
**TRAFFIC COMMITTEE
TO BE HELD IN THE MURRAY ROOM, GRIFFITH ON
TUESDAY, 9 DECEMBER 2025 AT 10:30 AM**

- 1 Apologies
- 2 Confirmation of Minutes
- 3 Business Arising
- 4 Declarations of Interest
- 5 Items of Business
- CL01 p5 Request to Install Pickup/Drop Off Zone and Children's School Crossing - St Patrick's School
- CL02 p13 Request for Safe Access - Kurrajong Banna Avenue
- 6 p16 Outstanding Action Report
- 7 General Business
- 8 Next Meeting

DISTRIBUTION LIST

Councillor Anne Napoli (Chair), Tony O'Grady (Councillor - Alternate), Greg Minehan (Transport for NSW Representative), Kerry Lippold (Member for Murray Representative), Tony Leadbitter (Police Representative)

Engineering Design & Approvals Manager, Vacant, Development & Traffic Coordinator, Greg Balind; Development and Traffic Engineer, Vacant 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 THE MURRAY ROOM, GRIFFITH ON
TUESDAY, 11 NOVEMBER 2025 COMMENCING AT 10:31 AM**

PRESENT

Councillor Tony O'Grady (Chair), Greg Minehan (Transport for NSW Representative), Kerry Lippold (Member for Murray Representative, via Zoom), Tony Leadbitter (Police Representative), John Wadsworth (Police Representative)

STAFF

Development & Traffic Coordinator, Greg Balind, Approvals Officer, Kaitlyn McLean and Minute Secretary, Melanie Hebrok

1 APOLOGIES

Apologies were received from Councillor Anne Napoli and Director Infrastructure & Operations, Phil King.

2 CONFIRMATION OF MINUTES

RECOMMENDED on the motion of Councillor Tony O'Grady and Greg Minehan that the minutes of the previous meeting held on 9 September 2025, having first been circulated amongst all members, be confirmed.

3 BUSINESS ARISING

3.1 Request to Install Pickup/Dropoff Zone and Children's School Crossing – St Patrick's School

Mr Balind advised that no response has been received from the school or Wagga Diocese yet.

4 DECLARATIONS OF INTEREST

Pecuniary Interests

Members making a pecuniary interest declaration are required to leave the meeting during consideration of the matter and not return until the matter is resolved.

There were no pecuniary interests declared.

Significant Non-Pecuniary Interests

Members making a significant non-pecuniary interest declaration are required to leave the meeting during consideration of the matter and not return until the matter is resolved.

There were no significant non-pecuniary interests declared.

Less Than Significant Non-Pecuniary Interests

Members making a less than significant non-pecuniary interest declaration may stay in the meeting and participate in the debate and vote on the matter.

There were no less than significant non-pecuniary interests declared.

5 ITEMS OF BUSINESS

CL01 PROPOSED MEETING DATES FOR 2026

RECOMMENDED on the motion of Councillor Tony O'Grady and Greg Minehan that the information be received.

CL02 PROCEDURE FOR SUBMITTING ITEMS TO THE COMMITTEE MEETING AGENDA

RECOMMENDED on the motion of Councillor Tony O'Grady and Greg Minehan that the Committee note the information.

CL03 NEW AUTHORISATION AND DELEGATION INSTRUMENT - PRESCRIBED TRAFFIC CONTROL DEVICES AND REGULATION OF TRAFFIC

Mr Minehan advised the new delegations have been well accepted across other LGAs, with operations largely unchanged from previous Local Traffic Committees. The four-member structure of Police, Transport, Council and Local Member's representative will be retained, with the main change being that decisions are now made by consensus, not voting. Grievances are managed through Transport representatives, though these are rare.

Councils now have greater autonomy on local and regional roads, while state roads still require Transport consent. This means that Councils may approve local road closures (e.g. for events, six-month trials) with outcomes reported at the next Forum.

Public transport operators are to be invited to meetings when matters are discussed that directly affect them.

The new delegation clarifies previous conflicts between the Transport Administration Act and Roads Act.

The Committee noted.

CL04 TRAFFIC MANAGEMENT - GRIFFITH CHRISTMAS CAROLS - COOLAH STREET

Members concurred with the implementation of traffic control for the Christmas Carols event.

CL05 TRAFFIC MANAGEMENT - 2026 ANZAC DAY MARCH

Members agreed to the attached Traffic Control Plan associated with the closure of Banna Avenue for the purpose of the 2026 ANZAC Day March and Memorial Service.

A Road Occupancy Licence will be applied for following this meeting.

6 OUTSTANDING ACTION REPORT

Mr Minehan advised that the 80km/h speed zone on Slopes Road can be approved as part of a current Development Application in the area.

As mentioned at the previous meeting, 'at risk' state roads have been identified for priority in speed zone reviews and there is currently no funding for installation of new speed zones outside of this list. Councils may consider alternate arrangements: Transport to manage assessments via the speed zone portal, with Council responsible for signage installation once approvals are granted. To be discussed with Director Infrastructure & Operations.

7 GENERAL BUSINESS

7.1 Advertising of road closures

Ms McLean asked for clarification of who is responsible for advertising road closures, particularly for events on state roads (e.g. ANZAC Day). Mr Balind noted that if it is a Council event, Council is responsible for advertising and he will send through speed zone or road closure authorisations and related advertising guidance. For private or community events (e.g. multicultural festivals), the event organisers are responsible for advertising and facilitating closures. Adequate notice periods remain a concern.

7.2 Pedestrian crossing paint refresh

Mr Minehan informed the Committee that Transport will refresh the pedestrian crossings on Banna Avenue and Jondaryan Avenue after identifying that the current white paint fades quickly on concrete surfaces. A trial will be conducted at the courthouse crossing using a high-visibility red paint with white stripes, which has proven durable in other local applications. The results of this trial will determine whether the same treatment is applied to the remaining four crossings, with works expected to commence within the next four to six weeks.

7.3 Extension of double lines – Boorga Road

Councillor O'Grady advised a Lake Wyangan resident has raised safety concerns regarding Boorga Road, noting that the existing double white lines past Jones Road toward Nericon extend only about 50–60 metres. It was suggested to extend them towards Mancini Drive to prevent dangerous overtaking as vehicles slow to turn. A development in the area may also prompt a future speed zone review, but in the meantime, extending the lines by approximately 50 metres can proceed to improve safety.

8 NEXT MEETING

The next meeting of the Traffic Committee is to be held on Tuesday, 9 December 2025 at 10:30 am.

There being no further business the meeting terminated at 10:56 am.

CLAUSE CL01**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** 25/81441

SUMMARY

A report of a proposed pick up/drop off zone in the Noorebar Avenue car park area adjacent to the Sacred Heart Church/St.Patrick's School was presented to the June 2025 Traffic Committee for discussion. The outcome of that meeting was to 'lay the report on the table' until such time additional information was provided to council by the Catholic Diocese.

RECOMMENDATION

- (a) **The matter be raised of the table.**
- (b) **The Traffic Committee note Council's decision to suspend all investigations into the parking proposals/issues in the Noorebar Avenue parking area due to the absence of additional correspondence being received from the Wagga Wagga Diocese.**

REPORT

Council has previously received a proposed plan prepared by Quantum Traffic (dated 30 June 2025) with regards to the proposed pickup/drop off zone and modified parking associated with the Noorebar Avenue parking area adjacent to the Sacred Heart Church/St.Patrick's School precinct (see attachment (a)). The Quantum report provided an option for vehicles to circulate through the car parking area to achieve the safe and efficient pick up/drop off of children associated with the school. In brief, the Quantum Report suggests:

- A one-way clockwise circulation through the car park.
- The usage of water filled barriers to delineate the site.
- Maximising queueing on site by providing dual lanes to accommodate 30 vehicles on-site
- A 'children management system' to streamline efficient pick up.
- The expansion of the 'No Right Turn' out of the carpark to include morning drop off.
- A pedestrian path through the barriers to Noorebar Avenue around the perimeter of the vehicle circulation area.
- The retention of approximately 22 x 90° car parking spaces south-west end of the car park.

Council staff assessed the concept as submitted by Quantum Traffic and identified the following issues:

- The report appeared propose an almost exclusive use of the site by the school.

- Pick up/drop off of children would account for approximately 1-1/2 hours per day. The modification proposes an ongoing modification to the site (water filled barriers) - therefore restricting the majority of a community space on an ongoing basis.
- Dual queueing lanes would create a conflict point when merging.
- Drivers parked in the proposed 22 x 90° parking spaces wanting to exit the site will need to join a que behind 14+ vehicles. There is no alternative for vehicles not associated with the pick up/drop of area to exit the site.
- The installation of No Stopping zones within the parking area will mean vehicles will queue in that area contrary to those No Stopping signs and therefore be subject to enforcement.
- The proposed layout with a partial dual lane stacking area equates to approximately 195 metres or storage space for 30 vehicles. There is no evidence based justification within the Quantum Traffic report to sustain that number sufficient. On the contrary, the May 2025 school-imposed trial used a single file system extending to the western end of the parking area before executing a U-turn back towards the pick up zone. That layout equated to approximately 200 metres of length which equates to sufficient storage for 31 vehicles with vehicles overflowing out the carpark entry and into the No Stopping zone in Noorebar Street.
- Pedestrian path is not on a desire line.
- The Quantum report does not disclose or elaborate on 'identified risks'.
- There is an absence of evidence in the Quantum report that the proposed changes will achieve a reduction/mitigation of 'identified risks.'
- There is an absence in the Quantum report of any mention with respect to child/student safety.
- No conclusion has been drawn that the implementation of the pickup/drop off zone will achieve a positive outcome.



The re-purposing of the parking area does not provide for efficient use of the area or additional parking for school related activities. Should the carpark be formalised, approximately 95 x 90° parking spaces could be implemented for use by the public including drivers associated with the school and church. The Quantum proposal reduces that number to 22 x 90° parking spaces and sufficient storage for 30 vehicles using the delineated traffic lanes.

During a meeting between Council and Wagga Diocese/St.Patrick's School representatives in August 2025, the assessment of the Quantum Report and the issues contained within were discussed. Subsequently the Wagga Diocese advised amended proposals and an additional meeting would be held with school and Council representatives in October/November. To date, no correspondence, amended proposals or meetings have been notified by the Diocese, therefore it is deemed this matter be removed from the Traffic Committee Agenda until such time as further communication is provided by that entity.

LINK TO STRATEGIC PLAN

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

ATTACHMENTS

- (a) Traffic Report - Quantum Traffic  

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QuantumTraffic

Memorandum

To: Eva Tarchichi – Principal (St Patrick's Primary School)

From: Brent Hodges (Quantum Traffic)

Subject: Proposed Drop-Off / Pick-Up Arrangement

Project Address: St Patrick's Primary School – Noorebar Avenue Car Park

Date: 30th June, 2025

Reference No.: 25-0230

Template Ref: TR2A

1. Scope / Context

The following memo outlines the proposed drop-off / pick-up configuration for the Noorebar Avenue Car Park adjacent to St Patrick's Primary School, Griffith.

2. Background

Noorebar Avenue adjacent to St Patrick's Primary School includes a wide road reserve, with the main carriageway located to the south-east of the reservation and a gravel car park extending along the school frontage. The car park is owned and managed by Griffith City Council.

Whilst publicly available, usage of the car park has been historically limited to school drop-off / pick-up movements and parking associated with services at Sacred Heart Parish.

In early 2025, the school completed a risk assessment of existing drop-off / pick up activity occurring in the Noorebar Avenue car park and identified a range of risks associated with the existing operation. To address the identified risks, St Patrick's Primary School implemented a temporary drop-off / pick-up arrangement that introduced a one-way clockwise flow within the carpark with drop-off / pick-up movements occurring adjacent to the existing school gate. A summary of the general drop-off / pick-up scheme is shown in Figure 1 below.

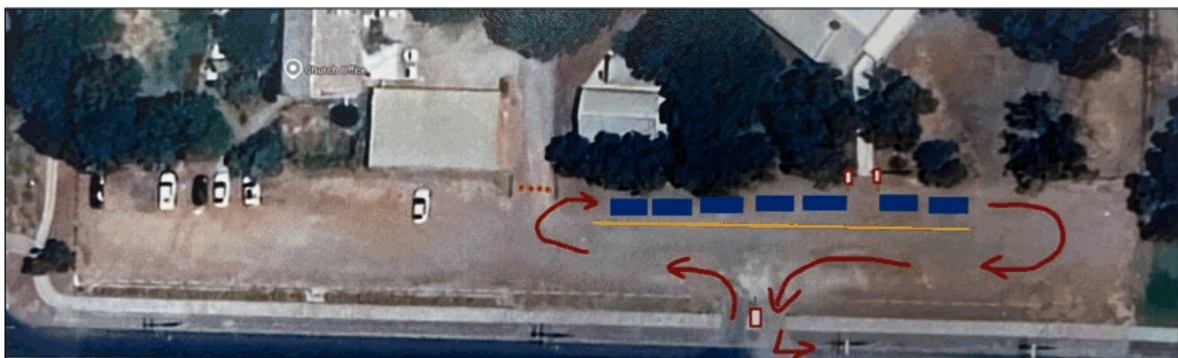


Figure 1: Temporary Drop-Off / Pick-Up Configuration Installed in Early 2025

The above scheme operated for a short period of time until concerns were raised by Griffith City Council regarding approvals for the temporary configuration and vehicle queueing extending back to Noorebar

Car Park Management Plan



St Patricks Primary School, Griffith – Noorebar Avenue Car Park

Avenue. Council sought the removal of the temporary scheme and requested that a formal application is made to Council for the changes to the car park operation.

This assessment has been undertaken to respond to Council's request and develop/refine the proposed drop-off / pick-up arrangement for the Noorebar Avenue car park.

3. Car Park Management Plan

We have prepared a Car Park Management Plan to detail the key elements of the proposed Drop-Off / Pick-Up arrangement for the Noorebar Avenue car park. A summary of the key elements are as follows:

- **Circulation** – The proposal seeks to retain the one-way clockwise circulation through the car park. This approach allows for car passenger doors to be located on the same side as the school gate.
- **Barriers** – The layout has been defined through the usage of water filled barriers, given that line marking can't be utilised on the existing gravel surface.
- **Vehicle Queuing** – A key issue associated with the initial installation was vehicle queueing extending back to Noorebar Avenue. The proposed layout has sought to maximise queueing through shifting the drop-off area as far as possible to the north-east and through the provision of dual queuing lanes for part of the layout. The proposal layout achieves queueing for approximately 30 vehicles on-site.
- **Management of Children Movements** – In an effort to streamline pick-up movements in the afternoon peak, management system is proposed as follows:
 - Parents vehicles include a surname sticker positioned on the rear side of the driver's shade visors.
 - Teachers call out student names as vehicle approaches, with called children moving forward to the drop-off / pick-up area.
 - Children are ready to enter the vehicle when it arrives within the designated drop-off / pick-up area.
- **No Right Turn on Exit** – The existing car park exit includes a 'No Right Turn' restriction that applies between 3pm-3:30pm. The proposal seeks to expand the 'No Right Turn' restriction to apply at all times, which seeks to minimise queueing on exit and therefore general queueing within the car park.
- **Pedestrian Path** – The proposed barrier configuration seeks to establish a pedestrian path from the school gate to Noorebar Avenue around the perimeter of the vehicle circulation area.
- **Design Vehicle** – The layout has been developed based on the B99 design vehicle, given that no truck access occurs to/from the school via the car park.
- **Car Parking** – A section of existing 90 degree parking is proposed to be retained at south-west end of the car park. This area will allow for approximately 22 car parking spaces.

3 Summary

If you have any questions/queries or require any further information, please do not hesitate to contact Quantum Traffic.

Kind regards,

Brent Hodges | MIEAust | NER |
Senior Associate



phone 1300 756 216

address Level 9, 2 Phillip Law Street, New Acton, ACT

email

admin@quantumtraffic.com.au

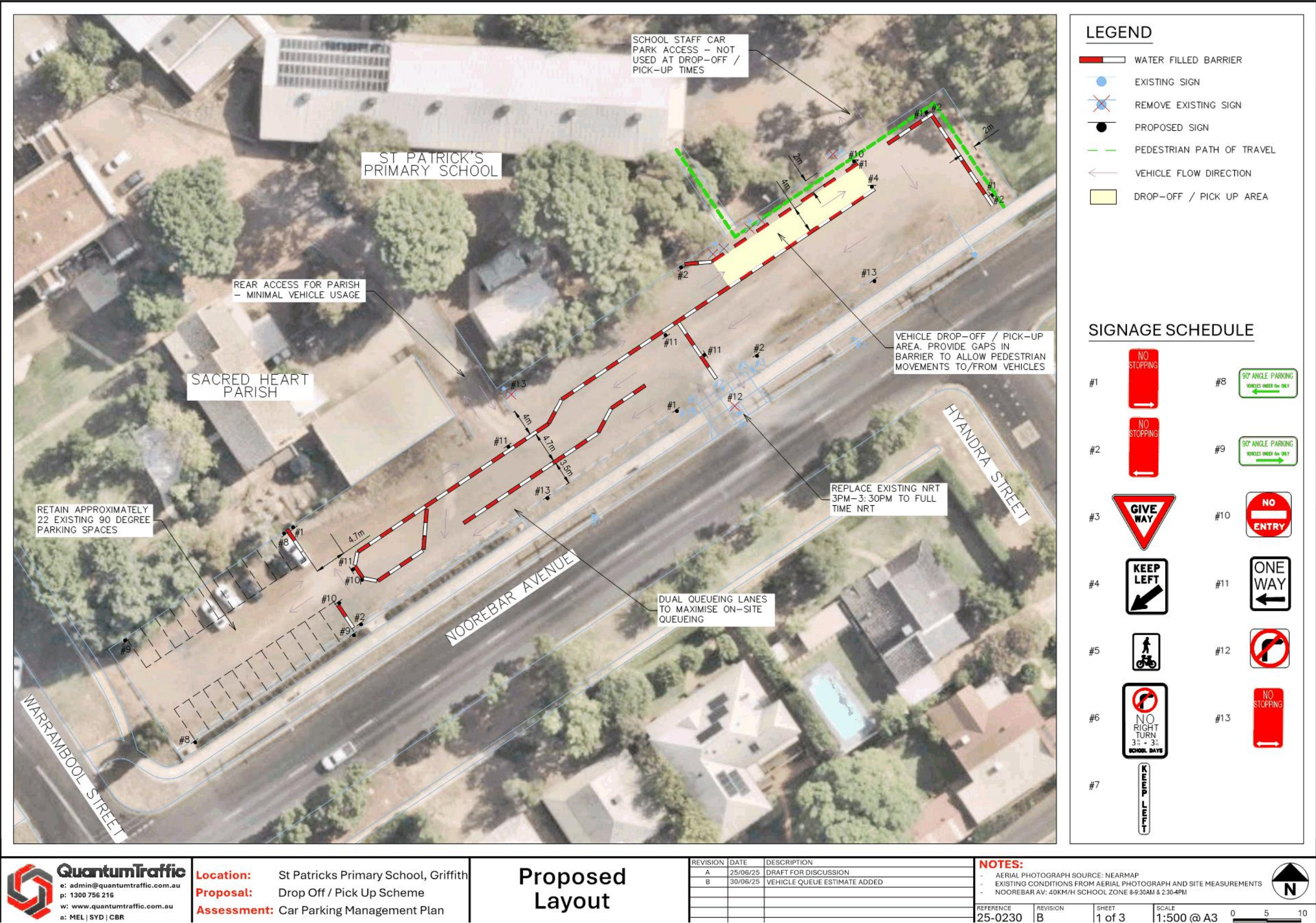
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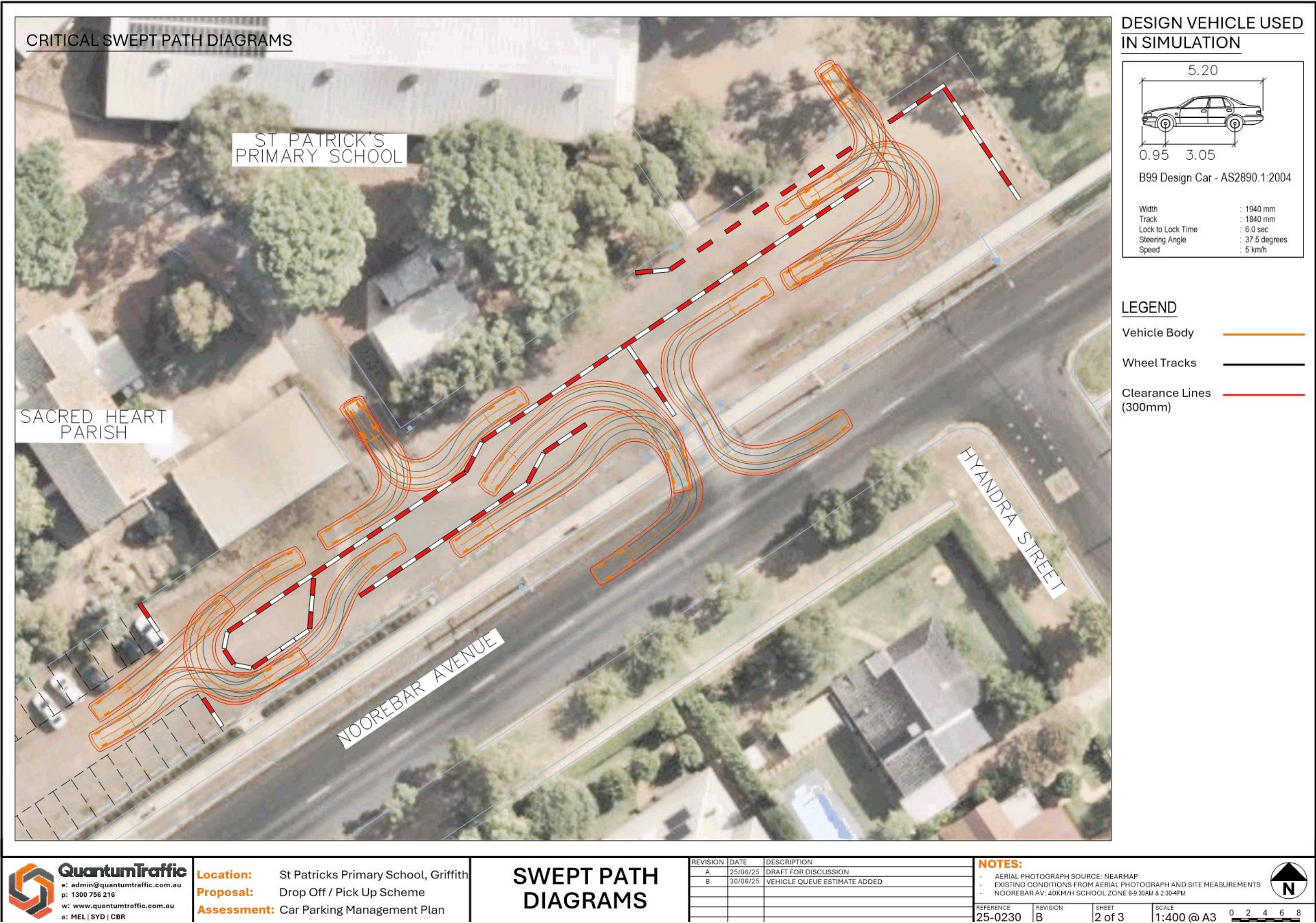
www.quantumtraffic.com.au

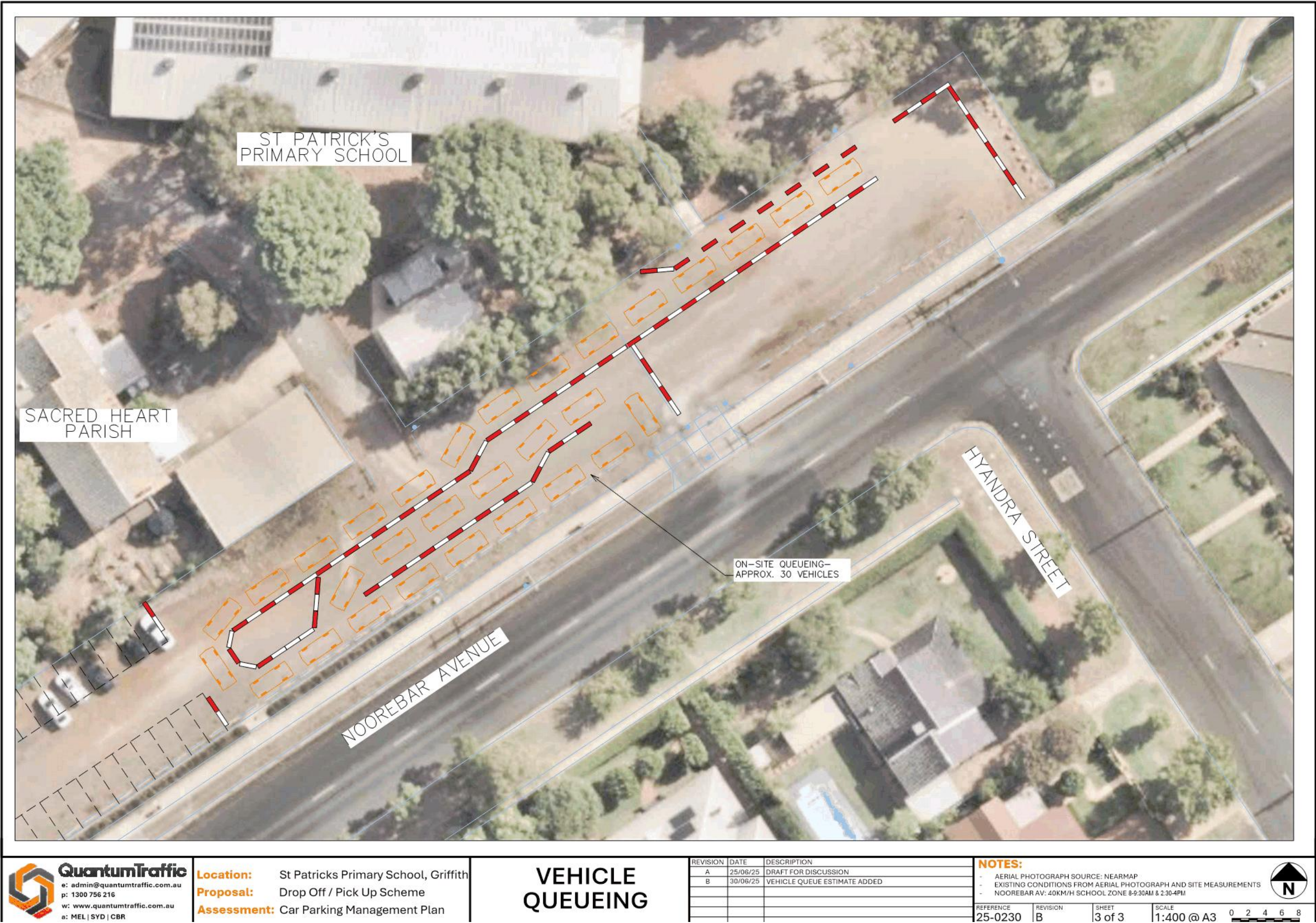


Attachment A:

Car Parking Management Plan







CLAUSE **CL02**

TITLE **Request for Safe Access - Kurrajong Banna Avenue**

FROM **Melanie Hebrok, Senior Governance Officer**

TRIM REF **25/140711**

SUMMARY

An email was received from Jodie Ridge, Team Leader - Kurrajong Lifestyle Choices, regarding safety issues at the crossing near 101 Banna Avenue, Griffith.

RECOMMENDATION

For the Committee to discuss.

REPORT

See attached email received on 20 November 2025, which was referred to the Traffic Committee.

LINK TO STRATEGIC PLAN

This item links to Council's Strategic Plan item 1.2 Actively engage with and seek direction from our community and stakeholders.

ATTACHMENTS

(a) Email from Jodie Ridge [!\[\]\(4b7a79268f6ba26c1471d4232fffa85a_img.jpg\)](#) 

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Melanie Hebrok

Subject: FW: Safe Access

From: Jodie Ridge <jridge@kurrajong.com.au>

Sent: Thursday, 20 November 2025 7:54 AM

To: [REDACTED]

Subject: Safe Access

Hi Antoinette and the Disability Action Committee,

Thank you again for your time yesterday and for listening to my concerns.

My name is Jodie Ridge and I'm the Team Leader for Kurrajong disability services in Griffith.

As discussed, the crossing access near 101 Banna Avenue, Griffith is becoming increasingly unsafe. The curved ramp is intended to allow people to cross to the median strip and then across the road again, but the current setup puts many people at risk.

Cars travelling down Banna Avenue frequently drive too fast. This often leaves us having to rush clients with mobility issues, or hold them back. Some clients have even been honked at for moving too slowly. We have also assisted many elderly people, wheelchair users, and mobility scooter users who struggle to cross safely. At times, mobility scooters have been forced to travel further up the road and cross near the old tyre shop due to vehicles parking across the curved ramp and blocking the access entirely.

We witness these issues every day. Our clients use this crossing daily to access Woolworths, and my staff consistently feel anxious about the safety of the crossing not only for people with disability, but also for elderly residents, parents with children, and the general public.

I am not sure whether this section of road falls under council or state responsibility, but regardless, urgent attention is needed. I would greatly appreciate someone assessing this area and determining what can be done to improve safety. Potential actions could include:

- Traffic calming measures to slow vehicles
- Additional or improved ramps
- Installation of a formal pedestrian crossing
- Signage or enforcement to prevent parking over the ramp access

I am more than happy to meet in person, show the site, and explain the challenges we face daily while supporting clients.

If someone could please acknowledge this letter or direct me to the correct contact for further action, it would be very much appreciated.

Thank you for your time, and I look forward to hearing from you soon.

Kind regards
Jodie Ridge

Jodie Ridge

Team Leader - Kurrajong Lifestyle Choices - Griffith



123 Banna Ave Griffith NSW 2680
t 02 6969 1700 | [REDACTED]

First Contact 1300 764 620 | www.kurrajong.com.au



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TITLE Outstanding Action Report

TRIM REF 25/141044

RECOMMENDATION

The report be noted.

ATTACHMENTS

(a) Action Report - Traffic Committee - 9 Dec 2025  

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Traffic Committee Outstanding Action Report 9 December 2025				
Date of Meeting	Item	Action/Recommendation	Officer	Comment
08 July 2025	Business Arising – Probert Avenue Car Park	Councillor Napoli noted the bushes have been trimmed but there are still concerns about safety at the intersection Probert Avenue and Macarthur Street. Could something be done to improve safety? Mr Carrozza advised that a roundabout concept has been designed previously and he will bring the design to the next meeting for the Committee's information and further investigation.	Jason Carrozza	<p>25/08/2025: 2009 design to be tabled. Updated design on forward project list.</p> <p>09/09/2025: Old design tabled, not suitable for current requirements. New design request raised with design team and presented to the Committee once drafted.</p> <p>11/11/2025: On the design list</p>
10 June 2025	General Business – Altin Street Traffic	Councillor O'Grady raised safety concerns about traffic around the bend in Altin Street with the grassed area in the middle. It was previously suggested at a Council Workshop to either turn the island into a car park or use one way traffic around it to ease congestion. A tarred carpark was considered too expensive but maybe gravelling could be looked into? Mr Carrozza said staff could look into some design options and costings and report back to the Committee.	Jason Carrozza	<p>11/06/2025: Added to design list.</p> <p>28/11/2025: Concepts completed. To be tabled at next available meeting</p>
10 June 2025	Request To Install Pickup/Drop Off Zone And Children's School Crossing - St Patrick's School	RECOMMENDED on the motion of Jason Hinson and Tom Walker that 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.	Greg Balind	<p>01/07/2025: Proposal from school remains outstanding.</p> <p>08/07/2025: Mr Balind advised that the school has submitted a proposal through their traffic consultants for a designated drop off/pick up area in the Noorebar Avenue car park. As the design was only received late last week, a report will be brought back to the Committee at the next meeting to raise the request from the table for discussion.</p> <p>02/09/2025: Feedback provided to school representatives during meeting</p>

				<p>06/08/2025. Matter with Wagga Diocese.</p> <p>09/09/2025: RECOMMENDED on the motion of Councillor Tony O'Grady that the report be laid back on the table.</p> <p>28/10/2025 No further correspondence received from Wagga Diocese to date.</p> <p>11/11/2025: Matter still with Wagga Diocese</p> <p>28/11/2025: Matter still with Wagga Diocese. No correspondence has been received</p>
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	02/09/2025: No incidents reported at site since March 2025.
11 February 2025	Yenda Railway 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 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.</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> <p>08/07/2025: Mr Minehan provided the following update:</p>

				<ul style="list-style-type: none"> Upcoming works include line marking, sealing, and vegetation removal in the rail corridor. UGL is contributing to the works and the cost of the Rail Protection Officer, which is typically a significant expense. This results in minimal financial impact on Council. An agreed scope of works is already in place. <p>09/09/2025: Works approval given for surface upgrades, due for completion in October.</p> <p>11/11/2025: Works completed. Passive signs remain (no electronic signals)</p> <p>MAY BE REMOVED</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 Committee meeting for further discussion.	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> <p>11/11/2025: Slopes Road can be approved as part of a current Development Application (landfill.)</p> <p>28/11/2025: Audit pending</p>
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</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</p>

		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.		King. 11/02/2025: Rumble strip installation still outstanding. Email sent to Director Operations and Infrastructure for follow up. 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). 10/06/2025: Works yet to be complete while Jones Road rumble strips were assessed for suitability. 02/09/2025: With Works Department.
12 December 2023	Intersection Treatment – Noorilla Street and Boonah Street	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. 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.	Phil King	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. 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. 09/07/2024: 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. 07/08/2024: Committee to be updated following the receipt of additional information from Director of Infrastructure. 13/08/2024: Roundabout designs are nearing completion and awaiting advice regarding costing and constructability from the Works

			<p>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: Another two vehicle crash occurred at the site 20/05/2025. That equates to eight (8) crashes at the site since July 2023.</p> <p>10/06/2025: Funding application yet to be assessed, Blackspot programme has not been announced to date.</p> <p>RECOMMENDED on the motion of Tom Walker and Jason Hinson that temporary traffic measures in the form of centre medians with appropriate</p>
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				<p>'Give Way' and 'Keep Left' signs be put in place on Noorilla Street approaching Boonah Street.</p> <p>02/09/2025: Funding application still under assessment.</p> <p>11/11/2025: Funding assessment ongoing. TfNSW asked to provide information on funding announcements.</p>
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> <p>08/07/2025: Councillor Napoli noted the linemarkings have not been refreshed yet and they are not visible at all. Mr Balind said he has sent through the request and will follow up.</p> <p>09/09/2025: Linemarking funded and to be scheduled.</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>	Transport NSW	<p>10/06/2025: Update from TfNSW:</p> <ul style="list-style-type: none"> Slopes Road – inspected, to be announced. Todd Road – inspected,

		<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> <p>Murphy Road/Jack McWilliams Road Hanwood (12/08/2025.)</p>		<p>confirmation of signage</p> <ul style="list-style-type: none"> • Thorne/Bromley Road – clarification sought on desired outcome? Mr Balind said consistency along bypass • Nelson Drive – closed, no further action • Rifle Range Road – installed, now closed • Scenic Drive – inspected, no change • Barracks Road – installed, now closed <p>8/07/2025: All new speed zone projects are currently on hold, except for the ongoing work on Murrumbidgee Avenue and Beaumont Road, which still requires installation of two missed signs on Beaumont Road.</p> <p>09/09/2025: Council has delegation to implement temporary speed zones which may be used as an interim safety measure. Mr Sheales to take Council's concerns and proposals back to the department and provide a response.</p> <p>11/11/2025: Mr Minehan advised the 80km/h speed zone on Slopes Road can be approved as part of a current DA in the area. Councils may consider Transport to manage assessments via the speed zone portal, with Council responsible for signage installation once approvals are granted. To be discussed with Director Infrastructure & Operations.</p>
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