
**TRAFFIC COMMITTEE
TO BE HELD IN COUNCIL CHAMBERS, GRIFFITH ON
TUESDAY, 10 JUNE 2025 AT 10:30 AM**

- 1 Apologies
- 2 Confirmation of Minutes
- 3 Business Arising
- 4 Declarations of Interest
- 5 Items of Business
- CL01 p7 Request for 40km/h School Zone - Western Riverina Community School - Kookora Street
- CL02 p9 Request to Install Pickup/Drop Off Zone and Children's School Crossing - St Patrick's School
- CL03 p13 Noorebar Avenue Road Reserve - St Patrick's Primary School Request
- CL04 p15 Request for Traffic Committee Support - Truck Rest Area - Yenda
- 6 p26 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), Kerry Lippold (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.

**TRAFFIC COMMITTEE
HELD IN MURRAY ROOM, GRIFFITH ON
TUESDAY, 11 MARCH 2025 COMMENCING AT 10:51 AM**

PRESENT

Councillor Anne Napoli (Chair), Jason Hinson (Police Representative), Glenn Smith (Police Representative), Greg Minehan (Transport for NSW Representative, via Teams)

STAFF

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

1 APOLOGIES

RECOMMENDED on the motion of Greg Minehan and Jason Hinson that apologies be received from Director of Infrastructure & Operations, Phil King and Engineering Design & Approvals Manager, Jason Carrozza.

Absent: Michael Rowley (Member for Murray Representative)

2 CONFIRMATION OF MINUTES

RECOMMENDED on the motion of Glenn Smith and Greg Minehan that the minutes of the previous meeting held on 11 February 2025, having first been circulated amongst all members, be confirmed.

3 BUSINESS ARISING

3.1 Traffic Management – ‘Vintage Festival’ Event 2025

Mr Balind notified the Committee that the Vintage Festival 2025 is not going ahead. Mr Minehan asked that the organiser be reminded to withdraw their ROL application.

3.2 Outstanding Action Report – Speed Zone Reviews

Mr Minehan advised that approval has been given by the Regional Director for Murrumbidgee Avenue / Beaumont Road and a work instruction will come to Council by the end of the week for a quote for installation of the zone. Mr Minehan added that there have been Statewide changes with regards to priority of speed zone assessments. That means timings for local assessments to be undertaken will be extended and therefore impact councils.

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 TRAFFIC MANAGEMENT - BIGGEST LAP MOTOR VEHICLE EVENT 2025

RECOMMENDED on the motion of Greg Minehan and Glenn Smith that the Traffic Committee:

- (a) Support the implementation of the Traffic Control Plan associated with the 2025 Biggest Lap event on 4 October 2025;
- (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.

Mr Minehan noted that a Road Occupancy Licence application will need to be submitted for the event.

CL02 TRAFFIC MANAGEMENT - SIKH GAMES 2025

RECOMMENDED on the motion of Greg Minehan and Jason Hinson that the Traffic Committee raise the report from the table.

Mr Balind presented the Traffic Control Plans prepared for the 2025 Sikh Games to be held on 7 and 8 June 2025. He advised that a valid Certificate of Currency remains outstanding.

RECOMMENDED on the motion of Greg Minehan and Glenn Smith that the Traffic Committee:

- (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.

CL03 SAFETY CONCERNS - CORNER FARRONATO ROAD AND MACKAY AVENUE

RECOMMENDED on the motion of Greg Minehan and Jason Hinson that the report be raised from the table.

Mr Minehan discussed the issue with the intersection in question being used to perform U-turns on Mackay Avenue to access Liberty Service Station. As there is no centre median strip at the Farronato Road turn off, a 'No-U-turn' sign cannot be placed at this intersection. The Committee questioned whether moving 'No-U-turn' signs further along Mackay Avenue would just transfer the problem to a busier area? A roundabout would be an efficient solution however there are no works currently scheduled on Mackay Avenue by TfNSW and no funding available.

RECOMMENDED on the motion of Greg Minehan and Jason Hinson that the Traffic Committee monitor the intersection of Mackay Avenue and Farronato Road and report back at a future meeting if necessary.

6 OUTSTANDING ACTION REPORT

The Committee discussed and updated the Outstanding Action Report.

Removal of Bus Zones in Speirs Street and Accessible Parking

Mr Balind advised that Council staff, Mayor Curran and Councillor Napoli have met with East Griffith Public School to discuss the issue. Staff have assessed the area and concluded that disabled parking spaces in Speirs Street could not be implemented without major works including moving kerb and guttering and associated drainage being required. The school will be advised that as a result, it is recommended that any accessible parking will need to be installed on site. This will also ensure that the school will get exclusive use of the parking spaces.

Intersection Hillside Drive / Slopes Road

Mr Minehan advised the area has been inspected and the review is next on the list after Murrumbidgee Avenue is installed.

RECOMMENDED on the motion of Greg Minehan and Jason Hinson that the report be noted.

7 GENERAL BUSINESS

7.1 Speirs Street Bus Zone Removal

Mr Minehan advised that a 16 Cities meeting was held last week with Griffith Buslines and a formal notification for a service alteration after the removal of the bus zone in Speirs Street will be sent to Buslines shortly. Mr Balind added the request for removal of the two bus zones was sent to the relevant TfNSW department by local bus operators on 2 November 2024. He added that information from bus operators indicated zero passengers had used the Speirs Street service since inception 18 months ago. Due to the buses using a 'hail and ride' system – both the eastern and western bus zones would be removed in the next week.

7.2 Griffith Biggest Lap Outstanding Documents

Sergeant Hinson asked that a Schedule 1 Form be sent to Police for the event.

7.3 North Griffith Public School Pickup

Councillor Napoli informed the Committee that she has recently witnessed unsafe driving and parking behaviour on Kooba Street during school pickup time at North Griffith School. Could something be done to deter unsafe behaviour? Mr Balind to talk to Compliance about their patrolling schedule. Councillor Napoli asked that an email be sent to the school to include reminders about safe driving and parking to be included in the school newsletter.

8 NEXT MEETING

The next meeting of the Traffic Committee is to be held on Tuesday, 8 April 2025 at 10:30 am.

There being no further business the meeting terminated at 11:15am.

CLAUSE **CL01**

TITLE **Request for 40km/h School Zone - Western Riverina Community School
- Kookora Street**

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

TRIM REF **25/63277**

SUMMARY

Correspondence has been received via the Office of Helen Dalton – Member for Murray, relating to a request for a 40km/h school zone to be installed surrounding the Western Riverina Community School – 68 Kookora Street, Griffith.

Transport NSW are tasked with speed zone assessments pursuant to the NSW Speed Zoning Standard principles. As such, the matter was referred to Transport NSW on 5 May 2025.

RECOMMENDATION

The information be tabled with additional information being provided at a subsequent Traffic Committee meeting.

ATTACHMENTS

- (a) Western Riverina Community School Correspondence [↓](#) 8

From: David Martin [REDACTED]
Sent: Monday, April 7, 2025 2:35 PM
To: ElectorateOffice Murray <ElectorateOffice.Murray@parliament.nsw.gov.au>
Subject: Western Riverina Community School (68 Kookora Street Griffith NSW 2680) 40 KM School Zone

Dear Helen,
I trust this message finds you in good health. All is well on this end. That is, except for an inability to reach the right person to facilitate the creation of a 40km school zone surrounding the community school site located at 68 Kookora Street. To this end, web searches, indicate that a school principal can contact the NSW Government to create a school zone. In this space, I have contacted the NSW Government on two occasions and in turn, left a query in person and two via written messages tuned to a query surrounding the creation of a school zone to cover the school site.

Considering the above, weeks have passed, and I have had no responses to my queries, despite the first phone call being assured that someone would follow this up. I did not keep the identification number of the first query. However, I have the most recent written query number. This number is 02363641.

Hopefully, with the above information, you may communicate with the appropriate elected representative to generate an outcome supporting the creation of the 40km school zone.

Thanks in advance for your support.

Best wishes,

David Martin

Executive Officer
PO Box 8090; 23 Hickey Crescent. GRIFFITH EAST NSW 2680



CLAUSE	CL02
TITLE	Request to Install Pickup/Drop Off Zone and Children's School Crossing - St Patrick's School
FROM	Greg Balind, Development & Traffic Coordinator
TRIM REF	25/63202

SUMMARY

Representative of St Patrick's Primary School have requested Griffith City Council to formalise the Noorebar Avenue parking area to allow for a school children pick up/drop off area to be implemented on the site. An additional request from the school is also seeking the installation of a children's school crossing on Warrambool Street.

RECOMMENDATION

The report 'lay on the table' pending further investigations by Council staff, and the provision of further information from the Wagga Wagga Diocese Catholic Education with respect to their requests.

REPORT

Council is in receipt of correspondence from the Wagga Wagga Diocese Catholic Education seeking safety improvements for parents/children of St Patrick's Primary School - including the formalising of a parking area off Noorebar Avenue to create a pickup/drop off zone, and the construction of a children's crossing on Warrambool Street (attachment (a) refers).

Subsequent meetings between Council staff and school representatives have resulted in an action plan being developed whereby the school will engage their internal traffic consultant to provide a concept for the Noorebar Avenue parking area. That proposal will be reported to the Traffic Committee in due course.

On the issue of a children's school crossing on Warrambool Street, Council has previously (2014) provided a concept to the school showing a crossing location approximately 95 metres to the south of the main pedestrian access gate (attachment (b) refers). When taking into account mandatory approach and departure sight distances, the installation of a children's crossing would result in the loss of 26 car parking spaces at the front of the school and nearby Catholic Church. At the time, the loss of this number of parking spaces was in addition to the 20 parking spaces already lost due to the relocation (at the school's request) of the school bus zone from the school grounds/road reserve onto Warrambool Street. Subsequently, no progress was made with respect to that crossing proposal.

LINK TO STRATEGIC PLAN

This report has no relevance to the Council's Strategic Plan.

ATTACHMENTS

(a)	Correspondence - St Patrick's School ↓	10
(b)	Warrambool Street Crossing Concept ↓	12



Road Safety Proposal - St Patricks's Primary School, Griffith NSW

Background

St Patrick's Primary School is located on Warrambool Street, Griffith; directly opposite the Griffith Base Hospital and health precinct. The rear of the school is located adjacent to the road reserve on Noorebar Avenue.

The school enrolments currently consists of 501 students aged 5 years to 12 years of age.

Recent redevelopment of the health precinct has introduced increased traffic to Warrambool Street. This includes the delivery point, contractor access and ambulance access.

Parking on Warrambool Street is reverse angle parking, which creates traffic congestion during school drop off and pick up times. During this time buses are delayed due to the constant interruption to traffic flow. Buses have been seen driving around vehicles which are attempting to park. This adds a level of traffic safety complexity.

Students, parents and younger siblings are crossing Warrambool Street in these complex traffic conditions. With no single designated crossing for safe pedestrian use, pedestrians are crossing at multiple points in complex traffic conditions. This has elevated the risk of a vehicle colliding with a pedestrian.

There are no school or pedestrian crossings on Warrambool Street or Noorebar Avenue in close proximity to St Patrick's Primary School. The nearest crossings are located at Griffith North Public School.

We have investigated the use of the Griffith North Public School crossings, which have government funded safety supervisors. This would require a 500m walk for students from the rear of St Patrick's Primary School to be able to safely cross Noorebar Avenue. We are now encouraging students who walk home in that direction to use these crossings. The walk is 1 km if returning to the opposite side of the rear of St Patrick's Primary School, and involves crossing 2 streets with no crossings.

We have implemented a temporary measure of placing safety cones for a single point of crossing on the school side. We have educated our school community to cross at a single point.

T: 02 6937 0000
F: 02 6921 2986
info@www.catholic.edu.au

McAlroy House,
205 Tarcutta Street,
Wagga Wagga, NSW 2650

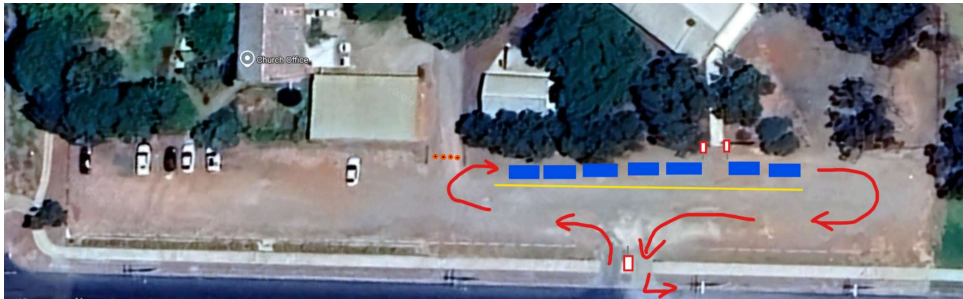
PO Box 1012,
Wagga Wagga NSW 2650
www.catholic.edu.au

ABN 36 345 537 994

Griffith North Public School has a student enrollment population of 438 (as stated in their 2024 Annual Report). This is similar to the current school enrolments at St Patrick's Primary School Griffith (501). The traffic is arguably higher risk at St Patrick's Primary School Griffith, with the health precinct traffic and ambulance access directly in front of the school. So one would surmise that both schools should have a similar level of pedestrian crossings.

The road reserve at on Noorebar Avenue, has clearly been designed as an unsealed car park. With no marking, vehicles park and move in unpredictable ways. This has created a pedestrian collision hazard. The flow of traffic into and out of the road reserve impacts the flow of traffic on Noorebar Avenue during school drop off and pick up.

We have implemented a temporary school drop off and pick up safety solution in the road reserve. We have introduced safety bollards to direct traffic in a circular motion as seen below. We have advised the school community of this solution and to only turn left out of the road reserve. Car parking has been encouraged at the Parish end of the road reserve.



Temporary safety measures in the Noorebar Avenue road reserve.

Purpose

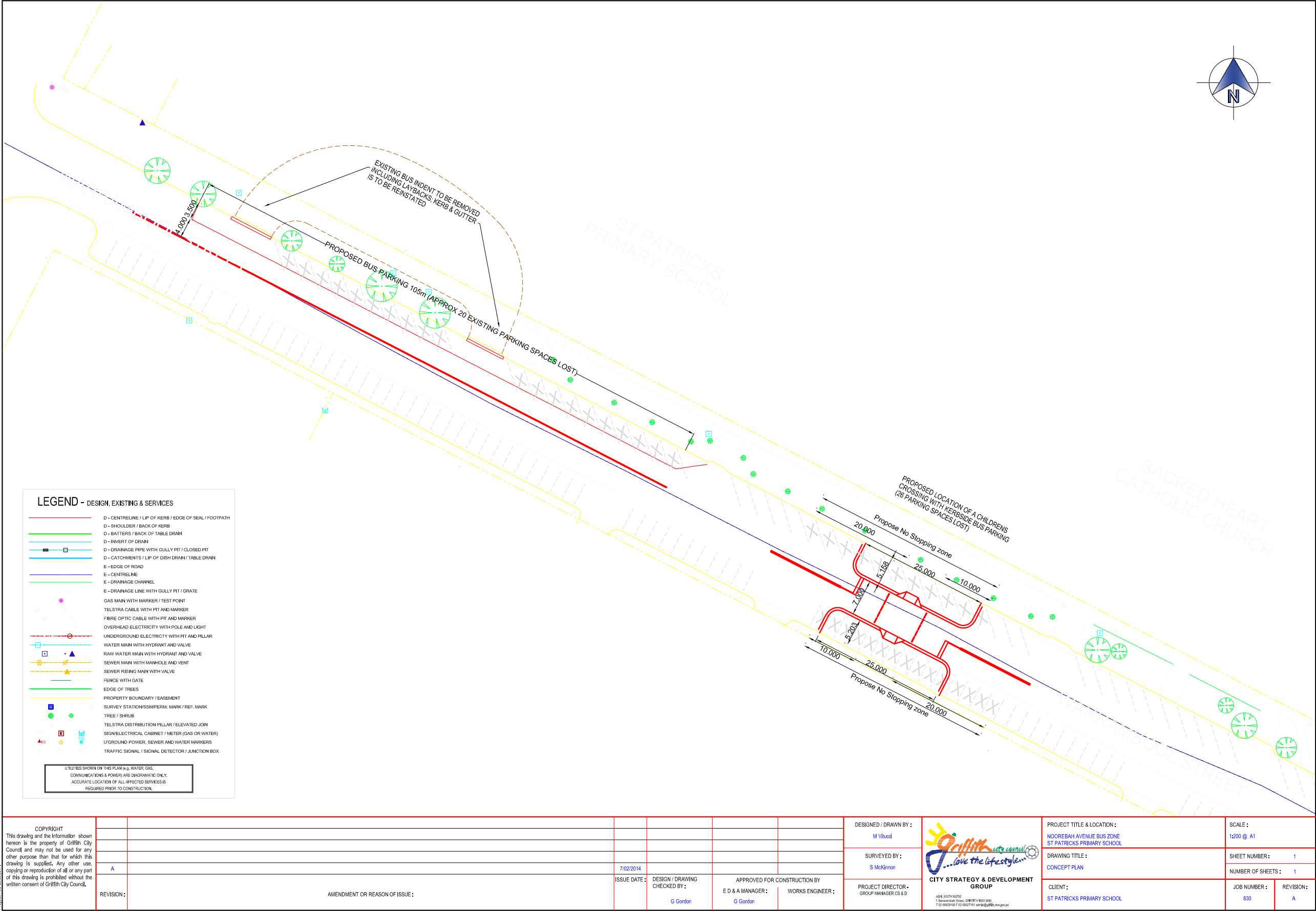
Catholic Education Diocese of Wagga Wagga (CEDWW) is seeking collaboration with Griffith City Council and Transport for NSW to ensure the safety of road users and pedestrians in the following locations in Griffith, NSW:

- Warrambool Street.
- Noorebar Avenue.
- Noorebar Avenue road reserve.

Recommendations

CEDWW proposes the following recommendations.

1. Griffith City Council to formalise the temporary drop off and pick up zone in the Noorebar Avenue road reserve. This should include more permanent physical barriers to direct traffic e.g. kerbing. This should also include updating the left turn only sign to be at all times.
2. Transport for NSW and Griffith City Council to install a school pedestrian crossing in front of St Patrick's Primary School on Warrambool Street. This crossing should be assigned a government funded safety supervisor.
3. Transport for NSW and Griffith City Council to consider upgrading school zone signs in front of St Patrick's Primary School on Warrambool Street, to include flashing lights.



CLAUSE	CL03
TITLE	Noorebar Avenue Road Reserve - St Patrick's Primary School Request
FROM	Phil King, Director Infrastructure and Operations
TRIM REF	25/52191

SUMMARY

Parents of students attending St Patrick's Primary School have been using the road reserve on Noorebar Avenue for dropping off and picking up from school. This has been a long standing use of the road reserve.

RECOMMENDATION

Modify the "No Right Turn" sign to be in operation on school days.

REPORT

Currently, there is a "No Right Turn" sign at the exit of the road reserve before traffic enter Noorebar Ave which has a no operational restriction between 3pm and 3:30pm. There has been general compliance with the sign in this current configuration.

School representatives have observed vehicles turning right in the morning drop off time, and this has cause congestion within the road reserve and resulting inefficient use of this area.

School representatives have requested that Council change the "No Right Turn" sign to be operational on all school days. It should be noted that this sign is delegated to Council for authorisation (see Image 1), although due to the public interest of the current use, the Traffic Committee is being consulted prior to making the change.

LINK TO STRATEGIC PLAN

This item links to Council's Strategic Plan item 6.2 Maintain and develop an effective transport network (airport, public roads, pathways, pedestrian access and transport corridors) for Griffith and villages.

Sign No:	R2-6n(R)
Descriptions	No Right Turn
Standard sign?	No
Delegated to council for authorisation	Yes. This sign is a prescribed traffic control device. It is delegated/authorised to council to install on the network they manage subject to the appropriate approval process. Refer to the relevant authorisation instrument for details and conditions.
Legislative Reference	NSW ROAD RULES - RULE 91
Primary Technical Reference	AS 1742.2 (Devices)
Additional Primary Technical References	AS 1742.3 (Traffic Control), AS 1742.13 (LATM)
Secondary Technical References	Traffic Control at Worksites (Roads and Maritime Services) RMS Supplement to Australian Standard - Traffic Control Devices For General Use (Part 2). Traffic Signal Design (Roads and Maritime Services) - Section 10 AUSTROADS - Guide to Traffic Management - Traffic Control and Communication Devices (Part10).

Image 1: R2-6n(R) sign delegation details from TfNSW Sign Register

ATTACHMENTS

Nil

CLAUSE **CL04**

TITLE **Request for Traffic Committee Support - Truck Rest Area - Yenda**

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

TRIM REF **25/60154**

SUMMARY

A submission has been made by Councillor Laurie Testoni proposing land adjacent to Beelbanger Road, Yenda be considered as a site for a truck rest area. It has been asked for the proposal be put to the Traffic Committee for discussion.

BACKGROUND

The site proposed for the truck rest area is on the eastern side of Beelbanger Road between Twigg Road and Myall Park Road (please see Attachment (a)).

Beelbanger Road is a two-way sealed surface with 3.5 metre wide travel lanes and 0.5 metre wide sealed shoulders. Traffic counts (2021) recorded an average of 1,320 vehicles used that road per day. The largest heavy vehicle permitted to use Beelbanger Road is 26 metre B-double configurations. Due to the close proximity of the rail corridor to the Burley Griffin Way, and, the limited storage capacity on the approach and departure sides of that corridor, heavy vehicles larger than 19 metres are not permitted to use Twigg Road or Whitton Stock Route to access Beelbanger Road. Myall Park Road to the west is the only approved access to that road. Attachment (b) shows approved B-double network. All road train configured vehicles are restricted from using Beelbanger Road.

When discussing the merit of the proposal, the Traffic Committee should take into account:

- There is only one (1) approved heavy vehicle rest area within the Griffith Local Government Area. *Powers Rest Area* is located within an 80km/h speed zone on the western side of the Kidman Way to the south of Millis Road, Hanwood. Access to the site by vehicles larger than 19 metres long is via the Kidman Way only. No access to or from the site is permitted from Millis Road. Due to the adverse horizontal geometry (sweeping bend) of the Kidman Way and the absence of turning lanes, that access is deemed to be unsafe. The site has basic facilities – limited to shade trees (minimal) and picnic tables. The location is approximately 10km from the Griffith CBD and 7.8km from the nearest 24 hour food provider.
- The proposed Beelbanger Road site is not on a significant or through heavy vehicle route.
- The proposed site is not owned by Council or designated Crown Land.

RECOMMENDATION

That the information be discussed.

ATTACHMENTS

- | | | |
|-----|--|----|
| (a) | Correspondence - Yenda Truck Rest Area ↓ | 16 |
| (b) | Yenda B-Double Network ↓ | 25 |

Proposal of a truck rest area in Yenda

- Firstly I have raised this particular issue at a council workshop and have since had discussions with Helen Daltons office who have showed a lot of interest in providing these types of rest areas within the electorate.

I have also sent this information to them for consideration and to help them with their ideas as mentioned above.

I am asking that the traffic committee look favourable at the proposal and give feed back. I am more than happy to attend the next meeting if so required.

Scope.

The purpose of the truck rest area is to allow a much needed rest area for heavy vehicle drivers to utilise with a general stop and or part of their fatigue management which is required by law.

- The suggested area is on the beelbangera road on the north side of the railway crossing.
- This area has enough room to manage a scope of works either the size of the Kamarah rest area or an area several times larger.
- The suggested rest stop would have no impact on existing housing as there is no immediate housing within 200m to the south (township on railway parade) and 600m to the east (house at railway crossing).
- The site is clear and used to be leased to existing rural business as a depot for gypsum in years past.
- the Griffith LGA of which Yenda is a village has minimal registered truck rest areas. This has been a major concern to the trucking industry that there is nothing for the vehicle movements into the LGA.
- There is large number of truck movements that happen in the LGA on a daily basis.
- The Burley Griffin way which passes through the Village of Yenda serves as the main entrance to the east for all forms of transportation.
- Having major industries that operate in Yenda ie, Casella family brands winery, Berton wines, Yenda producers co-operative, Grain corp for instance, the reliability of the trucking industry and the constant flow of trucks is a major contributor to the road use into and through the village on a daily basis.
- To enable this truck rest area to proceed the railway crossing on Twigg road would need to be upgraded to accommodate a safe passage of traffic
- A vehicle count was completed in late 2024 by Griffith City Council, a report was sent previously requested and sent to Helen Dalton, (Possibly came from Greg Balind).

- The option of upgrading the crossing would make it a safer place to utilise given the recent death of one of the local young man.
- Bypassing Railway parade would take a considerable amount of heavy vehicles out of the village with this proposed rest area route making the railway parade street safer for local use.
- There is a large number of younger families now residing in Yenda who frequently passively use the road ways, lesser movements of heavy vehicles again reduce the risk of accidents of all forms.
- There is currently a master plan of the village e of Yenda being completed with one area on Curran Road where a development of approx. 55 homes are in the process of the commencing subject to the completion of requirements of the DA process with Griffith city council.
- The second proposed development on the Bilbul side of the irrigation channel at Yenda has a plan to build upwards of 200 homes as a minimum. This is part of the future expansion of the Village in the master plan.
- Creating a rest area – bypass can help reduce and minimise traffic movements with in the village

Suggestions

- Upgrade the intersection to boom gates, this would eliminate the use of a stop sign and keep traffic flowing especially for Heavy Vehicles. Upgrade the road to make it much safer than it currently is with regular maintenance.
- Create the truck rest area , assist with fatigue management, utilise the area for vehicles that arrive during the night to pull over and wait till businesses are open.
- Close proximity to the village centre where food etc can be purchased.
- Close to recreation areas for personal fitness use.
- Quiet peaceful and relaxing location.



Figure 1 Yenda proposed truck rest stop area

Proposed area to be utilised



Similar site for consideration only



Kamarah truck stop

44m deep

247m long

10m wide internal road

(measurements taken from google maps)

From: Phil King <Phil.King@griffith.nsw.gov.au>

Date: 15 April 2025 at 1:04:20 pm AEST

To: Cr Laurie Testoni <ltestoni@griffith.com.au>

Cc: Cr Doug Curran <dcurran@griffith.com.au>

Subject: Twigg Road traffic Counts

Hi Lou,

There were staff out of the office last week when I was following up the traffic counts. Additionally the counter was damaged and not able to collect a long duration of data. The data that was collected provides the following results.

Traffic counts for Twigg Road (Counter located south of Railway Crossing)

Total AADT: 1387

Weekday AADT: 1604

Weekend AADT: 871

Unfortunately due to the damage we don't have the ability to completely classify the data into different classes of vehicles.

AADT – Annual Average Daily Traffic

This means on average the traffic that would pass over this location on any given day.

The Weekday and Weekend split provides more details about how this traffic is split on days of the week.

Regards

Phil

Phillip King

Director, Infrastructure and Operations

p 02 6962 8131

Yenda and Griffith 'shocked, devastated' following railway fatality



By [Allan Wilson](#)

Updated September 5 2024 - 5:24pm, first published September 4 2024 - 12:30pm

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The Yenda and Griffith community is in shock and mourning following an accident that claimed the life of a 21-year-old man. Residents are calling for the installation of safety features at the railway crossing on Twigg Road leading off the Burley Griffin Way, as police investigations continue. Police say officers, SES and paramedics attended the scene around 5pm on Monday September 2 following reports a motorcycle had collided with an eastbound freight train.



The Twigg Road railway crossing was the scene of tragic accident on Monday September 2. Picture by Allan Wilson
According to officers, the man was already deceased when they found him, and is yet to be formally identified.

the crossing is one of several in Yenda that have been a concern to residents in the past.

[According to Yenda Progress Association president Kay Pellizzer](#), accidents in the vicinity of the Twigg Road crossing have occurred in decades past.

She says the association would ideally like to see boom gates installed, or at least flashing signs to warn traffic of oncoming trains.

"There have been other accidents in that area, including a fatal near Casella's Wines some 30 or 40 years ago," Mrs Pellizzer said.

"We've also had accidents around that corner... it's just not a good set up there

"It does have problems... it would be a good idea to have gates... the Yenda Progress Association would like to see that or flashing lights," she said.

"It would be great if the government could invest some funding."

Mrs Pellizzer said the Yenda community is both shocked and saddened by the accident.

"(He was) a young life taken in his prime," she said.

"The family are devastated as is the community."

Griffith mayor Doug Curran described the shock being felt in the wider Griffith area as "raw".

"It was a tragic event for family, friends and the wider community," Cr Curran said.

"People are very much still coming to terms with it.

"This young man had his whole world in front of him.

"My sincere condolences to everyone involved, including the train driver."

Cr Curran says he will be looking to better understand the circumstances that led to the tragedy.

"We just need to do what we can to better understand what has happened and go from there," he said.

"In the past I haven't heard concerns raised about that crossing.

"We have a traffic committee that includes a representative of our local member and we do talk about incidents in our area.

"We will be looking to get more information to see if there was something that could have been done to avoid (the incident)."

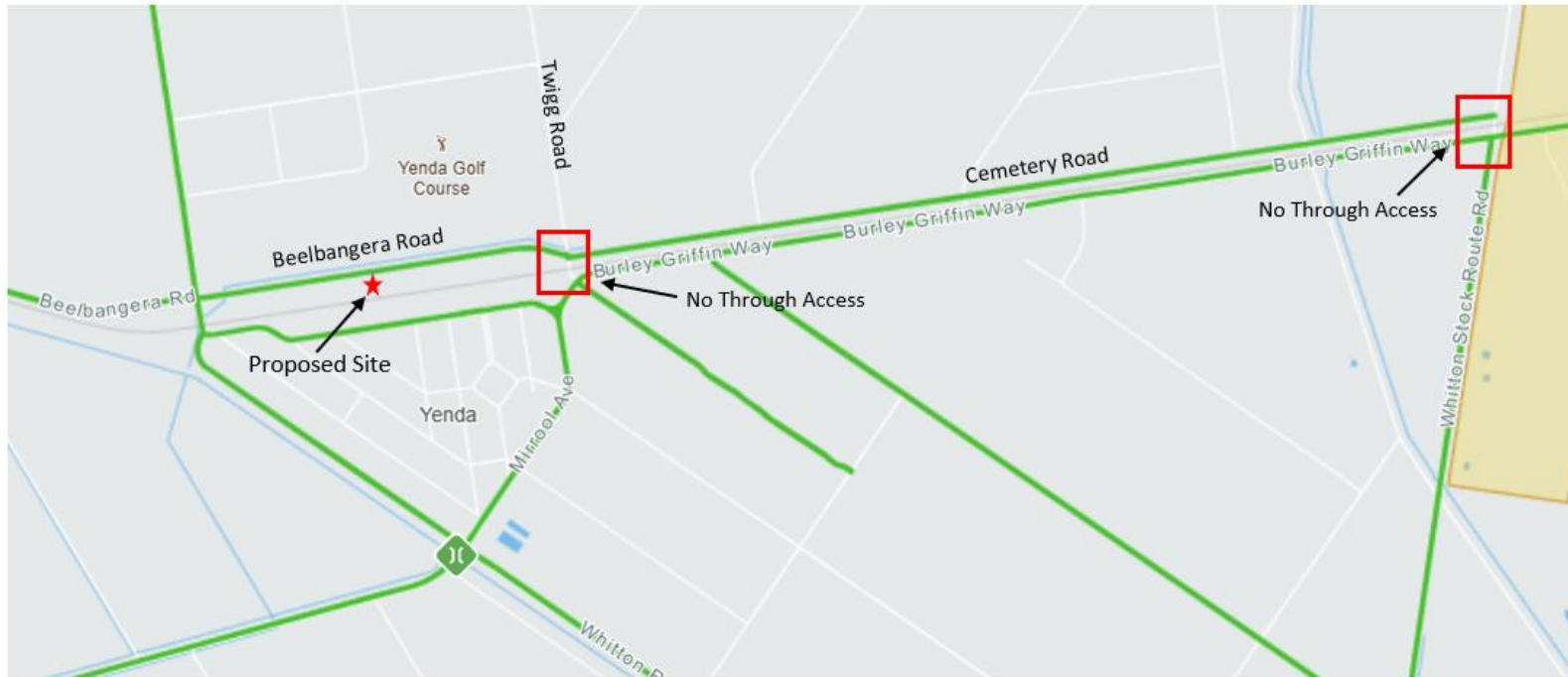
LEGISLATIVE ASSEMBLY - Signing ePetition - Upgrade Twigg Road level crossing and other rural crossings across NSW to prevent further avoidable deaths

To sign the ePetition, confirm you are a resident of New South Wales and enter your title, first name and last name. Once you click 'submit' you will have signed the ePetition and will be re-directed to the Legislative Assembly's 'ePetitions open for signature' page

Upgrade Twigg Road level crossing and other rural crossings across NSW to prevent further avoidable deaths

To the Speaker and Members of the Legislative Assembly, This petition addresses critical safety concerns at passive level crossings in New South Wales, highlighted by a recent tragic and preventable loss. On 2 September 2024, Ethan Griffiths was killed at the Twigg Road passive level crossing in Yenda, near Griffith, when his bike collided with an oncoming train. He was 21 years old. The accident was investigated by police and the Coroner, with eye-witnesses confirming Ethan obeyed the stop sign and looked both ways. However, tragically, the setting sun blocked all vision of the oncoming train. Had boom gates or warning signals been present, Ethan would still be alive today. It is too late for Ethan, but it is not too late to make rural infrastructure safer for local families and regional communities state-wide. This crossing is one of 860 passive level crossings across NSW that rely solely on static warning signs. These basic crossings pose significant risks to rural communities, particularly during challenging visibility conditions. Currently available solar technology may present a viable solution for powering warning systems at these locations. The undersigned petitioners therefore ask the Legislative Assembly to call on the Government to: 1. Prioritise the immediate upgrade of the Twigg Road crossing in Yenda with boom gates, flashing lights and warning bells to protect the local community. 2. Implement a program to progressively upgrade the remaining 859 passive level crossings across rural NSW with appropriate warning systems to ensure the safety of all residents.

B-double Network – Yenda



TITLE Outstanding Action Report

TRIM REF 25/60914

RECOMMENDATION

The report be noted.

ATTACHMENTS

(a) Outstanding Action Report [↓](#)

27

Traffic Committee Outstanding Action Report 10 June 2025				
Date of Meeting	Item	Action/Recommendation	Officer	Comment
11 March 2025	Safety Concerns – Corner Farronato Road and Mackay Avenue	RECOMMENDED on the motion of Greg Minehan and Jason Hinson that the Traffic Committee monitor the intersection of Mackay Avenue and Farronato Road and report back at a future meeting if necessary.	All	
11 February 2025	Yenda Railways Crossing Update	<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 & 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 & Operations Phil King is continuing discussions with UGL about an upgrade to the crossing. Mr King to update the Committee on the status.</p>	Phil King	<p>11/02/2025: Added to Outstanding Action Report.</p> <p>04/03/2025: Twigg Road between Railway crossing and Burley Griffin way will be rehabilitated week commencing 10 March. Works have required consultation with TfNSW, UGL & Casella's.</p> <p>10/06/2025: UGL required third party works approval prior to works commencing. Council completed minor road works in late March. UGL and TfNSW have reached an agreement to share costs and provide a Protection Officer for the rectification of lines, signs and vegetation removal. Council staff have provided a fee estimate to undertake these works. It is proposed to upgrade the signs to RX-9.</p>
10 December 2024	Intersection Hillside Drive / Slopes Road	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	Greg Minehan	<p>11/02/2025: TfNSW yet to inspect the site.</p> <p>11/03/2025: Mr Minehan advised the area has been inspected and the review is next on the list after Murrumbidgee Avenue is installed.</p>

		Committee meeting for further discussion.		
13 August 2024	Intersection Beaumont Road / Murrumbidgee Avenue	<p>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.</p> <p>Mr Minehan asked that the final design be provided electronically to the Committee for endorsement.</p> <p>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.</p>	Greg Balind/ Phil King	<p>27/08/2024: Onsite inspection conducted. Additional Stop signs implemented 19/08/2024 to create a 'gateway treatment.'</p> <p>10/09/2024: Mr King advised that the work order for installation of non-continuous rumble strips has been raised last week.</p> <p>12/11/2024: To be followed up with Mr King.</p> <p>11/02/2025: Rumble strip installation still outstanding. Email sent to Director Operations and Infrastructure for follow up.</p> <p>04/03/2025: 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).</p> <p>10/06/2025: Works yet to be complete while Jones Road rumble strips were assessed for suitability.</p>
12 December 2023	Intersection Treatment – Noorilla Street and Boonah Street	<p>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.</p> <p>RECOMMENDED on the motion of Jason Hinson and Michael Rowley that Council seek priority for sourcing funding to upgrade the intersection of Noorilla Street and Boonah Street.</p>	Phil King	<p>13/02/2024: 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.</p> <p>14/05/2024: Director of Infrastructure and Operations advised funding via NSW Government Safer Roads Program relating to safety improvements which closed on 10 May 2024 was not sought.</p> <p>09/07/2024: Mr Balind to provide</p>

			<p>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>07/08/2024: Committee to be updated following the receipt of additional information from Director of Infrastructure.</p> <p>13/08/2024: 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>27/08/2024: Traffic data for intersection provided to Infrastructure & 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>12/11/2024: 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>10/12/2024: 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>11/02/2025: Funding application submitted via Safer Roads Portal 11/12/2024.</p> <p>26/05/2025</p>
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4 April 2023	General Business – Mackay Avenue / Macedone Road Intersection	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.	Greg Balind	<p>15/05/2023: Concepts have been referred to Council's Design Team taking into account feedback from TfNSW.</p> <p>15/08/2023: Ongoing.</p> <p>09/07/2024: 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>27/08/2024: This will be an ongoing item for the Action Report.</p> <p>10/09/2024: Mr King noted the intersection looked tidier after the Yoogali pathway upgrade.</p>
13 December 2022	Speed Zone Reviews	<p>Speed Zone Reviews outstanding for the following roads/streets:</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> <p>Mallinson Road/Abattoir Road (17/04/2025)</p>	Transport NSW	<p>13/02/2024: Slopes Rd to be reported to next meeting. Nelson Drive to be inspected.</p> <p>12/03/2024: 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>16/04/2024: 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>11/06/2024: RRR completed. Barracks</p>

			<p>Rd & Murrumbidgee Ave works to be scheduled. Slopes Road next on the list. Scenic Drive to remain at 80km/h.</p> <p>09/07/2024: 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>13/08/2024: Barracks Road & 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 & Abattoir Road – next, unless Council wants Rifle Range Road done first. Mr Balind asked that RRR be prioritised.</p> <p>10/09/2024: 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>12/11/2024: Barracks Road – installed & 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>10/12/2024: Murrumbidgee Avenue/Beaumont Road – at approval stage. Abattoir Road next.</p> <p>11/02/2025: Murrumbidgee/Beaumont with Regional Director. Slopes/Hillside/</p>
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