



Local Traffic Committee

Date of meeting: 9 February 2026
Location: Remote Location
Time: 3:00 PM

BUSINESS PAPER

LOCAL TRAFFIC COMMITTEE

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1. AGENDA

1.1. Welcome

1.2. Apologies

1.3. Declaration of Interests

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2. CONFIRMATION OF MINUTES
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2. CONFIRMATION OF MINUTES

Minutes – Local Traffic Committee _Monday 19 January 2026

Attachment 1 - Minutes - Local Traffic Committee - Monday 19 January 2026



Local Traffic Committee

Date of meeting: 19 January 2026
Location: Remote Location
Time: 3:00 PM

MINUTES

LOCAL TRAFFIC COMMITTEE
2. CONFIRMATION OF MINUTES
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LOCAL TRAFFIC COMMITTEE
1. AGENDA
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1. AGENDA

Welcome

Minutes of the Meeting of the Local Traffic Committee held Remotely on 19 January 2026, commencing at 3pm.

ATTENDANCE

Present: Ms Dina Hanna, Transport for NSW (TfNSW)
Mrs Felicity Findlay (Office of Member for Hawkesbury)

Apologies: Councillor Mike Creed
Senior Constable Damien Mitchell, NSW Police Force
Inspector Ben Watson, NSW Police Force
Mr Ben Cantor, Busways
Mr Rob Wainhouse, Hawkesbury City Council

In Attendance: Mr Christopher Amit, Hawkesbury City Council (Chair)
Ms Cathy Mills, Hawkesbury City Council

Apologies

RESOLVED on the motion of Mrs Felicity Findlay, seconded by Christopher Amit that the apologies be accepted.

Declaration of Interests

There were no Declarations of Interest made.

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2. CONFIRMATION OF MINUTES

The Committee resolved on the motion of Felicity Findlay, seconded by Mr Christopher Amit, that the minutes from the previous meeting held 10 November 2025 be confirmed.

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3. BUSINESS ARISING

There was no business arising from the previous minutes.

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4. REPORTS FOR DETERMINATION

4.1. GENERAL TRAFFIC

- 4.1.1. **LTC - Proposed Signposting and Line Marking for the Vineyard Precinct at 48 and 54 Boundary Road (Stage 2), Oakville - DA0213/22 - (Hawkesbury) - (80245, 73621, 123265)**

INTRODUCTION:

Development Consent No. DA0213/22 has been granted to construct road and drainage works to create 89 Residential Lots and 2 Residue Lots over 4 Stages within the Vineyard Precinct. The proposed development is within Nos. 48 and 54 Boundary Road, Oakville (Lots 7 and 8, DP 25173). The site is bounded by Boundary Road and surrounding Developments at 28 to 62 Harkness Road and 104 to 138 Menin Road as outlined in Figures 1 and 2.

Stage 2 of the development will provide 32 residential lots, extending two existing roads, providing a new road and widening one existing road from half width to full width road as part of an internal road network within the development site. The development site will connect to Alma Road, Hilda Road and Agst Road.

The Staging for the overall developments has been modified from 4 stages to 3 stages which avoids the temporary access from Boundary Road. It also results in the consolidation of Stage 3 into Stage 2 and updates Stage 4 to become Stage 3. The DA modifications are referenced as MOD0059/24 and MOD0081/25.

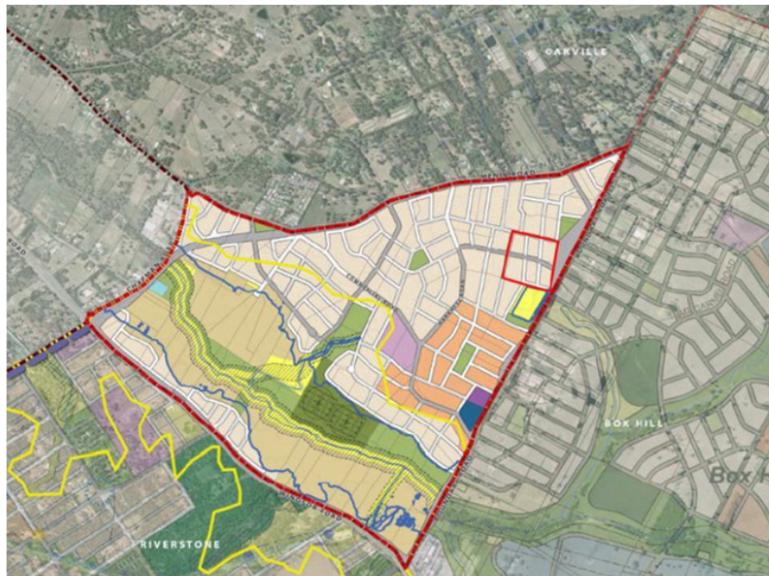


Figure 1: Site Locality within the Vineyard Precinct

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Figure 2: Site Extent and Road Layout



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account adjustments to the linemarking at its intersection with Agst Road and the future extension towards the Boundary Road roundabout.

The internal intersections of the local roads with a 9m carriageway will be line marked with a Double Barrier centre line (BB) of 15m to each intersection approach, with the Junction having a Give Way control and Holding line (TB/TB1). The Give Way treatments are for:

- Agst Road at its intersection with Alma Road and both approaches to Hilda Road. Agst Road at its intersection with Alma Road will ultimately form a Cross-Junction with Bushpea Road which was constructed as part of a previous development, to the north of Alma Road.
- Pipistrelle Place at its intersection with Agst Road.

The temporary road closure point in Hilda Road east of Agst Road is to remain operational until the intersection of Hilda Road and Boundary Road is constructed resulting in a roundabout. These works are not part of this Development and are to be undertaken as part of the Boundary Road upgrade. The future roundabout will be a 2 lane, cross junction roundabout connecting with Brahma Road from The Hills Council area. The temporary road closure will be treated with concrete barriers and end road chevron signage 'D4-5' to delineate to traffic no access beyond this point.

The bend in Agst Road due to its limiting radii, will be treated with Double Barrier centre lines (BB), No Stopping zones and curve advisory signs to ensure vehicular movement is not restricted.

The cul-de-sac for Pipistrelle Place is to be sign posted with a No Parking zone, with the No Parking zone extending back to the mandatory No Stopping zones at its intersection with Agst Road - due to its 6m road width and to ensure vehicular movement is not restricted.

All temporary zones will be reviewed upon the completion of works and actioned accordingly if they are to be adjusted or removed. This includes previously installed temporary signs for the half roads constructed as part of the adjacent development sites. Details of the proposed signage and line marking is outlined in the Plan prepared by Orion Consulting (23-0872-DES-01-SK-017-04) - Attachment 1.

Swept/Turning path diagrams (Attachment 2 to 7) have been provided generally for the 8.8m design vehicle (Service Vehicle-MRV Truck) and the 12.5m check vehicle (SU-HRV Truck). The swept paths for the check vehicle (12.5m SU-HRV Truck) has shown some encroachments over the BB line at the respective Junctions with the design vehicle (8.8m MRV Truck) generally clearing the BB line. The purpose of the check vehicle is to ensure that there are no physical barriers prohibiting the manoeuvre. On this basis, the manoeuvres are acceptable, taking into consideration the road dimensions, geometry, grades, and kerb returns are in accordance with the relevant standards.

In relation to the intersection of Pipistrelle Place and Agst Road, this has been designed in accordance with the Integrated Layout Plan (ILP) as determined by the Department of Planning. The overall intersection layout is restrictive, noting that Pipistrelle Place is a small cul-de-sac road (6m wide carriageway) serving only four residences. The intersection layout has been designed controlling the speed when entering/exiting Pipistrelle Place, to enable safe crossing and manoeuvring of vehicles.

It is considered that the predominant vehicle for the Intersection is the B99, with the 8.8m MRV being a conservative design vehicle and more appropriate as a check vehicle for this location. The clearance between the turning vehicles in and out of Pipistrelle Place and Agst Road for an 8.8m MRV vehicle would overlap slightly over the BB centre line. Widening the kerb returns to fully accommodate the 8.8m MRV would encourage vehicles to 'cut the corner' at higher speeds when turning in or out of Pipistrelle Place as well as reduce the verge area. In accordance with Part 4 of Austroads, it is considered that the predominant vehicle for the Intersection is the B99 with swept paths demonstrated for both the 8.8m MRV and 12.5m HRV as the check vehicles.

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The design plans have been prepared by Orion Consulting (Project Ref. 23-0872) ensuring compliance of the road design, and that all relevant standards and road widths can accommodate the proposed line marking treatments in accordance with the relevant standards.

The signage and line marking plans prepared by Orion Consulting (23-0872-DES-01-SK-017-05) for Stage 2 of the Development has been submitted to the Local Traffic Committee for concurrence and approval in accordance with the Development Consent conditions.

Summary:

The Signage and Line marking plan prepared by Orion Consulting (23-0872-DES-01-SK-017-05) associated with Stage 2 of the Development Application DA0213/22 including MOD0059/24 and MOD0081/25, be implemented.

RECOMMENDATION TO COMMITTEE:

That the Signage and Line marking plan prepared by Orion Consulting (23-0872-DES-01-SK-017-05) associated with Stage 2 of the Development Application DA0213/22 including MOD0059/24 and MOD0081/25, be implemented.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mrs Felicity Findlay, seconded by Christopher Amit.

That the Signage and Line marking plan prepared by Orion Consulting (23-0872-DES-01-SK-017-05) associated with Stage 2 of the Development Application DA0213/22 including MOD0059/24 and MOD0081/25, be implemented.

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4.2. SPECIAL EVENTS

4.2.1. LTC - Pitt Town Anzac Day Memorial Service 2026 - (Hawkesbury) - (80245, 146679, 3284)

INTRODUCTION:

An application has been received from the Pitt Town Anzac Day Planning Committee seeking approval (in traffic management terms) to conduct the Pitt Town Anzac Day Memorial Service 2026, on Saturday, 25 April 2026.

The event organiser has advised;

- The event is a Memorial Service commemorating Anzac Day.
- The event has been held in previous years and this is the eighth year an application relating to traffic management has been provided to Council.
- Approximately 500 spectators/participants are expected for the event.
- The event will be conducted between 7:30am and 11:30am, which includes set up and packdown.
- The event location is adjacent to No. 81 Bathurst Street, Pitt Town (The Bird in The Hand - Inn).
- It is anticipated that the majority of people attending the event will walk to the site from surrounding residences and any parking of vehicles will be undertaken in surrounding streets.
- The following Road Closures are proposed;
 - Bathurst Street extending from Church Street for approximately 80 metres in a southerly direction from Eldon Street, past No.81 Bathurst Street (The Bird in The Hand - Inn).
 - Eldon Street at Bathurst Street and Grenville Street.
 - Grenville Street at Eldon Street
 - Bathurst Street at Chatham Street.
 - Bathurst Street at Buckingham Street.
 - Traffic will be detoured around the event site.
 - Road Closures will be between 7am and 12noon.
- Authorised Traffic Controllers will be used to implement all traffic control measures.
- No live traffic will be entering the event whilst it is taking place.
- Consultation is to be undertaken with adjoining property owners along the proposed road closures, noting that in previous years concurrence has been provided by the property owners.

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- Existing access to private properties affected by the event shall be maintained during the event or alternative access arrangements acceptable to the property owners/tenants shall be made.

Details of the traffic control measures are contained in Attachment 1 to this report.

DISCUSSION:

It would be appropriate to classify the event as a 'Class 2' special event under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS) as the event may impact minor traffic and transport systems, which includes the proposed road closures, and there may be a low scale disruption to the non-event community.

The following Road Closures are proposed for Saturday, 25 April 2026, between 7:30am and 11:30am;

- Bathurst Street extending from Church Street for approximately 80 metres in a southerly direction from Eldon Street, past No.81 Bathurst Street (The Bird in The Hand - Inn).
- Eldon Street at Bathurst Street and Grenville Street.
- Grenville Street at Eldon Street.
- Bathurst Street (Local road section) at Chatham Street. Bathurst Street traffic travelling in a northerly direction along the State road towards Chatham Street will not be permitted to turn left into Bathurst Street (Local road section).
- Bathurst Street at Buckingham Street. Bathurst Street traffic travelling in a southerly direction from Bottles Lane towards Eldon Street will be detoured into Buckingham Street towards Chatham Street. Traffic from Church Street and Bathurst Street between Church Street and Buckingham Street will be permitted to travel in a northerly direction towards Buckingham Street.
- Traffic will be detoured around the event site utilising Buckingham Street and Chatham Street.
- Road Closures will be between 7:30am and 11:30am.
- Adjoining property owners are to be consulted, noting that they have been supportive of the event in previous years.
- Access to adjacent properties will be maintained where possible in consultation with the property owners.
- The speed limit in the vicinity of the event site for the local roads is 50kph, with Bathurst Street and Chatham Street within the state network being 60kph.

The event organiser has submitted the following items in relation to the event: Attachment 2 (ECM Document Set ID No: 9707236):

- Traffic and Transport Management for Special Events - HCC: Form A - Initial Approval - Application Form,
- Traffic and Transport Management for Special Events - HCC: Form B - Initial Approval Application - Checklist,
- Special Event Transport Management Plan Template - RTA (Transport for NSW - TfNSW),

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4. Transport Management Plan - referred to in the application as Traffic Management Plan (TMP),
5. Road Closure Traffic Control Plan for the proposed road closures - dated 2017.

The Transport Management Plan (TMP) and the associated Traffic Control Plan (TCP) once updated and completed are to be submitted to Transport for NSW - TfNSW (formerly TMC) for authorisation due to the proposed road closures.

RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.
2. The Pitt Town Anzac Day Memorial Service 2026 event planned for Saturday, 25 April 2026 between 7:30am and 11:30am be classified as a 'Class 2' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted, the following road closures and traffic control measures;
 - Road Closure; Bathurst Street, Pitt Town extending from Church Street for approximately 80 metres in a southerly direction from Eldon Street, past No.81 Bathurst Street (The Bird in The Hand - Inn).
 - Road Closure; Eldon Street, Pitt Town at Bathurst Street and Grenville Street.
 - Road Closure; Grenville Street, Pitt Town at Eldon Street.
 - Road Closure; Bathurst Street, Pitt Town (Local road section) at Chatham Street. Bathurst Street traffic travelling in a northerly direction along the State road towards Chatham Street will not be permitted to turn left into Bathurst Street (Local road section).
 - Road Closure; Bathurst Street, Pitt Town at Buckingham Street. Bathurst Street traffic travelling in a southerly direction from Bottles Lane towards Eldon Street will be detoured into Buckingham Street towards Chatham Street.
 - Road Closures only permitted for Saturday, 25 April 2026, between 7:30am and 11:30am.
 - No other road closures are permitted.

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and the following conditions:

Prior to the event:

- 4a. The event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>);
- 4b. The event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. The event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. The event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as road closures are proposed; a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. The event organiser is to submit a Transport Management Plan (TMP) for the entire event incorporating Traffic Control Plans (TCPs) - noting this is a Class 2 event - which needs to include details such as the event times and specific road closures times, specific position of barriers, signs, measures to stop errant vehicles etc, required for the proposed road closures and traffic diversions to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence. The TCPs should be prepared by a person holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4f. The event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW - TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. As the event involves the closure and occupation of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. The event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;

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- 4i. The event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event, if it is being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4j. The event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4k. The event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4l. The event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. The event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event. The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, and as a minimum to the full extent of the proposed road closure, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4n. The event organiser is to submit the completed " Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4o. Access is to be maintained for businesses, residents and their visitors;
- 4p. A clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4q. All traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4r. In accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices are to be placed along the event and detour route (including the road closure points and detour routes), during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4s. The participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4t. All roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

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COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mrs Felicity Findlay, seconded by Christopher Amit.

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.
2. The Pitt Town Anzac Day Memorial Service 2026 event planned for Saturday, 25 April 2026 between 7:30am and 11:30am be classified as a 'Class 2' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted, the following road closures and traffic control measures;
 - Road Closure; Bathurst Street, Pitt Town extending from Church Street for approximately 80 metres in a southerly direction from Eldon Street, past No.81 Bathurst Street (The Bird in The Hand - Inn).
 - Road Closure; Eldon Street, Pitt Town at Bathurst Street and Grenville Street.
 - Road Closure; Grenville Street, Pitt Town at Eldon Street.
 - Road Closure; Bathurst Street, Pitt Town (Local road section) at Chatham Street. Bathurst Street traffic travelling in a northerly direction along the State road towards Chatham Street will not be permitted to turn left into Bathurst Street (Local road section).
 - Road Closure; Bathurst Street, Pitt Town at Buckingham Street. Bathurst Street traffic travelling in a southerly direction from Bottles Lane towards Eldon Street will be detoured into Buckingham Street towards Chatham Street.
 - Road Closures only permitted for Saturday, 25 April 2026, between 7:30am and 11:30am.
 - No other road closures are permitted.

and the following conditions:

Prior to the event:

- 4a. The event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety

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(WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>);

- 4b. The event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. The event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. The event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as road closures are proposed; a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. The event organiser is to submit a Transport Management Plan (TMP) for the entire event incorporating Traffic Control Plans (TCPs) - noting this is a Class 2 event - which needs to include details such as the event times and specific road closures times, specific position of barriers, signs, measures to stop errant vehicles etc, required for the proposed road closures and traffic diversions to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence. The TCPs should be prepared by a person holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4f. The event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW - TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. As the event involves the closure and occupation of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. The event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4i. The event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event, if it is being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4j. The event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);

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- 4k. The event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4l. The event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. The event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event. The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, and as a minimum to the full extent of the proposed road closure, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4n. The event organiser is to submit the completed " Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4o. Access is to be maintained for businesses, residents and their visitors;
- 4p. A clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4q. All traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4r. In accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices are to be placed along the event and detour route (including the road closure points and detour routes), during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4s. The participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4t. All roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

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4.2.2. LTC - Ironman 70.3 Western Sydney 2026 - Richmond/Agnes Banks (Hawkesbury) - (80245, 73621, 123265, 128733, 140545)

INTRODUCTION:

An application has been received seeking approval (in traffic management terms) to conduct the Ironman 70.3 Western Sydney 2026 event, on Sunday, 03 May 2026.

The event organiser has advised;

- The Ironman 70.3 Western Sydney event is based at the Sydney International Regatta Centre, Penrith.
- The event is being held predominantly within the Penrith Council LGA, with a small section of the Cycling route contained within the Hawkesbury Council LGA.
- The event has been undertaken since 2015. The 2026 course follows the course from the previous events. The event in 2020 and 2021 was cancelled due to COVID-19.
- The event date is moving from September to May.
- The event will be conducted between 6:45am and 4:15pm with traffic control measures being in place between 4:30am and 4:30pm. The set up and pack down times are between 7am on Saturday, 02 May 2026 to after the end of the event.
- Approximately 1,300 participants are expected for the event.
- Approximately 3,500 spectators are expected.
- The Ironman event is a race and involves participants swimming, cycling and running:
 - Swimming: 1.9 kilometres clockwise lap of the Sydney International Regatta Centre competition lake.
 - Cycling: 90 kilometres (2 laps of 45 kilometres) incorporating the major arterial roads of both Penrith City Council and Hawkesbury City Council from the Sydney International Regatta Centre to McCarthys Lane to Castlereagh Road, Brooks Lane, Wilshire Road, Jockbett Road, The Driftway (Hawkesbury) and returning via Jockbett Road, Wilshire Road, Brooks Lane, Castlereagh Road and McCarthys Lane. The course consists of two laps in a clockwise direction with a number of road closures.
 - Running: 21.1 kilometres incorporating paths within and out of the Sydney International Regatta Centre and along Old Castlereagh Road, Penrith.
- To facilitate the event build and competition, a comprehensive schedule of Road Closures has been designed. The majority of road closures are within the Penrith LGA. The only road closure required within the Hawkesbury LGA is The Driftway between Londonderry Road and Castlereagh Road.
- The safety of the event will be improved with the removal of through traffic along the course.

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- Authorised Traffic Controllers will be used at all road closure points along the course, with motorists directed around the site.
- Full road closures are implemented restricting access to and from homes which is managed by NSW Police and Who Dares Traffic Management. Emergency Services have priority over the Race and NSW ambulance will be within the Event Operations Command, liaising with Emergency Services.
- Road Closures will be valid during the cycling and running components of the event. In exceptional circumstances, should a resident or emergency service require access to a closed section of road, arrangements will be made to ensure access of the authorised vehicle under escort.
- Residents directly impacted by the road closures will be advised of the traffic conditions. Special arrangements will be in place should a resident require to exit their property under exceptional circumstances.
- The detours will be advertised in advance by Variable Message Boards (VMS). The VMS will be in place in advance to advertise the road closures and applicable detours.
- Parking will be facilitated by the existing parking facilities of the Regatta Centre (southern side) with allowance for overflow parking at the grass field of the Centre (east from the main parking areas - sealed). There is capacity for approximately 1,600 vehicles and parking will be free on a first come-first served basis.
- Special Event Clearways are not required for this event. Existing kerbside parking conditions will be adequate.
- The residents along Hawkesbury roads of The Driftway, Bonner Road and Markwell Place are currently being consulted and as with previous events, the residents have responded in a positive manner and are supportive of the event.

Details of the Event Route and Road Closure Plan, Bike Course Plan and Road Closure Schedule are contained in Attachments 1, 2 and 3.

DISCUSSION:

The event is a cross regional event as it will traverse across two Local Government Areas and cross/traverse classified roads. The majority of the event is being undertaken within the Penrith Local Government Area.

The 2026 course follows the same route as the previous events undertaken from 2015 to 2025, noting that the 2020 and 2021 events were cancelled due to COVID-19. The 2015 event was originally approved by Penrith Council which inadvertently included The Driftway (Hawkesbury), as this is a bordering road. Penrith Council classified the event as a Class 2 and this classification has carried through since the 2015 event. To be consistent, the event within the Hawkesbury LGA should also be classified as a Class 2 event, even though there is the proposal to undertake Road Closures and Speed Zone reductions along a State Road within the Penrith Council LGA.

On this basis it would be appropriate to classify the event as a 'Class 2' special event under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS) as the event may disrupt traffic and transport systems along the specified route, which includes the proposed road closures, and there may be disruptions to the non-event community.

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The following details in relation to the proposed road closure, within the Hawkesbury LGA, are listed below;

- Road Closure along The Driftway is proposed for Sunday, 03 May 2026, between 5am and 2pm. The overall road closures for the event within the Penrith Council area is until 1:30pm.
- Road Closure along The Driftway, Richmond/Agnes Banks, is between Castlereagh Road and Londonderry Road; which includes its intersections with Bonner Road, Jockbett Road and Markwell Place, with access provided for residents in Markwell Place from the Castlereagh Road end of The Driftway.
- The length of the road closure along The Driftway is approximately 2,750 metres.
- The speed limit along The Driftway is 80kph, with a road seal width ranging from 10.3 to 11.0 metres.
- Traffic volume recorded in 2020 indicates an ADT=1,687.
- There are approximately 65 properties along the proposed route within the Hawkesbury LGA affected by the Road Closure of The Driftway. These properties are in the vicinity of The Driftway, Bonner Road and Markwell Place. The properties are a mix of residential and rural properties.
- The consultation process is in progress with the adjoining property owners, and as with the previous years, the majority of adjoining property owners are supportive of the event and the traffic management measures proposed, in a similar manner to the previous 2015 to 2025 events and the cancelled 2020 and 2021 events. Further to this, the residents have been advised that this is a reoccurring event each year.

Castlereagh Road (State Road) within the Penrith LGA is to be closed at its northern point in the vicinity of Springwood Road and Brooks Lane. Traffic within the Hawkesbury LGA will be detoured via Southee Road and Londonderry Road. The event organiser is to ensure that all major traffic routes leading to the road closures are adequately signposted to warn motorists of the road closures and advise them of the available traffic detour routes.

The event organiser has submitted the following items in relation to the event: Attachment 4 (ECM Document Set ID No: 9766128):

- Traffic and Transport Management for Special Events - HCC: Form A - Initial Approval - Application Form,
- Traffic and Transport Management for Special Events - HCC: Form B - Initial Approval Application - Checklist,
- Special Event Transport Management Plan Template - RTA (Transport for NSW - TfNSW)
- Event Overview - Traffic Management Plan,
- Event Route and Road Closure Plan.

The Transport Management Plan (TMP) and the associated Traffic Control Plans (TCP) once updated and completed are to be submitted to Transport for NSW - TfNSW (formerly TMC) for authorisation due to the proposed road closures.

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RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.
2. The Ironman 70.3 Western Sydney 2026 event, which is a cross regional event and will traverse across two Local Government Areas, with the Hawkesbury LGA component being within the Richmond/Agnes Banks area, planned for Sunday, 03 May 2026 between 4:30am and 4:30pm be classified as a 'Class 2' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted, the following road closures and traffic control measures;
 - Road Closure; The Driftway, Richmond/Agnes Banks, between Castlereagh Road and Londonderry Road; which includes its intersections with Bonner Road, Jockbett Road and Markwell Place, with access provided for residents in Markwell Place from the Castlereagh Road end of The Driftway.
 - Road Closure only permitted for Sunday, 03 May 2026, between 5am and 2pm.
 - No other road closures are permitted.
 - Due to the Road Closure of Castlereagh Road (State Road) within the Penrith LGA, Detour Routes and relevant Signage are to be provided within the Hawkesbury LGA and surrounding area to ensure alternate traffic routes are available and signposted.
 - The event organiser is to ensure that all major traffic routes leading to the road closures are adequately signposted to warn motorists of the road closures and advise them of the available traffic detour routes.

and the following conditions:

Prior to the event:

- 4a. The event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an

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acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;

- 4b. The event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. The event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. The event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as road closures are proposed; a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. The event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating Traffic Control Plans (TCPs) which need to include details such as the specific position of barriers, signs etc, required for the proposed road closures and traffic diversions to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence. The TCPs should be prepared by a person holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4f. The event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 noting Council and Transport for NSW - TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. As the event involves the closure and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. The event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4i. The event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event, if it is being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place
- 4j. The event organiser is to obtain approval from Penrith Council for the use of their roads and obtain any other necessary approvals from Penrith Council; a copy of this approval to be submitted to Council;
- 4k. The event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);

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- 4l. The event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. The event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4n. Event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4o. The event organiser is to submit the completed "Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4p. Access is to be maintained for businesses, residents and their visitors;
- 4q. A clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4r. All traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4s. The participants are to be made aware of and are to follow all the general road user rules whilst participating on public roads;
- 4t. In accordance with the submitted TMP and associated TCPs, appropriate advisory signs and traffic control devices are to be placed along the event and detour route (including the road closure points and detour routes), during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4u. The competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4v. All roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mrs Felicity Findlay, seconded by Christopher Amit.

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained

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within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.

2. The Ironman 70.3 Western Sydney 2026 event, which is a cross regional event and will traverse across two Local Government Areas, with the Hawkesbury LGA component being within the Richmond/Agnes Banks area, planned for Sunday, 03 May 2026 between 4:30am and 4:30pm be classified as a 'Class 2' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted, the following road closures and traffic control measures;
 - Road Closure; The Driftway, Richmond/Agnes Banks, between Castlereagh Road and Londonderry Road; which includes its intersections with Bonner Road, Jockbett Road and Markwell Place, with access provided for residents in Markwell Place from the Castlereagh Road end of The Driftway.
 - Road Closure only permitted for Sunday, 03 May 2026, between 5am and 2pm.
 - No other road closures are permitted.
 - Due to the Road Closure of Castlereagh Road (State Road) within the Penrith LGA, Detour Routes and relevant Signage are to be provided within the Hawkesbury LGA and surrounding area to ensure alternate traffic routes are available and signposted.
 - The event organiser is to ensure that all major traffic routes leading to the road closures are adequately signposted to warn motorists of the road closures and advise them of the available traffic detour routes.

and the following conditions:

Prior to the event:

- 4a. The event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and->

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[agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management;](#)

- 4b. The event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. The event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. The event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as road closures are proposed; a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. The event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating Traffic Control Plans (TCPs) which need to include details such as the specific position of barriers, signs etc, required for the proposed road closures and traffic diversions to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence. The TCPs should be prepared by a person holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4f. The event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 noting Council and Transport for NSW - TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. As the event involves the closure and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. The event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4i. The event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event, if it is being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place
- 4j. The event organiser is to obtain approval from Penrith Council for the use of their roads and obtain any other necessary approvals from Penrith Council; a copy of this approval to be submitted to Council;
- 4k. The event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4l. The event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. The event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected,

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due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;

- 4n. Event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4o. The event organiser is to submit the completed "Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4p. Access is to be maintained for businesses, residents and their visitors;
- 4q. A clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4r. All traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4s. The participants are to be made aware of and are to follow all the general road user rules whilst participating on public roads;
- 4t. In accordance with the submitted TMP and associated TCPs, appropriate advisory signs and traffic control devices are to be placed along the event and detour route (including the road closure points and detour routes), during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4u. The competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4v. All roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

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4.2.3. LTC - Convict 100 Mountain Bike Event 2026 - St Albans (Hawkesbury) - (80245, 85193)

INTRODUCTION:

An application has been received from Maximum Adventure Pty Ltd seeking approval (in traffic management terms) to conduct the Convict 100 Mountain Bike Event 2026 - St Albans, on Saturday 02 May 2026.

The event organiser has advised;

- The event is a Mountain Bike (Cycling) Race in and around the St Albans and Macdonald Valley areas.
- The 2026 event is the 20th year the event is being held. Previously the event was known as the Dirk Works 100 Kilometre Classic.
- The event gets its name from the old Convict trail it traverses.
- The event is run predominantly on trails through the Parr, Dharug and Yengo National Parks.
- The event enjoys the continued support of the St Albans RFS and local community.
- The event will be undertaken between 5:30am and 6pm.
- Approximately 1350 participants are expected for the event.
- Approximately 80 spectators and their vehicles are expected. Parking will be available on private land.
- There are 3 courses for the event; 100, 68 and 48 kilometres.
- The start and finish of the race will be in the town of St Albans, on Wharf Street.
- The event route is the same as the 2025 route which avoids crossing the Macdonald River.
- It is proposed to close a section of Wharf Street, between Bulga Street and Wollombi Road, St Albans (100 metre long sealed section), commencing from 9am, Friday 01 May 2026, through to 6pm, Saturday 02 May 2026.
- Alternate access is available via Wollombi Road and Bulga Street.
- Route/Course for the three Rides:
 - Convict 100 kilometre Course
 - Commence at Wharf Street (0.1klm) and enter the course by turning right onto Wollombi Road and travel along Wollombi Road (12.3klm) and turn right onto Brown's trail.
 - Travel along Brown's Trail (8.4klm) and turn left onto Sullivans Arm.

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- Travel along Sullivans Arm (4klm) and turn right onto The Great Northern Road.
- Travel along The Great Northern Road (17.6klm) turn right onto the Western Commission Track.
- Travel along the Western Commission Track (3klm) turn right onto the Eight Mile Track.
- Travel along the Eight Mile Track (9.8klm) turn left onto Wrights Creek Road.
- Travel along Wrights Creek Road (4.2klm) and turn left onto Settlers Road.
- Travel along Settlers Road (4.7klm) and turn left onto Shepherds Gully Road.
- Travel along Shepherds Road (3klm) and turn left onto The Great Northern Road.
- Travel along the Great Northern Road (9.4klm) and turn left onto the Western Commission Track.
- Travel along the Western Commission Track (0.9klm) and turn left onto the Eight Mile Track.
- Travel along the Eight Mile Track (9.8klm) and turn left onto Wrights Creek Road.
- Travel along Wrights Creek Road (4.2klm) and turn right onto Settlers Road.
- Travel along Settlers Road and into Bulga Street (8.5klm) and turn left onto Wharf Street (0.1klm) and return to the end.
- Convict 68 kilometre Course
 - Commence at Wharf Street (0.1klm) and enter the course by turning right onto Wollombi Road and travel along Wollombi Road (12.3klm) and turn right onto Brown's trail.
 - Travel along Brown's Trail (8.4klm) and turn left onto Sullivans Arm.
 - Travel along Sullivans Arm (4klm) and turn right onto The Great Northern Road.
 - Travel along The Great Northern Road (17.6klm) turn right onto the Western Commission Track.
 - Travel along the Western Commission Track (3klm) turn right onto the Eight Mile Track.
 - Travel along the Eight Mile Track (9.8klm) turn left onto Wrights Creek Road.
 - Travel along Wrights Creek Road (4.2klm) and turn right onto Settlers Road.
 - Travel along Settlers Road and into Bulga Street (8.5klm) and turn left onto Wharf Street (0.1klm) and return to the end.
- Convict 48 kilometre Course

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- Commence at Wharf Street (0.1km) and enter the course by turning right onto Wollombi Road and travel along Wollombi Road (12.3km) and turn right onto Brown's trail.
 - Travel along Brown's Trail (8.4km) and turn right onto Wrights Creek Road.
 - Travel along Wrights Creek Road (18.6km) and turn right onto Settlers Road.
 - Travel along Settlers Road and into Bulga Street (8.5km) and turn left onto Wharf Street (0.1km) and return to the end.
- The event will have an impact on residents of Wharf Street between Wollombi Road and Bulga Street accessing their properties.
 - Consultation is currently in progress with the adjoining property owners, who have previously provided support in writing, relating to the proposed road closure. Arrangements will be made with these residents to allow access when requested.
 - Participants will compete on a circular route format, covering approximately 100 kilometres of fire trail, single track and dirt roads through the National Parks, private properties and public roads.
 - The course will be clearly marked for riders to follow.
 - Marshalls with high visibility vests and radios will be positioned at junctions, warning cyclists of on-coming traffic and the track ahead.
 - Signs will be positioned throughout the course to warn other users of the event.
 - The event route will not cross the Macdonald River as with previous years.

Spectators and participants can park in the day parking area on private land along Settlers Road as indicated in Attachment 2.

DISCUSSION:

It would be appropriate to classify the event as a 'Class 2' special event under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS) as the event may impact minor traffic and transport systems, which includes the proposed road closure along the specified route, and there may be a low scale disruption to the non-event community.

The mountain bike event is predominantly on tracks within the Parr State Conservation Area, Dharug and Yengo National Parks, private properties and on the following public roads;

- Bulga Street - Sealed Road.
- Settlers Road - Sealed and Unsealed Road.
- Shepherds Gully Road - Unformed Road.
- Wharf Street - Sealed Road.
- Wollombi Road - Sealed and Unsealed Road.

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- Wrights Creek Road - Unsealed Road.

The event is also traversing along the Great Northern Road, which is under the care and control of the NSW National Parks and Wildlife Service (NSW Department of Climate Change, Energy, the Environment and Water).

The Transport Management Plan (TMP) and the associated Traffic Control Plan (TCP) is to be submitted to Transport for NSW - TfNSW (formerly TMC) for authorisation due to the proposed road closure of Wharf Street, between Bulga Street and Wollombi Road, St Albans (100 metre long sealed section).

The event organiser has submitted the following items in relation to the event: Attachment 4 (ECM Document Set ID No. 9773412):

1. Traffic and Transport Management for Special Events - HCC: Form A - Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events - HCC: Form B - Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template - RTA (Transport for NSW - TfNSW),
4. Event Information including Traffic Control Plans (TCPs) and an Emergency Management Plan,
5. Event Course Map,
6. Road Closure/Detour Plan,
7. Copy of Insurance Policy which is valid to 28 January 2026.

RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events> and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.
2. The Convict 100 Mountain Bike Event 2026 - St Albans, event planned for Saturday, 02 May 2026 be classified as a 'Class 2' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted - which includes the road closure of a

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section of Wharf Street between Bulga Street and Wollombi Road, St Albans, commencing from 8am, Friday 01 May 2026, through to 6pm, Saturday 02 May 2026,

and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event.
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as a road closure is proposed for a section of Wharf Street between Bulga Street and Wollombi Road, St Albans commencing from 8am, Friday 01 May 2026, through to 6pm, Saturday 02 May 2026; a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating the submitted Traffic Control Plans (TCPs) to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW - TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event involves the closure of a public road and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in the TMP;

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- 4i. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Climate Change, Energy, the Environment and Water) for the use of the Parr State Conservation Area, Dharug and Yengo National Parks and the Great Northern Road; a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain written approval from Council for the use of a Council Park/Reserve;
- 4k. the event organiser is to obtain approval from the NSW Department of Crown Lands (NSW Department of Planning, Housing and Infrastructure) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 4l. the event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4m. the event organiser is to obtain approval from the respective Landowners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4n. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4o. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4p. the event organiser is to directly notify relevant ferry operators, bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4q. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4r. the event organiser is to submit the completed " Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4s. access is to be maintained for businesses, residents and their visitors;
- 4t. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4u. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);

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- 4v. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;
- 4w. in accordance with the submitted TMP and associated TCPs, appropriate advisory signs and traffic control devices are to be placed along the route, including the road closure points, during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4x. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4y. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4z. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be undertaken as outlined in the TMP.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mrs Felicity Findlay, seconded by Christopher Amit.

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events> and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.
2. The Convict 100 Mountain Bike Event 2026 - St Albans, event planned for Saturday, 02 May 2026 be classified as a 'Class 2' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted - which includes the road closure of a section of Wharf Street between Bulga Street and Wollombi Road, St Albans, commencing from 8am, Friday 01 May 2026, through to 6pm, Saturday 02 May 2026,

and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential

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risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;

- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event.
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as a road closure is proposed for a section of Wharf Street between Bulga Street and Wollombi Road, St Albans commencing from 8am, Friday 01 May 2026, through to 6pm, Saturday 02 May 2026; a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating the submitted Traffic Control Plans (TCPs) to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW - TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event involves the closure of a public road and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4i. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Climate Change, Energy, the Environment and Water) for the use of the Parr State Conservation Area, Dharug and Yengo National Parks and the Great Northern Road; a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain written approval from Council for the use of a Council Park/Reserve;
- 4k. the event organiser is to obtain approval from the NSW Department of Crown Lands (NSW Department of Planning, Housing and Infrastructure) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;

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- 4l. the event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4m. the event organiser is to obtain approval from the respective Landowners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4n. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4o. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4p. the event organiser is to directly notify relevant ferry operators, bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4q. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4r. the event organiser is to submit the completed " Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4s. access is to be maintained for businesses, residents and their visitors;
- 4t. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4u. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4v. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;
- 4w. in accordance with the submitted TMP and associated TCPs, appropriate advisory signs and traffic control devices are to be placed along the route, including the road closure points, during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4x. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4y. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,

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- 4z. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be undertaken as outlined in the TMP.

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4.2.4. LTC - Hawkesbury Show 2026 - Hawkesbury Showground, Clarendon - (Hawkesbury) - (80245, 74207, 123265)

INTRODUCTION:

An application has been received on behalf of the Hawkesbury District Agricultural Association seeking approval (in traffic management terms) to conduct the Hawkesbury Show 2026, between 24 to 26 April 2026 within the Hawkesbury Showground, Clarendon.

The event organiser has advised:

- The Hawkesbury Show is a major community event, featuring agricultural displays, rides, show bags, sideshows, business promotions and exhibition of arts and craft shows that have been held at the showground for over 135 years.
- The times for operation are proposed from 9am to 11:30pm for both Friday, 24 and Saturday, 25 April, and 9am to 4pm for Sunday, 26 April 2026.
- It is expected that the exhibitors and workers will start to arrive at the site from 6am daily and will come and go until 11:30pm on Friday and Saturday nights. The final pack-down of the Show will occur after the Sunday closing time of 4pm, with vehicular movements expected to continue up to 8pm.
- The showground is located on Racecourse Road, with the Hawkesbury Racecourse and the Clarendon Railway Station located opposite.
- The event is expected to attract approximately 250 participants.
- The event is expected to attract approximately 60,000 visitors over the three days it will operate.
- It is estimated approximately 26% of the total number of visitors will attend the show on Friday, 42% will attend the show on Saturday and 32% will attend the show on Sunday.
- It is anticipated that most visitors (an estimated 85%) will travel by car. They will park within the Hawkesbury Showground car parking area, the UWS Hawkesbury Campus/Clarendon paddock, the Hawkesbury Equestrian Centre, or in the road reserve areas of Hawkesbury Valley Way and Racecourse Road and walk to one of the pedestrian entry gates. Parking within the site is free.
- An additional train will be provided by Sydney Trains on the Saturday and Sunday, with the train terminating at Clarendon Station and returning towards Blacktown. The additional train will not affect traffic crossing the railway line.
- Due to the excessive traffic delays experienced in 2021, the traffic management for the site was reviewed for the 2022 event with ongoing changes implemented each year to better control access to and from the event site. The 2026 event will be in line with the measures from the 2025 event.
- Patrons travelling by train will use the Gates 1, 2 and 3 which are accessed from Racecourse Road. It is likely that Gate 1 will be the main point of access for commuters to gain access - which is located at the northern point of the Showground.

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- Traffic controllers will be used near the railway level crossing to safely manage pedestrians that either travel by train to Clarendon Station, park within the Racecourse or along Racecourse Road near Gate 1. In addition to this the Railway parking area on the western side of Racecourse Road, north of Gate 1 will be closed off and used as a pedestrian holding area. This will separate pedestrians and moving traffic along Racecourse Road.
- Traffic controllers will manage the movement of pedestrians in the vicinity of the railway line and from the railway station, crossing Racecourse Road to Gate 1. The Traffic controllers will control traffic along Racecourse Road and the access road to the Racecourse.
- In addition to the roadway areas, accredited traffic controllers will be used within the Showground to manage pedestrian movements between the event parking and pedestrian entry gates 7 and 13.
- Vehicle access to and from the Showground car park for the 2026 event will be similar to the 2025 events. This will result in turn restrictions and traffic control points being established/implemented along several of the access roads:
 - Hawkesbury Valley Way - Ban the right turn into Racecourse Road between 8am to 9pm for both Friday, 24 and Saturday, 25 April, and 8am to 3pm on Sunday 26 April 2026.
 - Traffic controllers to manage the right turn out of Racecourse Road onto Hawkesbury Valley Way between 8am to 11:30pm for both Friday, 24 and Saturday, 25 April, and 8am to 5pm on Sunday 26 April 2026. The Traffic controllers to ensure that traffic along Hawkesbury Valley Way is not held for more than 1 minute.
 - Traffic controllers to manage traffic queues in Racecourse Road and prevent queuing across the Railway level crossing and pedestrians crossing Racecourse Road.
 - Blacktown Road - Ban the right turn into Racecourse Road between 8am to 11:30m for both Friday, 24 and Saturday, 25 April, and 8am to 5pm on Sunday 26 April 2026. This will result in left in and left out movements at Racecourse Road.
 - Blacktown Road at the University Private Road will operate under traffic control for the entry and exit sequencing for event traffic.
- An alternate Bypass route will be available for motorist to travel between Richmond and Windsor and avoid Hawkesbury Valley Way near Racecourse Road. The bypass route will be along Bourke Street, Francis Street, Jersey Street, Dight Street and Percival Street. A number of VMSs will be provided to guide the traffic along this route for traffic travelling in both directions.
- The majority of the visitors will park within the Hawkesbury Showground in the dedicated Hawkesbury Showground Car Park adjacent to the western boundary of the Showground. Access will be from either Racecourse Road or Blacktown Road.
 - Access from Racecourse Road to the Showground carpark for patrons will be mainly from Gate 4 along Racecourse Road with early entry from Gate 5.
 - Event early entry will operate between 6am to 9am for all the three days from Gate 5.
 - Event general entry will operate between 9am to 11:30pm for both Friday, 24 and Saturday, 25 April, and 9am to 5pm on Sunday 26 April 2026 from Gate 4.

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- The access road from Gate 4 will allow for two-way traffic flow.
- Event general exit from the Showground carpark onto Racecourse Road will be from Gate 5. This will be permitted between 9am to 11:30pm for both Friday, 24 and Saturday, 25 April, and 9am to 5pm on Sunday 26 April 2026.
- Access to and from the Showground for Staff, Stall Holders, Trade, Livestock Floats and Catering will be from Racecourse Road.
 - Entry will be through Gates 2 and 3 and will operate between 6am to 9am for all the three days.
 - Exit will be through Gate 4 with the access road operating to allow two-way traffic flow and will operate between 9am to 11:30pm for both Friday, 24 and Saturday, 25 April, and 9am to 5pm on Sunday 26 April 2026.
- Access from Blacktown Road to the Showground carpark for patrons will be from the University Private Road and the access road will operate as a one way road for entry and exit depending on the times of operation.
 - Event entry will operate between 6am and 9pm for both Friday, 24 and Saturday, 25 April, and 8am to 3pm on Sunday 26 April 2026.
 - Event exit will operate between 9pm and 11:30pm for both Friday, 24 and Saturday, 25 April, and 3pm to 5pm on Sunday 26 April 2026.
- The splitting of the access points will prevent the queuing of vehicles along the access roads such as Hawkesbury Valley Way, Blacktown Road and Racecourse Road.
- It is expected that there will be impacts on traffic during the opening hours and for 1 to 2 hours before and after closing times. The impact generally will be in the form of traffic delays in the vicinity of the site, as vehicles enter and leave the event, and negotiate the intersections with adjoining roads, with moderate delays expected during peak traffic times. It is anticipated that the changes proposed for this event, which is similar to those from the 2025 event, will minimise the traffic delays experienced during the 2021 event.
- It is expected that approximately 20,000 vehicles will travel to this area during the three days of the Show.
- Parking is available for approximately 20,000 vehicles each day.
- 'Free Parking' signs are to be located at Hawkesbury Valley Way, Blacktown Road and Racecourse Road directing vehicular traffic into the Hawkesbury Showground.
- To prevent significant vehicular traffic congestion whether entering or leaving Racecourse Road between Hawkesbury Valley Way and the Clarendon Railway Crossing, it is proposed to provide a temporary fence around the 'triangle' Reserve Land located in this area. This will prevent the unauthorised parking of motor vehicles in this area. The concrete pedestrian path adjacent to Hawkesbury Valley Way will not be obstructed or the required sight distance for vehicles exiting Racecourse Road.
- In the event of wet weather in the lead up to the event, some of the grassed areas of the Showground proposed for the event parking may become unsuitable for vehicles. The contingency plan used for the 2022 event will be used to manage parking. The sites include the RAAF base accessed from Percival Street and the UWS Richmond campus

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accessed from Campus Drive. Private shuttle buses will be arranged to pick up patrons from these parking areas and transport them to the Showground. The VMS signs in place will be changed once the showground capacity is reached to direct patrons to the alternate parking sites.

- Mobile VMS Units will be erected along March Street, Castlereagh Road, Hawkesbury Valley Way, Blacktown Road, and Windsor Street notifying motorists of the access points for the event parking and alternative/bypass route around the event site. A VMS unit will be provided in The Driftway to advise motorists that they are not permitted to undertake a U-Turn within the access driveway to the Waste Facility.
- Certified Traffic Controllers are to be used at all intersecting points with additional Traffic Controllers being available as required to direct traffic.
- Application has been made with Transport for NSW - TfNSW (formerly RTA/RMS) for the following speed limit reductions to improve safety around the event precinct;
 - Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
 - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
 - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
 - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Drive with the speed zone also extending into these roads for approximately 100 to 200metres.

Details of the Event Site Plan, Traffic Guidance Plans for Intersection Controls, Entry and Exit into the Showground, Alternate Bypass Route Plan and VMS Location Plan are contained in Attachments 1 to 9.

DISCUSSION:

Racecourse Road intersects with Hawkesbury Valley Way near the northern boundary of the showground site and intersects with Blacktown Road approximately 3.5 kilometres to the south. Racecourse Road is a minor distributor rural road of approximately 3.5 kilometres in length with the full length being sealed. The event organiser has indicated that access to the showground will be split with access from both Racecourse Road via Hawkesbury Valley Way and the University Private Road via Blacktown Road. Both Hawkesbury Valley Way and Blacktown Road are state roads.

The splitting of the access points utilised for the 2022 to 2025 events compared to the single access point utilised for the 2021 event will prevent the queuing of vehicles along the access roads such as Hawkesbury Valley Way, Blacktown Road and Racecourse Road.

Pedestrian movements are expected along Racecourse Road from Clarendon Station or those patrons who park in the road reserve areas of Racecourse Road and Hawkesbury Valley Way as well as the Hawkesbury Equestrian Centre.

Traffic congestion is likely to be concentrated in Hawkesbury Valley Way, from where the majority of vehicles will queue to enter Racecourse Road, and in Racecourse Road, as vehicles queue to enter

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parking areas. There will be traffic impacts along Blacktown Road as well. The turn bans proposed along Hawkesbury Valley Way and Blacktown Road will assist with the movement of traffic along these roads and traffic flow into the car park. To improve traffic and pedestrian safety around the event precinct, the event organiser has applied to Transport for NSW - TfNSW (formerly RTA/RMS) for the following speed limit reductions:

- Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
- Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
- Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
- Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.

The provision of the alternate bypass route will allow motorists to avoid the event area along Hawkesbury Valley Way when traveling between Richmond and Windsor. The bypass route along Bourke Street, Francis Street, Jersey Street, Dight Street and Percival Street may have a minor impact to the local community along these roads. The event organiser will be required to undertake a letter box drop to all affected properties within the event precinct which also includes the alternate bypass route. The contingency plan for wet weather will allow for a suitable alternative to the proposed parking areas.

Traffic management issues have occurred during the 2025 event at the entrance to the South Windsor Waste Management Facility located at No. 1 The Driftway, with vehicles undertaking unsafe U-Turn manoeuvres at the driveway entrance. This is a result of the right turn ban required along Blacktown Road at Racecourse Road to reduce congestion. Traffic Control measures are required to prohibit U-Turn manoeuvres being undertaken along The Driftway adjacent to the driveway entrance to the Facility.

The Transport Management Plan (TMP) and the associated Traffic Control Plans (TCP) are to be submitted to Transport for NSW - TfNSW (formerly TMC) for authorisation due to the proposed traffic control measures along Hawkesbury Valley Way, Blacktown Road, Racecourse Road and the surrounding road network that will affect the movement of traffic along these roads as well as the potential impact across the railway level crossing at Clarendon Station.

It would be appropriate to classify the event as a 'Class 1' special event under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS) as the event may impact on major traffic and transport systems which includes the Speed Zone reductions and traffic control on the nominated State roads, and there may be significant disruption to the non-event community.

The event organiser has submitted the following items in relation to the event: Attachment 10 (ECM Document Set ID No: 9776282):

1. Traffic and Transport Management for Special Events - HCC: Form A - Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events - HCC: Form B - Initial Approval Application - Checklist,

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3. Special Event Transport Management Plan Template - RTA (Transport for NSW - TfNSW),
4. Transport Management Plan - referred to in the application as Special Event Traffic Management Plan (TMP) - requires updating for the Class of the event and other information listed in the main application.

RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.
2. The Hawkesbury Show 2026 planned for between 24 to 26 April 2026, within the Hawkesbury Showground, Clarendon, be classified as a 'Class 1' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;

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- 4d. the event organiser is to submit a Transport Management Plan (TMP) for the entire event incorporating Traffic Control Plans (TCP) - noting this is a Class 1 event - which needs to include details such as the specific position of barriers, signs etc, required for the proposed traffic control measures and traffic diversions, including traffic control measures to prohibit the U-Turn manoeuvres being undertaken along The Driftway adjacent to the driveway entrance to the South Windsor Waste Management Facility located at No. 1 The Driftway, to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence. The TCP should be prepared by a person holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4e. the application including the TMP, and the associated TCP is to be submitted to Transport for NSW - TfNSW (formerly TMC) for authorisation as this is a Class 1 event;
- 4f. the event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as this is a "Class 1" event which will have a traffic impact on both Hawkesbury Valley Way and Blacktown Road (state roads) as well as the proposed temporary speed reductions required for the following roads;
- Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
 - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
 - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
 - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.
- 4g. a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4h. as the event requires traffic control on public roads and the provision of the Crossing Points, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4i. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4k. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4l. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;

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- 4m. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4n. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event and along the alternate bypass route, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4o. the event organiser is to submit the completed "Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4p. access is to be maintained for businesses, residents and their visitors;
- 4q. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4r. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4s. in accordance with the submitted TMP and associated TCP, appropriate advisory signs - including temporary speed restriction signs (subject to Transport for NSW - TfNSW (formerly TMC and RTA/RMS) requirements), shall be placed at the event organiser's expense after all the required approvals are obtained from the relevant authorities - and traffic control devices are to be placed during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4t. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and
- 4u. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mrs Felicity Findlay, seconded by Christopher Amit.

That:

- 1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW - TfNSW (formerly RTA/RMS) publication 'Guide to Traffic and Transport Management for Special Events' (Version 4) and the Hawkesbury City Council special event information package.

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2. The Hawkesbury Show 2026 planned for between 24 to 26 April 2026, within the Hawkesbury Showground, Clarendon, be classified as a 'Class 1' special event, in terms of traffic management, under the 'Traffic and Transport Management for Special Events' guidelines issued by Transport for NSW - TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to submit a Transport Management Plan (TMP) for the entire event incorporating Traffic Control Plans (TCP) - noting this is a Class 1 event - which needs to include details such as the specific position of barriers, signs etc, required for the proposed traffic control measures and traffic diversions, including traffic control measures to prohibit the U-Turn manoeuvres being undertaken along The Driftway adjacent to the driveway entrance to the South Windsor Waste Management Facility located at No. 1 The Driftway, to Council for acknowledgement and Transport for NSW - TfNSW (formerly TMC and RTA/RMS) for concurrence. The TCP should be prepared by a person holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4e. the application including the TMP, and the associated TCP is to be submitted to Transport for NSW - TfNSW (formerly TMC) for authorisation as this is a Class 1 event;
- 4f. the event organiser is to obtain approval from Transport for NSW - TfNSW (formerly TMC) as this is a "Class 1" event which will have a traffic impact on both Hawkesbury Valley Way and Blacktown Road (state roads) as well as the proposed temporary speed reductions required for the following roads;

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- Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
 - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
 - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
 - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.
- 4g. a copy of the Transport for NSW - TfNSW (formerly TMC) approval to be submitted to Council;
- 4h. as the event requires traffic control on public roads and the provision of the Crossing Points, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4i. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4k. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4l. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4n. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event and along the alternate bypass route, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4o. the event organiser is to submit the completed "Traffic and Transport Management for Special Events - Final Approval Application Form (Form C)" to Council;

During the event:

- 4p. access is to be maintained for businesses, residents and their visitors;

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- 4q. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4r. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4s. in accordance with the submitted TMP and associated TCP, appropriate advisory signs - including temporary speed restriction signs (subject to Transport for NSW - TfNSW (formerly TMC and RTA/RMS) requirements), shall be placed at the event organiser's expense after all the required approvals are obtained from the relevant authorities - and traffic control devices are to be placed during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW - TfNSW (formerly RTA/RMS);
- 4t. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and
- 4u. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

This is page 49 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 19 January 2026.

LOCAL TRAFFIC COMMITTEE
2. CONFIRMATION OF MINUTES
Meeting Date: 9 February 2026

LOCAL TRAFFIC COMMITTEE
4. REPORTS FOR DETERMINATION
Meeting Date: 19 January 2026

4.3. FOR INFORMATION

Nil reports.

This is page 50 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 19 January 2026.

LOCAL TRAFFIC COMMITTEE
2. CONFIRMATION OF MINUTES
Meeting Date: 9 February 2026

LOCAL TRAFFIC COMMITTEE
5. GENERAL BUSINESS
Meeting Date: 19 January 2026

5. GENERAL BUSINESS

There was no general business.

The next Local Traffic Committee meeting is proposed to be held on Monday 9 February 2026 at 3:00pm.

The meeting terminated at 3:15pm

This is page 51 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 19 January 2026.



Local Traffic Committee Meeting

**End of
Minutes**

This business paper has been produced electronically to reduce costs, improve efficiency and reduce the use of paper. Internal control systems ensure it is an accurate reproduction of Council's official copy of the business paper.

LOCAL TRAFFIC COMMITTEE
2. CONFIRMATION OF MINUTES
Meeting Date: 9 February 2026

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LOCAL TRAFFIC COMMITTEE

3. BUSINESS ARISING

Meeting Date: 9 February 2026

3. BUSINESS ARISING

LOCAL TRAFFIC COMMITTEE

3. BUSINESS ARISING

Meeting Date: 9 February 2026

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LOCAL TRAFFIC COMMITTEE

4. REPORTS FOR DETERMINATION

Meeting Date: 9 February 2026

4. REPORTS FOR DETERMINATION

4.1. GENERAL TRAFFIC

4.1.1. LTC - Proposed transition from the Local Traffic Committee to the Local Transport Forum – (Hawkesbury) – ((80245, 73621, 123265)

INTRODUCTION:

Transport for NSW (TfNSW) has introduced changes to the Local Traffic Committee process following the introduction of the 2025 Authorisation and Delegation Instrument for Councils replacing the former 2011 Delegation to Councils and the 2023 Temporary Delegation. These changes result in replacing the Local Traffic Committee (LTC) with the Local Transport Forum (LTF).

This report outlines the transition from the Local Traffic Committee (LTC) to the Local Transport

Forum (LTF), following these changes introduced by Transport for NSW. Essentially the LTF replaces the LTC as a non-voting advisory body.

DISCUSSION:

The Local Traffic Committee (LTC) was established for the purpose of providing technical review and advice on various traffic related matters, to Council in the exercising of its delegated functions as they relate to the regulation of traffic on the public road network, for which Council is the Roads Authority. The Committee has no delegation authority in its own right and cannot bind Council.

The framework governing Council's delegated authority and the operational scope of the LTC was previously outlined in the 2011 Roads and Maritime Services (now TfNSW) Delegation to Councils – Regulation of Traffic. The delegations were supplemented with the operation guide for the LTC (*A Guide to the delegation to councils for the regulation of traffic – V1.3-March 2009*).

The LTC primarily dealt with regulatory and statutory matters such as parking controls, traffic signage, traffic devices and special events.

Notification was received from Transport for NSW (TfNSW) dated 23 July 2025 advising that effective 1 August 2025, the Local Traffic Committees no longer exist, with the Local Transport Forum replacing the Local Traffic Committee. The change of name reflects its function and focus as an advisory body dedicated to technical advice, information sharing, and coordination on matters related to transportation, movement and accessibility. The LTF as was the case previously with the LTC is not an approval body, nor does it make decisions. Whilst the change was to take effect on 1 August 2025, due to the limited notification prior to the changes to the Committee, Councils have been requested to undertake the transition in a timely manner.

The changes to the Local Traffic Committee process are due to the introduction of the 2025 Authorisation and Delegation Instrument for Councils replacing the former 2011 Roads and Maritime Services (now TfNSW) Delegation to Councils – Regulation of Traffic.

The 2025 Authorisation and Delegation Instrument has been provided with a supporting Guide (*A guide for council's using the Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic-July 2025*), which also replaces the previous LTC operation guide (*A Guide to the delegation to councils for the regulation of traffic – V1.3-March 2009*). Refer to Attachments 1 and 2 for the 2025 documents.

LOCAL TRAFFIC COMMITTEE
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The LTC with its membership comprised of four voting representatives: Council, Transport for NSW (TfNSW), NSW Police, and the local State Member of Parliament or their nominee. The LTF retains the same membership, however voting no longer is undertaken at the meetings on the items under consideration. The membership of the LTF remains consistent with the LTC, with the option to include additional stakeholders such as local bus operators where relevant.

With voting not been undertaken for items under considerations by the LTF and where the LTF discussion is unable to resolve concerns raised by TfNSW, TfNSW may submit a Statement of Concern (SoC) to Council, within 7 days of the meeting, to which Council is required to respond to all LTF members in writing on this matter. Council is required to pause for 7 days after providing the response document to ascertain if there is any feedback prior to proceeding with the matter/recommendation. The Statement of Concern does not oblige Council to change or withdraw a proposal but consider the matters raised by TfNSW relating to either the entire proposal or a specific aspect of the proposal. The Statement of Concerns process replaces the previous Regional Traffic Committee, which was part of the LTC process.

It is proposed that Council rename the Local Traffic Committee to the Local Transport Forum commencing from the next meeting scheduled for 9 March 2026. The LTF also function in a similar manner to the previously undertaken LTC meetings with the exception of voting by the relevant members. The LTF will follow the schedule of meetings for 2026, the composition and format of the Agenda items, Recommendation to the Committee, Committee Recommendation from moving and seconding the items and distribution of the Agenda and Minutes.

Summary:

The Local Transport Forum (LTF) will commence on 9 March 2026 and function in a similar manner to the previous Local Traffic Committee (LTC) following the LTC meeting format and schedule for 2026 and taking into account the key changes as listed below:

1. The Local Traffic Committee (LTC) has been renamed the Local Transport Forum (LTF), with no voting function.
2. The Regional Traffic Committee has been discontinued whereby TfNSW may lodge a 'Statement of Concern' (SoC) in the event that TfNSW holds serious unresolved concerns regarding a proposal.
3. The 2011 Roads and Maritime Services (now TfNSW) Delegation to Councils – Regulation of Traffic has been replaced by the 2025 Authorisation and Delegation Instrument.
4. The LTC operation guide (*A Guide to the delegation to councils for the regulation of traffic – V1.3-March 2009*) has been replaced by the LTF Guide (*A guide for council's using the Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic-July 2025*).

RECOMMENDATION TO COMMITTEE:

The Local Transport Forum (LTF) commence on 9 March 2026 and function in a similar manner to the previous Local Traffic Committee (LTC) following the LTC meeting format and schedule for 2026 and taking into account the key changes as listed below:

1. The Local Traffic Committee (LTC) be renamed the Local Transport Forum (LTF), with no voting function.
2. The process of the Regional Traffic Committee has been replaced with the Statement of Concern (SoC) document issued by TfNSW in the event that TfNSW holds serious unresolved concerns regarding a proposal.

LOCAL TRAFFIC COMMITTEE

4. REPORTS FOR DETERMINATION

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3. The 2011 Roads and Maritime Services (now TfNSW) Delegation to Councils – Regulation of Traffic has been replaced by the 2025 Authorisation and Delegation Instrument.
4. The LTC operation guide (*A Guide to the delegation to councils for the regulation of traffic – V1.3-March 2009*) has been replaced by the LTF Guide (*A guide for council's using the Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic-July 2025*).

ATTACHMENTS:

AT - 1 2025 Authorisation and Delegation Instrument. (*Distributed under separate cover*).

AT – 2 A guide for Council's using the Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic-July 2025. (*Distributed under separate cover*).

oooO END OF REPORT Oooo

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4. REPORTS FOR DETERMINATION
Meeting Date: 9 February 2026

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LOCAL TRAFFIC COMMITTEE
4. REPORTS FOR DETERMINATION
Meeting Date: 9 February 2026

4.1.2. LTC – Proposed Road Safety Infrastructure Upgrades in Ogden and Oakville Roads, Oakville - Oakville Public School (Hawkesbury) – (80245, 159580, 73625, 123265, 73536)

INTRODUCTION:

Representatives from Oakville Public School have requested a review be undertaken of the existing infrastructure and safety of students in and around the school and when crossing Ogden Road and Oakville Road, Oakville. The request for the review relates to concerns based on the existing student numbers and the projected student numbers due to the development of Vineyard and Oakville suburbs within the Hawkesbury Local Government Area and the Gables suburb in The Hills Local Government Area, which fall within the school's catchment as outlined in Figure 1. The school also receives regular enrolment requests from students outside the catchment area. These out of area requests are not generally accepted given the existing student numbers and projected demand from within the school catchment area. Site visits have been previously undertaken between Council staff and the School Principal to discuss these concerns.

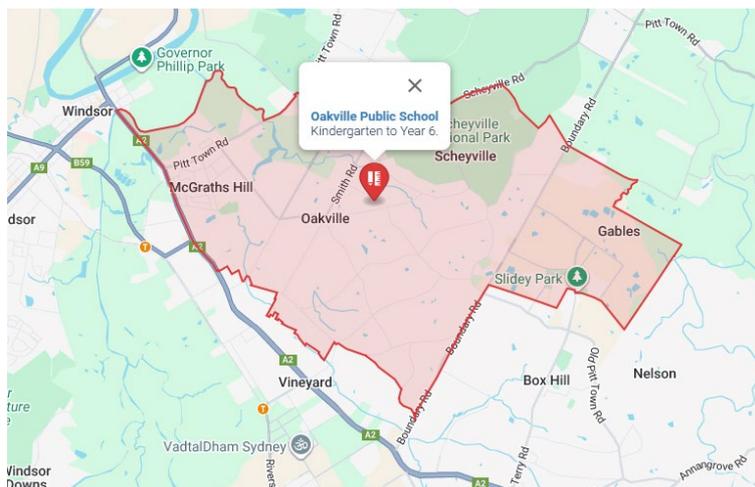


Figure 1: School Catchment Area – Oakville Public School

Oakville Public School is located at No. 46 Ogden Road, Oakville, bounded by Ogden Road and Oakville Road, with its main frontage being from Ogden Road. Location and Site plans of the school are outlined in Figures 2 and 3.

At the time of investigating the issues raised by the School, Council received Australian Government Blackspot funding for the upgrade to the intersection of Oakville Road, Ogden Road and Hanckel Road which involves the installation of two traffic islands (Median Island Stop Treatment – MIST) on Oakville Road to improve traffic flow and visibility of the cross junction.

This reports looks into the interrelationship of the two projects and the associated technical merits of both packages of works and a common outcome to benefit not only the School but the overall road functionality.

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Figure 2: Location – Oakville Public School, 46 Ogden Road, Oakville



Figure 3: Site Plan of Oakville Public School

DISCUSSION:

Site visits have been previously undertaken between Council staff and the School Principal to discuss road and pedestrian safety matters raised by the School. These visits have resulted in

- maintenance being carried out including refreshment of line marking in Ogden Road and Oakville Road aimed, in particular, at reminding drivers of the need to refrain from conducting U-turns in the School Zone,
- observation by Hawkesbury Police / Council Enforcement Officers, and

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- sharing of road safety educational material which is distributed to the school community by the Principal on a regular basis.

There is limited existing infrastructure at the school's main frontage on Ogden Road, and the eastern side frontage on Oakville Road as listed below.

- Ogden Road:
 - School frontage footpaths are limited to a small area with numerous missing sections (grass and gravel segments) and some kerb and gutter.
 - An indented Bus Zone / Bus Bay exists for Oakville Public School students and operates as a bus interchange for students from other schools.
 - No pedestrian crossing facilities exist.
 - No kerb and gutter or footpaths exist on the opposite side of Ogden Road to the school.
- Oakville Road:
 - Along the eastern side school frontage there are no pedestrian crossing facilities, footpaths, kerb and gutter on either side of Oakville Road.

In relation to the indented bus bay on Ogden Road, it operates as a bus interchange for students from other schools with four bus services running each afternoon. These four bus services are interlinked; should one bus be delayed all other buses must remain at the school until such time as the delayed bus arrives, causing further congestion at times. The existing bus zone is approximately 50m in length excluding taper in/taper out sections of approximately 24m as outlined in Figure 4 below.

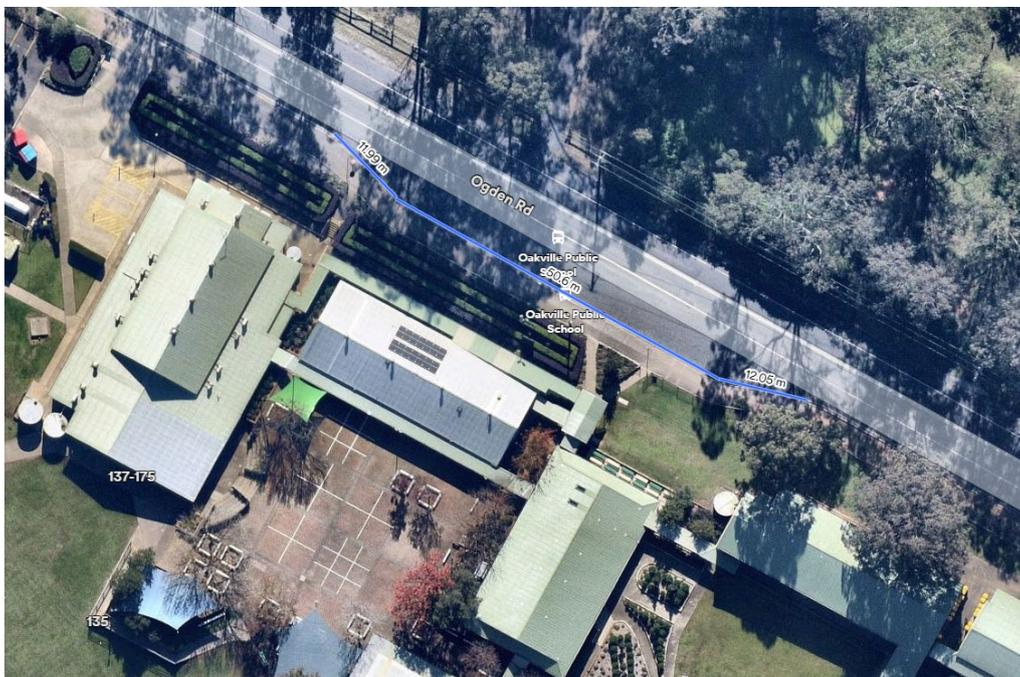


Figure 4: Indented Bus Bay – Oakville Public School

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As part of the investigation of issues raised by the School, an independent assessment of both pedestrian movements and the overall safety of infrastructure at the front of the school along Ogden Road and at the side of the school along Oakville Road, during the morning drop off and afternoon pick up times at the school, was undertaken and completed.

Independent Assessment Report Findings:

The location of the independent assessment was confined to the bounds of the specified area highlighted in the red dash line outlined in Figure 5.



Figure 5: Site of Assessment Including Schools Zones on Ogden, Oakville and Hanckel Roads

The speed limit along Ogden Road and Oakville Road is 60km/h outside the School Zone period (8-9:30am and 2:30-4pm School Days). In accordance with general practice, two 7-day tube traffic surveys were undertaken from 19 February to 25 February 2025. The survey on Ogden Road was undertaken approximately 20m east of the easternmost commencement of the school bus bay fronting the school on Ogden Road. The survey on Oakville Road was undertaken approximately 95m southwest of the intersection of Ogden Road and Oakville Road.

The 85th percentile speeds recorded outside the School Zone times (60km/h operating speed) was 49km/h on Ogden Road and 58km/h on Oakville Road. The speed observed during the School Zone times include:

- Ogden Road:
 - Average speeds during the morning school zone period of 26km/h with an 85th percentile speed of 33km/h
 - Average speeds during the afternoon school zone period of 23km/h with an 85th percentile speed of 31km/h
- Oakville Road:
 - Average speeds during the morning school zone period of 35km/h with an 85th percentile speed of 45km/h

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- Average speeds during the afternoon school zone period of 31km/h with an 85th percentile speed of 41km/h

These results suggest general compliance with the posted speed limits both outside of and during the School Zone.

A review of the most recent TfNSW crash data reveals one crash within the school zone. The crash involved a road user movement (RUM) of 10 which is 'cross traffic' in May 2019 and resulted in moderate injury. The crash location is outlined in Figure 6.

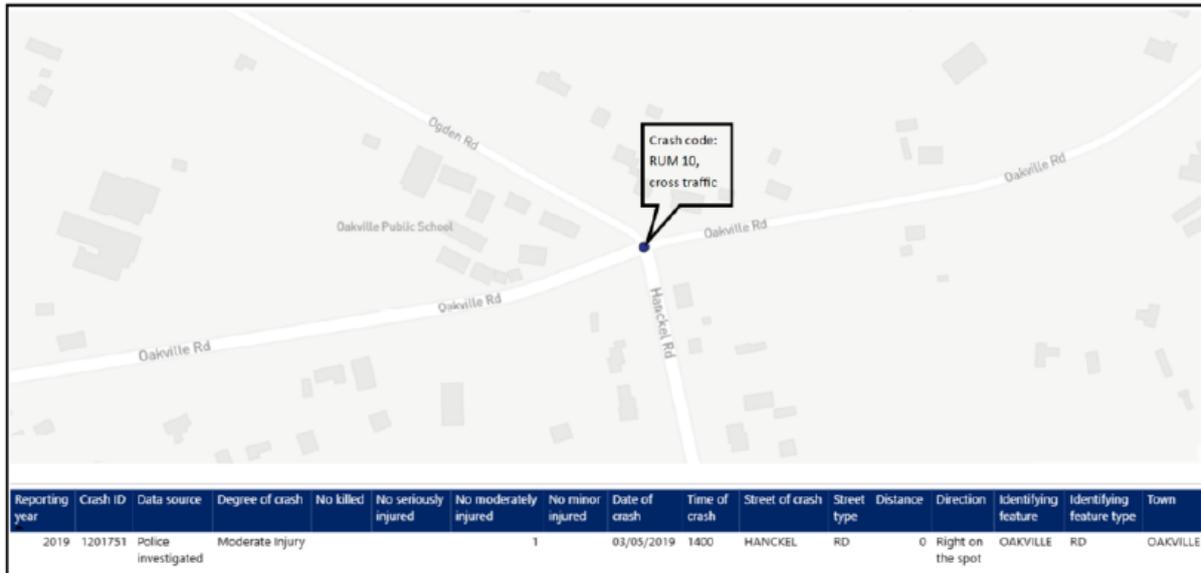


Figure 6: Crash Diagram – Hanckel Road, Oakville

Key observations made during the peak afternoon period on 12 February 2025 relating to pedestrian and vehicle behaviour include:

- *There is generally poor differentiation between unpathed pedestrian areas, along the school frontage and the edge of the roadway, which is a potential source of conflict between pedestrians and vehicles accessing the parking at these locations.*
- *There is an absence of No Stopping signage to reinforce the mandatory No Stopping zone at the intersection of Ogden and Oakville Roads. The implementation of this signage may assist in clarifying where vehicles can and cannot be parked in proximity to the intersection.*
- *Vehicle travel speed was not observed to be a primary concern during School Zone hours due to the heavy congestion experienced. Speed data supports this observation.*
- *Some parents and carers began to arrive in the PM peak as early as 2:30pm to pick up children at 3:15pm when the school bell goes. During the time immediately following the afternoon school bell, queuing was observed in the northbound direction on Oakville Road approaching the intersection with Ogden Road. Most traffic had cleared by 3:30pm.*
- *Parking on both Ogden Road and Oakville Road, during afternoon peak, is at full capacity in all directions by 3pm and extends well beyond the limits of the School Zone signage at each frontage. Parent parking along Hanckel Road, east of the intersection with Oakville Road, and further north on Oakville Road itself (north of the intersection with Hanckel Road) was also*

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observed. Parking within the verge areas forces some students to walk along the road, adjacent to the parked vehicles.

- Whilst numbers of pedestrians were observed to cross Ogden Road the pedestrian movements were diffuse in nature, with parents accompanying their children in the direction of their parked vehicle rather than crossing at any observable desire line. As a result, a centralised crossing facility on Ogden Road was not recommended in the independent assessment as it is likely to be underutilised, with most pedestrians likely to continue crossing the road in locations nearest to their parked vehicles. Additionally, inclusion of pedestrian facilities would result in the loss of approximately 35m of parking on each side of the road.
- The continual northbound flow of traffic, on Oakville Road, which occurs between 3:15pm and 3:30pm in the PM peak and is impacted by vehicles that have departed Arndell Anglican College at 3:10pm, leaves little opportunity for pedestrians to cross Oakville Road at the identified pedestrian desire line being Oakville Road at the intersection of Ogden / Hanckel Roads. Figure 7 outlines the location at Ogden Road near Hanckel Road for installing traffic islands with pedestrian refuge facilities to assist safe pedestrian crossing and improve traffic flows.



Figure 7: Pedestrian Desire Location – Oakville Road, Oakville at the Intersection of Ogden Road and Hanckel Road

Blackspot Funding Project:

A separate design project in the vicinity of the school for which Council has received Australian Government Blackspot funding, was considered as part of the Independent Assessment. The Blackspot funding project involves the design of an upgrade to the intersection of Oakville Road, Ogden Road and Hanckel Road for the installation of two traffic islands (Median Island Stop Treatment – MIST) on Oakville Road to improve traffic flow and visibility of the cross junction. As a result of the review of the school infrastructure it was agreed that it would be beneficial to alter the design of these traffic islands, pending approval by the Australian Government, to include pedestrian refuge facilities on both Oakville Road approaches to the intersection of Ogden Road and Hanckel Road to provide a two-staged crossing opportunity for pedestrians. For the Blackspot project to progress either in its original form or with the amended Islands, there is a need to acquire a small portion of land from the School (N-W Corner) and the Reserve (S-W corner) of Oakville Road to allow for vehicle turning paths and pram ramps. The Principal of the school is supportive of this plan and

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Council's Property and Strategy Team is currently managing this matter with the relevant Department of Education assets team.

This location, as a result of its injury crash history, has met the criteria for the Blackspot funding. The works will include the installation of a Median Island Stop Treatment (MIST) which includes raised median traffic islands, pavement widening, line marking and signage.

This intersection is a cross-junction intersection with Ogden Road and Hanckel Road having the priority through movement and Oakville Road being the controlled movement with Stop controls. The existing intersection control of Oakville Road is based on the existing road geometry and road terrain, noting that Ogden Road and Hanckel Road is on a horizontal bend, with a vertical rise from Ogden Road into Hanckel Road.

The speed limit along the priority road of Ogden Road and Hanckel Road is 60km/h, with the speed limit along Oakville Road being 60km/h.

The provision of the central median island in Oakville Road incorporating a Stop sign (MIST) and the associated works outlined in Attachment 5 will improve traffic safety through better definition of the intersection layout, vehicle turning paths as well as defining the termination of Oakville Road at Ogden Road and Hanckel Road.

The proposed revised intersection upgrade measures are outlined in Figure 8 and Attachments 5 to 7, with Attachment 7 outlining the Swept/Turning path diagrams for the 8.8m design vehicle (Service Vehicle-MRV Truck) and the 12.5m check vehicle (SU-HRV Truck). The manoeuvres for both vehicles are acceptable, taking into consideration the road dimensions, geometry, grades, and proposed kerb returns (subject to land acquisition).

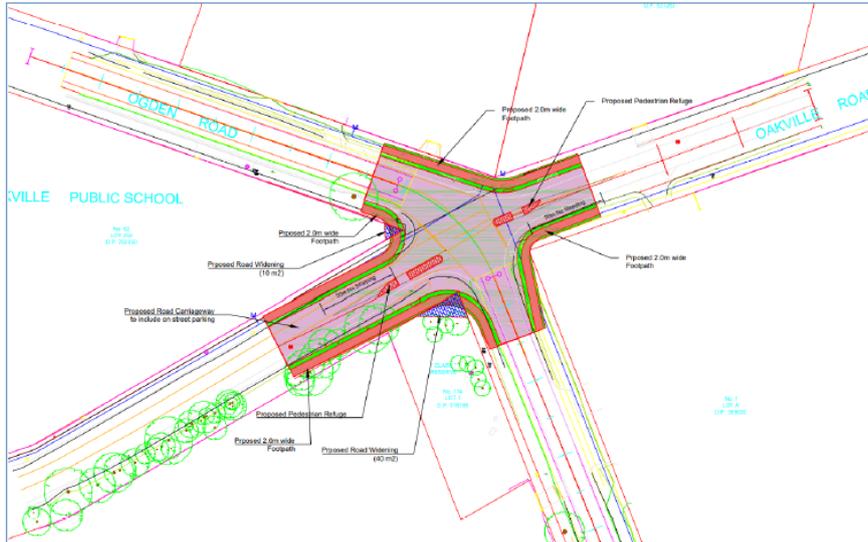


Figure 8: Australian Government Blackspot Funding - Design of Proposed Revised Intersection Upgrade Measures

Future provision of an additional traffic island including a pedestrian refuge could also be considered for Ogden Road at the intersection of Oakville Road and Hanckel Road due to pedestrian desire lines identified in the independent assessment as outlined in Figure 9. This however would require additional funding to the current Blackspot funding.



Figure 9: Pedestrian Desire Lines on Oakville and Ogden Road

Summary:

As a result of the independent assessment undertaken of the site investigating traffic and pedestrian behaviour, the following recommended options to improve functionality and safety at this location are listed below as Items 1 to 4 and outlined in Figures 10 and 11.

The proposed works for the Blackspot Funded project in its altered form provides technical merit and supports the recommendations of the independent review and is listed as Item 5 below.

1. Kerb and Gutter and Shoulder Sealing

Formalise the kerb and gutter to improve kerbside parking areas and to clearly define pedestrian walkways from the road. The extent of the proposed kerb and gutter to extend for the entire frontage of the school, on both Ogden Road and Oakville Road, other than the locations where kerb and gutter is existing. The provisional cost for these works is estimated at \$155,000.

Duplicating kerb and gutter on the opposite sides of both Ogden Road and Oakville Road would also improve kerbside parking areas and clearly define pedestrian walkways from the road. The provisional cost for these works is estimated at \$250,000.

The provision of the kerb and gutter for both options will require detailed design which would need to take into consideration the provision of drainage and other associated facilities.

2. Footpath

Concrete footpaths of 1.5m width on both Ogden Road and Oakville Road frontages of the school adjacent to the proposed kerb and gutter works. This will link with the existing bus bay and school front gate footpaths, separating pedestrians from traffic to and from parking areas. The provisional cost for these works is estimated at \$80,000.

3. Shared User Path

Future Shared User Path (SUP) of 3.0m width on Oakville Road school frontage, adjacent to the proposed kerb and gutter works. This will link to the proposed SUP in the adopted

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Hawkesbury City Council Active Transport Plan situated approximately 1.6km southwest of the school on Wolseley Road. Implementation of the SUP along Oakville Road, adjacent to the School takes into account widening the proposed 135m of 1.5m footpath as listed in Item 2. The provisional cost for these works is estimated at \$645,000.

4. School 'Drop Off Zone' Signposting – AM / PM Peak

Installation of a 'AM' peak only drop-off zone at the school's northeastern frontage on Ogden Road of approximately 45m. Note: this recommendation is not supported by the School Principal as the current school AM drop off routine operates effectively.

Both the Principal and the independent assessor agreed that there was no need to provide a 'PM' pick up zone as provision of this zone along the school frontage would likely block westbound movements on Ogden Road and adversely impact the intersection with Oakville Road.

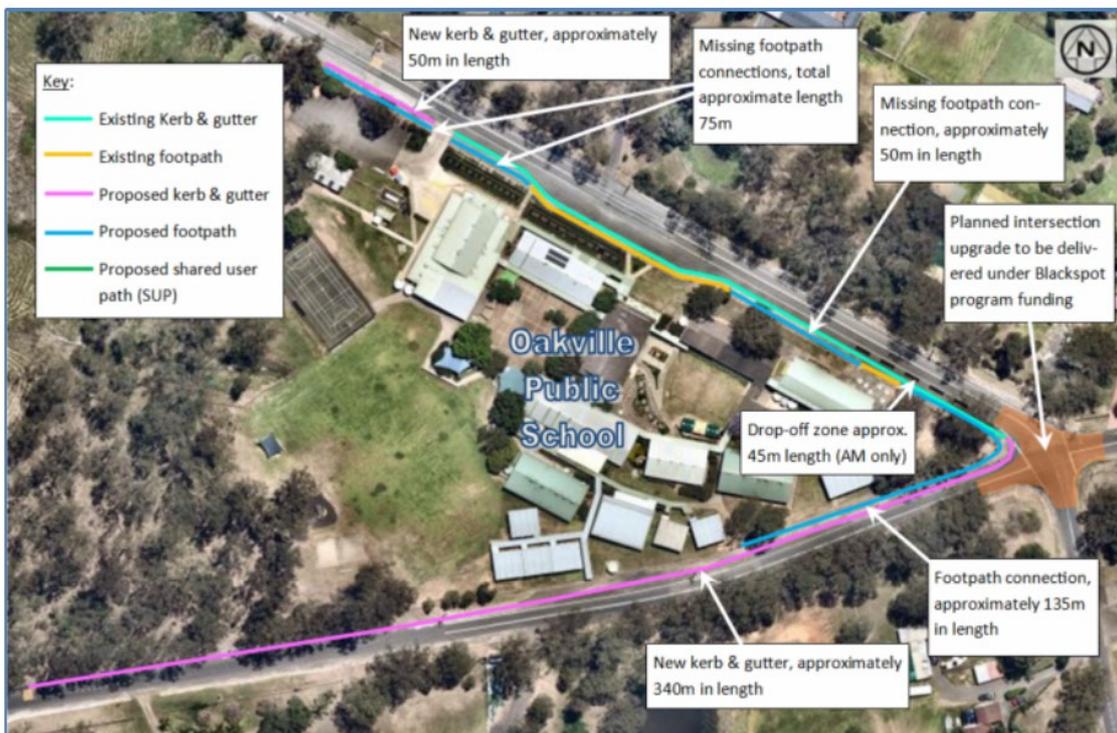


Figure 10: Proposed Works – School Frontage – Ogden and Oakville Roads, Oakville

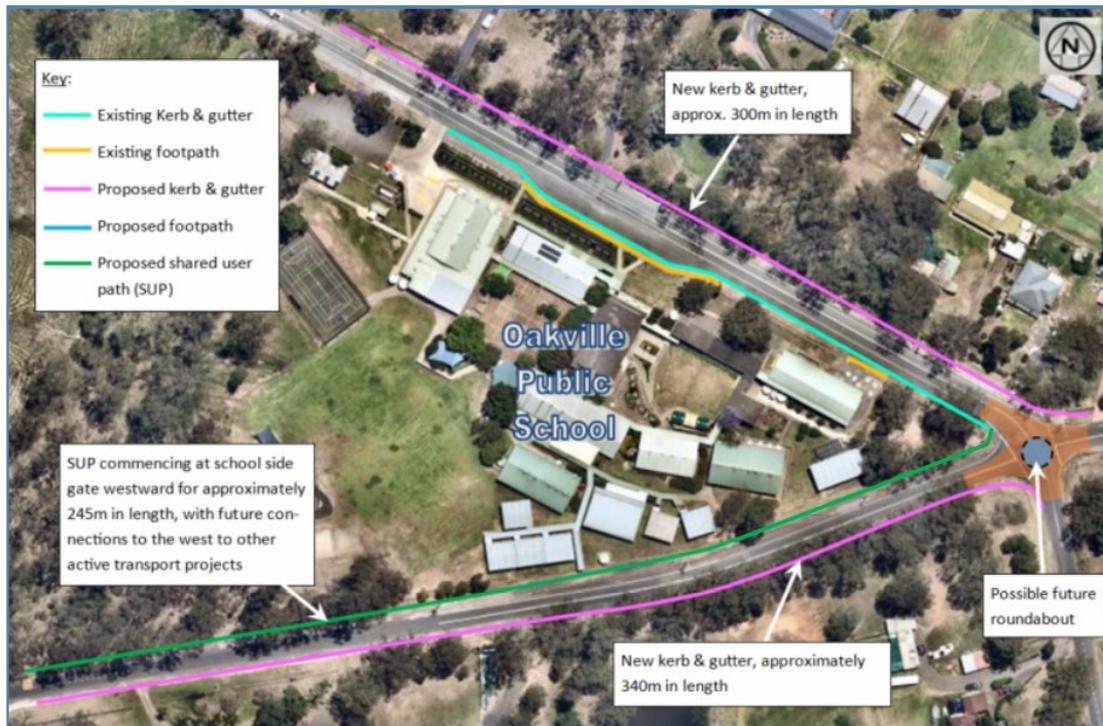


Figure 11: Proposed Works – Opposite to School Frontage Ogden / Oakville Roads and Shared User Path Oakville Road

5. Installation of a Median Island Stop Treatment in Oakville Road

The installation of a Median Island Stop Treatment in Oakville Road, at its intersection with Ogden Road and Hanckel Road, Oakville, which includes the provision of raised median traffic islands, pavement widening, line marking, signage and associated works and modified to pedestrian refuges be undertaken in accordance with the details outlined in Attachment 5.

In addition to the above recommendations, the Principal is highly in favour of the installation of pedestrian crossing facilities in both Ogden Road and Oakville Road. This was not recommended by the independent traffic assessment due to the diffuse nature of parents / carers crossing the road directly to their own vehicles, indicating they may be unlikely to use a crossing, and due to the associated loss of parking involved in the installation of a marked pedestrian crossing facility. As such, the concept plans do not currently show any reference to pedestrian crossing facilities. These facilities can be considered in the future, in consultation with the Principal and be implemented in accordance with Transport for NSW (TfNSW) School Zone standards. It is important to note that installation of pedestrian facilities would result in the loss of approximately 35m of parking on each side of the road per crossing facility.

RECOMMENDATION TO COMMITTEE:

That:

1. The proposed works along Ogden Road and Oakville Road, Oakville, adjacent to and on the opposite side of Oakville Public School, including formalising the kerb and gutter and installation of concrete footpaths / shared use paths, as outlined in Attachments 1 to 4 be endorsed.

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2. The installation of a Median Island Stop Treatment in Oakville Road at its intersection with Ogden Road and Hanckel Road, Oakville, which includes the provision of raised median traffic islands, pavement widening, line marking, signage and associated works and modified to pedestrian refuges be undertaken in accordance with the details outlined in Attachment 5.

ATTACHMENTS:

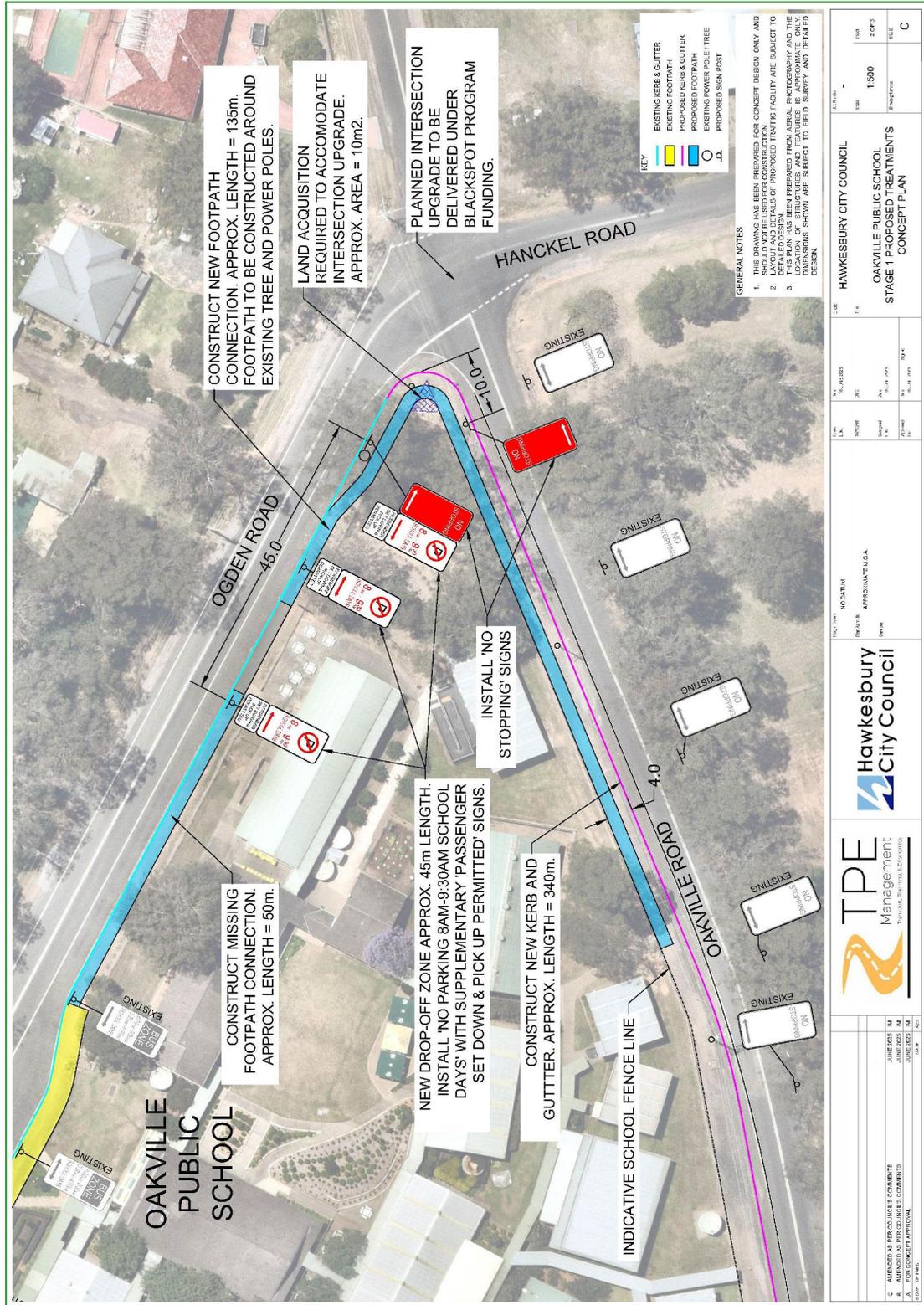
- AT - 1** School Safety Treatments Fronting Oakville Public School – Concept Plan - TPE Consulting - Sheet 1 of 3 – Issue C
- AT - 2** School Safety Treatments Fronting Oakville Public School – Concept Plan - TPE Consulting - Sheet 2 of 3 – Issue C
- AT - 3** School Safety Treatments Fronting Oakville Public School – Concept Plan - TPE Consulting - Sheet 3 of 3 – Issue C
- AT - 4** School Safety Treatments Fronting Oakville Public School – Proposed Treatment Measures
- AT - 5** Road Rehabilitation Design Plans Hanckel Road and Oakville Road Intersection – Signs and Lines Plan - Plan No. 25007D09 Revision C
- AT - 6** Road Rehabilitation Design Plans Hanckel Road and Oakville Road Intersection – Property Impact Plan - Plan No. 25007D13 Revision C
- AT - 7** Road Rehabilitation Design Plans Hanckel Road and Oakville Road Intersection – Vehicle Turning Paths Plan - Plan No. 25007D14 Revision C
- AT - 8** School Safety Treatments Fronting Oakville Public School Concept Plans, Proposed Treatment Plans and Median Island Stop Treatment Plans. (*Distributed under separate cover*).

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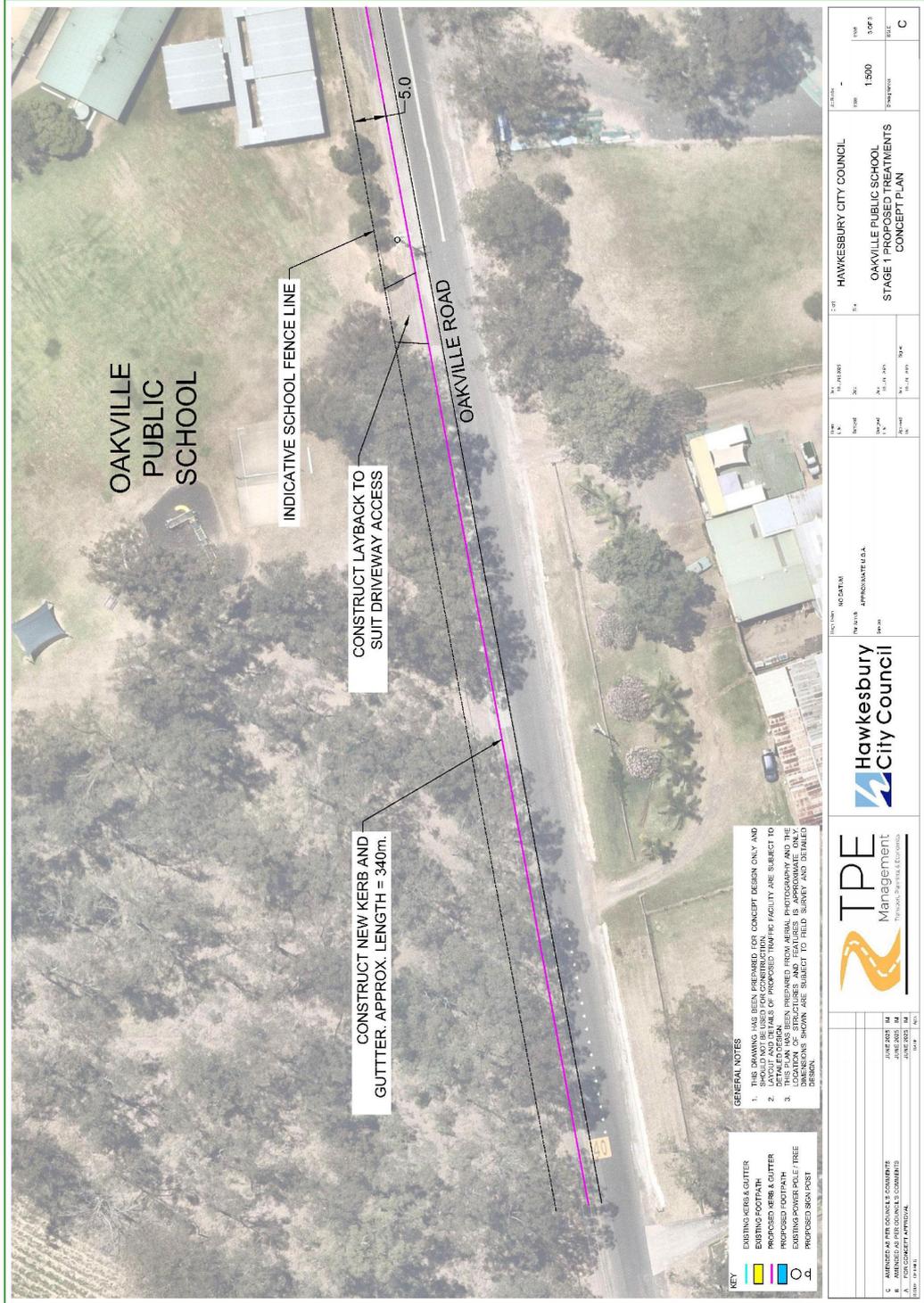
Attachment - 2 School Safety Treatments Fronting Oakville Public School – Concept Plan - TPE Consulting - Sheet 2 of 3 – Issue C



<p>Hawkesbury City Council</p> <p>TPE Management Professional, Technical, Economic</p>		<p>NO. DRAWING: 1500</p> <p>DATE: 15/06/2025</p> <p>SCALE: 1:500</p> <p>ISSUE: C</p>
<p>PROJECT INFORMATION</p> <p>PROJECT: OAKVILLE PUBLIC SCHOOL STAGE 1 PROPOSED TREATMENTS CONCEPT PLAN</p> <p>CLIENT: HAWKESBURY CITY COUNCIL</p>		<p>DATE: 15/06/2025</p> <p>SCALE: 1:500</p> <p>ISSUE: C</p>
<p>APPROVED FOR PERIODIC COMMENT</p> <p>DATE: 15/06/2025</p> <p>BY: [Signature]</p>		<p>DATE: 15/06/2025</p> <p>SCALE: 1:500</p> <p>ISSUE: C</p>

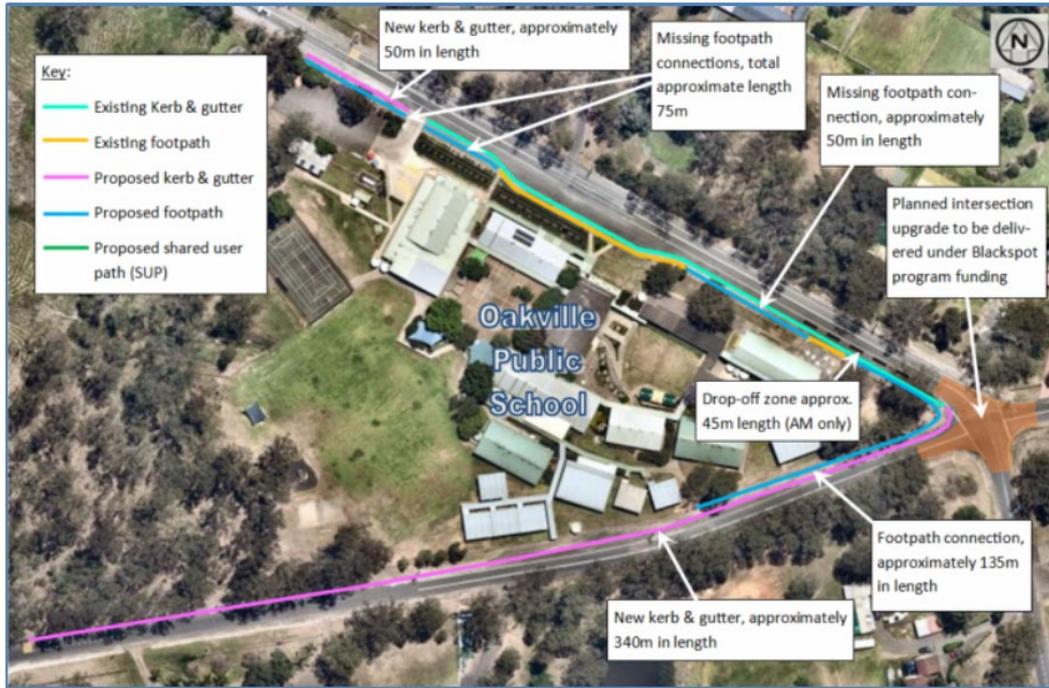
LOCAL TRAFFIC COMMITTEE
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Attachment - 3 School Safety Treatments Fronting Oakville Public School – Concept Plan -
TPE Consulting - Sheet 3 of 3 – Issue C

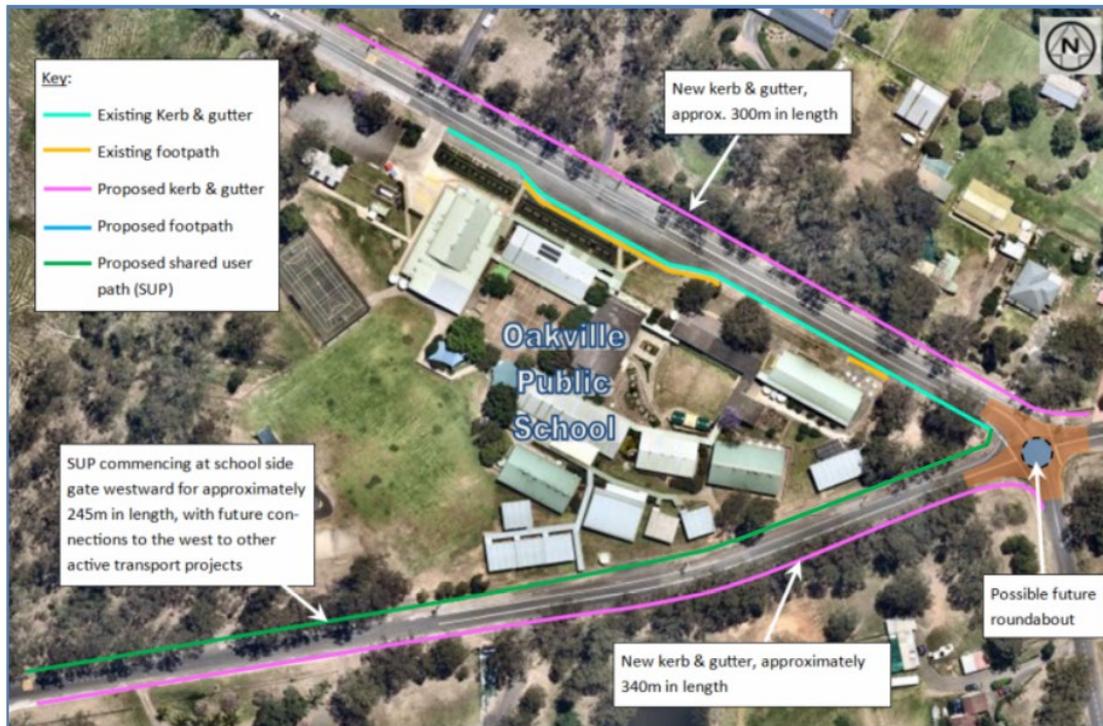


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Attachment - 4 School Safety Treatments Fronting Oakville Public School – Proposed Treatment Measures



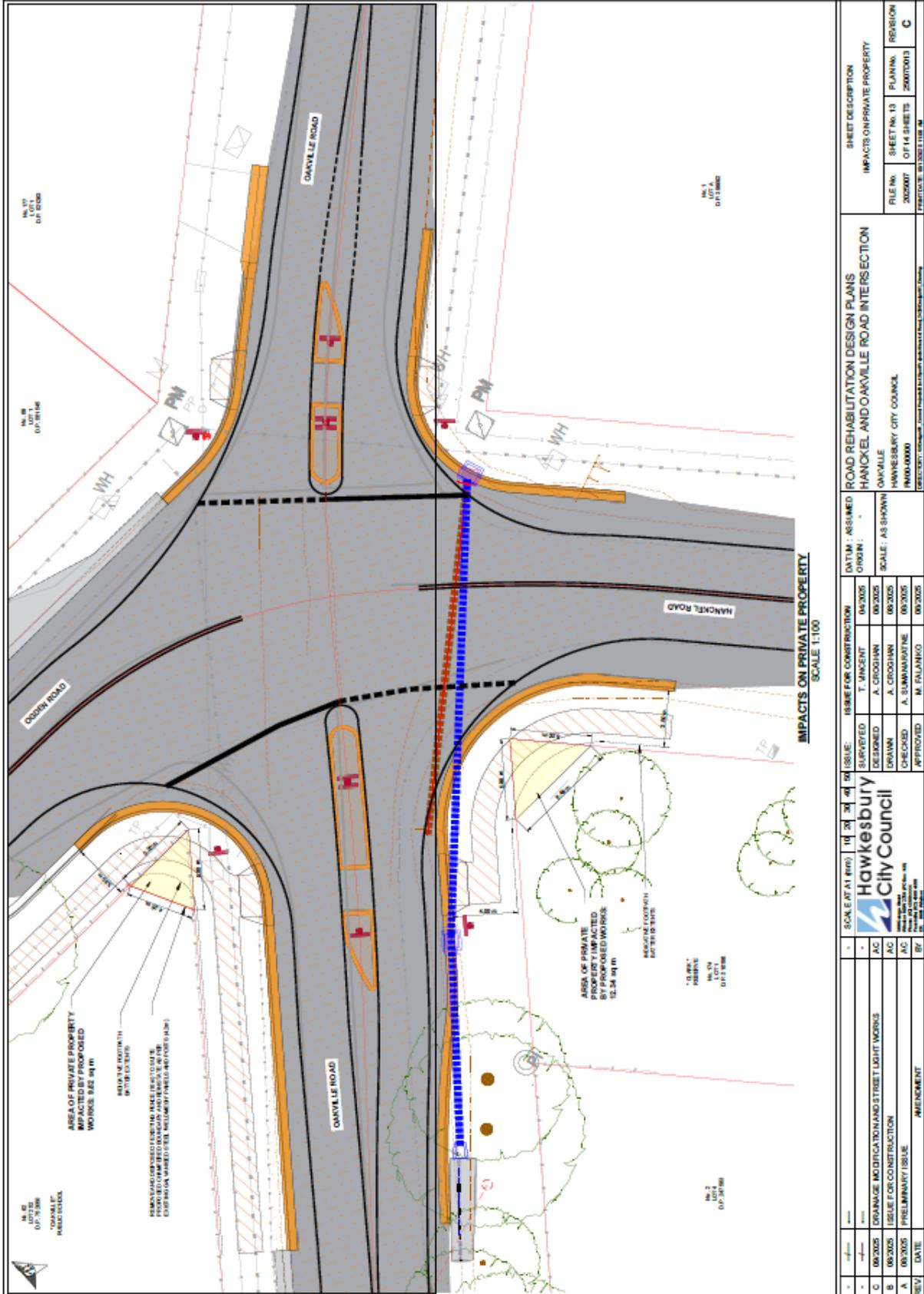
Proposed Works – School Frontage – Ogden and Oakville Roads, Oakville



Proposed Works – Opposite to School Frontage Ogden / Oakville Roads and Shared User Path Oakville Road

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Attachment - 6 Road Rehabilitation Design Plans Hanckel Road and Oakville Road Intersection
- Property Impact Plan - Plan No. 25007D13 Revision C



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4. REPORTS FOR DETERMINATION
Meeting Date: 9 February 2026

4.2. SPECIAL EVENTS

4.2.1. LTC - All Holden Day - Holden Display Day 2026 - Hawkesbury Showground, Clarendon - (Hawkesbury) - (80245, 114515)

INTRODUCTION:

An application has been received from All Holden Day Inc. seeking approval (in traffic management terms) to conduct the All Holden Day – Holden Display Day 2026 within the Hawkesbury Showground, Clarendon, on Sunday, 02 August 2026, which includes a 2-day Swap Meet to be held on Saturday, 01 August and Sunday, 02 August 2026.

The event organiser has advised:

- The event has been held for the over 30 years.
- The event is a display day for all original and modified Holden vehicles.
- The event includes a swap meet on Saturday, 01 August and Sunday, 02 August 2026.
- The event will be conducted between 6am and 5pm for both days.
- The Showground is located on Racecourse Road, with the Hawkesbury Racecourse and the Clarendon Railway Station located opposite.
- The event is located within the Hawkesbury Showground only.
- The event is expected to attract approximately 800 entrant's vehicles (capped) and 12,000 visitors.
- It is anticipated that most visitors will travel by car. They will park within the Hawkesbury Showground car parking area and will be directed into the site via Gate 4, by accredited traffic controllers. Exit from the showground will be via Gate 1.
- There may be an increase to traffic flow on Hawkesbury Valley Way and Racecourse Road on the Sunday morning, with the majority of vehicles arriving between 6am and 8am. Traffic controllers will monitor queue lengths along Racecourse Road to ensure vehicles do not queue across the Railway level crossing.
- Traffic controllers will monitor the exit of vehicles from the showground. If there are issues with vehicles turning right into Hawkesbury Valley Way from Racecourse Road due to heavy traffic on Hawkesbury Valley Way that may result in vehicles queuing across the railway tracks, vehicles will be directed to run right out of Gate 1 onto Racecourse Road and travel towards Blacktown Road.
- Advance warning with VMS shall be installed at 5 locations which include Windsor Road, Hawkesbury Valley Way and Blacktown Road.

Details of the Event Layout Plan, Traffic Movement Plan and VMS Messaging Plans are contained in Attachments 1 to 4.

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DISCUSSION:

Racecourse Road intersects with Hawkesbury Valley Way near the northern boundary of the showground site and intersects with Blacktown Road approximately 3.5 kilometres to the south. Racecourse Road is a rural road of approximately 3.5 kilometres in length with the full length being sealed. The event organiser is anticipating that a high proportion of traffic is expected from the Hawkesbury Valley Way intersection. Both Hawkesbury Valley Way and Blacktown Road are main arterial roads (State roads).

Traffic congestion is likely to be concentrated in Hawkesbury Valley Way, from where the majority of vehicles will queue to enter Racecourse Road, and in Racecourse Road, as vehicles queue to enter the parking area from Gate 4. It is likely that some vehicles, to avoid the congestion at Hawkesbury Valley Way, will travel towards the showground along Racecourse Road from the Blacktown Road intersection.

The Transport Management Plan (TMP) and the associated Traffic Control Plans (TCPs) are to be submitted to Transport for NSW – TfNSW (formerly TMC) for authorisation due to the proposed traffic movements into and out of Racecourse Road that will affect the movement of traffic along Hawkesbury Valley Way and Blacktown Road as well as the potential impact across the railway level crossing at Clarendon Station.

It would be appropriate to classify the event as a “Class 2” special event under the “Traffic and Transport Management for Special Events” guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS) as the event may impact on major traffic and transport systems and there may be low scale disruption to the non-event community.

The event organiser has submitted the following items in relation to the event: Attachment 5 (ECM Document Set ID No: 9794307):

1. Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
4. Transport Management Plan – referred to in the application as Special Event Traffic Management Plan (TMP) and Traffic Control Plans (TCPs), which requires updating for the 2026 event,
5. Event and Parking Layout for the Showground,
6. VMS Location plans for Blacktown Road, Hawkesbury Valley Way and Windsor Road, which requires updating for the 2026 event,
7. Copy of the application to the NSW Police Force,
8. Copies of correspondence forwarded to the NSW Police Force, NSW Ambulance Service, Richmond and Windsor Fire Brigade (Fire & Rescue NSW) and SES.

LOCAL TRAFFIC COMMITTEE

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RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 4.1) and the Hawkesbury City Council special event information package.
2. The All Holden Day – Holden Display Day 2026 event within the Hawkesbury Showground, Clarendon, on Sunday, 02 August 2026, which includes a 2 day Swap Meet to be held on Saturday, 01 August and Sunday, 02 August 2026 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to submit a Transport Management Plan (TMP) for the entire event incorporating the submitted Traffic Control Plans (TCPs) to Council and Transport for NSW – TfNSW (formerly RTA/RMS) for acknowledgement and concurrence respectively;

LOCAL TRAFFIC COMMITTEE

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- 4e. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly TMC) to undertake the proposed traffic movements into and out of Racecourse Road that will affect the movement of traffic along Hawkesbury Valley Way and Blacktown Road; a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Hawkesbury City Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event requires traffic control on a public road, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4h. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4i. The event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event, if it is being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4j. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4k. the event organiser is to notify the details of the event to the NSW Rural Fire Service at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4l. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4n. the event organiser is to submit the completed " Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4o. access is to be maintained for businesses, residents and their visitors;
- 4p. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4q. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);

LOCAL TRAFFIC COMMITTEE
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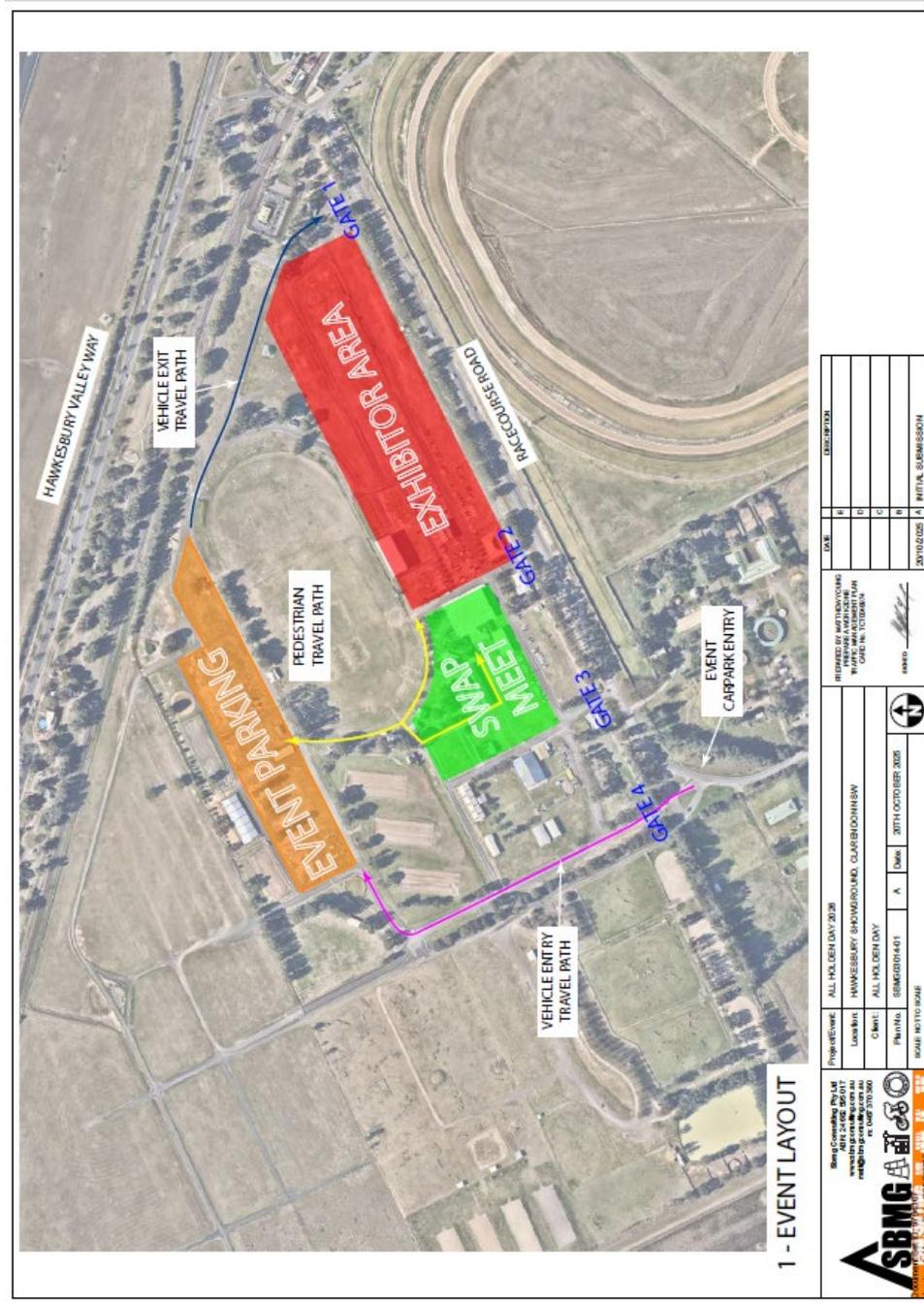
- 4r. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices are to be placed for the event, during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4s. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4t. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

ATTACHMENTS:

- AT - 1** All Holden Day – Holden Display Day 2026 - Event Layout Plan.
- AT - 2** All Holden Day – Holden Display Day 2026 – Traffic Movement Plan
- AT - 3** All Holden Day – Holden Display Day 2026 – VMS Messaging Plan 1-2
- AT - 4** All Holden Day – Holden Display Day 2026 - VMS Messaging Plan 2-2
- AT - 5** Special Event Application –All Day Holden Day 2026- (Distributed under separate cover).

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Attachment – 1 All Holden Day – Holden Display Day 2026 - Event Layout Plan.



 Site & Consulting Pty Ltd www.siteland.com.au 1111 Springvale Rd, Springvale VIC 3173 Ph: 03 9593 9300		Project/Event: ALL HOLDEN DAY 2026 Location: HAWKESBURY SHOWGROUND, CLARINDA NSW Client: ALL HOLDEN DAY Plan No: SBMG001401 Issue: 01/10/2024	Date: 20TH OCTOBER 2026 
Prepared By: [Signature] Checked By: [Signature] Date: 16/10/2024	Drawn By: [Signature] Date: 16/10/2024	Reviewed By: MATTHEW YOUNG Project Manager Date: 16/10/2024	Description: A1 INITIAL SUBMISSION A2 A3 A4 A5 A6 A7 A8 A9 A10



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Attachment - 3 All Holden Day – Holden Display Day 2026 – VMS Messaging Plan 1-2

VMS LOCATIONS

MESSAGING VMS 1 & 2

SPECIAL
EVENT
AHEAD
FRONT

REDUCE
SPEED
FRONT

DATE: Sunday 3rd August 2025
 TIME: 0500 - 1800

Project/Event	ALL HOLDEN DAY 2026	DATE	31/10/2025	INITIAL SUBMISSION	
Location	HAWKESBURY SKIWIWAKA CLARENCEHILLWAY	PREPARED BY	MARTIN WOODS		
Client	ALL HOLDEN DAY	DATE	20TH OCTOBER 2025	APPROVED	
Planning	SBMGT001407	ROAD NOTIFICATION			

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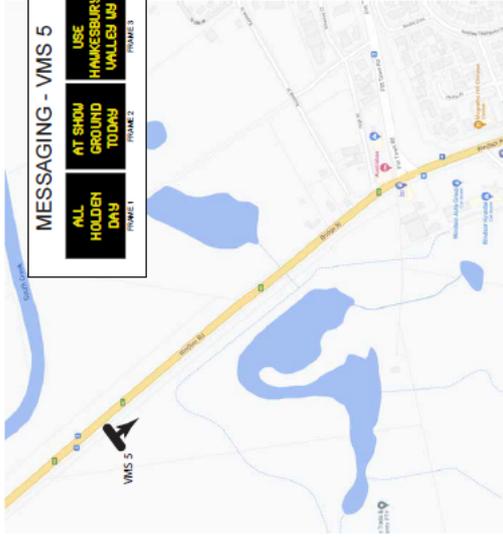
Attachment - 4 All Holden Day – Holden Display Day 2026 - VMS Messaging Plan 2-2

VMS LOCATIONS

ALL HOLDEN DAY
FRAME 1

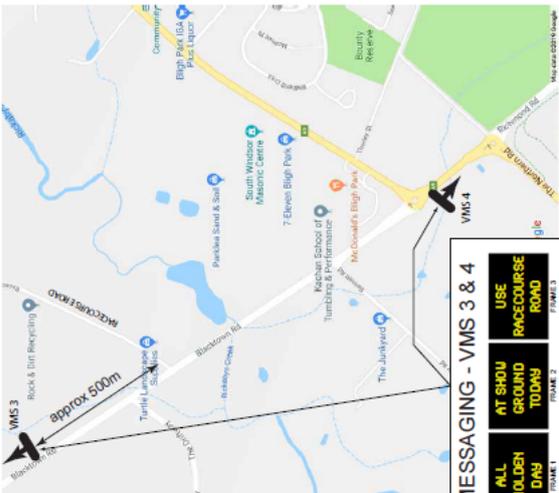
AT SHOW GROUND TODAY
FRAME 2

USE HAWKESBURY VALLEYS UP
FRAME 3



VMS 5

DATE: Sunday 2nd August 2026
TIME: 0500 - 1600



VMS 3 & 4

DATE: Sunday 2nd August 2026
TIME: 0500 - 1600

ALL HOLDEN DAY
FRAME 1

AT SHOW GROUND TODAY
FRAME 2

USE RACECOURSE ROAD
FRAME 3

Prepared by: ALL HOLDEN DAY 2026	Prepared by: HAWKESBURY SHOWGROUND, CLAREBOURNE	DATE: 20TH OCTOBER 2025	TIME: 0500 - 1600	INITIAL SUBMISSION
Prepared by: ALL HOLDEN DAY 2026	Prepared by: HAWKESBURY SHOWGROUND, CLAREBOURNE	DATE: 20TH OCTOBER 2025	TIME: 0500 - 1600	INITIAL SUBMISSION
Prepared by: ALL HOLDEN DAY 2026	Prepared by: HAWKESBURY SHOWGROUND, CLAREBOURNE	DATE: 20TH OCTOBER 2025	TIME: 0500 - 1600	INITIAL SUBMISSION

oooO END OF REPORT Oooo

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4.2.2. LTC - Hawkesbury Car Cruise 2026 Event - Hawkesbury Showground, Clarendon - (Hawkesbury) - (80245, 138541)

INTRODUCTION:

An application has been received from Team Misfits on behalf of Camp Quality seeking approval (in traffic management terms) to conduct the Hawkesbury Car Cruise 2026 event within the Hawkesbury Showground, Clarendon, on Saturday, 28 March 2026.

The event organiser has advised:

- This is the first year this event is being undertaken at the Hawkesbury Showground.
- The Hawkesbury Car Cruise is a not for profit charity event proposed by Camp Quality.
- The event will provide stall holders, food vendors, entertainment and car show within the Hawkesbury Showground.
- The car cruise component will take place on public roads within the Hawkesbury LGA.
- The car cruise will be a pre-planned and specific route, using all sign posted road rules and speed limits.
- As there are no road closures or traffic management measures required for the car cruise, it is anticipated that there will be no disruptions to traffic flow across the road network.
- The event will be held on Saturday, 28 March 2026 between 10am and 4pm. Event set up will be between 7am and 10am with event pack up being between 4pm and 6pm.
- The Showground is located on Racecourse Road, with the Hawkesbury Racecourse and the Clarendon Railway Station located opposite.
- The major component of the event will be held within the Hawkesbury Showground only.
- The event is expected to attract approximately 2,000 visitors.
- It is anticipated that most visitors will travel by car. They will park within the Hawkesbury Showground car parking area and will be directed into the site via Gate 4, by accredited traffic controllers. Exit from the showground will be via Gate 4.
- Parking at the Showground is free and can cater for around 15,000 vehicles.
- An internal gate is located along the boundary of the secured event area and the event parking. This gate will be used for pedestrian access into the Showground event area from the parking area.
- Participants will arrive from 7am via Gate 1. Drivers safety briefing will commence at 9:15am and the Cruise will commence from 10am leaving via Gate 1.
- The Car Cruise is expected to be finish and return to the showground by 11am via Gate 1.

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- Gate 2 will be opened for the public from 11:30am.
- There may be an increase to traffic flow on Hawkesbury Valley Way and Racecourse Road on the Saturday morning, with the majority of vehicles arriving between 7am and 10am. Traffic controllers will monitor queue lengths along Racecourse Road to ensure vehicles do not queue across the Railway level crossing.
- When the event concludes and patrons are leaving, the traffic volumes on the local road network will be higher for a short period of time and this will be monitored by the traffic controllers.

Details of the Event Layout Plan is contained in Attachment 1.

DISCUSSION:

Racecourse Road intersects with Hawkesbury Valley Way near the northern boundary of the showground site and intersects with Blacktown Road approximately 3.5 kilometres to the south. Racecourse Road is a rural road of approximately 3.5 kilometres in length with the full length being sealed. The event organiser is anticipating that a high proportion of traffic is expected from the Hawkesbury Valley Way intersection. Both Hawkesbury Valley Way and Blacktown Road are main arterial roads (State roads).

Traffic congestion is likely to be concentrated in Hawkesbury Valley Way, from where the majority of vehicles will queue to enter Racecourse Road, and in Racecourse Road, as vehicles queue to enter the parking area from Gate 4. It is likely that some vehicles, to avoid the congestion at Hawkesbury Valley Way, will travel towards the showground along Racecourse Road from the Blacktown Road intersection.

The Transport Management Plan (TMP) and the associated Traffic Control Plans (TCPs) are to be submitted to Transport for NSW – TfNSW (formerly TMC) for authorisation due to the proposed traffic movements into and out of Racecourse Road that will affect the movement of traffic along Hawkesbury Valley Way and Blacktown Road as well as the potential impact across the railway level crossing at Clarendon Station.

The car cruise will be a pre-planned and specific route, using all sign posted road rules and speed limits. Details of the Car Cruise route is required from the event organiser.

It would be appropriate to classify the event as a “Class 2” special event under the “Traffic and Transport Management for Special Events” guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS) as the event may impact on major traffic and transport systems and there may be low scale disruption to the non-event community.

The event organiser has submitted the following items in relation to the event: Attachment 2 (ECM Document Set ID No: 9805186):

1. Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
4. Transport Management Plan – referred to in the application as Special Event Traffic Management Plan (TMP) which requires updating for the Class of the event and other information listed in the main application,
5. Event Layout for the Showground.

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RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 4.1) and the Hawkesbury City Council special event information package.
2. The Hawkesbury Car Cruise 2026 event within the Hawkesbury Showground, Clarendon, on Saturday, 28 March 2026 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to submit a Transport Management Plan (TMP) for the entire event incorporating Traffic Control Plans (TCPs) - noting this is a Class 2 event - which need to include details such as the Car Cruise route, the specific position of barriers, signs etc, to Council for acknowledgement and Transport for NSW – TfNSW (formerly TMC and

LOCAL TRAFFIC COMMITTEE

4. REPORTS FOR DETERMINATION

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RTA/RMS) for concurrence. The TCPs should be prepared by a person holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;

- 4e. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly TMC) to undertake the proposed traffic movements into and out of Racecourse Road that will affect the movement of traffic along Hawkesbury Valley Way and Blacktown Road; a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Hawkesbury City Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event requires traffic control on a public road, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4h. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4i. The event organiser is to obtain Native Title Advice from an appropriately qualified Native Title Manager, that relates to the proposed event, if it is being carried out on Crown Land; a copy of this advice is to be submitted to Council prior to the event taking place;
- 4j. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4k. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4l. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4m. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4n. the event organiser is to submit the completed " Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4o. access is to be maintained for businesses, residents and their visitors;
- 4p. a clear passageway of at least four metres in width is to be maintained at all times for

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emergency vehicles;

- 4q. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4r. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices are to be placed for the event, during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4s. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4t. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

ATTACHMENTS:

AT - 1 Hawkesbury Car Cruise 2026 - Event Layout Plan.

AT - 2 Special Event Application – Hawkesbury Car Cruise 2026 - (*Distributed under separate cover*).

LOCAL TRAFFIC COMMITTEE

5. GENERAL BUSINESS

Meeting Date: 9 February 2026

5. GENERAL BUSINESS



Local Traffic Committee Meeting

End of Business Paper

This business paper has been produced electronically to reduce costs, improve efficiency and reduce the use of paper. Internal control systems ensure it is an accurate reproduction of Council's official copy of the business paper.