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**TRAFFIC COMMITTEE  
TO BE HELD IN MURRAY ROOM, GRIFFITH ON  
TUESDAY, 4 APRIL 2023 AT 10:30AM**

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- 1 Apologies
- 2 Confirmation of Minutes
- 3 Business Arising
- 4 Declarations of Interest
- 5 Items of Business
- CL01 p6 Traffic Management - 'Biggest Lap' Car Event 2023
- CL02 p35 Traffic Management - Sikh Games - 2023
- 6 p54 Outstanding Action Report
- 7 General Business
- 8 Next Meeting

**DISTRIBUTION LIST**

Councillor Anne Napoli (Chair), Simon Croce (Councillor - Alternate), Colin Lonsdale (Police), Jason Hinson (Police Representative), Greg Minehan (Transport for NSW), Michael Crump (Member for Murray Representative)

Engineering Design & Approvals Manager, Joe Rizzo; Development & Traffic Coordinator, Greg Balind; Development and Traffic Engineer, Ronelle Green and Minute Secretary, Melanie Hebrok

Quorum =

If you are unable to attend this meeting please notify the Minute Secretary prior to commencement of the meeting by email or by telephoning Council on 1300 176 077.

**Acknowledgement of Country**

We acknowledge the Wiradjuri people who are the Traditional custodians of this land on which we meet. We pay our respects to the Elders both past and present of the Wiradjuri Nation and extend that respect to the Aboriginal Community and Aboriginal people from other tribal groups as well.

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**TRAFFIC COMMITTEE  
HELD IN MURRAY ROOM, GRIFFITH ON  
TUESDAY, 14 FEBRUARY 2023 COMMENCING AT 10:34AM**

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## **PRESENT**

Councillor Anne Napoli (Chair), Greg Minehan (Transport for NSW) (Zoom), Anthony Butcher (Police Representative) and Michael Crump (Member for Murray Representative)

Quorum = 3

## **STAFF**

Development & Traffic Coordinator, Greg Balind, Development & Traffic Engineer, Ronelle Green and Minute Secretary, Melanie Hebrok

## **1 APOLOGIES**

**RECOMMENDED** on the motion of Michael Crump and Anthony Butcher that apologies be received from Joe Rizzo, Colin Lonsdale and Jason Hinson.

## **2 CONFIRMATION OF MINUTES**

**RECOMMENDED** on the motion of Michael Crump and Greg Minehan that the minutes of the previous meeting held on 13 December 2022, having first been circulated amongst all members, be confirmed.

## **3 BUSINESS ARISING**

### **3.1 Traffic Management – 2023 City to Lake Fun Run**

Mr Balind advised that the event has been postponed until September 2023 due to flooding along the proposed route.

## **4 DECLARATIONS OF INTEREST**

### **Pecuniary Interests**

There were no pecuniary interests declared.

### **Significant Non-Pecuniary Interests**

There were no significant non-pecuniary interests declared.

## **Less Than Significant Non-Pecuniary Interests**

*Members making a less than significant non-pecuniary interest declaration may stay in the meeting and participate in the debate and vote on the matter.*

Staff – Greg Balind

Outstanding Action Report / General Business

Reason – Discussion was held at the Traffic Committee in relation to Traffic and pedestrian management in the vicinity of the Griffith North Public School. Declaration of interest provided as Mr Balind's residence is on the same street mentioned during the discussion.

## **5 ITEMS OF BUSINESS**

### **CL01 TRAFFIC CONTROL - 2023 CRAFT BEER FESTIVAL - COMMUNITY GARDENS**

**RECOMMENDED** on the motion of Greg Minehan and Michael Crump that the Traffic Committee support the implementation of traffic control relevant to the event on Coolah Street and Willandra Avenue as per the attached Traffic Control Plan.

### **CL02 TRAFFIC MANAGEMENT - 2023 ANZAC DAY MARCH**

**RECOMMENDED** on the motion of Greg Minehan and Anthony Butcher that the Traffic Committee approve the implementation of the Traffic Control Plan associated with the closure of Banna Avenue for the purpose of the 2023 ANZAC Day March and Memorial Service.

### **CL03 KOORYOO STREET STAGE 2 UPGRADES - LOCAL AREA TRAFFIC MANAGEMENT**

Mr Balind presented the draft plan for Stage 2 of Kooyoo Street Upgrade, which includes:

- Installation of two pedestrian crossings, including one wombat profile crossing with associated signage off Yambil Street and one pedestrian crossing on the eastern side of Kooyoo Street crossing Banna Lane;
- Change of priority for traffic from Banna Lane crossing Kooyoo Street; and
- Installation of a 30 km/h speed zone on Kooyoo Street from Banna Lane to Yambil Street.

Mr Minehan raised concerns about the different speed zones in close proximity and noted a 10km/h speed limit would likely be recommended throughout Kooyoo Street following the upgrades.

Councillor Napoli advised that a Notice of Motion was included in this evening's Council Meeting Agenda proposing that the community be consulted regarding a possible permanent closure of Kooyoo Street (Stage 1) to vehicles and only allowing pedestrian access.

Mr Minehan suggested that in light of this Notice of Motion, the regulatory speed zone signage depicted in the plans should be laid on the table.

**RECOMMENDED** on the motion of Greg Minehan and Anthony Butcher that::

- (a) The Traffic Committee approve (as per the attached designs) a change in priority at the intersection of Kooyoo Street and Banna Lane to favour west bound traffic on Banna Lane.
- (b) The Traffic Committee approve (as per the attached designs) the installation of two (2) pedestrian crossings at the respective locations on Kooyoo Street (northern side of

Yambil Street) and Banna Lane (eastern side of Kooyoo Street).

- (c) The Traffic Committee approve (as per the attached designs) the installation of a speed hump on Banna Lane to the east of Kooyoo Street.
- (d) The Traffic Committee approve (as per the attached designs) the installation of regulatory signs relevant to a restricted parking and restricted access on Kooyoo Street and Banna Lane.
- (e) The installation of regulatory speed zone signs relevant to High Pedestrian Activity Area  
**LAY ON THE TABLE.**

Mr Balind to notify TfNSW of the outcome of the Notice of Motion before Council.

## **6 OUTSTANDING ACTION REPORT**

### *Speed Zone Reviews*

Mr Minehan advised that the review of Rifle Range Road was complete pending final sign off, with an 80km/h limit proposed from Smeeth Road to Beelbanger Road.

### *Letter – School Crossing Complaint*

Mr Crump clarified that one of the issues raised was that there was a step instead of a ramp at one side of the North Griffith Public School crossing on Kooba Street, posing access problems for prams, wheelchairs and the like.

Mr Balind declared an interest and advised that a ramp could not be installed here due to existing drainage infrastructure and non-compliance with Disability Standards, however there was ramp access via a driveway a few metres further which was still within the boundaries of the designated crossing.

Mr Crump further asked that a possible pick up / drop off zone be investigated across the road on the nature strip in front of the old Girl Guides building which would provide ample space. Mr Balind noted that reverse parking in school zones was not encouraged and existing infrastructure around the strip was not favourable for such a proposal. There was ample parking available in the vicinity and the onus was on the parents/carers to ensure they were compliant with parking regulations.

Mr Crump to forward concerns in writing to Mr Balind for investigation.

### *Hanwood School Crossing Upgrades*

Mr Minehan advised quotes for the construction of the crossing were in progress. Mr Crump asked whether the new crossing would allow wide vehicles through. Mr Minehan advised the proposed crossing would not be any narrower than the existing infrastructure.

### *Hanwood Shared Path*

Mr Balind and Mr Crump sought an update regarding rectification works relevant to the cycle way crossing refuge/path to the south of Hanwood which causes issues with oversized vehicles. Mr Minehan advised there are no funding sources available for those works to be undertaken.

**RECOMMENDED** on the motion of Greg Minehan and Anthony Butcher that the report be noted.



## **7 GENERAL BUSINESS**

### **7.1 Beelbanger / Carver Road Intersection**

Mr Crump noted that Beelbanger Road at its approach to Carver Road was in need of heavy patching. Mr Balind to pass on.

### **7.2 Signage Request**

Mr Crump asked if it was possible to install warning signage regarding the use of compression brakes by trucks at the Kookora Street lights. Mr Balind advised that it was custom to refuse such requests in the area as has previously been done at Yoogali / Burley Griffin Way and Kidman Way / Hanwood.

### **7.3 Jondaryan Avenue Pedestrian Crossing Request**

Councillor Napoli advised that concerns have been raised at the Community Opinion Group meeting regarding pedestrians crossing to Griffith Central at the intersection of Jondaryan Avenue and Yambil Street. Mr Minehan noted that this was a state road and needed to meet the warrants for installation of a crossing taking into account the number of pedestrians versus the number of vehicles per hour, which he said it currently did not meet. Another possibility would be traffic lights however these could not be installed near the roundabout and would need to be further away from the entrances so it was likely they would not be used to cross the road.

Councillor Napoli suggested looking at a crossing from the fire station to Central. Mr Balind advised that he has previously met on a number of occasions with the owners of Central regarding a crossing in the area that would require 30 metres of parking on each side of Yambil Street to be forfeited which the owners did not support.

## **8 NEXT MEETING**

The next meeting of the Traffic Committee is to be held on Tuesday, 14 March 2023 at 10:30am.

There being no further business the meeting terminated at 11:45am.

Confirmed: .....

CHAIRPERSON

**CLAUSE**      **CL01**

**TITLE**        **Traffic Management - 'Biggest Lap' Car Event 2023**

**FROM**        **Greg Balind, Development & Traffic Coordinator**

**TRIM REF**    **23/29235**

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### **SUMMARY**

Griffith's Biggest Lap Committee is proposing to hold the 'Biggest Lap' motor vehicle event on Saturday, 23 September 2023. The Committee are seeking the closure of the following roads:

- Coolah Street between Willandra Avenue and Murrumbidgee Avenue
- Benerembah Street
- Banna Avenue between Benerembah Street and Bonegilla Road

A Traffic Control Plan and Traffic Management Plan has been developed documenting the proposed changes in traffic conditions relevant to the event.

### **RECOMMENDATION**

**The Traffic Committee:**

- (a) Support the implementation of the Traffic Control Plan relevant to the 2023 Biggest Lap event;**
- (b) Approve the Traffic Management Plan as submitted**
- (c) Condition any approval/support of the event on the submission by the event organiser to Griffith City Council of a valid Certificate of Currency Insurance policy one month prior to the event.**

### **REPORT**

Griffith's Biggest Lap Committee is proposing to hold the Biggest Lap vehicle enthusiasts' event in the Griffith CBD on Saturday, 23<sup>rd</sup> September 2023. The event is scheduled to commence at 12:00pm with the marshalling of vehicles on Coolah Street adjacent to the Community Gardens with a 'Show and Shine' style gathering. To facilitate this, Coolah Street will be closed between Willandra Avenue and Murrumbidgee Avenue from 12:00pm to 7:00pm.

Following the Show and Shine phase, vehicles will participate in the 'Biggest Lap' event leaving Coolah Street in controlled groups from 6:00pm via Murrumbidgee Avenue, travelling on Benerembah Street and onto Banna Avenue. Authorised Traffic Controllers will monitor the intersection of Murrumbidgee Avenue and Kookora Street to allow non-event related traffic (through traffic/heavy vehicles) access to both the eastern and western sides of Murrumbidgee Avenue. The 'lap' will proceed clockwise on Benerembah Street then to Banna Avenue - travelling east to the intersection of Jondaryan Avenue. The procession will turn at that location to travel westbound on Banna Avenue back to Benerembah Street.

Traffic control relevant to the 'lap' phase will be implemented from Coolah Street to Benerembah Street then onto Banna Avenue and supplementary streets/roads commencing at 5:00pm through to 8:30pm. Traffic Control Plans (Attachment 'c') prepared by a suitably

qualified person documents the traffic control devices that will be implemented to manage the event related and non-event related traffic across the proposed route.

All traffic controls and warning signage shall be erected in accordance with the Road and Maritime Services Guide to Traffic Control at Worksites and Australian Standard 1742.3 (2009) - Manual of uniform traffic control devices - Traffic control for works on roads to manage the special event traffic and the general public.

Advertisement of road closures and notice to businesses directly impacted by the event are to be conducted by the Griffith's Biggest Lap Committee.

### **Additional Information**

TfNSW Road Occupancy Licence applications 2018428 and 2020186 refer

At the time of writing – the following document remains outstanding:

- Certificate of Currency – Public Liability Insurance.

### **LINK TO STRATEGIC PLAN**

This item links to Council's Strategic Plan item 5.6 Promote Griffith as a desirable visitor destination.

### **ATTACHMENTS**

(a)	Special Event Transport Management Plan <a href="#">↓</a>	8
(b)	Schedule 1 Notification <a href="#">↓</a>	12
(c)	Traffic Guidance Scheme - Event Route <a href="#">↓</a>	14
(d)	Traffic Management Plan - Biggest Lap 2023 <a href="#">↓</a>	21

## Special Event Transport Management Plan

Refer to [Chapter 7](#) of the TRAFFIC AND TRANSPORT MANAGEMENT FOR SPECIAL EVENTS

### 1. EVENT DETAIL

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#### 1.1. Event Summary

Event Name: Griffith's Biggest Lap

Event Location: Griffith NSW

Event Date: 23 September 2023: Start Time: 4:00PM Finish Time : 8:30PM

Event Setup Time: 2:30PM Event Pack down Finish Time: 9:30PM

Event is ☐ off-street ☒ on-street moving ☐ on-street non-moving

Event is ☐ held regularly throughout the year (calendar attached )

#### 1.2. Event Summary

Event Organiser\*: Lisa McKinnon

Phone: [REDACTED] Mobile: [REDACTED]

Email: info@griffithsbiggestlap.com.au

Event Management Company (if applicable): N/A

Phone: Fax: Mobile:

Email:

Police: Sergeant Jason Hinson - Griffith Local Area Command

Phone: 69694299

Griffith City Council (Road Authority)

Greg Balind – Development and Traffic Coordinator.

Phone: 69628100 Mobile: [REDACTED]

Email: greg.balind@griffith.nsw.gov.au

*\*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.*

### 1.3. Brief description of the event (one paragraph)

The event will involve a procession of vehicles “lapping” along Banna Avenue to raise funds for local charities. The event will be capped to a maximum of 500 entrants that will be registered for the event ranging from motorcycles, passenger vehicles and prime mover trucks showcasing Griffith’s unique culture of car enthusiasts.

## 2. RISK MANAGEMENT TRAFFIC

Class 1	Class 2	Class 3	2.1. Occupational Health & Safety – Traffic Control
			<input checked="" type="checkbox"/> Risk assessment plan (or plans) attached
			2.2. Public Liability Insurance
			<input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached.
			2.3. Police
			<input checked="" type="checkbox"/> Police written approval obtained
			2.4. Fire Brigades and Ambulance
			<input checked="" type="checkbox"/> Fire brigades notified <input checked="" type="checkbox"/> Ambulance notified

## 3. TRAFFIC & TRANSPORT MANAGEMENT

Class 1	Class 2	Class 3	<b>The route or location</b>
			<input checked="" type="checkbox"/> Map attached
			<b>3.1. Parking</b>
			<input checked="" type="checkbox"/> Parking organised – details attached
			<input type="checkbox"/> Parking not required
			<b>3.2. Construction, traffic calming and traffic generating developments</b>
			<input checked="" type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached
			<input type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
			<b>3.3. Trusts, authorities or Government enterprises</b>
			<input checked="" type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached
<input type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise			
			<b>3.4. Impact on/or Public Transport</b>
			<input checked="" type="checkbox"/> Public transport plans created - details attached
			<input type="checkbox"/> Public transport not impacted or will not impact event
			Traffic & Transport Management of Special Events

#### 4. MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

A vertical bar chart with three segments. The top segment is red and labeled 'Class 1'. The middle segment is yellow and labeled 'Class 2'. The bottom segment is green and labeled 'Class 3'.

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## 5. PRIVACY NOTICE

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The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads & Maritime Services (RMS), Transport Management Centre (TMC) or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RMS/TMC or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.
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## 6. APPROVAL

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Implementation of TMP Approved by: Griffith City Council Traffic Committee. Date:

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## 7. AUTHORISATION TO \*REGULATE TRAFFIC (Office use only)

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Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described.

Regulation of traffic authorised by: **Griffith City Council**. Date:

*\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS/TMC require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.*

## Schedule 1 Form – Notice of Intention to Hold a Public Assembly

### Summary Offences Act 1988

*To the Commissioner of Police*

1 I, Lisa McKinnon  
Name  
of Griffith NSW  
Address  
on behalf of Griffith's Biggest Lap Inc  
Organisation  
notify the Commissioner of Police that  
on the 23 September 2023, it is intended to hold:

**either:**

(a) a public assembly, being a procession, of approximately

500 vehicles, which will assemble at approximately 4:00pm, and at approximately 6:00pm the procession will commence and shall leave the mustering points along Coolah Street. The procession will travel north along Murrumbidgee Avenue to Benerembah Street then along the eastbound lane of Banna Avenue before returning along the westbound lane of Banna Avenue. The procession shall finish at approximately 8:30pm.



**SPECIAL EVENT GUIDE**

[Return to Table of Content](#)

**2** The purpose of the proposed assembly is to conduct Griffith's Biggest Lap as a fundraiser for local charities. The event will take place on Banna Avenue between Jondaryan Avenue and Benerembah Street. The event is to take place on Saturday 23 September 2023.

**3** The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly:

\* (i) There will be approximately 500 vehicles involved. The vehicles will range from motorcycles to prime mover vehicles.

\* (ii) There will be no bands, musicians, entertainers etc entertaining or addressing the assembly

\* (iii) The following number and type of animals will be involved in the assembly

.N/A

\*(iv) Other special characteristics of the proposed assembly are as follows:

N/A

**4** I take responsibility for organising and conducting the proposed public assembly.

**5** Notices for the purposes of the *Summary Offences Act 1988* may be served on me at the following:

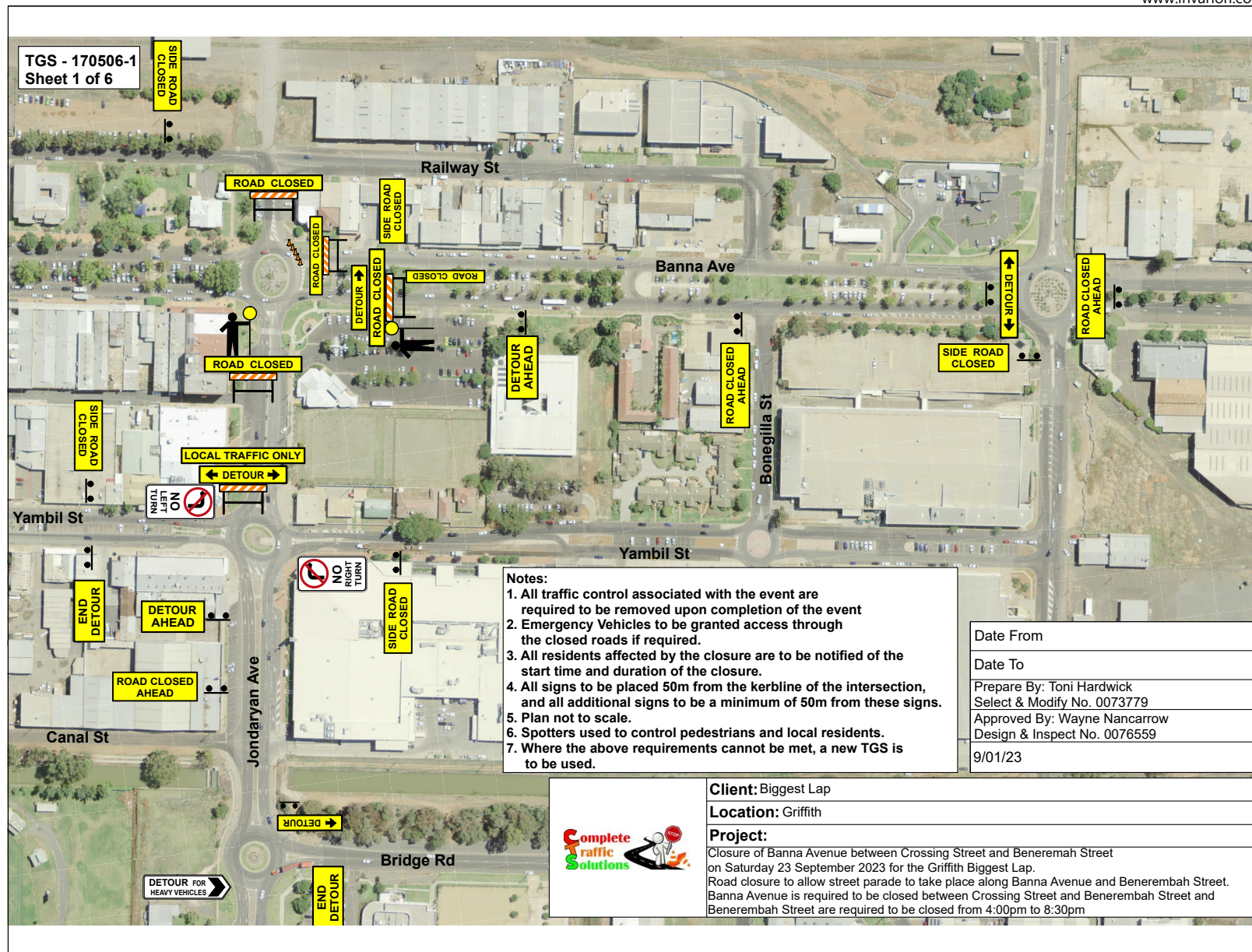
Address: Griffith NSW Postcode 2680

Telephone: [REDACTED]

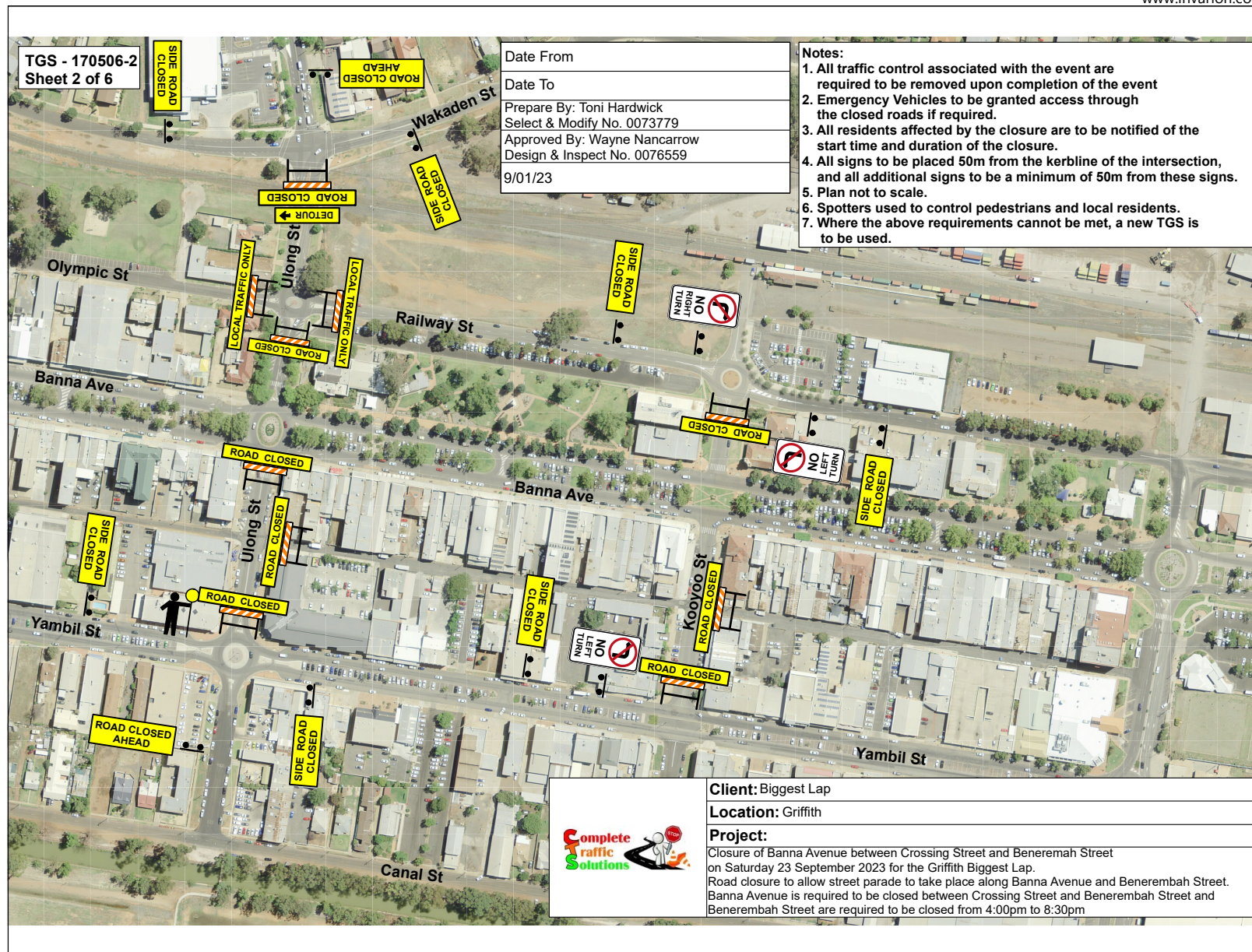
Signed: [REDACTED]

Capacity/Title ☒ Secretary/Treasurer

Date 13 March 2023



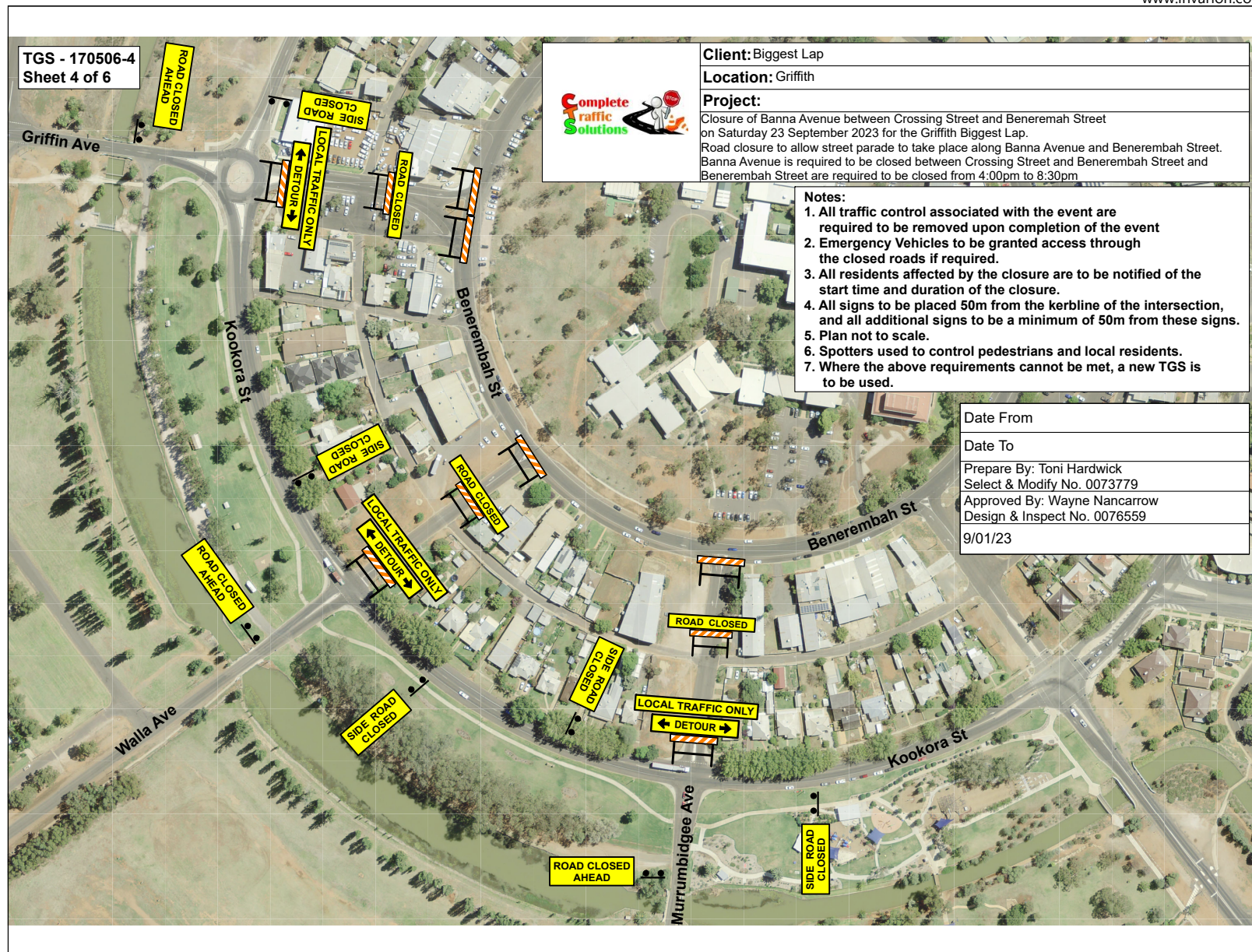




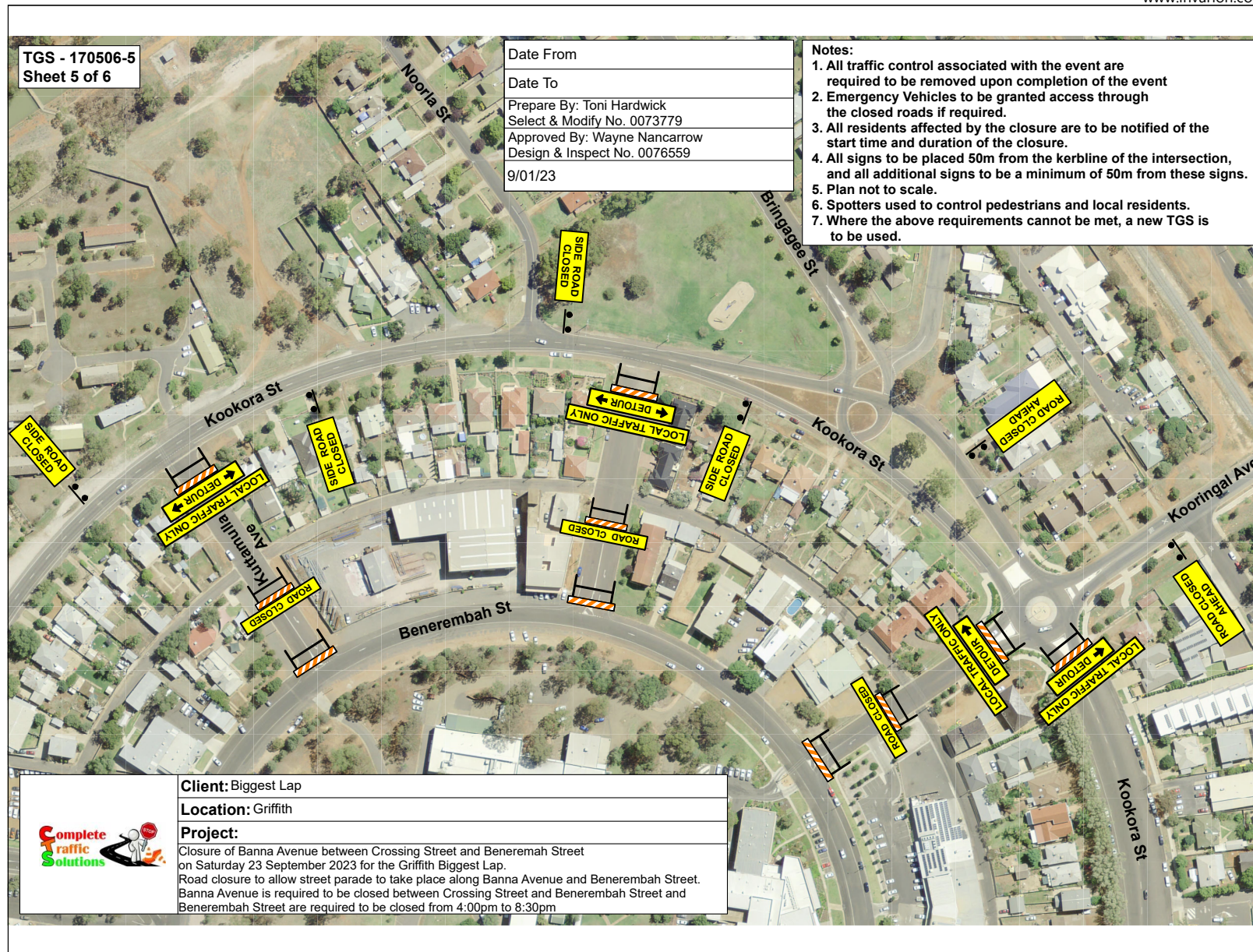




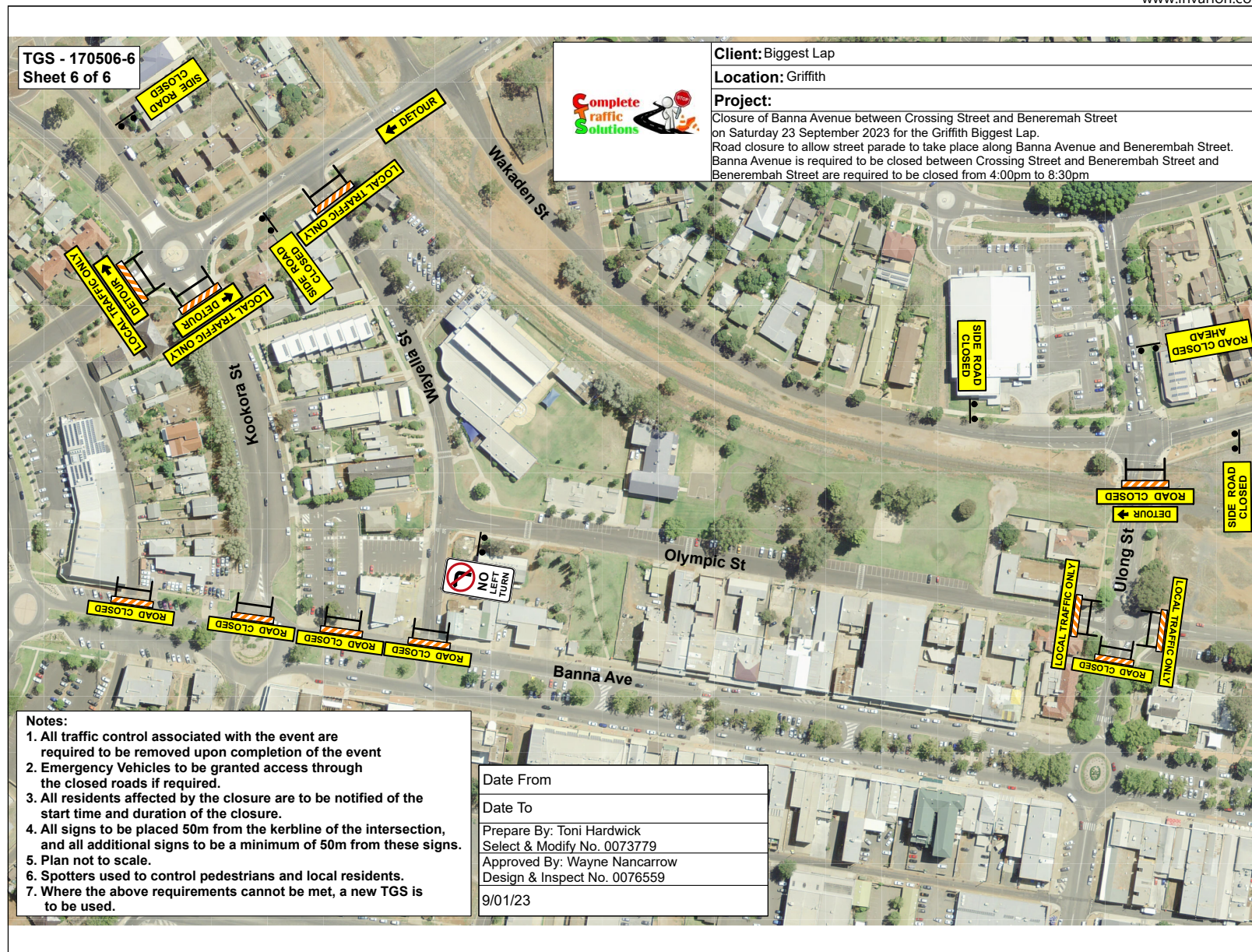




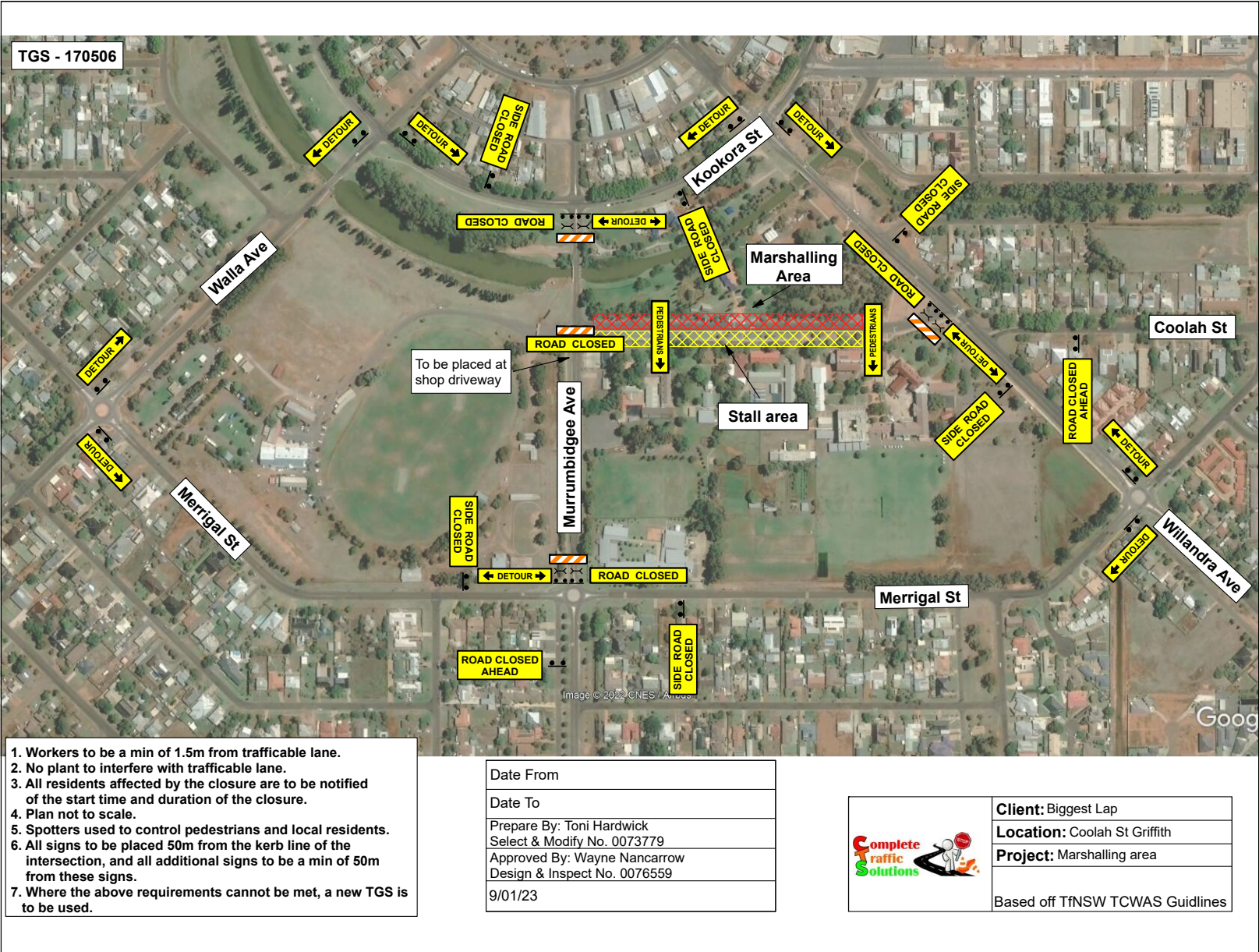
















# Griffith's Biggest Lap

## Traffic Management Plan

**Griffith's Biggest Lap 2023  
Traffic Management Plan**

January 2023

January 2023

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Signed: 

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## 1. Introduction

This Traffic Management Plan relates to the 2023 Griffith's Biggest Lap event, which involves a procession of vehicles 'lapping' Banna Avenue. The event is proposed to take place on the 23rd September 2023, which will require the closure of two of Griffith's major arterial roads, Banna Avenue and Benerembah Street.

Griffith's Biggest Lap Committee in conjunction with Complete Traffic Solutions and a number of interested parties have organised the event to celebrate the love for cars and the unique culture of Griffith's car enthusiasts. The event gathers hundreds of people from across the region and raises funds for two local charities; Griffith Can Assist and Griffith/Leeton Riding for the Disabled. The event is a family friendly event which includes a car show and shine.

The event will involve the closure of;

- Coolah Street between Willandra Avenue and Murrumbidgee Avenue (12:00pm – 7:00pm for marshalling purposes)
- Banna Avenue between Jondaryan Avenue and Benerembah Street
- Benerembah Street.

Banna Avenue and Benerembah Street shall be closed between 4:00pm and 8:30pm on Saturday 23 September 2023.



Figure 1 – Biggest Lap Road Closure



## 2. Event

The 2023 Griffith Biggest Lap is to officially commence at the intersection of Murrumbidgee Avenue and Benerembah Street. The event will be limited to a maximum of 500 entrants, where all entrants will be required to be pre-registered for the event. The entrant vehicles will range from motorcycles, passenger vehicles and prime mover trucks. All participants will be issued an official Griffith's Biggest Lap sticker and will be required to sign an induction form with their car registration details. The vehicles will be marshalled along Coolah Street between Murrumbidgee Avenue and Willandra Avenue.



**Figure 2 – Proposed Marshalling Area**

As the event starts, the vehicles are able to commence lapping the main street. Vehicles will start the lap at the intersection of Murrumbidgee Avenue and Benerembah Street. From here they will make a left turn onto Benerembah Street. The participants will continue along Benerembah Street where they will reach the roundabout of Banna Avenue and Benerembah Street. The participants will take the first exit and drive east on Banna Avenue. The vehicles will be able to park with leisure during the event.

The event is set to take place on Saturday 23 September 2023 with road closures between 4:00pm and 8:30pm. Banna Avenue will be reopened after 8:30pm where cars will be free to disperse.

The event is beneficial for the city of Griffith as it attracts many tourists and contributes to a significant proportion of economic stimulation for Griffith on the said weekend. The Griffith's Biggest Lap Committee expresses their gratitude to the community by raising funds for two local charities in the region.

### 2.1 Lap Route

The lap will commence at the intersection of Murrumbidgee Avenue and Benerembah Street. Vehicles will turn left onto Benerembah Street and will reach the roundabout of Banna Avenue and Benerembah Street where they will take the first exit and continue driving east on Banna Avenue.

The participants will continue along Banna Avenue until they reach the roundabout of Jondaryan Avenue and Banna Avenue. This is where the vehicles will use this roundabout to turn around and head west on Banna Avenue and repeat this route.

Banna Avenue and Benerembah Street form part of the state road network (B87) controlled by the Roads & Maritime Services (RMS). Approval from the RMS is required for the event to proceed; this shall be achieved through the Local Traffic Committee process. Banna Avenue is a two (2) lane, two (2) way bitumen sealed road, with kerb and gutter located along both sides of the road. The road is divided by a centre median between Crossing Street and Benerembah Street. Banna Avenue is classified as an "Arterial road" as specified on *Council's Road Hierarchy Plan*. Banna Avenue has a speed limit of 50km/h between Crossing Street and Benerembah Street.

Banna Avenue forms part of Griffith's B-Double network between Lenehan Road and Jondaryan Avenue. A heavy vehicle detour will be implemented for the duration of the event to ensure restricted access vehicles and general access commercial vehicles are not adversely affected by the event.

Griffith City Council conducted traffic counts along Banna Avenue in several locations throughout 2015. The results of the traffic counts are detailed below:

- The first location was between Bonegilla Road and Jondaryan Avenue. The average daily traffic count for that period was 14,174 vehicles per day. The average traffic count on a Saturday during this period was 13,840 vehicles.
- The second location was between Kooyoo Street and Ulong Street. The average daily traffic count for that period was 9,961 vehicles per day. The average traffic count on a Saturday during this period was 10,645 vehicles.
- The third location was between Ulong Street and Wayeela Street. The average daily traffic count for that period was 9,770 vehicles per day. The average traffic count on a Saturday between during this period was 10,203 vehicles.

Benerembah Street is a one (1) lane, one (1) way bitumen sealed road with kerb and gutter located along the majority of the road. Benerembah Street is classified as an "Arterial road" as specified on Council's Road Hierarchy Plan. Banna Avenue has a speed limit of 50km/h.

Griffith City Council conducted traffic counts along Benerembah Street in several locations throughout 2009. The results of the traffic counts are detailed below:

- The first location was between Banna Avenue and Willandra Avenue. The average daily traffic count for that period was 1786 vehicles per day. The average traffic count on a Saturday during this period was 1644 vehicles.
- The second location was between Walla Avenue and Griffin Avenue. The average daily traffic count for that period was 1943 vehicles per day. The average traffic count on a Saturday during this period was 1645 vehicles.
- The third location was between Koorngal Avenue and Banna Avenue. The average daily traffic count for that period was 2909 vehicles per day. The average traffic count on a Saturday between during this period was 2508 vehicles.

A variety of land-uses are present along the proposed route, including commercial and retail businesses and residential houses. Banna Avenue is the main road through Griffith's Central Business District; as such it services the majority of Griffith's retail businesses and licensed premises. The event will have a significant impact on the business along the proposed route and in the road network immediately surrounding the route.

### 3. Traffic Management

The event will involve a selection of passenger vehicles, motorcycles and prime mover trucks travelling along Banna Avenue and Benerembah Street. Marshalling shall commence at approximately 12:00pm with the lap set to begin at 6:00pm. The lap will finish at approximately 8:30pm.

The event participants will be marshalled along Coolah Street between Murrumbidgee Avenue and Willandra Avenue. Entrance to the marshalling area will be via Willandra Avenue. Participants will be assigned a registration number, which will be used to determine if they are a registered participant in the event. This will be managed by Griffith Biggest Lap committee member's onsite.

The procession will start along Benerembah Street from Murrumbidgee Avenue where they will make a left turn onto Benerembah Street. The participants will then reach the roundabout of Banna Avenue and Benerembah Street where they will take the first exit and continue driving east on Banna Avenue to the Jondaryan Ave roundabout. The cars can continue the route until 8:30pm when the event finishes.

Pedestrians are considered a high risk user group in road safety terms, especially with the inclusion of children and the elderly, therefore to minimise risk to the participants and public the event will require the full closure of Banna Avenue and Benerembah Street (as per the Traffic Guidance Schemes).

The event involves vehicles travelling along Banna Avenue as well as non-participants viewing the proceedings from the surrounding footpaths and medians. Therefore there is a significant potential for conflict between road users during the event.

All participants in the event shall obey the NSW Road Rules 2014. This includes motorcyclists wearing helmets and all drivers and passengers in vehicles wearing seat belts.

Additionally, vehicles participating in the event are required to abide by the following restrictions:

- Vehicles must be registered and roadworthy;
- Drivers must be appropriately licensed;
- Drivers must not have a blood alcohol level over the legal limit;
- Vehicles are restricted to 4.3-metres in height.

The event has been restricted to a maximum of 500 vehicles which will be able to participate. The event has been restricted for marshalling purposes as the event held in 2018 resulted in significant traffic management changes on the night due to an unexpected large number of vehicles attending on the night.

#### 3.1 Traffic Control

Traffic control for Coolah Street will be set up from 12:00pm until 7pm. This will be packed down by 7:30pm and road will be reopened.

Traffic control for Banna Avenue and Benerembah Street will be set up from 4:00pm until 8:30pm. All traffic control will be packed down by 9:30pm where all roads are to be reopened. To minimise disruption of traffic flow to the non-event community, it is proposed the traffic control be setup and packed down according to the below table.

<b><u>Action</u></b>	<b><u>Time</u></b>
- All traffic control to be set up in accordance with <b><u>TGS 170506 to 170506-6</u></b>	4:00pm
- Marshalling	12:00pm – 6:00pm
- Lap Commences. Traffic Control allowing marshalled vehicles to enter the lap route. Details illustrated by <b><u>TGS 170506.</u></b>	6:00pm
- Marshalling finishes and Coolah Street is to be re-opened between Murrumbidgee Avenue and Willandra Avenue.	7:00pm
- Lap Finishes	8:30pm
- All Traffic control to be packed down and roads reopened.	9:30pm

The following roads will be closed to non-event traffic;

- Coolah Street
- Banna Avenue between Jondaryan Avenue and Benerembah Street
- Benerembah Street.

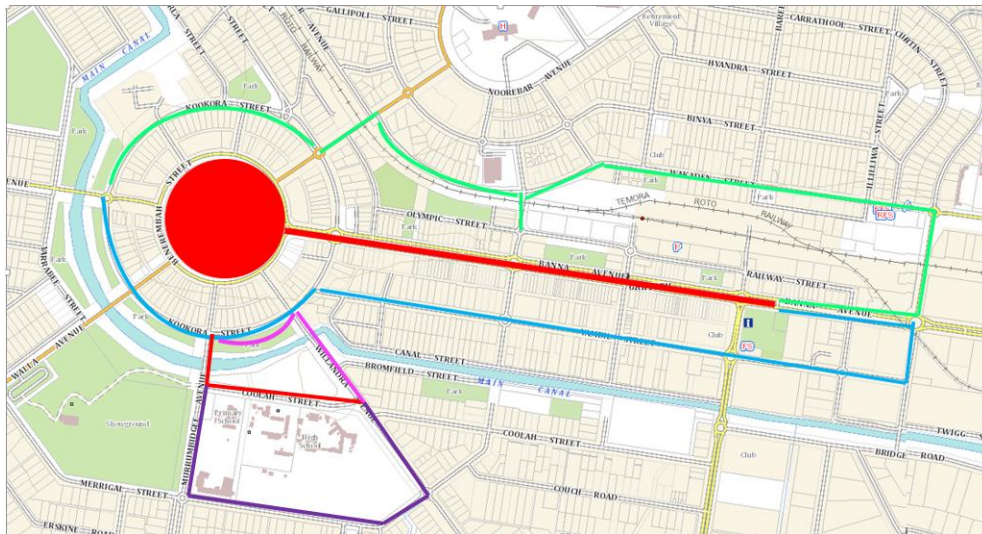
The traffic control for the event will involve barriers to restrict access to the road and associated signage. Traffic controllers will be situated at various intersections along the closure route to monitor traffic trying to access Banna Avenue during the event.

Traffic controls and warning signage shall be erected in accordance with the Transport for NSW Manual (V6) and AS 1742.3 (2009) - *Manual of uniform traffic control devices - Traffic control for works on roads* to manage the special event traffic and the general public. The traffic control measures proposed are detailed below in addition to the associated traffic control plans attached in the appendices.

Detours for the biggest lap have been outlined in the below figure. Vehicles travelling from the south, west and east shall be detoured along Kookora Street, Yambil Street, and Jondaryan Avenue. Vehicles travelling from the north shall be detoured along Wakaden Street, Koorringal Avenue, Kookora Street and Yambil Street.

Detours for the marshalling area have been outlined in the below figure. Vehicles travelling from South, west and east shall be detoured along Walla Avenue, Kookora St and Willandra Avenue. Vehicles travelling from the north, shall be detoured along Walla Avenue, Kookora St and Willandra Avenue.





Variable message (VMS) boards are required to be implemented along Mackay Avenue, Jondaryan Avenue, Griffin Avenue and Wakaden Street to inform motorists of Banna Avenue's closure. The VMS boards shall remain in place for the duration of the event.

Traffic control plans, attached, have been prepared by Complete Traffic Solutions, detailing the traffic control measures to be installed for the event. The plan conforms to the requirements of AS 1742.3 and the Transport of NSW Manual (V6) to Traffic Control at Worksites.

The traffic control measures will be implemented and taken down by accredited individuals who have completed the two-day Traffic Control for Worksites course. Provisions to ensure that the signs are not altered or removed during the event will be established.

### 3.2 Pedestrian & Cyclists

The event will involve a maximum of 500 vehicles including motorcycles, passenger vehicles and prime mover trucks travelling along a major arterial road in Griffith. The event also involves non-participants viewing the proceedings from the surrounding footpaths and therefore there is a significant potential for conflict between road users and pedestrians.

Pedestrians are considered a high risk user group in road safety terms, especially with the inclusion of children and the elderly, therefore to minimise risk to the participants and public, the event will require the full closure of Banna Avenue between Crossing Street and Benerembah Street, as well as the full closure of Benerembah Street.

Pedestrian and cyclist access for the public will be minimally affected by the event.

Pedestrian facilities of a varying width are present along both sides of the proposed route.

The event will require the use of the proposed routes road carriageway and will not impact upon the existing pedestrian and cyclist facilities present along the route. Pedestrians and cyclists utilising the facilities crossing the proposed route will be required to give way to the approaching traffic, as per the NSW Road Rules 2014.

### 3.3 Parking

The proposed event affects a significant amount of the parking available within the CBD, as vehicular access to Banna Avenue will be restricted for the duration of the event. Therefore, the centre aby and parallel parking along Banna Avenue will not be available during the event.

There is a significant amount of long-term, off street parking facilities located within the CBD, particularly off Yambil Street, Railway Street and Olympic Street. These parking areas rarely reach capacity and will be able to cater for the loss of parking along Banna Avenue for the duration of the event.



Figure 3 – Existing Parking around Griffith's Central Business District

### 3.4 Heavy Vehicles

The event will require the closure of two (2) of Griffith's major arterial roads, Banna Avenue and Benerembah Street. This is a major thoroughfare, serving as the main corridor into the Central Business District.

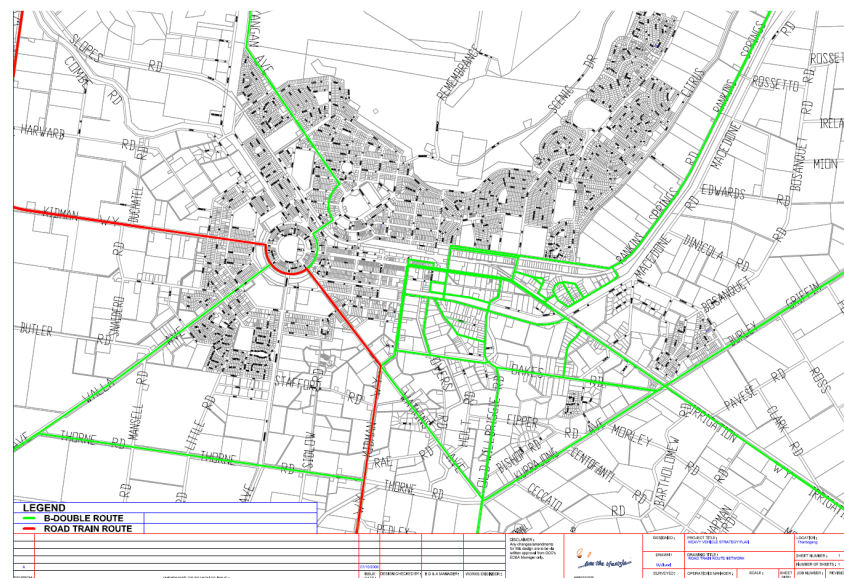


Figure 4 – Griffith's Road Train and B-Double Network

Banna Avenue (between Jondaryan Avenue and Mackay Avenue) forms part of Griffith's B-Double network and provides access to the Griffith Intermodal Freight Terminal via Tranter place. Access to the freight terminal will not be available during the event. This will have minimal effect on the freight terminal as the event is taking place after hours on Saturday 23rd September for approximately five hours.

Banna Avenue shall be closed between Jondaryan Avenue and Bonegilla Road for the duration of the event. A heavy vehicle detour will be set up in place due to the closure of the small portion of B-double route along Banna Ave.

B-Doubles travelling from the south, east or west will be required to utilise Willandra Avenue, Bridge Road and the surrounding b-double network to access their destination.

The B-double route along Wyangan Avenue, Palla Street and Kookora Street will also be affected by the event. B-double vehicles using Koorngal Avenue and Kookora Street will be held at the intersection of Kookora Street and Banna Avenue and will be marshalled through the event by an approved traffic controller where breaks in the procession are identified.

The TFNSW shall be notified of the proposed road closures along Banna Avenue and Benerembah Street. A request will be made to have the road closures listed on the TFNSW website to notify heavy vehicle drivers of the closures and to plan alternate routes accordingly.

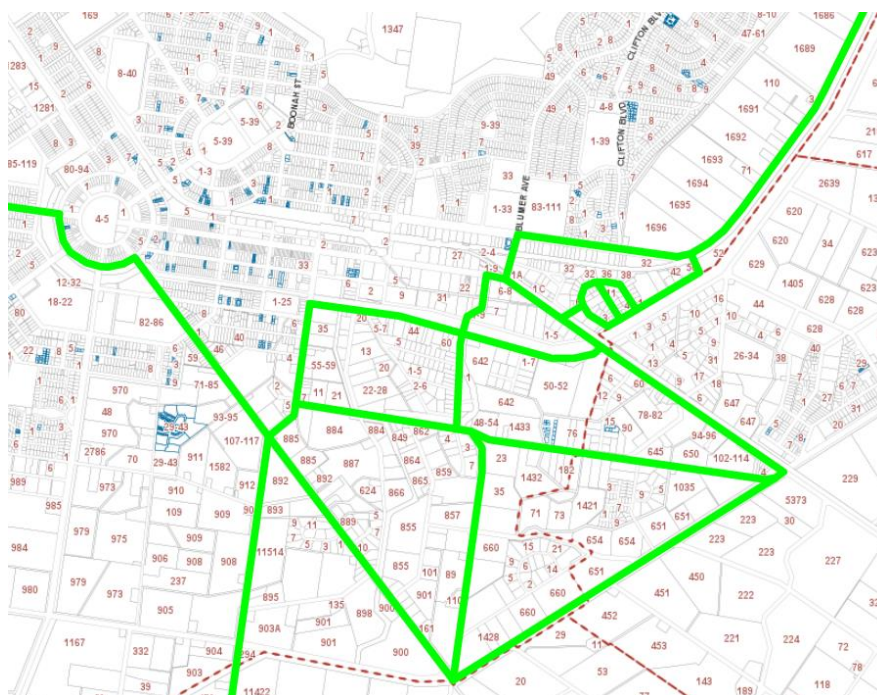


Figure 5 – Proposed B-Double Detours

### 3.5 Emergency Services

The procession will require the closure of two (2) of Griffith's major arterial roads, Banna Avenue and Benerembah Street. These roads are major thoroughfares, serving as the main corridors into the Central Business District.

The closure of the above roads due to the event will affect the operation of Griffith's emergency services especially if an incident occurs in the south of the Local Government Area (LGA) of Griffith.



Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available at all times.

### 3.5.1 Police

Griffith Police Station is located at 47 Railway Street between Kooyoo Street and Tranter Place.



**Figure 6 – Griffith Police Station**

Police access to Griffith's road network during the event will not be adversely affected. Minimal impact to northbound access occurs as a result of the event. Access will not be available through Tranter Place and Jondaryan Avenue.

The road closures during the event will have a minimal impact on emergency access for the police.

Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available at all times.

### 3.5.2 Ambulance

Griffith Ambulance Station is located at 192-196 Wakaden Street.

**Griffith's Biggest Lap 2023  
Traffic Management Plan**

January 2023



**Figure 7 – Griffith Ambulance Station**

The road closures during the street party will have a minimal impact on emergency access for ambulances. Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available at all times.

### 3.5.3 Fire Brigade

Griffith Fire Station is located at 11 Jondaryan Avenue at the corner of Jondaryan Avenue and Yambil Street.



**Figure 8 – Griffith Fire Station**

Fire access to the Griffith's Road network north of Banna Avenue will be restricted during the event. Minimal impact to southbound travel occurs as a result of the event. However, access to the north must be made via either Yambil Street and Kookora Street or Crossing Street, Bridge Road and Lenehan Road depending on the ultimate destination.

The road closures during the event will have a minimal impact on emergency access for the fire brigade.

Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available at all times.

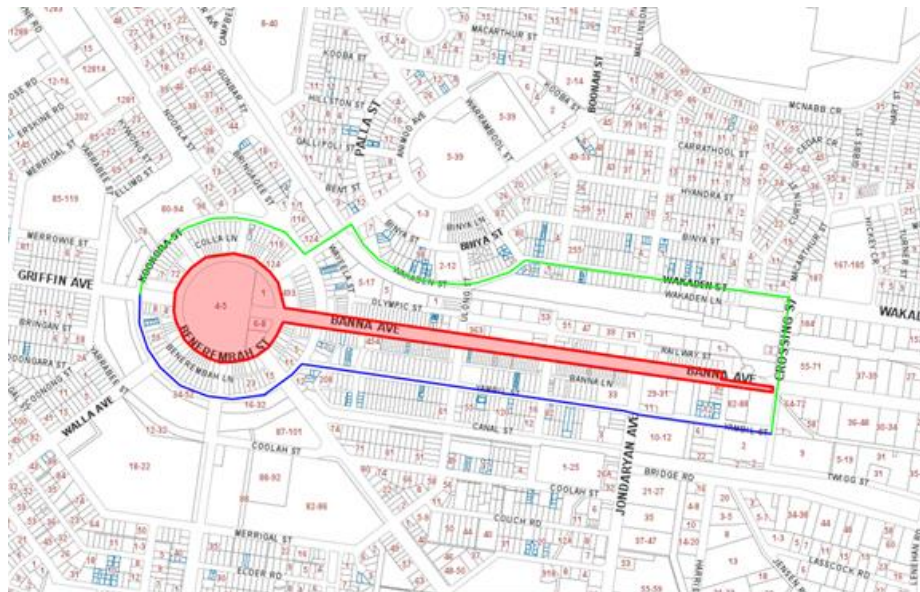


Figure 9 – Alternate Routes for Emergency Services

### 3.6 Public Transport

Griffith Buslines currently provides a public bus service for Griffith and the surrounding area accessing Griffith's suburbs Monday to Friday and Saturday morning. The public bus service in Griffith on Saturday morning will not be affected by the proposed event.

Access to Griffith Railway Station and Griffith Coach Bay Station will be available during the event via Wakaden Street, Ulong Street and Railway Street to enter Kooyoo Street.

Banna Avenue's existing taxi rank will not be accessible to taxis for the duration of the event. Alternate arrangements along Jondaryan Avenue for the taxi rank will be organised with Griffith City Taxis prior to the event.

Griffith City Taxi's operators will be required to follow the detours provided.

### 3.7 Contingency Plan

If the procession cannot occur on this date due to inclement weather or another unforeseen circumstance the event shall be cancelled.

## Appendices



**CLAUSE**      **CL02**

**TITLE**        **Traffic Management - Sikh Games - 2023**

**FROM**        **Greg Balind, Development & Traffic Coordinator**

**TRIM REF**    **23/29244**

---

### **SUMMARY**

The Griffith Sikh Community has proposed to hold the Shaheedi Tournament Griffith (Sikh Games) at Ted Scobie Oval on 10 and 11 June 2023. Due to the predicted large number of participants, traffic control will be required to manage vehicle and pedestrian traffic associated with the event.

### **RECOMMENDATION**

**The Traffic Committee support the implementation of the attached Traffic Control Plan relevant to the 2023 Sikh Games. Note the Traffic management Plan as submitted. Condition the approval on the submission by the event organiser of a current Certificate of Currency at least one (1) month prior to the event.**

### **REPORT**

The Gurdwara Singh Sabha Society - Griffith Sikh community has proposed to hold the annual Shaheedi Tournament (Sikh Games) at Ted Scobie Oval (Lot 1 DP 40048) between 8:00am and 6:00pm on Saturday 10 and Sunday 11 June 2023. The event will involve various sports and is expected to attract upwards of 20,000 people to the oval.

Due to the large number of spectators predicted to attend the event, traffic management is required that consists of measures to mitigate excessive amounts of parking/illegal parking in the immediate locality, increase safety for pedestrians as well as traffic control devices to warn road users of increased pedestrian traffic in the area. These measures include:

- A speed zone reduction to 40 km/h on each approach to Ted Scobie Oval;
- The use of bus services to transport spectators to and from the oval via nominated pickup points across the city;
- The implementation of a temporary bus zone for 30m along Clifton Boulevard;
- A No Parking zone along the entire Clifton Boulevard frontage of Ted Scobie Oval (with the exception of the bus zone area);
- Warning Signage advising of an increase in pedestrian activity shall be erected to complement the 40 km/h speed zone; and
- Use of Parking Compliance Officers to manage illegal parking issues.

A Traffic Control Plan, as attached, has been prepared by Griffith City Council's Engineering Department detailing the traffic control measures to be installed for the event. The plan conforms to the requirements of AS 1742.3 and the RMS' Guide to Traffic Control at Worksites.

The traffic control measures will be set up and packed down by accredited individuals who have completed the Implement Traffic Control Plans course. Provisions to ensure that the signs are not altered or removed during the date will be established.

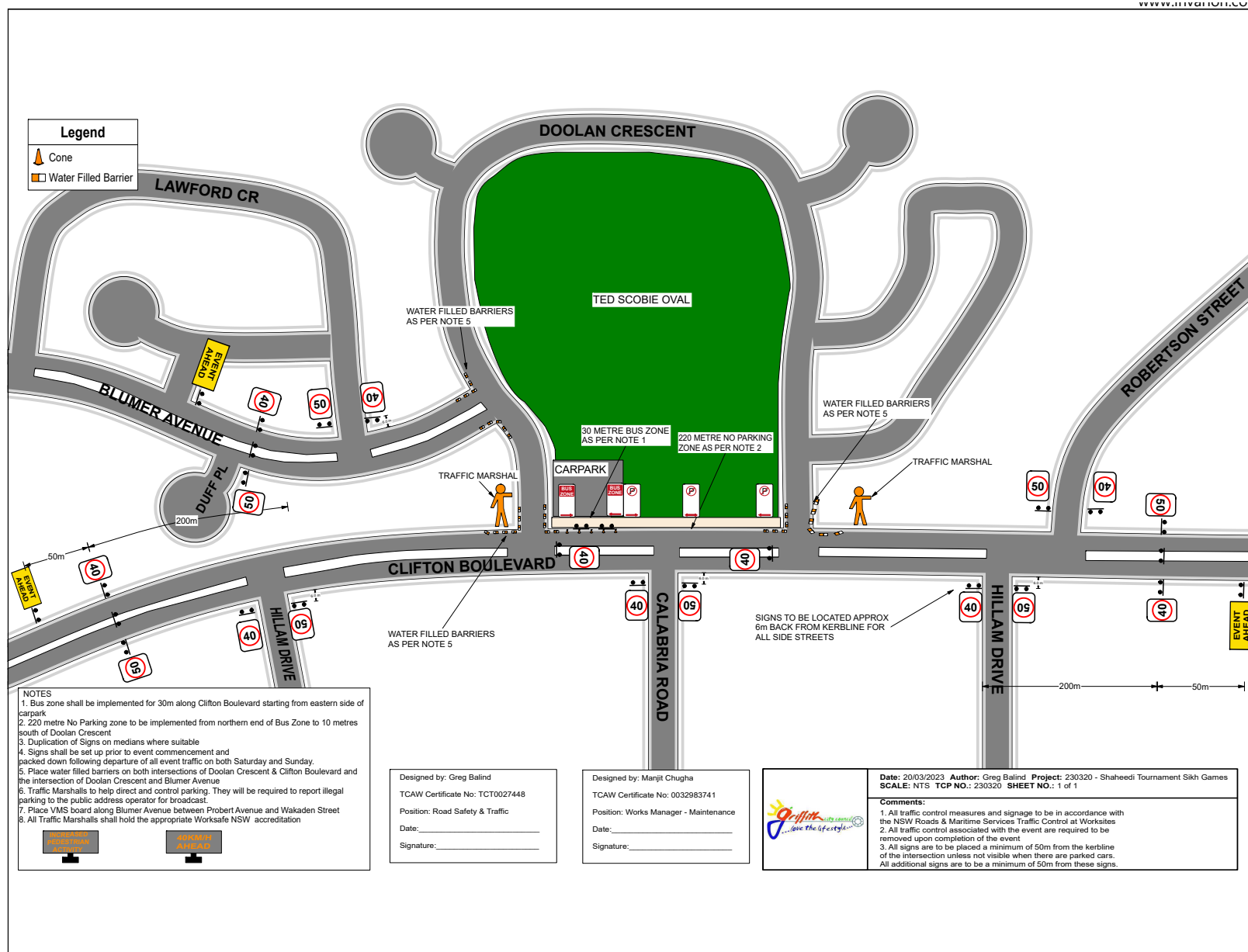
Copies of relevant Traffic Management and Traffic Control Plans will be provided to Police, Ambulance, NSW Fire and Rescue, NSW Rural Fire Service and State Emergency Service by the event organisers well in advance of the proposed date.

**Note:** A Certificate of Currency relating to public liability insurance was not available prior to the submission of this report. Council approval relating to traffic control will be dependent on a valid public liability policy being provided at least one (1) month prior to the event.

## **ATTACHMENTS**

(a)	Traffic Control Plan - Sikh Games 2023 <a href="#">↓</a>	37
(b)	Special Event Transport Management Plan <a href="#">↓</a>	38
(c)	Schedule 1 Notification <a href="#">↓</a>	42
(d)	Traffic Management Plan - 2023 Games <a href="#">↓</a>	44





## Special Event Transport Management Plan

Refer to **Chapter 7** of the TRAFFIC AND TRANSPORT MANAGEMENT FOR SPECIAL EVENTS

### 1. EVENT DETAIL

#### 1.1. Event Summary

Event Name: Sikh Games – Shaheedi Tournament

Event Location: Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre

Event Date: 10 & 11/06/2022 Event Start Time: 8:00am Event Finish Time: 6:00pm

Event Setup Time: 7:00am Event Pack down Finish Time: 19:00pm

Event is ☒ off-street ☐ on-street moving ☐ on-street non-moving

Event is ☐ held regularly throughout the year (calendar attached)

#### 1.2. Event Summary

Event Organiser\*: The Gurdwara Singh Sabha Society Griffith (NSW)

Phone: Mobile: Email: info@griffithgurdwara.com.au

Event Management Company (if applicable): N/A

Phone: Fax: Mobile: Email:

Police: Sergeant Jason Hinson - Griffith Local Area Command

Phone: 69694299

Griffith City Council (Road Authority)

Greg Balind – Road Safety and Traffic

Phone: 69628100 Mobile:

Email: greg.balind@griffith.nsw.gov.au

*\*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.*

**1.3. Brief description of the event (one paragraph)**

The purpose of the proposed assembly is an event held by the Sikh community known as the Sikh Games – Shaheedi Tournament. The event is proposed to be held at Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre. The event is set to take place between 8:00am and 6:00pm on Saturday 10<sup>th</sup> June and Sunday 11<sup>th</sup> June 2023. The event will involve various sports including soccer, athletics, volley ball and traditional Kabaddi wrestling. The event is expected to attract approximately 15,000 people.

**2. RISK MANAGEMENT TRAFFIC**

Class 1	Class 2	Class 3	
			<b>2.1. Occupational Health &amp; Safety – Traffic Control</b>
			<input type="checkbox"/> ✓ Risk assessment plan (or plans) attached
			<b>2.2. Public Liability Insurance</b>
			<input type="checkbox"/> ✓ Public liability insurance arranged. Certificate of currency attached.
			<b>2.3. Police</b>
			<input type="checkbox"/> ✓ Police written approval obtained
			<b>2.4. Fire Brigades and Ambulance</b>
			<input type="checkbox"/> × Fire brigades notified
			<input type="checkbox"/> × Ambulance notified

**3. TRAFFIC & TRANSPORT MANAGEMENT**

Class 1	Class 2	Class 3	
			<b>The route or location</b>
			<input type="checkbox"/> ✓ Map attached
			<b>3.1. Parking</b>
			<input type="checkbox"/> ✓ Parking organised – details attached
			<input type="checkbox"/> × Parking not required
			<b>3.2. Construction, traffic calming and traffic generating developments</b>
			<input type="checkbox"/> × Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached
			<input type="checkbox"/> × There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
			<b>3.3. Trusts, authorities or Government enterprises</b>
			<input type="checkbox"/> ✓ This event uses a facility managed by a trust, authority or enterprise; written approval attached
			<input type="checkbox"/> ✓ This event does not use a facility managed by a trust, authority or enterprise
			<b>3.4. Impact on/or Public Transport</b>
			<input type="checkbox"/> × Public transport plans created - details attached
			<input type="checkbox"/> ✓ Public transport not impacted or will not impact event
			<b>3.5. Reopening roads after moving events</b>
			<input type="checkbox"/> × This is a moving event - details attached.
			<input type="checkbox"/> ✓ This is a non-moving event.
			<b>3.6. Traffic management requirements unique to this event</b>
			Traffic & Transport Management of Special Events

- |   |   |
|---|---|
| <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Class 1</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Class 2</div> | <input type="checkbox"/> ✓ Description of unique traffic management requirements attached |
|   | <input type="checkbox"/> ✗ There are no unique traffic requirements for this event        |
|   | <b>3.7. Contingency plans</b>   |
|   | <input type="checkbox"/> ✗ Contingency plans attached                                     |
|   | <b>3.8. Heavy vehicle impacts</b>   |
|   | <input type="checkbox"/> ✗ Impacts heavy vehicles – RMS/Council to manage                 |
|   | <input type="checkbox"/> ✓ Does not impact heavy vehicles                                 |
|   | <b>3.9. Special event clearways</b>   |
|   | <input type="checkbox"/> ✗ Special event clearways required - RMSTMC to arrange           |
|   | <input type="checkbox"/> ✗ Special event clearways not required                           |

#### 4. MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

- |  |   |
|--|---|
| <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Class 1</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Class 2</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Class 3</div> | <b>4.1. Access for local residents, businesses, hospitals and emergency vehicles</b>  |
|  | <input type="checkbox"/> ✓ Plans to minimise impact on non-event community attached   |
|  | <input type="checkbox"/> ✗ This event does not impact the non-event community either on the main route (or location) or detour routes                               |
|  | <b>4.2. Advertise traffic management arrangement</b>  |
|  | <input type="checkbox"/> ✓ Road closures or restrictions - advertising medium and copy of proposed advertisements attached  |
|  | <input type="checkbox"/> ✗ No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached. |
|  | <b>4.3. Special event warning signs</b>   |
|  | <input type="checkbox"/> ✗ Special event information signs are described in the Traffic Control Plan/s  |
|  | <input type="checkbox"/> ✗ This event does not require special event warning signs  |
|  | <b>4.4. Permanent Variable Message Signs</b>  |
|  | <input type="checkbox"/> ✗ Messages, locations and times attached   |
|  | <input type="checkbox"/> This event does not use permanent Variable Message Signs   |
|  | <b>4.5. Portable Variable Message Signs</b>   |
|  | <input type="checkbox"/> ✓ The proposed messages and locations for portable VMS are attached  |
|  | <input type="checkbox"/> ✗ This event does not use portable VMS   |

---

## 5. PRIVACY NOTICE

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The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads & Maritime Services (RMS), Transport Management Centre (TMC) or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RMS/TMC or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.
- 

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## 6. APPROVAL

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Implementation of TMP Approved by: **Griffith City Council Traffic Committee**. Date:

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## 7. AUTHORISATION TO \*REGULATE TRAFFIC

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Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described.

Regulation of traffic authorised by: **Griffith City Council**. Date:

*\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS/TMC require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.*

---

## Schedule 1 Form – Notice of Intention to Hold a Public Assembly

### Summary Offences Act 1988

To the Commissioner of Police

1 I, Narinder Singh Sandhu.....  
Name

of [REDACTED] Griffith, New South Wales.....  
Address

on behalf of The Gurdwara Singh Sabha Society Griffith (NSW).....  
Organisation

notify the Commissioner of Police that on the 10 and 11.....  
Day

of June 2023.....  
Month/Year

it is intended to hold:

(a) a public assembly, not being a procession, of approximately

15,000 persons which will assemble at Ted Scobie Oval and Griffith Regional Sports Centre  
 at approximately 8:00am and disperse at approximately 6:00pm

or

~~(b) a public assembly, being a procession of approximately.....~~  
Number

~~persons which will assemble at.....~~  
Place

~~at approximately.....am/pm~~  
Time

~~and at approximately.....am/pm the procession will~~

~~commence and shall proceed.....~~

~~Specify route, any stopping places and the approximate duration of any stop; and the  
 approximate time of termination. A diagram may be attached.~~



## SPECIAL EVENT GUIDE

[Return to Table of Content](#)

- 2 The purpose of the proposed assembly is an event held by the Sikh community known as the Sikh Games – Shaheedi Tournament. The event is proposed to be held at Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre. The event is set to take place between 8:00am and 6:00pm on Saturday 10<sup>th</sup> June and Sunday 11<sup>th</sup> June 2023. The event will involve various sports including soccer, athletics, volley ball and traditional Kabaddi wrestling. The event is expected to attract approximately 15,000 people.
- 3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly:
- \* (i) There will be .....(number) of vehicles and/or\* floats involved and their type and dimensions are as follows:
- .....N/A.....
- .....
- \* (ii) There will be ..... (number) of bands, musicians, entertainers etc entertaining or addressing the assembly
- \* (iii) The following number and type of animals will be involved in the assembly
- .....N/A.....
- .....
- \* (iv) Other special characteristics of the proposed assembly are as follows:
- Buses will be provided between Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre. Buses are also provided from Sikh Temple, Car Parking in CBD and motels on the bus route.....
- .....
- 4 I take responsibility for organising and conducting the proposed public assembly.
- 5 Notices for the purposes of the *Summary Offences Act 1988* may be served on me at the following:

Address: [REDACTED] .....

Griffith .....

NSW..... Post Code 2680.....

Telephone: [REDACTED] .....

Signed: [REDACTED] .....

Capacity/Title President .....

Date 03/03/2023.....

Delete as applicable

Traffic &amp; Transport Management of Special Events





# Sikh Games Shaheedi Tournament 2023

## Traffic Management Plan

**Sikh Games**  
**Traffic Management Plan**

13 March 2023

13 March 2023

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**Prepared for:**

Gurdwara Singh Sabha Society Griffith  
PO Box 231  
Griffith NSW 2680

**Prepared by:**

Griffith City Council  
1 Benerembah Street  
Griffith NSW 2680

Telephone: 02 6962 8100

Email: [admin@griffith.nsw.gov.au](mailto:admin@griffith.nsw.gov.au)

Author: Greg Balind

Position: Development and Traffic Coordinator

Signed: .....



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## 1. Event

The following Traffic Management Plan has been prepared by Griffith City Council on behalf of the Gurdwara Singh Sabha Society Griffith. The traffic management plan incorporates recommendations that shall be applied to the annual Sikh Games – Shaheedi Tournament proposing to be held at Ted Scobie Oval (LOT 1 DP 40048). The event is set to take place between 8:00am and 6:00pm on Saturday 10 and Sunday 11 June 2023 and will involve various sports including soccer, athletics, tug of war and the traditional Kabaddi wrestling. It is predicted the event will attract approximately 15,000 – 20,000 people.

Setting up of the event will take place over several days leading up to the event with pack down taking place immediately after the event.

## 2. Traffic Data

The event is to be held at the Ted Scobie Sports Oval which is located in the centre of the Collina area. Ted Scobie Sports Oval is surrounded by Doolan Crescent and Clifton Boulevard.

Doolan Crescent is a two (2) lane, two (2) way bitumen sealed road with kerb and gutter located along both sides of the road. Doolan Crescent is classified as an “Access road” as specified on *Council’s Road Hierarchy Plan*. Doolan Crescent has a speed limit of 50km/h. Griffith City Council conducted a traffic count along Doolan Crescent in March 2019. The average daily traffic count for that period was 1,126 vehicles per day.

Clifton Boulevard is a two lane, two way bitumen sealed road with kerb and gutter located along both sides of the road and a central splitter island. Clifton Boulevard is classified as a “collector road” as specified on *Council’s Road Hierarchy Plan*. Clifton Boulevard has a speed limit of 50km/h. Griffith City Council conducted a traffic count along Clifton Boulevard in November 2021 between Hillam Drive and Doolan Crescent. The average daily traffic count for that period was 1,971 vehicles per day.

## 3. Traffic Management

Due to the large amount of spectators and the existing car parking at Ted Scobie Oval, the traffic management for the event will consist of; measures to mitigate excessive amount of parking in the immediate locality, increase safety for pedestrians, as well as traffic control devices to warn road users of increased traffic in the area. The following measures are described in this section below.

### 3.1 Traffic Control

A Traffic control plan, as attached, has been prepared by Griffith City Council's Engineering Department, detailing the traffic control measures to be installed for the event. The plan conforms to the requirements of AS 1742.3 and the RMS' Guide to Traffic Control at Worksites.

The traffic control measures will be implemented and taken down by accredited individuals who have completed the two day Traffic Control for Worksites course. Provisions to ensure that the signs are not altered or removed during the day will be established. The following traffic control will be in place;

- A drop off/pick up area for a bus service along Clifton Boulevard will be established to ensure a safe and manoeuvrable area for buses to pick up and drop off patrons. To facilitate a suitable area for this process to occur a temporary Bus Zone area is proposed to be implemented along Clifton Boulevard for approximately 30 metres of the event site. This zone is documented in the attached Traffic Control Plan and it is proposed to have venue security to monitor the zone to ensure compliance with the zone by drivers.
- No Parking shall be implemented on Clifton Boulevard along the entire frontage of Ted Scobie Oval (with exception of the bus zone.)
- A speed reduction to 40km/h zone on all approaches to Ted Scobie Oval. The 40km/h zone will increase safety for pedestrians and drivers in the immediate locality of the event. The 40km/h zone shall be set up at 8:00am Saturday and Sunday and shall be packed down 6:00pm Saturday and Sunday as per the attached Traffic Control Plan.
- Warning signage shall also be erected to complement the 40km/h zone and remind drivers of the event ahead and the increased pedestrian activity in the area.
- Compliance Officers Traffic/Parking Marshals will be required to monitor illegal parking in and around the vicinity. **Zero tolerance on illegal parking will apply.**

### 3.2 Pedestrian & Cyclists

Pedestrians are considered a high risk user group in road safety terms, especially with the inclusion of children and the elderly, therefore to minimise risk to the participants and public – the event organisers will promote the use of existing pedestrian facilities including the adjacent shared paths, footpaths and refuges as a preferred route by all pedestrians. It is anticipated the event will have little impact on (or attract) cyclists.

A 2.5 metre shared path is located along the western side of Clifton Boulevard between Sanders Street and Doolan Crescent. A 1.5 metre footpath is located around the perimeter of Ted Scobie Oval. Pedestrians and cyclists utilising the facilities will be required to give way to the approaching traffic as per the NSW Road Rules 2014.

### 3.3 Parking

Onsite parking is available at Ted Scobie Oval but is limited to approximately 136 parking spaces and 4 disabled parking spaces. Parking is also available along the street in the vicinity of the oval, due to the amount of spectators and participants, this is insufficient. In previous years parking has been a major concern with Council receiving numerous complaints from the public regarding illegal parking. As such a recommendation within this Traffic Management Plan is to incorporate a bus service to be run from Ted Scobie Oval along a prescribed route through Griffith to the Sikh temple at 895 Kidman Way.



**Figure 1- Bus Service Route from Sikh Temple to Ted Scobie Oval**

The proposed bus service will pick up and drop off spectators and participants of the event. The bus service will encourage the event community to park at designated areas (such as the Sikh temple) along the above prescribed route. This will seek to alleviate on street parking concerns around Doolan Crescent and Clifton Boulevard. The bus service will begin

**Sikh Games  
Traffic Management Plan**

13 March 2023

at the Sikh Temple located at 895 Kidman Way. Participants and spectators will be encouraged to park their vehicles at the temple and catch the bus to Ted Scobie Oval. The bus service will travel along Kidman Way, Jondaryan Avenue, Banna Avenue, Blumer Avenue and Clifton Boulevard before returning to the temple. The may stop to pick up or drop off the event community along the prescribed route when needed. There should be a minimum of two buses in operation during the event with 30 minute intervals of leaving Ted Scobie Oval. A designated bus zone is incorporated in the Traffic Control Plan.

In addition, the bus service will be able to pick up or drop off spectators and participants of the event at major tourist attractions, shopping centres or accommodation venues when requested. This will encourage event patrons to utilise the bus service.



**Figure 2 – Sikh Temple Lot (Ample Parking available onsite)**

The Griffith Visitors Information Centre carpark has approximately 150 parking spaces. In addition, there is a significant amount of on street parking available along Banna Avenue between Jondaryan Avenue and Bonegilla Road. The existing parking facilities will be able to cater for the vehicles associated with the event.





Figure 3 - Existing Parking around Griffith Visitors Information Centre

3.4 Heavy Vehicles

The event will not affect heavy vehicle travel within Griffith.

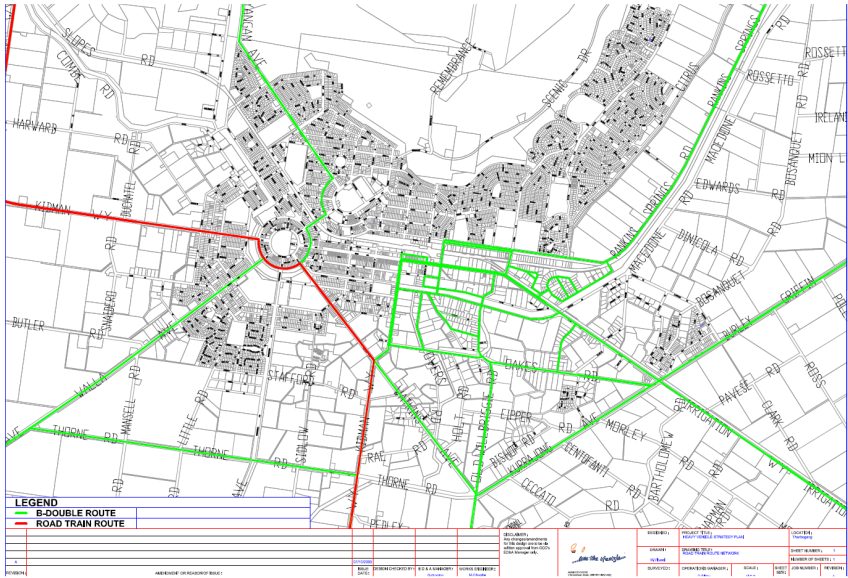


Figure 4 - Griffith's Road Train and B-Double Network



### 3.5 Emergency Services

The event will not require the closure of any roads and minimal effect will occur for emergency service vehicles across the Griffith Local Government Area. Copies of relevant Traffic Management and Traffic Control Plans will be provided to Police, Ambulance, NSW Fire and Rescue, NSW Rural Fire Service and the State Emergency Service by the event organisers well in advance of the proposed date.

#### 3.5.1 Police

Griffith Police Station is located at 47 Railway Street between Kooyoo Street and Tranter Place. Access to Ted Scobie Oval will be available at all times.



Figure 5 - Griffith Police Station

#### 3.5.2 Ambulance

Griffith Ambulance Station is located at 192-196 Wakaden Street. Access to Ted Scobie Oval will be available at all times.



Figure 6 – Griffith Ambulance Station

### 3.5.3 Fire Brigade

Griffith Fire Station is located at 11 Jondaryan Avenue at the corner of Jondaryan Avenue and Yambil Street. Access to Ted Scobie Oval will be available at all times.



Figure 7 – Griffith Fire Station

## 3.6 Public Transport

Griffith Buslines currently provides a public bus service for Griffith and the surrounding area accessing Griffith's suburbs Monday to Friday and Saturday morning. There will be no impact on the public bus service in Griffith.

Griffith City Taxi's operators and Griffith Buslines will be required to follow the provided traffic control measures (Speed Reduction) around Doolan Crescent, Clifton Boulevard and Blumer Avenue.

## 3.7 Contingency Plan

If the event cannot occur on this date due to inclement weather or another unforeseen circumstance the event shall be cancelled.

## 3.8 Advertising of Traffic Management

The event organiser is to advertise the context of traffic control/management in local media no less than seven (7) days prior to the event. This is beyond any promotional advertising for the event itself.

**TITLE** Outstanding Action Report

**TRIM REF** 23/24109

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**RECOMMENDATION**

The report be noted.

**ATTACHMENTS**

(a) Outstanding Action Report [↓](#)

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<b>Traffic Committee Outstanding Action Report</b> <b>14 March 2023</b>				
<b>Date of Meeting</b>	<b>Item</b>	<b>Action/Recommendation</b>	<b>Officer</b>	<b>Comment</b>
14 February 2023	<b>Kooyoo Street Stage 2 Upgrades – Local Area Traffic Management</b>	<p>Councillor Napoli advised that a Notice of Motion was included in this evening's Council Meeting Agenda proposing that the community be consulted regarding a possible permanent closure of Kooyoo Street (Stage 1) to vehicles and only allowing pedestrian access.</p> <p>Mr Minehan suggested that in light of this Notice of Motion, the regulatory speed zone signage depicted in the plans should be laid on the table.</p>	<b>Greg Balind</b>	<p><b>15/02/2023</b></p> <p><b>Information on the outcome of the council meeting relayed to TfNSW. Matter will be discussed following community consultation which is expected to conclude in May 2023.</b></p>
13 December 2022	<b>Speed Zone Reviews</b>	<p><b>Speed Zone Reviews outstanding for the following roads/streets:</b></p> <p>Kooyoo Street Stage 1: Shared Zone (August 2022)</p> <p>Kooyoo Street Stage 2: HPAA (August 2022)</p> <p>Rifle Range Road (13/04/2021)</p> <p>Slopes Road (March 2022)</p> <p>Eipper Road (13/12/2022)</p> <p>McCormack Road (13/12/2022)</p>	<b>Transport NSW</b>	<p><b>13/12/2022:</b> Kooyoo Street north approved. Waiting for signed documents from TfNSW.</p> <p>Burley Griffin Way (Yenda) status to remain.</p> <p><b>14/02/2023:</b> Rifle Range Road completed, waiting for final sign off. 80km/h from Smeeth Road to Beelbanger Road.</p>
13 December 2022	<b>Letter – School Crossing Complaint</b>	<p>The letter by Mr Lance Perry mainly contained statements, and as such it was difficult to ascertain what was being asked of the Committee. Letter to be registered and further clarification sought from Mr Crump as to what the Committee is being asked to address.</p>	<b>Michael Crump / Greg Balind / Phil King</b>	<p><b>13/12/2022:</b> Letter given to Corporate Information staff to register. Sent to Mr Balind &amp; Director Infrastructure &amp; Operations.</p> <p><b>17/01/2023:</b> Relevant TfNSW representatives have previously been advised of the status of the crossing and the inability to</p>



				construct a compliant ramp. TfNSW to advise Mr Perry (TfNSW contractor) of Council's status regarding the issue.
13 December 2022	<b>Signage Myall Park Road Yenda Railway Crossing</b>	Councillor Napoli read out an email received from Councillor Lally raising the issue of new signage at the railway crossing on Myall Park Road approaching Yenda blocking the view of existing 'Give Way' signage. Mr Balind to clarify with Councillor Lally and inspect.	<b>Greg Balind</b>	<b>16/12/2022:</b> For discussion at next meeting. <b>14/02/2023:</b> Needs more investigation.
11 October 2022	<b>Rumble Strips Railway Parade Yenda and Stop Sign Myall Park / Beelbanger Road Intersection</b>	Councillor Sutton advised the above issues were raised at last night's COG meeting in Yenda. Myall Park / Beelbanger Road intersection does not meet requirements for a Stop Sign. Council to investigate appropriate treatments including anti-skid pavement paint.	<b>Greg Balind</b>	<b>12/10/2022:</b> Speed reduction pending installation on Beelbanger Road between Myall Park Road and Twigg Road. Monitoring of intersection ongoing. <b>15/11/2022:</b> Speed reduction (to 70kmh) on Beelbanger Road implemented. Intersection to be monitored by way of classifiers. <b>13/12/2022:</b> Classifiers to be installed.
11 October 2022	<b>Truck Parking Areas</b>	Councillor Croce questioned the Transport representative whether Council should consider the provision of land for heavy vehicle parking? Council to investigate possible locations for truck parking areas and provide information to TfNSW for consideration.	<b>Phil King</b>	<b>13/12/2022:</b> Outstanding.
13 September 2022	<b>Disabled Parking on Warrambool Street</b>	<b>RECOMMENDED</b> on the motion of Jason Hinson and Greg Minehan that the request for disabled parking on Warrambool Street be approved.	<b>Greg Balind/ Works Dept</b>	<b>12/10/2022:</b> 337 document submitted for installation of signs. <b>29/11/2022:</b> Signs

				outstanding due to flood related priorities.
9 August 2022	<b>U-turn Manoeuvres – Mackay Avenue x Ebert Street</b>	Mr Balind stated that safety concerns have been expressed regarding the potential for rear end collisions following drivers executing dangerous U-turns at the intersection of Ebert Street and Mackay Avenue and whether TfNSW could look into measures to mitigate the risk. Mr Minehan to inspect the area and report back at the next meeting.	TfNSW	<p><b>30/08/2022:</b> Ongoing.</p> <p><b>13/09/2022:</b> Mr Minehan to inspect.</p> <p><b>11/10/2022:</b> TfNSW suggest “No U-Turn” signage.</p> <p><b>13/10/2022:</b> Report pending for future traffic committee meeting.</p> <p><b>11/11/2022:</b> Email sent to TfNSW regarding funding.</p> <p><b>30/11/2022:</b> Reply outstanding.</p> <p><b>13/12/2022:</b> Funded under RMCC.</p> <p><b>30/01/2023:</b> 337 sent to works department. TfNSW media?</p> <p><b>14/02/2023:</b> Mr Minehan to check regarding media.</p>
10 May 2022	<b>McPherson Road</b>	Mr Crump raised a query on a previous request to improve sight distance on McPherson Road, Mr Balind advised the works department have been sent a job to trimmed trees along McPherson Road to improve sight distance however no further works can be completed as the trees are on private property. Mr Crump to email Mr Balind the precise location referred to.	Greg Balind/ Michael Crump	<p><b>14/06/2022:</b> Ongoing.</p> <p><b>11/10/2022:</b> Ongoing.</p> <p><b>30/11/2022:</b> Email outstanding.</p>
9 November 2021	<b>Hanwood School Crossing Upgrades – Kidman Way</b>	Mr Minehan advised that he will distribute the final construction designs to Council once they become available.	Transport for NSW	<p><b>15/02/2022:</b> Final designs to be forwarded to Council for review.</p> <p><b>08/03/2022:</b> Further</p>

				<p>clarification on designs in regard to blisters to be advised by TfNSW. Mr Balind requested clarification from TfNSW in relation to the concept plan noting it indicates the blisters on the external sides of the road as 'existing' Mr Balind enquired if these are going to be removed and replaced as they are smaller in the design than existing and the plan does not include dimensions. TfNSW to follow up and provide a response at next Traffic Committee meeting.</p> <p><b>10/5/2022:</b> Awaiting response from TfNSW design team.</p> <p><b>24/05/2022:</b> No response from TfNSW design team. Matter raised by Cr Zappacosta at the June 14 Council Meeting resulting in correspondence from Council's General Manager being sent (via email) to the Member for Murray seeking support for an update from TfNSW on the crossing's progress.</p> <p><b>9/08/2022:</b> TfNSW currently unable to engage contractors to carry out works due to shortage of available staff.</p> <p><b>06/09/2022:</b> Response received from TfNSW regarding blisters which did</p>
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				<p>not address concerns. Meeting pending between Council Designers and TfNSW on the issue.</p> <p><b>15/09/2022:</b> Designs forwarded to Council's Director of Infrastructure and Operations for updating and submission back to Transport.</p> <p><b>11/10/2022:</b> Drawings provided to TfNSW. Meeting to be held with GCC and TfNSW.</p> <p><b>20/10/2022:</b> Meeting scheduled 20/10/2022 cancelled by Transport. New date to be set by Transport.</p> <p><b>08/11/2022:</b> Meeting held with TfNSW 08/11/2022. Matter with TfNSW to provide revised drawings/plans to Council.</p> <p><b>13/12/2022:</b> Updated plans forwarded to Council on 09/12/2022. TfNSW representative advised crossing was aiming to be constructed by Term 1 2023.</p> <p><b>15/12/2022:</b> Response by Council forwarded back to TfNSW.</p> <p><b>14/02/2023:</b> Installation date outstanding. Waiting for quotes due shortly. To be advised when date is set.</p>
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8 June 2021	<b>Willbriggie Crossing</b>	<p>Mr Balind enquired with the TfNSW representative if there was any scope to provide further comments from Council on the design for the realignment works, particular at the Coppard Road / Kidman Way intersection which may require additional treatment in the form of dedicated turning lanes due to it being a road train route linking Benerembah and Warburn to the Kidman Way. Mr Minehan said that swept paths have been included in the design to accommodate road trains but he would liaise further with TfNSW regarding this intersection. Mr Balind to forward current traffic counter data to TfNSW to assist deliberations.</p>	<p>TfNSW / Greg Balind</p> <p><b>25/06/2021:</b> Interim counts pending.</p> <p><b>13/07/2021:</b> Mr Balind enquired whether any updates on the realignment were available from TfNSW, specifically regarding previous concerns associated with heavy vehicle access to the Kidman Way from Coppard Road. Mr Minehan advised some updated designs would be forwarded to Council for information.</p> <p><b>01/09/2021:</b> With TfNSW. Designs outstanding</p> <p><b>30/09/2021:</b> Update pending from TfNSW representative</p> <p><b>12/10/2021:</b> Transport for NSW have advised preliminary works have been completed, and concept designs have taken into account the access for road trains.</p> <p><b>01/11/2021:</b> Matter with TfNSW. Update pending.</p> <p><b>10/11/2021:</b> Mr Balind sought an update. TfNSW advised that designs have been completed which take into account heavy vehicle movements off a side (Coppard) road. No funding allocated. It was suggested council approach the Member for Murray to</p>
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			<p>campaign the State Government for funding. Mr Balind to confirm proposed treatment (lanes) to accommodate heavy vehicles at Coppard Road intersection.</p> <p><b>18/01/2022:</b> Designs yet to be forwarded to GCC for comment.</p> <p><b>25/02/2022:</b> Designs outstanding.</p> <p><b>25/02/2022:</b> Preliminary designs completed. No funding available at this stage.</p> <p><b>02/05/2022:</b> Designs yet to be forwarded to GCC for comment.</p> <p><b>10/5/2022:</b> No funding announced by Ministers office at this stage.</p> <p><b>27/05/2022:</b> Designs yet to be forwarded to GCC</p> <p><b>14/06/2022:</b> Letter to be sent to Member for Murray to seek an update from TfNSW.</p> <p><b>25/06/2022:</b> Letter sent by Council's General Manager to Member for Murray seeking correspondence be sent from her office to TfNSW for an update.</p> <p><b>9/08/2022:</b> Still no funding source.</p> <p><b>11/10/2022:</b> Designs still outstanding from TfNSW.</p>
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				<p>No funding.</p> <p><b>29/11/2022:</b> TfNSW update.</p> <p><b>13/12/2022:</b> For update by TfNSW.</p> <p><b>14/02/2023:</b> No change. No funding.</p>
8 June 2021	<b>Hanwood Shared Path</b>	<p>Mr Balind has been contacted by a farmer and has seen correspondence from the Heavy Vehicle inspectors regarding the new shared path refuge in Hanwood. He enquired if there were any plans for restrictions being placed on restricted access vehicle maps regarding the width of the road in that area and noted that Council's initial designs only involved the median refuge and not the external blisters which narrow the road further. Mr Balind to forward the emails from TfNSW regarding the project to Mr Minehan for further clarification.</p>	TfNSW	<p><b>30/06/2021:</b> Email chain sent to TfNSW.</p> <p><b>13/07/2021:</b> TfNSW and Council to meet on site to inspect.</p> <p><b>26/07/2021:</b> Emails sent to TfNSW 26/07/2021</p> <p><b>31/08/2021:</b> Site inspection delayed due to Covid.</p> <p><b>30/09/2021:</b> Update pending from TfNSW representative.</p> <p><b>01/11/2021:</b> Matter with TfNSW.</p> <p><b>10/11/2021:</b> TfNSW advised further assessment of the pedestrian refuge will be conducted with the potential for widening.</p> <p><b>18/01/2022:</b> Awaiting TfNSW.</p> <p><b>15/02/2022:</b> Awaiting information from TfNSW Design Team as there will be an impact on the pavement.</p> <p><b>02/05/2022:</b> Outstanding</p>

				<p><b>24/05/2022:</b> Email sent to TfNSW representative on behalf of Member for Murray's representative seeking update.</p> <p><b>14/06/2022:</b> TfNSW seeking funding stream for potential treatment</p> <p><b>25/06/2022:</b> Letter sent by Council's General Manager to Member for Murray seeking correspondence be sent from her office to TfNSW for an update.</p> <p><b>13/09/2022:</b> Needs funding.</p> <p><b>11/10/2022:</b> Letters from Hon Wes Fang and Sam Faraway via Ms Dalton's office discussed whereby Transport to provide response on the issue to Council.</p> <p><b>28/11/2022:</b> TfNSW update.</p> <p><b>17/01/2023:</b> Update from TfNSW outstanding.</p> <p><b>14/02/2023:</b> No change. No funding.</p>
9 March 2021	<b>Rumble Strips Intersection Boorga Road / Jones Road</b>	Mr Balind advised he has been asked to review the intersection Boorga Road and Jones Road where the causeway is currently being upgraded. Due to safety concerns, there was a suggestion to implement rumble strips on the Jones Road approach to Boorga Road as well as reinstate the ones on the Beelbangera Road / Myall Park Road intersection. A further report regarding this will be presented to the next Committee	Greg Balind TfNSW	<p><b>30/03/2021:</b> Report submitted for April Transport Committee meeting prior to being presented to Traffic Committee.</p> <p><b>27/05/2021:</b> Report pending outcomes of classifier data.</p>

		meeting.	<p><b>01/09/2021:</b> Report pending for discussion at next face to face meeting.</p> <p><b>12/10/2021:</b> Awaiting speed zone review from TfNSW before progression.</p> <p><b>15/02/2022:</b> Awaiting Speed Zone review from Rifle Range Road. Mr Balind advised there have been 2 cross traffic crashes at the site in the past 3 weeks.</p> <p><b>23/03/2022:</b> Further 2 vehicle crash reported 19/03/2022.</p> <p><b>10/5/2022:</b> Advanced signs to be installed.</p> <p><b>14/06/2022:</b> Sign concepts to be sent to TfNSW.</p> <p><b>20/07/2022:</b> Concepts outstanding.</p> <p><b>30/08/2022:</b> Concepts outstanding.</p> <p><b>10/10/2022:</b> Concepts forwarded to TfNSW.</p> <p><b>29/11/2022:</b> TfNSW update.</p> <p><b>17/01/2023:</b> Response from TfNSW outstanding.</p>
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