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**TRAFFIC COMMITTEE  
TO BE HELD IN MURRAY ROOM, GRIFFITH ON  
TUESDAY, 11 MARCH 2025 AT 10:30 AM**

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- 1 Apologies
- 2 Confirmation of Minutes
- 3 Business Arising
- 4 Declarations of Interest
- 5 Items of Business
- CL01 p6 Traffic Management - Biggest Lap Motor Vehicle Event 2025
- CL02 p30 Traffic Management - Sikh Games 2025
- CL03 p41 Safety Concerns - Corner Farronato Road and Mackay Avenue
- 6 p42 Outstanding Action Report
- 7 General Business
- 8 Next Meeting

**DISTRIBUTION LIST**

Councillor Anne Napoli (Chair), Tony O'Grady (Councillor - Alternate), Jason Hinson (Police Representative), Greg Minehan (Transport for NSW Representative), Michael Rowley (Member for Murray Representative)

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

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

This Committee meeting may be attended remotely and recorded by audio or audio-visual means for administrative purposes. No other recording is permitted.

**Acknowledgement of Country**

Griffith City Council acknowledges the Wiradjuri people as the traditional owners and custodians of the land and waters, and their deep knowledge embedded within the Aboriginal community.

Council further pays respect to the local Wiradjuri Elders, past, present and those emerging, for whom we acknowledge have responsibilities for the continuation of cultural, spiritual and educational practices of the local Wiradjuri people.

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**TRAFFIC COMMITTEE  
HELD IN MURRAY ROOM, GRIFFITH ON  
TUESDAY, 11 FEBRUARY 2025 COMMENCING AT 10:30 AM**

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**PRESENT**

Councillor Anne Napoli (Chair), Tony O'Grady (Councillor - Alternate), Tony Leadbitter (Police Representative), Glenn Smith (Police Representative), Greg Minehan (Transport for NSW Representative, via Zoom), Michael Rowley (Member for Murray Representative)

**STAFF**

Development & Traffic Coordinator, Greg Balind, Development & Traffic Engineer, Ronelle Green, Engineering Design & Approvals Manager, Jason Carrozza and Minute Secretary, Melanie Hebrok

Governance Manager Leanne Austin was present for CL01.

**1 APOLOGIES**

No apologies were received.

**2 CONFIRMATION OF MINUTES**

**RECOMMENDED** on the motion of Greg Minehan and Michael Rowley that the minutes of the previous meeting held on 10 December 2024, having first been circulated amongst all members, be confirmed.

**3 BUSINESS ARISING**

Nil.

**4 DECLARATIONS OF INTEREST**

**Pecuniary Interests**

There were no pecuniary interests declared.

**Significant Non-Pecuniary Interests**

There were no significant non-pecuniary interests declared.

**Less Than Significant Non-Pecuniary Interests**

There were no significant non-pecuniary interests declared.



## **5 ITEMS OF BUSINESS**

### **CL01 INDUCTION OF COMMITTEE MEMBERS – MANDATORY**

Leanne Austin, Governance Manager, presented the induction process for Council Committee members at the beginning of a new Council term, including requirements relating to the Code of Conduct, Conflicts of Interest and Gifts and Benefits declarations.

**RECOMMENDED** on the motion of Tony Leadbitter and Michael Rowley that the Committee members note the Committee Induction requirements and complete induction process outlined in this report.

*Leanne Austin left the meeting, the time being 10:36 am.*

### **CL02 TRAFFIC MANAGEMENT - 'VINTAGE FESTIVAL' EVENT 2025**

Mr Balind advised that there was some uncertainty regarding whether or not the event was going ahead following limited communication from the organiser. He noted the Committee could approve the Traffic Management in principle and would be advised electronically if the event ends up being cancelled.

Mr Minehan asked for it to be noted that endorsement will be revoked if a valid Certificate of Currency is not produced at least 21 days prior to the event, leaving enough time for the required Road Occupancy Licence process to be completed.

**RECOMMENDED** on the motion of Tony Leadbitter and Michael Rowley that the Traffic Committee:

- (a) Support the implementation of the Traffic Control Plan as per attachment 'A'
- (b) Note the Traffic Management Plan, Special Event Transport Management Plan and Event Management Plan as submitted
- (c) Condition the support of the event on the provision to the Committee of a valid Certificate of Currency/insurance policy.

### **CL03 TRAFFIC MANAGEMENT - 2025 SHAHEEDI TOURNAMENT (SIKH GAMES)**

Mr Balind advised that documentation needed for the event was outstanding. Some information was received late last week and is yet to be assessed by Council officers.

**RECOMMENDED** on the motion of Tony Leadbitter that the report **LAY ON THE TABLE** until the 11 March 2025 Traffic Committee meeting to allow the event organiser to submit further information.

An updated report will be brought back to the March meeting.

### **CL04 TRAFFIC CONTROL - CITRUS SCULPTURES - BANNA AVENUE**

**RECOMMENDED** on the motion of Greg Minehan and Tony Leadbitter that the Traffic Committee:

- (a) Support the implementation of the Traffic Control Plan on Banna Avenue on Sunday, 12 October 2025 and Sunday, 26 October 2025 to allow for the construction and dismantling of the citrus sculptures.
- (b) Support the implementation of the Traffic Control Plan on Banna Avenue and Visitors Centre Carpark on Friday, 17 October 2025 relevant to the 'Springfest Launch Event.'

- (c) Support the implementation of the Traffic Control Plan on Banna Avenue from Sunday, 12 October 2025 to Sunday, 26 October 2025 to facilitate the exhibition phase of the event.
- (d) Note the Transport Management Plans associated with both the Construction/Dismantling and Launch events.

#### **CL05 INSTALLATION OF NO STOPPING ZONE - WILLANDRA AVENUE**

Mr Balind presented the proposal to install a No Stopping Zone on the northern side of Willandra Avenue following a number of complaints with regards to heavy vehicles parking and causing sight distance issues for vehicles exiting the Harvey Norman Gateway Complex and rear delivery lane.

**RECOMMENDED** on the motion of Greg Minehan and Tony Leadbitter that the Traffic Committee recommend the installation of a 30 metre No Stopping zone area and associated R5-400n signs on the northern side of Willandra Avenue (fronting 76-84 Willandra Avenue) as per the attached plan.

#### **CL06 SAFETY CONCERNS - CORNER FARRONATO ROAD AND MACKAY AVENUE**

The Committee discussed the letter outlining safety concerns when eastbound drivers use Farronato Road to perform U-turns to head westbound on Mackay Avenue.

Mr Minehan to inspect the site prior to the next meeting and bring back for discussion.

Mr Balind to notify the complainant.

**RECOMMENDED** on the motion of Greg Minehan that the report **LAY ON THE TABLE**.

### **6 OUTSTANDING ACTION REPORT**

The Committee discussed and updated the Outstanding Action Report.

#### ***Bus Zone on Wyangan Avenue / Messner Street***

No new information. The Committee agreed to take this off the Action Report and advise residents to voice concerns directly with bus company.

#### ***Sidlow Road / Stafford Road Intersection***

Gateway treatment applied - new bigger stop signs installed as well as second stop signs on the north and south approach to Stafford Road. Tree trimming done. To be taken off Action Report.

#### ***Speed Zone Reviews***

Murrumbidgee Avenue/Beaumont Road will go to Regional Director in February, with approval update to be given at the next meeting. Will then move on to Slopes Road.

#### ***Yenda Railway Crossing Update***

Mr Rowley enquired if there was an update on the Railway Crossing in Yenda. He noted the road condition was very poor due to heavy vehicles using Beelbanger & Twigg Roads to bypass Yenda, despite it not being an approved B double route. Mr Balind advised he has put in a works request for the area in June 2024 after it was raised by the Committee previously. Mr Carrozza said Council's Director of Infrastructure & Operations Phil King is continuing discussions with UGL about an upgrade to the crossing. Mr King to update the Committee on the status.

The item is to be added to the Outstanding Action Report.

**RECOMMENDED** on the motion of Greg Minehan and Tony Leadbitter that the report be noted.

## **7 GENERAL BUSINESS**

### **7.1 City to Lake Event**

Mr Balind advised that a valid Certificate of Currency has been submitted for the event.

### **7.2 No Stopping Zone – North Griffith Public School**

Mr Balind said there have been requests for a no stopping zone at North Griffith Public School. A report will be presented at the next Committee meeting.

### **7.3 Removal of Bus Zones in Speirs Street and Accessible Parking**

Mr Balind asked for an update by TfNSW with regards to the removal of the existing bus zones in Speirs Street. Mr Minehan advised that as there is an electronic tag for the bus stop, the removal process may take longer. He will advise when he has more information from the responsible TfNSW officer.

Mr Balind said the reason for the removal request to be expedited was that East Griffith Public School have asked for a disabled parking zone at the school to accommodate new mobility impaired students starting. He noted that the no stopping bus zone could be converted into disability parking spaces once the bus zone is removed.

The Committee discussed other possible solutions to add accessible parking to the school, as it was noted that the converted bus stop parking would not be exclusively for the school and could be used by club patrons etc, not solving the issue the school currently has. Another idea was to remove staff parking which Councillor Napoli said would be a much safer option, away from traffic around the school.

Mr Carrozza said staff will forward these concerns to the school and bring a report back to the Committee.

### **7.4 Funding for realignment of Railway Crossing at Willbriggie**

Mr Minehan advised that he has been approached by the project engineer for the realignment works at Willbriggie Railway Crossing which have now received funding. Phil King will be contacted for Council endorsement following the Traffic Committee's previous concurrence with the proposal back in 2014.

## **8 NEXT MEETING**

The next meeting of the Traffic Committee is to be held on Tuesday, 11 March 2025 at 10:30 am.

There being no further business the meeting terminated at 11:12 am.



<b>CLAUSE</b>	<b>CL01</b>
<b>TITLE</b>	<b>Traffic Management - Biggest Lap Motor Vehicle Event 2025</b>
<b>FROM</b>	<b>Greg Balind, Development &amp; Traffic Coordinator</b>
<b>TRIM REF</b>	<b>25/19730</b>

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### **SUMMARY**

The 2025 Griffith Biggest Lap motor vehicle parade event is proposed to be held on Saturday, 4 October 2025 from 5:30pm. Traffic Control is required to be implemented along Coolah Street, Benerembah Street and Banna Avenue to facilitate the event's proposed route.

### **RECOMMENDATION**

The Traffic Committee:

- (a) Support the implementation of the Traffic Control Plan associated with the 2025 Biggest Lap event on 4 October 2024;**
- (b) Note the Traffic Management Plan as submitted;**
- (c) Condition approval of the implementation of the traffic control plan on the submission of a valid Certificate of Currency no later than 28 days prior to the event date.**

### **REPORT**

Griffith's Biggest Lap Committee is proposing to hold the Biggest Lap vehicle enthusiasts' event in the Griffith CBD on Saturday, 4 October 2025. The event is scheduled to commence at 12:00pm with the marshalling of vehicles on Coolah Street adjacent to the Community Gardens with a 'Show and Shine' style display. To facilitate this, Coolah Street will be closed between Willandra Avenue and Murrumbidgee Avenue from 12:00pm to 7:00pm.

Following the 'Show and Shine' phase, vehicles will participate in the 'Biggest Lap' parade event leaving Coolah Street in controlled groups from 5:30pm. The proposed route for the event will include Murrumbidgee Avenue then proceed clockwise on Benerembah Street then to Banna Avenue - travelling east to the intersection of Jondaryan Avenue. The procession will turn at that location to travel westbound on Banna Avenue back to Benerembah Street. Vehicles will disperse to various locations at the driver's discretion.

Road closures for the moving event route will commence from 4:30pm and will include:

- The closure of Banna Avenue between Jondaryan Avenue and Benerembah Street
- The closure of the entire length of Benerembah Street
- Restricted access to a number of side streets (resident access only)

All roads will be reopened by 8:30pm.

Authorised Traffic Controllers will monitor the intersection of Murrumbidgee Avenue and Kookora Street to allow non-event related traffic access to both the eastern and western sides of Murrumbidgee Avenue.

Traffic Control Plans (as attached) prepared by a suitably qualified person documents the traffic control devices that will be implemented to manage the event related and non-event related traffic across the proposed route.

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

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

### **Outstanding Documents**

At the time of writing, a Schedule 1 Notification, a Special Event Transport Management Plan and a valid Certificate of Currency had not been submitted by the event organiser therefore remained outstanding.

### **LINK TO STRATEGIC PLAN**

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

### **ATTACHMENTS**

(a)	Biggest Lap Traffic Management Plan <a href="#">↓</a>	8
(b)	Traffic Guidance Scheme - 1 <a href="#">↓</a>	22
(c)	Traffic Guidance Scheme - 2 <a href="#">↓</a>	23
(d)	Traffic Guidance Scheme - 3 <a href="#">↓</a>	24
(e)	Traffic Guidance Scheme - 4 <a href="#">↓</a>	25
(f)	Traffic Guidance Scheme - 5 <a href="#">↓</a>	26
(g)	Traffic Guidance Scheme - 6 <a href="#">↓</a>	27
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(i)	Traffic Guidance Scheme - 8 <a href="#">↓</a>	29





# Griffith's Biggest Lap

Traffic Management Plan

4<sup>th</sup> October 2025

Griffith's Biggest Lap 2025  
Traffic Management Plan

December 2023

December 2023

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## 1. Introduction

This Traffic Management Plan relates to the 2025 Griffith's Biggest Lap event, which involves a procession of vehicles 'lapping' Banna Avenue. The event is proposed to take place on the 4th October 2025, which will require the closure of two of Griffith's major arterial roads, Banna Avenue and Benerembah Street.

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

The event will involve the closure of.

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

Banna Avenue and Benerembah Street shall be closed between 4:00pm and 8:30pm on Saturday 4th October 2025.



## 2. Event

The 2025 Griffith Biggest Lap is to officially commence at the intersection of Murrumbidgee Avenue and Benerembah Street. The event will be limited to a maximum of 500 entrants, where all entrants



will be required to be pre-registered for the event. The entrant vehicles will range from motorcycles, passenger vehicles and prime mover trucks. All participants will be issued an official Griffith's Biggest Lap sticker and will be required to sign an induction form with their car registration details. The vehicles will be marshalled along Coolah Street between Murrumbidgee Avenue and Willandra Avenue.



Figure 2 – Proposed Marshalling Area

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

The event is set to take place on Saturday 4th October 2025 with road closures between 4:00pm and 8:30pm. Banna Avenue will be reopened at 8:30pm where cars will be free to disperse.

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

## 2.1 Lap Route

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

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



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

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

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

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

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

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

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

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

### 3. Traffic Management

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

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

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

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

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

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

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

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

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

### 3.1 Traffic Control

Traffic control for Coolah Street will be set up from 12.00pm until 7pm. This will be packed down by 7.30pm and road will be reopened.

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

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

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

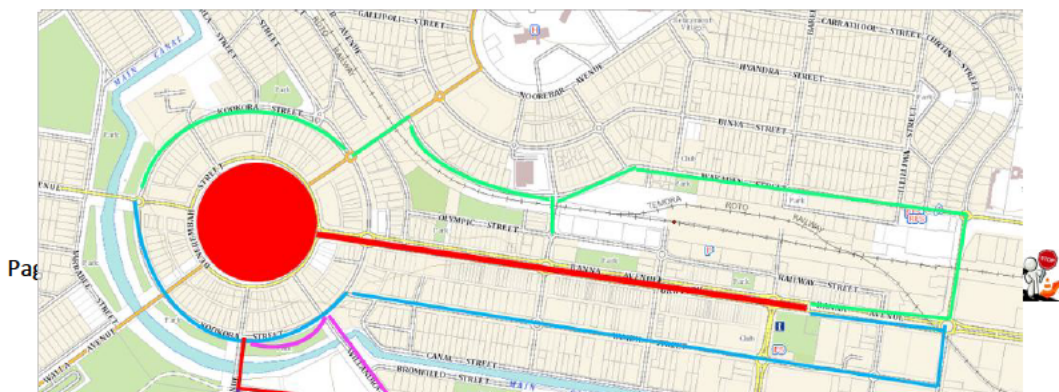
- Coolah Street
- Banna Avenue between Jondaryan Avenue and Benerembah Street
- Benerembah Street.

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

Traffic controls and warning signage shall be erected in accordance with the Transport for NSW Manual (V6.1) and AS 1742.3 (2009) - *Manual of uniform traffic control devices - Traffic control for works on roads* to manage the special event traffic and the general public. The traffic control measures proposed are detailed below in addition to the associated traffic control plans attached in the appendices.

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

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





Traffic control plans, attached, have been prepared by Complete Traffic Solutions, detailing the traffic control measures to be installed for the event. The plan conforms to the requirements of AS 1742.3 and the Transport of NSW Manual (V6.1) to Traffic Control at Worksites.

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

## 3.2 Pedestrian & Cyclists

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

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

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

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

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

## 3.3 Parking

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

There is a significant amount of long-term, off-street parking facilities located within the CBD, particularly off Yambil Street, Railway Street and Olympic Street. These parking areas rarely reach

capacity and will be able to cater for the loss of parking along Banna Avenue for the duration of the event.



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

### 3.4 Heavy Vehicles

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

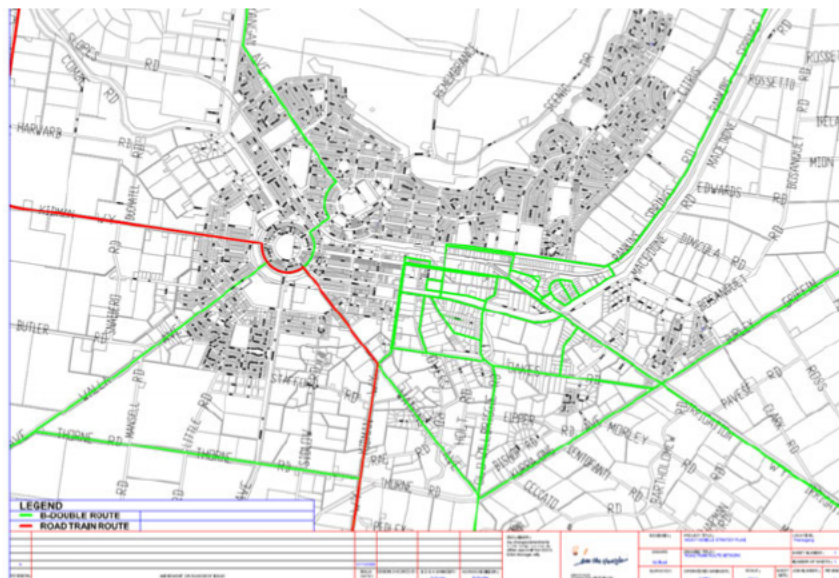


Figure 4 – Griffith's Road Train and B-Double Network

Banna Avenue (between Jondaryan Avenue and Mackay Avenue) forms part of Griffith's B-Double network and provides access to the Griffith Intermodal Freight Terminal via Tranter place. Access to the freight terminal will not be available during the event. This will have minimal effect on the freight terminal as the event is taking place after hours on Saturday 4th October for approximately five hours.



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

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

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

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

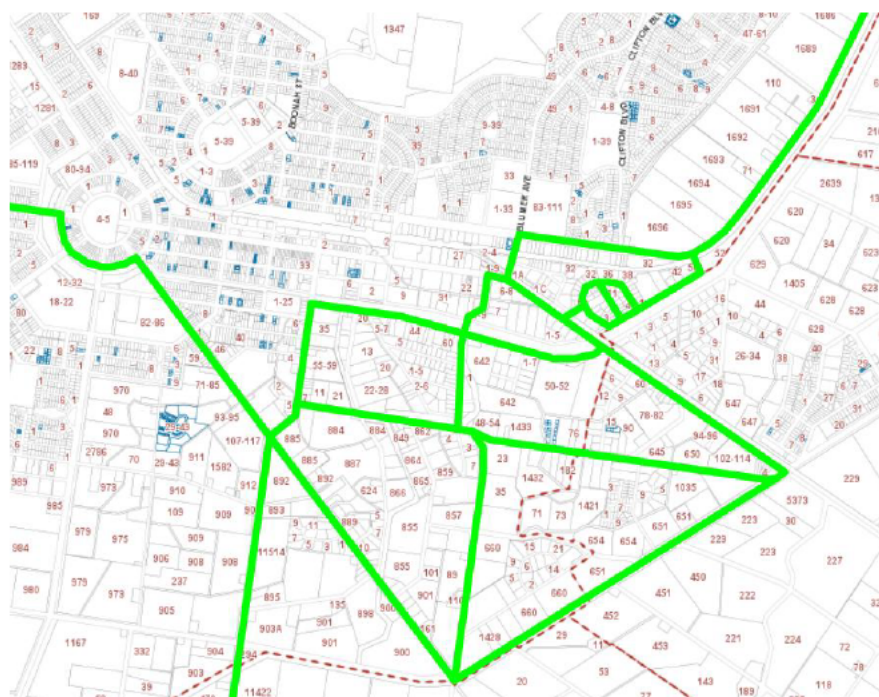


Figure 5 – Proposed B-Double Detours

### 3.5 Emergency Services

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

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

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

**3.5.1 Police**

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



Figure 6 – Griffith Police Station

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

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

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

**3.5.2 Ambulance**

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





**Figure 7 – Griffith Ambulance Station**

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

### 3.5.3 Fire Brigade

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



**Figure 8 – Griffith Fire Station**

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

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

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

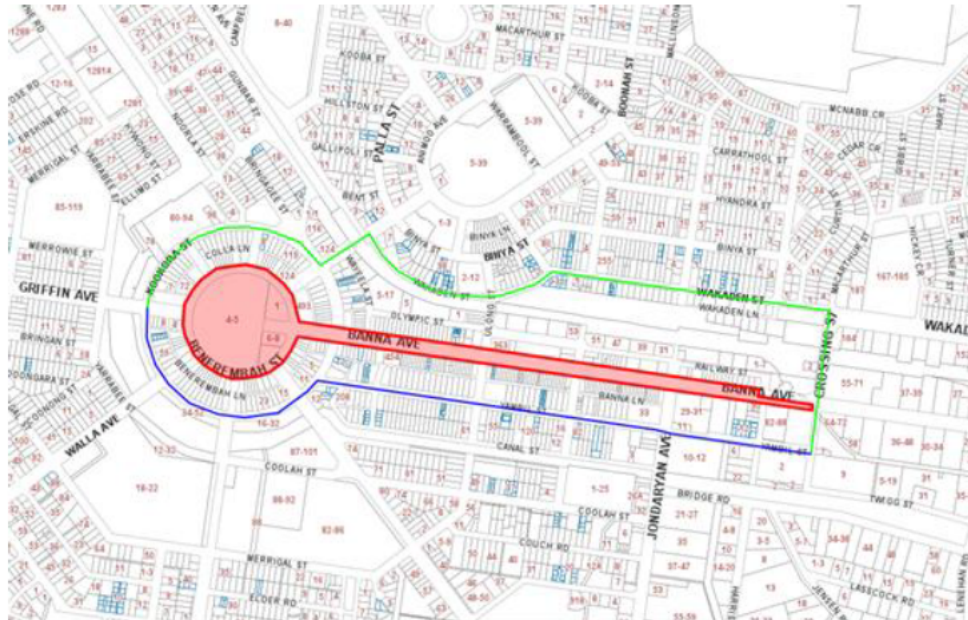


Figure 9 – Alternate Routes for Emergency Services

### 3.6 Public Transport

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

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

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

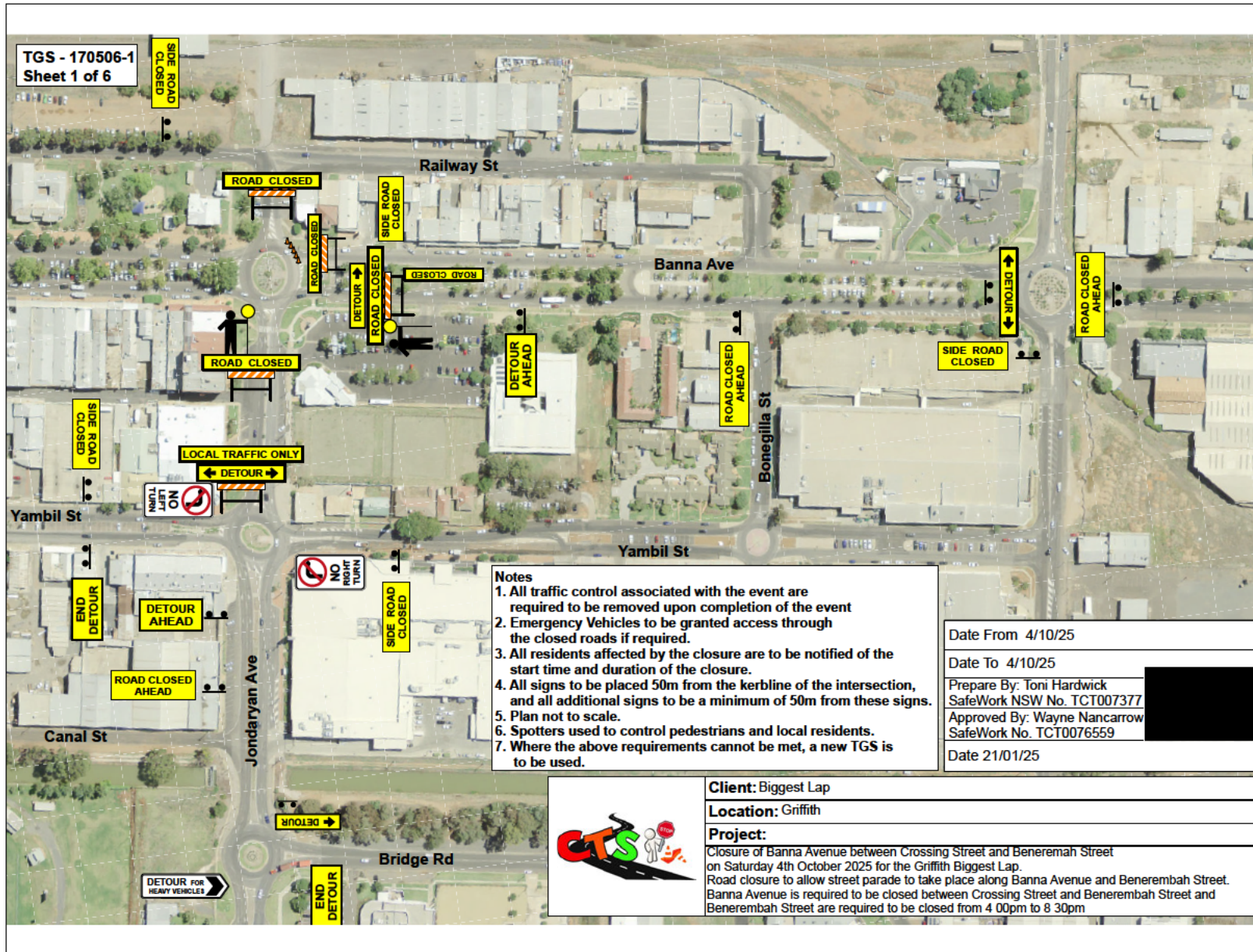
Griffith City Taxi's operators will be required to follow the detours provided.

### 3.7 Contingency Plan

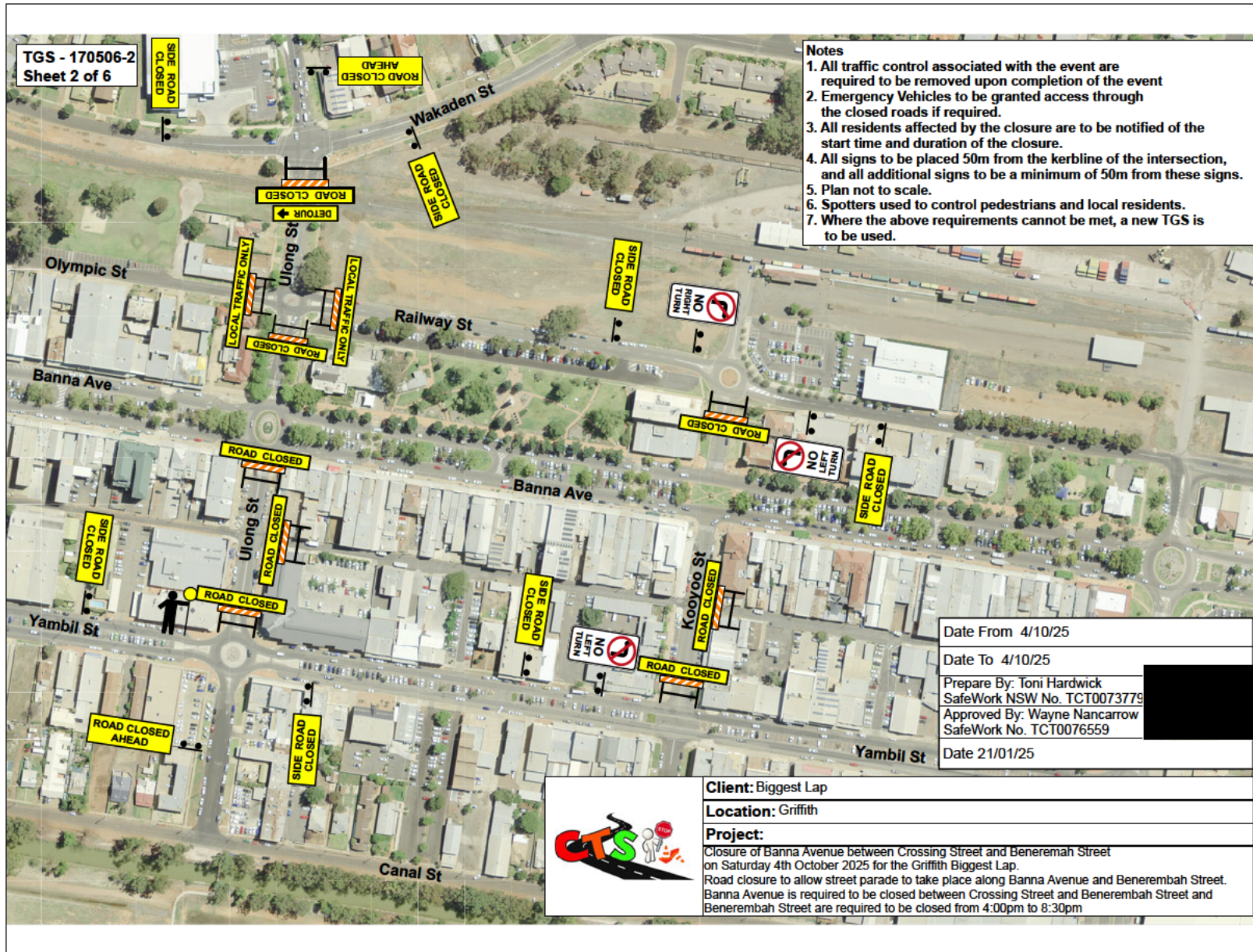
If the procession cannot occur on this date due to inclement weather or another unforeseen circumstance the event shall be cancelled.

## Appendices







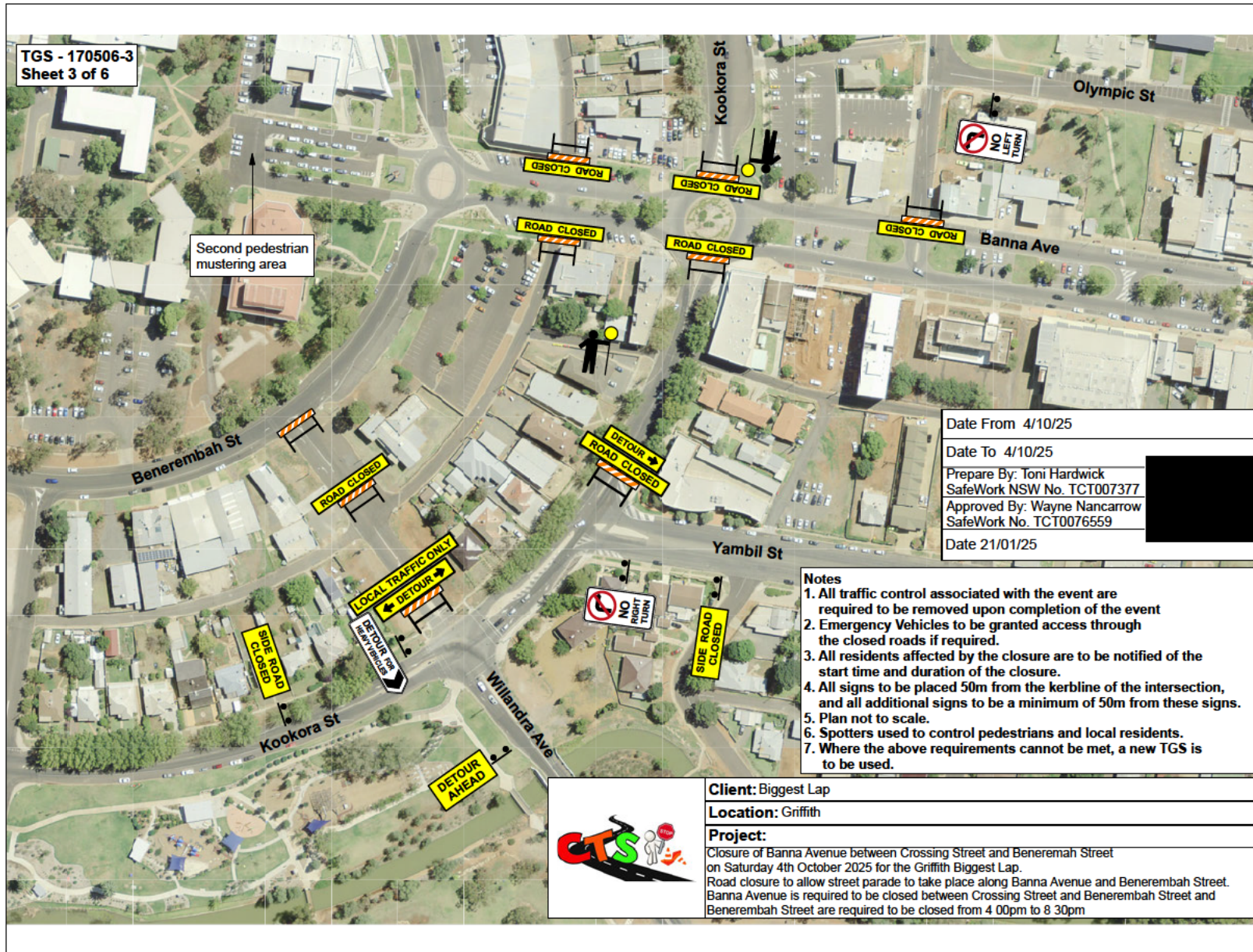


- Notes**
1. All traffic control associated with the event are required to be removed upon completion of the event
  2. Emergency Vehicles to be granted access through the closed roads if required.
  3. All residents affected by the closure are to be notified of the start time and duration of the closure.
  4. All signs to be placed 50m from the kerbline of the intersection, and all additional signs to be a minimum of 50m from these signs.
  5. Plan not to scale.
  6. Spotters used to control pedestrians and local residents.
  7. Where the above requirements cannot be met, a new TGS is to be used.

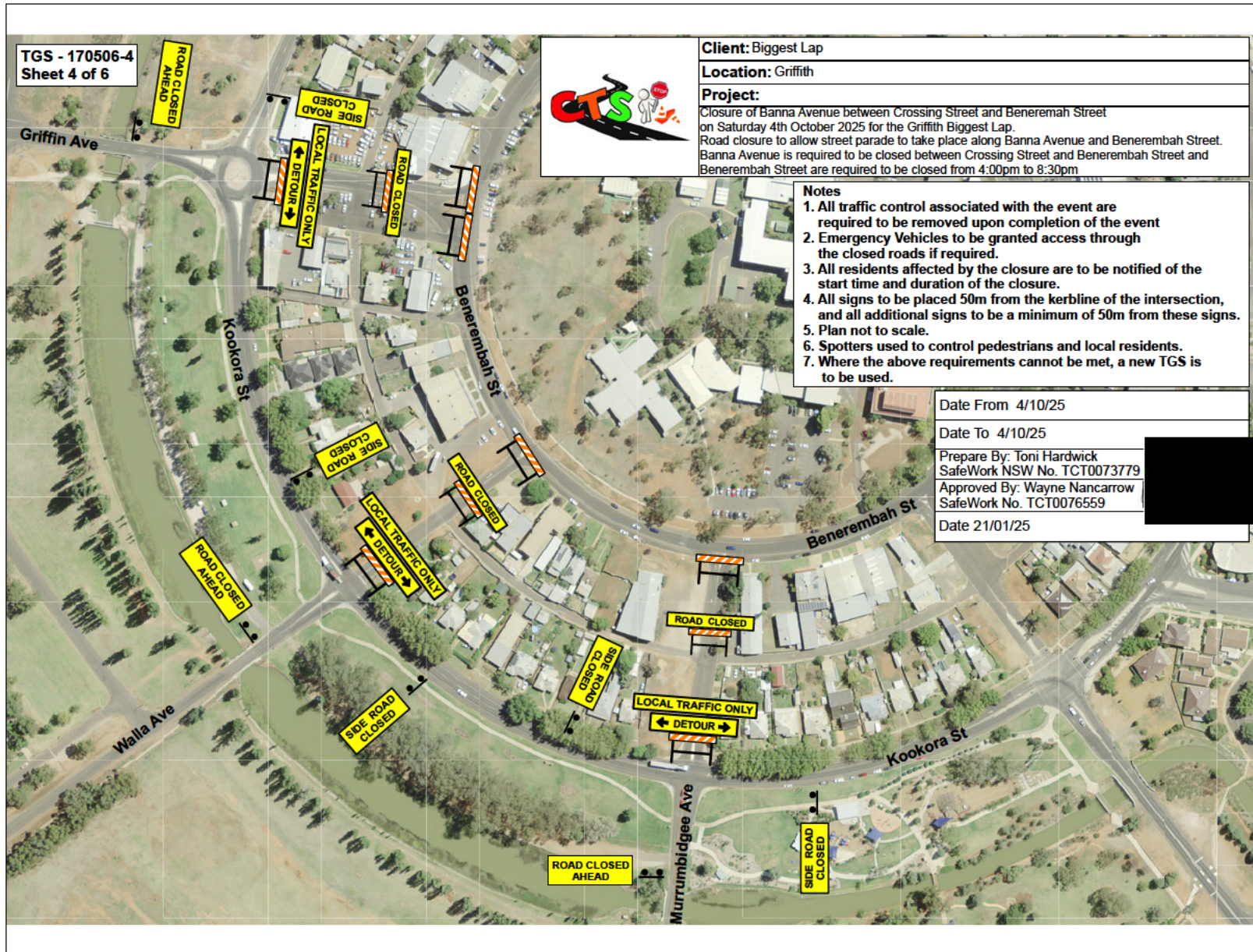
Date From	4/10/25
Date To	4/10/25
Prepare By:	Toni Hardwick
SafeWork NSW No.	TCT0073779
Approved By:	Wayne Nancarrow
SafeWork No.	TCT0076559
Date	21/01/25

**Client:** Biggest Lap  
**Location:** Griffith  
**Project:**  
 Closure of Banna Avenue between Crossing Street and Beneremah Street on Saturday 4th October 2025 for the Griffith Biggest Lap.  
 Road closure to allow street parade to take place along Banna Avenue and Beneremah Street. Banna Avenue is required to be closed between Crossing Street and Beneremah Street and Beneremah Street are required to be closed from 4:00pm to 8:30pm

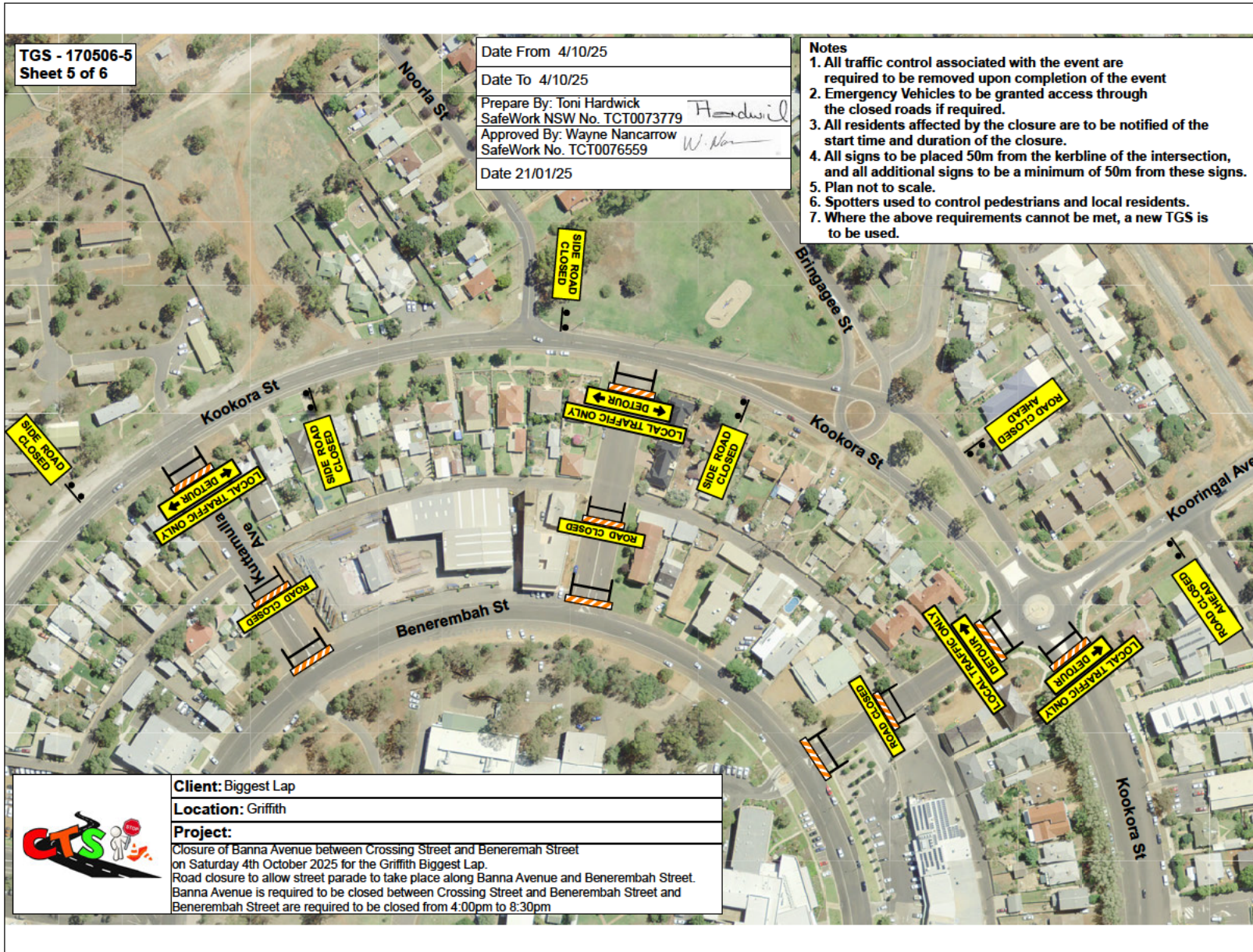




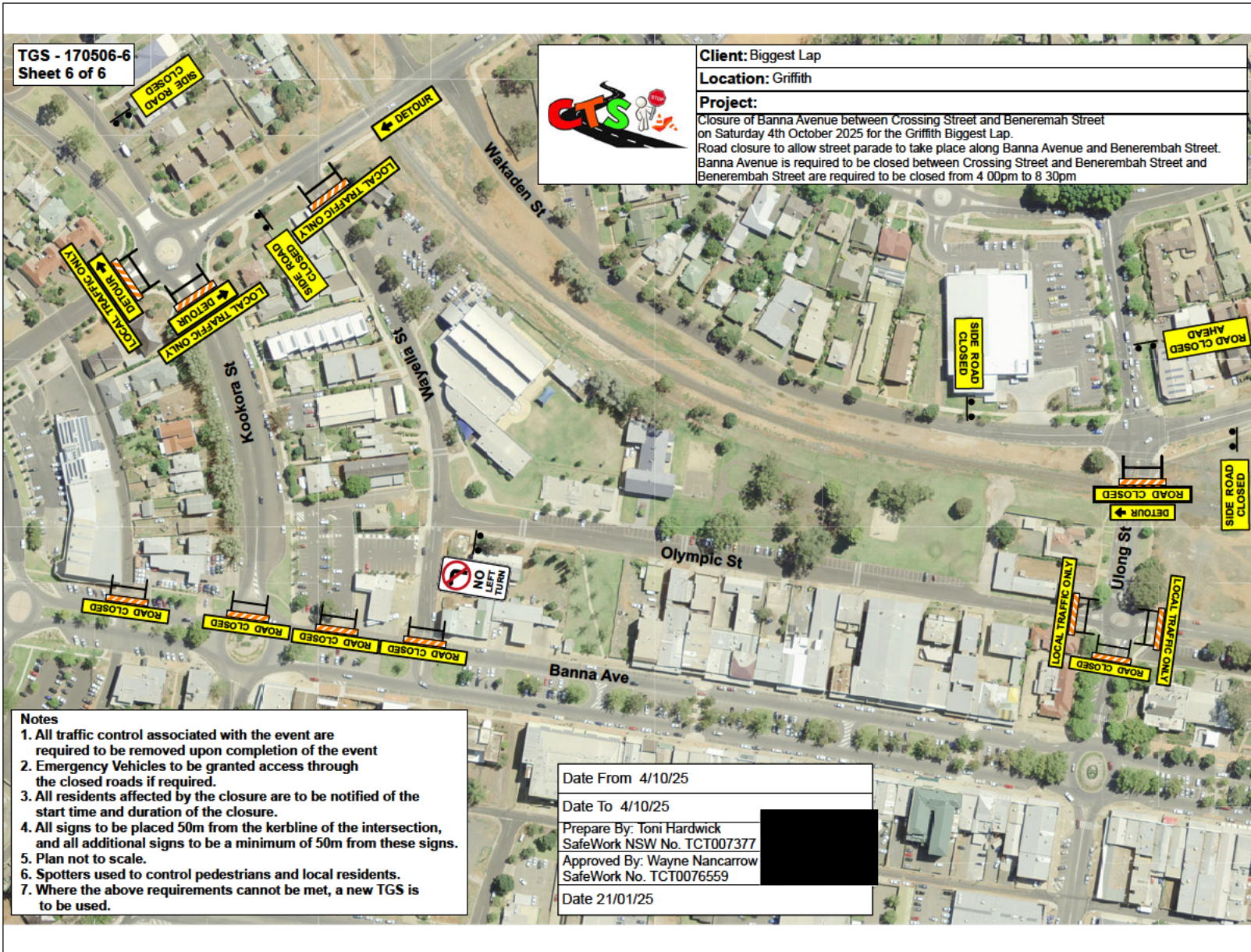




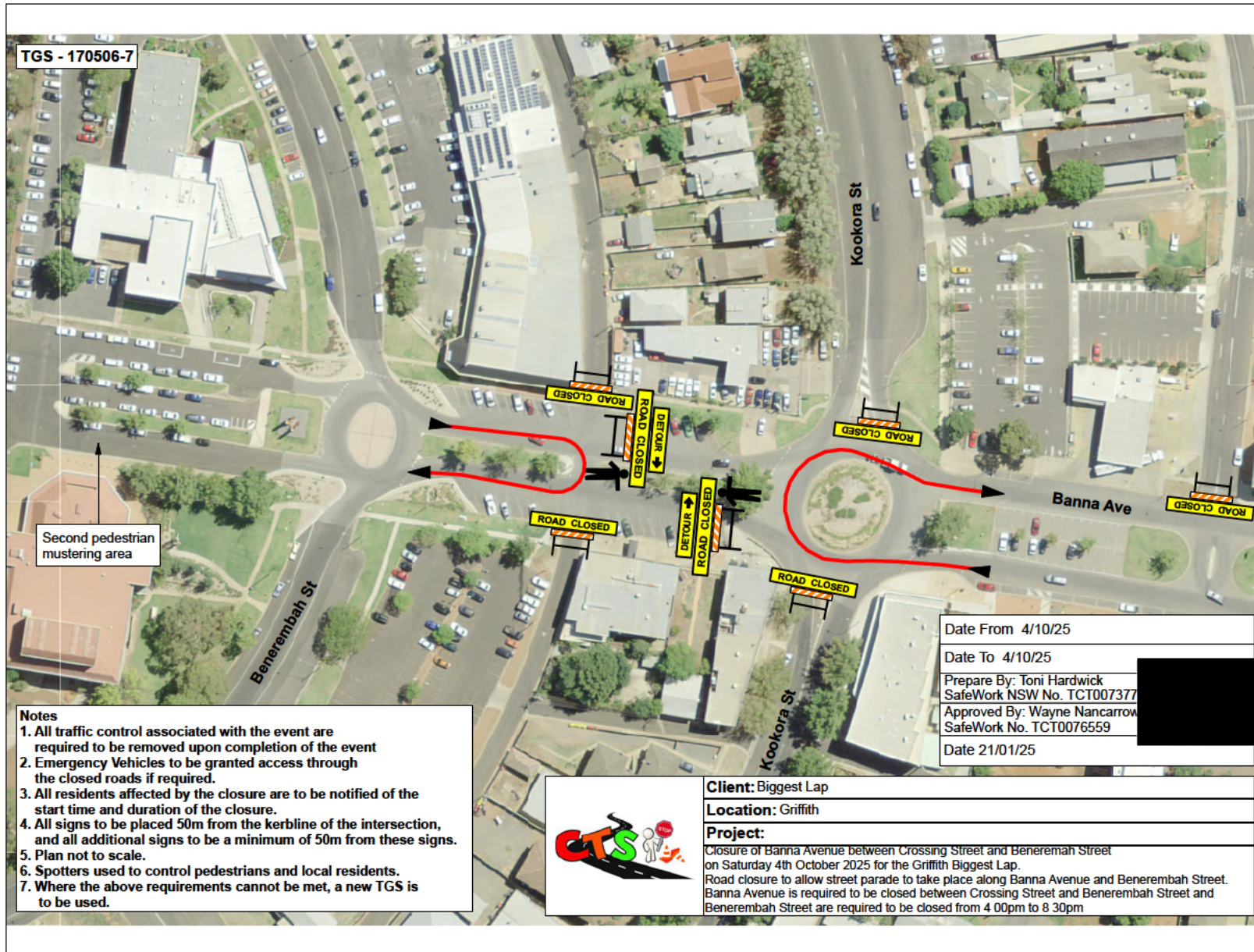
















<b>CLAUSE</b>	<b>CL02</b>
<b>TITLE</b>	<b>Traffic Management - Sikh Games 2025</b>
<b>FROM</b>	<b>Greg Balind, Development &amp; Traffic Coordinator</b>
<b>TRIM REF</b>	<b>25/18952</b>

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### **SUMMARY**

The Griffith Sikh Community has proposed to hold the Shaheedi Tournament Griffith (Sikh Games) at Ted Scobie Oval on 7 & 8 June 2025. During the February 2025 Traffic Committee meeting a recommendation was made to 'lay the report on the table' to allow for additional documents to be submitted by the event organiser for assessment.

### **RECOMMENDATION**

**The Traffic Committee:**

- (a) Raise the previous report reference number 25/13531 from the table.**
- (b) Support the implementation of the Traffic Control Plans relevant to the 2025 Sikh Games.**
- (c) Note the Special Event Transport Management Plan.**
- (d) Condition the support of the implementation of the Traffic Control Plans at the site on the receipt by council of a valid certificate of currency insurance policy by the close of council business on 9 May 2025.**

### **REPORT**

Please see attached supplementary report reference 25/13531 for information relating to traffic management for the 2025 Sikh Games.

### **Outstanding requirements**

At the time of writing a valid Certificate of Currency remained outstanding however it has previously been the Traffic Committee's position to allow that document to be submitted no later than 28 days prior to the event – i.e. in this instance - 9 May 2025.

### **ATTACHMENTS**

<b>(a) Report tabled at 11 February Traffic Committee Meeting</b>	<b>31</b>
<b>(b) Traffic Control Plan - 2025 Sikh Games</b>	<b>33</b>
<b>(c) Schedule 1 Notification</b>	<b>34</b>
<b>(d) Site Plan - Ted Scobie Carpark</b>	<b>36</b>
<b>(e) Special Event Transport Management Plan</b>	<b>37</b>



**Griffith City Council****COMMITTEE REPORT**

<b>CLAUSE</b>	<b>CL03</b>
<b>TITLE</b>	<b>Traffic Management - 2025 Shaheedi Tournament (Sikh Games)</b>
<b>FROM</b>	<b>Greg Balind, Development &amp; Traffic Coordinator</b>
<b>TRIM REF</b>	<b>25/13531</b>

**SUMMARY**

The Griffith Sikh Community has proposed to hold the Shaheedi Tournament Griffith (Sikh Games) at Ted Scobie Oval on 7 & 8 June 2025. Due to the predicted large number of participants, traffic control will be required to manage vehicle and pedestrian traffic associated with the event.

**RECOMMENDATION**

**The report 'lay on the table' until the 11 March 2025 Traffic Committee meeting to allow the event organiser to submit further information.**

**REPORT**

The Gurdwara Singh Sabha Society - Griffith Sikh community has proposed to hold the annual Shaheedi Tournament (Sikh Games) at Ted Scobie Oval (Lot 1 DP 40048) between 8:00am and 6:00pm on Saturday 7 and Sunday 8 June 2025. The event will involve various sports and is expected to attract upwards of 15,000 - 20,000 people to the oval over the 2 days.

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

- A speed zone reduction to 40 km/h on each approach to Ted Scobie Oval;
- The use of bus services to transport spectators to and from the oval via nominated pickup points across the city;
- The implementation of a temporary bus zone for 30m along Clifton Boulevard;
- A No Parking zone along the entire Clifton Boulevard frontage of Ted Scobie Oval (with the exception of the bus zone area);
- The installation of para webbing on the western side of the shared path adjacent to Clifton Boulevard;
- The installation of water filled barriers as per the Traffic Control Plan to restrict parking near intersections;
- Reserved parking in the Ted Scobie Carpark for emergency services and essential services;
- Warning Signage advising of an increase in pedestrian activity shall be erected to complement the 40 km/h speed zone.

It has been further proposed to use the Ted Scobie carpark for activities that will restrict the use of that area for car parking. Contingencies to identify an alternative carparking area will therefore be required to be submitted by the event organiser for assessment.

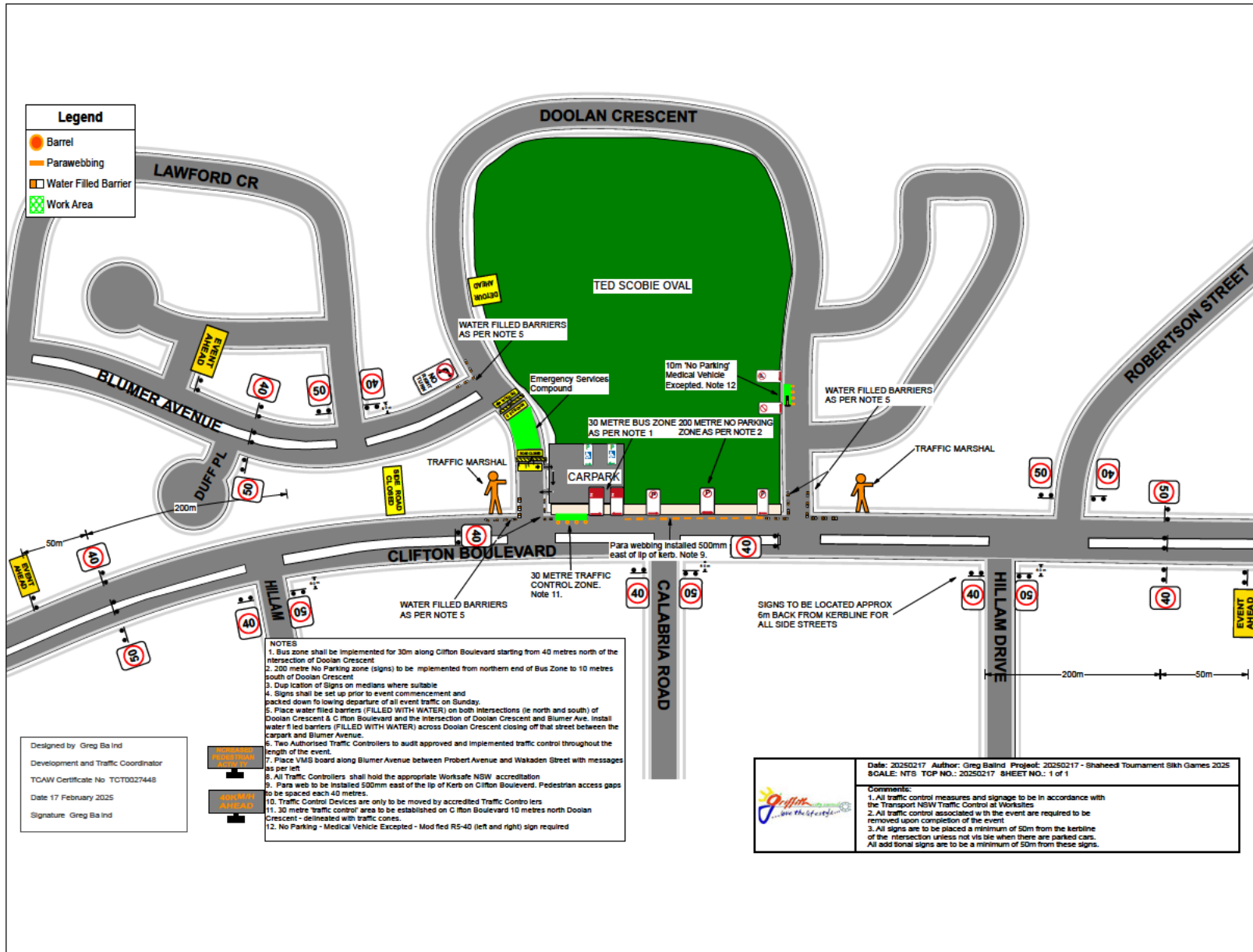
CL03 Traffic Management - 2025 Shaheedi Tournament (S kh Games)

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At the time of submitting this report, a number of mandatory documents remained outstanding therefore it is sought to have this matter 'laid on the table' and be brought back to the 11 March 2025 Traffic Committee meeting.

ATTACHMENTS

Nil





**Schedule 1 Form – Notice of Intention to Hold a Public Assembly**  
**Summary Offences Act 1988**

To the Commissioner of Police

**1** I, Harpreet Singh.....  
Name  
of 11 Rae Road, Griffith, New South Wales.....  
Address  
on behalf of The Gurdwara Singh Sabha Society Griffith (NSW).....  
Organisation  
notify the Commissioner of Police that on the 7 and 8 .....  
Day  
of June 2025.....  
Month/Year

it is intended to hold:

(a) a public assembly, not being a procession, of approximately  
15,000 persons which will assemble at Ted Scobie Oval and Griffith Regional Sports Centre  
at approximately 8:00am and disperse at approximately 6:00pm

or

(b) a public assembly, being a procession of approximately .....  
Number  
persons which will assemble at .....  
Place  
at approximately ..... am/pm  
Time  
and at approximately ..... am/pm the procession will  
commence and shall proceed.....

.....  
.....

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

2 The purpose of the proposed assembly is an event held by the Sikh community known as the Sikh Games – Shaheedi Tournament. The event is proposed to be held at Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre. The event is set to take place between 8:00am and 6:00pm on Saturday 7<sup>th</sup> June and Sunday 8<sup>th</sup> June 2025. The event will involve various sports including soccer, athletics, volley ball and traditional Kabaddi wrestling. The event is expected to attract approximately 15,000 people. The carpark at Ted Scobie will be closed during the event to setup portable toilets, marquees and storage. Parking along Clifton Blvd will be closed to and barrier mesh installed to prevent vehicles driving on to the ground.

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

\* (i) There will be .....(number) of vehicles and/or\* floats involved and their type and dimensions are as follows:

.....N/A.....

\* (ii) There will be ..... (number) of bands, musicians, entertainers etc entertaining or addressing the assembly

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

.....N/A.....

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

Buses will be provided between Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre. Buses are also provided from Sikh Temple, Car Parking in CBD and motels on the bus route.....

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

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

Address: PO Box 231.....

Griffith .....

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

Telephone: [Redacted] .....

Signed: [Redacted] .....

Capacity/Title General Secretary.....

Date 27/01/2025.....







## Special Event Transport Management Plan

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

### 1. EVENT DETAIL

#### 1.1. Event Summary

Event Name: Sikh Games – Shaheedi Tournament

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

Event Date: 7 & 8/06/2025 Event Start Time: 8:00am Event Finish Time: 6:00pm

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

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

Event is  held regularly throughout the year (calendar attached)

#### 1.2. Event Summary

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

Phone: \_\_\_\_\_ Mobile: [REDACTED] Email: \_\_\_\_\_

info@griffithgurdwara.com.au

Event Management Company (if applicable): N/A

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

Police: Griffith Local Area Command

Phone: 69694299

**Griffith City Council (Road Authority)**

**Greg Balind – Road Safety and Traffic**

Phone: 69628100 Mobile: 0429604429

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

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

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

The purpose of the proposed assembly is an event held by the Sikh community known as the Sikh Games – Shaheedi Tournament. The event is proposed to be held at Ted Scobie Oval (LOT 1 DP 40048) and Griffith Regional Sports Centre. The event is set to take place between 8:00am and 6:00pm on Saturday 7<sup>th</sup> June and Sunday 8<sup>th</sup> June 2025. The event will involve various sports including soccer, athletics, volleyball and traditional Kabaddi wrestling. The event is expected to attract approximately 15,000 people. The carpark at Ted Scobie will be closed during the event to setup portable toilets, marquees and storage. Parking along Clifton Blvd will be closed to and barrier mesh installed to prevent vehicles driving on to the ground.

**2. RISK MANAGEMENT TRAFFIC**

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

**3. TRAFFIC & TRANSPORT MANAGEMENT**

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





**3.6. Traffic management requirements unique to this event**

- Description of unique traffic management requirements attached
- X There are no unique traffic requirements for this event

**3.7. Contingency plans**

- X Contingency plans attached

**3.8. Heavy vehicle impacts**

- X Impacts heavy vehicles – RMS/Council to manage
- Does not impact heavy vehicles

**3.9. Special event clearways**

- X Special event clearways required - RMSTMC to arrange
- X Special event clearways not required

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



**4.1. Access for local residents, businesses, hospitals and emergency vehicles**

- Plans to minimise impact on non-event community attached
- X This event does not impact the non-event community either on the main route (or location) or detour routes

**4.2. Advertise traffic management arrangement**

- Road closures or restrictions - advertising medium and copy of proposed advertisements attached
- X No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached.

**4.3. Special event warning signs**

- X Special event information signs are described in the Traffic Control Plan/s
- X This event does not require special event warning signs

**4.4. Permanent Variable Message Signs**

- X Messages, locations and times attached
- This event does not use permanent Variable Message Signs

**4.5. Portable Variable Message Signs**

- The proposed messages and locations for portable VMS are attached
- X This event does not use portable VMS



## 5. PRIVACY NOTICE

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

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

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

## 6. APPROVAL

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

## 7. AUTHORISATION TO \*REGULATE TRAFFIC

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

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

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

**CLAUSE**      **CL03**

**TITLE**        **Safety Concerns - Corner Farronato Road and Mackay Avenue**

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

**TRIM REF**    **25/25205**

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### **SUMMARY**

From the minutes of the Traffic Committee Meeting held 11 February 2025:

#### **CL06 SAFETY CONCERNS - CORNER FARRONATO ROAD AND MACKAY AVENUE**

The Committee discussed the letter outlining safety concerns when eastbound drivers use Farronato Road to perform U-turns to head westbound on Mackay Avenue.

Mr Minehan to inspect the site prior to the next meeting and bring back for discussion.

Mr Balind to notify the complainant.

**RECOMMENDED** on the motion of Greg Minehan that the report **LAY ON THE TABLE.**

### **RECOMMENDATION**

For the Committee to discuss.

### **REPORT**

The letter dated 28 November 2024 raises safety issues regarding a high number of vehicles using Farronato Road to perform a U-turn on Mackay Avenue, with multiple near misses reported due to unsafe turning practices. It is also stated that the right hand turn into Farronato Road from Mackay Avenue creates unsafe conditions as there is a traffic build up from recently merged lanes right behind the turning vehicle.

### **LINK TO STRATEGIC PLAN**

This item links to Council's Strategic Plan item 4.1 Make our community safer.

### **ATTACHMENTS**

- (a) Letter of Concern dated 28 November 2024 (confidential)



**TITLE** Outstanding Action Report

**TRIM REF** 25/25218

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**RECOMMENDATION**

The report be noted.

**ATTACHMENTS**

(a) Outstanding Action Report [↓](#)

43

Traffic Committee Outstanding Action Report 11 March 2025				
Date of Meeting	Item	Action/Recommendation	Officer	Comment
11 March 2025	<b>Removal of Bus Zones in Speirs Street and Accessible Parking</b>	<p>Mr Balind said the reason for the removal request to be expedited was that East Griffith Public School have asked for a disabled parking zone at the school to accommodate new mobility impaired students starting...</p> <p>The Committee discussed other possible solutions to add accessible parking to the school, as it was noted that the converted bus stop parking would not be exclusively for the school and could be used by club patrons etc, not solving the issue the school currently has. Another idea was to remove staff parking which Councillor Napoli said would be a much safer option, away from traffic around the school.</p> <p>Mr Carrozza said staff will forward these concerns to the school and bring a report back to the Committee.</p>	<b>Greg Balind</b>	<p><b>11/02/2025:</b> TfNSW representative advised zones should not be removed until electronic tags are deactivated.</p> <p><b>18/02/2024:</b> Meeting held with the Griffith East Primary School representatives regarding disabled parking. Limited options available for on-street parking to be implemented. On-site parking recommended.</p>
11 March 2025	<b>Yenda Railways Crossing Update</b>	<p>Mr Rowley enquired if there was an update on the Railway Crossing in Yenda. He noted the road condition was very poor due to heavy vehicles using Beelbangera &amp; Twigg Roads to bypass Yenda, despite it not being an approved B double route. Mr Balind advised he has put in a works request for the area in June 2024 after it was raised by the Committee previously.</p> <p>Mr Carrozza said Council's Director of Infrastructure &amp; Operations Phil King is continuing discussions with UGL about an upgrade to the crossing. Mr King to update the Committee on the status.</p>	<b>Phil King</b>	<p><b>11/02/2025:</b> Added to Outstanding Action Report.</p> <p><b>04/03/2025:</b> Twigg Road between Railway crossing and Burley Griffin way will be rehabilitated week commencing 10 March. Works have required consultation with TfNSW, UGL &amp; Casella's.</p>



10 December 2024	<b>Intersection Hillside Drive / Slopes Road</b>	Councillor O'Grady advised he has been told that there are concerns about trucks leaving Tharbogang Landfill travelling down Hillside Drive and not giving way to cars travelling along Slopes Road at 100 km/h, could there be a stop sign installed instead? Mr Minehan noted that warrants based on sight distance must be met for a stop sign to be considered. He said he will inspect the intersection before the next Traffic Committee meeting for further discussion.	<b>Greg Minehan</b>	<b>11/02/2025:</b> TfNSW yet to inspect the site.
13 August 2024	<b>Intersection Beaumont Road / Murrumbidgee Avenue</b>	Mr Balind tabled a draft design for installation of rumble strips for Beaumont Road / Murrumbidgee Avenue. Council's Works department have approved the installation to be done under existing funding.  Mr Minehan asked that the final design be provided electronically to the Committee for endorsement.  There is sensitive receiver within 250 metres of the rumble strips and a concession must be sought from the resident prior to approval. Mr Balind to contact resident and provide information to the Committee electronically.	<b>Greg Balind/ Phil King</b>	<b>27/08/2024:</b> Onsite inspection conducted. Additional Stop signs implemented 19/08/2024 to create a 'gateway treatment.'  <b>10/09/2024:</b> Mr King advised that the work order for installation of non-continuous rumble strips has been raised last week.  <b>12/11/2024:</b> To be followed up with Mr King.  <b>11/02/2025:</b> Rumble strip installation still outstanding. Email sent to Director Operations and Infrastructure for follow up.  <b>04/03/2025:</b> Installation of rumble strips are planned for this month, pending availability of traffic control. Previous delays have been outside of Council's control (Phil King).
12 December 2023	<b>Intersection Treatment – Noorilla Street and Boonah Street</b>	Mr Balind stated that crash records for the intersection Noorilla Street and Boonah Street have shown significant data in recent years, with three major crashes recorded this year alone. He suggested that the intersection be upgraded as a matter of urgency.  <b>RECOMMENDED</b> on the motion of Jason Hinson and Michael Rowley that Council seek priority for sourcing funding to upgrade the intersection of	<b>Phil King</b>	<b>13/02/2024:</b> Proposed design presented, with some drainage issues to be addressed. A detailed design will be brought to the Committee for information. Funding stream sourcing with Director - Infrastructure.  <b>14/05/2024:</b> Director of Infrastructure and Operations advised funding via NSW Government Safer Roads Program relating to safety improvements which

		<p>Noorilla Street and Boonah Street.</p>	<p>closed on 10 May 2024 was not sought.</p> <p><b>09/07/2024:</b> Mr Balind to provide information in a report to Council so the resolution from the December 2023 Committee meeting can be progressed as a matter of urgency.</p> <p><b>07/08/2024:</b> Committee to be updated following the receipt of additional information from Director of Infrastructure.</p> <p><b>13/08/2024:</b> Roundabout designs are nearing completion and awaiting advice regarding costing and constructability from the Works department. Funding via the Safer Local Roads and Infrastructure Program is proposed to be sought. Further information will be presented to the next Traffic Committee meeting.</p> <p><b>27/08/2024:</b> Traffic data for intersection provided to Infrastructure &amp; Operations section 22/08/2024. Application for funding in progress via Safer Roads Portal. Applications for Tranche 1 via the Safer Local Roads Infrastructure Program close on 30 September 2024.</p> <p><b>12/11/2024:</b> Mr Balind said since the last Committee meeting, another cross intersection 2 vehicle crash with injuries occurred at the intersection.</p> <p>Councillor Curran asked that the detailed design be included in a future Traffic Committee report for endorsement.</p> <p><b>10/12/2024:</b> Draft design presented, new 'Black Spot' funding stream to be applied for. Full design be forwarded for comment from TfNSW road design team.</p> <p><b>11/02/2025:</b> Funding application submitted via Safer Roads Portal</p>
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				11/12/2024.
4 April 2023	<b>General Business – Mackay Avenue / Macedone Road Intersection</b>	Councillor Napoli noted there have been concerns in the community about the safety of the intersection, with Mr Balind stating that the combination of the channel, railway corridor and state road was making a solution difficult to design. The Committee agreed to revisit the draft realignment design from several years ago and bring back for comment.	<b>Greg Balind</b>	<p><b>15/05/2023:</b> Concepts have been referred to Council's Design Team taking into account feedback from TfNSW.</p> <p><b>15/08/2023:</b> Ongoing.</p> <p><b>09/07/2024:</b> Mr Rizzo noted that as a result of the Mackay Avenue footpath construction, vegetation cleanup in the area has significantly improved sight distance from Macedone Road to Mackay Avenue.</p> <p><b>27/08/2024:</b> This will be an ongoing item for the Action Report.</p> <p><b>10/09/2024:</b> Mr King noted the intersection looked tidier after the Yoogali pathway upgrade.</p>
13 December 2022	<b>Speed Zone Reviews</b>	<p><b>Speed Zone Reviews outstanding for the following roads/streets:</b></p> <p>Murrumbidgee/Beaumont (Priority)</p> <p>Slopes Road (March 2022)</p> <p>Murrumbidgee/Sidlow (August 2024)</p> <p>Abattoir Road (May 2024)</p> <p>Murphy Road (03/03/2025)</p>	<b>Transport NSW</b>	<p><b>13/02/2024:</b> Slopes Rd to be reported to next meeting. Nelson Drive to be inspected.</p> <p><b>12/03/2024:</b> Slopes Road sealed section to drop to 80km/h. RRR still non-compliant with inconsistent signage. Mr Balind to refer to Phil King for action. Murrumbidgee Avenue and Barracks Road next on the list.</p> <p><b>16/04/2024:</b> Mr Minehan advised he will inspect Rifle Range Road speed zones during the week commencing 22 April. He needs to confirm zoning relating to the intersection of Citrus Road.</p> <p><b>11/06/2024:</b> RRR completed. Barracks</p>

			<p>Rd &amp; Murrumbidgee Ave works to be scheduled. Slopes Road next on the list. Scenic Drive to remain at 80km.h.</p> <p><b>09/07/2024:</b> Todd Road – confirmed 50 km/h. Slopes Road – inspected and will be next. Mr Balind to liaise with TfNSW regarding prioritising Rifle Range Road.</p> <p><b>13/08/2024:</b> Barracks Road &amp; Murrumbidgee Avenue – approved, waiting for quotes for installations. Thorne / Bromley Road – signs already there for 80km/h, can be done through data maintenance. Slopes Road &amp; Abattoir Road – next, unless Council wants Rifle Range Road done first. Mr Balind asked that RRR be prioritised.</p> <p><b>10/09/2024:</b> Murrumbidgee Avenue and Barracks Road speed zone reductions were scheduled to be installed last month but had to be postponed due to orders from the Minister’s office - back on track now with a new installation date to be advised by Council’s Works Manager. Rifle Range Road to be installed as a priority as per the Committee’s request before proceeding with the outstanding reviews.</p> <p><b>12/11/2024:</b> Barracks Road – installed &amp; authorised; Murrumbidgee Avenue – first part done and authorised on Speedlink; Murrumbidgee Avenue/Beaumont Road – at recommendation stage to reduce the length of Murrumbidgee Avenue on both sides of Beaumont Road back to 80 km/h.</p> <p><b>10/12/2024:</b> Murrumbidgee Avenue/Beaumont Road – at approval stage. Abattoir Road next.</p> <p><b>11/02/2025:</b> Murrumbidgee/Beaumont with Regional Director. Slopes/Hillside/</p>
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