

Traffic Committee



AGENDA

DATE OF MEETING: 10 August 2026

LOCATION: Committee Rooms

TIME: 2.30pm

Statement of Ethical Obligations

The Mayor and Councillors are reminded that they remain bound by the Oath/Affirmation of Office made at the start of the council term to undertake their civic duties in the best interests of the people of Fairfield City and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

The Mayor and Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with the Code of Conduct and Code of Meeting Practice.

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ITEM	SUBJECT	PAGE
-	APOLOGIES AND REASONS ACCEPTED	
-	CONFIRMATION OF MINUTES	
-	CONFLICT OF INTEREST	

SECTION A

‘Matters referred to Council for its decision’

There are no reports submitted for this section.

SECTION B

‘Matters submitted to the Committee for decision subject to the right of referral’

21:	<u>Tien Hau Temple Mazu Parade - Street Procession 2026</u> File Number: 13/05923	4
22:	<u>Pevensey Street and Phelps Street Canley Vale - 2-hour Parking Restriction</u> File Number: 15/16329	17
23:	<u>The Boulevarde Fairfield Heights - Traffic Investigation</u> File Number: 12/02462	31

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SECTION B

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

TRAFFIC COMMITTEE

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Item Number. 21

SUBJECT: Tien Hau Temple Mazu Parade - Street Procession 2026

FILE NUMBER: 13/05923

PREVIOUS ITEMS: 18 - Tien Hau Temple Mazu Parade - Street Procession 2025 - Traffic Committee - 11 Aug 2025

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The temporary moving road closure for the Tien Hau Temple Mazu Parade – Street Procession (Street Procession) between Tien Hau Temple (124-128 Railway Parade Canley Vale) and Cabramatta Freedom Plaza be classified as a ‘Class 3’ event under the Transport for NSW Guide to Traffic and Transport Management for Special Events (November 2025 – Version 4.1).
2. The Street Procession between Tien Hau Temple and Cabramatta Freedom Plaza on Saturday 17 October 2026 (between 9.00am–10.30am and between 2.00pm–3.30pm) be approved subject to the following conditions:
 - 2.1 All conditions set by NSW Police are met and a copy of the approval be forwarded to Council’s Traffic and Transport Branch.
 - 2.2 A clear passage for emergency vehicles be provided and the Applicant takes all reasonable steps to minimise inconvenience to pedestrians and vehicular traffic.
 - 2.3 All emergency vehicle providers, local bus companies and NSW Taxi Council be notified of the event.
 - 2.4 The event organiser must obtain Road Occupancy Licences from the Transport Management Centre for the temporary road closures within 100m of traffic control signals.
 - 2.5 The Applicant must notify the affected residents and businesses at least 2 weeks prior to the event through ethnic newspapers, advertisements and letterbox drops. A copy of the notification and advertisements be submitted to Council’s Traffic and Transport Branch.
 - 2.6 The site be left in a tidy condition after the event.

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

2.8 Council be indemnified against all claims for damage or injury which may result from conducting the event. A valid Public Liability Insurance of twenty million dollars (\$20,000,000.00) is required to be submitted to Council's Commercial Insurance Branch.

3. Mr Henry Wu, the Event Organiser, be advised of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ↓	Street Procession Details- 2026 Mazu Parade	7 Pages
AT-B ↓	Procession Route	1 Page

CITY PLAN

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

SUMMARY

The NSW Indo-China Chinese Association Incorporated and NSW Indo Chinese Tien Hau Temple Incorporated conduct the annual Global Mazu Pilgrimage and Double Ninth Festival Street procession from the Tien Hau Temple to Freedom Plaza and back - known as the Tien Hau Temple Mazu Parade (Street Procession).

The Street Procession (temporary moving road closure) has been held in prior years with no incidents reported to Council. The Street Procession on Saturday 17 October 2026 is recommended for approval.

Background

The representatives of Tien Hau Temple at 124-128 Railway Parade have requested to hold a Street Procession celebrating Global Mazu Pilgrimage and Double Ninth Festival on Saturday 17 October 2026.

The route is from the Temple to Cabramatta Freedom Plaza between 9.00am and 10.30am and the return journey would occur between 2.00pm and 3.30pm.

The Street Procession commences at the temple at 9.00am and heads south along the Western footpath of Railway Parade to Cabramatta Freedom Plaza by 10.30am via Railway Parade, Cabravale Memorial Park and Park Road as shown in Figure 1 below.

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Figure 1: Procession Route for Tien Hau Temple Mazu Parade

The procession is expected to arrive at Freedom Plaza at 10.30am with a gathering at Freedom Plaza for Mazu worship, lion dancing and other activities. The Street Procession leaves Freedom Plaza at 2.00pm to return to the temple where the event is expected to end at 3.30pm.

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Approximately 250 people are expected to participate in the parade and a total of 500 people are expected to attend the event in Freedom Plaza. As such, a temporary moving road closure will be in place along the Street Procession route.

The Street Procession is classified as a 'Class 3' event under the Transport for NSW Guide to Traffic and Transport Management for Special Events and will be under the control of Fairfield City Police Area Command.

Event Classification

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

	Event Activities
Impact on traffic and transport network	The event is on a Saturday with minor impact on traffic and transport expected due to the temporary moving road closure.
Disruption to non-event community	Minor disruption is expected.
Takes place on a road or in a venue/precinct	The march occurs on a local road under the care and control of Council.
Impacts on traffic signals. - A TfNSW Road Occupancy Licence (ROL) application is required	The march moves through the signalised intersection of Bartley Street and Railway Parade and the signalised intersection of Park Road and Hughes Street, which is under the control of Transport for New South Wales. The impact is considered to be minor due to the momentary closure of the signalised intersection. A TfNSW Road Occupancy Licence (ROL) application is required from Transport Management Centre (TMC).
Notification of impacts on the traffic network	Notification to neighbours along the route is required by letter prior to the event by the event organisers and Council has advertised the procession on its website.
Traffic Committee involvement	Proposed march is to be approved by the Fairfield City Council Traffic Committee.
Event planning and delivery includes NSW Police, TfNSW, Transport Management Centre (TMC) and Council	Event planning includes Council (temporary road closure), NSW Police Force (event management and security) and TMC (ROL required for Bartley/Railway and Park Road/Hughes Street intersection).

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The following approvals are required for the event to occur:

- The temporary moving road closure of the nominated roads, requiring Council's approval as the Road Manager.
- TMC approval is required for a ROL (as traffic control signals are within the procession route).
- NSW Police approval for the public assembly.
- Council approval to conduct the event in Freedom Plaza

Consultation & Timing

The proposal was advertised on Council's website starting 13 April 2026 to 26 April 2026 for a period of 14 days.

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

Council has received no objections for this proposal.

CONCLUSION

It is recommended that the temporary moving road closure for the Street Procession between Tien Hau Temple (124-128 Railway Parade Canley Vale) and Cabramatta Freedom Plaza to be held on Saturday 17 October 2026 (between 9.00am–10.30am and between 2.00pm–3.30pm) be approved subject to the conditions as outlined in the Recommendation of the report.

The event is organised by the NSW Indo-China Chinese Association for the Global Mazu Pilgrimage and Double Ninth Festival event.

Gaurab Ghimire
Professional Engineer (Traffic)

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

Traffic Committee - 10 August 2026

File Name: **TRA10082026_1.DOCX**

***** END OF ITEM 21 *****



紐省越棉寮華人聯誼會

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The Global Mazu Pilgrimage & Double Ninth Festival

Honoured by UNESCO
Ranked Among World's Top 3 Religious Festivals

For October 17th 2026



By
Henry Wu

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1. Introduction

The applicant, Mr. Henry Wu, is submitting this Pilgrimage plan on behalf of the NSW Indo-China Chinese Association Inc. and the NSW Indo-Chinese Tien Hau Temple Inc. The proposed community activity will utilise designated sections of public roads from Canley Vale to Cabramatta, and community land at Freedom Plaza, Cabramatta, within the Fairfield City Council local government area.

The event features a Pilgrimage celebrating Mazu (Goddess of the Sea) ascension and the Lunar Double Ninth for respecting seniors' day. As a cornerstone of the annual Mazu Festival, the pilgrimage involves not only the formal procession but also the participation of local communities. The Mazu pilgrimage is recognized as a UNESCO Intangible Cultural Heritage and is seen as a way to strengthen faith, preserve cultural traditions.

The event aims to promote peace and harmony, especially in Indo-China Pacific Region, cultural heritage, social cohesion, multicultural engagement, and local economic opportunities for both businesses and residents.



2. Planning

➤ Objective

- Celebrate Mazu and the Double Ninth Festival (Chongyang/Senior Citizens' Festival)
- Foster mutual understanding between Chinese and Australian communities.
- Enhance recognition of the Tien Hau Temple within Australia's multicultural society.

➤ Cultural Background

• Mazu Ascension Day

Mazu, revered as the Goddess of the Sea, is a central figure in Chinese mythology and coastal worship. Also known as Ma-Zu, A Ma, Tian Hou, Motherly Matriarch, Daughter of the Dragon, and Empress of Heaven, she is believed to have been born as Lin Mo Niang in 960 AD during the Song Dynasty. Her veneration is especially prominent along China's eastern and southern coasts and has spread globally with the Chinese diaspora, particularly among communities involved in maritime activities and migration.



Centered around the worship of Mazu, the Mazu Pilgrimage is a major religious festival. Traditionally observed in coastal regions of China, Japan, Korea, Taiwan, and Southeast Asia, it typically features a multi-day procession where a statue of Mazu is carried between temples. These events draw vast crowds of devotees and spectators. Today, with over 5,000 Mazu temples worldwide and more than 250 million adherents, grand-scale pilgrimages continue to be held across these regions.

• Double Ninth Festival

Celebrated on the ninth day of the ninth lunar month, the Double Ninth Festival, also known as Chongyang Festival or Senior Citizens Day, honors the elderly, symbolizing safety and longevity. Traditional activities include kite flying, making flower cakes, and family reunions, particularly welcoming married daughters home.

➤ Event Overview



The procession of pilgrimage

This is the Fifth iteration of the parade (previously held 2019, 2022, 2023, 2024, 2025)

In February 2024, as part of the Lunar New Year Festival, the procession extended beyond Cabramatta in partnership with the Rhodes Multicultural Community Association Inc., marking a unique event in the Southern Hemisphere. Mazu's culture promotes peace, harmony, and prosperity locally and regionally.

➤ Theme and Name

The procession's theme is **"Promoting Peace & Harmony, Inheriting Virtues, Doing Good Deeds & Merits, and Spreading Love & Compassion"** will guide the event from Tien Hau Temple to Freedom Plaza, featuring performances at designated intersections. A 4-hour concluding ceremony at Freedom Plaza will include VIPs, local authorities, community and business leaders, parade participants, committee members, and temple representatives.



➤ Schedule & Logistics

- * Date and Time (Bump in and out + stage and Marquees)
 - Parade day: Saturday, 17th October 2026
 - Assembly: 9:00 AM at Tien Hau Temple (124-128 Railway Pde, Canley Vale) concludes at 3:30 PM.
 - Public Viewing: 10:00 AM – 2:00 PM
 - Conclusion: 3:30 PM (Mazu returning ceremony at temple)
 - Note: Corresponds to 8th day, 9th Luna Month (2026)

➤ Site Operations:

- Setup: Begins Friday, 16 October PM
- Pack-down: Commences Sunday, 18 October after 3:30 PM
- Stage: 7.2m (W) × 5.4m (D) × 0.6m (H) with 10m×9m canopy
- Marquee: 6m×21m (200-seat capacity)
- AV System: 24-channel mixer, 2×450W speakers

3. Organizing

Coordination

Liaison with:

- Fairfield City Council (Major Events Manager)
- NSW Police (permits/security)
- GM Group Services (3 security personnel)
- Local/federal representatives
- NSW St John Ambulance



Note: No food stalls or amusement activities planned.

Finance Committee

- Director: **Henry Wu (President)**
- Treasurer: **Mo Ching**
- Executive President: **Lili Cheng**
Responsibilities: Fundraising, sponsorship, non-cash donations

4. Operations

The organizing team will plan parade patrols, supervision, entertainment bookings, and ensure program diversity, featuring martial arts and lion dance groups.

Key Arrangements

- **Parking:**
 - **Temple:** Canley Vale multi-level (164 spaces); Richards on the Park rear
 - **Freedom Plaza:** Cabramatta multi-level Dutton Lane (991+ spaces); Fisher Street (172 spaces)
- **Advertising:** Posters, Chinese radio, local/Chinese newspapers
- **Entertainment:** Martial arts and lion dance performances at designated intersections/Freedom Plaza
- **Music:** Full copyright compliance

Parade Route & Timing

- 9:00 AM: Departs Tien Hau Temple
- 10:30 AM: Arrives Freedom Plaza (via John St, Cabramatta CBD)
- 10:30 AM – 2:00 PM: Ceremonies & performances
- 2:00 PM: Returns to temple (reverse route)
- 3:30 PM: Mazu returning ceremony concludes event

5. Risk Management & Compliance

- Risk assessment submitted to Fairfield Council and NSW Police
- Public liability insurance covered by NSW Indo-China Chinese Association Inc. & NSW Indo Chinese Tien Hau Temple
- Dedicated staff: VIP coordinators, police liaison, first aid/logistics

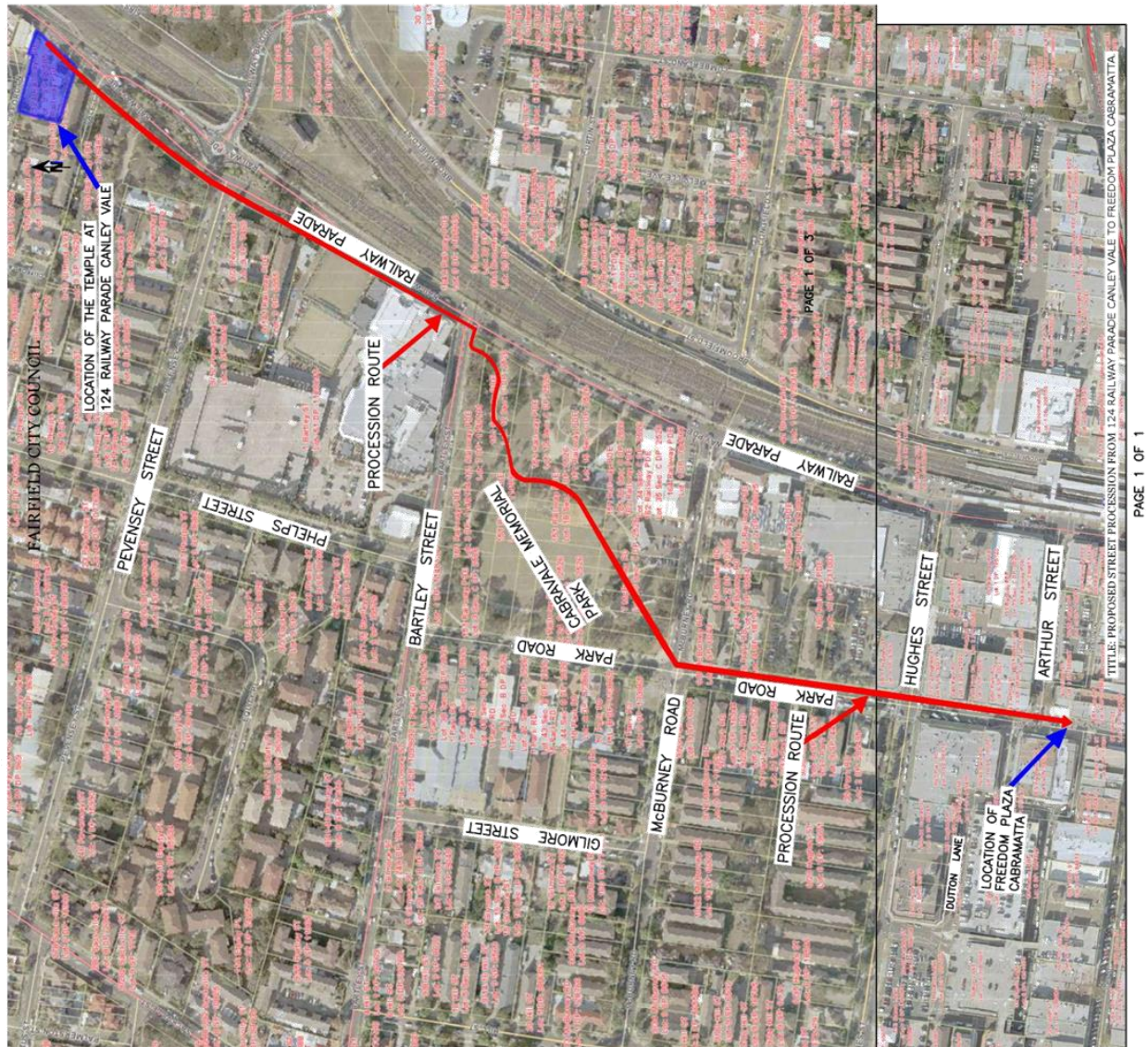
6. Resource Allocation

- Office: Railway Parade, Canley Vale
- Crowd Estimate: 500+ attendees; 200-250 parade participants
- Post-Event: Impact analysis summary

7. Conclusion

The combined festival of Mazu Ascension and Double Ninth for Seniors, celebrates cultural heritage, promotes peace & harmony, and strengthens community bonds. We are committed to minimising environmental impacts and ensuring a memorable event. All necessary environmental and social impact mitigations are prioritized.





TRAFFIC COMMITTEE

Meeting Date 10 August 2026

Item Number. 22

SUBJECT: Pevensey Street and Phelps Street Canley Vale - 2-hour Parking Restriction

FILE NUMBER: 15/16329

PREVIOUS ITEMS: 20 - Pevensey Street, Phelps Street and Bartley Street Canley Vale - Proposed 2-hour Parking Restriction - Traffic Committee - 01 Jun 2026

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restrictions on southern side of Pevensey Street (between Phelps Street and Railway Parade) and Phelps Street Canley Vale, as shown in Option 2 in Attachment A be approved.
 2. The affected stakeholders including Council's Community Regulatory Services Branch be notified of the Committee's decision.
-

SUPPORTING DOCUMENTS:

AT-A [!\[\]\(6a9b39b98eb945faa14c645ec99e4eaa_img.jpg\)](#) Pevensey Street and Phelps Street Canley Vale - Proposed Parking Restrictions Options 4 Pages

CITY PLAN

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

SUMMARY

As part of managing turnover of on-street parking spaces near Canley Vale Town Centre, a proposal for 2P on-street parking within the precinct bounded by Pevensey Street, Bartley Street, Railway Parade and Canley Vale Road Canley Vale was developed.

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At the June 2026 Traffic Committee meeting it was resolved to consult on the proposal for 2P parking to be implemented in Phelps and Pevensey Street Canley Vale. This report provides the results of the consultation undertaken.

The consultation raised the following issues:

- Removes parking for residents with no alternate provided - doesn't benefit residents.
- No practical alternative for residents, especially with multiple vehicles at a residence.
- Creates confusion (where residents don't understand signs).
- Enforces visitors and commuters paying for parking.
- Affects staff parking at the childcare centre in Pevensey Street.
- Requests to implement a resident parking scheme.

Based on feedback during consultation, alternate options were developed. Option 2 provides:

- 2P on Phelps Street.
- 2P on the southern side of Pevensey Street.
- Unrestricted parking and 15minute parking retained on the northern side.

Option 2 is recommended for adoption.

Background

A review of parking conditions to better support town centre activity was undertaken. Parking can overflow into adjacent public roads when limited off-street parking is provided within an existing development or where centralised parking stations do not meet all demands.

Parking demands for the area of interest arise from:

- Shopping and business activity – stays range from 15 mins through to 3+ hours depending on the activity and number of premises visited. Restaurant trade in the evenings can cause more intensive demand but is partially offset by other businesses being closed.
- Staff parking – typically all-day parking from opening to close with some shorter shift work (restaurants for example).
- Residential parking – overnight parking by residents, daytime parking for residents (some all day and some for shorter periods) and parking for visitors.
- Commuter parking – workers catching the train to other destinations in Sydney (park all day).

Parking along Canley Vale Road, adjacent to the town centre, is restricted to short stay parking (2P or shorter) and provides for bus stops. Servicing generally occurs from the rear of premises.

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The other nearby significant traffic generators are:

- Cabravale Diggers community club and hotel – generally peak demand is in the evenings with the potential for some spill over into adjacent streets.
- Canley Vale Public School – strong demand for parking during the after school pick up period – normally short stay parking.
- Adams Park – demand on evenings for training and game days on the weekends.
- Cabramatta Town Centre – short stay parking restrictions near the centre push long stay parkers north of Bartley Street (residents, commuters, centre staff and for visits longer than 2 hours).

Part of the role of a road authority is to manage use of the road carriageway. Roads are mainly provided to ensure the movement of people and goods with parking as a secondary use when traffic demands allow the kerb to be used.

Where parking can occur, a road authority may respond to the competing demands in a locality and determine the balance of parking restrictions to be provided ie. have a greater emphasis on short stay restrictions to facilitate business and visitors to an area.

EXISTING PARKING PROVISION

Within the area of interest, there are existing parking restrictions as follows:

- A '1/4P 7.00am-10.00am 3.00pm-6.00pm Mon-Fri' restriction is provided at 1-3 Pevensey Street to assist the drop off and pick up for the Canley Vale Early Learning Centre. This is proposed to be retained.
- A '4P 8.00am-4.00pm Mon-Fri' restriction is provided across the northern frontage of Cabravale Diggers on Pevensey Street.
- A '1/4P 7.00am-6.00pm Mon-Fri' restriction is provided at 6-8 Phelps Street to assist the drop off and pick up for the ACDMA Childcare and Preschool. This is proposed to be retained.
- '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restriction is provided on the western side of Phelps Street at the intersection with Canley Vale Road. This caters for the school traffic and visits to the town centre.

The 4P parking in Pevensey Street is approximately a 5-6 minute walk to the edge of Canley Vale Town Centre.

The available parking supply for Canley Vale Town Centre comprises:

- A multi-storey commuter car park with 184 spaces, of which 97 spaces are dedicated to commuter use and the remaining restricted to '2P 7:00am-6:30pm Mon-Fri'.
- 1P parking on Clifford Lane.
- 4P parking on Westacott Lane.
- 2P parking on Canley Vale Road.
- 2P and unrestricted parking in Pevensey Street extension into Adam Park.
- 2P and unrestricted parking in Adams Park car park.

Eligibility for Resident Permit Parking

Residential parking permits help to improve amenity for residents and other specific categories of users in locations where there is insufficient off-street parking and where on-street parking is restricted.

Council has not introduced residential parking permit schemes in the Fairfield Local Government Area. Such schemes incur administration costs, eligibility criteria, enforcement demands and limit parking for other demands.

Transport for NSW's (TfNSW) Permit Parking Guidelines provide the main eligibility criteria for a permit parking permit are:

- There must be high demand for parking in the area;
- There is inadequate off-street parking and no potential to modify premises or create off-street parking in the area; and
- There is little or no unrestricted on-street parking close by (generally within a 10+ minute walk).

There are off-street parking spaces available for residents along with unrestricted on-street parking located within a 4-5 minute walk at this location.

Residential Permit Parking is not recommended.

Consultation Results

Council sent out consultation letters to affected residents regarding the proposed parking restrictions on Pevensy Street (between Phelps Street and Railway Parade) and Phelps Street which allowed 2 weeks for residents to provide feedback from 15 June 2026 to 29 June 2026.

The proposal is shown in Figure 1.

During the consultation, residents advised that they do not support the installation of 2-hour parking restrictions in the area unless a residents parking permit scheme is provided. Objections to the time-limited parking without a resident parking permit in residential areas indicate residents' difficulty in finding parking due their property location and competing users. The issue is often made worse by households owning multiple vehicles.

Council received 11 objections for the proposed 2-hour parking restriction.

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Figure 1: Existing and Proposed Restriction plan at Pevensy Street and Phelps Street Canley Vale sent for consultation

Residents/Businesses	Support or Object	Resident's Issue
Resident 1 (H.N. 2 Pevensy Street)	Object	The parking restrictions will create congestion and safety issues. The signs may create confusion to the residents who do not have good English background. The proposal is unnecessary change with no benefits to the street community.
Resident 2 (H.N. 1/141 Railway Parade)	Object	Cabramatta and Canley Vale are known for its problematic parking infrastructure. Implementing restrictions without first providing alternative parking solutions or expanded public transport options is putting the cart before the horse. Forcing local workers or commuters to pay for parking or face heavy parking fines just to go to work or visit family, places an unfair and unnecessary financial burden on people. This blanket policy unfairly penalises residents and caregivers while failing to solve the root issue of public parking infrastructure.

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Residents/Businesses	Support or Object	Resident's Issue
Resident 3 (H.N. 9/12 Pevensey Street)	Object	The proposed restrictions may create unnecessary hardship for residents who have no practical alternative parking options. This places residents in an unfair position where they risk receiving fines for unavoidable parking breaches or are forced to reconsider vehicle ownership altogether.
Resident 4 (H.N. 2/11 Pevensey Street)	Object	The area is a high-density residential area where most households have more than one vehicle and in many cases, there isn't enough off-street parking to accommodate them all. Also, the resident should be eligible for an unrestricted residential parking permit.
Resident 5 (H.N. 24 Phelps Street)	Object	The residents should be provided with residents parking permits should 2-hour parking restrictions be imposed.
Resident 6, 7 & 8 (H.N. 18 Phelps Street, 23 Phelps Street and 23A Phelps Street)	Object	My household relies on parking at least one vehicle on the street most of the time, as we have 4 cars at this address. If a strict 2-hour limit is introduced without resident exemptions, I will be unable to park outside my own home during the day without constantly facing parking fines. The recent approval of Development Application (DA) of a 3-story Commercial Building on the corner of Phelps Street and Canley Vale Road will also place increased pressure on the on-street parking for Phelps and Pevensey Street. Any proposed restrictions must have an exemption for residents for this proposal to be feasible. Install "2P Resident Holders Excepted" signage and establish a residential parking permit scheme for affected Phelps and Pevensey Street residents.
Resident 9 (H.N. 27-35 Phelps Street)	Object	The proposed restriction will impact on local residents, particularly households with multiple vehicles as parking demand is already high on the street. Request to introduce resident parking permit.
Resident 10 (H.N. 2/43 Phelps Street)	Object	Residents park on-street due to the lack of parking space within the complex units. Unless parking permits are provided to the residents, asking resident to park between that time is unjustifiable.
Business 1 (H.N. 1 Pevensey Street)	Object	The proposed changes to the street parking are going to present significant challenges for the Council staff working within Canley Vale Early

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Residents/Businesses	Support or Object	Resident's Issue
		Learning Centre and within the front building which comprises of Family Day Care and Community Projects. The Early Learning Centre has 17 staff and only has 6 on-site parking spaces among which only 2 are dedicated to staff. The proposed restrictions will impact the staff providing the operations of the Early Learning Centre, Family Day Care and Community Projects.

Table 1: Result of the public consultation



Figure 2: Result of the public consultation

Consultation Response

The response to the above objections is as follows:

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Objection	Response
Residential Parking Permit Scheme	The location does not meet the criteria for a scheme to be implemented.
No benefit to residents	The allocation of parking adjacent to key transport nodes and town centres is a balance of resident, commuter, shopper, commercial, staff and visitor parking. In the outskirts of a centre, parking restrictions are typically longer in duration. This allocation is a policy decision of the relevant roads authority.
No practical alternative for residents, especially with multiple vehicles at a residence	The proposal impacts daytime use of kerbside parking. Evening and weekend parking remains unrestricted. The roads authority does not provide alternate parking for residents.
Creates confusion (where residents don't understand signs)	A requirement for obtaining a driver's licence is to understand the parking restrictions in force throughout NSW.
Enforces visitors and commuters paying for parking	Commuters and visitors make decisions on where to park based on cost, parking availability, perceive risk of enforcement and walking distance.
Affects staff parking at the childcare centre in Pevensey Street	Staff parking is a matter for the business.

Given the nature of the objections, some alternate schemes have been considered as follows:

Option 1

This is the proposal consulted with the community (Option 1 in Attachment A).

Option 2

Option 1 with the 2P restriction removed from the northern side of Pevensey Street, leaving the existing ¼P restriction in place outside the childcare centre (Option 2 in Attachment A).

This leaves approximately 19 spaces unrestricted.

This arrangement balances parking turnover by limiting parking duration to 2 hours in the restricted area, helping to improve parking availability for visitors and short-stay users. Leaving some spaces unrestricted caters to residents and other users requiring longer duration parking. This provides a balanced approach supporting both short- and long-term parking demands.

Option 3

Option 2 with the restriction on the southern side of Pevensey Street changed to 4P (Option 3 in Attachment A).

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This leaves approximately 19 spaces unrestricted and 29 spaces with the 4P restriction.

This option includes both medium-term and long-term parking, with 4P parking restrictions on 1 side and unrestricted parking on the other. This arrangement allows visitors and residents to park for extended periods in the 4P restricted area before an infringement notice is issued, while still providing unrestricted parking opportunities for longer-duration stays.

Option 4

Option 1 with the existing restrictions on the southern side of Pevensey Street retained - 4P and unrestricted spaces – instead of the proposed 2P (Option 3 in Attachment A).

This leaves 18 spaces unrestricted and 11 spaces with the 4P restriction.

This option includes both short-term and long-term parking, with 2P parking restrictions on 1 side and unrestricted parking on the other.

Option 5

The last option is to leave the existing parking restrictions in place i.e. no change.

OPTION CHOICE

Option 2 provides a balance between short-term and long-term parking, with 2P parking restrictions on 1 side and unrestricted parking on the other.

This arrangement improves parking turnover by limiting parking duration to 2 hours in the restricted area, helping to improve parking availability for visitors and short-stay users. At the same time, unrestricted parking caters to residents and other users requiring longer duration parking, providing a balanced approach that supports both short-term demand and long-term parking needs.

Accordingly, '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restrictions on southern side of Pevensey Street (between Phelps Street and Railway Parade) and Phelps Street Canley Vale as shown in Option 2 in Attachment A is recommended for approval.

CONCLUSION

The proposed '2P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restrictions on southern side of Pevensey Street (between Phelps Street and Railway Parade) and Phelps Street Canley Vale as shown in Option 2 in Attachment A be approved.

The proposal shifts the balance of parking towards serving the demands from Canley Vale Town Centre, while still maintaining some long-term parking opportunities through the provision of unrestricted parking.

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The amended proposal also assists with parking near Canley Vale Public School for the after-school pickup and short stay visits to residents and the Cabravale Diggers Club.

By retaining unrestricted parking on 1 side of the street on Pevensey Street, the proposal provides a balanced outcome that accommodates both short-term parking demand and the parking needs of residents and other long-term users.

Implementing Option 2 is recommended.

Gaurab Ghimire
Professional Engineer (Traffic)

Authorisation:

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

Traffic Committee - 10 August 2026

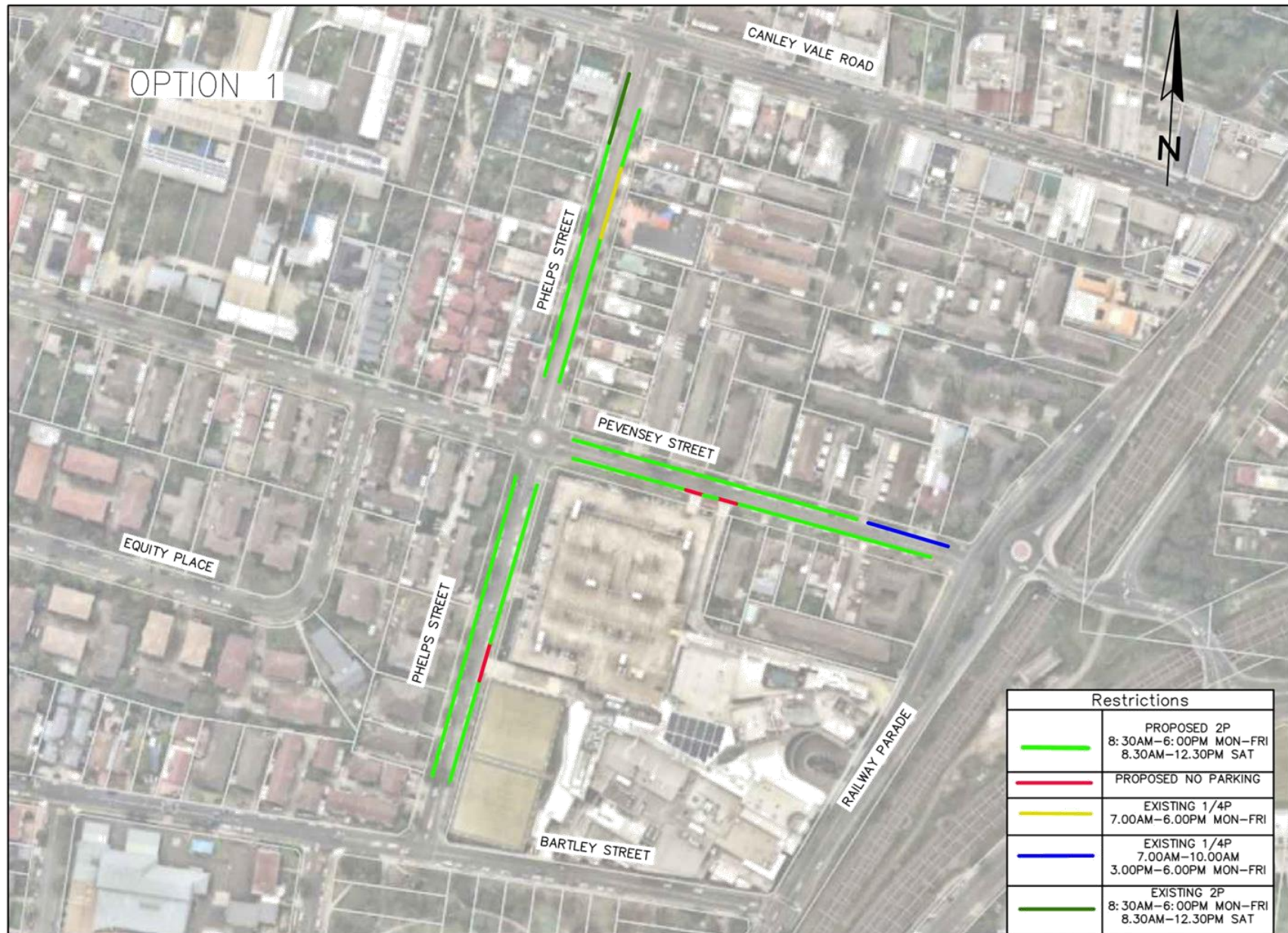
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ATTACHMENT A

Item: 22

Pevensey Street and Phelps Street Canley Vale - Proposed Parking Restrictions Options



ATTACHMENT A

Item: 22

Pevensey Street and Phelps Street Canley Vale - Proposed Parking Restrictions Options



ATTACHMENT A

Item: 22

Pevensey Street and Phelps Street Canley Vale - Proposed Parking Restrictions Options



ATTACHMENT A

Item: 22

Pevensey Street and Phelps Street Canley Vale - Proposed Parking Restrictions Options



TRAFFIC COMMITTEE

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Item Number. 23

SUBJECT: The Boulevarde Fairfield Heights - Traffic Investigation

FILE NUMBER: 12/02462

PREVIOUS ITEMS: 15 - The Boulevarde Fairfield Heights - Traffic Investigation - Traffic Committee - 13 Apr 2026

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. Consultation on Option 7 - Peak hour parking restrictions on The Boulevarde Fairfield Heights as outlined in the report, be undertaken with the affected stakeholders.
 2. A report be provided to the Traffic Committee on the results of the consultation.
-

SUPPORTING DOCUMENTS:

AT-A [↓](#) Option 2 - Roundabout at The Boulevarde and Stanbrook Street 14 Pages

CITY PLAN

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

SUMMARY

At the April 2026 Traffic Committee meeting, the Traffic Committee considered a report (Item 15) on the options to improve traffic flow along The Boulevarde and to investigate an option to facilitate a right-turn bay on Stanbrook Street at The Boulevarde Fairfield Heights.

Several options were investigated to improve traffic flow at the intersection of Stanbrook Street and The Boulevarde.

Of these, the separation of through traffic from right-turning traffic, either by restricting parking by allowing use of the parking lane or by providing a dedicated right-turn bay, was identified as the preferred option. This arrangement improves traffic flow, reduces delays and enhances overall intersection performance in a targeted and practical manner.

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Option 7 has been recommended – application of peak hour restrictions in The Boulevarde and pulling the give way line in Stanbrook Street forward slightly. The proposal does remove kerbside parking.

The balance lies in keeping main street parking and maintaining minor delays for motorists passing through the intersection or removing parking to improve slightly operation of the intersection.

Background

At the April 2026 Traffic Committee, a report on the options explored to improve traffic flow along The Boulevarde was considered. Further investigation was requested to explore options to facilitate right-turn movements at Stanbrook Street and The Boulevarde Fairfield Heights.

One of the concerns is delays exiting Stanbrook Street onto The Boulevarde. Right turning vehicles are required to give way to all traffic on The Boulevarde and, as there is capacity for 1 vehicle to queue at The Boulevarde, cars behind a right turning vehicle can be delayed periodically.

The existing arrangements along The Boulevarde cater for:

- Pedestrian crossings at regular intervals to provide crossing points for pedestrian movements
- Single through traffic lane in both directions
- On-street parking maximised while catering for bus stops

The road authority determines the priority assigned to pedestrians, buses, servicing, through traffic, turning bays and parking. These may change over time as traffic demands and conditions change.

One of the concerns is delays exiting Stanbrook Street onto The Boulevarde. Right turning vehicles are required to give way to all traffic on The Boulevarde and, as there is capacity for 1 vehicle to queue at The Boulevarde, cars behind a right turning vehicle can be delayed from time to time.

Discussion

The Boulevarde functions as a collector road from Avenel Street to Brenan Street. The role of a collector road is to carry through traffic.

Fairfield Heights shopping centre is located on The Boulevarde between Camden Street and Polding Street. The main shopping area is signposted as a High Pedestrian Activity Area with a speed limit of 40km/h. The collector road does create conflicts within the shopping centre with local and through traffic demands.

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The Boulevarde carries approximately 12,000 vehicles per day. Localised congestion, particularly during peak periods, occurs. This congestion can occur at 1 of the marked pedestrian crossings, vehicles waiting to turn right off The Boulevarde, or vehicles from a side street waiting to turn onto The Boulevarde. This congestion arises from conflict between 2 traffic movements and the existing priority allocation ie. cars needing to give way to pedestrians on a marked crossing.

Stanbrook Street, between The Boulevarde and Marlborough Street, is a local road with a speed limit of 50 km/h. Stanbrook Street has average daily traffic of approximately 3,600 vehicles per day. The traffic demand to and from Stanbrook Street is for motorists to access the Woolworths car park, the pub and club and local residences.

The Boulevarde, as it passes through the town centre, has a high number of intersecting streets. Each street creates an intersection with localised impacts on through movements arising from right turns off The Boulevarde.

The largest vehicles to be catered for affects the layout of the different intersections and lane widths along The Boulevarde. The largest expected vehicles are a 19-metre long semi-trailer servicing Woolworths and the 12 metre buses along The Boulevarde.

One of the locations of concern is the operation of Stanbrook Street at The Boulevarde.

TRAFFIC @ STANBROOK STREET

Traffic counts and observations were undertaken at Stanbrook and The Boulevarde. Key information arising from the investigation are:

- Maximum of 4 vehicles queued in Stanbrook Street waiting to turn right into The Boulevarde
- Maximum of 10 vehicles queued in The Boulevarde behind a vehicle waiting to turn right into Stanbrook Street
- Queues in Stanbrook Street and The Boulevarde did not exceed 60 seconds before clearing

From site investigations it was observed the intersection of The Boulevarde and Stanbrook Street faces localised, short-term congestion issues, particularly during peak hours. This is common for a main street with shopping.

The peak queuing observed was during the weekend. Weekend travel patterns are more fragmented when compared to weekday peak period travel, resulting in stronger demand into and from the side road. The observed queuing during weekdays occurred for shorter periods than on the weekend.

The queueing is an intermittent problem and arises from the fluctuation in vehicles moving along The Boulevarde.

The queueing arises from 2 issues:

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- No space provided for a vehicle to bypass a right turning vehicle and/or
- Lack of priority to enter traffic flow along The Boulevarde.

To address the queueing (congestion), the solution needs to address changing priority for right turning vehicles or allow vehicles behind a queued vehicle to bypass the queued vehicle.

The options available are:

- Traffic control signals
- Roundabout
- Right turn bay / through lane arrangement
- Peak period parking bans

OPTIONS

The key movements generating concerns about congestion are:

- A single right turning vehicle exiting Stanbrook Street preventing other vehicles from entering The Boulevarde and
- A right turning vehicle in The Boulevarde blocking through traffic heading towards Polding Street

In looking at solutions, other considerations are:

- Pedestrian movements along and across The Boulevarde
- Bus movements along The Boulevarde
- Service vehicle access to and from Stanbrook Street and
- Parking for the centre

The options to be considered are the removal of the single lane constriction the pedestrian crossing in Stanbrook Street creates and the traffic lane arrangement in The Boulevarde to allow a right turn and a through lane.

Option 1: Traffic Signals

Traffic signals provide priority to different movements, including crossing pedestrians.

Installing traffic signals would require a broader reconsideration of the existing marked pedestrian crossing locations (as controlled pedestrian crossings are provided).

The warrant for new traffic signals is based on traffic demands, pedestrian safety and crashes. The intersection of Stanbrook Street and The Boulevarde doesn't meet the warrant.

Traffic signals would also remove car parking in the vicinity.



Figure 1: Aerial Image of the intersection of Stanbrook Street and The Boulevard

Option 2: Roundabout

A roundabout changes the priority of access into the roundabout with entering traffic giving way to the traffic within the roundabout. This changes the following:

- Right turning traffic from The Boulevard would have priority against oncoming traffic and
- Traffic entering from Stanbrook Street gives way to southbound traffic only on The Boulevard.

This is expected to improve the queueing issue identified.

This option will require the removal of approximately 13 on-street parking spaces on The Boulevard and Stanbrook Street.

One of the issues is the roundabout layout is restricted by the existing kerb lines. This impacts the ability of a 19-metre articulated vehicle to negotiate the facility within the expected road rules (see Attachment A for the swept path analysis). This would require all of the islands to be mountable, including the splitter islands on approach.

Option 3: Right-turn Bay on The Boulevard

A dedicated right-turn bay on The Boulevard, to turn into Stanbrook Street, can be provided (see Figure 2). This treatment improves traffic flow and reduces delays for through vehicles along The Boulevard, particularly during peak periods when right-turning movements can delay through traffic.

This option will require the removal of approximately 8 on-street parking spaces.

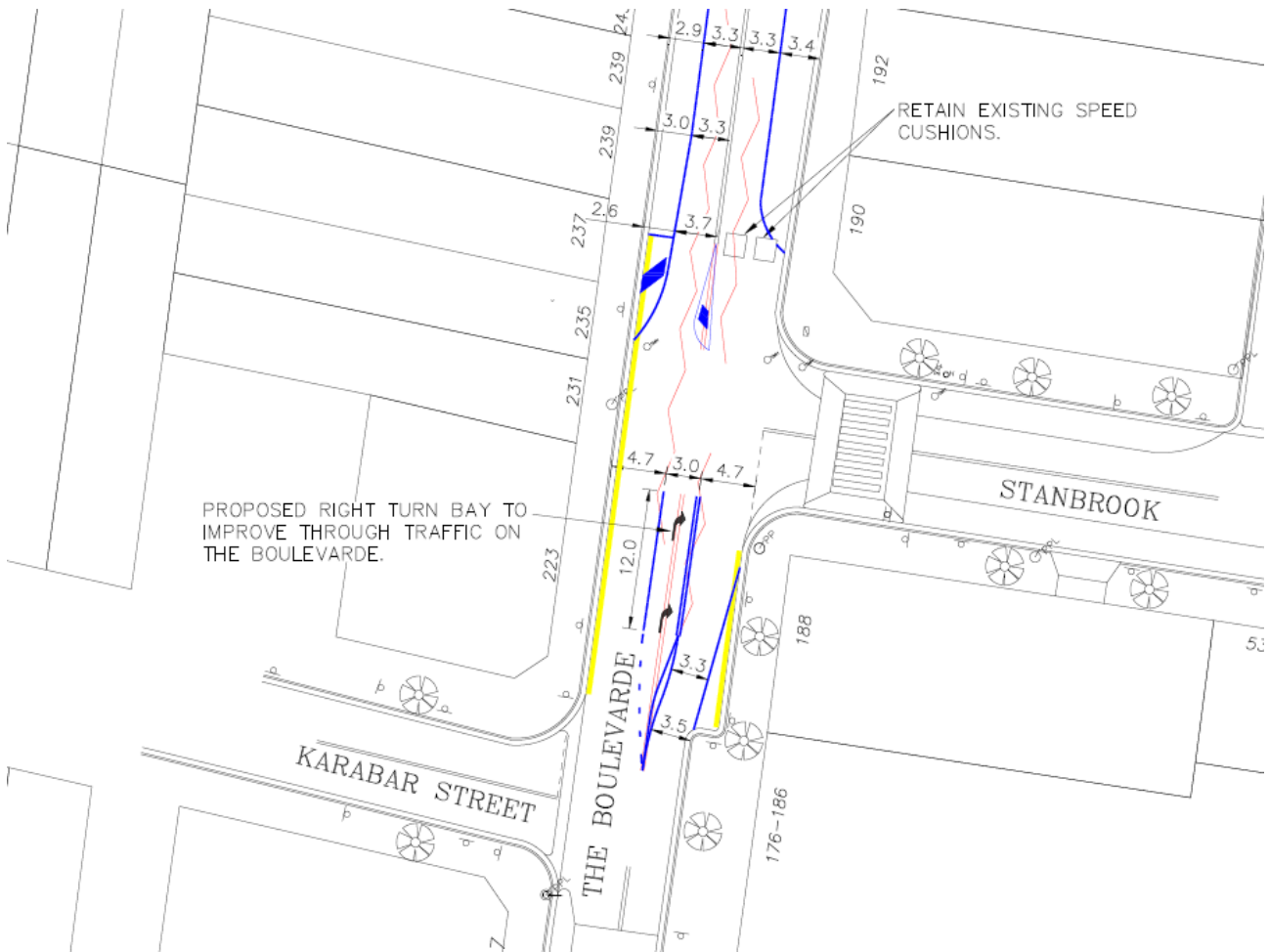


Figure 2: Concept plan for Option 3 Right Turn Bay on The Boulevard

Option 4: Two Exit Lanes on Stanbrook Street

Modifying the traffic facility in Stanbrook Street allows left turning vehicles to move around 1-2 right turn vehicles – allowing 2 exit lanes from The Boulevard (see Figure 3). While this doesn't change the priority of entry into the intersection, it does allow left turning vehicles to minimise their delay.

In order to make this change, the existing pedestrian crossing 5 metres into Stanbrook Street needs to be moved. Its closeness to The Boulevard limits the available space for vehicle queuing, preventing adequate queuing length for right and left turning vehicles. This is because 2 traffic lanes are not provided across a marked foot crossing as a vehicle queued in 1 lane may obstruct visibility of a pedestrian for a vehicle in the other lane.

The installation of a right and left turn bay at Stanbrook Street would require the relocation of the pedestrian crossing approximately another 5-6 metres from the existing location. This would allow space for 4 vehicles (2 on right-turn bay and 2 on left turn bay) to queue without encroaching on the pedestrian crossing. Additionally, pedestrian fencing would be installed to guide pedestrians to the pedestrian crossing.

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The estimated cost for relocating the raised crossing and installing pedestrian fencing is \$250-300,000.

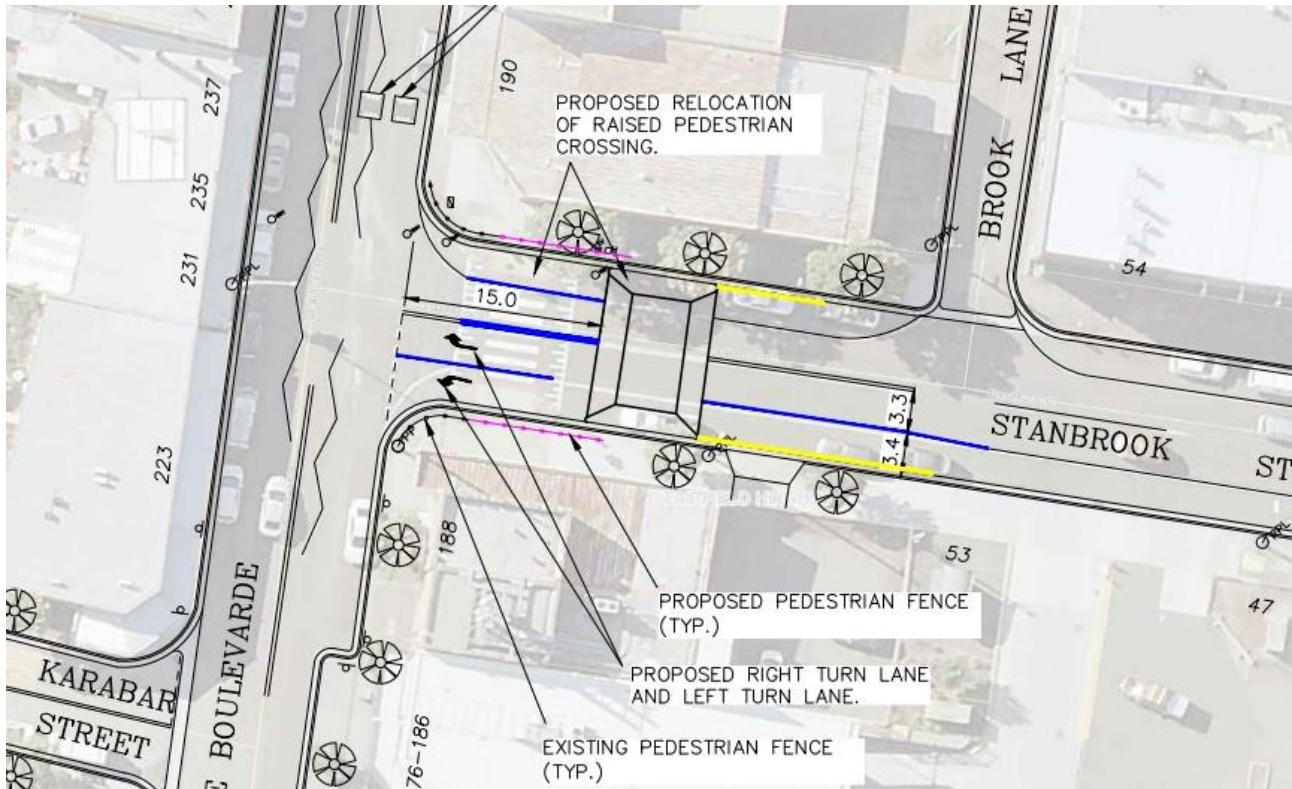


Figure 3: Concept plan for Option 4 Right and Left Turn Bay on Stanbrook Street

Option 5: Right-turn Bays on Stanbrook Street and The Boulevard

This combines Options 3 and 4 and results in providing lanes to bypass right turning vehicles on both streets ie. doesn't change priority at the intersection (see Figure 4). This reduces delays for through traffic on The Boulevard and improves queueing times for left turning vehicles out of Stanbrook Street.

The combined implementation of right-turn bay will cost approximately \$270,000.

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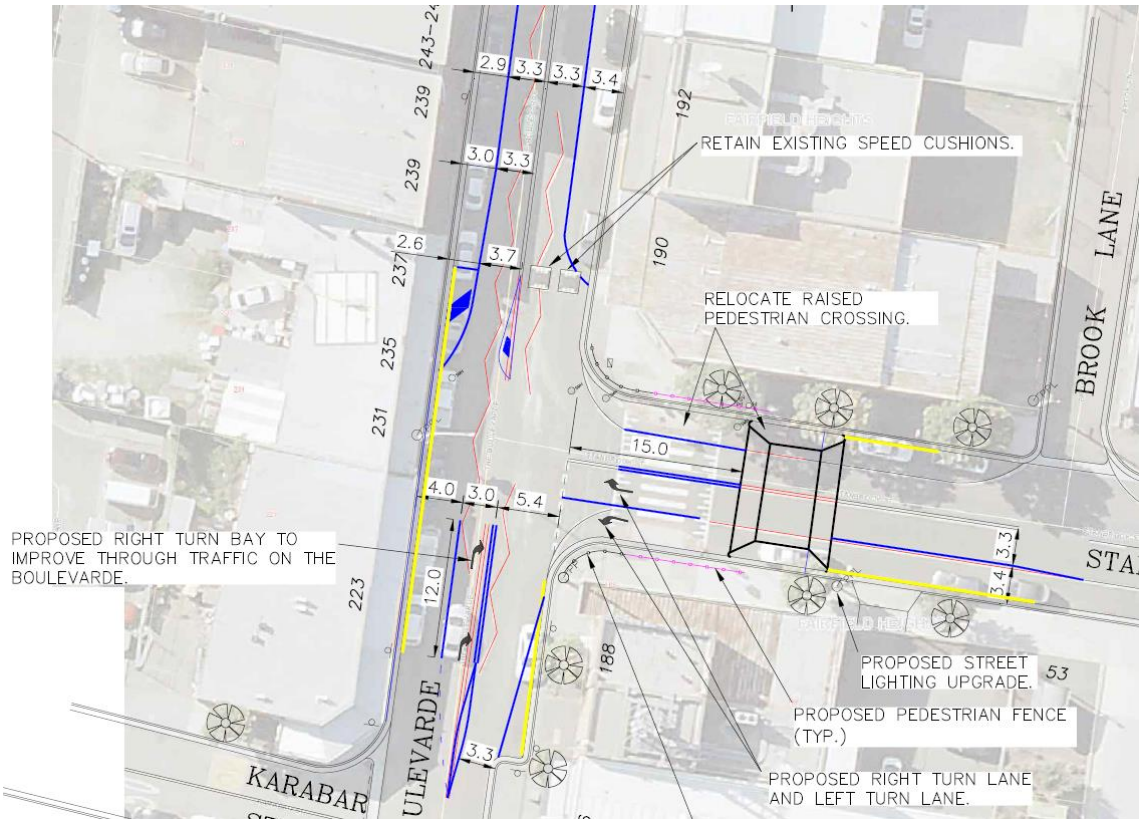


Figure 4: Concept plan for Option 5 Combined Turn Bay on The Boulevard and Stanbrook Street

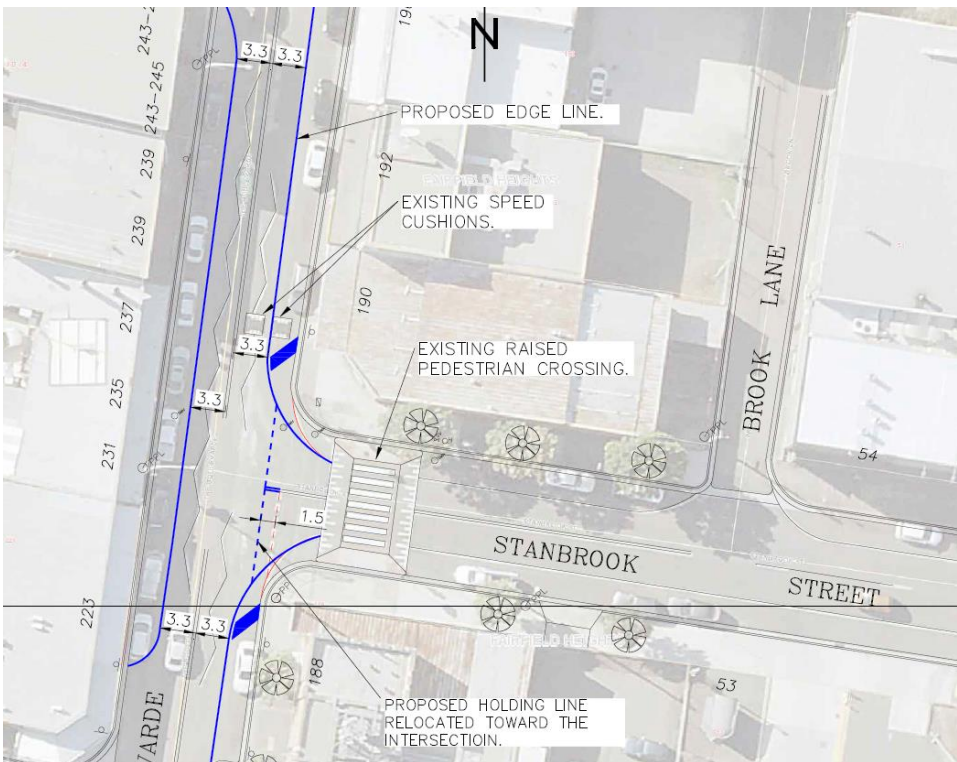


Figure 5: Concept plan for Option 6 Relocation of holding line on Stanbrook Street

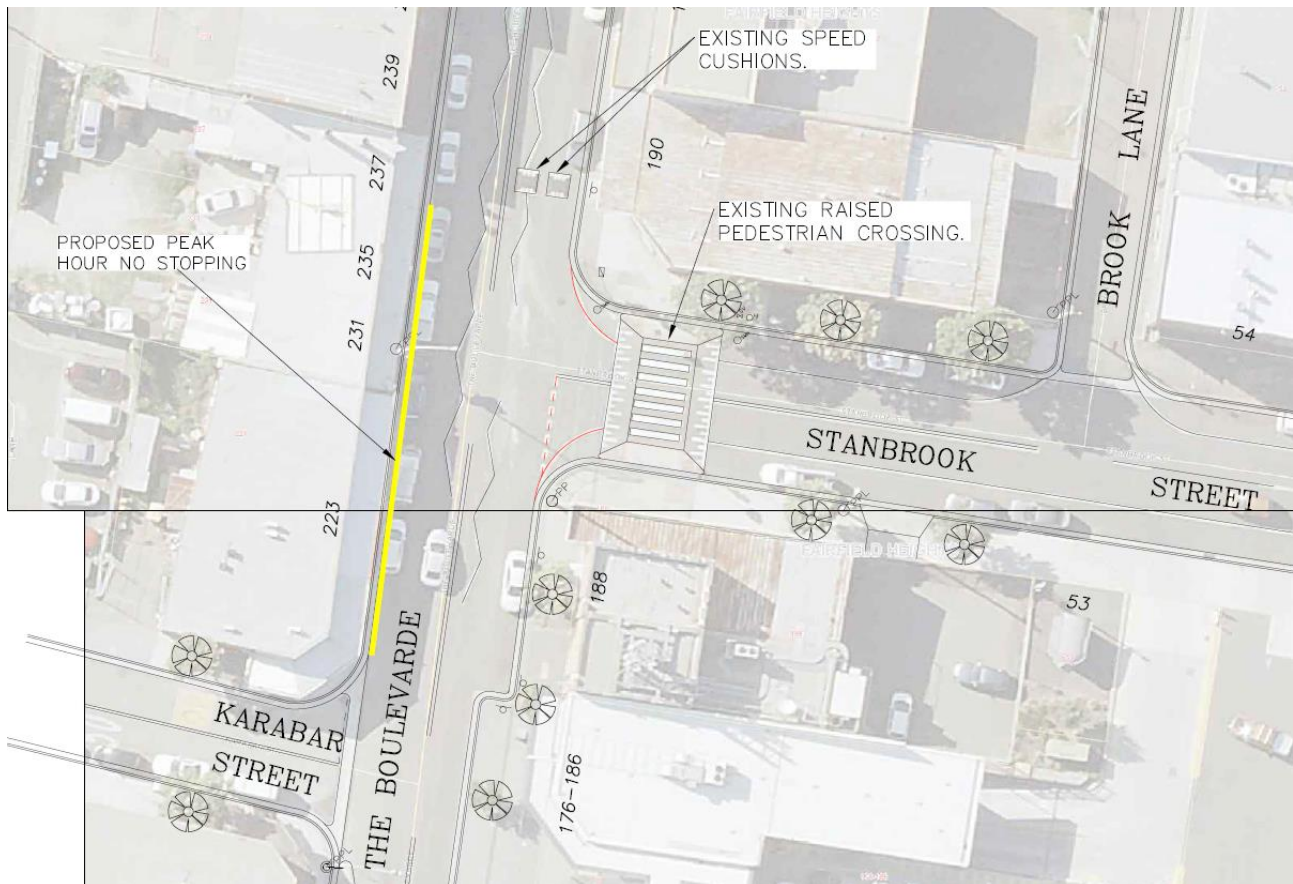


Figure 6: Concept plan for Option 7 - peak hour parking restriction

DISCUSSION

Each of the options has an impact through removal of on-street parking spaces. It is not easy to replace this parking elsewhere, although timed parking restrictions may be extended along nearby side streets (such as Kihilla and Karabar Streets). Parking in these areas are a mix of demand for residential, shopper and staff parking.

The most effective solutions for addressing the congestion are where the priority is modified – traffic signals or roundabout. The other options separate through traffic around queued vehicles but don't address the conflict between vehicles creating the delays.

The most effective option is to remove parking only during the periods where congestion is significant and allow parking during other times. If this is combined with extending the Give Way line in Stanbrook Street, this may alleviate some of the concern while minimising removal of on-street parking.

Doing nothing is also an option. The delays being experienced are not considered significant and from a benefit-cost perspective are unlikely to return a benefit on investment.

Where a preferred concept is adopted, community consultation and referral to the Local Transport Forum is required after funding is confirmed.

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CONCLUSION

A review of the 7 options was undertaken to improve traffic flow at the intersection of Stanbrook Street and The Boulevarde.

Following the assessment of the options, Option 7, peak hour parking restrictions on The Boulevarde, is the recommended option.

This option improves traffic flow, reduces delays and enhances overall intersection performance in a targeted and practical manner during the periods the restrictions are in place.

It is recommended that the Option 7 be approved and consultation proceed for the proposal.

The Do Nothing option can also be considered where the impact of the loss of parking is considered too onerous.

Gaurab Ghimire
Professional Engineer (Traffic)

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

Traffic Committee - 10 August 2026

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