

Traffic Committee



AGENDA

DATE OF MEETING: 12 October 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.

AGENDA
Traffic Committee
Meeting Date: 12 October 2026

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’

24:	<u>Mimosa Road and Quarry Road Bossley Park - Traffic Control Signals</u> File Number: 12/00486	4
25:	<u>Polding Street, Prairie Vale Road and Lily Street Wetherill Park - Intersection Review</u> File Number: 12/04634	16
26:	<u>The Boulevarde Fairfield Heights - Peak Period Parking Restrictions</u> File Number: 12/02462	27

Traffic Committee



SECTION B

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

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 24

SUBJECT: Mimosa Road and Quarry Road Bossley Park - Traffic Control Signals

FILE NUMBER: 12/00486

PREVIOUS ITEMS: 44 - Mimosa Road and Quarry Road Bossley Park - Update - Traffic Committee - 11 Dec 2023

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That the status update on Mimosa Road and Quarry Road Bossley Park traffic control signals be received and noted.

SUPPORTING DOCUMENTS:

AT-A [↓](#) Mimosa Road and Quarry Road - Concept Plan

2 Pages

CITY PLAN

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

SUMMARY

At the December 2023 Traffic Committee meeting, the Traffic Committee considered a report (Item 44) and recommended:

‘That a Traffic Management Plan for Mimosa Road including the design of traffic signals at the intersection of Quarry Road and Mimosa Road, be developed.’

Council accepted the recommendation of the Traffic Committee and allocated a budget to develop a traffic management plan for Mimosa Road including the design of traffic signals at the intersection of Quarry Road and Mimosa Road.

Council had already received an in-principle agreement for installation of traffic signals at the intersection of Mimosa Road and Quarry Road Bossley Park.

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 24

The preliminary estimate for the works is \$1.3M and Council officers will seek grant funding for the project.

Background

Mimosa Road is a regional road with a speed limit of 60km/h. Quarry Road is a collector road with a speed limit of 50km/h. Both roads are under the care and control of Council.

The local community raised concerns regarding the difficulties encountered by right-turning vehicles exiting Quarry Road onto Mimosa Road.

The location has shops fronting Mimosa Road south of the intersection with a small shopping centre on the northern side. Residential properties are along the eastern side of Mimosa Road.

The T-intersection is controlled by the give way requirements under the Australian Road Rules. An aerial image of the location is shown in Figure 1.



Figure 1: Aerial image of the T-intersection of Mimosa Road and Quarry Road Bossley Park

EXISTING ARRANGEMENTS

The intersection is a priority-controlled T-junction with Mimosa Road traffic having right of way. Traffic exiting Quarry Road is required to give way to movements along Mimosa Road.

A marked foot crossing is located to the north of the intersection. Further north on Mimosa Road are traffic signals at Polding Street and then The Horsley Drive. These traffic signals have the effect of providing breaks in the traffic stream moving north and south along Mimosa Road.

To the south on Mimosa Road is the roundabout at Restwell Road. There are raised platforms on both approaches to the T-intersection. These reduce speed of vehicles approaching the intersection in Mimosa Road.

There are no recorded crashes in the Transport for NSW (TfNSW) crash database for the intersection (between October 2020 to September 2025).

Mimosa Road provides access to the main east-west road (The Horsley Drive), immediately south of the Wetherill Park industrial estate.

Polding Street and Restwell Road provide access to Stocklands Wetherill Park shopping centre immediately east of the location (a regional shopping centre).

Quarry Road provides access to a residential precinct which includes primary schools and churches. The area is bounded by Cowpasture Road, The Horsley Drive, Mimosa Road and Restwell Road with vehicular accesses limited to Mimosa Road and Restwell Road.

There are multiple pedestrian desire lines at the intersection as pedestrians and cyclists have been observed crossing Mimosa Road at the existing pedestrian crossing, south of the pedestrian crossing, at the raised threshold and south of the raised threshold. Pedestrians also cross Quarry Road near the intersection.

The existing parking restrictions at the intersection is shown in Figure 2.

TRAFFIC CONCERNS

The concern raised relates to delays associated with the right-turn movement from Quarry Road into Mimosa Road. During periods of heavy traffic on Mimosa Road, motorists experience difficulty identifying sufficient gaps in opposing traffic to safely complete the manoeuvre. As a result, drivers experience what feels like extended delays and reduced confidence when undertaking the right turn.

Additionally, pedestrian movements at the intersection are currently not well accommodated, with pedestrians required to navigate conflicts with turning vehicle movements.

While a pedestrian refuge is provided on Quarry Road to facilitate crossing in 2 stages, pedestrians must still identify suitable gaps in traffic which can be challenging during periods of high traffic demand.

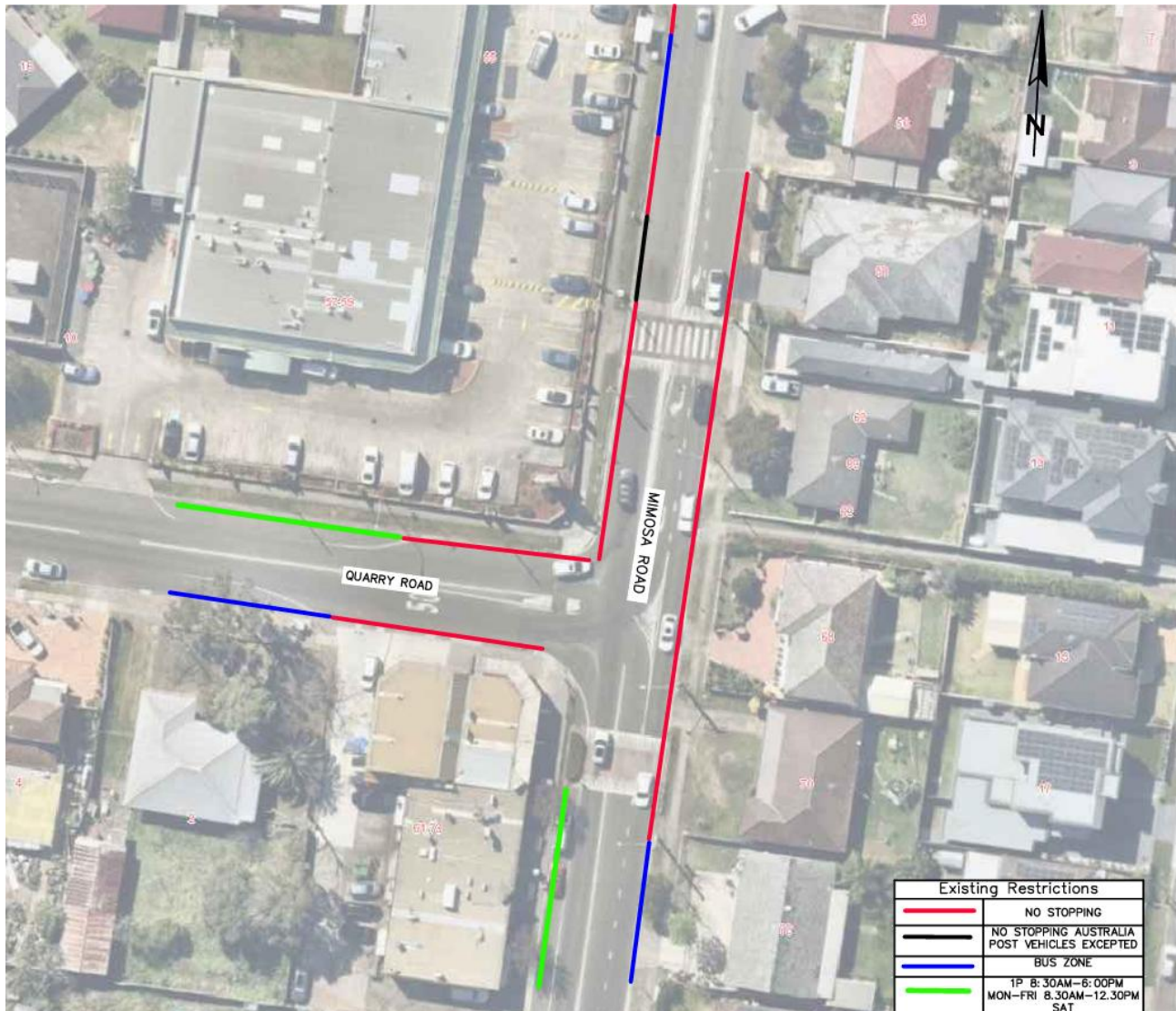


Figure 2: Existing parking restrictions at the intersection of Mimosa Road and Quarry Road

Crash History

A check of TfNSW's crash data for the 5-year period (from October 2020 to September 2025) revealed there were no reported crashes at or near the intersection of Mimosa Road and Quarry Road.

Options

The previous traffic study considered several options to address the traffic, road safety and parking arrangement at the intersection of Mimosa Road and Quarry Road. The options included:

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 24

1. A single lane roundabout
2. A right turn ban from Quarry Road
3. A two-lane approach in Quarry Road with priority control (includes corner adjustments)
4. Traffic control signals
5. Do nothing

The option to install traffic control signals was recommended by the Traffic Committee to be investigated further.

Traffic Control Signals

TfNSW is responsible for traffic control signals on public roads in NSW.

Council has received an Agreement in Principle (AIP) for the installation of traffic control signals at the intersection of Mimosa Road and Quarry Road Bossley Park.

Proposal

Traffic Management Plan

The concept design provides:

- Two northbound lanes in Mimosa Road – 1 through and 1 left turn lane (approximately 40 metres).
- Two southbound lanes in Mimosa Road – 1 through and 1 right turn lane.
- Two lanes in Quarry Road – 1 for the left turn (approximately 15 metres) and 1 for the right turn.
- Removal of pedestrian crossing on Mimosa Road north of Quarry Road.
- Removal of flat-top road hump on Mimosa Road south of Quarry Road.

The following Figure 3 shows the concept layout for the intersection.

The installation of traffic control signal will also require realignment of the traffic lanes and removal of parking spaces in front of the shops on Mimosa Road and on the southern side of Quarry Road. The proposed traffic arrangement includes:

- Removal of median concrete island on Mimosa Road, north of Quarry Road (a section of the median concrete island in front of the shopping centre is to be retained to maintain left in left out requirement).
- Installation of lane line marking (LL1) on northbound and continuity line (CL1) and (LL1) lane line marking on southbound lanes in Mimosa Road from Quarry Road up to Polding Street.
- Conversion of existing right turn bay to a right turn lane on Mimosa Road, north of Quarry Road.
- Removal of the seagull treatment in Mimosa Road at Quarry Road.
- Relocation of 'No Stopping' sign in front of 58 Mimosa Road to further north by approximately 20 metres as shown in Figure 4.
- Adjustment of the centre line to accommodate the swept paths of the bus lane.

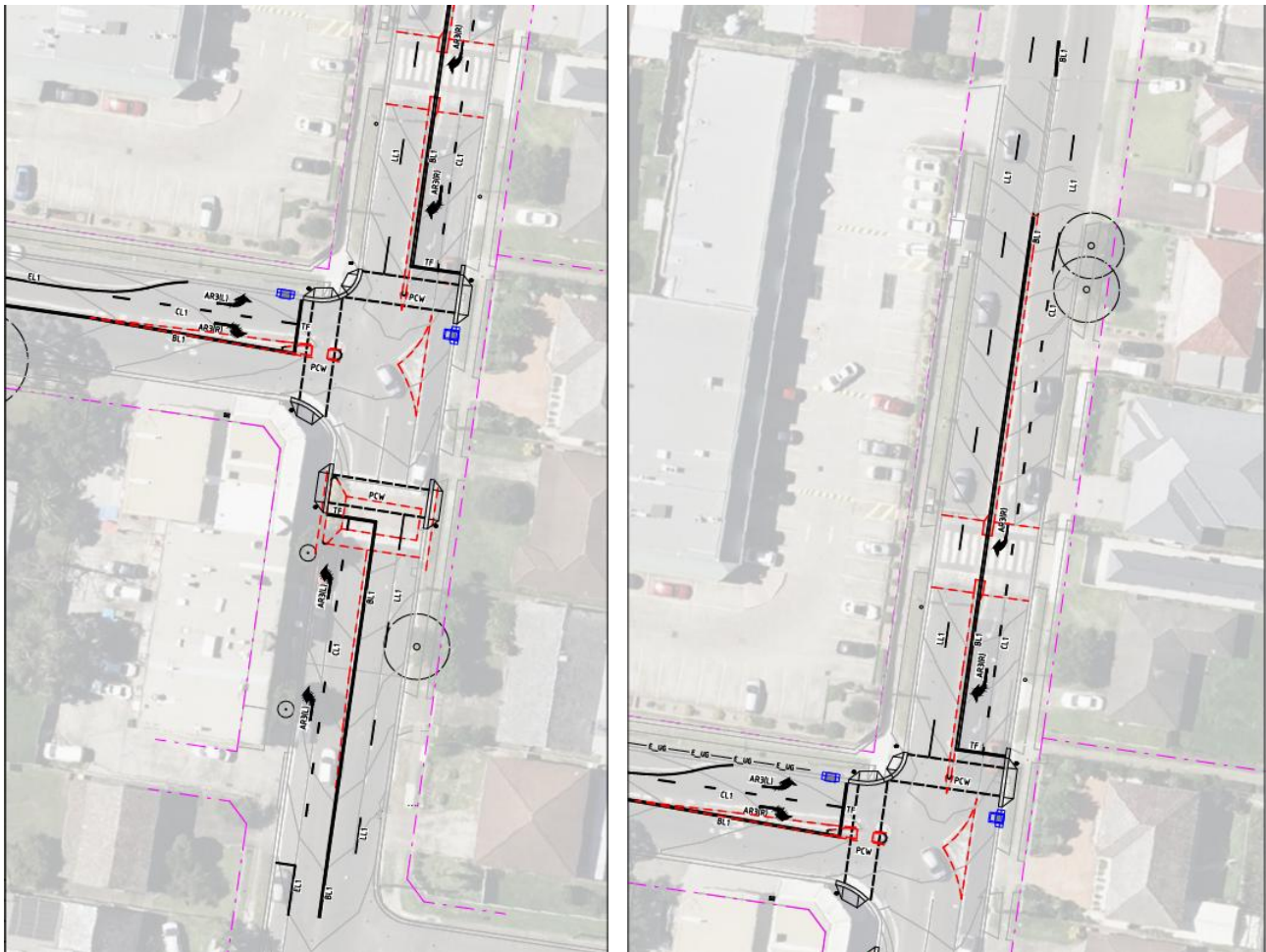


Figure 3: Concept design for the traffic control signals at the intersection of Mimosa Road and Quarry Road

Lane configuration

The proposed lane configuration has been developed based on observed traffic demand and queue lengths at the Mimosa Road and Quarry Road intersection. The arrangement is intended to provide adequate storage for turning vehicles, minimise queue spillback and improve the operation of through traffic on Mimosa Road.

The proposed approach lane configuration comprises:

- Mimosa Road (northbound): 2 lanes consisting of 1 through lane and 1 dedicated left-turn lane with an approximate storage length of 40 metres.
- Mimosa Road (southbound): 2 lanes consisting of 1 through lane and 1 dedicated right-turn lane. The provision of the right-turn lane is based on observed right-turn queue lengths and is intended to reduce interference with through traffic. To accommodate the proposed southbound right-turn lane and provide sufficient storage length for observed turning demand, the existing 'No Stopping' sign located in front of 58 Mimosa Road is proposed to be relocated approximately 20 metres further north. This change will support the efficient operation of the proposed lane configuration and improve traffic flow through the intersection.

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 24

- Quarry Road: 2 lanes consisting of 1 dedicated left-turn lane with an approximate storage length of 15 metres and 1 dedicated right-turn lane.

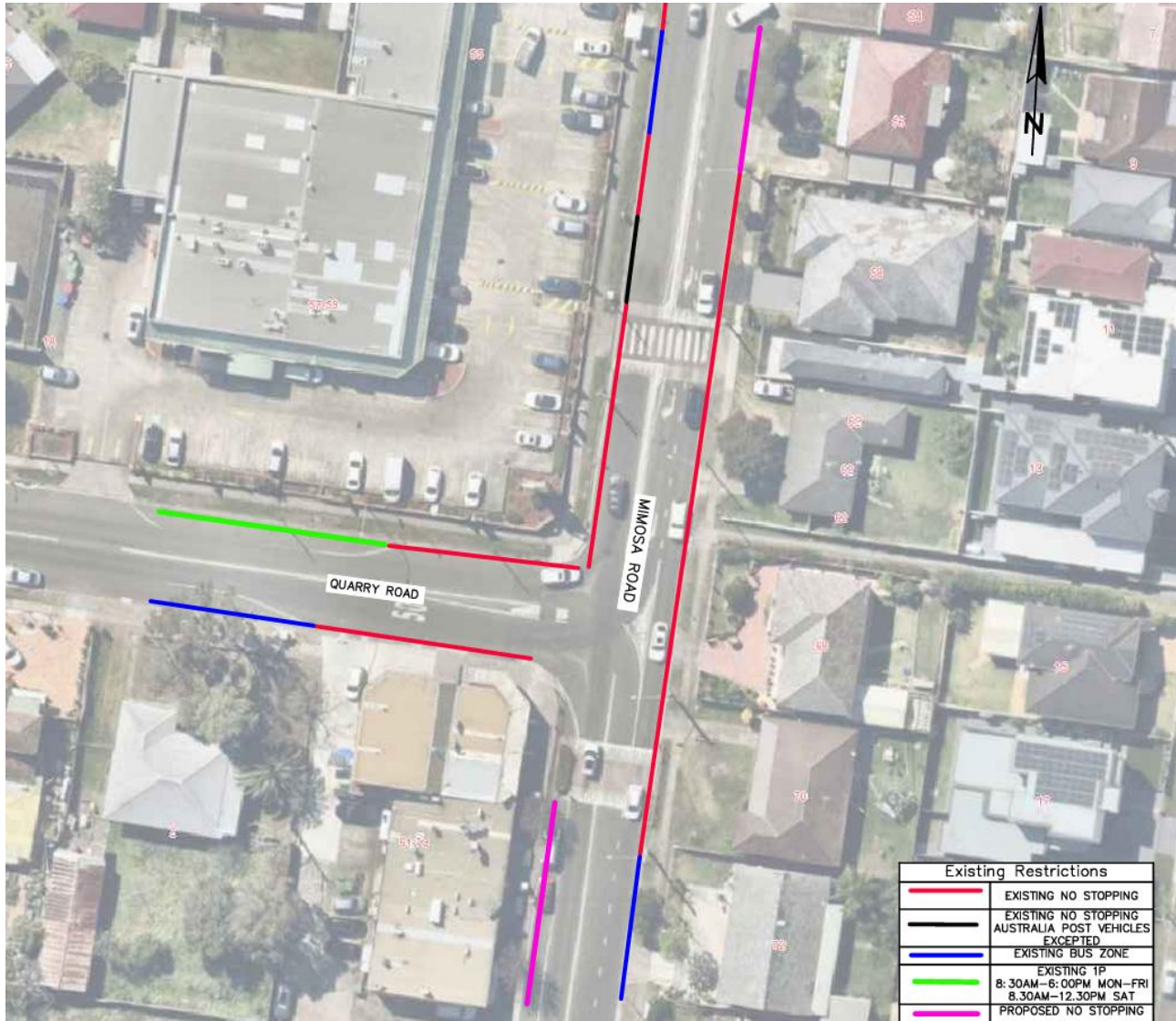


Figure 4: Proposed parking restriction at the intersection of Mimosa Road and Quarry Road

On-Street Parking

The proposed signalised intersection will result in the removal of approximately 4 on-street parking spaces along the southern arm of the intersection. The existing on-street parking on the northern side of Quarry Road is to remain.

The relocation of 'No Stopping' in front of 56 Mimosa Road will result in loss of 2 parking spaces.

Pedestrian Crossings and Traffic Calming Devices

As part of the upgrade, the existing 'wombat' crossing on Mimosa Road, north of Quarry Road, will be removed along with the associated central median. The removal of this crossing will have no detrimental effect on pedestrian movements, as the signalised intersection provides pedestrian crossing facilities on all arms, therefore maintaining pedestrian crossing facilities east-west across Mimosa Road.

To accommodate the signalised intersection, the flat-top road hump south of Quarry Road will also be removed.

Public Transport

There is currently a bus service operating through the intersection, with buses undertaking a left turn from Quarry Road into Mimosa Road and a right turn from Mimosa Road into Quarry Road. To undertake the left turn into Mimosa Road, buses use both lanes in Quarry Road. This situation will remain following the upgrade of the intersection.

The proposed traffic signals will not impact the location of bus stops.

Intersection Performance

The existing intersection is assessed to operate at Level of Service (LOS) C during the AM peak hour and LOS A during the PM peak hour, with Degree of Saturation (DoS) values of 0.401 and 0.480 respectively indicating substantial spare capacity.

With the installation of traffic signals, the intersection is predicted to operate at LOS C in the AM peak and LOS B in the PM peak, representing a slight reduction in operational performance due to the additional delay associated with signal control. However, the forecast DoS values of 0.684 (AM peak) and 0.601 (PM peak) remain well below capacity, confirming the signalised intersection will continue to operate efficiently and retain sufficient spare capacity to accommodate future traffic growth.

The maximum queue length for the proposed traffic signal occurs during the AM peak period and is estimated to be 75 metres on Quarry Road, 56 metres on Mimosa Road (northern approach) and 102 metres on Mimosa Road (southern approach).

Although the introduction of traffic control signals results in a modest decrease in LOS, the assessment confirms that the intersection will continue to perform within acceptable operational limits.

Under the 2035 forecast scenario, the corridor is expected to continue operating within capacity, with the additional background traffic growth resulting in some deterioration at Mimosa Road/The Horsley Drive (where the intersection is already operating above capacity under existing conditions).

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 24

The traffic control signals address current safety concerns, provide controlled and equitable access for all traffic movements, enhance pedestrian crossing opportunities and manage conflicting vehicle movements.

Financial Implications

The preliminary estimate for installation of traffic control signals at the intersection of Mimosa Road and Quarry Road is approximately \$1,320,000.

The preliminary estimate breakdown is shown in the Table 1.

	Category	Preliminary Estimate
1	Site Preparation	\$270,000
2	Demolition	\$130,000
3	Site Works	\$240,000
4	Traffic Signals	\$205,000
5	Services	\$205,000
6	Contingency (Design 10% and Construction 15%)	\$265,000
	Total	\$1,320,000

Table 1: Preliminary estimate for the installation of traffic signals

There are risks associated with service locations which may influence the outcome.

Council will seek grant funding for the proposal. This may not be successful as there is no crash history at the location. Active Transport grants will also be considered. Active Transport looks at the pedestrian paths and network connectivity to encourage walking to access key destinations.



Figure 5: Local pedestrian paths and traffic signal connection

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 24

CONCLUSION

Council has received an in-principle agreement from TfNSW to install traffic control signals at the intersection of Mimosa Road and Quarry Road Bossley Park.

Although the introduction of traffic control signals results in a modest decrease in LOS, the assessment confirms that the intersection will continue to perform within acceptable operational limits.

The proposal does limit car parking in front of the shops in Mimosa Road, immediately south of Quarry Road. However, it does improve pedestrian accessibility in moving across Mimosa Road.

Council officers will examine grant programs to determine if grant funding can be sourced for the proposed traffic control signals at the intersection of Mimosa Road and Quarry Road.

The proposed traffic control signals design is provided for the Committee's information.

Gaurab Ghimire

Professional Engineer (Traffic)

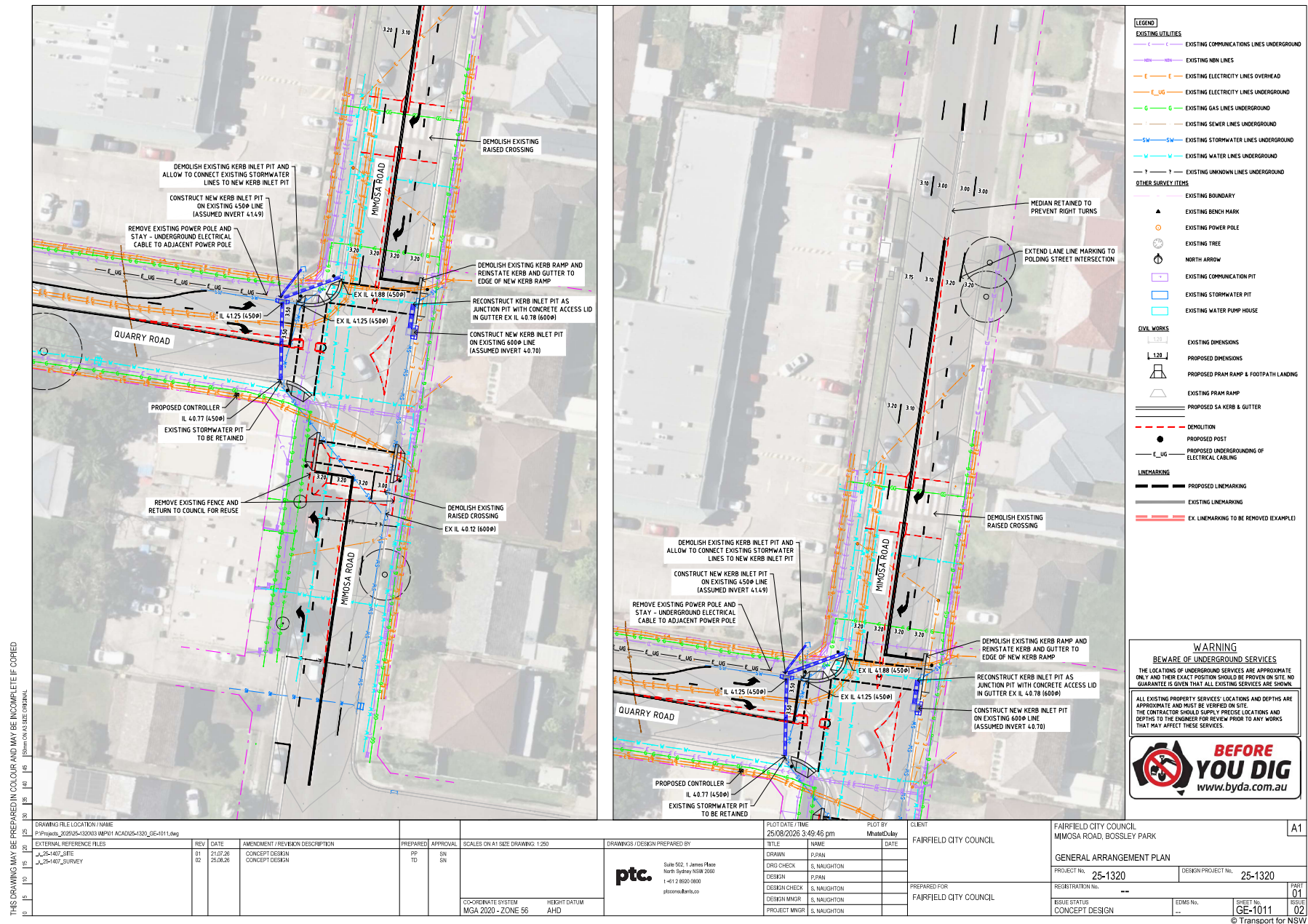
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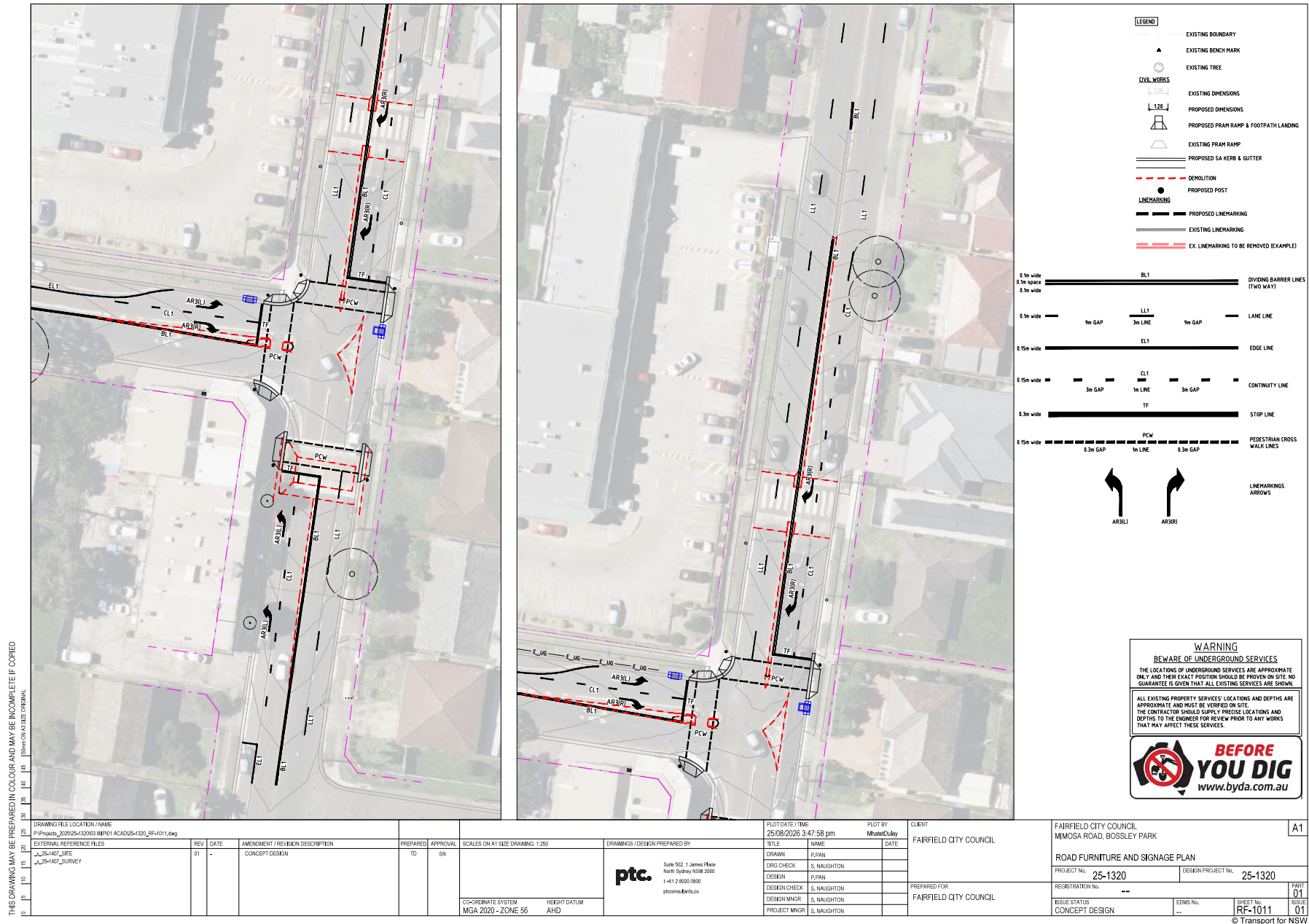
Traffic & Transport Co-ordinator
Manager Design Services
Director City Delivery

Traffic Committee - 12 October 2026

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***** END OF ITEM 24 *****





TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

SUBJECT: Polding Street, Prairie Vale Road and Lily Street Wetherill Park - Intersection Review

FILE NUMBER: 12/04634

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

There are no supporting documents for this report.

CITY PLAN

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

SUMMARY

At the Traffic Committee meeting on 1 June 2026 (General Business) it was requested that a report be submitted to the Traffic Committee providing a status update on Prairie Vale Road and Lily Street intersection operation.

Transport for NSW (TfNSW) made changes to the intersection in December 2024. These changes comprised:

- The introduction of a pedestrian crossing on the eastern arm of the intersection
- Right turn only lanes on the north and south approaches with single left/through lanes and
- A change in phasing from split approach to double diamond (right turn only movements).

The traffic signals and link to Sydney Coordinated Adaptive Traffic System (SCATS) provide flexibility to respond to different traffic patterns as they occur throughout the day. There will be periods where queues develop for short periods and then clear as the traffic signals respond to the increased demand.

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

Future improvements involve increasing right turn or through movement capacity on Lily Street.

Background

Lily Street is a collector road with a sign posted speed limit of 50km/h, Prairie Vale Road is a regional road with sign posted speed limit of 50km/h and Polding Street is a regional road with a sign posted speed limit of 60km/h.

The site is mostly surrounded by residential developments to the north. Adjoining the site to the south is Fairfield Hospital and Prairiewood High School with William Stimson Public School to the north.

The nearby high traffic generator is Stocklands Wetherill Park – to the west of the intersection. To access Stocklands, drivers will use either Polding Street or Restwell Road. The intersection of concern links to both of these roads while also servicing the developments along Prairie Vale Road. Prairiewood Leisure Centre and Aquatopia are further south on Prairie Vale Road and can generate additional traffic during peak season.



Figure 1: Polding Street, Prairie Vale Road and Lily Street with surrounding land uses

Part of TfNSW proposal prioritisation considers TfNSW's Road User Space Allocation Policy where pedestrians are the first priority. This has resulted in a program to introduce pedestrian crossings on all intersection legs at traffic signals. These projects increase direct, convenient active transport connections to reduce the incidence of pedestrians jaywalking out of convenience or frustration.

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

Figure 2 shows a relatively recent traffic count at the intersection. Of note are the:

- High right turn volumes from Prairie Vale Road into Polding Street (335 vph AM peak and 332 vph PM peak)
- Medium right turn volumes from Lily Street into Polding Street (85 vph AM peak and 125 vph PM peak) and
- High through volumes on Polding Street.

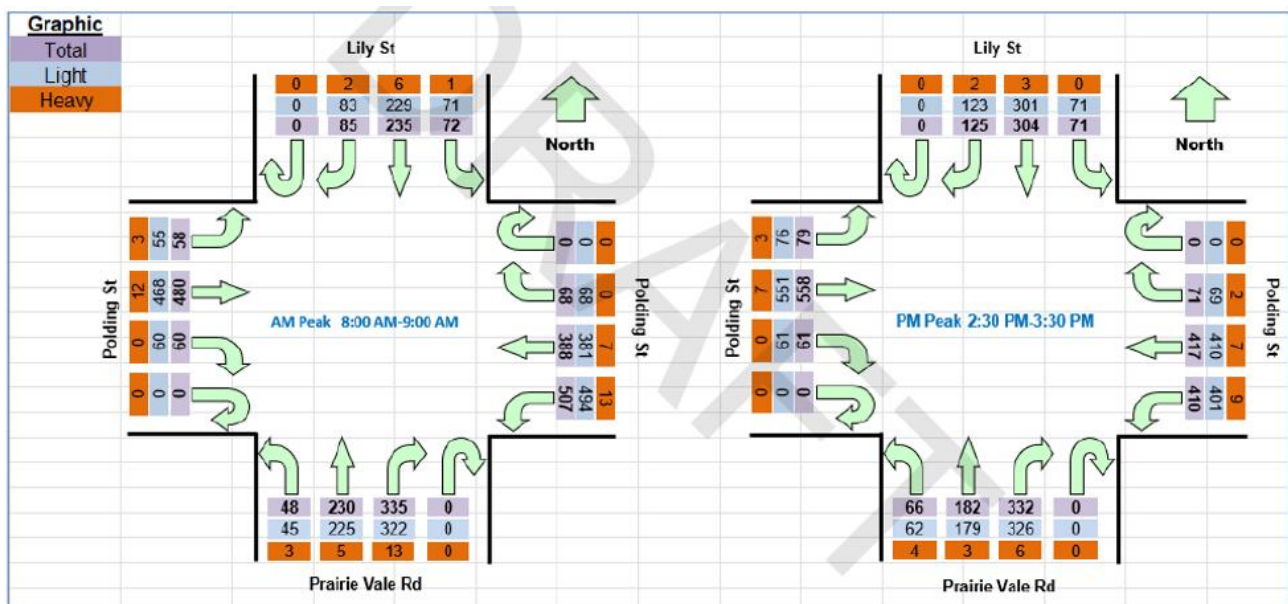


Figure 2: 2024 Intersection Count – Polding, Prairie Vale and Lily

INTERSECTION MODIFICATIONS

Figure 3 shows the old lane configuration with Figure 4 showing the associated phasing in use. This operation allows all traffic movements from Prairie Vale Road to occur in E Phase with Lily Street movements occurring in a separate D Phase.

This phasing allows the right turn movement to run for the full length of the time allocated to the phase. This caters reasonably effectively for the high right turn demand from Prairie Vale Road to Polding Street (or the medium right turn from Lily Street).

The current lane configuration and phasing are shown in Figures 5 and 6 respectively. The changes implemented are:

- the fourth pedestrian crossing on the eastern approach in Polding Street and
- dedicated right turn lanes for Lily Street and Prairie Vale Road legs (north and south approaches).

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

The new phasing sequence is:

- lead/lag right turn movements from Polding Street
- through movements along Polding Street with filter right turn
- lead/lag right turn movements from Lily Street and Prairie Vale Road and
- through movements along Lily Street / Prairie Vale Road.

When change occurs, it can take motorists 3-4 months to adjust to the new changes. This includes lane discipline, route planning and queueing behaviours.

Council introduced additional signage on Lily Street in advance of the stop line to advise drivers of the right turn only lane and extend its length.

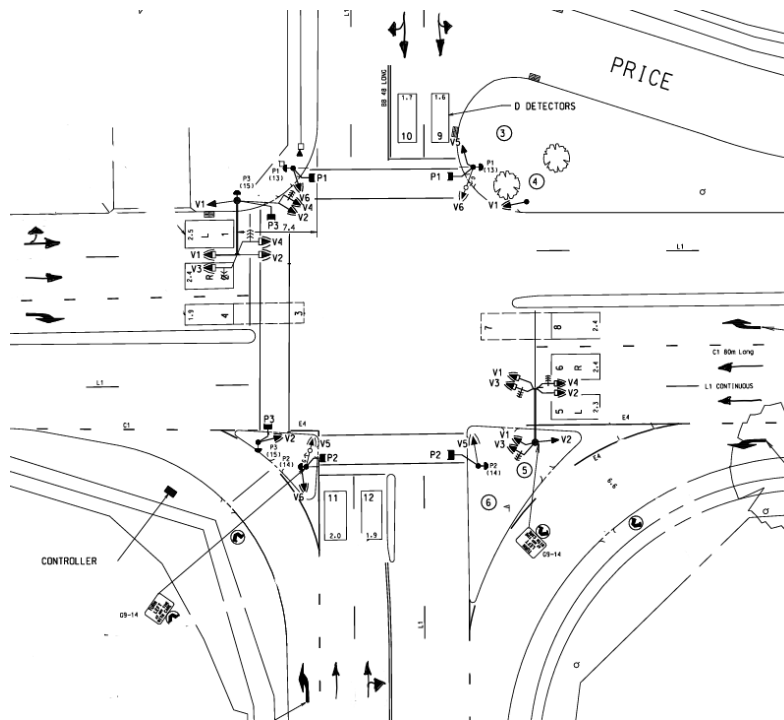


Figure 3: Old Lane Configuration – Polding, Prairie Vale and Lily

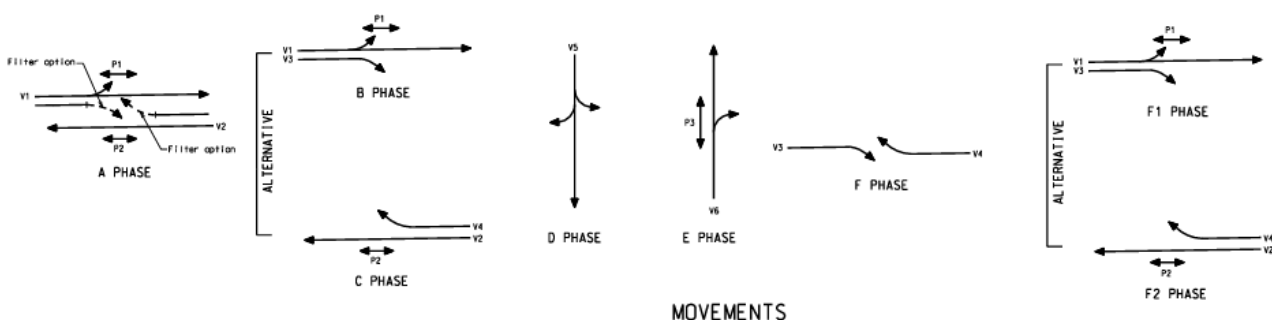


Figure 4: Old Phasing Configuration – Polding, Prairie Vale and Lily

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

With the high volume of right turn movements from Lily Street to Polding Street, a significant proportion of the cycle time is required to fully service this movement. As this movement conflicts with the other key movements, this creates delays and queueing on Lily Street and Polding Street depending on the time allocated through SCATS programming to these phases.

Where drivers get frustrated with queueing time, they may make errors and run red lights, change lanes unexpectedly or speed.

Since the implementation of the traffic signal changes, frequent and significant traffic queues have been observed on Lily Street. Concerns have also been raised regarding crashes occurring in the vicinity, which may be attributable to drivers seeking to avoid the right turn-only lane and a lack of familiarity with the new traffic configuration.

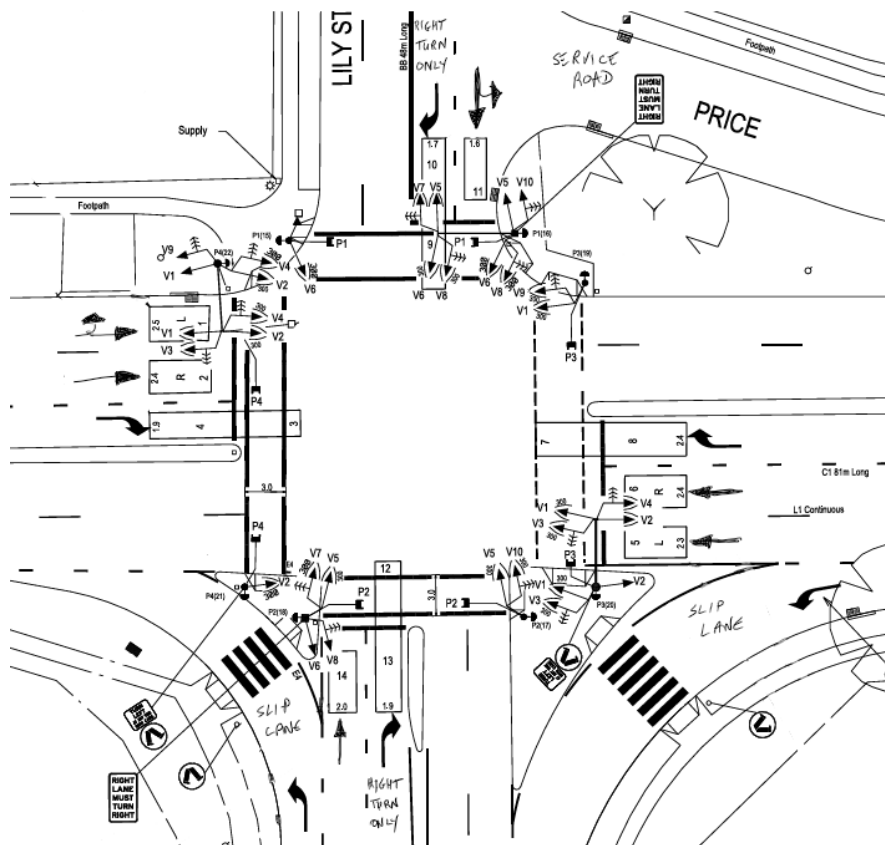


Figure 5: New Lane configuration – Polding, Prairie Vale and Lily

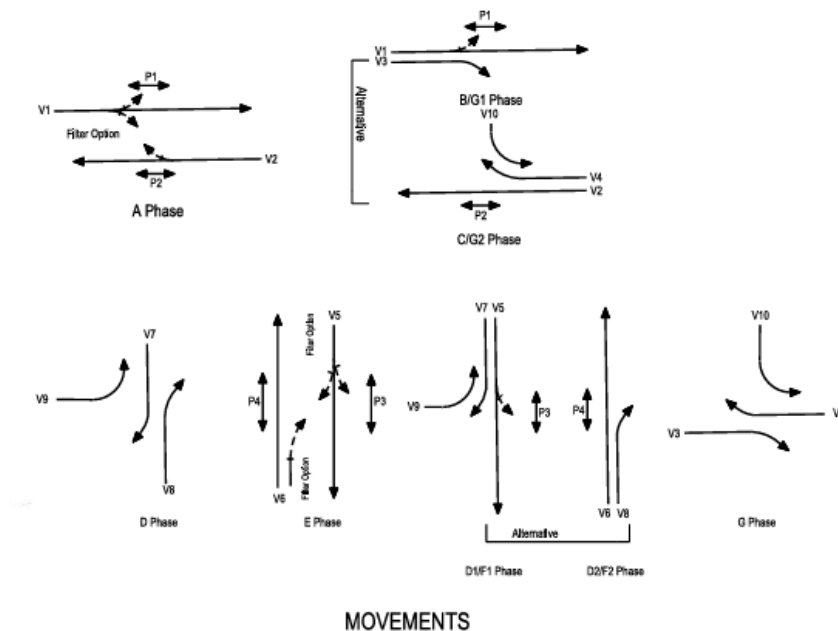


Figure 6: New phasing sequence – Polding, Prairie Vale and Lily

The Lily Street approach is likely to be the leg of the intersection with least priority for green time allocation ie. Polding Street is the main road and Prairie Vale Road provides access to Fairfield Hospital. This means during peak periods, Lily Street can be expected to have queues at the stop line.

Concerns were also raised regarding right turning vehicles from Lily Street and Prairie Vale Road into Polding Street during the filter right turn phase (after the green right turn arrow and before the red light). Vehicles were observed completing the turn late in the signal phase including during the intergreen interval, resulting in near-miss incidents with opposing through traffic and an elevated risk of right turn versus through vehicle collisions. TfNSW have removed the right turn filter movement.

The Lily Street approach may be affected by queue lengths impacting driver access to either right or through movements ie. when a car is parked at the closest point to Polding Street, a queue of 10 cars waiting to turn right prevents drivers wanting to proceed through the intersection from accessing the through lane. This type of delay can frustrate drivers leading to them making decisions they would not normally make.

CRASH HISTORY

A review of the TfNSW crash data from December 2024 to September 2025 (after the signal upgrade) revealed there were 4 reported crashes at the intersection (See Figure 7). TfNSW crash data does not represent all incidents occurring at a location, for example when NSW Police do not attend the site.

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

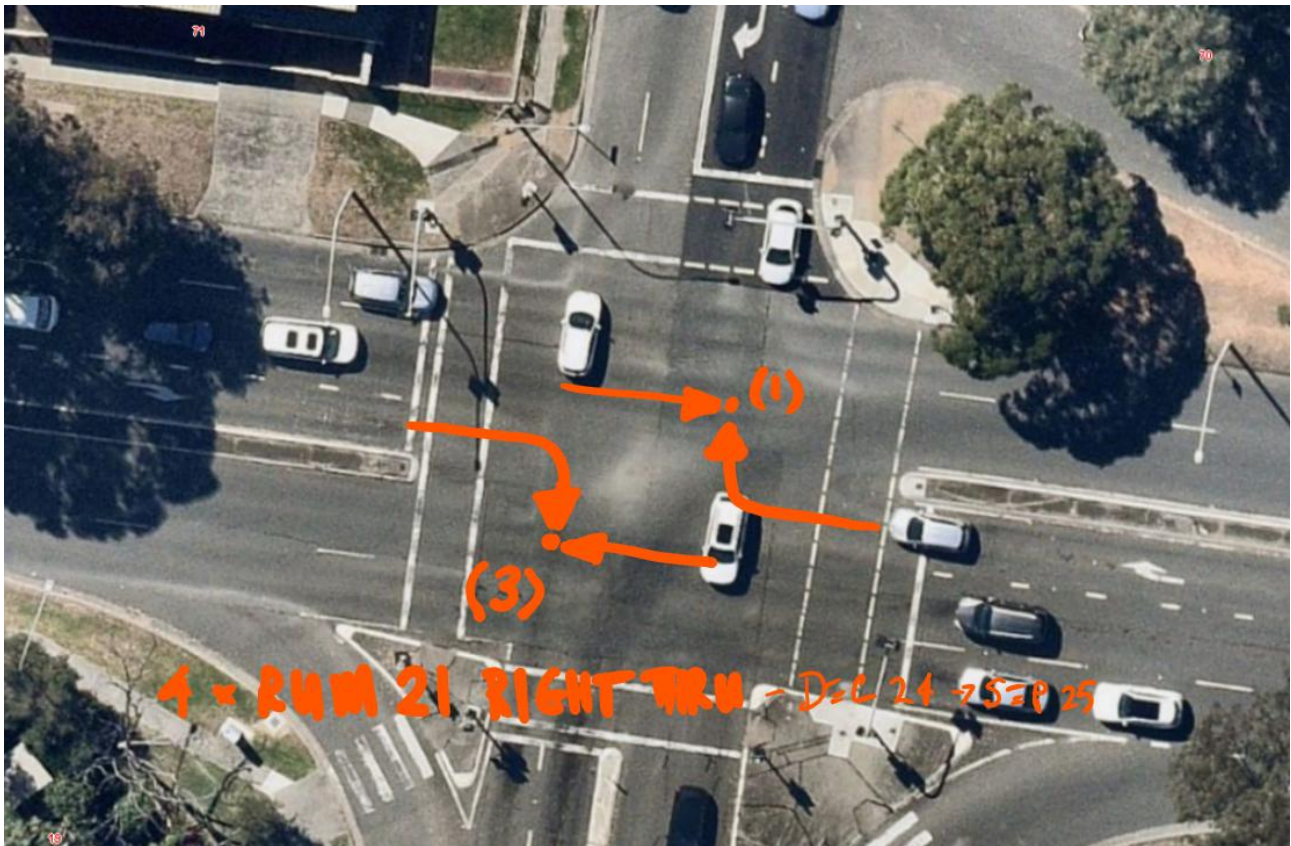


Figure 7: Crash Diagram – Polding, Prairie Vale and Lily

INTERSECTION PERFORMANCE

Council officers conducted site visits along with a review of the traffic control signal. The following observations were made:

- The location is SCATS-linked, allowing adaptive control of the signal timings.
- Right turning vehicles on Polding Street have a dedicated right turn phase and are not able to filter through oncoming traffic.
- Lily Street and Prairie Vale Road have a dedicated right turn phase and are not able to filter through oncoming traffic.

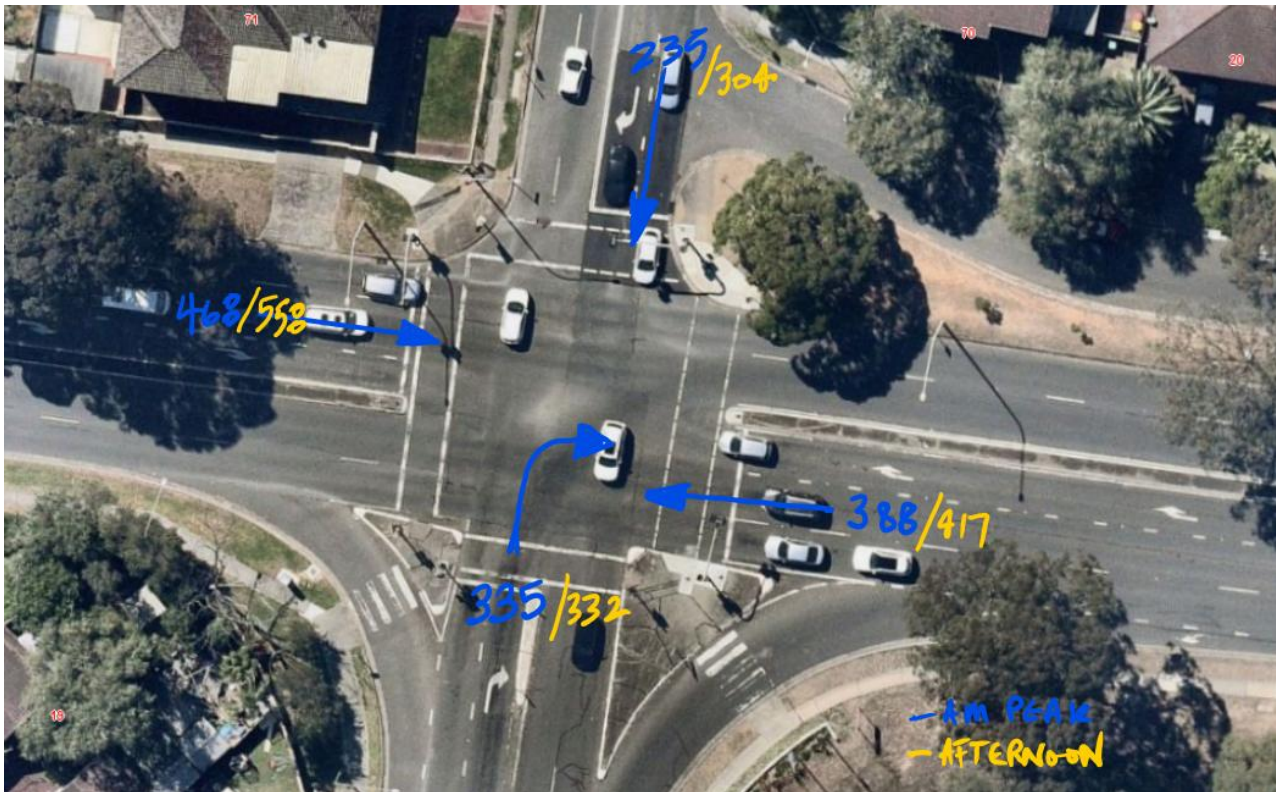


Figure 8: Key Movements and Level of Conflict

Figure 8 shows the 3 main movements which determines phase and cycle length. The northbound right turn from Lily Street clashes with the southbound through traffic from Lily Street. This can contribute to less green time being allocated to Lily Street which contributes to longer queues at times.

The removal of the filter right turn phases on Lily Street and Prairie Vale Road reduces capacity of the movement ie. fewer vehicles can turn right during each cycle. It also eliminates the right turn vehicles completing their movement at the end of the through traffic phase.

The existing intersection is assessed to operate at LOS D in both the AM peak (8.00am-9.00am) and the PM peak (2.30pm-3.30pm). While LOS D represents moderately congested conditions, it is generally considered acceptable for peak period operation at an urban signalised intersection. Delays experienced during the peak period are considered within accepted thresholds, occur for a limited duration and do not warrant immediate geometric or signal infrastructure upgrades at this time.

School traffic creates a significant short-term demand around schools. This peak often exceeds the capacity of the road network, particularly when schools are located close to each other.

The following movements through the intersection show high demand:

- East/west along Polding Street and
- Polding Street east approach to/from Prairie Vale Road.

These movements reflect access to Stocklands Wetherill Park (north and south entries) and the Fairfield Hospital precinct and Polding Streets' role in the road hierarchy.

SHORT TERM IMPROVEMENTS

To improve operation of the intersection requires improving capacity of the key movements identified in Figure 8 or improving the efficiency of the existing capacity. A potential upgrade option involves the provision of an additional right-turn lane on the Prairie Vale Road approach (see Figure 9).

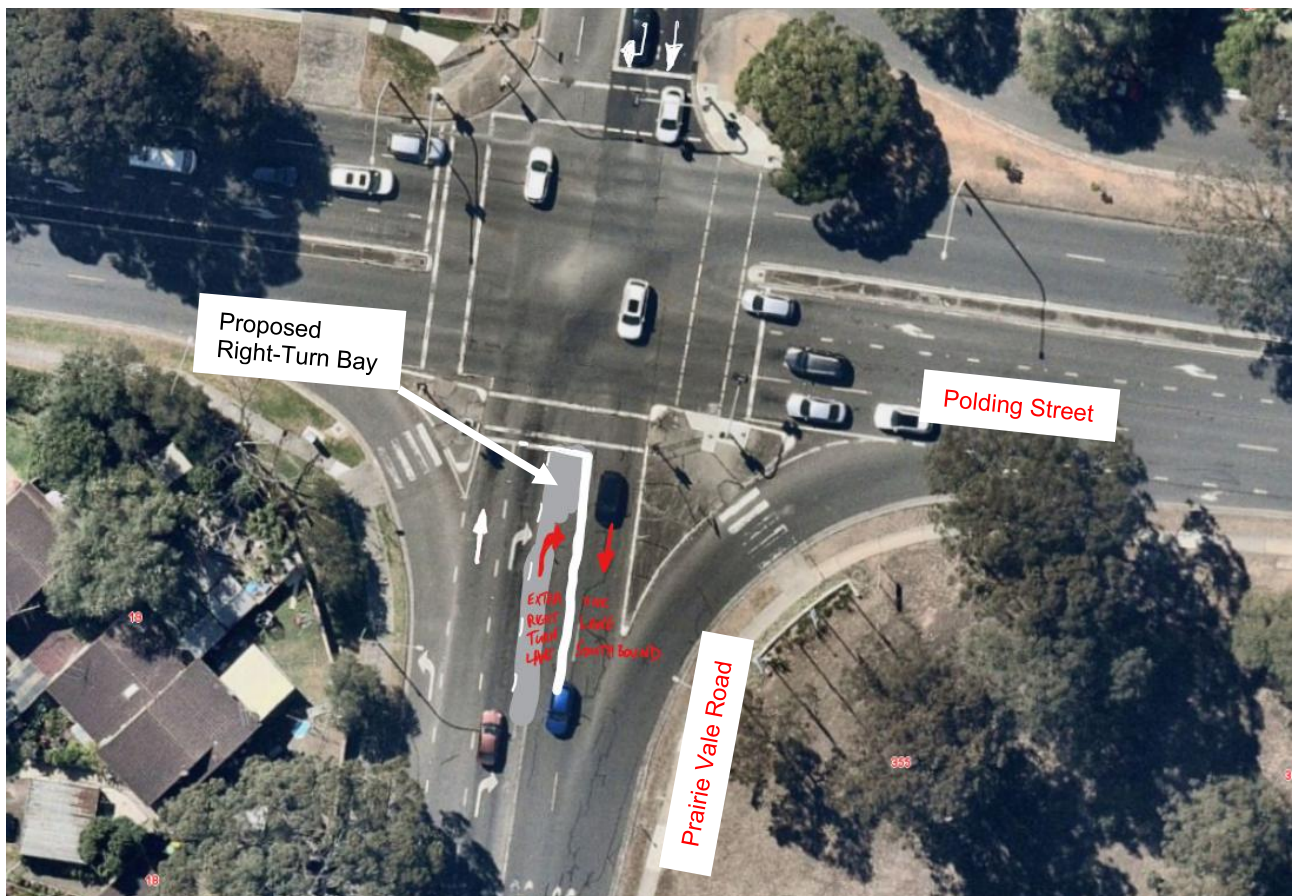


Figure 9: Potential Upgrade Option – Polding, Prairie Vale and Lily

SIDRA assessment of the addition of a right turn lane at the intersection indicates the intersection operates at LOS C during both the AM and PM peak periods under existing traffic conditions. The degree of saturation (DoS) improves to 81% during the AM peak and 78% during the PM peak. More detailed assessment of turning paths is required to confirm feasibility and degree of impact to implement.

Council recently installed 'No Stopping' restriction and Bus Zone signposting on Lily Street to improve the traffic flow by increasing the maximum queue length in Lily Street. This allows the maximum number of vehicles to move through the intersection in each phase – a more efficient operation than the circumstance of some vehicles being blocked by queueing traffic reducing the number of vehicles able to pass through the intersection each phase.



Figure 10: Approved signs at Lily Street

FAIRFIELD HOSPITAL DEVELOPMENT

The Fairfield Hospital Development is increasing traffic generation to and from the site. Typically, with a development, any contribution to improving capacity at nearby intersections is based on the proportion of development traffic to existing traffic.

While there may be some impact from the development, it is unlikely to fund any significant improvements in full.

CONCLUSION

The intersection currently operates at Level of Service D during both the morning and afternoon peaks.

The modifications to the intersection resulted in changes to capacity of the movements through the intersection and queueing on the Lily Street approach. When changes of this nature occur, drivers take time to adjust to the change, either through changes in selected route or understanding of the lane arrangements in operation.

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 25

While there have been reports of near misses for vehicles from Lily and Prairie Vale Road approaches, adjustments to the signals by TfNSW have reduced the further likelihood of this occurring.

Further improvements to the intersection operation need to address capacity of the right turn movement from Prairie Vale Road or the through movements from Lily Street and Polding Street approaches.

Council has extended the kerbside traffic lane in Lily Street further north (see Figure 10) to improve queueing discipline and efficiency of movement of vehicles through the intersection.

It is recommended that the report be received and noted.

Gaurab Ghimire
Professional Engineer (Traffic)

Authorisation:
Manager Design Services
Director City Delivery

Traffic Committee - 12 October 2026

File Name: **TRA12102026_1.DOCX**

***** END OF ITEM 25 *****

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 26

SUBJECT: The Boulevarde Fairfield Heights - Peak Period Parking Restrictions

FILE NUMBER: 12/02462

PREVIOUS ITEMS: 23 - The Boulevarde Fairfield Heights - Traffic Investigation - Traffic Committee - 10 Aug 2026

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The installation of 'No Stopping 8.00am-9.30am and 4.00pm-6.00pm Mon-Fri' parking restriction on The Boulevarde, north of Karabar Street as shown in Attachment A of the report, be approved.
 2. The location be reviewed in 6 months after implementation to assess the effectiveness of the peak period restriction.
 3. The affected stakeholders including Council's Community Regulatory Services Branch be notified of the Committee's decision.
-

SUPPORTING DOCUMENTS:

AT-A [↓](#) The Boulevarde - Proposed Peak Hour Parking Restriction 1 Page

CITY PLAN

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

SUMMARY

At the August 2026 Traffic Committee meeting (Item 23), it was resolved to consult on the proposal for peak hour parking restriction to be implemented in The Boulevarde Fairfield Heights.

This report provides the results of the consultation undertaken and recommends their installation.

Background

At the August 2026 Traffic Committee (Item 23), a report on the options explored to facilitate right-turn movements at Stanbrook Street and The Boulevard Fairfield Heights, was considered.

One of the concerns is delays for right turning vehicles entering Stanbrook Street from The Boulevard. Right turning vehicles are required to give way to all southbound traffic on The Boulevard and cars behind a right turning vehicle can be delayed periodically.

The existing arrangements along The Boulevard 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.

Discussion

The Boulevard 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 Boulevard 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 role does create conflicts within the shopping centre with local and through traffic demands.

The Boulevard 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 Boulevard, or vehicles from a side street waiting to turn onto The Boulevard. 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.

The Boulevard, 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 Boulevard.

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

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

TRAFFIC COMMITTEE

Meeting Date 12 October 2026

Item Number. 26

The queueing arises from 2 issues:

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

The key movements generating concerns about congestion are:

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

Proposal

The proposal is for peak period 'No Stopping' restriction to apply:

- Monday to Friday during the periods 8:00am to 9:30am and 4:00pm to 6:00pm.

Figure 1 shows where the restrictions are proposed on The Boulevard (north of Karabar Street).



Figure 1: Proposed peak hour restriction plan at The Boulevard

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Meeting Date 12 October 2026

Item Number. 26

The proposal is designed to improve traffic flow during peak hours by providing northbound motorists the opportunity to pass a vehicle waiting to turn right from The Boulevard into Stanbrook Street.

This will require 5 parking spaces to be removed during peak hours on specified days and times. This allows parking to be retained outside the peak periods.

As this will impact the shopping centre at this location, a review 6 months after implementation to assess its effectiveness will be scheduled.

Consultation & Timing

Council sent out consultation letters to affected businesses regarding the proposed peak hour parking restrictions on The Boulevard, north of Karabar Street which allowed 2 weeks for property owner/occupiers to provide feedback from 26 August 2026 to 9 September 2026. The proposal is shown in Figure 1.

Council did not receive any objection to the proposal.

CONCLUSION

The proposed 'No Stopping 8.00am-9.30am Mon-Fri 4.00pm-6.00pm Sat' parking restriction on The Boulevard, north of Karabar Street, as shown in Attachment A be approved.

The proposal is designed to improve traffic flow during peak hours by providing northbound motorists the opportunity to pass a vehicle waiting to turn right from The Boulevard into Stanbrook Street.

Gaurab Ghimire
Professional Engineer (Traffic)

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

Traffic Committee - 12 October 2026

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***** END OF ITEM 26 *****

