

AGENDA

Local Transport Forum

Wednesday, 05 November 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

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

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CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: LTF080-25 Confirmation of the Minutes of the Local Transport Forum Meeting held on 1 October 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 1 October 2025, be confirmed.

ATTACHMENTS

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



LTF080-25

MINUTES

Local Transport Forum

Wednesday, 01 October 2025

10:00 AM

Dragon Room
Civic Centre
Hurstville

UNCONFIRMED



GEORGES RIVER COUNCIL

PRESENT

VOTING MEMBERS

Councillor Nancy Liu (Chairperson)

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 F Xu (Representing St George Local Area Command)

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

NON-VOTING MEMBERS

Mr A Pritchard (Transit Systems)

Mr H Fraser (Punchbowl Bus Company)

Mr S Braunig (U-GO Mobility Bus Company)

GEORGES RIVER COUNCIL STAFF

Mr Tom Heath (GRC, A/Director Assets & Infrastructure)

Mr J Nguyen (A/Manager Strategic Placemaking)

Mr M Mahmud (A/Coordinator Traffic and Transport)

Mr F Rios (Traffic Engineer)

Mr S Chhoun (Traffic Engineer)

Ms G Sheng (Road Safety Officer)

Ms N Paraskevopoulos (Executive Services Officer)

Ms C Pfeiffer (EA to Mayor and Manager OGM – Minutes)

Mr H Bongers (Coordinator Parking and Rangers)

Mr C Stojanovski (IMT Services – Technical)

Mr Jeremy Dube (IMT Services – Technical)

Ms R Araullo (Strategic Placemaking Specialist)

Mr T Chen (Traffic Work Experience Student)

Ms C Hutchison (A/Head of Events and Sponsorship)

COMMITTEE MEMBERS

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 (Transport for NSW)

Senior Constable Z Xu (St George Local Area Command)

ONLINE

Mr S Kshitij (Transport for NSW)

ABSENT

Mr K Stroud (Executive Manager City Futures)

Mr H Bongers (Coordinator Parking and Rangers)

Mr G Wong (St George Cabs)

Mr M Coure (MP State Member for Oatley)

Mr J Tran (Representing Member for Oatley)

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

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

Ms R Araullo (Strategic Placemaking Specialist)

OPENING

Councillor Nancy Liu, opened the meeting at 10.03am.

ACKNOWLEDGEMENT OF COUNTRY

Councillor 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

Mr K Stroud (Executive Manager City Futures)

Mr H Bongers (Coordinator Parking and Rangers)

Mr G Wong (St George Cabs)

Mr M Coure (MP State Member for Oatley)

Mr J Tran (Representing Member for Oatley)

NOTICE OF WEBCASTING

The Chair Councillor 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

**LTF070-25 Confirmation of the Minutes of the Local Transport Forum Meeting held on
3 September 2025**
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION:

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

No Comments

COMMITTEE REPORTS

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

(Report by Senior Traffic and Transport Engineer)

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.

COMMENTS

No comments

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

(Report by Senior Traffic and Transport Engineer)

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.

COMMENTS

No comments

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

(Report by Senior Traffic and Transport Engineer)

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.

COMMENTS

No comments

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

(Report by Traffic Engineer)

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.

COMMENTS

No comments

LTF075-25 Stanley Street, Peakhurst - Proposed Changes to the Parking Restrictions (Report by Traffic Engineer)

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.

COMMENTS

No comments

LTF076-25 20 Pearce Avenue, Peakhurst - proposed 'Works Zone' (Report by Traffic Engineer)

RECOMMENDATION

- (a) That a 28m "Works Zone, 7am – 5pm Mon – Sat" fronting 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.

COMMENTS

No comments

LTF077-25 Proposed 'No Parking - Electric Vehicles Excepted While Charging' restrictions - Various locations (Report by Traffic Engineer)

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.

COMMENTS

Mr W Delezio asked if signs will allow for people to be fined when not charging and do people pay for this charging service?

Council officers advised that people charging their vehicles pay for this service, with the infrastructure existing at the sites. The intent of this signage change is to enable EV vehicles to charge. Capacity to fine EV vehicles when not charging requires further investigation.

LTF078-25 Lunar New Year 2026 - Traffic Management Plan (Report by Senior Traffic and Transport Engineer)

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.

COMMENTS

Mr L Crompton asked if these arrangements are similar to previous events.

Council officers confirmed that this is correct.

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

(Report by Senior Traffic and Transport Engineer)

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.

COMMENTS

Mr L Crompton asked if these arrangements are similar to previous events.

Council officers confirmed that this is correct.

CONCLUSION

The Meeting was closed at 10.30am.

Chairperson

COMMITTEE REPORTS

Item: LTF081-25 Kingsway and Maluka Place Intersection, Kingsgrove - Proposed traffic safety improvements

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF081-25

RECOMMENDATION

- a) That a 12m 'Double Dividing Line marking' be installed on the western side of Kingsway, Kingsgrove, as per the plan in the report.
- b) That a 10m 'Double Dividing Line marking' be installed on the eastern side of Kingsway, Kingsgrove as per the plan in the report.
- c) That a 10m 'Double Dividing Line marking' be installed on the southern side of Maluka Place, Kingsgrove as per the plan in the report.
- d) That a 12m 'Double Dividing Line marking' be installed on the northern side of New England Drive, Kingsgrove as per the plan in the report.
- e) That 'Chevron Line marking' be installed on the northern side of New England Drive, Kingsgrove as per the plan in the report.

EXECUTIVE SUMMARY

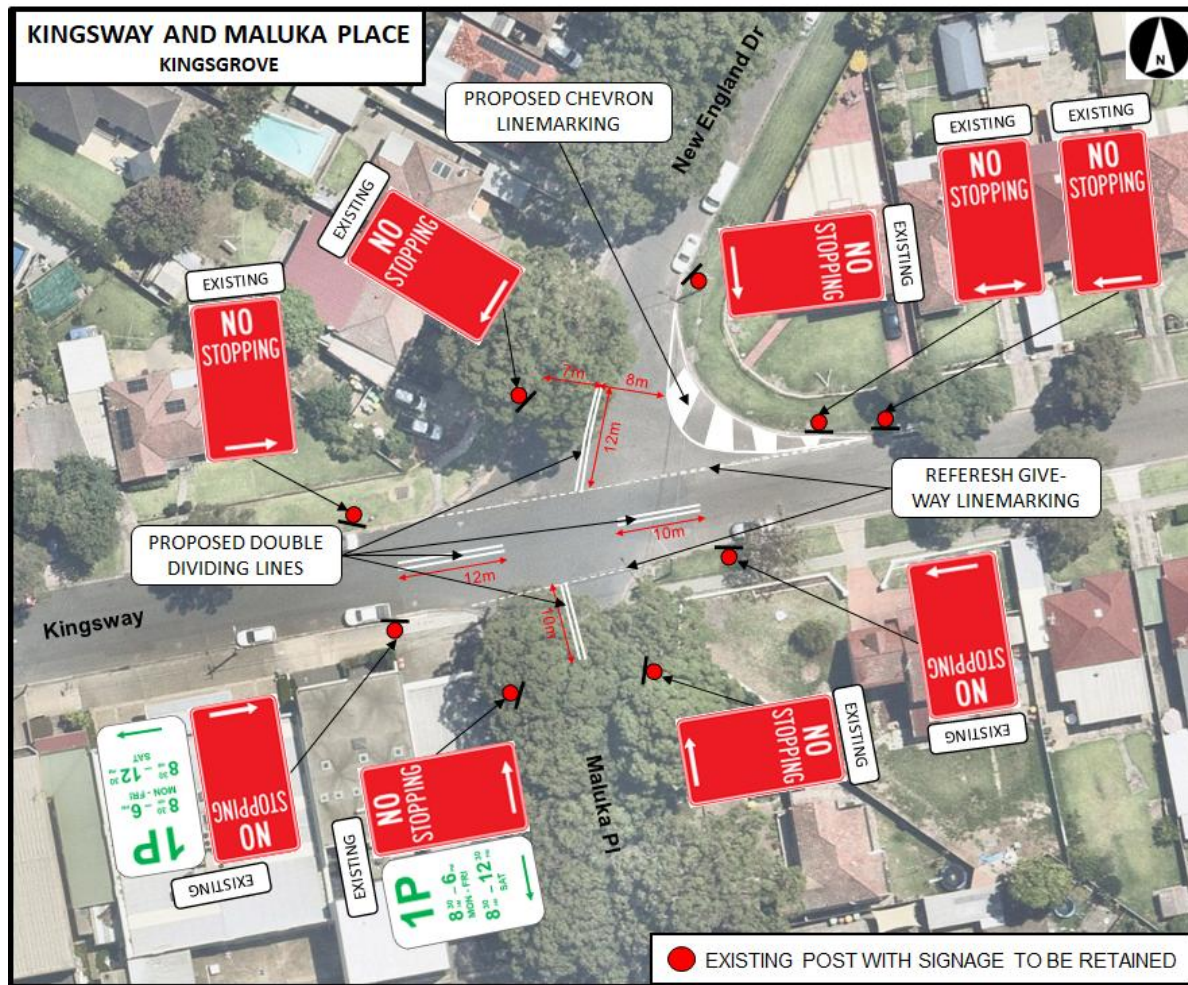
1. This report seeks the Transport Forum's consideration of the installation of 'Line markings' along Kingsway, Maluka Place and New England Drive, Kingsgrove.

BACKGROUND

2. Council has received requests from local residents to investigate the provision of a roundabout at the Maluka Place and Kingsway intersection, Kingsgrove to address traffic safety concerns.
3. Concerns were raised about the number of crashes and near misses occurred due to speeding and illegal U-turn activities at this intersection.
4. Last five years crash data between 1 July 2019 and 30 June 2024 indicates that there were two recorded injury crashes occurred at the Kingsway and Maluka Place intersection.
5. Latest traffic survey undertaken in Maluka Place in August 2025 indicates that daily average traffic volume of 1,995 and 85th percentile speed of 36 km/hr.
6. Traffic survey data undertaken in November 2024 along Kingsway indicates that daily average traffic volume of 2,481 and 85th percentile speed of 44 km/hr.
7. Based on the current traffic conditions, Kingsway and Maluka Place intersection is not warrant for a roundabout at this stage.
8. However, the proposed double dividing and chevron line markings would provide appropriate delineation for motorists to travel safely through the intersection, hence improve safety.

PROPOSAL

9. It is proposed to install line markings along Kingsway, Maluka Place and New England Drive, Kingsgrove, as per the plan in the report.



FINANCIAL IMPLICATIONS

10. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$1,200 for signage.

COMMUNITY ENGAGEMENT

11. Council officers have undertaken community consultation of the proposed changes to the line markings on Kingsway, Maluka Place and New England Drive, Kingsgrove.
12. Council has received two responses from the residents in favour of the proposal.

FILE REFERENCE

D25/335576

ATTACHMENTS

Nil

Item: LTF082-25 Eldon Street, Riverwood - Proposed 'Mobility Parking' Restriction

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That a 9.5m 'Mobility Parking' zone be installed on the northern side of Eldon Street, specifically along the frontage of 12 Eldon Street, Riverwood, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of the proposed 'Mobility Parking' zone along the frontage of 12 Eldon Street, Riverwood.

BACKGROUND

2. Council has received requests from local residents to investigate and install a 'Mobility Parking' zone on Eldon Street, Riverwood.
3. Concerns were raised about the lack of 'Mobility Parking' spaces along Eldon Street and the surrounding streets to accommodate the parking demand for people with a disability.
4. The proposed 'Mobility Parking' space will assist people with a Mobility Parking Scheme (MPS) Permit to park in the street and provide mobility impaired individuals access to on-street parking.
5. 'Mobility Parking' spaces are available for use by any motorists with valid mobility parking permits and are not for the exclusive use of any one user.
6. The need for the proposed 'Mobility Parking' space will be reviewed every 12 months and monitored by Council officers to determine if the space continues to be warranted.
7. Australian Standard Parking Facilities Part 5: On-street Parking (AS2890.5:2020) specifies that a minimum length of 7.8m is required for on-street accessible parking spaces. However, the entire 9.5m is proposed as 'Mobility Parking' zone as the remaining length between the space and the adjacent would not be sufficient to accommodate another parked vehicle.
8. The proposal would result in a loss of one unrestricted on-street parking space for general motorists. It is expected the parking demand can be sufficiently accommodated within the surrounding on-street parking.

PROPOSAL

9. It is proposed to install a 9.5m 'Mobility Parking' space fronting 12 Eldon Street, Riverwood to accommodate the parking demand for people with mobility issues.
10. Council will review the 'Mobility Parking' zone every 12 months.



LTF082-25

FINANCIAL IMPLICATIONS

11. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$400.

COMMUNITY ENGAGEMENT

12. The surrounding residents have been consulted about the proposed changes to the parking restrictions. The closing date for submissions was Friday 31 October 2025.
13. Council received no responses regarding the proposal.

FILE REFERENCE

D25/336197

ATTACHMENTS

Nil

Item: LTF083-25 Arthur Street, Carlton - Proposed Changes to Parking Restrictions

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That 9m of the existing time-restricted parking '1/2P, Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm' on the eastern side of Arthur Street, Carlton be converted into a 'Loading Zone, Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm', as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of the installation of a 'Loading Zone' restriction on the eastern side of Arthur Street, Carlton.

BACKGROUND

2. Council has received requests from a local business to investigate and install a loading zone on Arthur Street, Carlton in the vicinity of Princes Highway.
3. Concerns were raised about the lack of dedicated loading zone in the vicinity to accommodate the loading and unloading demand generated by local businesses.
4. Following investigation by Council officers, it was observed that there are several time-restricted parking zones in the vicinity of Arthur Street and Princes Highway intersection, which include P10min, 1/2P, and 1P time-restricted parking. These parking spaces are generally catered for customers of the businesses and aimed at medium to high parking turnover.
5. There is a loading zone on Princes Highway, at approximately 50m west of Arthur Street. This loading zone operates outside of the 6am-10am Clearway restriction during daytime.
6. The proposed loading zone would create one loading zone space on Arthur Street, which can accommodate up to an 8.8m Medium Rigid Vehicle (MRV). This additional loading zone could accommodate the loading and unloading demand generated by local businesses.
7. The proposed change to the parking restrictions would result in a loss of approximately one 1/2P time-restricted parking space on Arthur Street. No significant impacts are expected from this proposal as the short-term parking demand can be accommodated within the surrounding time-restricted parking spaces.

PROPOSAL

8. That 9m of the existing time-restricted parking '1/2P, Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm' on the eastern side of Arthur Street, Carlton be converted into a 'Loading Zone, Mon-Fri 8:30am – 6pm and Sat 8:30am – 12:30pm', as per the plan in the report.



LTF083-25

FINANCIAL IMPLICATIONS

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

COMMUNITY ENGAGEMENT

10. Council has undertaken community consultation with the nearby residents and businesses regarding the proposed changes to the parking restrictions on Arthur Street, Carlton.
11. Council has received two responses from the residents and businesses, one in favour of the proposal and one 'Strongly Against' the proposal.
12. The resident against the proposal is concerned about the availability of on-street parking spaces in the vicinity for nearby residents to park.
13. The proposal seeks to convert one 1/2P time-restricted space, which is generally used by visitors of local businesses and is not suitable for residential parking.

FILE REFERENCE

D25/336200

ATTACHMENTS

Nil

Item: LTF084-25 Targo Road, Beverly Park - Proposed changes to existing 'No Parking' restrictions.

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That existing 'No Parking' restrictions 6am – 6pm Monday and Thursday be reduced from the property frontage to 12 metres and be installed on the northern side of Targo Road, Beverley Park as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration to reduce a current 'No Parking' 6am – 6pm Monday and Thursday to 12 metres in length on the northern side of Targo Road, Beverley Park.

BACKGROUND

2. Council's waste collection services have received a request to modify the existing parking restrictions on Targo Road, Beverley Park on waste collection to be reduce.
3. The new waste collection contract resulted in a change of bin collection day for the multi-unit dwelling 1A Targo Road, Beverley Park.
4. The justification to reduce to meterage of current 'No Parking' restrictions in your street includes, but is not limited to:
 - a. Improving sight line distance for motorists and waste collection contractors undertaking waste collection services
 - b. Providing sufficient space for waste collection vehicles manoeuvring the street, and undertaking essential waste collection services
 - c. Enhancing pedestrian, waste collection contractor staff and community safety
 - d. Ensuring essential waste collection services can continue to be provided by the Council's contracted waste collection vehicle fleet.
5. This assists eligible multi-unit developments to present their bins for collection and reduces the duration bins are left on public land.

PROPOSAL

6. It is proposed to reduce the current 'No Parking' 6am – 6pm Monday and Thursday restrictions to 12 metres in length on the northern side of Targo Road, Beverley Park to provide safe and sufficient space for waste collection vehicles while increasing parking availability to motorist throughout the street.



LTF084-25

FINANCIAL IMPLICATIONS

7. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$300.

COMMUNITY ENGAGEMENT

8. Businesses and residents have been notified by letter of the proposed parking restrictions. The closing date for submissions was Monday 27 October 2025.
9. Council has received 6 responses, 3 “In Favour” of the proposal and 3 “Strongly Against” the proposal

FILE REFERENCE

D25/339082

ATTACHMENTS

Nil

Item: LTF085-25 Stanley Street, Kogarah - Proposed 'Works Zone'.
Author: Traffic Engineer
Directorate: Assets and Infrastructure
Matter Type: Committee Reports

RECOMMENDATION

- a) That a 66m 'Works Zone, 7am – 5pm, Monday – Saturday' be installed fronting No. 1-5 Stanley Street, Kogarah, for a duration of 52 weeks commencing mid-February 2026, as per the plan in the report.
- b) That the original parking restrictions -2P 6am-6pm – Monday to Friday – PERMIT HOLDERS EXCEPTED – AREA 1 be reinstated upon 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. 1-5 Stanley Street Kogarah.

BACKGROUND

2. The builder of a Council approved development at No. 1-5 Stanley Street, Kogarah, (DA2023/0222) has requested for a Works Zone to be placed fronting their development.
3. Unrestricted and restricted parking is currently permitted along Stanley Street. Council's works zone permit restricts parking within the works zone to utility vehicles only. Consequently, this is not expected to impact the remaining travel width compared to the current situation.
4. The requested period of the Works Zone is 52 weeks commencing mid-February 2026.
5. The proposed Works Zone will provide an area where vehicles associated with the works can park, allowing safe and direct access to the site.
6. 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

7. It is proposed to install a 66m 'Works Zone, 7am – 5pm, Monday – Saturday' fronting No. 1-5 Stanley Street, Kogarah.



LTF085-25

FINANCIAL IMPLICATIONS

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

COMMUNITY ENGAGEMENT

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

FILE REFERENCE

D25/339888

ATTACHMENTS

Nil

Item: LTF086-25 Park Road and The Avenue, Hurstville - Danebank Autumn Fair 2026

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

- a) Council approves temporary changes to on-street parking along Park Road and The Avenue, Hurstville, adjoining Danebank School to '90 degree angle parking', on Saturday 9 May 2026 to facilitate the School's Autumn Fair.
- b) To support the parking changes outlined in part a, barricades are erected on Friday 8 May 2026 from 8.30pm and removed on Saturday 9 May 2025 at 6.00pm.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration for Danebank School to change the parking orientation in Park Road and The Avenue, Hurstville to '90 degrees angle parking' along the school's frontage on Saturday 9 May 2026 for their annual Autumn Fair to help cater for their increased parking demand associated with the event.

BACKGROUND

2. Danebank School's Open Day and Autumn Fair is an annual event. This year the school is planning to hold this event on Saturday 9 May 2026.
3. The barricades are planned to be erected on Friday 8 May 2026 from 8.30pm and removed on Saturday 9 May 2025 at 6.00pm.
4. As per previous years, the school has requested Council's approval to introduce temporary '90-degree angle parking' bays in The Avenue and Park Road, Hurstville along the frontages of Danebank School, to increase availability of on-street parking for the visitors and participants of the event.
5. The Avenue and Park Road are 12m wide. Both streets are restricted to one way and can accommodate the angled parking while still maintaining enough carriageway for through traffic.
6. Council in previous years has approved the school's request to introduce temporary angle parking zones in The Avenue and Park Road, Hurstville to facilitate this event.
7. The proposed angle parking arrangement would improve the parking supply and will reduce the width of the carriageway, which consequently acts as a traffic calming measure reducing vehicle speeds along both frontage streets during the event.
8. This event has been held in the past two years with no reported incidents or objections.

9. Danebank School has provided Council a copy of their TGS and public liability insurance prior to the event.

PROPOSAL

10. That Council approves temporary on-street parking changes along Park Road and The Avenue, Hurstville, adjoining Danebank School on Saturday 9 May 2026 to facilitate the School's Autumn Fair.
11. That Council approves the barricades to be erected on Friday 8 May 2026 from 8.30pm and removed on Saturday 9 May 2026 at 6.00pm.

FINANCIAL IMPLICATIONS

12. Community engagement will be conducted through Danebank's School advertising of the event.

COMMUNITY ENGAGEMENT

13. There have been no complaints received from residents or the community as a result of previous year's events.
14. There have been no complaints received from residents or the community as a result of previous year's events.

FILE REFERENCE

D25/342124

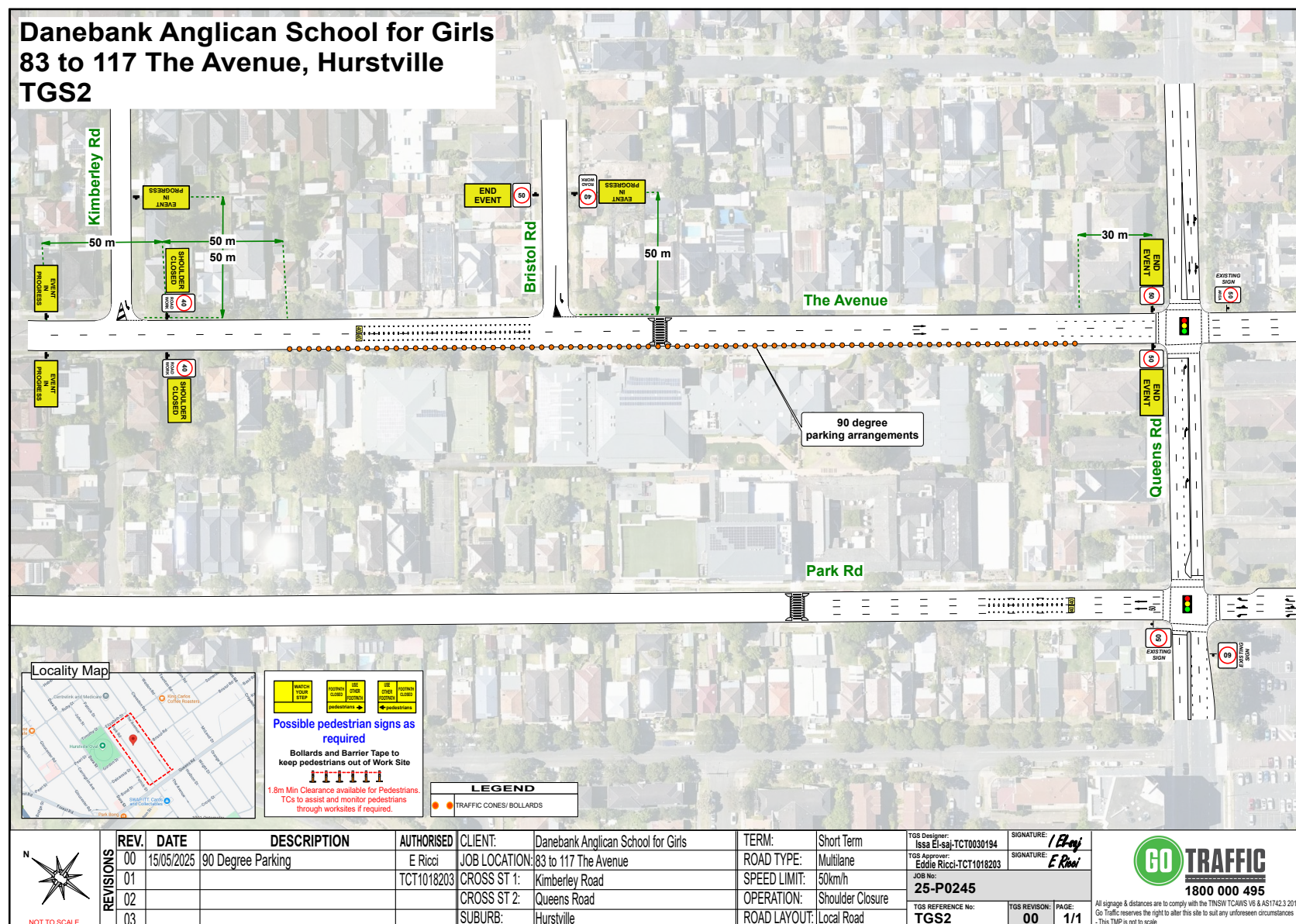
ATTACHMENTS

Attachment [1](#) TGS2-83 to 117 The Avenue Hurstville-Shoulder Closure



Attachment [2](#) TGS1-78 108 Park Road Hurstville-Shoulder Closure







Item: LTF087-25 Carss Park - Greek Epiphany Festival 2026

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

- a) That the request from St Basil's NSW/ACT to temporarily close Carss Bush Park between 11.00am and 8.00pm on Sunday 11 January 2026 to allow off-street parking for 'Greek Epiphany Festival' event to be approved.
- b) That approval be granted for the road closure of Carwar Avenue entry to Carss Bush Park car park, Carlton Crescent entry and egress to Carss Park Flats, and Bunyala Street entry and egress to Todd Park car park, between 6.00am and 10.00pm on Sunday 11 January 2026 for 'Greek Epiphany Festival' event.
- c) That approval be granted to place three VMS boards, one on the corner of Princes Highway and Carwar Avenue, one on Carlton Crescent and one on Carwar Avenue two days prior to the event.
- d) That the event is categorised as a 'Class 3' Event.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration to temporarily close sections of Carss Bush Park on Sunday 11 January 2026 between 11.00am and 8.00pm.
2. The road closure of Carwar Avenue entry to Carss Bush Park car park, Carlton Crescent entry and egress to Carss Park Flats, and Bunyala Street entry and egress to Todd Park car park, between 6.00am and 10.00pm to manage authorised vehicle and pedestrian movement within the Carss Bush Park.

BACKGROUND

3. Council has received a request from St Basil's NSW/ACT to host its annual 'Greek Epiphany Festival' within Carss Bush Park on Sunday 11 January 2026.
4. The annual 'Greek Epiphany Festival' event will be held between 11.00am and 8.00pm.
5. St Basil's NSW/ACT to bump in on Sunday 11 January 2026 at 6.00am with bump out completed by 10.00pm.
6. This is a community-based free event to promote the Greek culture through entertainment and stalls.
7. The event will feature Greek style marketplace with product, information and food stalls spread across the waterfront park. The event will pay tribute to the Greek culture with a special emphasis on the participation of some of the most loved Greek Australian brands and artists.
8. Due to the large number of visitors to the area for the event, visitor parking will be available within Carss Bush Park with all access and egress to be provided through Carlton Avenue.
9. There will be a part road closure of Carwar Avenue entry to Carss Bush Park car park, Carlton Crescent entry and egress to Carss Park Flats, and Bunyala Street entry and

egress to Todd Park car park, to provide safe vehicle and pedestrian movements within Carss Park.

10. The placement of three (3) VMS boards, one on the corner of Princes Highway and Carwar Avenue, one on Carlton Crescent and one on Carwar Avenue two days prior to the event to promote directions to the event car park.
11. 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 Traffic Guidance Plan shown in the report will be distributed to personnel involved in the event.

PROPOSAL

12. That the request from St Basil's NSW/ACT to temporarily close Carss Bush Park between 11.00am and 8.00pm on Sunday 11 January 2026 to allow off-street parking for 'Greek Epiphany Festival' event to be approved.
13. That approval be granted for the road closure of Carwar Avenue entry to Carss Bush Park car park, Carlton Crescent entry and egress to Carss Park Flats, and Bunyala Street entry and egress to Todd Park car park, between 6.00am and 10.00pm on Sunday 11 January 2026 for 'Greek Epiphany Festival' event.
14. That approval be granted to place three VMS boards one on the corner of Princes Highway and Carwar Avenue, one on Carlton Crescent and one on Carwar Avenue two days prior to the event.
15. That the event is categorised as a 'Class 3' Event

FINANCIAL IMPLICATIONS

16. All fees to be borne by the applicant St Basil's NSW/ACT.

COMMUNITY ENGAGEMENT

17. St Basil's NSW/ACT to organise consultation with emergency services, St George Police, local community and stakeholders.

FILE REFERENCE

D25/334979

ATTACHMENTS

Attachment [1](#) Greek Epiphany Festival 2026 - TMP



Attachment [2](#) Greek Epiphany Festival 2026 - TGS 01A CARWAR AVE



Attachment [3](#) Greek Epiphany Festival 2026 - TGS 01B CARWAR AVE



Attachment [4](#) Greek Epiphany Festival 2026 - TGS 02A CARSS PARK FLATS INGRESS



Attachment [5](#) Greek Epiphany Festival 2026 - TSG 02B CARSS PARK FLATS EGRESS



EPIPHANY GREEK FESTIVAL TRAFFIC MANAGEMENT PLAN V1



*Carrs Bush
Park
Sunday 11th
January 2026*



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Disclaimer

Prepared by: Guardian Venue Management International, for “Epiphany Greek Festival”.

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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 **29/09/2025**.

Document Version Control

Document Version	Published	Author/s	Amendments
Draft Ver 1	29/09/2025	Carlos Andrade	Released

Document Issue Control

Document Version	Date Issued	Distributed By	Reviewed By / Organisation
Draft Ver 1	29/09/2025	Carlos Andrade	St Basils - Georgios Koromvokis Georges River Council - Kaylie Archer

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



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1.Executive Summary

Southern Sydney's most loved Epiphany Greek Festival is returning to Carss Park on Sunday, 11th January 2026 from 11am to 8pm.

The 'Epiphany Greek Festival will be hosted by St Basil's NSW/ ACT and is anticipated to be the largest of its kind in Australia. People are able to enter the festival for free and can expect to see a Greek style marketplace with product, information and food stalls spread across the waterfront park.

The event will pay tribute to the Greek culture with a special emphasis on the participation of some of the most-loved Greek Australian brands. Attendees will even be entertained by some of Australia's most loved Greek artists, as well as a few extra surprises lined up. Activities to keep the children entertained will also be available.

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



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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,
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.

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 Carrs Bush Park Hill (62) public car parks will also be utilised. These car parks will be monitored throughout the day by traffic controllers with



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clickers who will redirect patrons to Carrs Park Flats when they reach capacity and re-open when parking becomes available.

- Event vendors, performers, VIP's and emergency vehicles will park in Carwar Ave (20) car parks with a hard road closure in place near the Carwar Ave and Carrs Bush Park Hill car park entrance. The road closure will be controlled by a traffic ute and RMS certified traffic controller who will have a list of authorised vehicles who can enter supplied by the event promoter.
- 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.

VMS boards will be strategically placed in the following locations 2 days prior to the event informing the local community of the event and change in normal traffic conditions:

- 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.

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

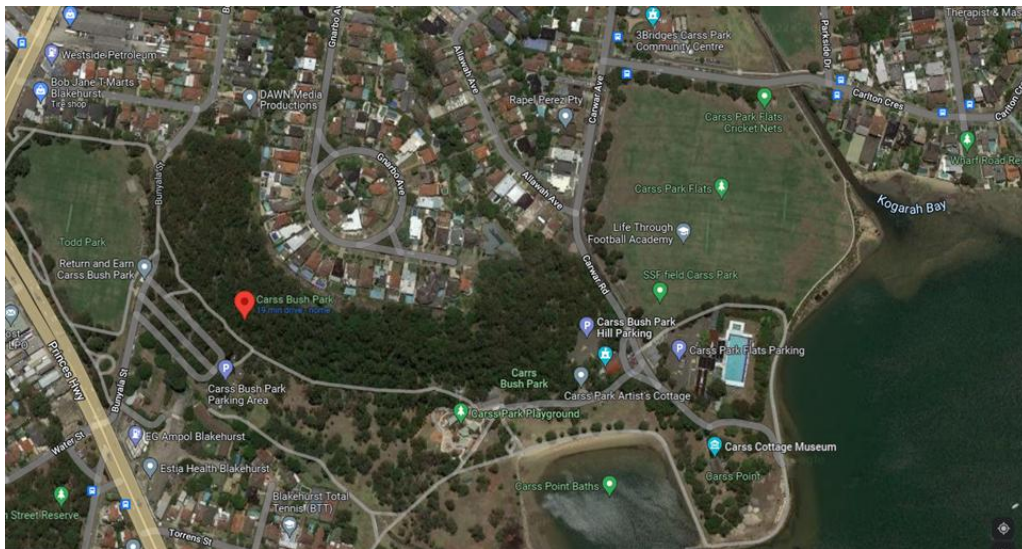
Event Details

Event Name	Greek Festival
Event Date & Times	Event Date: Sunday 11 th January 2026 Event Time: 11:00hrs to 20:00hrs
Bump In	Sunday 11 th January 2026 06:00hrs to 10:00hrs
Bump Out	Sunday 11 th January 2026 20:00hrs to 22:00hrs
Venue(s)	Carrs Bush Park, Carwar Ave, Carrs Park NSW 2221
Demographic	All Ages – families, elderly, youth and children



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7. Location Map



8. Traffic Management

During the event traffic safety will be managed by the implementation of specifically tailored TCPs 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 TCP be a Risk Management Plan for traffic, however a TCP shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

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

8.1 Traffic Control Plans (TCP)

The attached traffic control plans 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.

1. Carwar Ave entry to Carrs Bush Park car park (Pool & Museum)
2. Carlton Cres entry & egress to Carrs Park Flats
3. Bunyala St entry & egress to Todd Park car park



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The Event Day Road closures shall commence at 0600hrs to 2200hrs.

8.3 Vehicle Entry & Exit

The primary entry and exit are:

- 1) Entry: off Carlton Cres into Carrs Park Flats
- 2) Exit: Out at Carlton Cres from Carrs Park Flats

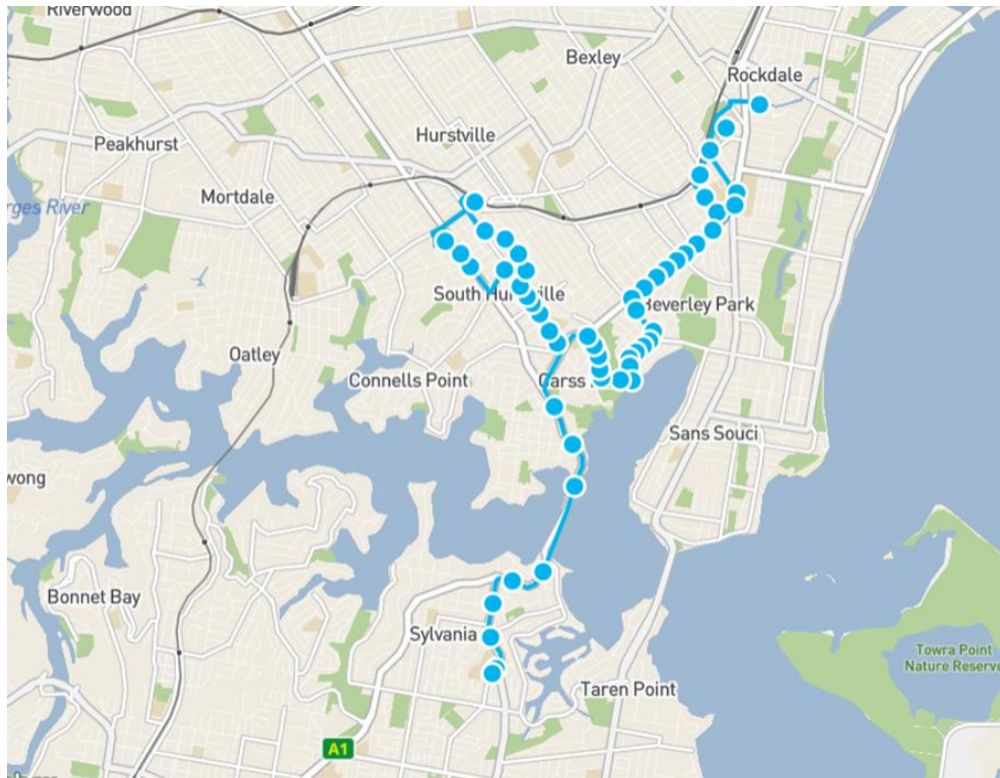
8.4 Emergency Vehicle Access

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.

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



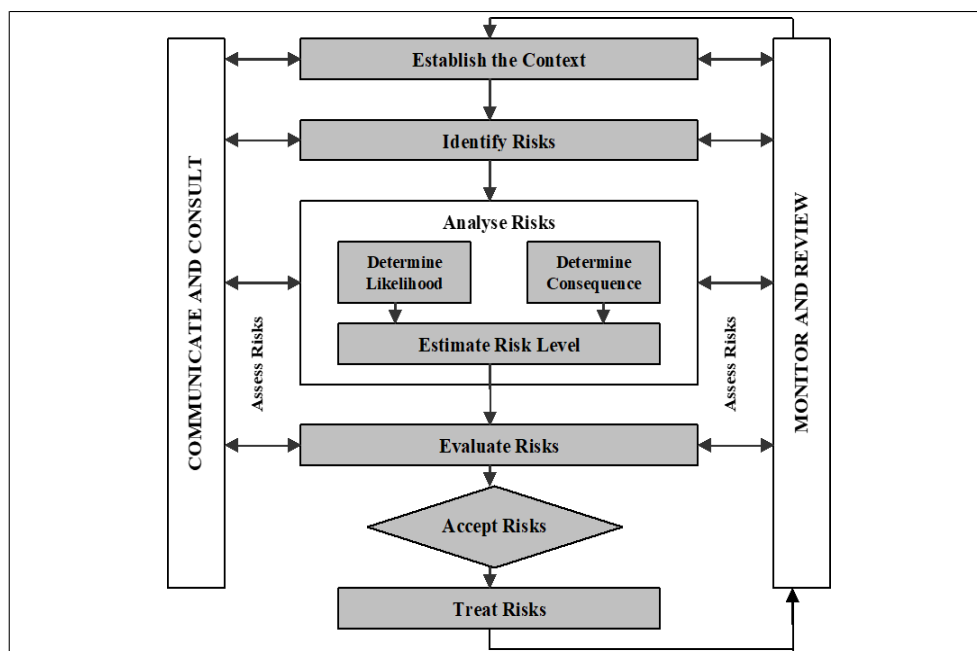


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9. Risk Management

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.

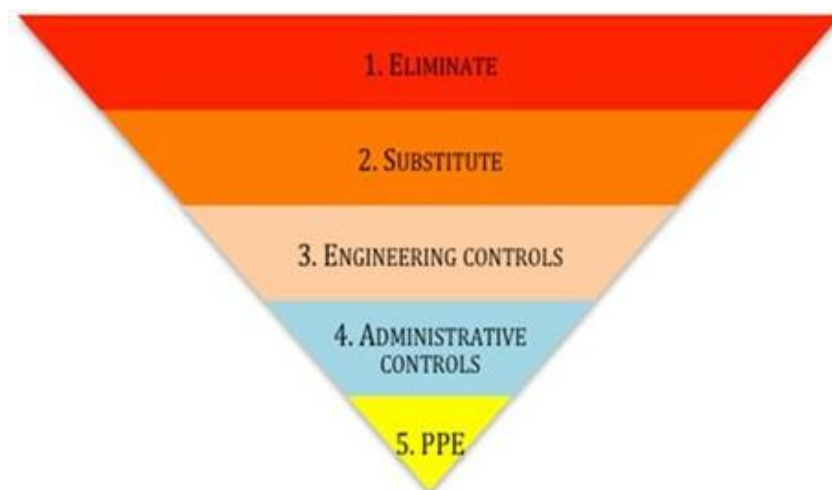
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks.

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 utilizing 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	TGS01A – Carwar Ave
2	TGS01B – Carwar Ave
3	TGS02A – Carrs Park Flats Ingress
4	TGS02B – Carrs Park Flats Egress

