
**LOCAL TRAFFIC FORUM
TO BE HELD IN THE MURRAY ROOM ON
TUESDAY, 11 AUGUST 2026 AT 10:30 AM**

- 1 Apologies
- 2 Confirmation of Minutes
- 3 Business Arising
- 4 Declarations of Interest
- 5 Items of Business
- CL01 p5 Traffic Management - 'One Night Stand' Music Event - Griffith Showgrounds - 5th September 2026
- CL02 p18 Request for Updates on Outstanding Speed Zone Reviews and Speed Zone Review Processes
- 6 p20 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.

**LOCAL TRAFFIC FORUM
HELD IN THE MURRAY ROOM ON
TUESDAY, 14 JULY 2026 COMMENCING AT 10:35 AM**

PRESENT

Councillor Anne Napoli (Chair), Joanne Cheshire (Transport for NSW Representative, via Zoom), Kerry Lippold (Member for Murray Representative, via Zoom)

STAFF

Development & Traffic Coordinator, Greg Balind, Approvals Officer, Kaitlyn McLean and Minute Secretary, Jessica Bertacco

1 APOLOGIES

Apologies were received from Councillor Tony O'Grady (Councillor - Alternate), Greg Minehan (Transport for NSW Representative), Director Infrastructure & Operations, Phil King and Engineering Design Coordinator, Jason Carrozza.

2 CONFIRMATION OF MINUTES

The minutes of the previous meeting held on 12 May 2026, having first been circulated amongst all members, were confirmed.

3 BUSINESS ARISING

3.1 Speed Zone Reviews – May 2026

Mr Balind discussed the status of outstanding speed zone reviews. Ms Cheshire advised that the Slopes Road review is progressing through the approval process and that the next priority review will commence once it is finalised. Mr Balind will confirm the priority order for the remaining speed zone reviews, taking into account roads currently under construction. Mr Balind will provide an updated priority list to Transport for NSW. Ms Cheshire confirmed that, following final approval, the Slopes Road speed zone will be coordinated for installation with Council before the review is closed.

3.2 Intersection Merrigal Street/Griffin Avenue – May 2026

Council raised concerns about ongoing crashes at the Merrigal Street and Griffin Avenue (Kidman Way) intersection and requested an update on the previously proposed safety upgrade, which had been withdrawn from the Safer Roads portal. Mr Balind will provide Transport for NSW with previous design information and correspondence for review. Ms Cheshire advised that the matter can be assessed through the regional integration process and referred to the technical team to investigate potential solutions.

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 TRAFFIC MANAGEMENT - 'SPRINGFEST' AND CITRUS SCULPTURE EVENTS - BANNA AVENUE - OCTOBER 2026

The Committee considered the traffic management plans for the 2026 Spring Fest and Citrus Sculptures events. The plans, including temporary road closures, were noted as being consistent with previous years and were considered satisfactory. Transport for NSW advised that a Road Occupancy Licence (ROL) will be required prior to the event.

CL02 TRAFFIC MANAGEMENT - 2026 BIGGEST LAP CAR EVENT

Mr Balind advised that due to the submission of traffic management by the event organiser well beyond the advised submission deadline (5 June 2026) an assessment of the provided Traffic Control Plans and Traffic Management Plans had not been undertaken. The Committee deferred consideration of the traffic management arrangements for the 2026 Biggest Lap Car Event to the next meeting, pending assessment of the late and incomplete documentation and the outstanding documentation being provided in a timely manner. Council event staff will continue working with the event organiser to obtain the outstanding information before the application is reconsidered.

6 OUTSTANDING ACTION REPORT

Biggest Lap Traffic Control – Ongoing

Intersection Hillside Drive/Slopes Road – remains under review. The Transport NSW representative advised Slopes Road to the west of Hillside Drive could be considered as a minor road with a Stop sign facing eastbound vehicles giving priority to Hillside Drive and Slopes Road. Mr Balind advised there are inherent dangers with changing intersection priorities – particularly in a 100km/h (soon to be 80km/h) intersection. Council would not be in favour of that proposal. The Committee agreed to leave the matter on the Outstanding Action Report pending further information, with options including vegetation removal to be considered.

Speed Zones – The Committee noted the progress of speed zone reviews and agreed that the timing of the Mallinson Road and Abattoir Road works will be monitored so the speed zone review can be prioritised once construction is complete.

7 GENERAL BUSINESS

7.1 Lenehan Road/Banna Avenue

Mr Balind discussed the Lenehan Avenue/Banna Avenue intersection. Ms Cheshire advised the matter has previously been investigated, including CCTV monitoring. Ms Cheshire noted that a left-in/left-out treatment had been considered but may simply relocate the safety risk and will be referred to the technical team for further investigation, with Council to provide additional information on heavy vehicle movements to assist in identifying suitable treatment options.

7.2 Boorga Road and Jones Road intersection

Mr Balind advised that an assessment is underway for the Boorga Road and Jones Road intersection following recent crashes.

7.3 Intersection at Old Willbriggie Road and Leonard Road

Mr Balind advise that this intersection will be investigated following a request for a stop sign.

8 NEXT MEETING

The next meeting of the Local Traffic Forum is to be held on Tuesday, 11 August 2026 at 10:30 AM.

There being no further business the meeting terminated at 10:55am.

CLAUSE CL01**TITLE** Traffic Management - 'One Night Stand' Music Event - Griffith Showgrounds - 5th September 2026**FROM** Greg Balind, Development & Traffic Coordinator**TRIM REF** 26/52551**SUMMARY**

Griffith will hold the 'One Night Stand' youth music festival organised by the Triple J Radio/Australian Broadcasting Commission at the Griffith Showgrounds on Saturday, 5 September 2026. Attendance is expected to be between 10,000 - 20,000 persons. Due to the scale of the event, significant traffic control is proposed to be implemented on the road network surrounding the showgrounds to facilitate access to the event. Temporary road closures/restricted access and detours around the site will be implemented from 7:00am to midnight on the day of the event. Closed roads will include:

- **Murrumbidgee Avenue** – between Merrigal Street and Kookora Street.
- **Coolah Street** – between Murrumbidgee Avenue and Willandra Avenue

Traffic controllers will be positioned at all road closure points, key intersections, pedestrian crossing locations, and event access points to safely manage vehicle movements, assist patrons, maintain access for authorised vehicles, and allow emergency service access when required. A Traffic Control Operational Schedule is copied below:

Target Phase	Execution Time
Set up of the traffic management closing the Murrumbidgee Avenue and Coolah Street	07:00 am
Patron ingress	1:00 pm – 8:30 pm
Patron Egress	5:30 pm – 10:30 pm
Removal of Temporary Traffic Management	12:00 am

Master Traffic Control Operational Schedule (Source: Complete Traffic Solutions TMP July 2026.)

An on-site ticketed carpark will provide parking for approximately 500 vehicles. Patrons are encouraged to use bus services which will circulate from the CBD and other areas to the event site with a 'Bus Only' pickup/drop off area along Murrumbidgee Avenue. Similarly, A temporary 'taxi/ride share only' area will be established at the western end of Coolah Street to facilitate the use of those transport options.

Please refer to attached Traffic Management Plan and Traffic Control Plans/Traffic Guidance Schemes that provide in-depth details on traffic management proposals.

RECOMMENDATION

The Traffic Forum:

- (a) Receive and note the report on the proposed Traffic Management Plan and associated temporary traffic control arrangements for the 'One Night Stand' 2026 event;**
- (b) Note that Council, under delegated authority, approve the Traffic Management Plan, Traffic Guidance Schemes, temporary road closures and associated traffic control measures;**
- (c) Provide any comment and/or technical advice on the traffic management relevant to the proposed event.**

ATTACHMENTS

- | | | |
|-----|---|----|
| (a) | One Night Stand - Traffic Management Plan ↓ | 7 |
| (b) | Traffic Guidance Scheme - Road Closures, Detours etc. ↓ | 15 |
| (c) | One Night Stand - Pick up/Drop Off Traffic Control ↓ | 16 |
| (d) | One Night Stand - Traffic Control - Walla Avenue Parking Access ↓ | 17 |

Traffic Management Plan (TMP)



Event: Triple J's ONE NIGHT STAND

Date of Event: Saturday, 5th September 2026

Document Version: 1.2 (Final Draft for Submission)

Prepared for: Australian Broadcasting Corporation (Triple J)

Prepared by: Complete Traffic Solutions, Nericon NSW 2680

Author: Wayne Nancarrow (Director, PWZ No: TCT0076)

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Triple J's ONE NIGHT STAND – TMP

10/07/2026

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1. Introduction & Background

This Special Event Traffic Management Plan (TMP) outlines the traffic and transport management strategies for the 2026 Triple J's ONE NIGHT STAND music festival to be held at the Griffith Showground.

ONE NIGHT STAND is a single-day, all-ages, alcohol-free music festival that celebrates Australian live music and regional communities. The event is scheduled for **Saturday, 5 September 2026**, with an anticipated attendance of **10,000 to 15,000 patrons**.

This TMP has been prepared by Complete Traffic Solutions on behalf of the Triple J's ONE NIGHT STAND Committee to ensure the safe and efficient management of vehicle and pedestrian movements while minimising impacts on the surrounding road network and local community.

To facilitate the safe operation of the event and provide a safe environment for patrons, staff, contractors, emergency services, and the general public, temporary road closures will be implemented on the following public roads:

- **Murrumbidgee Avenue** – between Merrigal Street and Kookora Street.
- **Coolah Street** – between Murrumbidgee Avenue and Willandra Avenue.

The traffic management measures detailed in this TMP have been developed to maintain safe access for emergency services, residents, businesses, event personnel, and authorised vehicles while supporting the efficient operation of the event and minimising disruption to the surrounding community.

1.1 Master Operational Closure Windows

- **Murrumbidgee Avenue and Coolah Street:** Road closed to all general traffic between **07:00 am to 12:00 am** on Saturday, 5th September 2026.
- **Final Site Clearance:** All temporary traffic control devices are to be extracted, and all corridors fully reopened to regular public traffic by **12:00 am**



1 – Triple J's ONE NIGHT STAND Road Closure

2. Patron Access and Parking.

Patrons will be able to access the event using a range of transport options, including private vehicles, a dedicated shuttle bus service, private charter buses and public drop-off and pick-up facilities. The showground will provide a temporary on-site car park with a capacity of approximately 486 vehicles. Parking will operate under a pre-booking system to manage demand and ensure the available parking capacity is not exceeded.

A designated public passenger drop-off and pick-up area will be established on Merrigal Street to facilitate the safe and efficient movement of patrons arriving and departing by private vehicles.

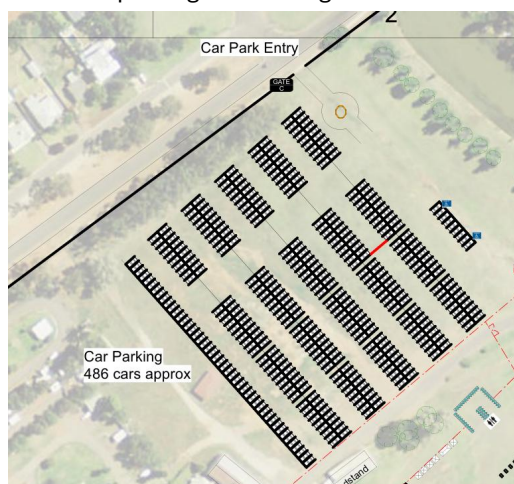
2.1 Onsite Car Park

A temporary on-site car park with a capacity of approximately 486 vehicles will be provided within the Showground. Access to the car park will be via Walla Avenue.

Parking attendants will be stationed at the car park entry to verify pre-booked parking permits and direct motorists to the appropriate parking areas. Vehicles without a valid pre-booked parking permit will not be permitted to enter the event car park.

A temporary roundabout will be established within the Showground to facilitate efficient vehicle circulation and provide a safe turning area for vehicles that do not hold a valid parking booking. This arrangement will assist in maintaining continuous traffic flow, reducing queuing at the site entry, and minimising congestion on the surrounding road network.

Internal traffic management measures, including directional signage, parking attendants, and delineation devices, will be implemented to ensure the safe and efficient movement of vehicles and pedestrians within the parking area throughout the event.



2 – Proposed Car Park Area

2.2 Shuttle Bus and Charter Bus Operations

The event organiser will provide a shuttle bus service to transport patrons to and from the event. The shuttle service will be operated by Griffith Bus Lines, with the shuttle fleet scaled in accordance with ticket sales and the forecast patron demand. In addition, private charter buses arranged independently by patrons or event groups will also be permitted to access the event via the designated bus drop-off and pick-up area.

All shuttle buses and private charter buses will access the event precinct via Willandra Avenue and Merrigal Street. A designated passenger drop-off and pick-up area will be established on Murrumbidgee Avenue to facilitate the safe and efficient transfer of patrons. Private charter buses will enter Coolah Street via Merrigal Street and Murrumbidgee Avenue before accessing the designated drop-off and pick-up area.

Following passenger drop-off or pick-up, all buses will exit the event precinct via Coolah Street and Willandra Avenue. This routing has been developed to promote efficient traffic circulation, minimise interactions with general traffic, and maintain the safe operation of the surrounding road network throughout the event.

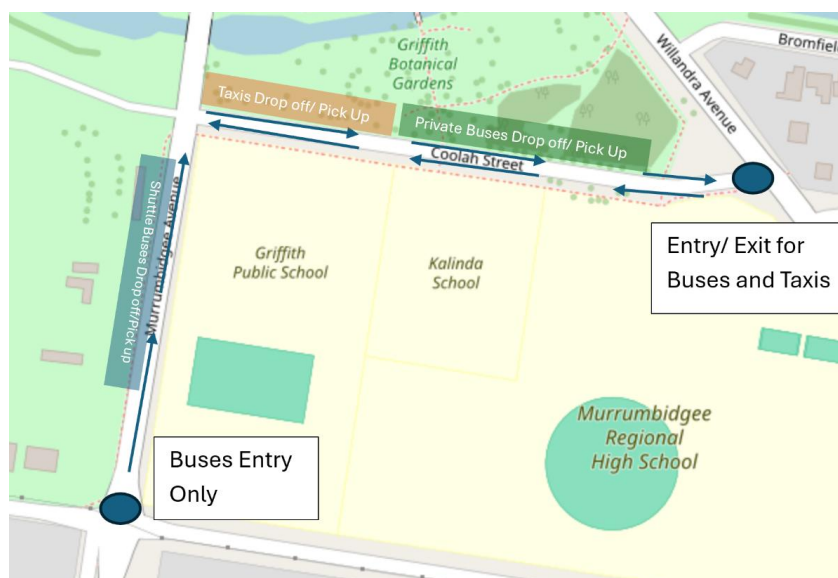


Figure 3 – Proposed Shuttle Bus routes

2.3 Public Pick Up/ Drop off.

A dedicated public pick-up and drop-off zone will be established on Merrigal Street, in front of Kalinda School, between Willandra Avenue and the Murrumbidgee Avenue roundabout.

Patrons will access the event via the designated pedestrian route along Murrumbidgee Avenue to the event entrance. Temporary signage and traffic management measures will be implemented to provide safe pedestrian access and minimise conflicts with vehicle movements.

3. Temporary Traffic Management and Controls

Temporary traffic management measures will be implemented to ensure the safe and efficient movement of pedestrians and vehicles throughout the duration of the event. Full road closures on Murrumbidgee Avenue and Coolah Street will provide a controlled environment for the anticipated high volumes of pedestrian activity associated with patron arrival and departure.

All road closures, traffic control devices, warning signs, barriers, and detour routes will be installed, maintained, and removed by accredited traffic controllers in accordance with the Transport for NSW Traffic Control at Work Sites (TCAWS) Manual (Issue 6.1), AS 1742.3 – Traffic Control Devices for Works on Roads, and any conditions imposed by Griffith City Council and the NSW Police Force.

Traffic controllers will be positioned at all road closure points, key intersections, pedestrian crossing locations, and event access points to safely manage vehicle movements, assist patrons, maintain access for authorised vehicles, and facilitate emergency service access when required.

2.4 Master Traffic Control Operational Schedule

Target Phase	Execution Time
Set up of the traffic management closing the Murrumbidgee Avenue and Coolah Street	07:00 am
Patron ingress	1:00 pm – 8:30 pm
Patron Egress	5:30 pm – 10:30 pm
Removal of Temporary Traffic Management	12:00 am

2.5 Standard Detour Configurations

- **General Murrumbidgee Avenue Detour:** Non-event vehicles travelling northbound or southbound of Murrumbidgee Avenue are detoured utilising the Willandra Avenue and Walla Avenue.



Figure 4 – Proposed Detour

4. Heavy Vehicle Bypass & Mitigation Strategy

Murrumbidgee Avenue and Coolah Street do not form part of the Griffith Local Government Area's gazetted B-Double freight network. Accordingly, the proposed traffic management arrangements are not expected to impact B-Double freight operations.

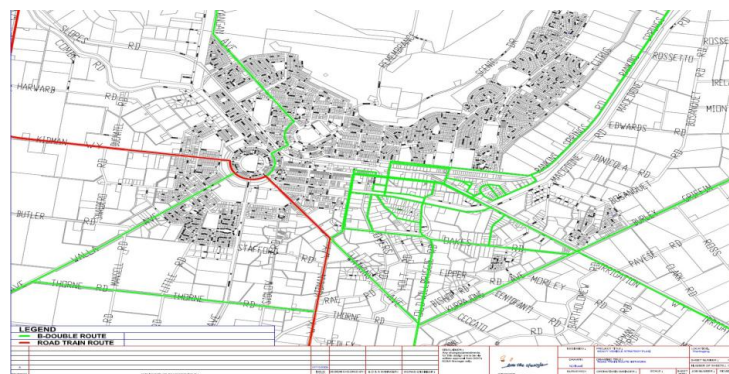


Figure 5 – Griffith's Road Train and B-Double Network

5. Emergency Services Access & Integration

The proposed road closures are expected to have minimal impact on emergency services. Emergency service vehicles will always maintain access to the event precinct via Walla Avenue and Merrigal Street.

In the event of an emergency, responding emergency service vehicles will be granted immediate and unrestricted access through any road closure or restricted area. On-site traffic controllers will facilitate priority access by suspending traffic movements and ensuring a safe and unobstructed path to the incident location.

6. Public Transport & Local Taxi Framework

- **Bus Services:** **Murrumbidgee Avenue** and **Coolah Street** are not serviced by schedule public bus routes. Accordingly, the proposed traffic management arrangements are not expected to impact public bus operations.
- **Taxi Services:** Taxis will be permitted to pick up and drop off patrons within the designated passenger set-down and pick-up area on Coolah Street. Following passenger movements, taxis will exit the event precinct via Coolah Street and Willandra Avenue, minimising conflicts with pedestrian movements while maintaining safe and efficient traffic operations.

7. Contingency Planning

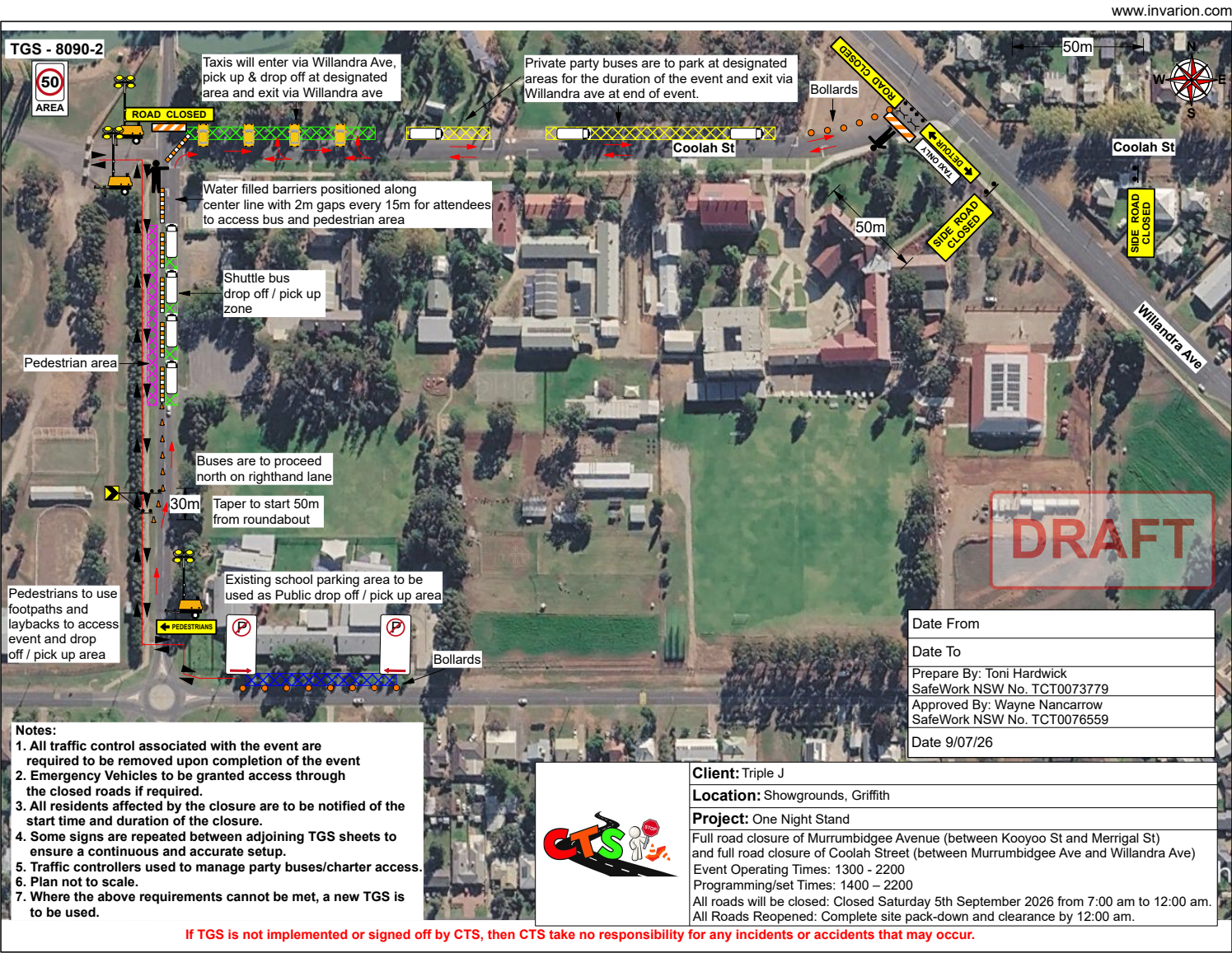
In the event of severe weather or any other unforeseen circumstance requiring the cancellation of the event, all traffic management measures and road closures will be suspended. Temporary traffic control devices will be removed as soon as practicable, and the road network will be returned to normal operating conditions. No alternative event date is proposed.

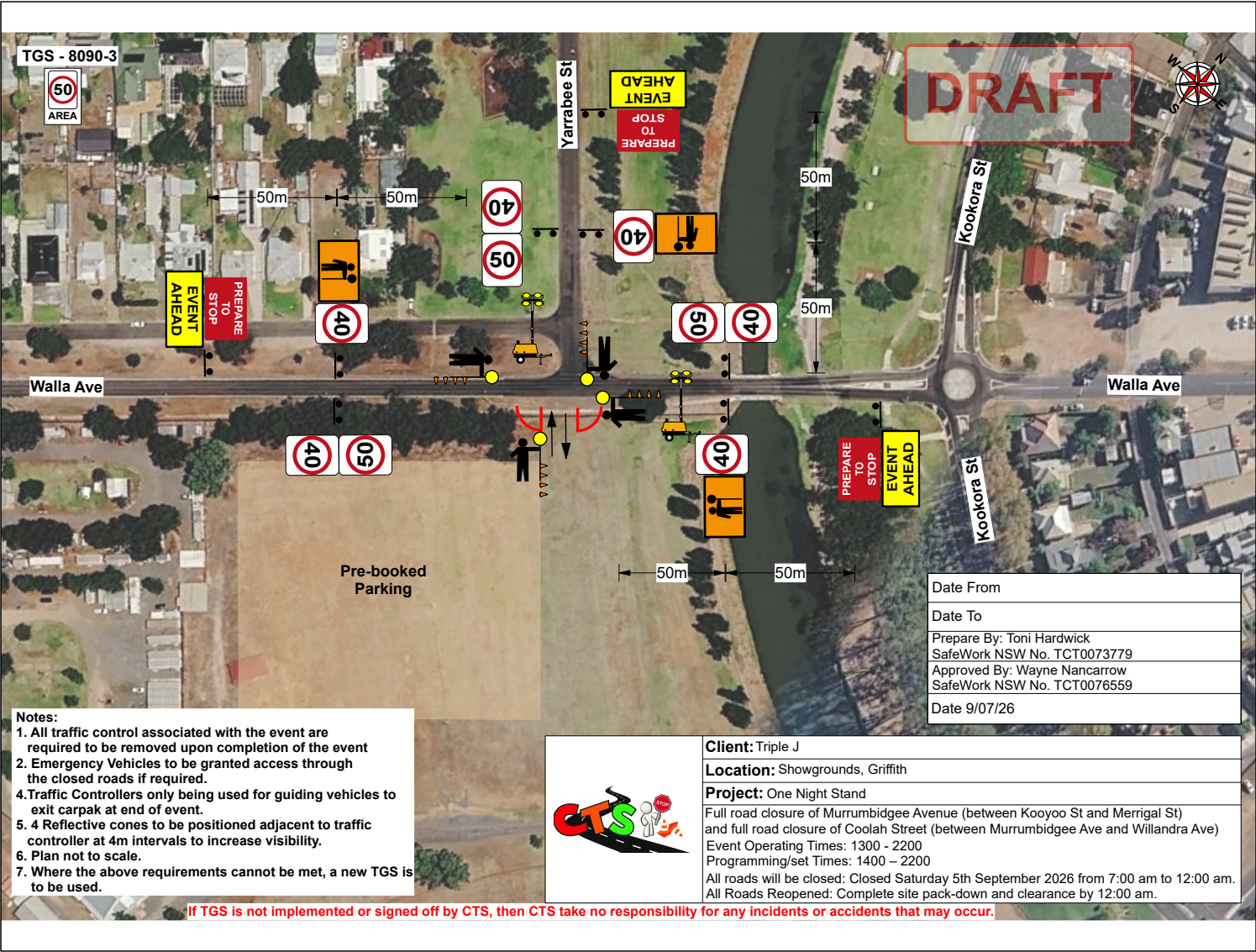
8. Appended Traffic Guidance Schemes (TGS)

- TGS - 8090 Triple J Murrumbidgee Ave Coolah St Road Closure
- TGS - 8090-2 Triple J drop off pick up & Taxi movements
- TGS - 8090-3 Triple J Walla Ave Stop Slow









CLAUSE **CL02**

TITLE **Request for Updates on Outstanding Speed Zone Reviews and Speed Zone Review Processes**

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

TRIM REF **26/92436**

SUMMARY

Council is seeking updates from Transport NSW on speed zone review processes and the progress of speed zone reviews that are currently outstanding within the Griffith Local Government Area.

ACTION

The Transport Forum:

- (a) Seek an update from the Transport NSW representative on the outstanding speed zone reviews within the Griffith LGA;**
- (b) Obtain an update from the Centre for Road Safety via the Transport NSW representative on speed zone review processes in compliance with the *Speed Zoning Standards 2025*;**
- (c) Reiterate Council's concerns on potential road safety impacts any delays in speed zone review outcomes may have on the safety of road users;**
- (d) Note the proposal to by Council to proceed independently with respect to the implementation of (lower) speed zones on local roads for public safety and to mitigate community perception of inaction.**

REPORT

Griffith City Council has previously expressed concerns relating to delays in the speed zone review process and reviews relating to local roads taking some time (up to several years) to finalise. Reviews are commonly sought for roads where urban expansion, industrial growth, upgrades to road infrastructure and/or the increase in traffic volumes including heavy vehicles means historical speed zones applicable to those areas are no longer appropriate.

The *Transport NSW Speed Zoning Standard* (September 2025) is the primary reference document that sets out the principles and the technical information for reviewing, determining, and implementing speed zones. While there are a number of steps in the process, this report will focus on the receipt of a request for a speed zone review (Step 1) and the preliminary assessments (Step 2) that are undertaken by Transport NSW with an outcome determining whether a comprehensive speed zone assessment should proceed on the nominated road (through subsequent steps). The *Speed Zoning Standard* references the preliminary assessment shall be completed within four months from the date the request was received and the entity making such requests (ie. Griffith City Council) will be informed of the outcome of the preliminary assessment within that period.

As such, Griffith Council is requesting an update from Transport NSW on the preliminary assessment status with respect to the following speed zone reviews:

- Abattoir Road: Review requested via the Traffic Committee 29 May 2024
- Murphy Road: Review requested via the Traffic Committee 03 March 2025
- Mallinson Road: Review requested via the Traffic Committee 17 April 2025
- Jack McWilliam Road: Review requested via the Traffic Committee 12 August 2025
- McCarthy Road: Review requested via the Traffic Forum 14 April 2026

FURTHER INFORMATION

During the July 2025 Traffic Committee meeting TfNSW advised that the Centre for Road Safety did not want new speed zone reviews to be initiated due to state-wide funding being reduced and priorities being shifted to high-risk roads across the state. Comments were also provided at the December 2025 Traffic Forum that the Centre for Road Safety has issued a priority list of speed zone reviews that Transport NSW must focus on in the current financial year and that none of those priority locations were in the Griffith LGA. While Transport staff will still support Council's community-based priority requests where possible, it will be the Centre for Road Safety who will determine speed zone review priorities.

Notwithstanding the discussions held during the Traffic Committee/Forum meetings as described, Council remains uninformed of the Centre for Road Safety's speed zone assessment processes moving forward.

The issue of Council's ongoing frustration with delays from the state government and TfNSW in reviewing and implementing speed zones on local roads has been previously made known to Transport NSW. Council staff have stated that the lack of formalised speed limits on the local road network leaves Police undertaking speed enforcement without clear guidance on the prevailing speed limits. Such formalisation further creates a potential for the existence of unsafe speeds zones on roads where development intensification, infrastructure upgrades and/or the road environment has changed.

It was further advised during the September 2025 Traffic Committee meeting that should a clear direction not be provided to Council by TfNSW on speed zone reviews – including the timeliness of such reviews by early in the new year (ie. early 2026) - then Council may need to proceed independently with temporary speed zones to ensure public safety and to avoid accountability for inaction in the event of an incident.

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.

ATTACHMENTS

Nil

TITLE Outstanding Action Report

TRIM REF 26/95112

RECOMMENDATION

The report be noted.

ATTACHMENTS

(a) Action Report - Local Traffic Forum - 11 Aug 2026 [↓](#) 21

Local Traffic Forum Outstanding Action Report 11 August 2026				
Date of Meeting	Item	Action/Recommendation	Officer	Comment
14 July 2026	General Business – Lenehan Road/Banna Avenue	Mr Balind discussed the Lenehan Avenue/Banna Avenue intersection. Ms Cheshire advised the matter has previously been investigated, including CCTV monitoring. Ms Cheshire noted that a left-in/left-out treatment had been considered but may simply relocate the safety risk and will be referred to the technical team for further investigation, with Council to provide additional information on heavy vehicle movements to assist in identifying suitable treatment options.	TfNSW	
14 July 2026	Business Arising – Intersection Merrigal Street / Griffin Avenue	Council raised concerns about ongoing crashes at the Merrigal Street and Griffin Avenue (Kidman Way) intersection and requested an update on the previously proposed safety upgrade, which had been withdrawn from the Safer Roads portal. Mr Balind will provide Transport for NSW with previous design information and correspondence for review. Ms Cheshire advised that the matter can be assessed through the regional integration process and referred to the technical team to investigate potential solutions.	TfNSW	31/07/2026 : Email sent to TfNSW on 29 July 2026 to provide update at August Traffic Forum.
14 April 2026	Biggest Lap Traffic Control	Councillor O'Grady advised the Forum that traffic management for the event is in progress. My Balind advised a deadline of 5 June had been set for the submission.	Greg Balind	24/04/2024: Traffic control pending. 06/07/2026: TGS and TMP received Friday (night) 3 July 2026. Numerous documents remain outstanding. Insufficient details/time to present to the July TF meeting. 14/07/2026: Deferred to the next meeting, pending assessment of the late and incomplete documentation and

				the outstanding documentation being provided in a timely manner. 31/07/2026: No further information provided by the applicant. DA referred back to the applicant for additional information. Valid CoC submitted and is on hand.
09 December 2025	Request for Safe Access – Kurrajong Banna Avenue	Mr King reported that staff have reviewed the parking issues and confirmed that cars have been parking in front of kerb ramps as reported. To address this, they will add pavement line-marking to make no-parking areas clearer, complementing existing signage and matching markings on the opposite side near the state office block. Council also identified a missing footpath connection near the old ambulance station and plans to construct a ramp link there in future works, prompted by the concerns raised.	Phil King	14/04/2026: Linemarking scheduled, remaining concrete works to be completed before end of FY. 10/02/2026: Linemarking complete (to be confirmed). Footpath connection needs to be included as budget line item for funding. 12/05/2026: Mr King confirmed that line marking has been completed, and minor concrete slab works are scheduled to be undertaken prior to the end of the year.
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	25/08/2025: 2009 design to be tabled. Updated design on forward project list. 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. 11/11/2025: On the design list. 31/07/2026: Concept design completed.

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	11/06/2025: Added to design list. 28/11/2025: Concepts completed. To be tabled at February meeting. 10/02/2026: Design options tabled and discussed – one way traffic around island, gravelling island for parking. To remain on OAR. 14/04/2026: Budget bid submitted, proposed to be staged – next FY focus on planning & collection of traffic data, possible implementation to be scheduled for 2027-28, subject to budget availability. 12/05/2026: Councillor O'Grady asked if staff could undertake preliminary investigations for traffic counts, design options and consultation with nearby businesses regarding potential improvements to the Altin Street area.
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	11/02/2025: TfNSW yet to inspect the site. 11/03/2025: Mr Minehan advised the area has been inspected and the review is next on the list after Murrumbidgee Avenue is installed. 11/11/2025: Slopes Road can be approved as part of a current Development Application (landfill.)

				28/11/2025: Audit pending. 11/12/2025: Road Safety Audit conducted. 14/04/2026: Review complete, going through approval process. 06/07/2026: Advice from TfNSW of new speed limit. Council to provide quote to TfNSW for sign installation. 31/07/2026: Request for quote yet to be received from TfNSW.
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.	TfNSW	15/05/2023: Concepts have been referred to Council's Design Team taking into account feedback from TfNSW. 15/08/2023: Ongoing. 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. 27/08/2024: This will be an ongoing item for the Action Report. 10/09/2024: Mr King noted the intersection looked tidier after the Yoogali pathway upgrade. 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. 09/09/2025: Linemarking

				funded and to be scheduled. 10/02/2026: Mr Minehan to check if the intersection is on Transport priority list.
13 December 2022	Speed Zone Reviews	Speed Zone Reviews outstanding for the following roads/streets: Slopes Road (March 2022) Abattoir Road (29 May 2024) Murphy Road (03/03/2025) Mallinson Road/Abattoir Road (17/04/2025) Murphy Road/Jack McWilliams Road Hanwood (12/08/2025.) McCarthy Road Lake Wyangan (14 April 2026)	Transport NSW	10/06/2025: Update from TfNSW: Slopes Road – inspected, to be announced. 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. 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. 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. 10/02/2026: Murrumbidgee

				Avenue installed. Priority to Slopes Road. 06/07/2026: Advice from TfNSW of new speed limit. Council to provide quote to TfNSW for sign installation. 14/07/2026: The Committee noted the progress of speed zone reviews and agreed that the timing of the Mallinson Road and Abattoir Road works will be monitored so the speed zone review can be prioritised once construction is complete.
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