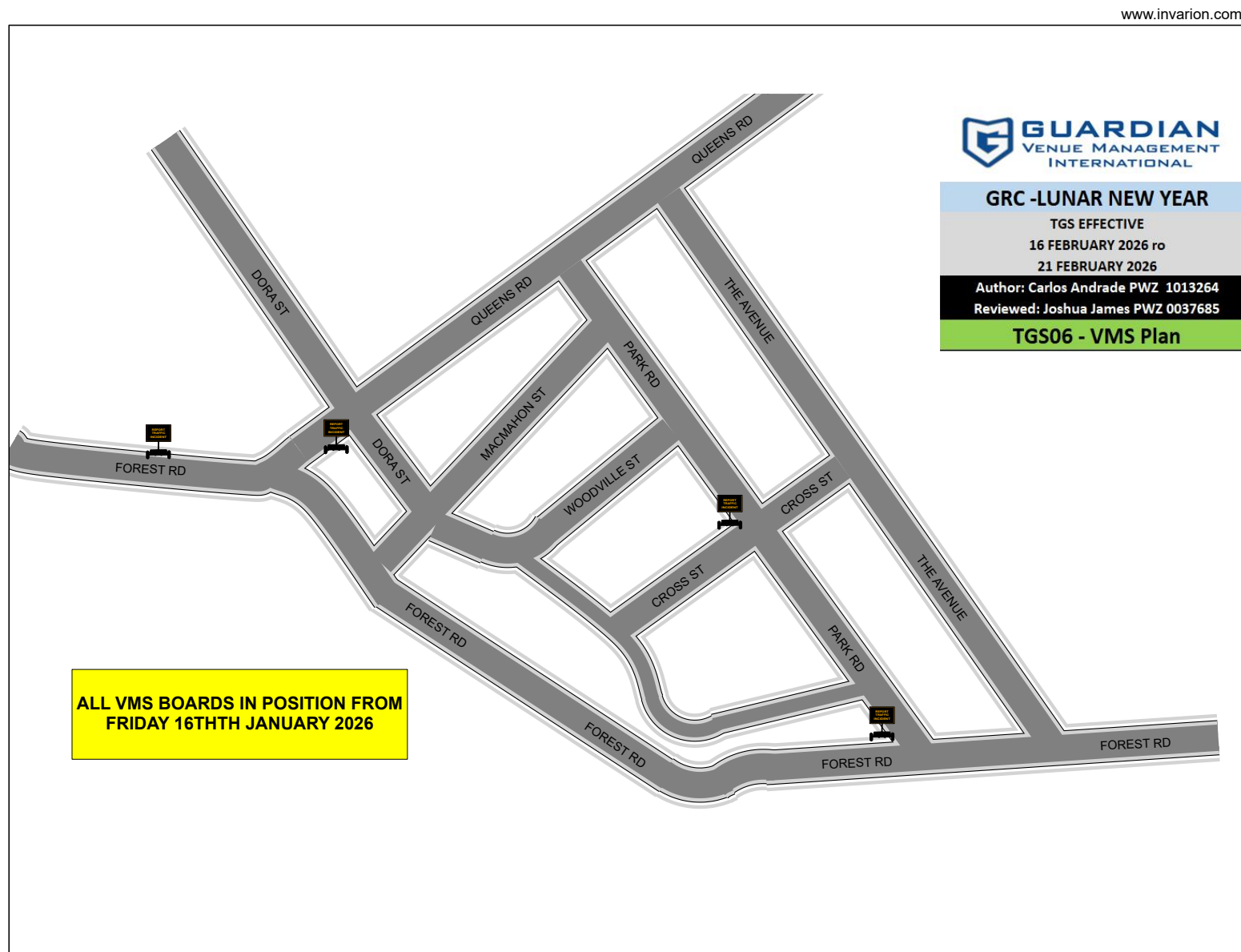


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Item: LTF079-25 Carwar Avenue, Carss Park - Temporary Road Closures - Australia Day Event 2026

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

- (a) That approval be granted for the part road closure of Carwar Avenue, Carss Park, between 6.00am and 11.59pm on Monday 26 January 2026 for Council's "Australia Day" event to be held at Carss Bush Park.
- (b) That placement of VMS boards on Carwar Avenue and Princes Highway a week prior to the event, is approved.
- (c) That the event is categorised as a 'Class 3' Event.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of the temporary road closures in Carss Park for Council's "Australia Day" event.

BACKGROUND

2. On Monday 26 January 2026, Council is holding its annual "Australia Day" event at Carss Bush Park.
3. The event involves live music, diverse cultural performances, amusing roving entertainers and market stalls selling clothing, novelties, crafts and foods from many different cultures.
4. The highlight of the event will be at 9pm with a fireworks display over Kogarah Bay.
5. A section of Carwar Avenue, from the intersection with Allawah Avenue will be closed to vehicular traffic, between 6.00am and 11.59pm on Monday 26 January 2026.
6. The event is scheduled to commence at 4.00pm with conclusion after the 9.00pm fireworks.
7. Additional parking spaces will be provided on Carss Park Flats which can be accessed from Carlton Crescent, Carss Park. State Emergency Service (SES) volunteers will be present to assist drivers during their arrival and departure.
8. The event would be classified as a Class 3 Event, according to the "Guide to Traffic and Transport Management for Special Events", and as such a Traffic Management Plan (TMP) would not be required to be submitted to the Roads and Maritime Services (RMS) for approval prior to the event. The "Management Plan" attached to the report will be distributed to personnel involved in the event.
9. A hostile vehicle risk assessment has also been conducted for this event.

PROPOSAL

10. It is proposed that the part road closure of Carwar Avenue, Carss Park, between 6.00am and 11.59pm on Monday 26 January 2026 for Council's "Australia Day" event to be held at Carss Bush Park.
11. That placement of VMS boards on Carwar Avenue and Princes Highway a week prior to the event, is approved.
12. That the event is categorised as a 'Class 3' Event.

FINANCIAL IMPLICATIONS

13. Within budget allocation - Council's Event Budget.

COMMUNITY ENGAGEMENT

14. Community engagement via letter box drop will be conducted prior to the event by Council's Event Team.
15. Further community communication will be conducted via Council's social media platforms.

FILE REFERENCE

D25/308358

ATTACHMENTS

Attachment [↓1](#) Australia Day 2026 TMP



Attachment [↓2](#) TGS 01A Carwar Avenue, Carss Park - Australia Day Event



Attachment [↓3](#) TGS 01B Carwar Avenue, Carss Park - Australia Day Event



Attachment [↓4](#) TGS 02A Carss Park Flat Ingress - Carwar Avenue, Carss Park - Australia Day Event



Attachment [↓5](#) TSG 02B Carss Park Flat Egress - Carwar Avenue, Carss Park - Australia Day Event



Attachment [↓6](#) TGS03 VMS Plan -Carwar Avenue, Carss Park - Australia Day Event



2026

Australia Day TMP



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Guardian Venue Management
International Pty Ltd
ABN: 84 159 278 618
1/26/2026



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Disclaimer

Prepared by: Guardian Venue Management International, for "Australia Day".

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Prepared By;
Guardian Venue Management International Pty Ltd
ABN: 84 159 278 618



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Document Author Accreditation



Document Issue & Version Control

A document management system has been implemented to ensure both continuity and clarity of the original release and to track any amendments and their source.

This document is First Draft published on 17/09/2025.

Document Version Control

Document Version	Published	Author/s	Amendments
Draft Ver 1	17/09/2025	Carlos Andrade	First Draft

Document Issue Control

Document Version	Date Issued	Distributed By	Reviewed By / Organisation
Draft Ver 1	17/09/2025	Carlos Andrade	Candace Hutchinson – Georges River Council

Terms & Definitions

Terms	Definitions
RMS	Roads & Maritime Services
PAX	Persons Amount X
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
LAC	Local Area Command
LGA	Local Government Area
PWZ/TMP	Prepare a Work Zone/Traffic Management Plan
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
VMS	Visible Message Sign



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1.Executive Summary

The Georges River Council Australia Day Awards are presented annually to recognise and honour individuals who have significantly contributed to the Georges River community.

Nominate your community hero in one of the following categories:

- Young Citizen of the Year
- Volunteer of the Year
- Citizen of the Year

Australia Day at Carss Bush Park to enjoy the scenic views of the bay, an array of food stalls, children's activities and a stunning firework display to close the evening at 9.00pm.

2.Scope

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Guidance Scheme. This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	RMS Traffic Control at Worksites Manual	5.0
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408

3.Objectives

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,



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3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a. Inform the RMS Representative and
 - b. Not damage the equipment,
 - c. Make suitable arrangements where required.
 - d. When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Design temporary roadways and detours in accordance with RMS Road Design Guide and
8. Meet the requirements RMS Traffic Control at Worksites Manual.

4. Management of TMP

Guardian Venue Management International has undertaken that it will provide the Traffic Guidance Schemes for this event.

It is required by Council/RMS and/or consenting authorities that all traffic control works to be carried out by RMS certified and accredited personnel.

5. Implementation

Traffic Management for work and/or events sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the event organiser and shall be carried out by RMS certified and accredited personnel.

6. Planning Strategies

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	Area
NSW Police	St George LAC
Council	Georges River Council

7. Event Details

Event Name	Australia Day
Event Date & Times	Event Date: Monday 26 January 2026 Event Time: 16:00hrs – 21:00hrs



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Bump In	06:00 Monday 26 January 2026
Bump Out	23:59 Monday 26 January 2026
Venue(s)	Carrs Bush Park, Carwar Ave, Carrs Park NSW 2221
Demographic	All Ages – families, elderly, youth and children

8. Traffic Management

During the event traffic safety will be managed by the implementation of specifically tailored TGSs that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the RMS Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGSs implement various short-term road closures to safely manage vehicular and pedestrian flow within the precinct.

8.1 Traffic Guidance Schemes (TGS)

The attached Traffic Guidance Schemes indicate the intended setup for traffic management to ensure continual flow around the immediate area.

TGS01A – Carwar Ave

TGS01B – Carwar Ave

TGS02A – Carrs Park Flats Ingress

TGS02B – Carrs Park Egress

TGS003 – VMS Board Plan

8.3 Vehicle Entry & Exit

The primary entry and exit are:

1. Carlton Cres entry & egress to Carrs Park Flats
2. Bunyala St entry & egress to Todd Park car park

8.4 Emergency Vehicle Access

In the case of an emergency, vehicle access entry/exit points will be through the hard road closure point on Carwar Ave into the event site. This will be for event related issues only, not for general travel routes.



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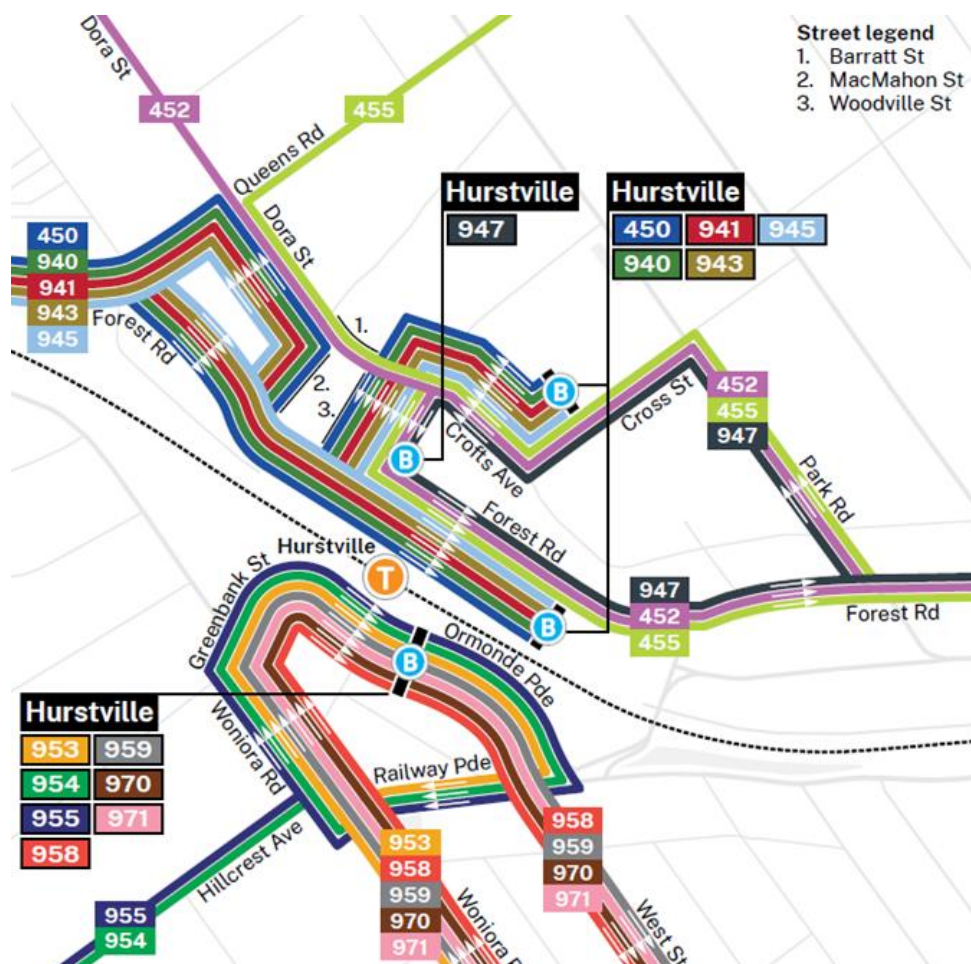
8.5 Public Notification

Public notifications shall be undertaken by the event organiser and/or a third a party provider to the impacted residents/business affected by the closures via a letter box drop 7 days prior to the event.

8.5 Public Transport Routes

Bus routes to Carss Park

- 958, Sylvania High School
- 970, Miranda Westfield
- 971, Caringbah Station
- 959, Hurstville Station





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8.6 Public Parking

Public parking will be located on the Carrs Park Flats. Entry will off Carlton Cres **(TGS02A & 2B)**. To limit the events impact on local street parking and traffic:

- Parking for patrons attending event will primarily be on Carrs Park Flats (approximately 2000 vehicles) which will be managed by car park attendants to maximise available space to park vehicles, control vehicle movement and monitor the safety of pedestrians.
- Todd Park (89) and public car parks will also be utilised. These car parks will be monitored throughout the day by traffic controllers with clickers who will redirect patrons to Carrs Park Flats when they reach capacity and re-open when parking becomes available.
- Carrs Bush Park Hill (62) car park will be reserved for vendors and authorised parking which will be managed by traffic controllers from the Carwar St entry / exit.
- Carrs Cottage Museum (10) car park will be reserved for its patrons and controlled by the traffic controller manning the hard road closure on Carwar Ave.

8.7 Road Closures

Entry into Carrs Bush Park on Carwar Ave will have a hard road closure implemented and operated by traffic controllers who will allow access to authorised and emergency vehicles only.

8.8 Accessible Parking

Accessible parking is available in general public parking

8.9 Variable Message Signs (VMS)

3 x VMS boards shall be installed to provide directions and/or information of the special event 5 days prior to the event day.

- The first VMS board will be located on the corner of Carwar Ave and Princess Highway informing commuters attending the event to park on Carrs Park Flats.
- A second VMS board will be located on Carlton Crescent informing commuters attending the event to park on Carrs Park Flats.
- A third VMS board will be located on Carwar Ave just before the entry to the authorised parking advising on authorised vehicles and drop offs only.

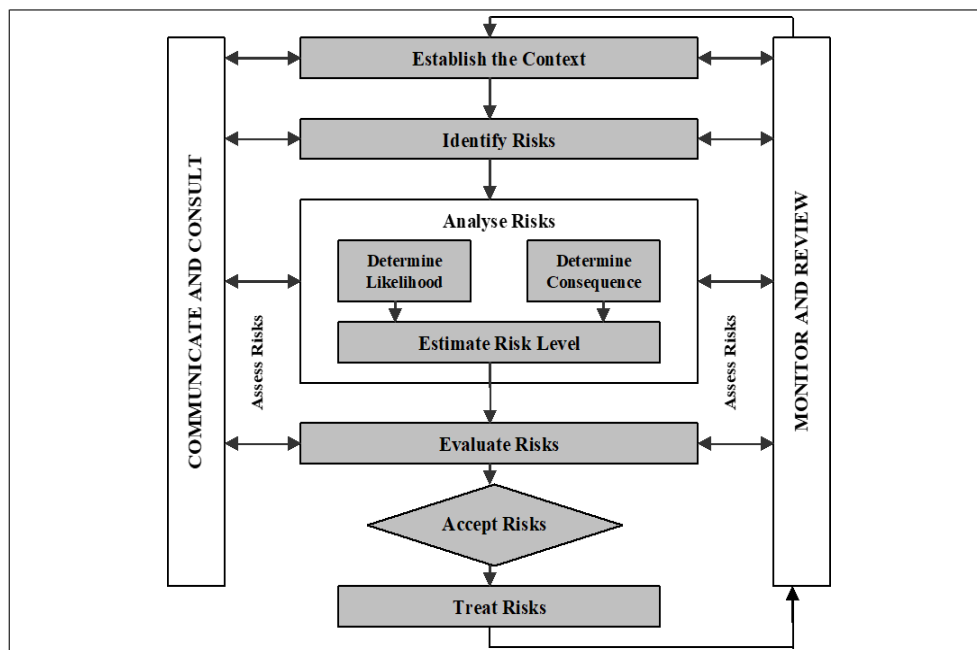


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9. Risk Management

9.1 Risk Management Process

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



9.2 Risk Tolerance

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.

9.3 Risk Assessment Tool

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.



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Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1 million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

9.4 Risk Evaluation

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



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9.5 Risk Treatment

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks.

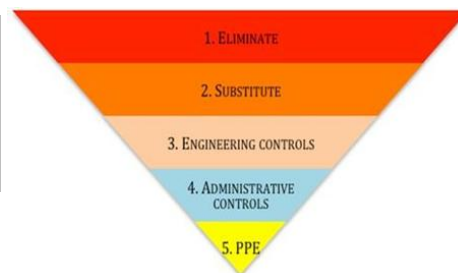
When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle: As Low As Reasonably Practical

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level

9.6 Risk Register

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road Closure during event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control



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3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Large public space within area to ensure patrons within closure. Traffic controller at each entry/exit point to ensure no persons queuing onto road network	1	2	L	First Aid Event Organiser Police Traffic Controller
4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	Council to check venue prior to event. All staff along the internal roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for event. Consultation will relevant stakeholders as part of planning. Detour setup to assist with vehicle flows. Road closed is not a main arterial road.	2	2	L	Police Site Manager LGA
6	Vehicle/ Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Road closures to reduce potential of interaction & to minimize possibility. No Vehicle movement during live phase of Festival. Existing street with lighting.	2	3	M	First aid Event Organiser Traffic Controller All staff



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						First aid onsite during festival. All staff should be in hi-vis vest when working around traffic.				
7	Vehicle Breakdown	Financial Delay	2	2	L	Alternate routes to be utilised. RMS/Police to be advised of same for assistance.	2	1	L	Event Organiser Traffic Controller Police/RMS
WEATHER RISKS										
8	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Control
9	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing.	2	2	L	First aid Event Organiser Traffic Control



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10	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. First aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off.	2	2	L	First aid Event Organiser LGA Traffic Control
11	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768. Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
12	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by-Event Organiser. All signs to be weighted in high wind areas. Traffic Controllers not to stand under trees in storms.	6	5	M	First Aid Event Organiser Traffic Control
HEALTH RISKS										



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13	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	Event organiser to develop COVID plan. TC's to conduct social distancing of 1.5m from other persons. PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
14	Staff Fatigue	Short Term Injury Delay	4	2	M	GVM Fatigue Management Plan implemented. Team Leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control



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16	Terrorism	Death Short Term Injury Long Term Injury Financial Delay Reputation	3	5	H	Event organiser to assess re Target Hardening control measures. TC's at key entry points controlling access. Shipping containers on road network re reduce risk of injury,	3	2	M	Event Organiser Police Traffic Control
MISCELLANEOUS										
17	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Consultation with all stakeholders to ensure that everyone is aware of correct procedures in case of loss of communications. Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of Instant messenger apps as backup (i.e. WhatsApp), use encryption where possible.	3	1	L	Tele - communications Provider Two Way Radio Provider Event Organiser Emergency Services

9. Crowded Places Assessment

Circle the number that best describes your crowded place for each of the following statements:

The location is symbolic – historical, iconic, religious, cultural or political

Not at All Symbolic 1 2 3 4 5 6 7 Extremely Symbolic

The location attracts a large number of people at any one time

Not at All Large 1 2 3 4 5 6 7 Extremely Large

People gather at the location on a predictable basis

Not at All Predictable 1 2 3 4 5 6 7 Extremely Predictable

The density of people at the location is high

Very Low Density 1 2 3 4 5 6 7 Extremely High

The location has significant social importance for the nation, state or territory

Very Low Social Importance 1 2 3 4 5 Extremely High Social Importance

If the location was interrupted in its function it would have a significant economic impact upon the nation, state or territory

Very Low Economic Impact 1 2 3 4 5 Extremely High Economic Impact

According to a potential attacker, the protective security at the location (people, physical, or technical) would be able to detect, control, delay or stop their access

Always 1 2 3 4 5 Never

An offender would be able to enter, attack the location and leave without detection

Not at all Likely 1 2 3 4 5 Extremely Likely

An offender undertaking planning for an attack could easily access information about the location – online or elsewhere

Not at all Easy 1 2 3 4 5 Extremely Easy



GUARDIAN
VENUE MANAGEMENT
INTERNATIONAL
Security Services Are Our Business

Assessment Score 40

Contact the relevant area of your state or territory police (see the State and territory contacts page).

Advise them of the result of your self-assessment, after which police will discuss your results and may provide further guidance.

If you are interested, seek information about being involved in a Crowded Places Forum.

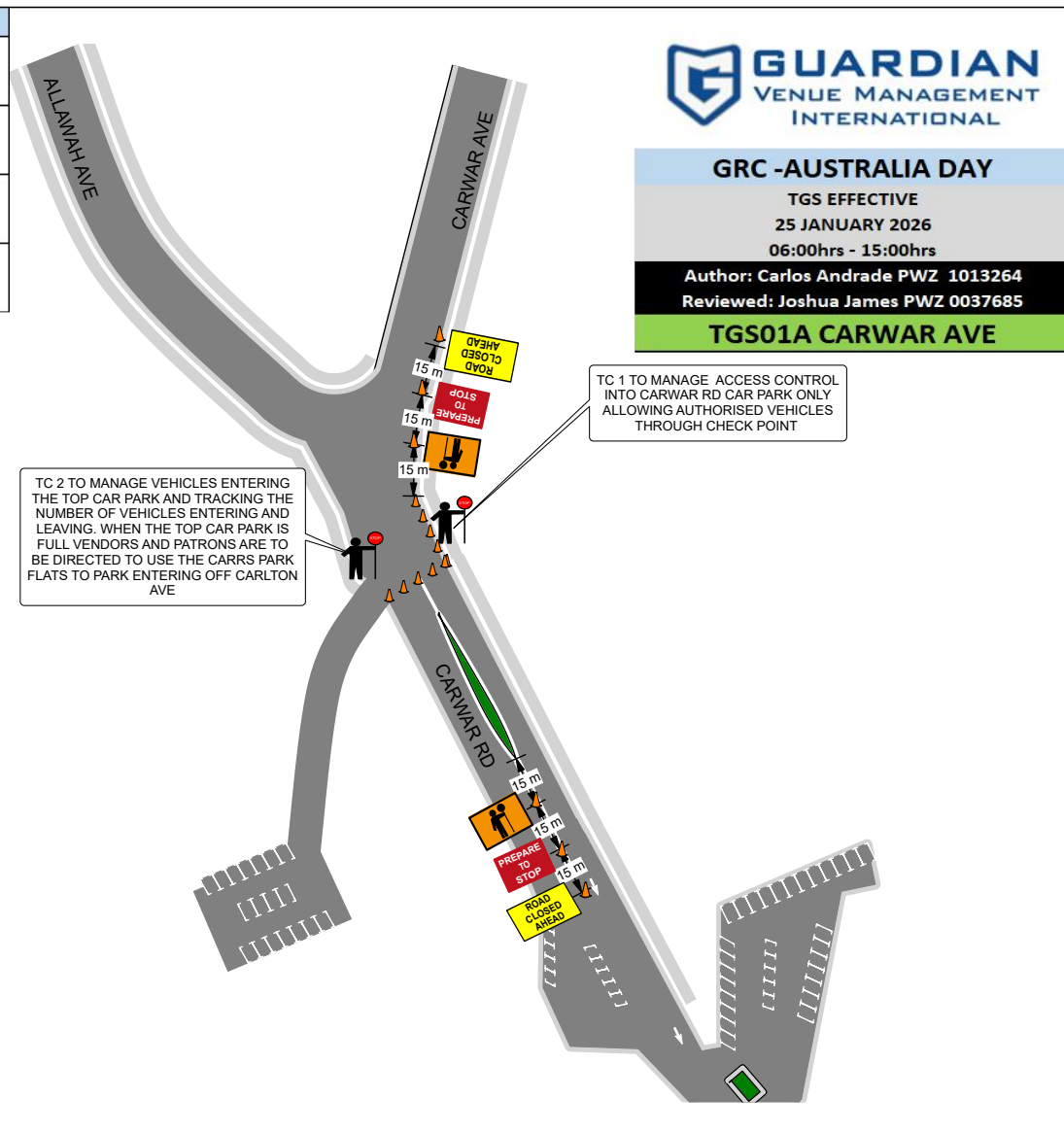
Appendix

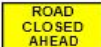
The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	TGS01A – Carwar Ave
2	TGS01B – Carwar Ave
3	TGS02A – Carrs Park Flats Ingress
4	TGS02B – Carrs Park Flats Egress

MANIFEST	
	2
	2
	2
	20

SIGN SPACING	
ESTIMATED SPEED OF TRAFFIC	DIMENSION RANGE
40km	15m
50km	15m - 50m
60km	45m - 60m
70km	70m
80km	80m
90km	90m
100km	100m



MANIFEST	
	2
	2
	2
	20
	2

SIGN SPACING	
ESTIMATED SPEED OF TRAFFIC	DIMENSION RANGE
40km	15m
50km	15m - 50m
60km	45m - 60m
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