

Traffic Committee



AGENDA

DATE OF MEETING: 13 April 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
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ITEM	SUBJECT	PAGE
-	APOLOGIES AND REASONS ACCEPTED	
-	CONFIRMATION OF MINUTES	

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’

11:	<u>Bland Street Carramar – No Stopping Restrictions at Bend</u> File Number: 13/12466	4
12:	<u>Kamira Court Villawood - Installation of Part-Time 2 Hour Parking Restriction No Stopping Restriction and Linemarking in Council Car Park</u> File Number: 25/07025	23
13:	<u>Torrens Street, Kiora Street and Arbutus Street Canley Heights - No Stopping Restrictions</u> File Number: 12/05005	28
14:	<u>Cheyenne Road Greenfield Park - Review of Speed Cushions</u> File Number: 17/14267	44
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SECTION B

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

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 11

SUBJECT: Bland Street Carramar – No Stopping Restrictions at Bend

FILE NUMBER: 13/12466

PREVIOUS ITEMS: 25 - Buranda Crescent St Johns Park and Bland Street Carramar – ‘No Stopping’ Restrictions at Bends - Traffic Committee - 13 Oct 2025

REPORT BY: Sameer Kabir, Graduate Engineer (Traffic)

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

AT-A ↓	Proposed No Stopping Restriction at Bland Street Carramar	1 Page
AT-B ↓	Swept Paths Assessment	6 Pages

CITY PLAN

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

SUMMARY

This report responds to a previous request by the Traffic Committee in October 2025 to investigate alternate options to address safety concerns associated with restricted sight distance at the bend on Bland Street Carramar.

The site presents a constrained environment due to a horizontal curve, unrestricted parking on the inside of the bend, bus route and pedestrian activity associated with the adjacent public park. These factors collectively increase exposure to potential conflicts and reduce available reaction time for drivers.

A range of options including centreline shift, parking restriction arrangements and the installation of traffic calming devices have been assessed. While these treatments provide varying levels of benefit, they do not directly address the visibility constraint.

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The proposed 'No Stopping' restriction on the inside of the bend represents an effective treatment that would improve stopping sight distance, support bus swept paths and minimise impact on parking on-street overall. This option provides a direct response to the identified visibility constraint and has been assessed alongside other treatments.

Background

Bland Street is a local road with a speed limit of 50 km/hr. The section that is reviewed includes a horizontal curve with unrestricted parking currently on the inside of the bend, it has a double dividing line along the road and 2 kerb blisters on either side at the curve.

The road is a bus route and has 4 bus stops within 150 metres of the curved section. Bus Route 904 and School Bus S4 operate through the curved section a total of 44 times on a typical weekday. The site is also located opposite a public park, resulting in pedestrian activity.

The western side of Bland Street already has an existing 'No Stopping' restriction in place to maintain sightlines for pedestrians accessing the park. The eastern side of the bend, which is the inside of the curve, remains unrestricted and is the subject of this review.

These factors combine to create a constrained road environment where visibility through the bend is important, particularly for bus movements and pedestrian activity.



Figure 1: Aerial view of Bland Street Carramar.

Investigation and Assessment

The available carriageway width at the inside of the bend is significantly reduced due to the existing parking arrangement. At its narrowest point, the effective width is approximately 2.8 metres and on average ranges from 2.9 to 3.0 metres in width.

This width is below the typical urban road width of 3.5 metres as per the recommended width by Austroads Guide to Road Design Part 3 (2021). It is to be noted that the curved sections are where vehicles occupy more road space than on straight alignments. Larger vehicles, including buses, require additional lateral clearance when travelling through curves.

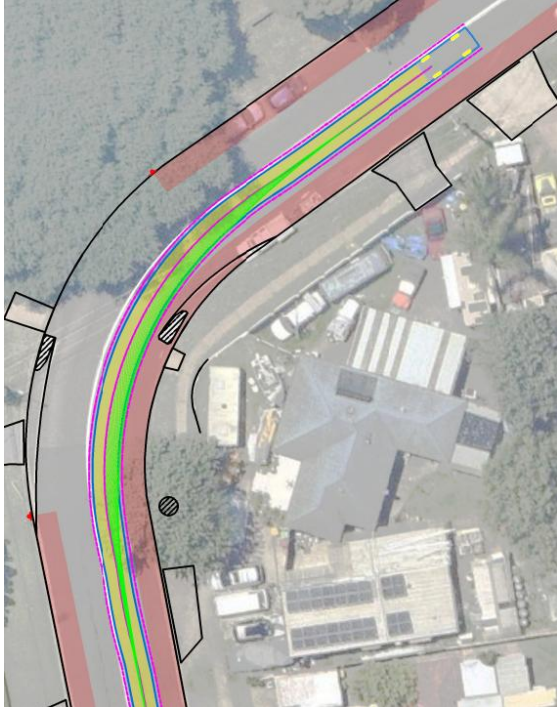
The bend also has a relatively tight radius, which further increases the movement space required by vehicles and reduces available sight distance. As a result, trying to maintain clear sightlines through the inside of the curve is critical to reducing conflict risk and support safe driver decision-making.



Figure 2: Bend at Bland Street Carramar (Facing South-West).

At an operating speed of 50 km/h, a vehicle typically requires a minimum stopping sight distance of approximately 48 metres to observe, react and safely stop. The current available sight distance through the bend is approximately 17 metres, which is only around 1 third of the required distance. The proposed parking restriction would increase the available sight distance to approximately 35.6 metres, improving driver visibility and reaction time through the constrained section.

Parking: Existing unrestricted parking
Available sight distance: 17.15 metres



Parking: Proposed 43 metres No Stopping
Available sight distance: 35.57 metres

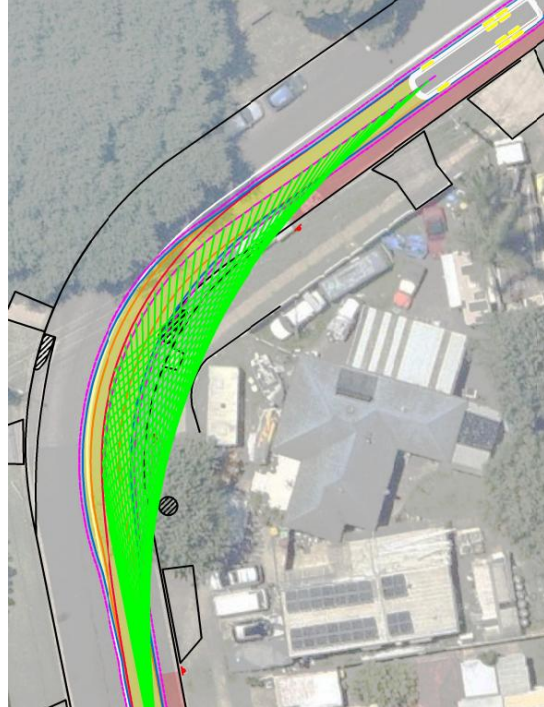


Figure 3: Aerial view illustrating available sight distance (green).

The key safety issues at this location relate to:

- Limited sight distance for drivers to observe oncoming vehicles;
- Restricted visibility of pedestrians crossing to and from the adjacent park and pedestrian sight distance to vehicles when crossing the road; and
- Insufficient lateral space at the bend for larger vehicles, particularly buses, to negotiate the curve without encroaching over the double dividing line.

Options Considered

In response to the Traffic Committee's request, the following alternative measures were investigated:

- Shifting the road centreline 0.5, 1.5 and 2.3 metres;
- Variations of parking restriction arrangements;
- Removal of kerb blister treatments; and
- Installation of Watts Profile road humps.

Swept path assessments were undertaken using a passenger (B99) vehicle and 12.5 metre (bus) vehicle. Passenger (B99) vehicle movements were generally achievable across multiple scenarios. However, compliant southbound bus movements were only achievable where parking was removed from the inside of the curve.

Option 1 – 'No Stopping' restriction on the inside of the curve

This option involves the installation of approximately 43 metres of a 'No Stopping' restriction along the inside of the curve. Implementation of this treatment would result in the removal of approximately 4 to 5 on-street parking spaces.

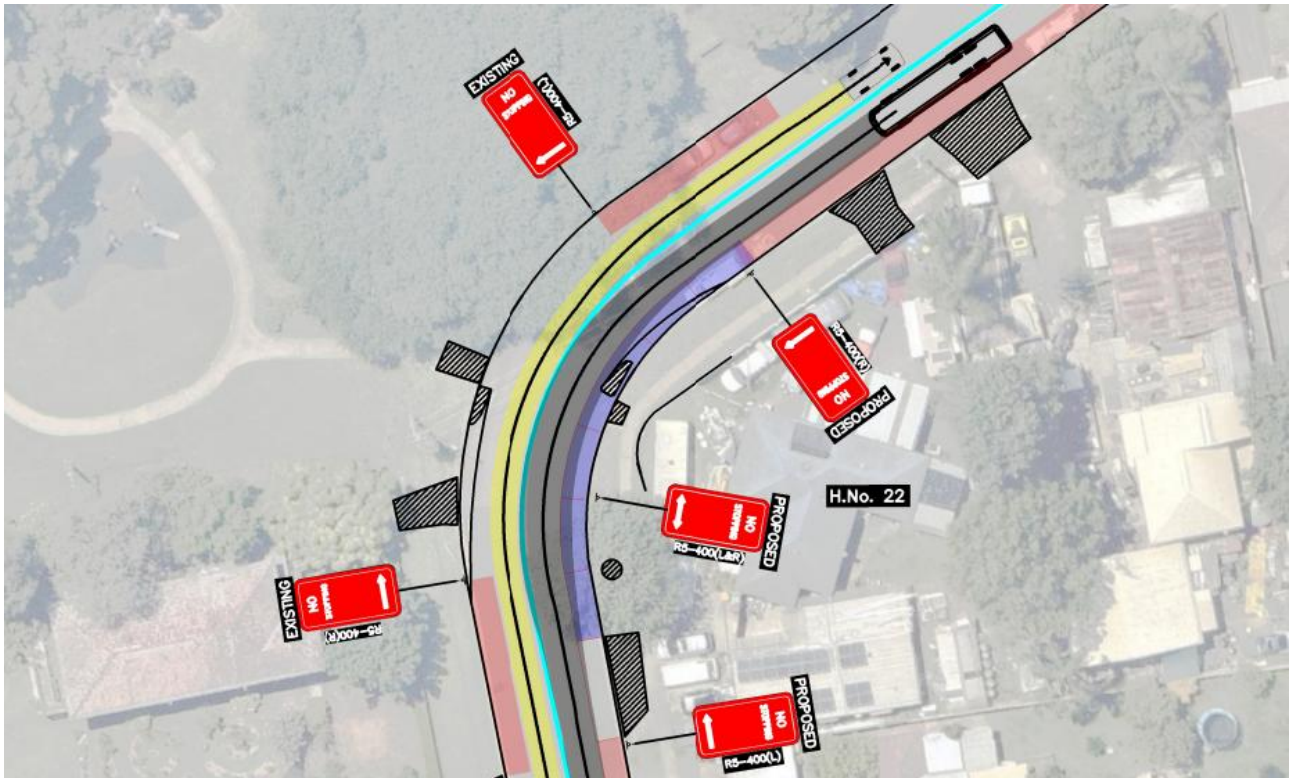


Figure 4: Assessment for Option 1.

Removal of parked vehicles from the critical sightline improves the available stopping sight distance to approximately 35.57 metres, providing a significant improvement in safety performance and driver reaction capability. The increased lateral clearance also allows buses to negotiate the bend with reduced encroachment into opposing traffic lanes. While the available sight distance would remain below desirable Austroads values due to geometric constraints, the proposed treatment would provide a substantial improvement over existing conditions and reduce conflict exposure.

Option 2 – Centreline shift

A shift of the road centreline was assessed as a means of improving vehicle positioning through the curve. However, swept path assessments for bus movements indicate that shifting the centreline tends to introduce new conflicts with northbound traffic.

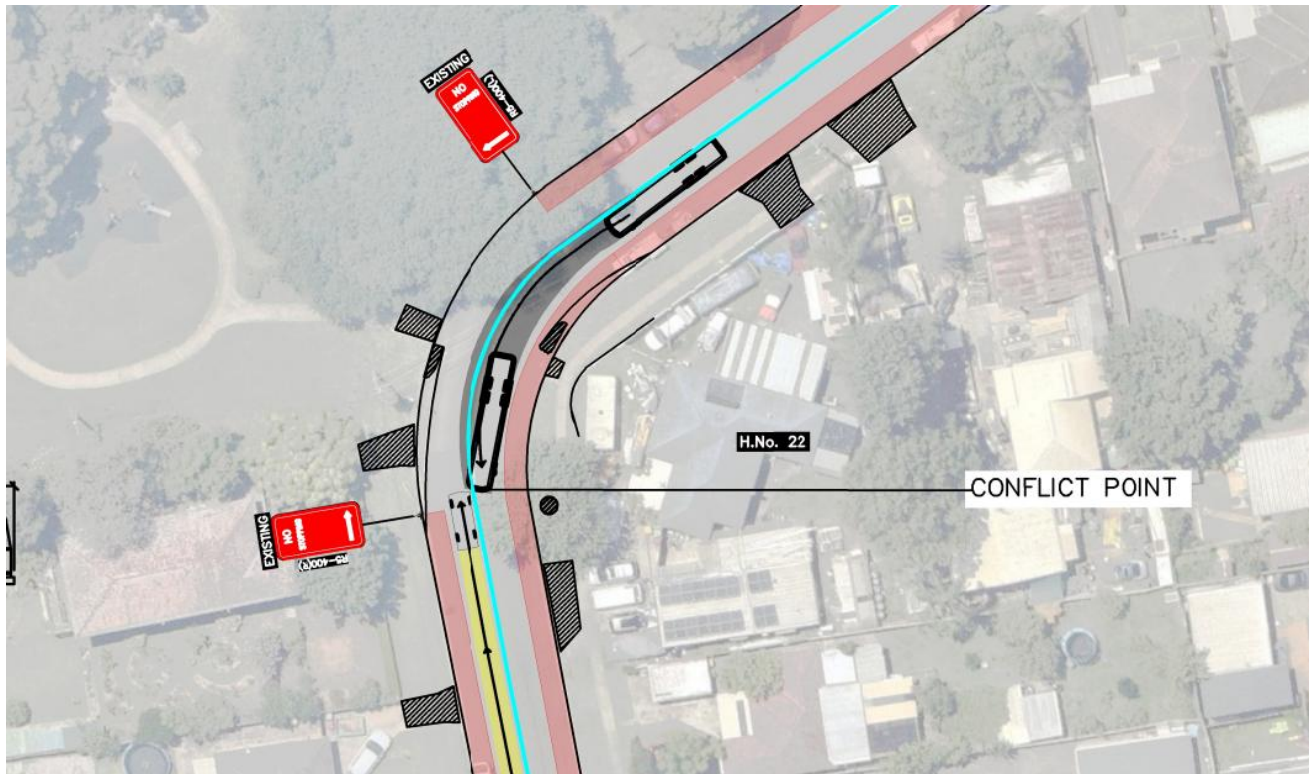


Figure 5: Assessment for Option 2.

While some improvement in manoeuvrability may occur, the visibility obstruction caused by parked vehicles on the inside of the bend remains. As a result, this treatment does not adequately address the sightline safety concern.

Option 3 – Centreline shift with additional parking restrictions

A further option involving centreline reallocation combined with additional parking removal was assessed. Despite the increased level of parking restrictions on the outside bend, conflicts are still likely to occur as the available carriageway width remains constrained.

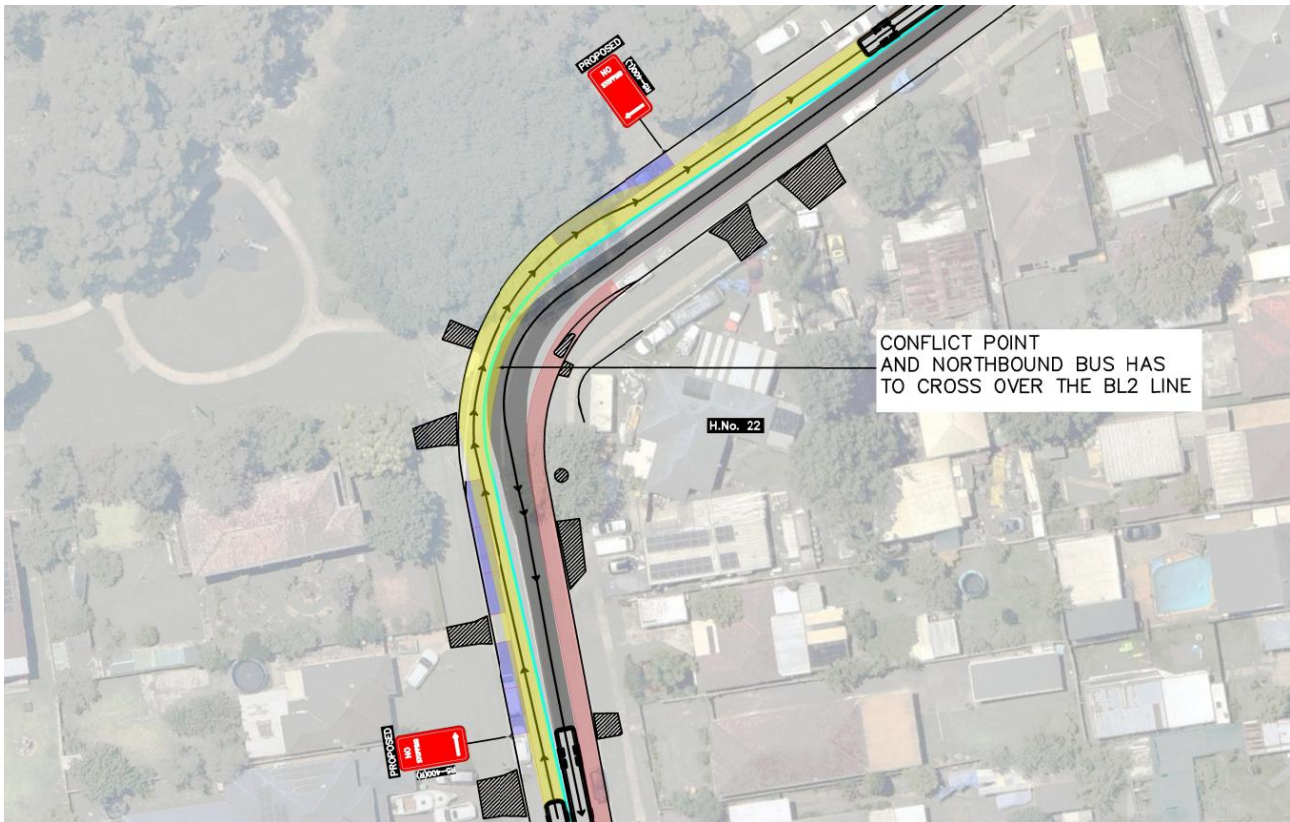


Figure 6: Assessment for Option 3.

Swept path assessments indicate that buses would continue to experience limited lateral clearance through the bend. This option would also result in the loss of approximately 8 on-street parking spaces, representing a greater impact on parking supply without providing a proportionate improvement in sight distance.

Option 4 – Installation of Watts Profile road humps

Installation of 2 Watts Profile road humps on the approaches to the bend was considered as a speed reduction measure. At an operating speed of 25 km/h at the hump, the required stopping sight distance reduces to approximately 17.24 metres. Under this scenario, the available sight distance of approximately 21.98 metres would allow drivers sufficient distance to observe and stop safely.

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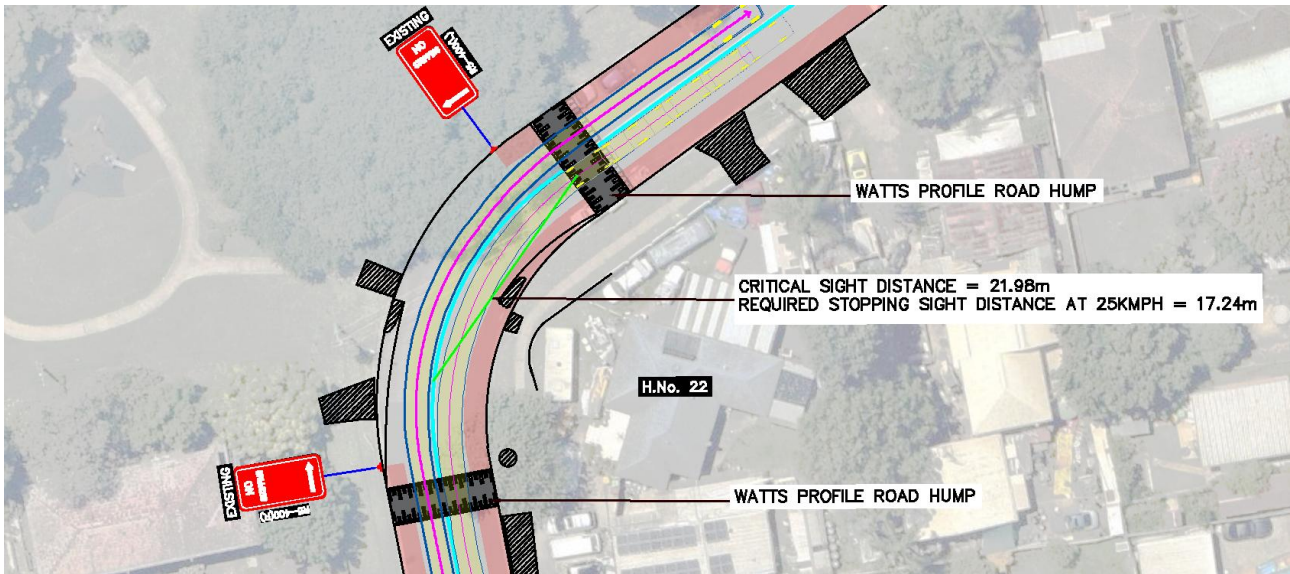


Figure 7: Addition of 2 Watts Profile Road Humps at the bend approaches.

While this option improves safety outcomes through speed management, the geometric constraint at the bend remains. Bus swept path assessments indicate that buses would still encroach onto the eastern parked vehicles unless they cross over the double dividing line. Therefore, this treatment does not fully resolve the operational limitations for larger vehicles negotiating the curve.

The treatment would involve civil works with an estimated construction cost of approximately \$140,000.00 including lighting upgrades. The addition of a Watts Profile road hump in Bland Street will be considered as a potential future upgrade, subject to the Traffic Committee's decision and future funding opportunities.

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Risk Assessment:

Hazard	Potential Risk / Crash Type	Safe System Consideration	Likelihood (Existing)	Consequence (Existing)	Risk Rating (Existing)	Proposed Control Measure	Expected Safe System Effect
Restricted sight distance on inside of bend.	Vehicle to vehicle collision on bend.	High exposure to opposing traffic conflict. Possible likelihood due to limited stopping sight distance.	Possible	Major	High	Remove parked vehicles within the critical sightline on the inside of the curve to restore stopping sight distance and improve driver reaction time.	Reduces exposure and likelihood of vehicle conflict by improving visibility through the bend.
Restricted sight distance near park frontage.	Vehicle to pedestrian conflict, particularly park users crossing the road.	Pedestrian exposure present; likelihood increased by limited visibility of crossing pedestrians.	Possible	Major	High	Remove parked vehicles within the critical sightline on the inside of the curve to improve visibility of pedestrians crossing near the bend.	Reduces likelihood of pedestrian conflict by improving driver sight distance and reaction time.
Narrow effective carriageway width (2.8–3.0 m).	Sideswipe or head on collision.	Exposure to lateral conflict increased by constrained road space.	Unlikely	Major	Medium	Remove on street parking at the narrowest section of the curve.	Reduces likelihood of lateral conflict by increasing usable carriageway width.
Tight curve radius on bus route.	Bus encroachment into opposing lane.	High heavy vehicle exposure. Likelihood increased by curve geometry and constrained turning path.	Likely	Minor	Medium	Clear inside of curve to allow compliant bus swept paths.	Reduces likelihood of buses crossing the double dividing line or entering the opposing lane.
Bus operations through constrained curve.	Bus mounting kerb or striking parked vehicles.	Bus exposure present; likelihood increased by limited lateral clearance	Possible	Moderate	Medium	Remove parked vehicles at constrained locations on the inside of the bend.	Reduces likelihood of bus conflict with parked vehicles and kerbside elements.

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Hazard	Potential Risk / Crash Type	Safe System Consideration	Likelihood (Existing)	Consequence (Existing)	Risk Rating (Existing)	Proposed Control Measure	Expected Safe System Effect
High bus frequency (Route 904 and school bus).	Increased exposure to conflicts.	Repeated bus movements increase exposure to vehicle and pedestrian interaction.	Unlikely	Moderate	Low	Improve road environment consistency and visibility through parking restrictions.	Reduces exposure over time and improves operational safety environment.
Approach speed of 50 km/h relative to available sight distance.	Drivers unable to stop within available sight distance.	Likelihood elevated where available sight distance is well below required stopping sight distance.	Possible	Major	High	Preferred treatment: remove parked vehicles to improve sight distance. Alternate treatment considered: Watts Profile road humps to reduce approach speed.	Preferred option reduces likelihood by improving visibility; alternate option reduces likelihood and severity through lower operating speed.
Constrained bend geometry for larger vehicles.	Bus encroachment toward eastern parked vehicles where centreline is shifted.	Exposure remains where geometric change does not resolve bus swept path conflict.	Possible	Moderate	Medium	Centreline shift not sufficient as standalone treatment or with limited parking removal.	Avoids introducing new conflicts with other road users and retains focus on direct hazard treatment.

Table 1: Risk Assessment Table using Safe Systems Assessment Framework by Austroads.

Consultation

Consultation letters were sent to the affected residents allowing 2 weeks for submissions. Consultation letters were sent to 9 residents on 7 July 2025 with consultation closing on 21 July 2025.

Council received 3 submissions – 2 supporting and 1 objecting to the proposal.

Resident	Support/Objection	Resident's Issue/Comment
Resident 1	Support	Improved sightlines and safer movement through bend.
Resident 2	Support (phone call)	Verbal support for sightline improvements.
Resident 3	Objection	Loss of on-street parking for residents and visitors, including a disabled family member. Concern that property value may be reduced.

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Figure 8: Bland Street Carramar (consultation outcome).

Response to objections

- The restriction is confined only to the inside of the curve where vehicles cannot be safely parked. Parking elsewhere in the street remains available.
- The inner curve must remain clear to ensure sufficient sight distance. Relocating the restriction to the outer side would not address the identified safety risk, as parked vehicles on the outer side do not obstruct visibility.
- With respect to disabled access, residents should rely on off-street parking where available. Only designated on-street mobility parking spaces are designed to accommodate mobility needs in the width and length of the parking space and available kerb ramps.
- In assessing implications of a proposal, property values is not a factor usually considered when addressing an identified hazard for road users, including public buses and pedestrians crossing the road to and from the park.

CONCLUSION

All reasonable alternative measures requested by the Traffic Committee have been investigated as part of this review. The assessments confirm that restricted sight distance associated with parked vehicles on the inside of the tight horizontal curve is a key contributing factor to the constrained operating environment at this location.

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A range of treatments including centreline reallocation, additional parking restriction arrangements and speed management measures were assessed. Each option provides varying degrees of safety and operational benefit. However, some treatments do not directly address the visibility constraint, while others introduce greater implementation impacts such as increased parking loss, higher construction costs and/or operational limitations for larger vehicles.

Speed management treatments such as Watts Profile road humps may improve safety conditions by reducing operating speeds, although the geometric constraint for larger vehicles would remain. If the Traffic Committee wishes to proceed with this option, Council will consider application for grant funding where possible.

Therefore, Option 1 is recommended, involving the installation of approximately 43 metres of 'No Stopping' restrictions on the inside of the bend. This treatment would improve the available stopping sight distance and support bus manoeuvrability through the curve along with being implemented quickly, at minimal cost when compared to the other options considered.

The findings of this report are provided to assist the Traffic Committee approving the recommended option for future implementation.

Sameer Kabir
Graduate Engineer (Traffic)

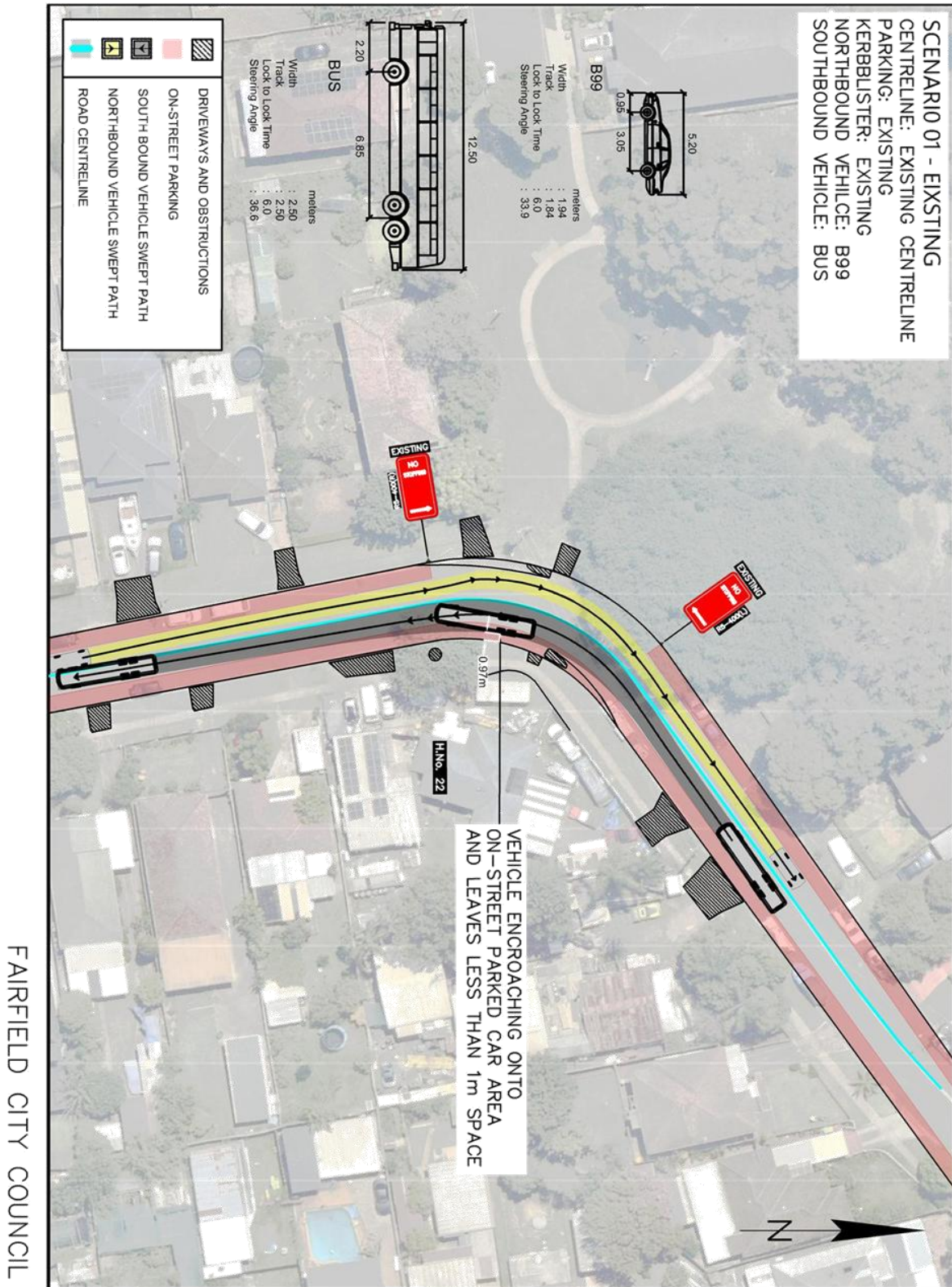
Authorisation:
Traffic & Transport Co-ordinator
Manager Design Services
Acting Director City Delivery

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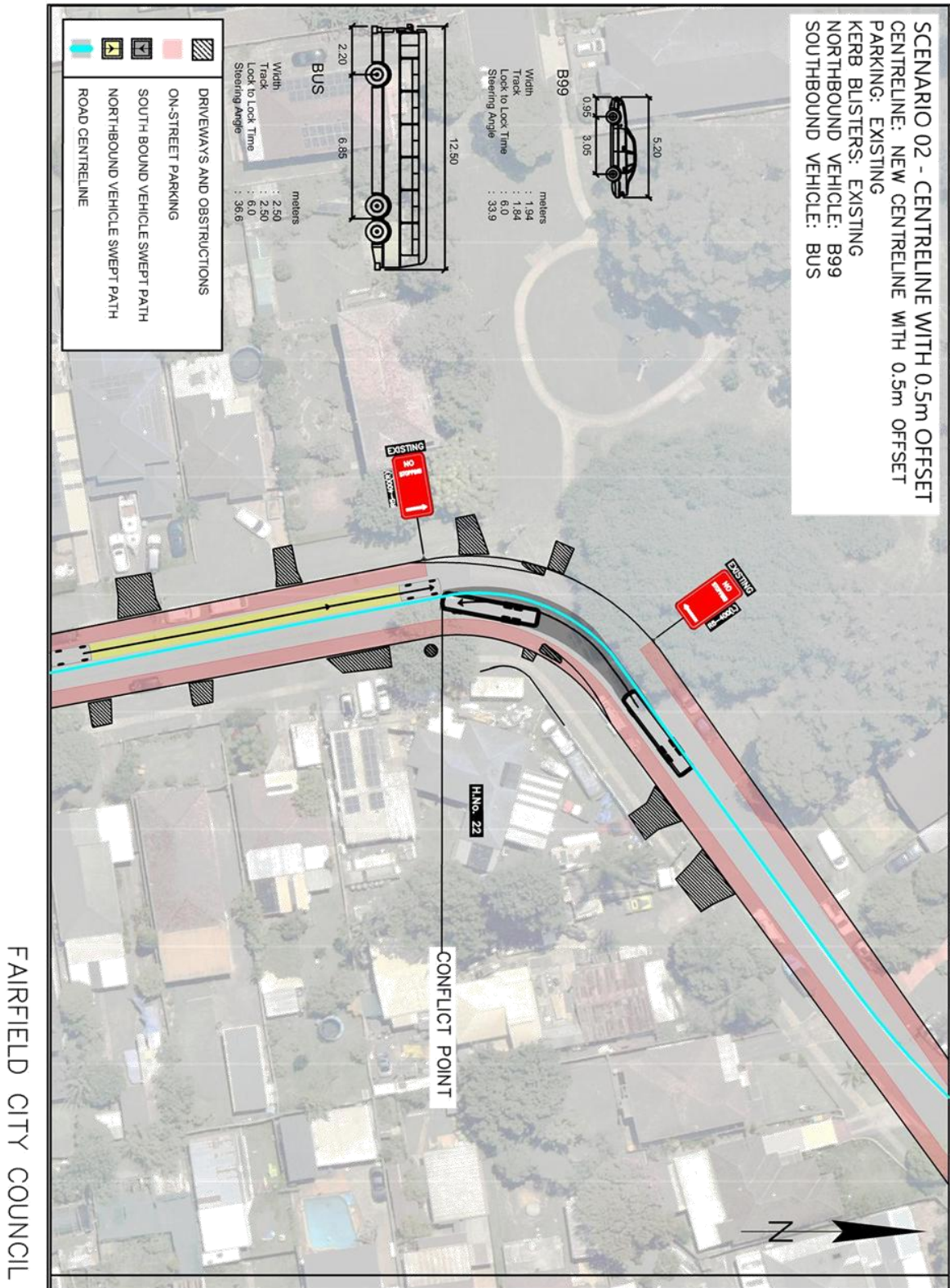
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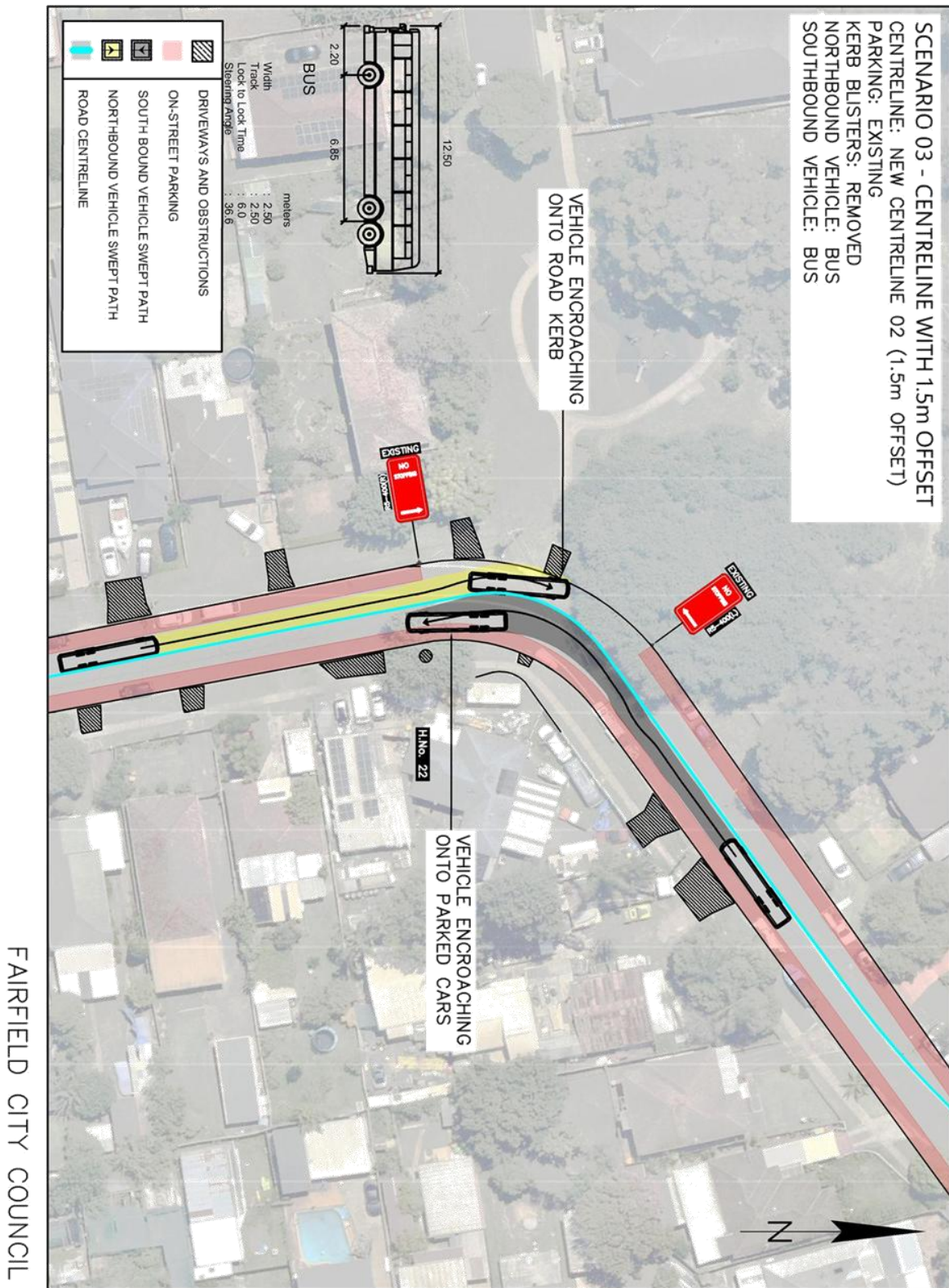
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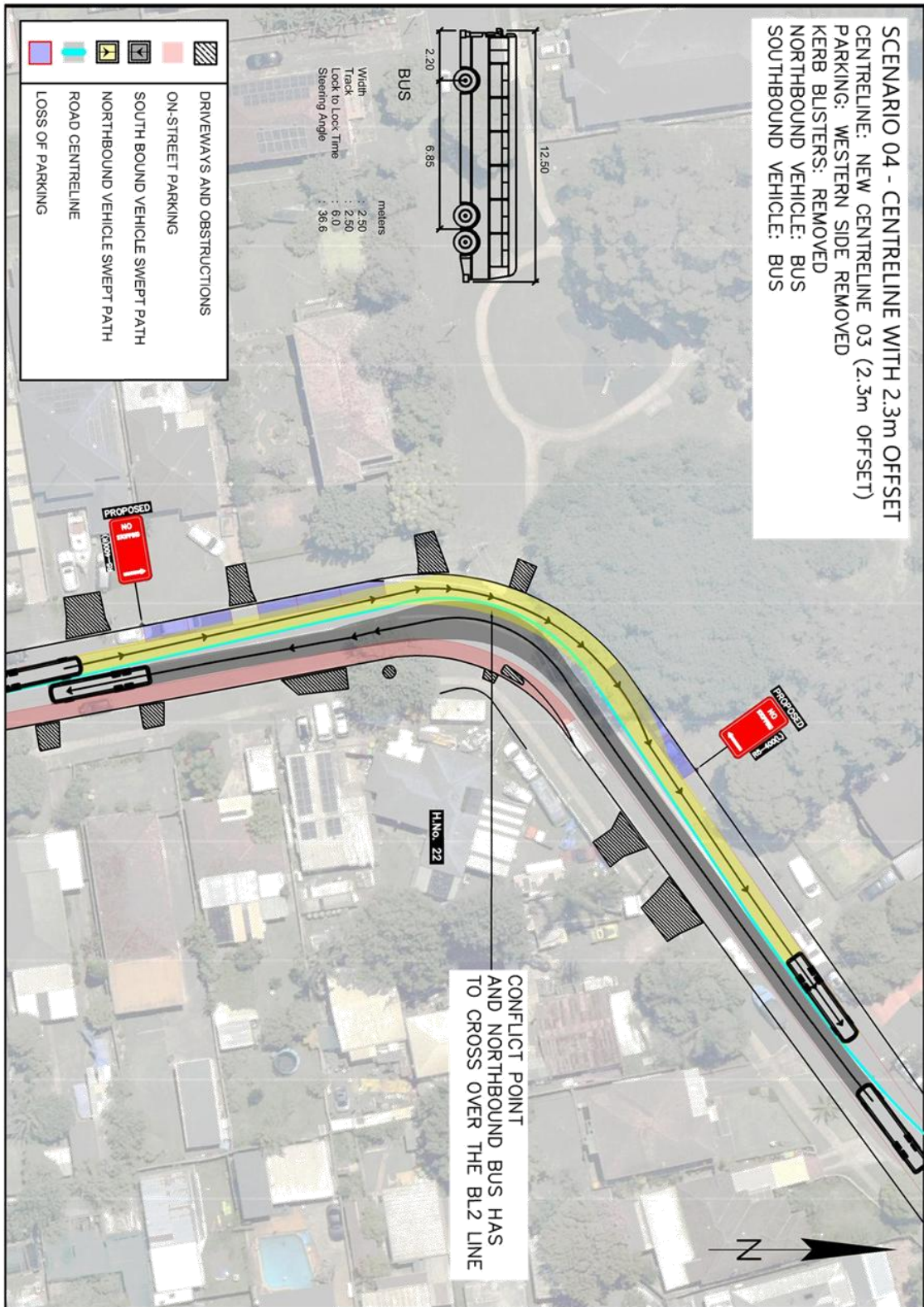


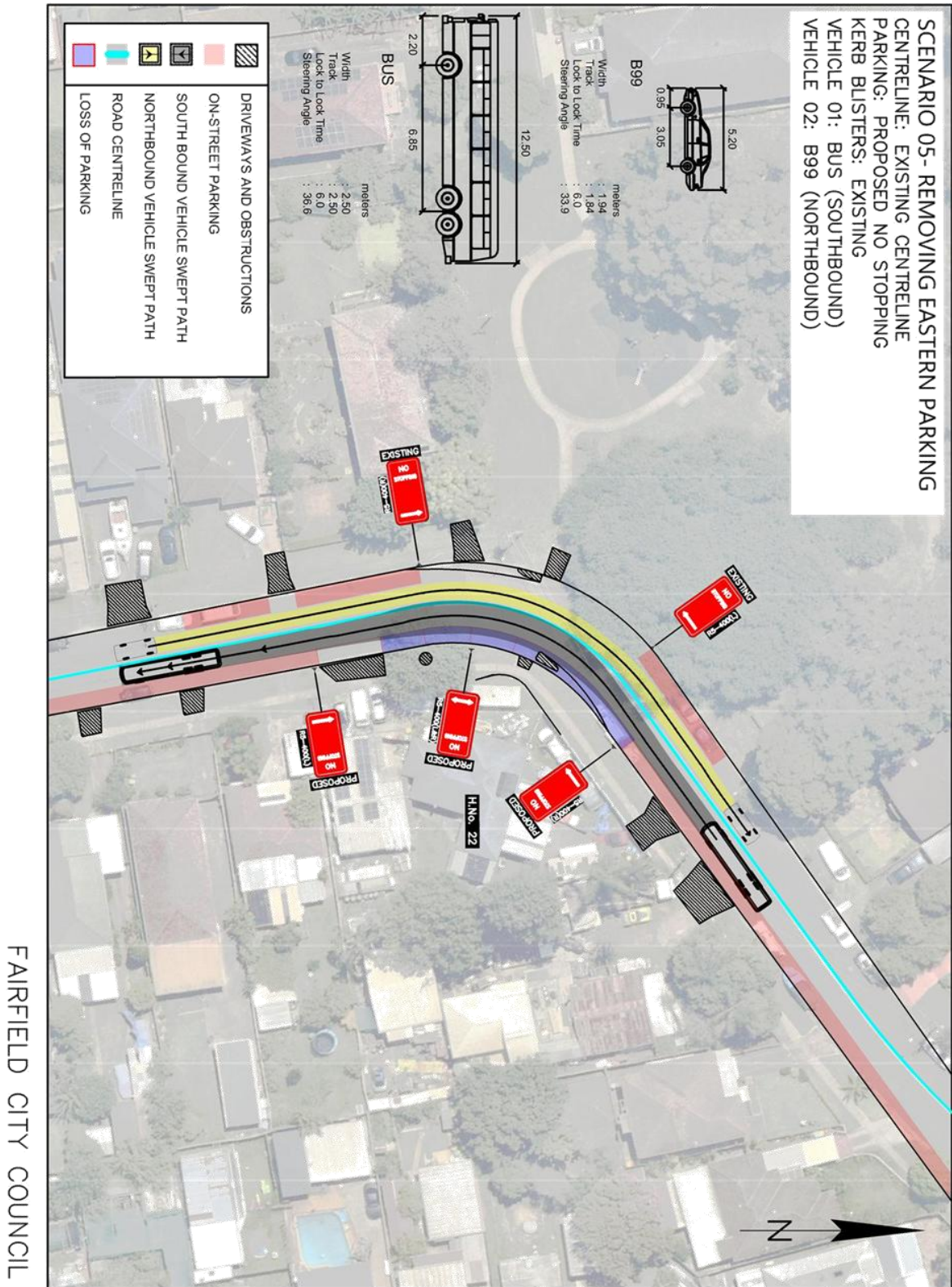


FAIRFIELD CITY COUNCIL

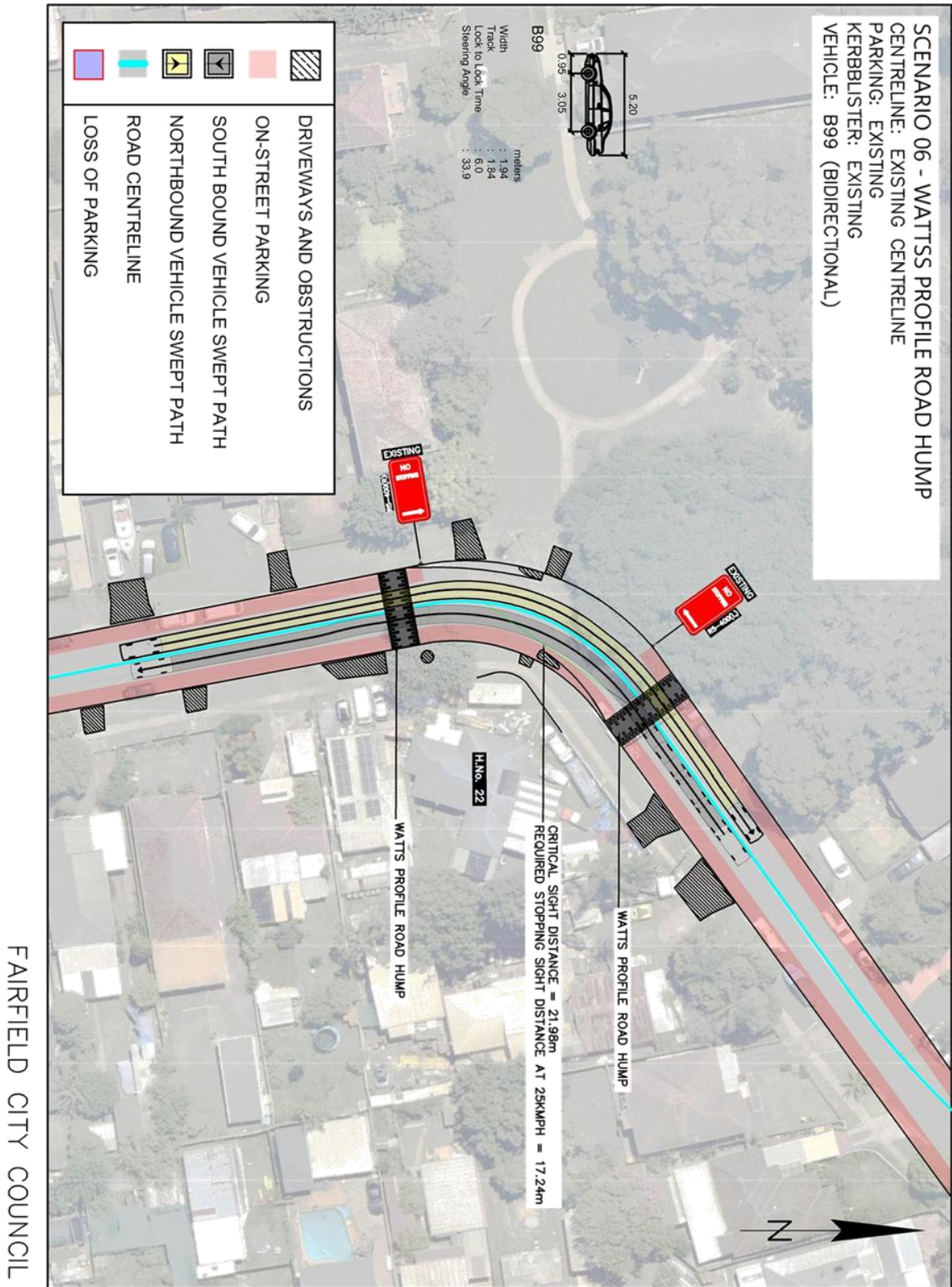








FAIRFIELD CITY COUNCIL



TRAFFIC COMMITTEE

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Item Number. 12

SUBJECT: Kamira Court Villawood - Installation of Part-Time 2 Hour Parking Restriction No Stopping Restriction and Linemarking in Council Car Park

FILE NUMBER: 25/07025

PREVIOUS ITEMS: 11 - Kamira Court Villawood - Installation of a Part-Time 2 Hour Parking Restriction in Council Car Park - Traffic Committee - 14 Apr 2025

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The existing '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat', installation of additional '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat' (excluding the 2 disabled parking spaces), 'No Stopping' parking restriction and linemarking in the Kamira Court Car Park Villawood, as shown in Attachment A of the report, be approved.
 2. The affected stakeholders, including Council's Community Regulatory Services Division, be notified of the Committee's decision.
-

SUPPORTING DOCUMENTS:

AT-A [↓](#) Kamira Court Car Park Villawood - Signage Plan

1 Page

CITY PLAN

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

SUMMARY

At the Traffic Committee Meeting of 14 April 2025 Council approved the installation of '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat' and 'No Stopping' parking restriction in the Kamira Court Car Park Villawood on 2 rows for a 6-month trial period. Also, the Committee requested the results of the 6-month trial, including an analysis of all the existing parking and linemarking restrictions within the car park be undertaken with a report back to the Committee for consideration.

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Accordingly, after further review, it is proposed to approve the existing '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat', install additional '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat' (excluding the 2 disabled parking spaces), 'No Stopping' parking restriction and additional linemarking on Kamira Court Car Park as shown in attachment A of the report. This will further increase parking turnover and improve circulation at this location benefitting the Villawood Town Centre.

Background

Kamira Court is a local road providing access for rear servicing of businesses, adjacent residences and the centralised car park for the town centre.

Villawood Town Centre hosts a range of businesses, including food-related retail shops, restaurants and general shopping. There are also parking demands arising from community groups, high density residential buildings, construction activity and train services through Villawood Train Station.

The centralised car park was provided to service the shops and businesses within the town centre. The planning approval process has reduced the requirement for the provision of residential parking over time, particularly in proximity to rail stations. This adds residential and visitor demand to employee and commuter parking in and around the town centre.

The 'No Stopping' restriction and additional linemarking helps with the circulation of vehicles along the car park and provide clear area for the existing loading zone and for waste pick-up.

Villawood Railway Station is not a nominated station by Transport for NSW and has no limitations on the introduction of time-limited parking within 1km of the station.

SITE OBSERVATIONS

Before the timed 2P restriction

Site observations on 7 March 2025 at 9.00am, 12.00pm and 4.00pm showed parking spaces were occupied mostly by the same vehicles from morning to evening (likely to be residents, business employees or business owners).

- 9.00am – only 2 parking spaces available out of 67
- 12.00pm – only 3 parking spaces available out of 67
- 4.00pm – only 1 parking space available out of 67

These findings indicate low availability of parking in the car park for shoppers and visitors to the town centre.

After the timed 2P restriction

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Site observations on 24 February 2026 at 9.00am, 12.00pm and 4.00pm showed parking spaces on the unrestricted area were occupied by the same vehicles from morning to evening (likely to be residents, business employees or business owners). Additionally, 39% of the restricted parking spaces were occupied by the same vehicles from morning to evening. The parking availability was:

- 9.00am – 11 parking spaces available out of 67
- 12.00pm – 9 parking spaces available out of 67
- 4.00pm – 13 parking space available out of 67

Although the introduction of 2P parking restriction created some improvement in the availability of parking spaces, the continued all-day occupation of unrestricted spaces along with 39% of the restricted parking spaces showing no turnover suggests the turnover remains insufficient to support the needs of visitors and customers.

PROPOSED CHANGES

It is proposed to convert all the parking spaces excluding the 2 disabled parking spaces on the car park to '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat' restricted parking spaces. Additionally, 'No Stopping' restrictions and linemarkings are proposed to improve the circulation and manoeuvrability of vehicles which include delivery vehicles within the carpark.

Consultation and Timing

Consultation letters were sent out to the affected residents allowing 2 weeks for residents and businesses to provide Council with their feedback by close of business on Monday 16 March 2026.

Council has received no objections and 2 supports for the proposal.

CONCLUSION

The parking provided in Kamira Court is to support the business activity in Villawood Town Centre. When demand is low – overnight for example – then alternate uses such as residential parking may be an appropriate use. The 2P restriction would allow residents to park between 4.00pm and 10.30am before an infringement would occur.

As the proposed parking restriction is to turnover parking spaces for short-stay visitors to Villawood Town Centre, it is recommended to be implemented.

The existing '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat', installation of additional '2P 8.30am-6.00pm Mon-Fri and 8.30am-12.30pm Sat' (excluding the 2 disabled parking spaces), 'No Stopping' parking restriction and linemarking within the car park located at Kamira Court Villawood as shown in Attachment A is recommended for approval.

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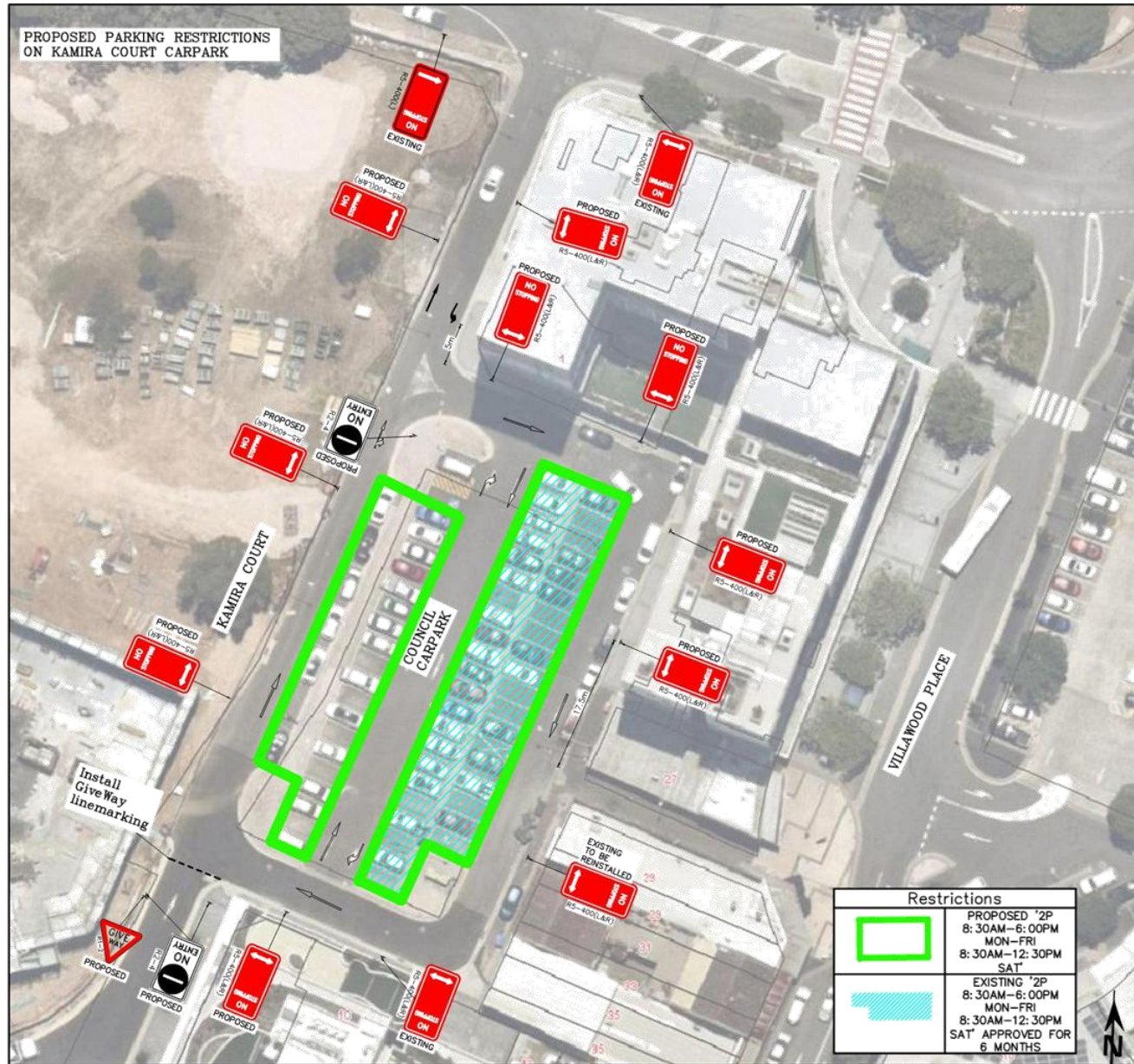
Gaurab Ghimire
Professional Engineer (Traffic)

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

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SUBJECT: Torrens Street, Kiora Street and Arbutus Street Canley Heights - No Stopping Restrictions

FILE NUMBER: 12/05005

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The installation of 'No Stopping' signs at the intersections on Torrens Street, Kiora Street and Arbutus Street Canley Heights as shown in Attachment A of the report be approved.
 2. The affected stakeholders, including Council's Community Regulatory Services Branch, be notified of the Committee's decision.
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SUPPORTING DOCUMENTS:

AT-A [↓](#) Torrens Street, Kiora Street and Arbutus Street Canley Heights - 13 Pages Signage Plan

CITY PLAN

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

SUMMARY

Council has received representations regarding motorists being issued fines for parking within 10 metres of the intersections on Torrens Street, Kiora Street and Arbutus Street.

To address this issue, it is proposed to install 'No Stopping' signage at the relevant intersections listed in Table 1, consistent with the Road Rules 2014. The signage is intended to reinforce the statutory setback requirement and assist motorists in clearly identifying the required distance from intersections, as shown in Attachment A of the report.

Background

Rule 170(3) of the NSW Road Rules 2014 states:

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“A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops —

- (a) at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules, or*
- (b) if the intersection is a T-intersection—along the continuous side of the continuing road at the intersection”.*

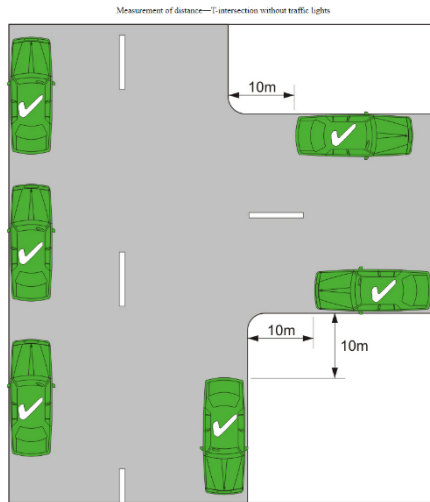


Figure 1: Legal parking at an unsignalized intersection.

Recent representations received by the Mayor indicate that motorists have been issued parking infringements for stopping within 10 metres of intersections along Torrens Street, Kiora Street and Arbutus Street. The installation of signage is therefore proposed to reinforce the road rule.

Proposal

Council is proposing to install No Stopping signs at the following intersections as shown in Attachment A of the report to reinforce the requirements of the NSW Road Rules 2014.

No.	Location
1.	Intersection of Torrens Street and Derby Street
2.	Intersection of Torrens Street and Salisbury Street
3.	Intersection of Kiora Street and Derby Street
4.	Intersection of Kiora Street and Peel Street
5.	Intersection of Kiora Street and Ascot Street
6.	Intersection of Kiora Street and Salisbury Street
7.	Intersection of Arbutus Street and Derby Street
8.	Intersection of Arbutus Street and Peel Street
9.	Intersection of Arbutus Street and Ascot Street
10.	Intersection of Arbutus Street and Salisbury Street

Table 1: Locations where No stopping signs are proposed on Canley Heights.

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There were existing 'No Stopping' signs at the intersection of Torrens Street and Ascot Street and 'No Stopping' signs were approved at Torrens Street just east and west of Peel Street as shown on Sheets 2 and 3 of Attachment A.

It should be noted that at some intersections the 'No Stopping' signage is installed beyond the statutory 10-metre distance from the intersection. This has been undertaken due to the presence of existing driveways within the 10-metres zone and to avoid creating short, irregular or impractical parking spaces between driveways and intersections.

CONCLUSION

To reinforce existing road rules and provide clearer guidance to motorists regarding intersection parking restrictions, it is recommended that the installation of 'No Stopping' signs at the intersections identified in Table 1, and as shown in attachment A of the report be approved.

Gaurab Ghimire
Professional Engineer (Traffic)

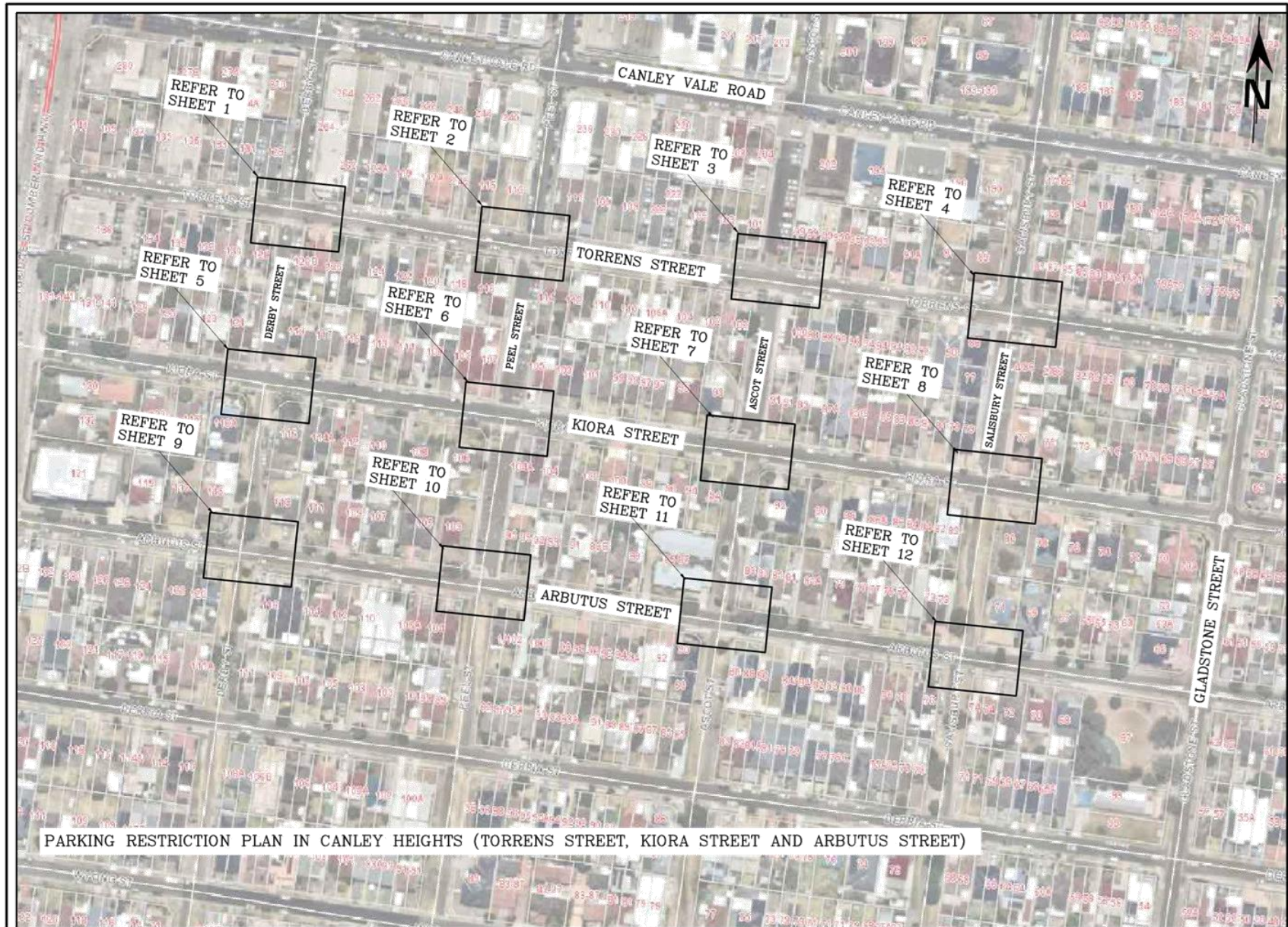
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ATTACHMENT A

Item: 13

Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan



ATTACHMENT A



ATTACHMENT A

Item: 13

Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan





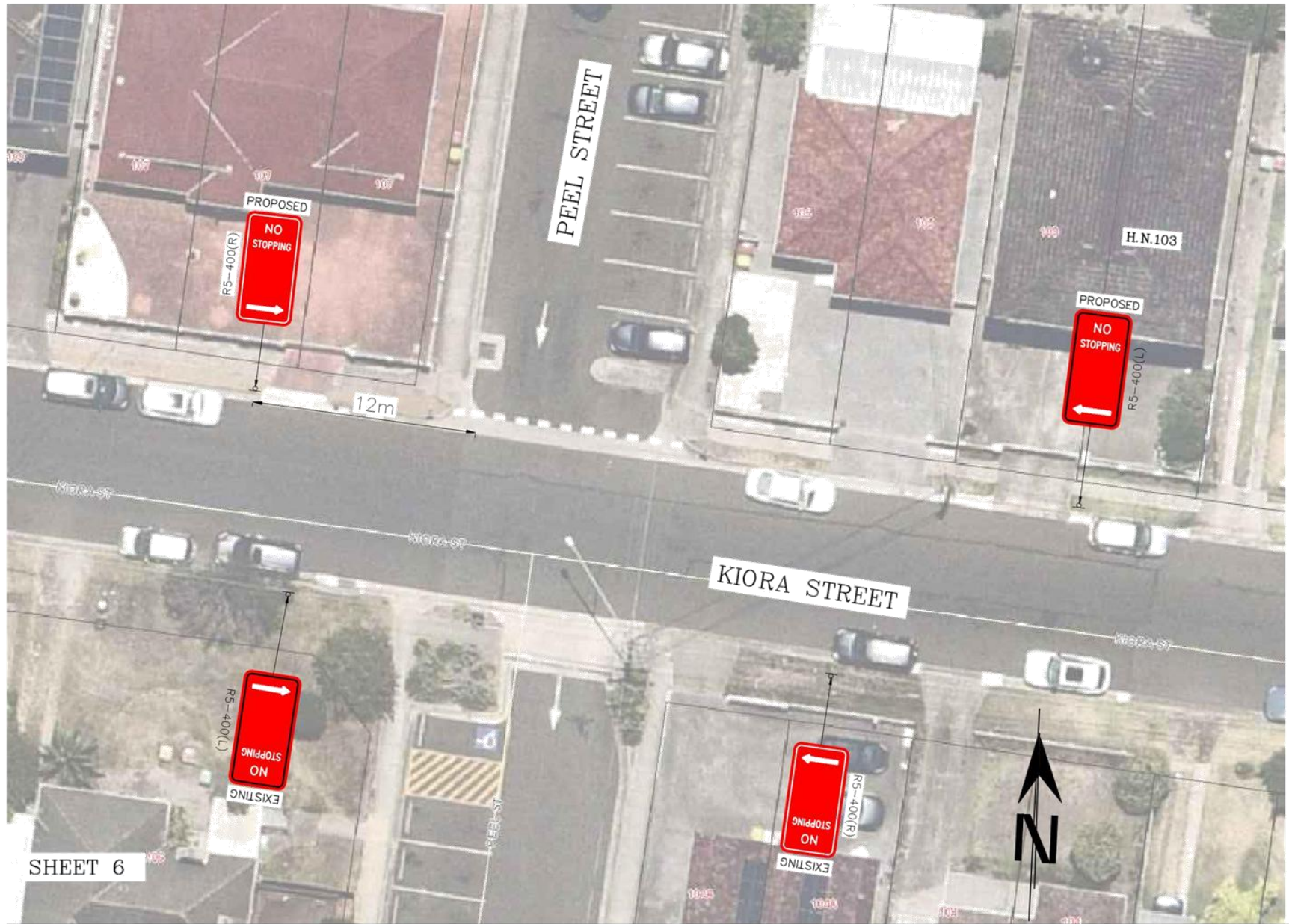
ATTACHMENT A

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Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan



ATTACHMENT A



ATTACHMENT A

Item: 13

Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan

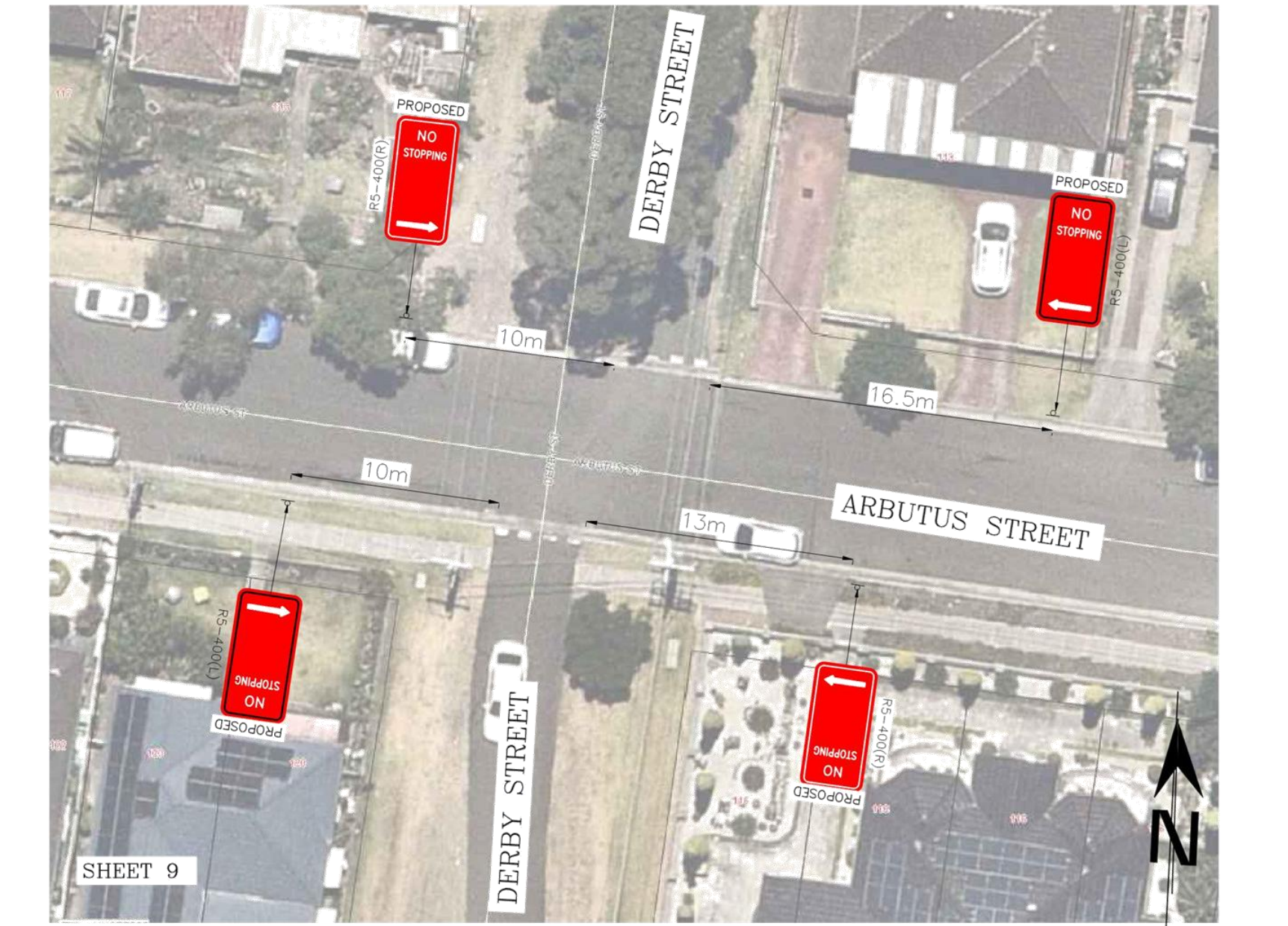


SHEET 7

ATTACHMENT A



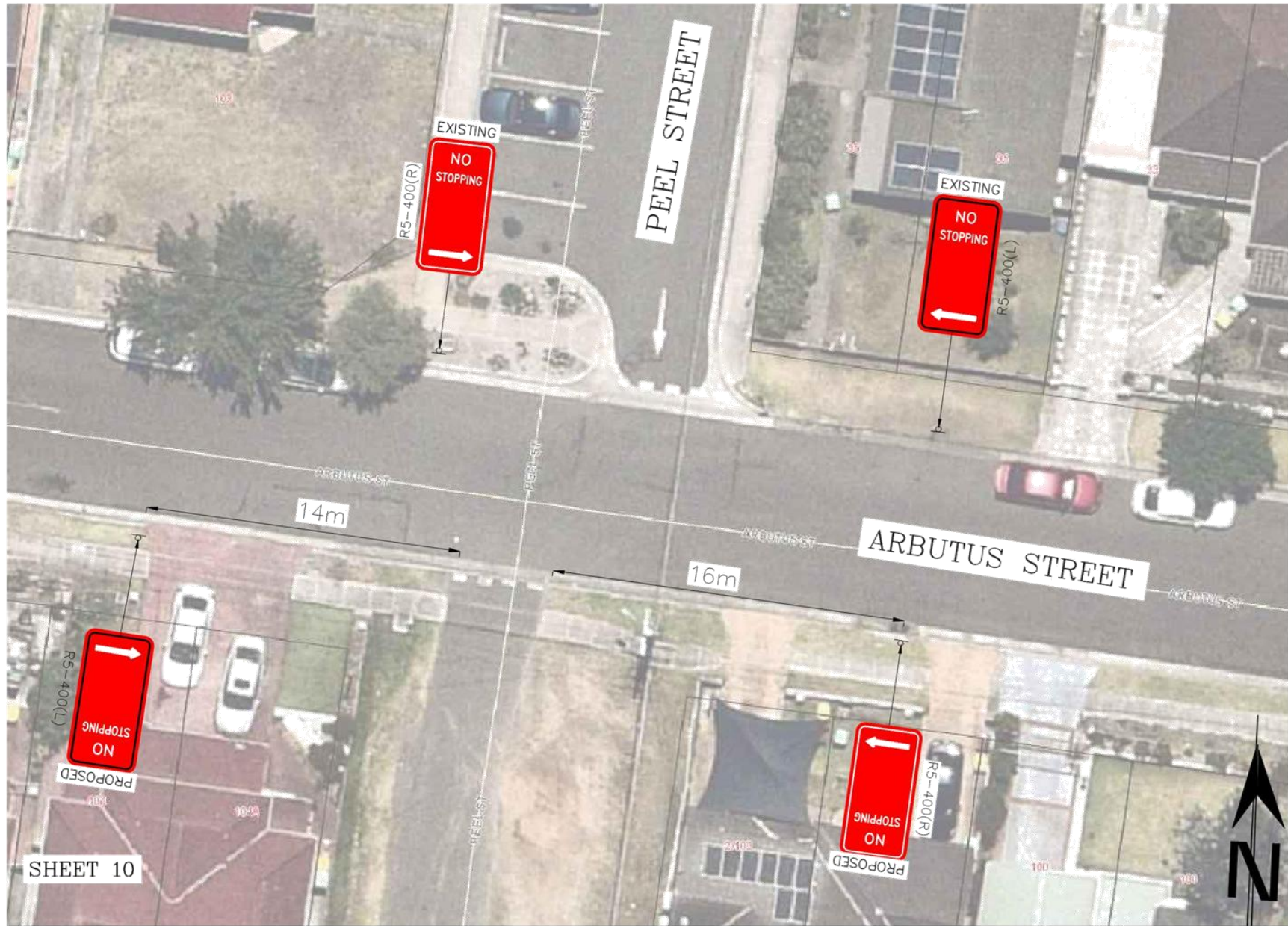
ATTACHMENT A



ATTACHMENT A

Item: 13

Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan



ATTACHMENT A

Item: 13

Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan



ATTACHMENT A

Item: 13

Torrens Street, Kiora Street and Arbutus Street Canley Heights - Signage Plan



TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 14

SUBJECT: Cheyenne Road Greenfield Park - Review of Speed Cushions

FILE NUMBER: 17/14267

PREVIOUS ITEMS: 10 - Cheyenne Road Greenfield Park - Review of Existing Speed Cushion - Traffic Committee - 14 Apr 2025

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 14 April 2025 Council approved the removal of speed cushions near 35 Cheyenne Road for a 12-month trial period.

A traffic count conducted in March 2026, following the removal of the speed cushions in April 2025, revealed that Cheyenne Road has an 85th percentile speed of 58km/h.

A treatment option is proposed to be considered to reduce speeding on Cheyenne Road Greenfield Park. Subject to funding, this will be considered for inclusion in a future Operational Plan Program for approval and implementation.

Background

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 14

Council had previously received concerns regarding speeding on Cheyenne Road Greenfield Park which led to the installation of speed cushions in 2018. A traffic count undertaken in August 2017 revealed the 85th percentile speed was 64km/h (speed 85 percent of motorists travelled at or below) on Cheyenne Road, exceeding the posted speed limit of 50 km/h. As a result, 2 sets of speed cushions were installed in August 2018, 1 near 16 Cheyenne Road and the other near 35 Cheyenne Road as shown in Figure 1 below.



Figure 1: Aerial photo of speed cushions (removed in April 2025) on Cheyenne Road Greenfield Park.

Following the installation of the speed cushions, another 7-day traffic count was conducted in December 2021 to measure the impact of the speed cushions on vehicle speeds and traffic patterns. The results of this traffic count showed a significant decrease in speeding incidents:

- 85th percentile speed: Reduced to 43km/h (40km/hr westbound and 45km/hr eastbound), a significant improvement from the previous 64 km/h (63km/hr westbound and 64km/hr eastbound) recorded before the installation of the speed cushions.

The traffic count revealed the speed cushions reduced vehicle speeds within the street.

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 14

In April 2024, Council received a request to remove the existing speed cushions at 35 Cheyenne Road Greenfield Park. The reason raised for the removal was the noise generated by vehicles travelling over the speed cushions outside their property led to sleepless nights, as it is outside the bedroom window. The resident is a heavy vehicle (school bus) driver, responsible for transporting school children. Loss of sleep due to the noise from vehicles traversing speed cushions can lead to fatigue, reducing alertness and increasing risk of accidents. While speeding remained a concern on Cheyenne Road, a review of individual resident circumstances led to the removal of the existing device at 35 Cheyenne Road in April 2025.

Following the removal of the speed cushions, another 7-day traffic count was conducted in March 2026 to measure the impact of the removal of speed cushions on vehicle speeds and traffic patterns. The results of this traffic count showed a significant increase in speeding:

- 85th percentile speed: Increased to 58km/h (58km/hr westbound and 58km/h eastbound), a significant increase from the previous 43 km/h (40km/h westbound and 45km/h eastbound) recorded after the installation of the speed cushions.

Crash History

Before Speed Cushion Installation

According to Transport for NSW's 5-year crash history between July 2012 to June 2017, there were 2 reported crashes on Cheyenne Road between Sweethaven Road and Mimosa Road. These crashes involved vehicles undertaking a 'U-Turn' on Cheyenne Road.

After Speed Cushion Installation

According to Transport for NSW's (TfNSW) 5-year crash history between January 2020 to March 2025, there was 1 reported rear-end crash on Cheyenne Road near Shawnee Street.

TfNSW's 5-year crash history has not been updated to show the crashes (if any) after the removal of speed cushions ie. after April 2025.

CONCLUSION

A traffic count conducted on Cheyenne Road after the removal of speed cushions revealed that Cheyenne Road has an 85th percentile speed of 58km/h, an increase from 43km/h.

A treatment option will be proposed to reduce speeding on Cheyenne Road Greenfield Park. Subject to funding, this will be considered for inclusion in a future Operational Plan Program for approval and implementation.

In the meantime, the Fairfield City Police Area Command will be requested to undertake surveillance to deter motorists from speeding along Cheyenne Road Greenfield Park.

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 14

Gaurab Ghimire
Professional Engineer (Traffic)

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

Traffic Committee - 13 April 2026

File Name: **TRA13042026_3.DOCX**

***** END OF ITEM 14 *****

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 15

SUBJECT: The Boulevarde Fairfield Heights - Traffic Investigation

FILE NUMBER: 12/02462

PREVIOUS ITEMS: 34 - The Boulevarde Fairfield Heights - Traffic Investigation - Traffic Committee - 08 Dec 2025

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That the report be received and noted.

SUPPORTING DOCUMENTS:

AT-A ↓	The Boulevarde and Stanbrook St Roundabout Concept	14 Pages
AT-B ↓	The Boulevarde and Stanbrook St Right Turn Bay Concept	15 Pages
AT-C ↓	The Boulevarde HPAA Upgrade Concept	1 Page

CITY PLAN

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

SUMMARY

At the 3 June 2024 Traffic Committee meeting, a matter was raised during General Business regarding parking, pedestrian crossings and traffic flow along The Boulevarde and Stanbrook Street Fairfield Heights. A review and investigation of The Boulevarde was requested.

Council undertook a review of The Boulevarde including intersection treatments along The Boulevarde, focusing on the intersections with Stanbrook Street and Station Street. The installation of a roundabout at Stanbrook Street was investigated but determined to be unsuitable due to long vehicle access requirements. Alternative options were therefore assessed to manage turning movements and improve traffic flow along The Boulevarde, including right-turn lane arrangements during peak periods.

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 15

A review of the High Pedestrian Activity Area (HPAA) on The Boulevard between Camden Street and Polding Street was also carried out. The assessment identified additional road treatments to reinforce driver awareness and encourage appropriate operating speeds within the HPAA, including proposed entry and mid-block measures as shown in Attachment C of the report.

Background

The Boulevard between Camden Street and Polding Street, functions as a collector road with a signposted HPAA speed limit of 40km/hr. The Boulevard runs in a north-south direction with Avenel Street to the south and Polding Street to the north with Cumberland Highway further north. The Boulevard between Station Street and Polding Street is also a bus route.

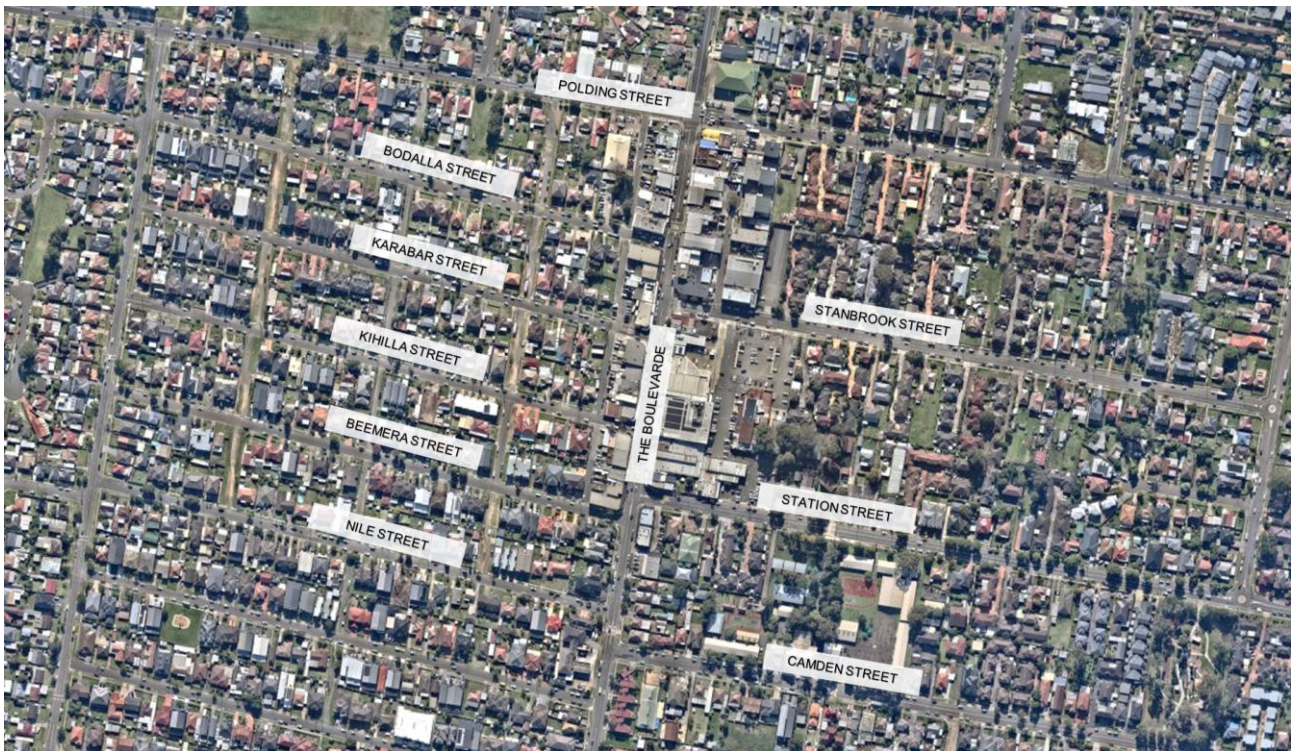


Figure 1: Aerial image of The Boulevard Fairfield Heights.

The Boulevard carries approximately 12,000 vehicles per day and regularly experiences congestion, particularly during peak periods which is not uncommon in town centres with high pedestrian activity. Traffic conditions are also influenced by the nearby intersections with Stanbrook Street and Station Street, which are both busy connecting roads. Vehicles waiting to turn right from The Boulevard into these streets interrupt the flow of through traffic, resulting in queues and delays along the corridor. These conditions have contributed to ongoing concerns about traffic movement along this section of The Boulevard. In response to the current issues, the following options were considered to improve traffic flow:

Options Considered

TRAFFIC COMMITTEE

Meeting Date 13 April 2026

Item Number. 15

Installation of roundabout at the intersection of The Boulevarde and Stanbrook Street

The installation of a roundabout at the intersection of The Boulevarde and Stanbrook Street was investigated and a preliminary roundabout design was prepared as shown in Attachment A of the report. The estimated cost of the roundabout is approximately \$630,000.00.

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

A site visit identified that the Woolworths development on Stanbrook Street is serviced by 19-metre articulated vehicles. These vehicles regularly undertake a left-turn movement from The Boulevarde into Stanbrook Street.

A swept path analysis was undertaken to assess the ability of a 19-metre articulated vehicle to negotiate the proposed roundabout geometry as shown in Attachment A of the report. The analysis demonstrated that a vehicle is unable to complete the left-turn or right-turn into Stanbrook Street from The Boulevarde without encroaching on the adjacent footpath and/or opposing travel lane and centre point of roundabout.

Accordingly, the installation of a roundabout at this location is not proposed, as it would not adequately accommodate the required service vehicle movements into Stanbrook Street.

Right-turn lane at The Boulevarde before Stanbrook Street

Following the assessment that a roundabout treatment was not feasible at the intersection of The Boulevarde and Stanbrook Street, an alternative option to provide a dedicated right-turn bay on The Boulevarde into Stanbrook Street was investigated.

The proposed right-turn bay would create a separate lane for vehicles turning right from The Boulevarde into Stanbrook Street, removing turning vehicles from the through traffic lanes. This treatment is intended to improve traffic flow and reduce delays for through vehicles on The Boulevarde, particularly during peak periods when right-turning movements can disrupt traffic operations.

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

The provision of a dedicated right-turn bay would better manage turning movements at the intersection. Overall, this option represents a practical and operationally efficient alternative to improve intersection function and traffic performance along The Boulevarde. The proposed option is shown in Attachment B of the report.

Removal of on-street parking spaces on The Boulevarde near Station Street

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Meeting Date 13 April 2026

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A similar option to provide a dedicated right-turn bay on The Boulevard into Station Street was also assessed. However, the assessment found that this section of The Boulevard cannot accommodate a right-turn bay due to insufficient road length between Station Street and Beemera Street. The available distance does not allow for the appropriate storage length and taper required for a right-turn bay.

As an alternative measure, the removal of on-street parking on The Boulevard north of Beemera Street was investigated. This would enable the existing carriageway width to be used to provide an additional through lane, allowing through traffic on The Boulevard to pass vehicles waiting to turn right into Station Street.

This approach would help minimise delays and improve traffic flow along The Boulevard, particularly during peak periods, without requiring major geometric changes. While it does not provide a formal right-turn bay, the treatment offers an operational improvement by reducing queuing and improving through traffic movement on The Boulevard.

This option will require the removal of 2 on-street parking spaces on The Boulevard near Station Street.

Review of the High Pedestrian Activity Area (HPAA) on The Boulevard

A HPAA area is a road or network of roads with a posted speed limit of 20, 30 or 40km/h. They are installed in areas with high numbers of pedestrians on local, regional and some state roads. The Boulevard between Camden Street and Polding Street, functions as a collector road with a signposted HPAA speed limit of 40km/hr.

A review of this section of road was carried out on measures to improve driver awareness, reduce vehicle speeds and better support pedestrian activity within the HPAA. The proposed improvement is:

- Entry treatment with tactile pavement, south of Camden Street.

The proposed entry treatment at the southern boundary of the existing HPAA, south of Camden Street, is intended to clearly define the start of the HPAA for approaching motorists. The inclusion of tactile pavement provides a visual and physical cue that drivers are entering a high pedestrian activity area.

This entry treatment reinforces the change in road environment, encourages drivers to reduce speed and improves awareness of pedestrian presence.

- Traffic calming device (Watts profile) between Beemera Street and Nile Street.

The proposed Watts profile traffic calming device on The Boulevard between Beemera Street and Nile Street is designed to reduce vehicle speeds along the mid-block section of the HPAA. This location was selected to reduce vehicle speeds along the centre of the corridor rather than only at the entry points.

TRAFFIC COMMITTEE

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The Watts profile hump allows vehicles to pass with reduced discomfort while still providing a vertical deflection that encourages compliance with the 40 km/h speed environment. This treatment supports consistent speed reduction, improves driver behaviour and enhances the overall performance of the HPAA.

The proposed treatment to enhance the performance of the HPAA combined with the proposed right-turn bay near Stanbrook Street is shown in Attachment C of the report and will cost approximately \$235,000.00.

CONCLUSION

Based on the investigations undertaken, the installation of a roundabout at the intersection of The Boulevard and Stanbrook Street is not supported due to operational constraints associated with vehicle movements. Alternative treatments along The Boulevard have been assessed to improve traffic flow and manage turning movements at key intersections, particularly during peak periods.

Additionally, proposed treatments within the HPAA between Camden Street and Polding Street have been developed to reinforce the existing 40 km/h environment and support pedestrian activity. The proposed intersection and HPAA treatments, as shown in Attachment C of this report, are recommended subject to funding availability and Council approval.

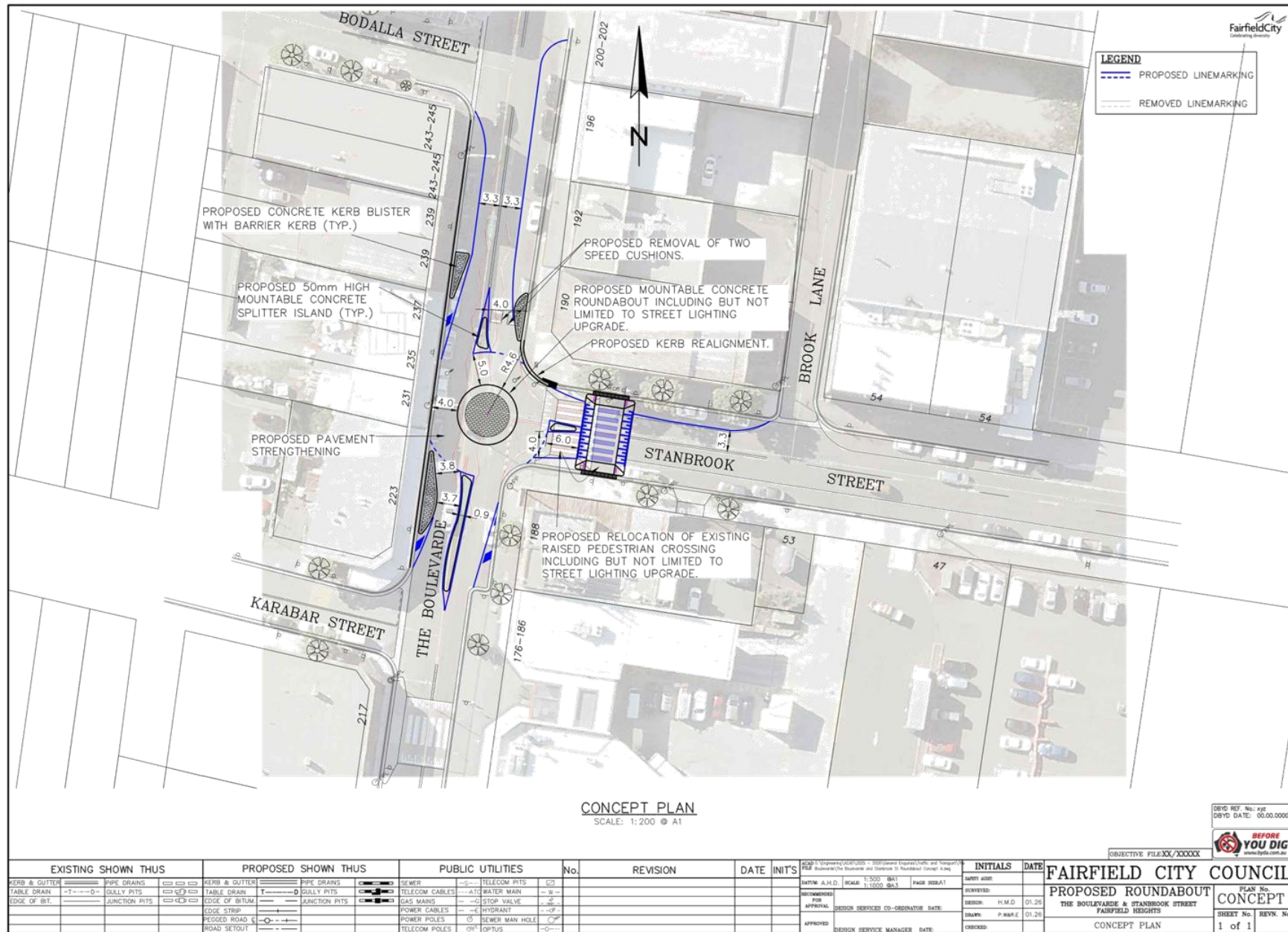
Gaurab Ghimire
Professional Engineer (Traffic)

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

Traffic Committee - 13 April 2026

File Name: **TRA13042026_4.DOCX**

***** END OF ITEM 15 *****





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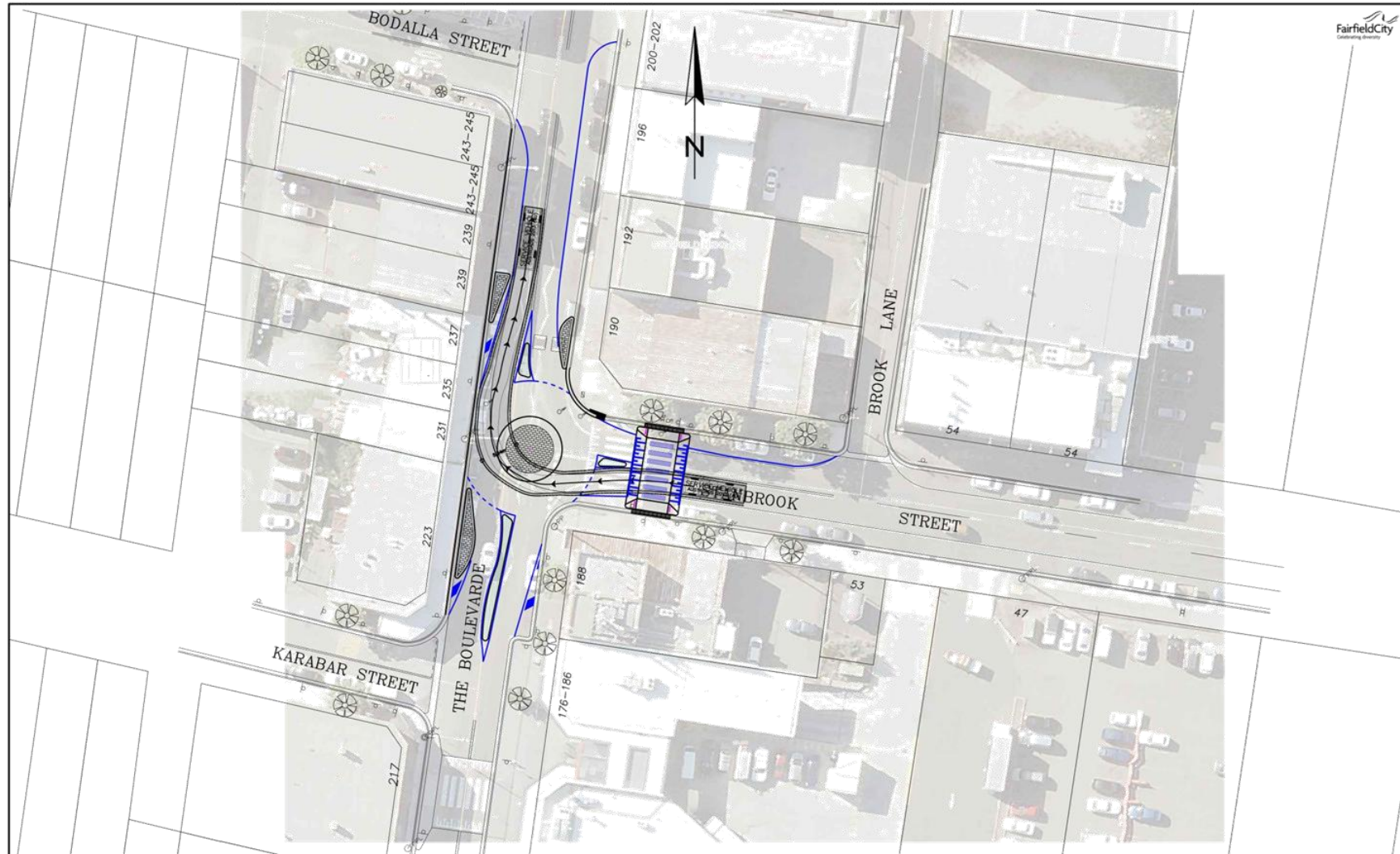
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APPROVED		DESIGN SERVICE MANAGER	DATE:		

FAIRFIELD CITY COUNCIL		PLAN No.	
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THE BOULEVARDE & STANBROOK STREET		REV. No.	
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TURNING PATH - TP1			



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FAIRFIELD CITY COUNCIL

PROPOSED ROUNDABOUT

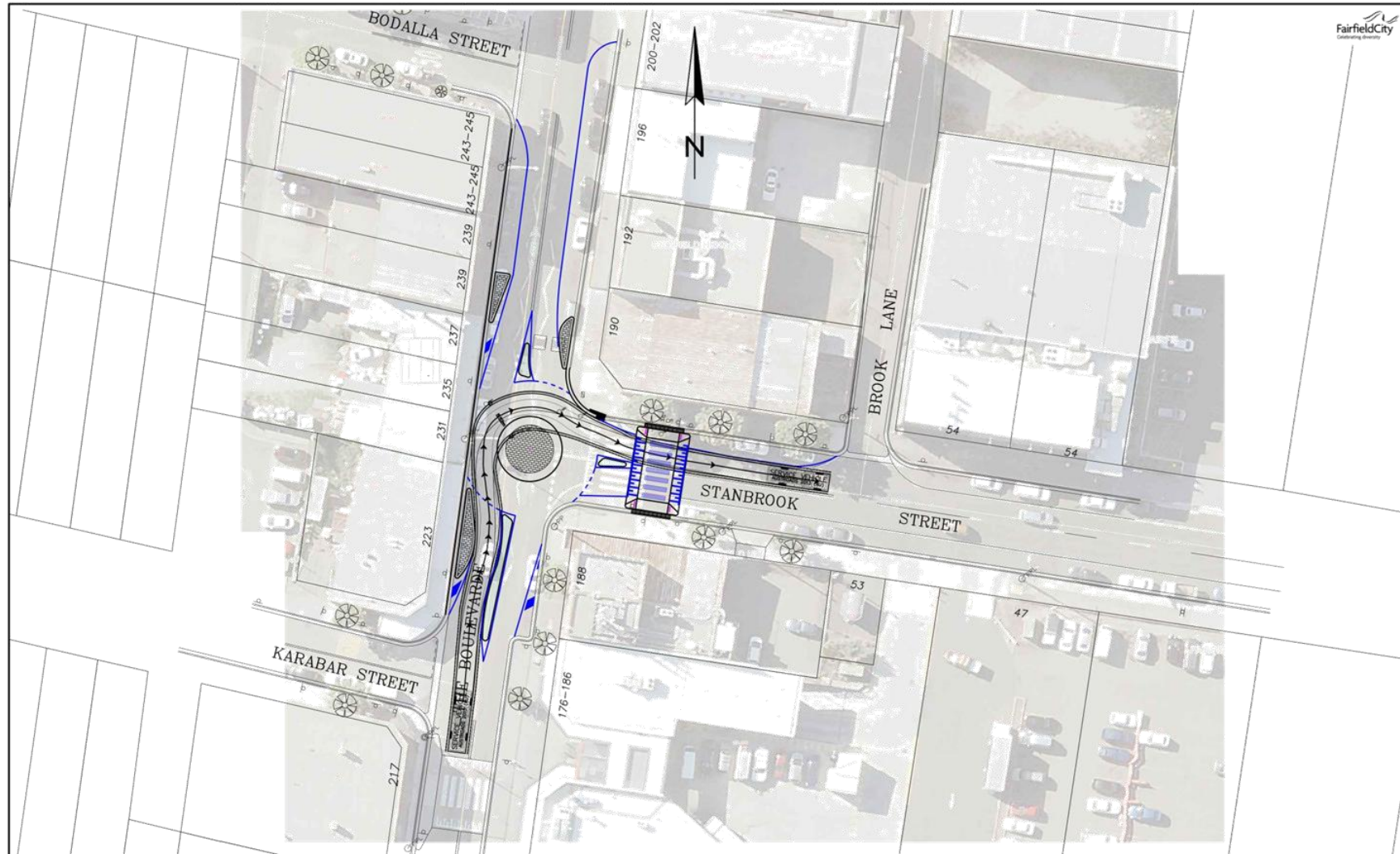
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FAIRFIELD HEIGHTS

TURNING PATH - TP2

PLAN No. CONCEPT

SHEET No. TP2

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FAIRFIELD CITY COUNCIL

PROPOSED ROUNDABOUT

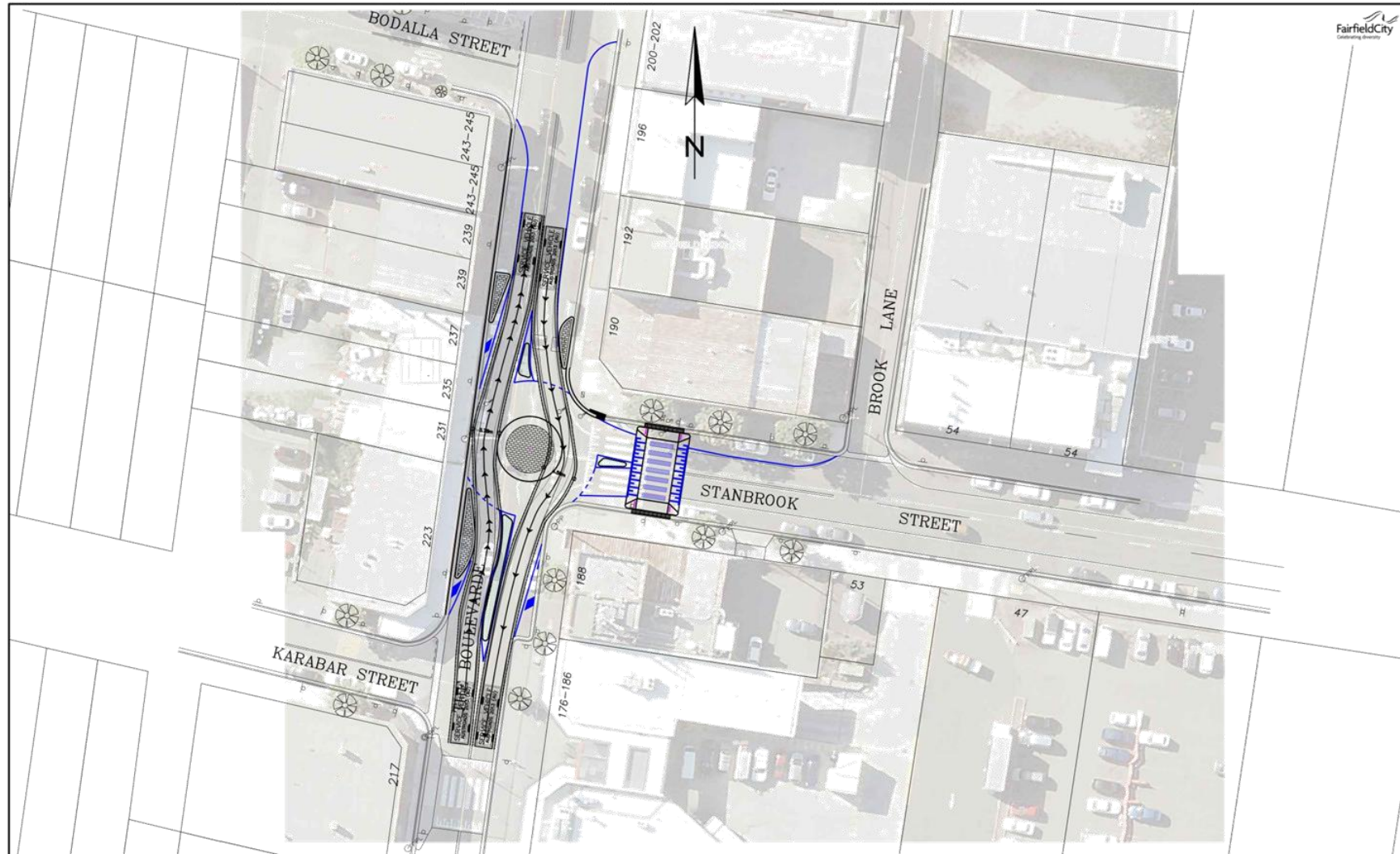
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FAIRFIELD HEIGHTS

TURNING PATH - TP3

PLAN No. CONCEPT

SHEET No. TP3

REV. No.



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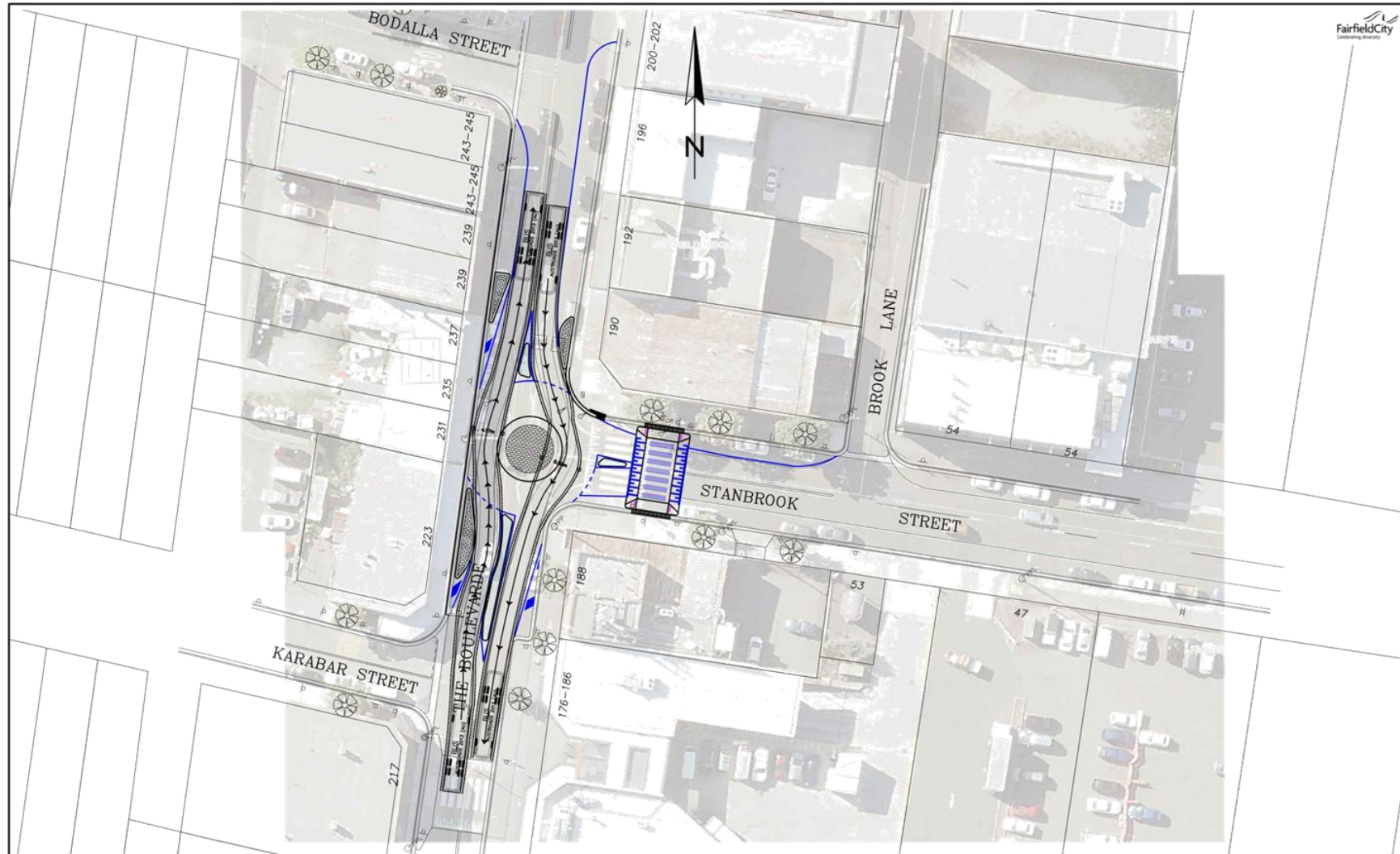
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FAIRFIELD CITY COUNCIL
PROPOSED ROUNDABOUT CONCEPT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP4

PLAN No.
SHEET No. TP4
REV. No.



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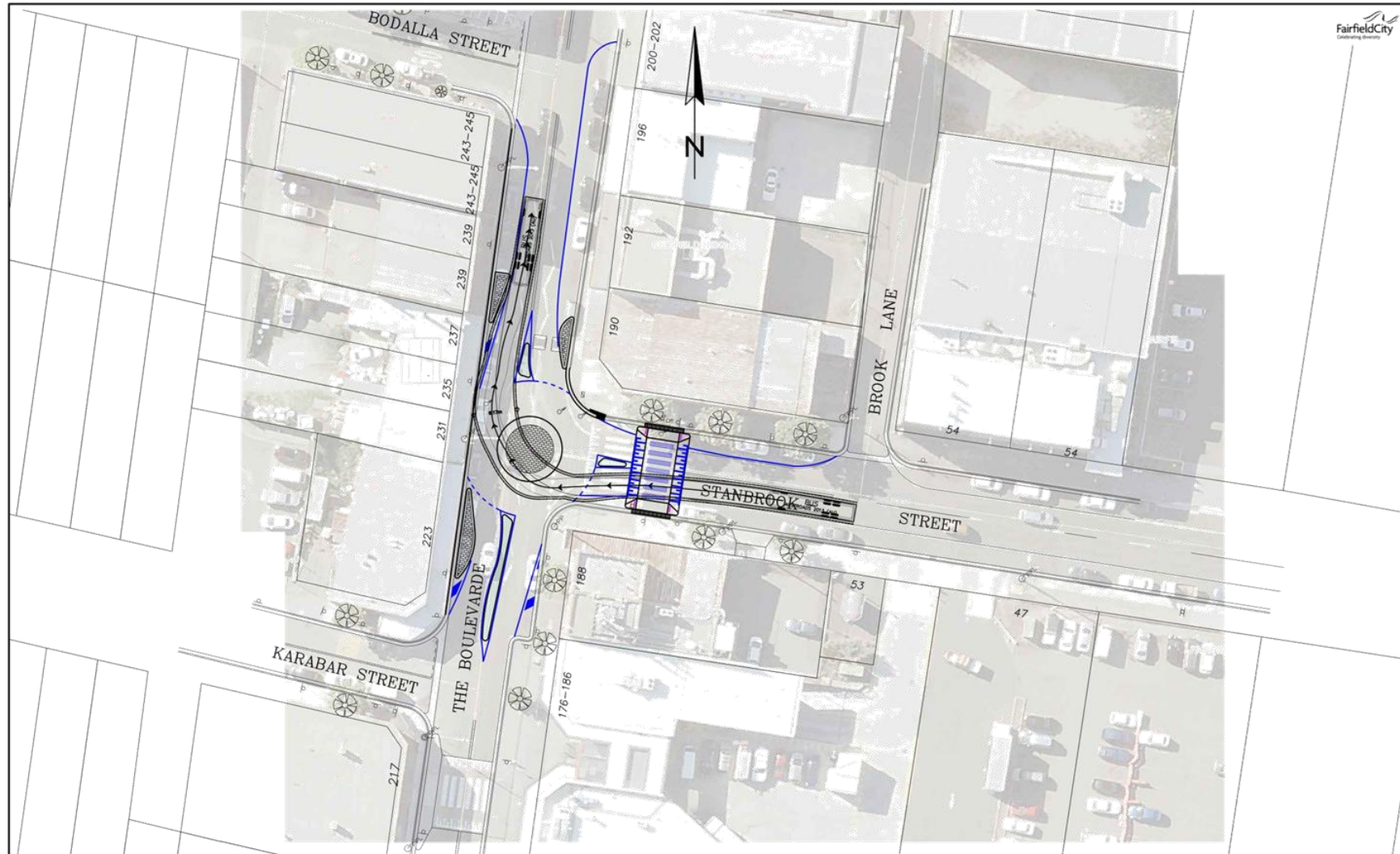
FAIRFIELD CITY COUNCIL
PROPOSED ROUNDABOUT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
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DESIGN: H.M.D. 01.26
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SHEET No. TP5
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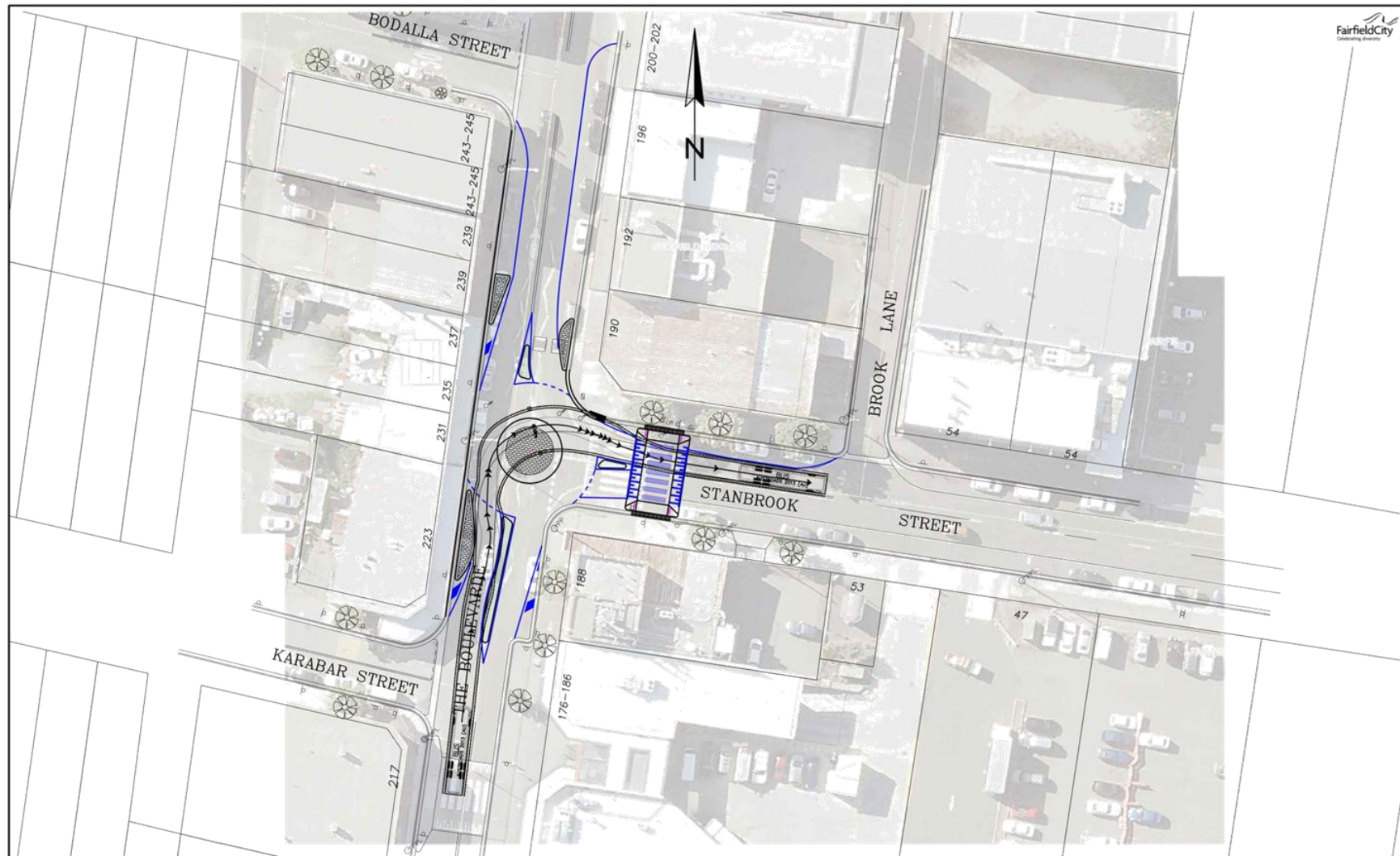


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FAIRFIELD CITY COUNCIL
PROPOSED ROUNDABOUT CONCEPT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP6
 PLAN No. _____
 SHEET No. TP6
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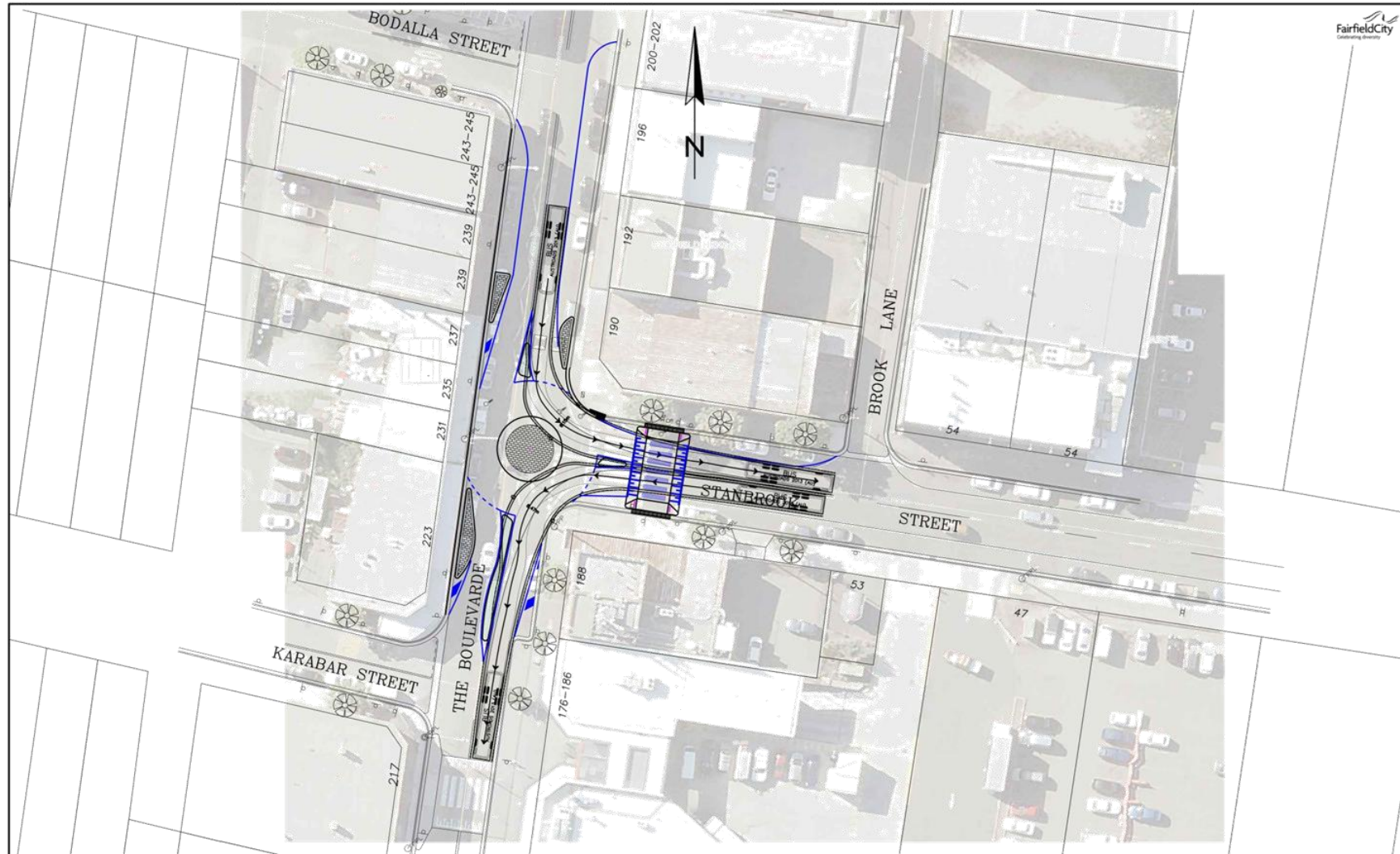
FAIRFIELD CITY COUNCIL
 PROPOSED ROUNDABOUT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS

PLAN No.
CONCEPT

SHEET No. TP7
REV. No.

DESIGNER: H.M.D. 01.26
 DRAWN: P.WAR.C. 01.26

DESIGN SERVICES CO-ORDINATOR DATE:
 DESIGN SERVICE MANAGER DATE:



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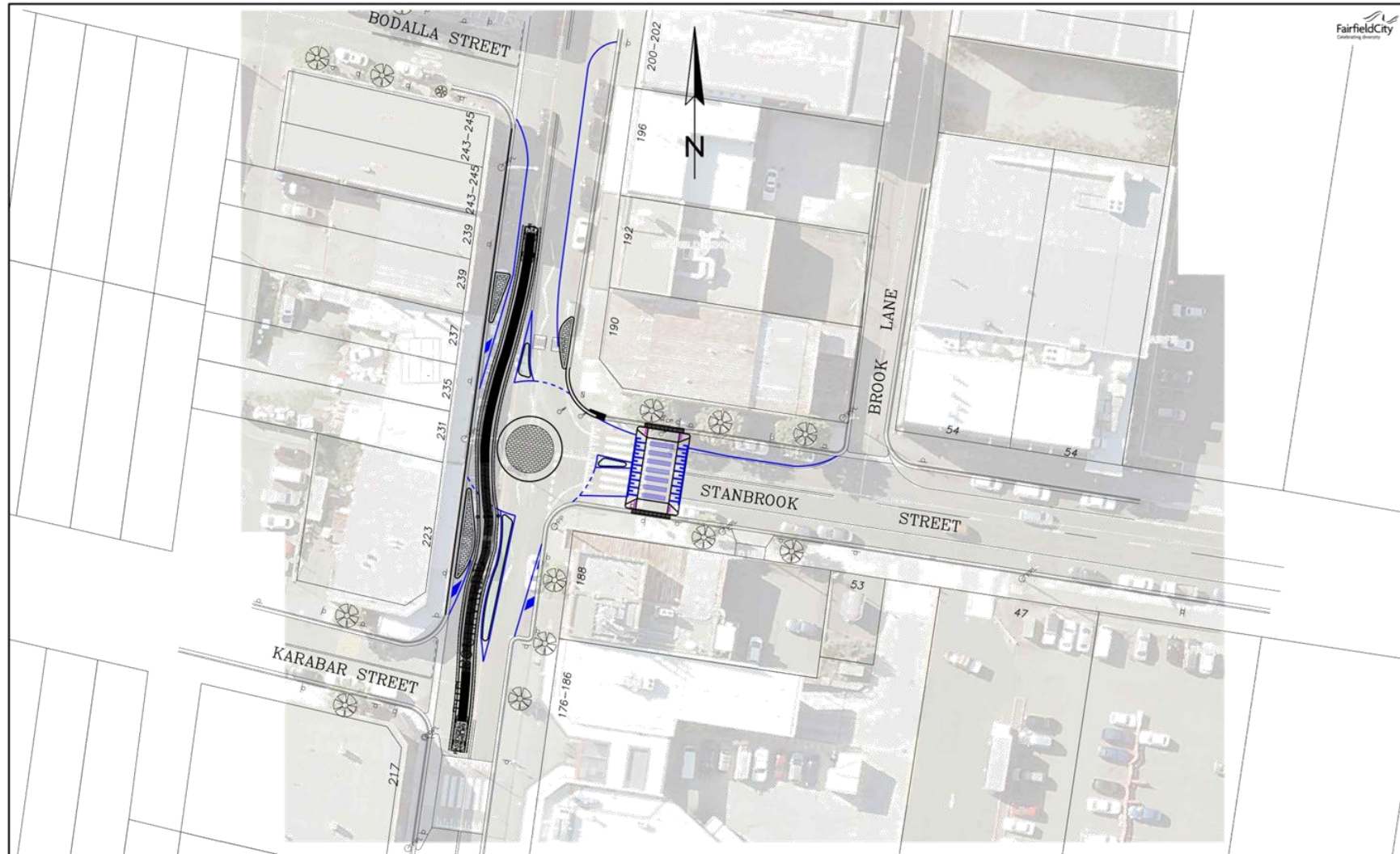
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DESIGNER: A.H.D.	SCALE: 1:500 @A1	PAGE: 308/A1	DATE: 01.26
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APPROVED:	DESIGN SERVICE MANAGER:	DATE:	

FAIRFIELD CITY COUNCIL	
PROPOSED ROUNDABOUT	PLAN No.
THE BOULEVARDE & STANBROOK STREET	CONCEPT
FAIRFIELD HEIGHTS	
TURNING PATH - TP8	SHEET No. TP8
	REV. No.



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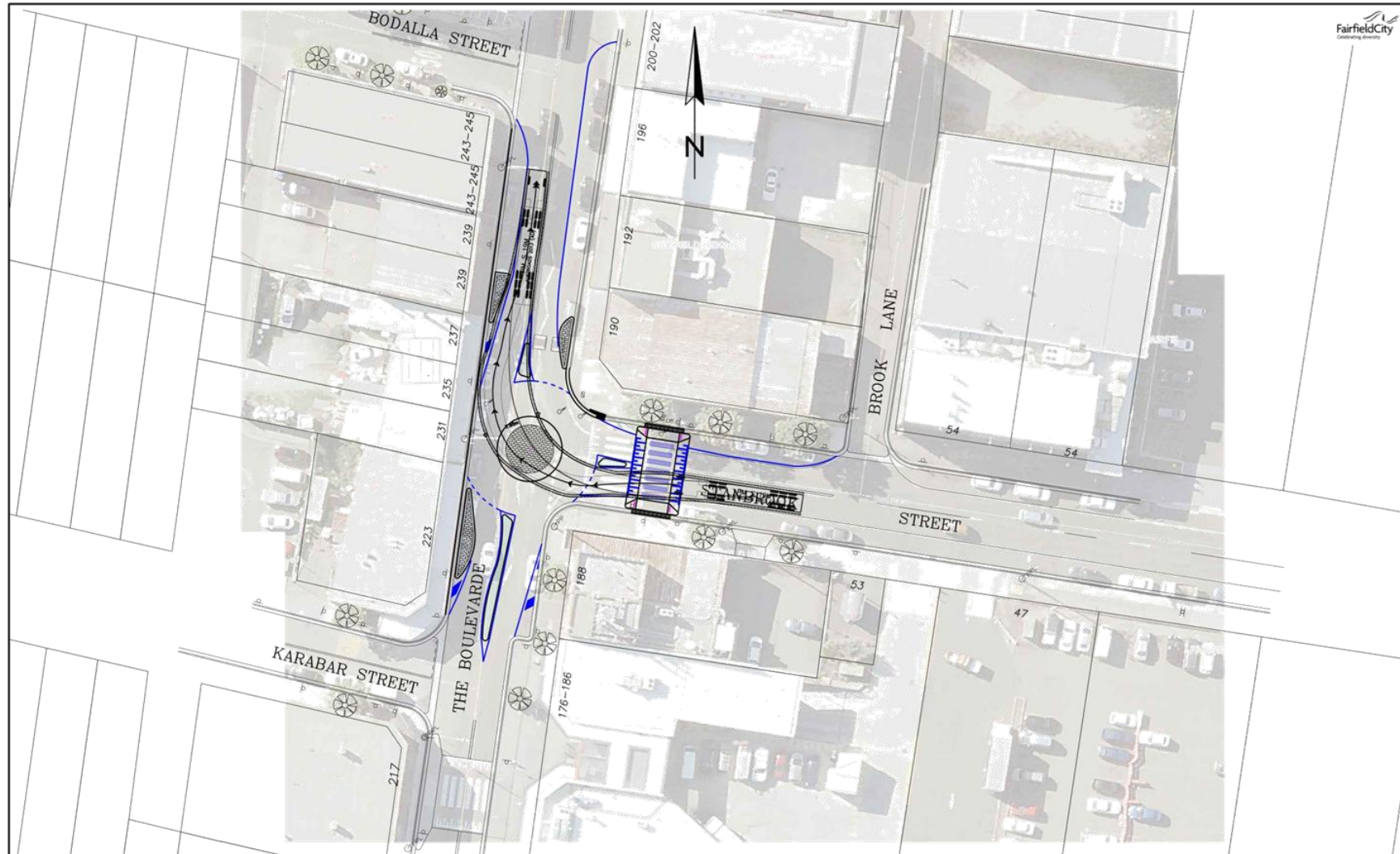
OBJECTIVE FILE: XX/XXXXX

EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
		EDGE STRIP		POWER CABLES	HYDRANT						
		REGGED ROAD		POWER POLES	SEWER MAN HOLE						
		ROAD SETOUT		TELECOM POLES	OPTICS						

DESIGN A.H.D.	SCALE: 1:500 @A1	PAGE 308A1	DESIGN SERVICES CO-ORDINATOR DATE:
FOR APPROVAL	SCALE: 1:1000 @A3		DATE:
APPROVED			DESIGN SERVICE MANAGER DATE:

FAIRFIELD CITY COUNCIL
PROPOSED ROUNDABOUT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP9

PLAN No.
CONCEPT
 SHEET No. TP9
 REV. No.



TURNING PATH FOR PRIME MOVER (19.0m)
SCALE: 1:200 @ A1



OBJV REF. No.: xxx
OBJV DATE: 00.00.0000



EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
		EDGE STRIP		POWER CABLES	HYDRANT						
		REGGED ROAD		POWER POLES	SEWER MAN HOLE						
		ROAD SETOUT		TELECOM POLES	OPTICS						

DESIGNER: A.H.D.	SCALE: 1:500 @A1	PAGE: 308/A1	DATE: 01.26
FOR APPROVAL:	DESIGN SERVICES CO-ORDINATOR:	DATE:	
APPROVED:	DESIGN SERVICE MANAGER:	DATE:	

OBJECTIVE FILE: XX/XXXXX

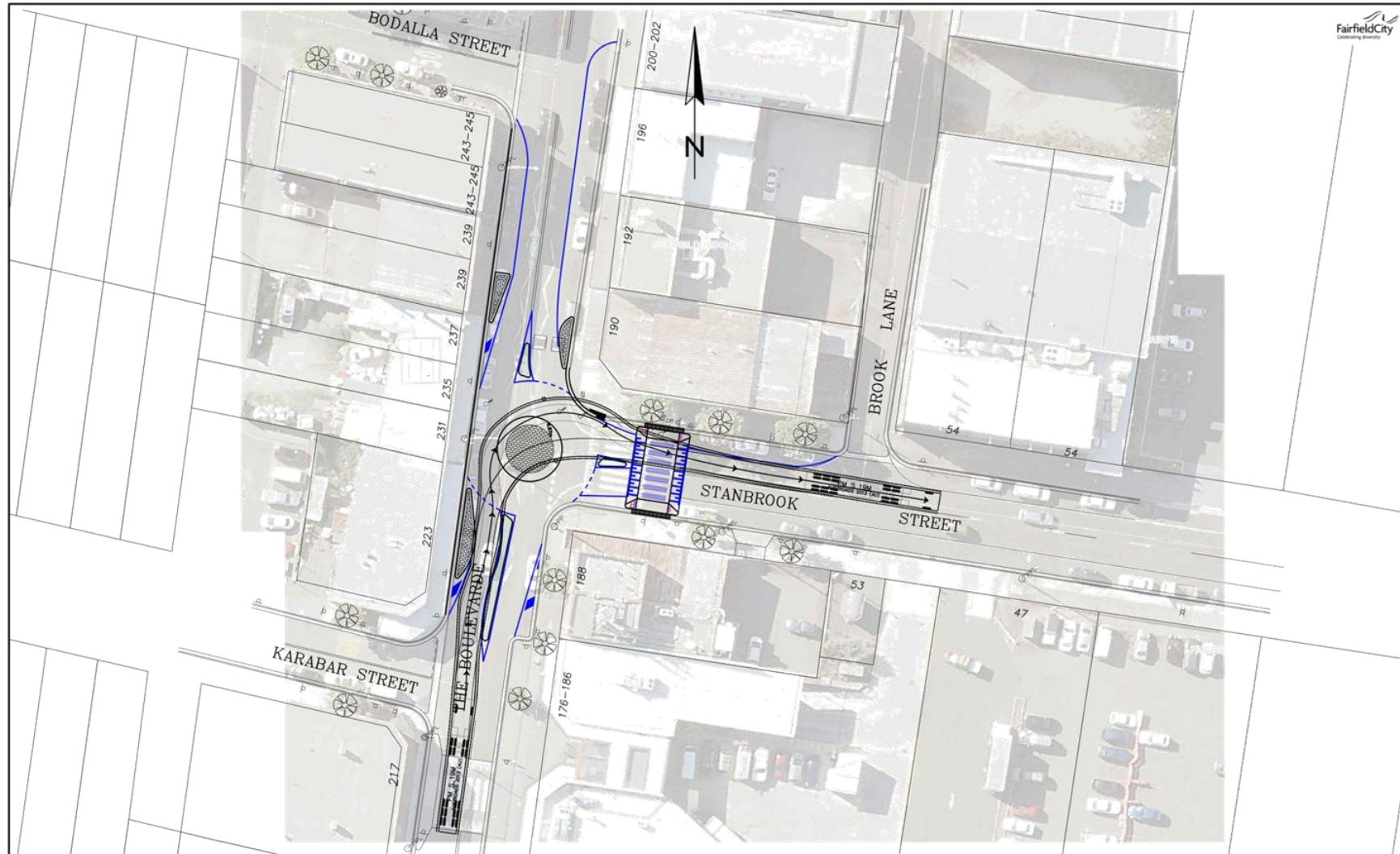
FAIRFIELD CITY COUNCIL

PROPOSED ROUNDABOUT CONCEPT

THE BOULEVARDE & STANBROOK STREET
FAIRFIELD HEIGHTS

TURNING PATH - TP10

PLAN No. _____
SHEET No. TP10 REVN. No. _____



TURNING PATH FOR PRIME MOVER (19.0m)
SCALE: 1:200 @ A1



DBYD REF. No.: xyz
DBYD DATE: 00.00.0000



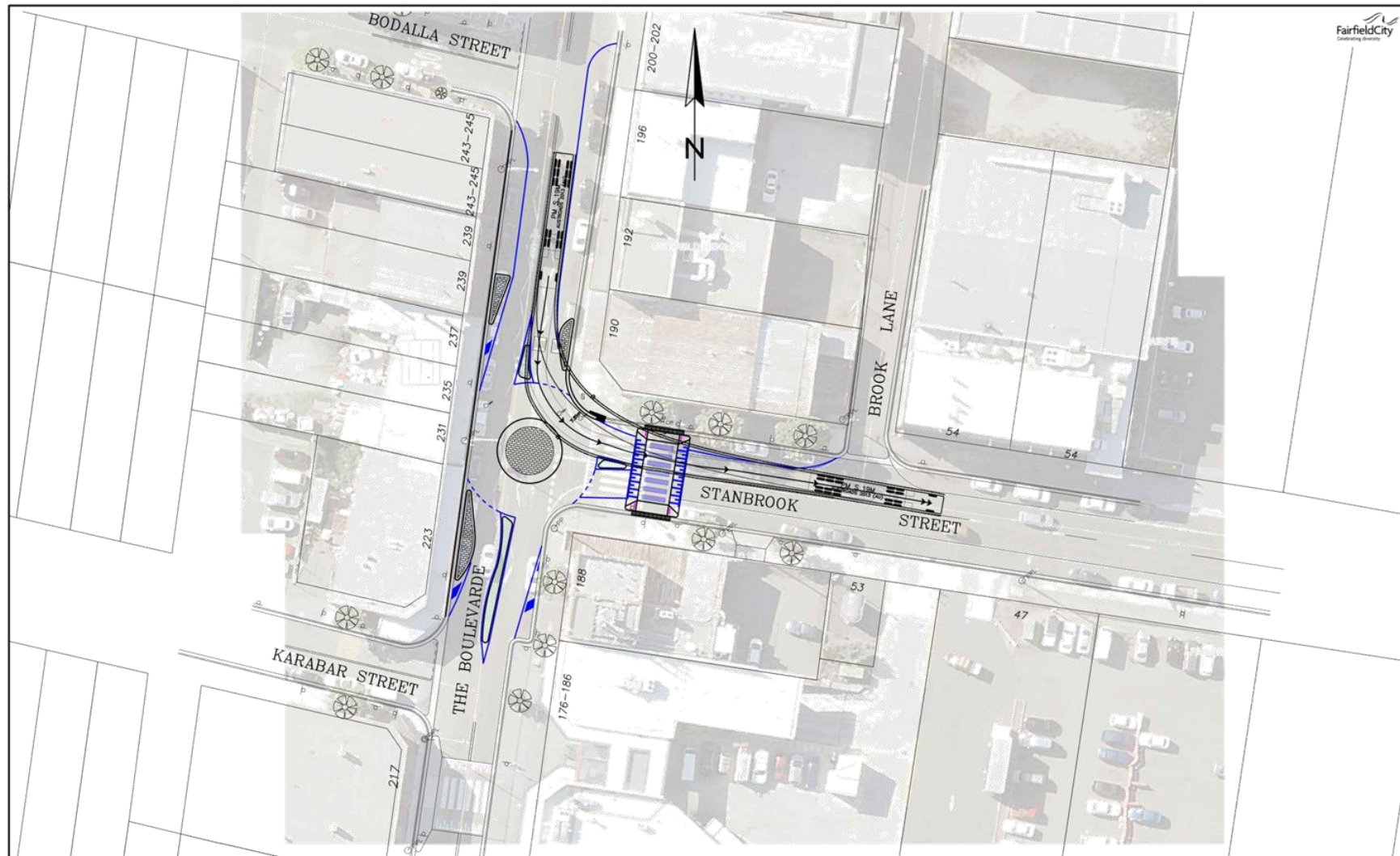
EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
		EDGE STRIP		POWER CABLES	HYDRANT						
		REGGED ROAD		POWER POLES	SEWER MAN HOLE						
		ROAD SETOUT		TELECOM POLES	OPTICS						

OBJECTIVE FILE: XX/XXXXX

DESIGNER: A.H.D.	SCALE: 1:500 @A1	PAGE: 308/A1	DATE: 01.26
FOR APPROVAL:	DESIGN SERVICES CO-ORDINATOR:	DATE:	
APPROVED:	DESIGN SERVICE MANAGER:	DATE:	

FAIRFIELD CITY COUNCIL
PROPOSED ROUNDABOUT CONCEPT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP11

PLAN No.
SHEET No. TP11
REV. No.

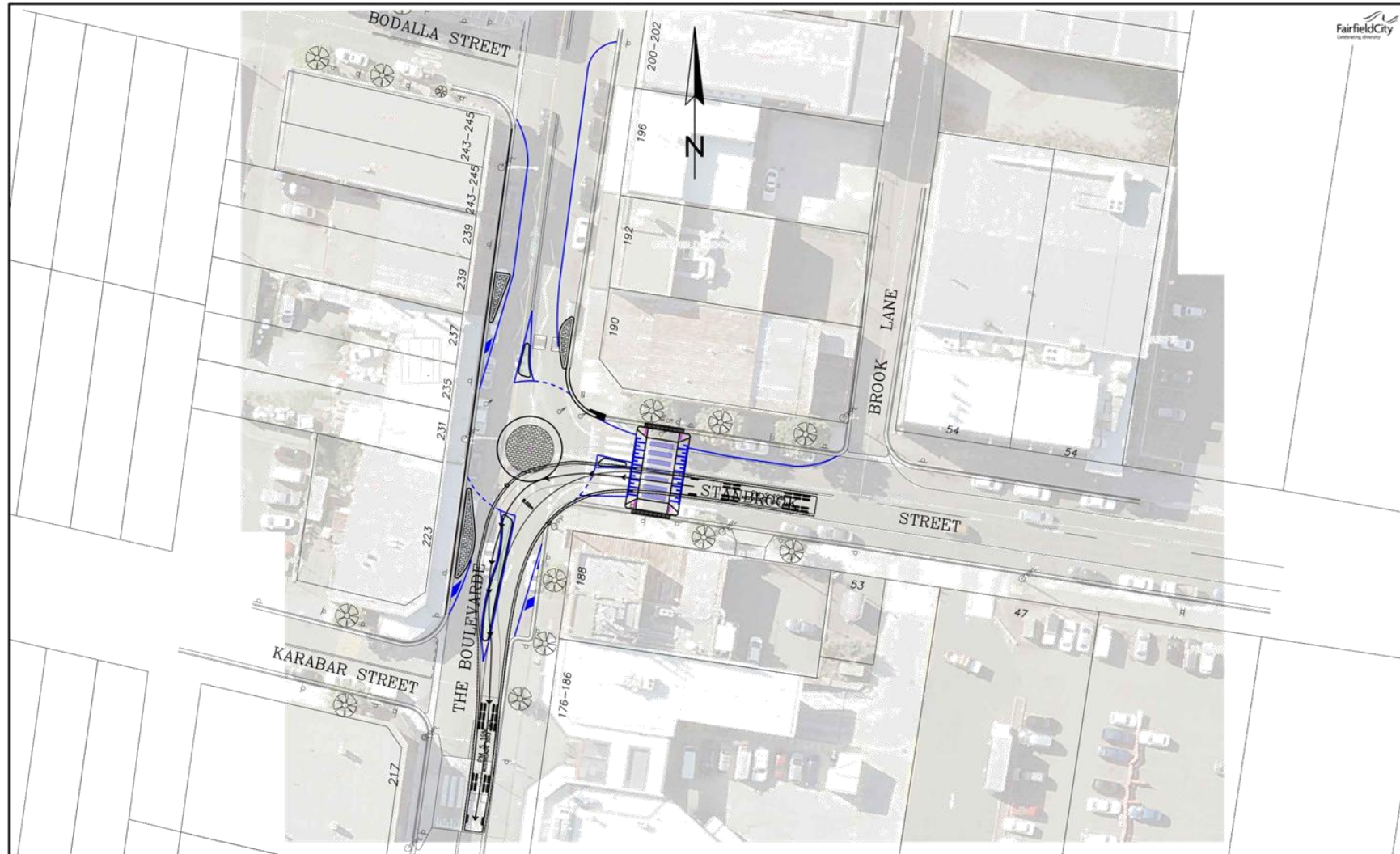


TURNING PATH FOR PRIME MOVER (19.0m)
SCALE: 1:200 @ A1

OBJV REF. No.: xyc
OBJV DATE: 00.00.0000



EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE	FAIRFIELD CITY COUNCIL	
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS							PROPOSED ROUNDABOUT CONCEPT	
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN							THE BOULEVARDE & STANBROOK STREET	
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE							FAIRFIELD HEIGHTS	
EDGE STRIP		EDGE STRIP		POWER CABLES	HYDRANT							TURNING PATH - TP12	
REGGED ROAD		REGGED ROAD		POWER POLES	SEWER MAN HOLE							SHEET No. TP12	
ROAD SETOUT		ROAD SETOUT		TELECOM POLES	OPTICS							REVN. No.	



TURNING PATH FOR PRIME MOVER (19.0m)
SCALE: 1:200 @ A1

OBJV REF. No.: xxx
OBJV DATE: 00.00.0000



EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
EDGE STRIP		EDGE STRIP		POWER CABLES	HYDRANT						
LEDGED ROAD		LEDGED ROAD		POWER POLES	SEWER MAN HOLE						
ROAD SETOUT		ROAD SETOUT		TELECOM POLES	OPTICS						

DESIGNER	A.H.D.	SCALE	1:500 @A1	PAGE	308/A1
FOR APPROVAL		DESIGN SERVICES CO-ORDINATOR		DATE	
APPROVED		DESIGN SERVICE MANAGER		DATE	

OBJECTIVE FILE: XX/XXXXX

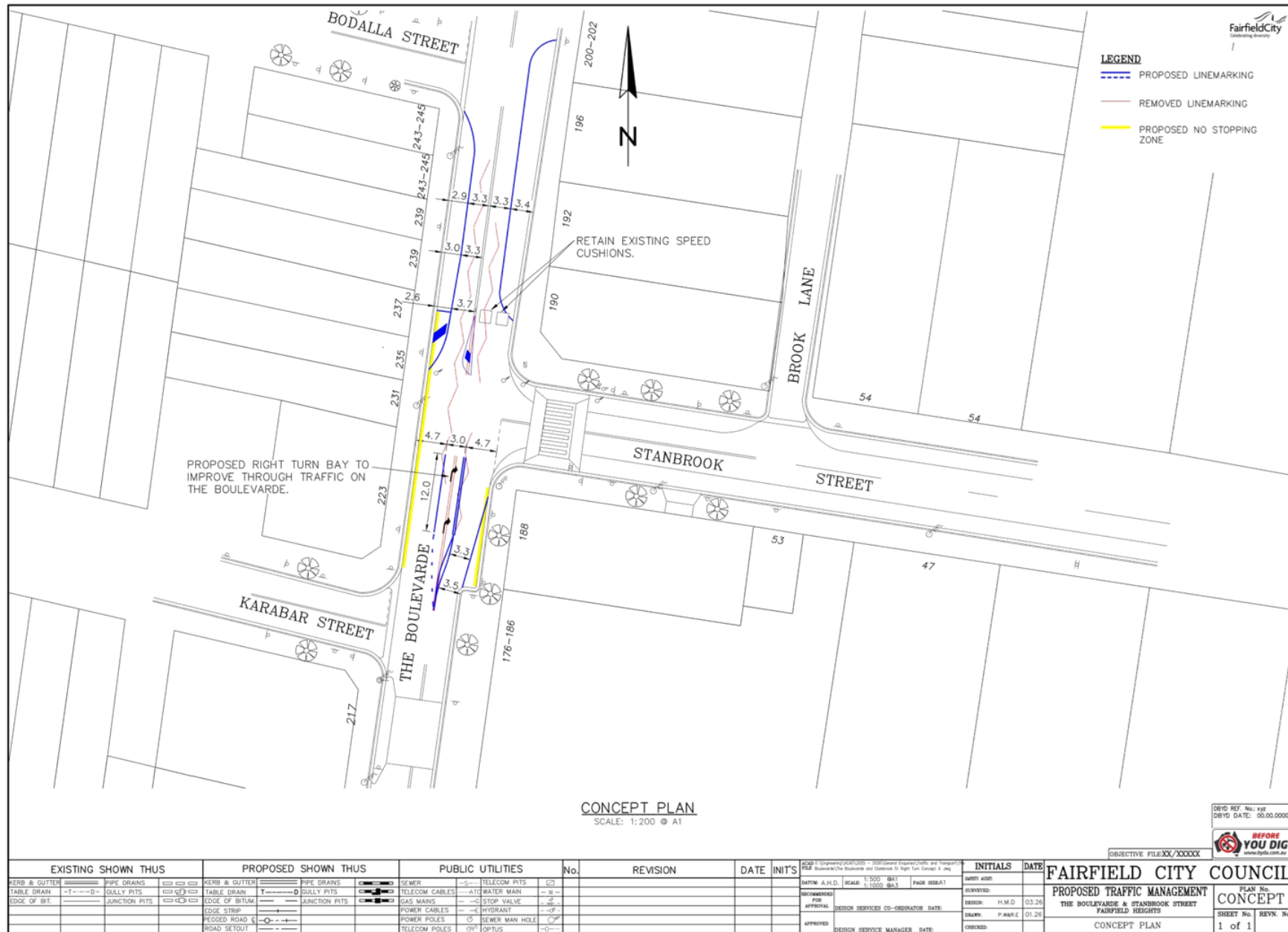
FAIRFIELD CITY COUNCIL

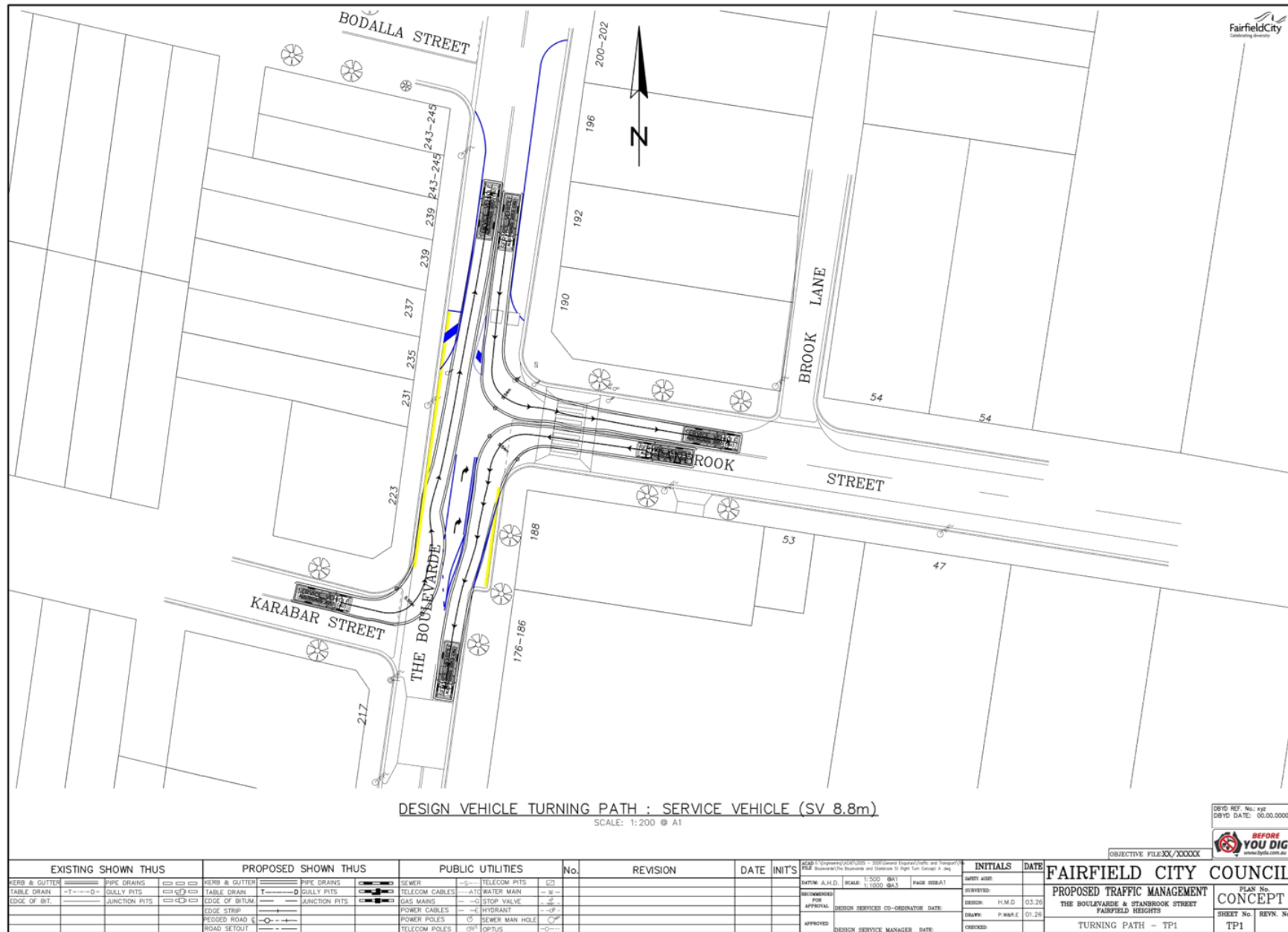
PROPOSED ROUNDABOUT CONCEPT

THE BOULEVARDE & STANBROOK STREET
FAIRFIELD HEIGHTS

TURNING PATH - TP13

PLAN No. _____
SHEET No. TP13
REV. No. _____



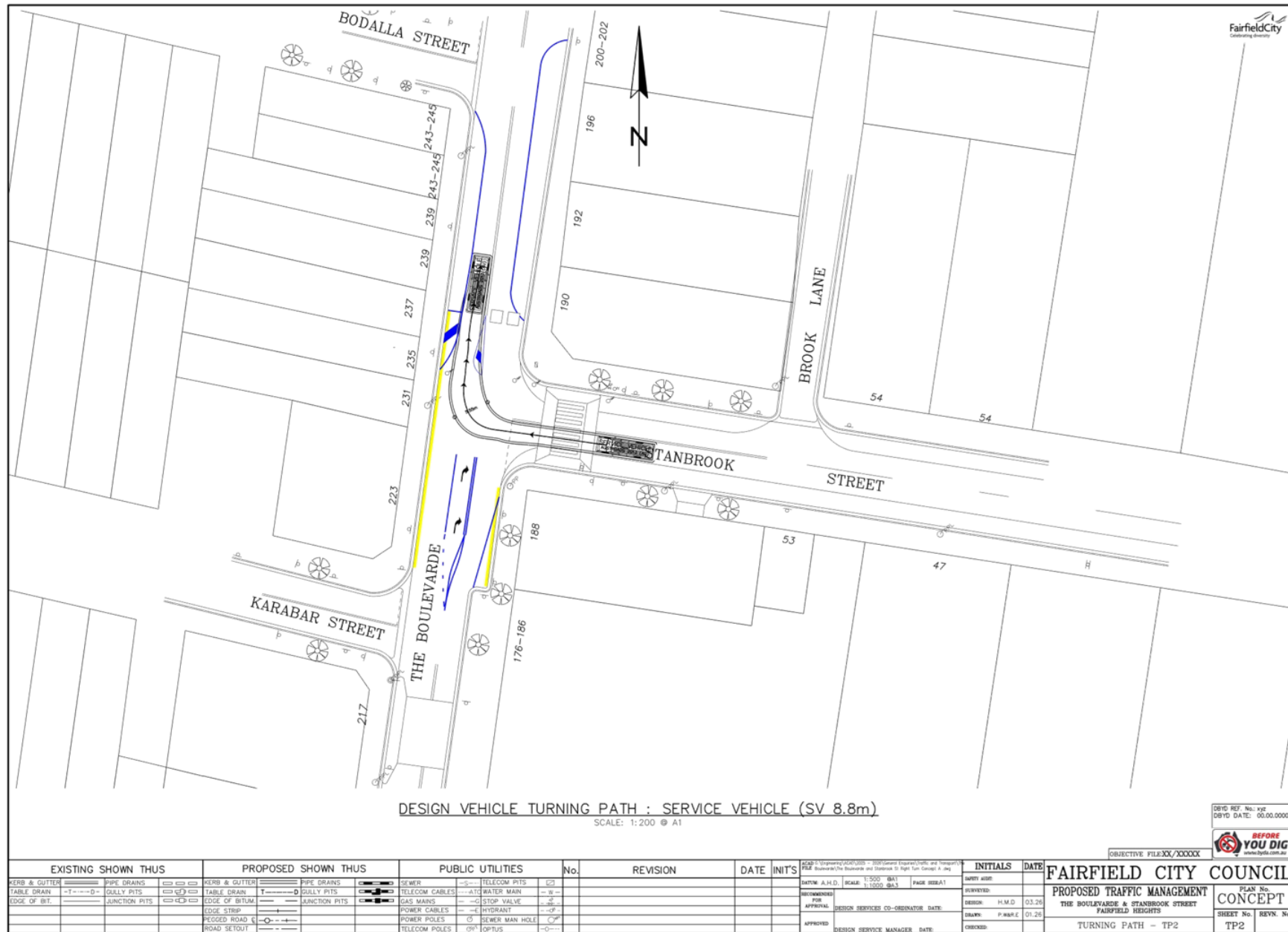


OBJ: Engineering/2023/0000 - 2023 General Engineering Traffic and Transport
 P101 - Boulevard/Car Boulevard and Stanbrook St Right Turn Concept A1.mxd
 DATE: 15/05/2023 SCALE: 1:500 @A1 PAGE: 0001/01
 FOR APPROVAL: DESIGN SERVICES CO-ORDINATOR DATE: DESIGN: H.M.D 03.26 DRAWN: P.WARLE 01.26
 APPROVED: DESIGN SERVICE MANAGER DATE: CHECKED:

EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
		EDGE STRIP		POWER CABLES	HYDRANT						
		REGGED ROAD		POWER POLES	SEWER MAN HOLE						
		ROAD SETOUT		TELECOM POLES	OPTICS						

FAIRFIELD CITY COUNCIL
 PROPOSED TRAFFIC MANAGEMENT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP1

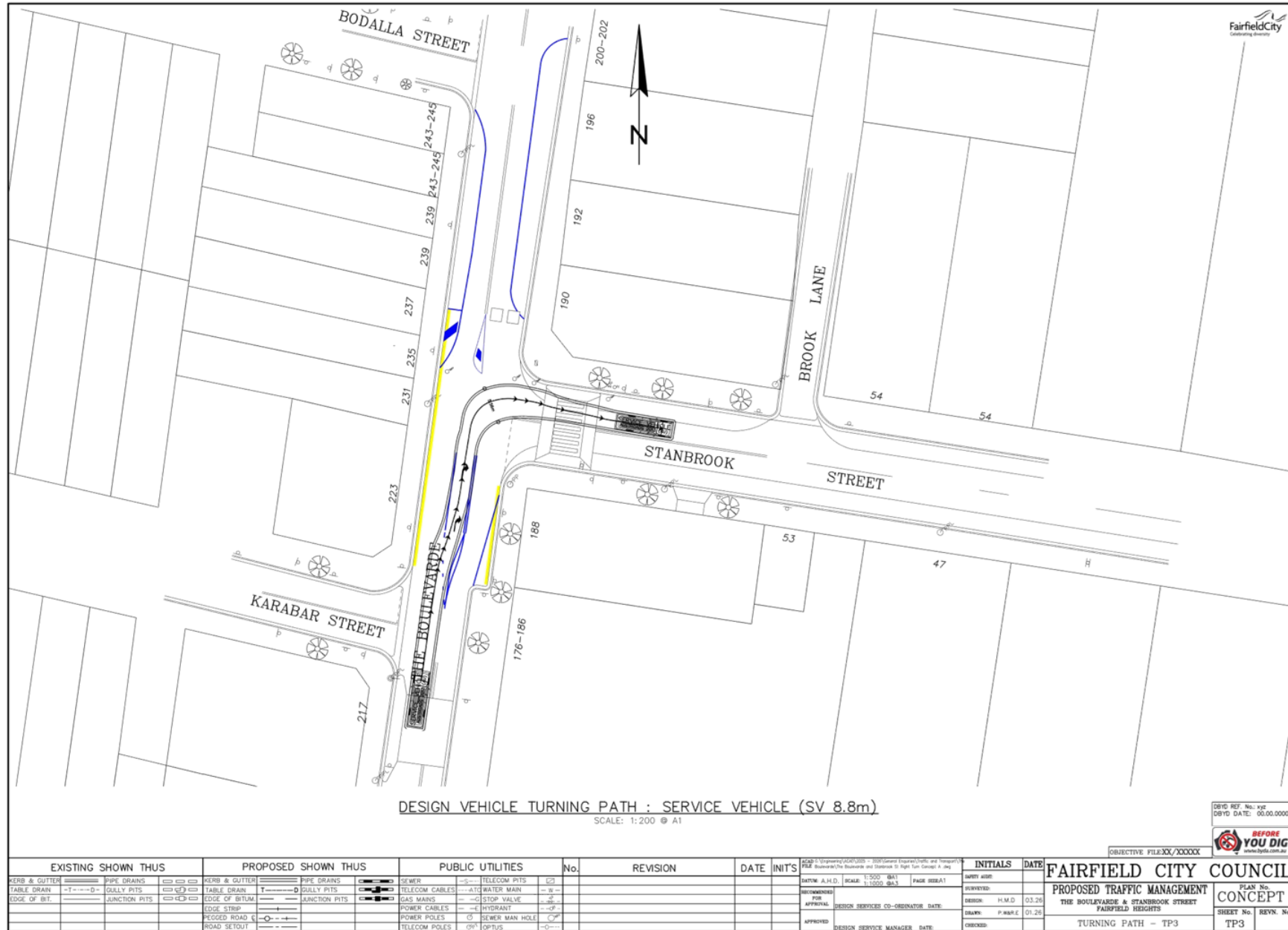
PLAN No. CONCEPT
 SHEET No. TP1
 REVN. No.



OBJ: Engineering/2023/03 - 2023 General Engineering Traffic and Transport
 P101 - Boulevard/Car Boulevard and Stanbrook St Right Turn Concept - A1
 DATE: 01.26.23 SCALE: 1:500 @ A1 PAGE: 0001/01
 FOR APPROVAL DESIGN SERVICES CO-ORDINATOR DATE: 01.26.23
 APPROVED DESIGN SERVICE MANAGER DATE: 01.26.23



EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE	FAIRFIELD CITY COUNCIL		
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS							PROPOSED TRAFFIC MANAGEMENT CONCEPT THE BOULEVARDE & STANBROOK STREET FAIRFIELD HEIGHTS TURNING PATH - TP2		
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN									PLAN No.
EDGE OF BIT.	JUNCTION PITS	EDGE OF BIT/UM	JUNCTION PITS	GAS MAINS	STOP VALVE									CONCEPT
EDGE STRIP		EDGE STRIP		POWER CABLES	HYDRANT									SHEET No.
REGGED ROAD		REGGED ROAD		POWER POLES	SEWER MAN HOLE									REV. No.
ROAD SETOUT		ROAD SETOUT		TELECOM POLES	OPTICS							TP2		

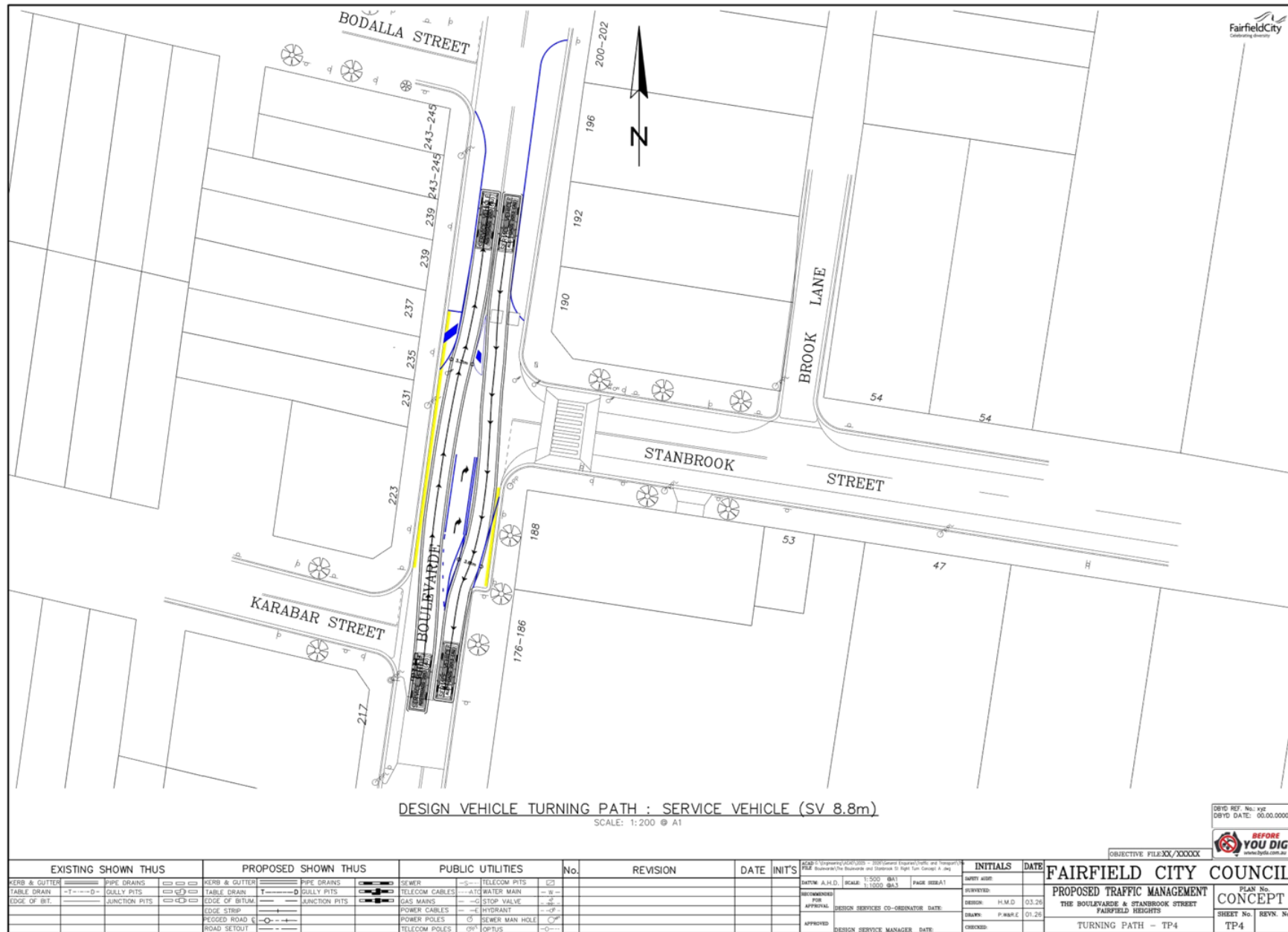


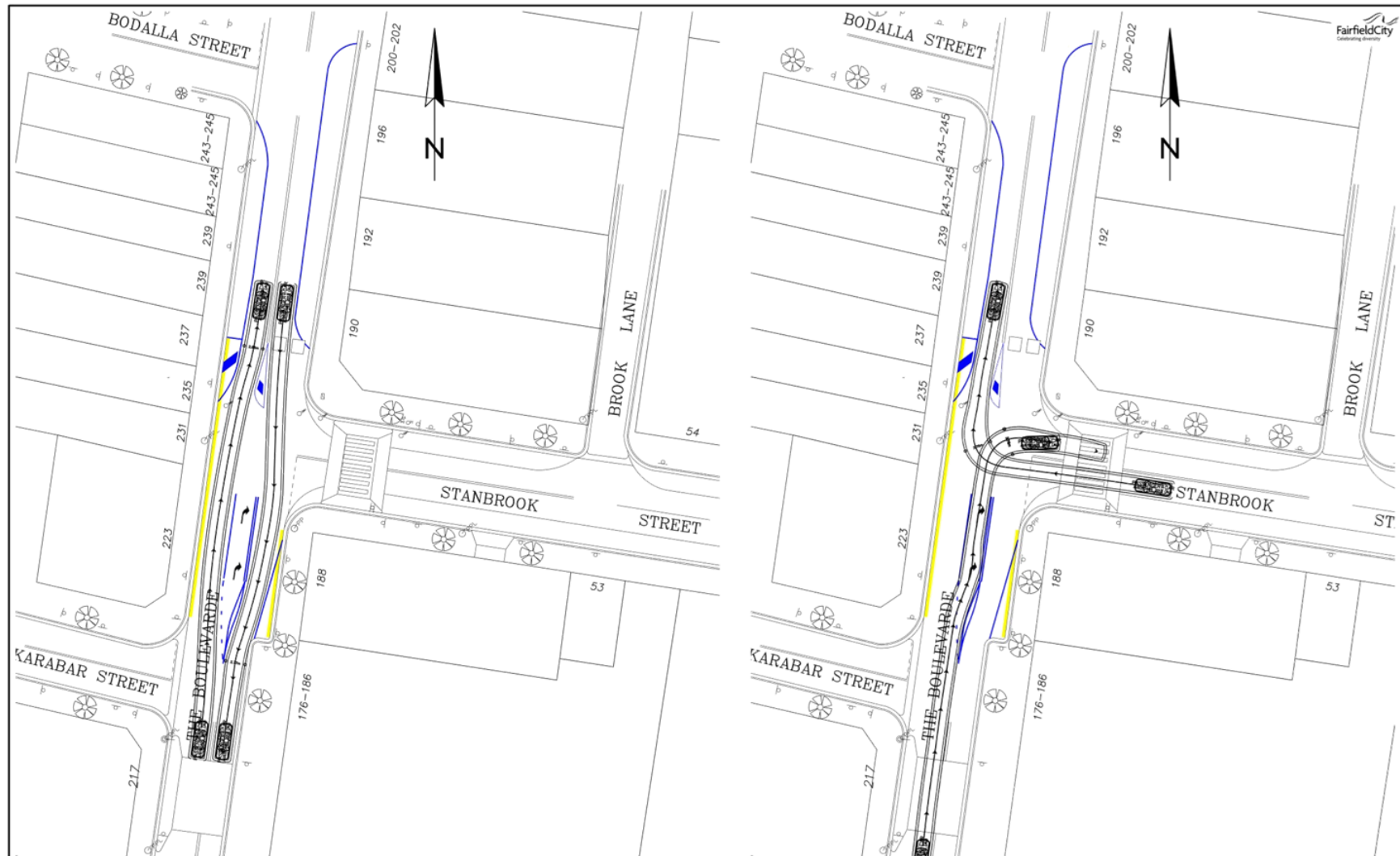
OBJ: Engineering/2023/003 - 2023 General Engineering Traffic and Transport
 P101 - Boulevard/Car Boulevard and Stanbrook St Right Turn Concept - A1
 DATE: 01.26.23 SCALE: 1:500 @A1 PAGE: 0001/01
 FOR APPROVAL DESIGN SERVICES CO-ORDINATOR DATE: 01.26.23
 APPROVED DESIGN SERVICE MANAGER DATE:

EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
EDGE STRIP		EDGE STRIP		POWER CABLES	HYDRANT						
REGGED ROAD		REGGED ROAD		POWER POLES	SEWER MAN HOLE						
ROAD SETOUT		ROAD SETOUT		TELECOM POLES	OPTUS						

FAIRFIELD CITY COUNCIL
 PROPOSED TRAFFIC MANAGEMENT
 THE BOULEVARD & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP3

PLAN No. CONCEPT
 SHEET No. TP3
 REVN. No.





TURNING PATH : PASSENGER CAR (5.2m)
SCALE: 1:200 @ A1

DBYD REF. No.: xyz
DBYD DATE: 00.00.0000
BEFORE YOU DIG
www.bfyc.com.au

EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	APPROVAL	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS					DATE		
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN					DATE		
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE					DATE		
EDGE STRIP		EDGE STRIP		POWER CABLES	HYDRANT					DATE		
REGGED ROAD	ROAD SETOUT	REGGED ROAD	ROAD SETOUT	POWER POLES	SEWER MAN HOLE					DATE		
				TELECOM POLES	OPTICS					DATE		

OBJECTIVE FILE: XX/XXXXX

FAIRFIELD CITY COUNCIL

PROPOSED TRAFFIC MANAGEMENT

THE BOULEVARDE & STANBROOK STREET

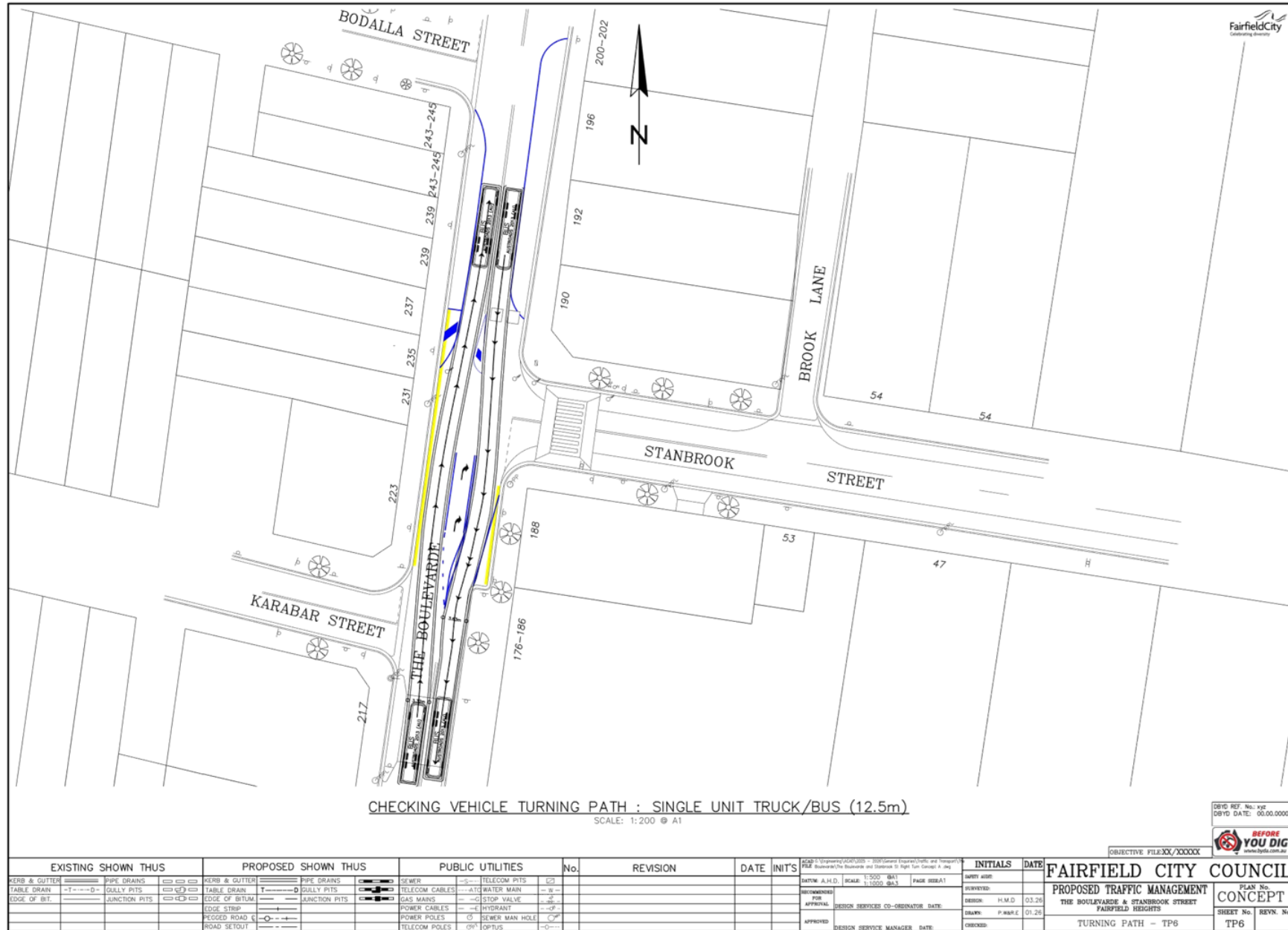
FAIRFIELD HEIGHTS

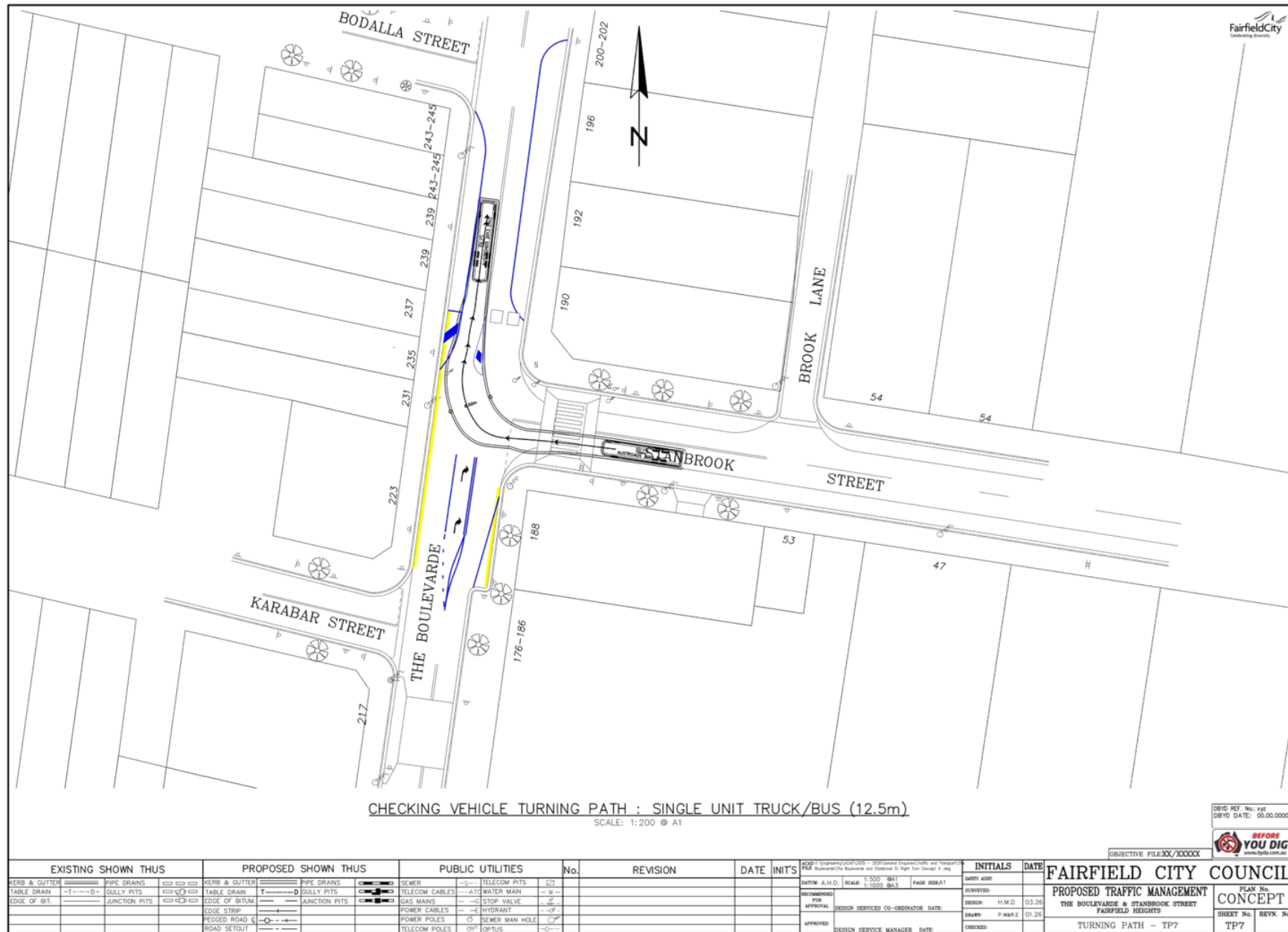
TURNING PATH - TP5

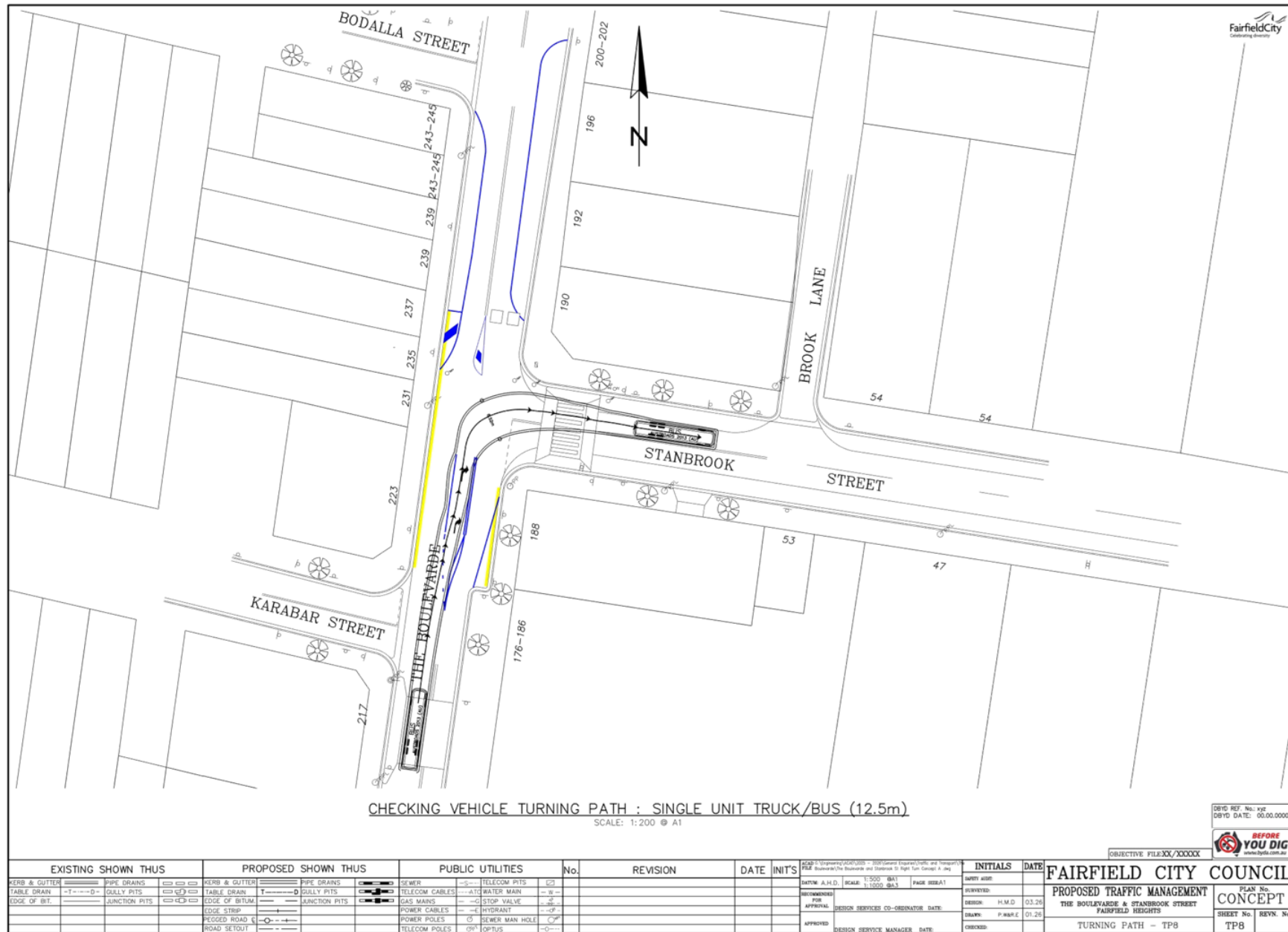
PLAN No. CONCEPT

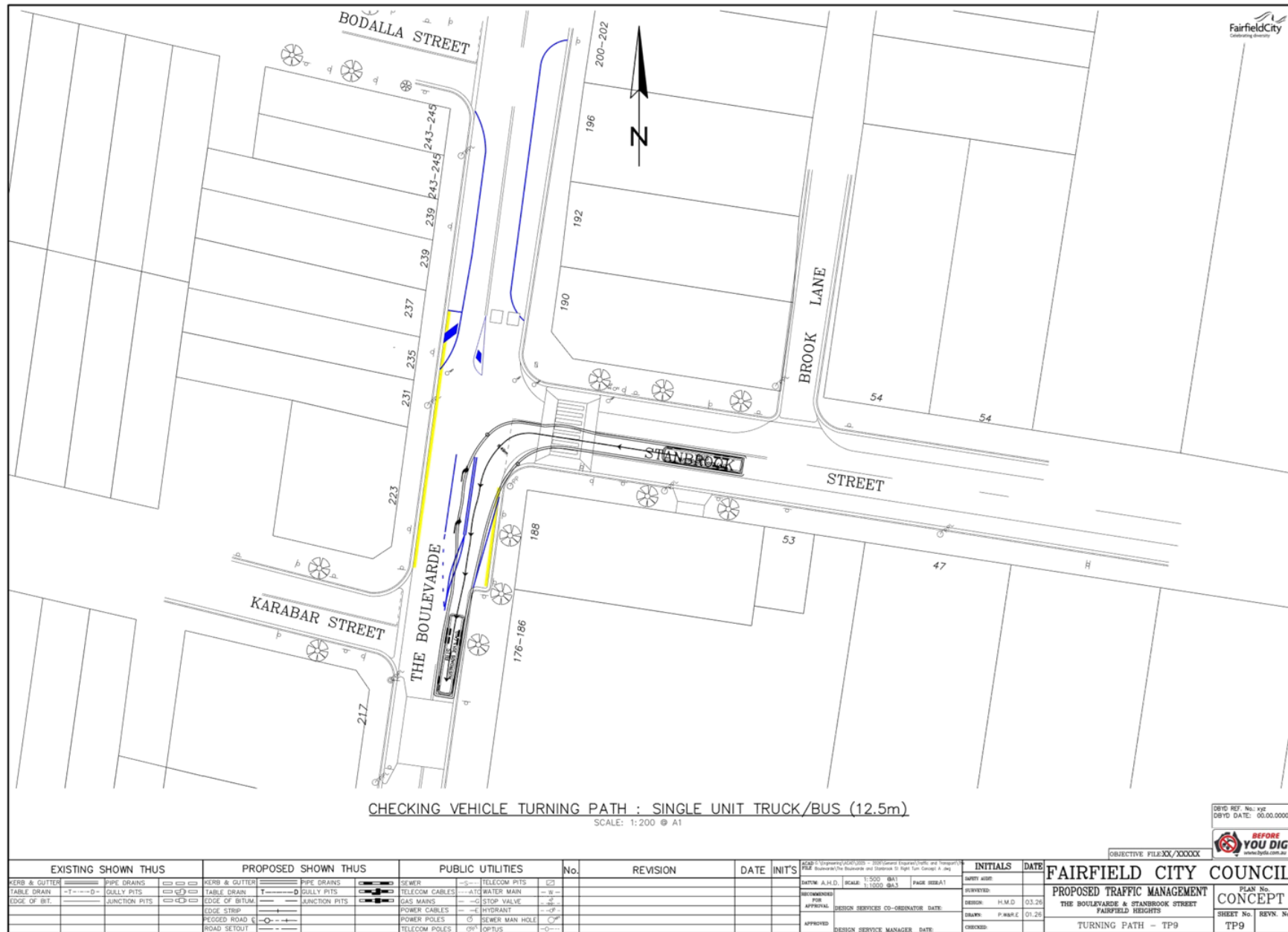
SHEET No. TP5

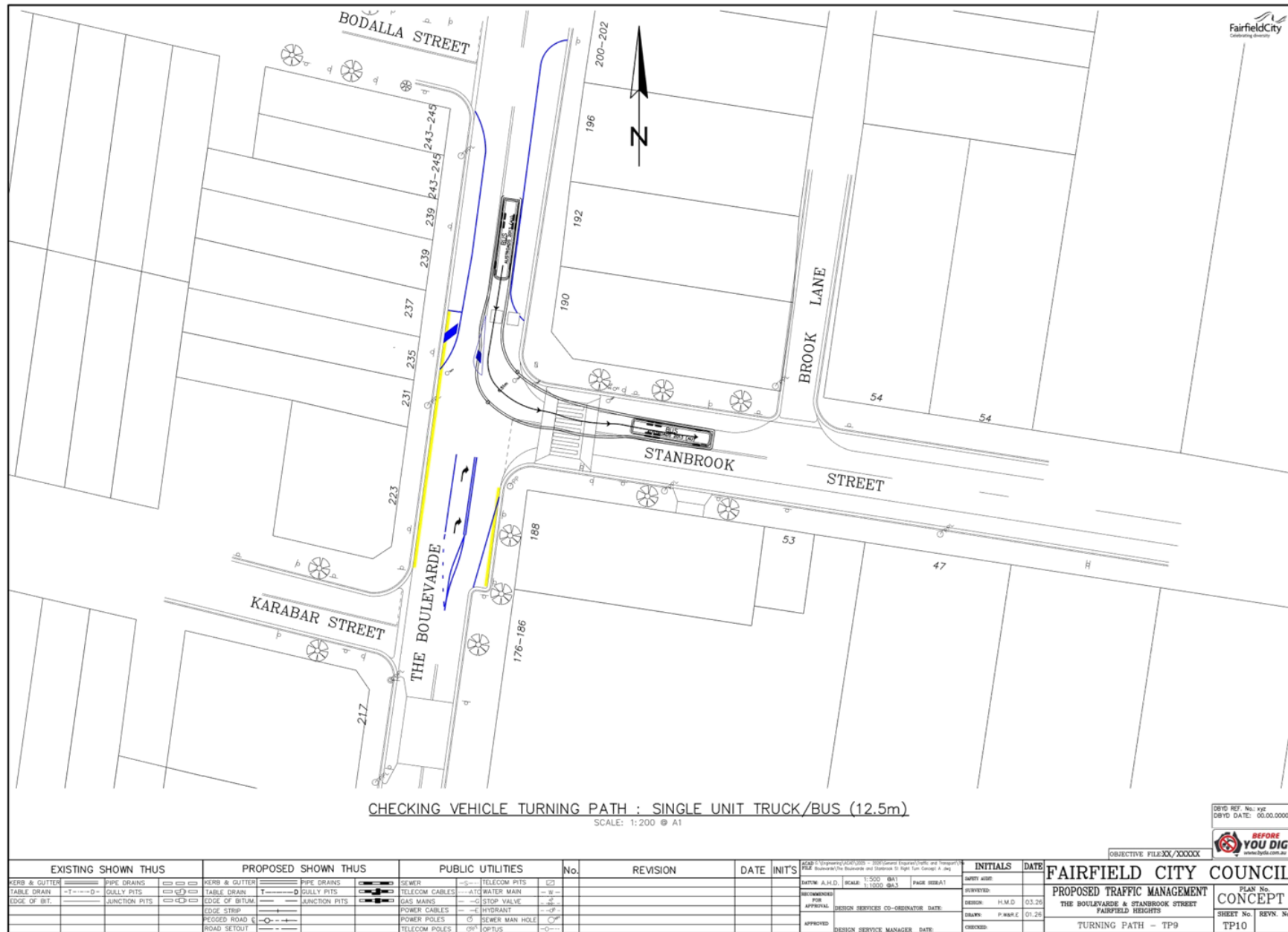
REVN. No.

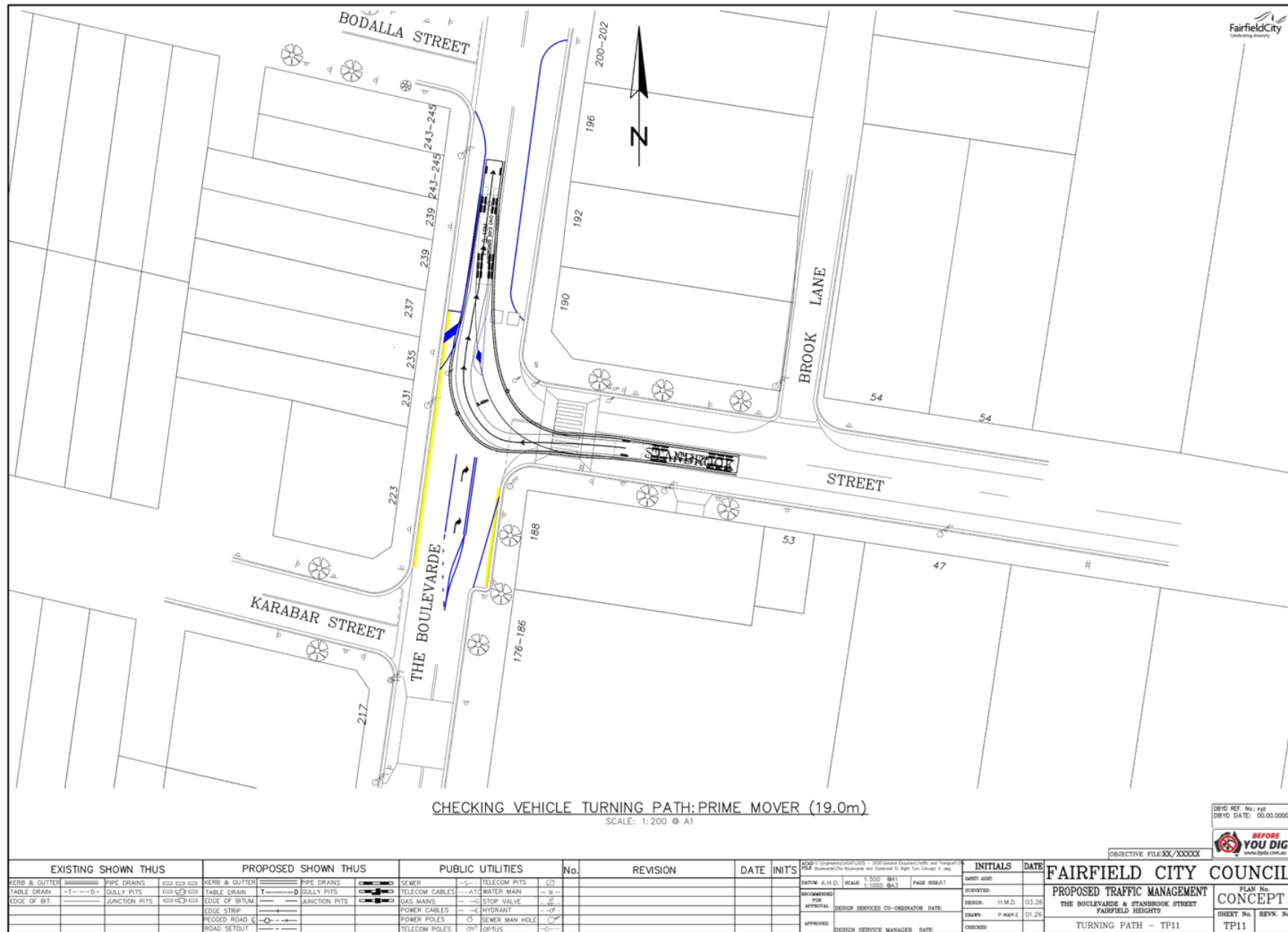








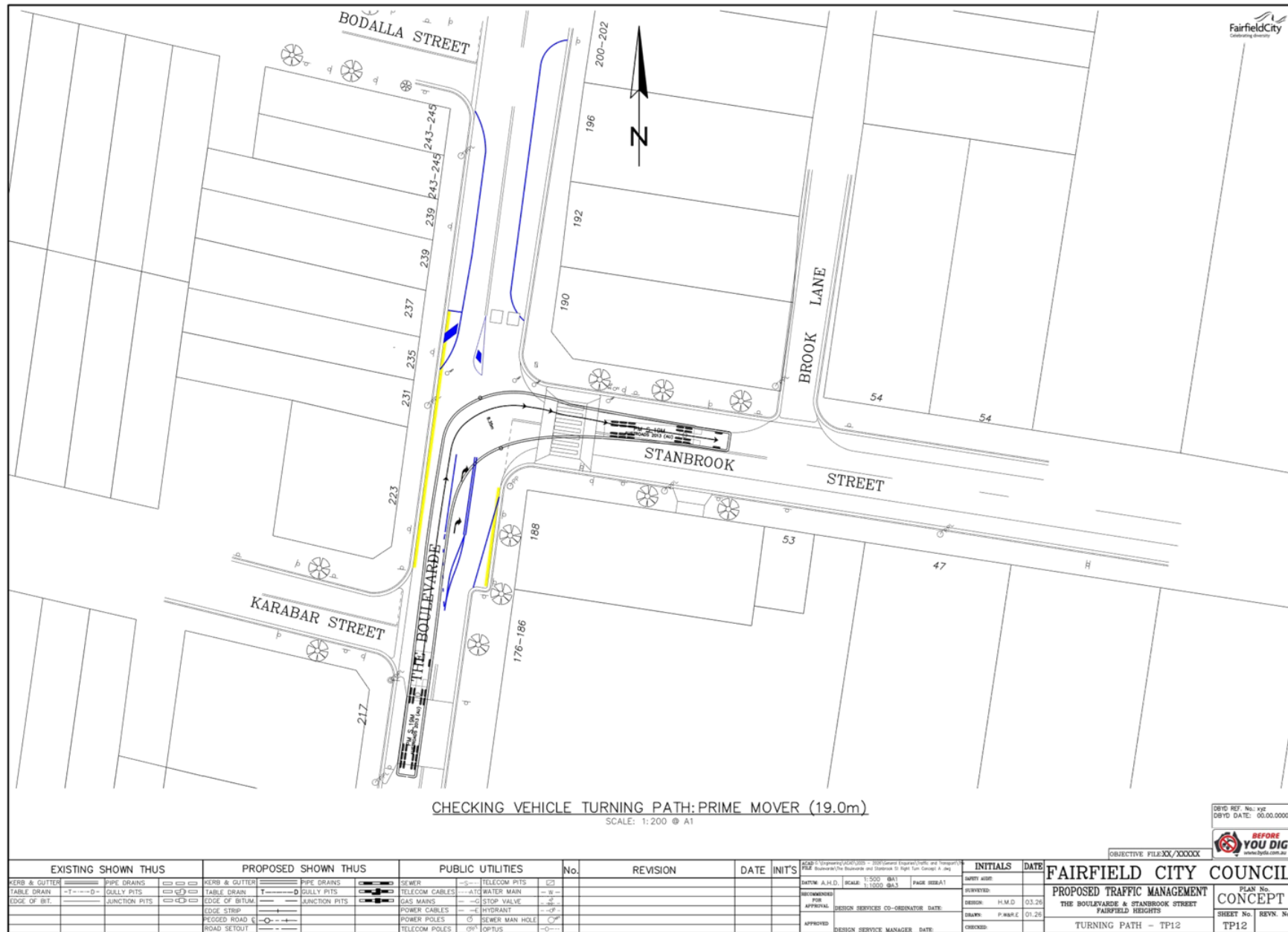


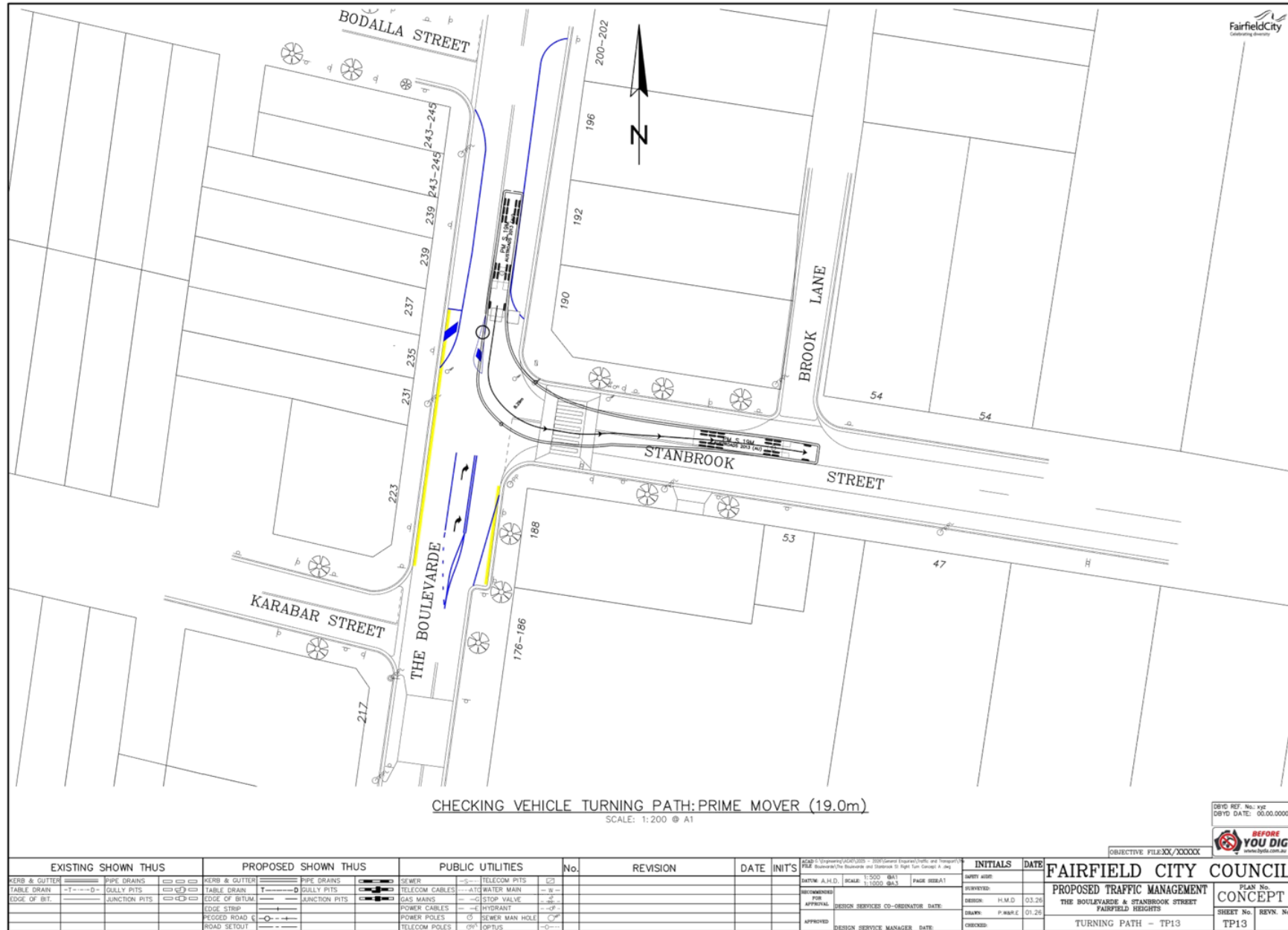


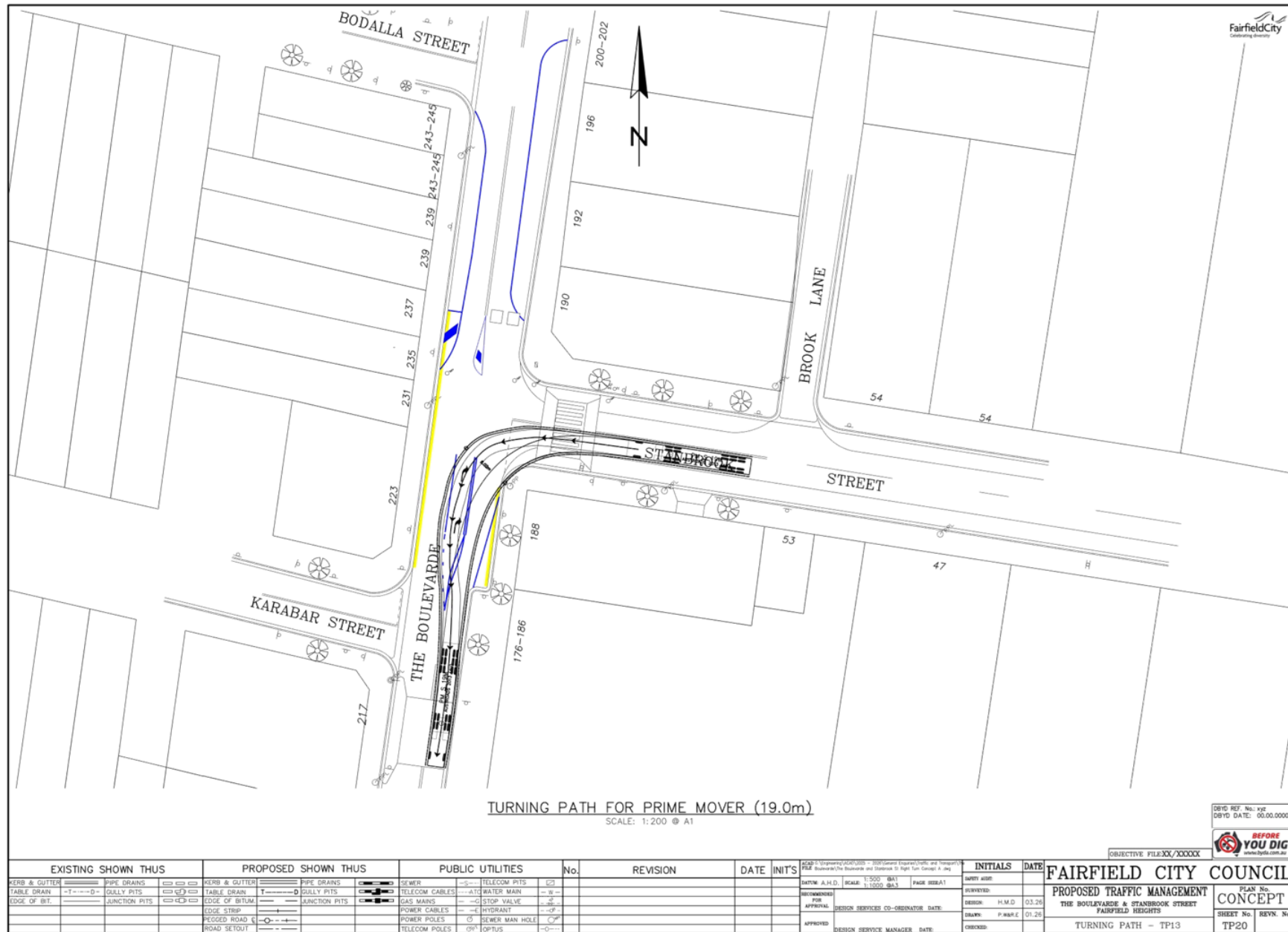
OBJ: FILE:XX/XXXXX
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FAIRFIELD CITY COUNCIL
 PROPOSED TRAFFIC MANAGEMENT
 THE BOULEVARDE & STANBROOK STREET
 FAIRFIELD HEIGHTS
 TURNING PATH - TP11

PLAN No. CONCEPT
 SHEET No. TP11
 REV. No.







OBJ: FILE:XX/XXXXX

BEFORE YOU DIG
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EXISTING SHOWN THIS		PROPOSED SHOWN THIS		PUBLIC UTILITIES		No.	REVISION	DATE	INIT'S	INITIALS	DATE
KERB & GUTTER	PIPE DRAINS	KERB & GUTTER	PIPE DRAINS	SEWER	TELECOM PITS						
TABLE DRAIN	GULLY PITS	TABLE DRAIN	GULLY PITS	TELECOM CABLES	WATER MAIN						
EDGE OF BIT.	JUNCTION PITS	EDGE OF BITUM.	JUNCTION PITS	GAS MAINS	STOP VALVE						
EDGE STRIP		EDGE STRIP		POWER CABLES	HYDRANT						
REGGED ROAD		REGGED ROAD		POWER POLES	SEWER MAN HOLE						
ROAD SETOUT		ROAD SETOUT		TELECOM POLES	OPTUS						

DESIGN: A.H.D.	SCALE: 1:500 @A1	PAGE: 08/0A1	DATE: 03.26
DESIGNED BY: H.M.D.	DESIGN SERVICES CO-ORDINATOR: DATE: 01.26	DRAWN BY: P.WARLE	CHECKED:
APPROVED:	DESIGN SERVICE MANAGER: DATE:		

FAIRFIELD CITY COUNCIL

PROPOSED TRAFFIC MANAGEMENT CONCEPT

THE BOULEVARDE & STANBROOK STREET
FAIRFIELD HEIGHTS

TURNING PATH - TP13

SHEET No. TP20

PLAN No. CONCEPT

REV. No.

