



# Agenda and Business Paper

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## Extraordinary Meeting of Council

To be held on  
**Thursday 11 December 2025**  
at 5:30 PM

Civic Centre cnr Baylis and Morrow Streets,  
Wagga Wagga NSW 2650 (PO Box 20)  
P 1300 292 442  
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## **NOTICE OF MEETING**

The proceedings of all Council meetings in open session, including all debate and addresses by the public, are recorded (audio visual) and livestreamed on Council's website including for the purpose of facilitating community access to meetings and accuracy of the Minutes.

In addition to webcasting council meetings, audio recordings of confidential sessions of Ordinary Meetings of Council are also recorded, but do not form part of the webcast.



**Peter Thompson**  
General Manager

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## **WAGGA WAGGA CITY COUNCILLORS**



**Councillor Dallas Tout  
(Mayor)**

Councillor Dallas Tout was elected to Council in 2012 and was elected Mayor in 2022.



**Councillor Georgie Davies  
(Deputy Mayor)**

Councillor Georgie Davies was elected to Council in 2021 and was elected as Deputy Mayor in 2024.



**Councillor Allana Condron**

Councillor Allana Condron was elected to Council in 2024.



**Councillor Richard Foley**

Councillor Richard Foley was elected to Council in 2021.



**Councillor Tim Koschel**

Councillor Tim Koschel was elected to Council in 2016.



**Councillor Jenny McKinnon**

Councillor Jenny McKinnon was elected to Council in 2021 and was Deputy Mayor between 2022 and 2023.



**Councillor Amelia Parkins**

Councillor Amelia Parkins was elected to Council in 2021 and was Deputy Mayor between 2023 and 2024.



**Councillor Karissa Subedi**

Councillor Karissa Subedi was elected to Council in 2024.



**Councillor Lindsay Tanner**

Councillor Lindsay Tanner was elected to Council in 2024.

## **STATEMENT OF ETHICAL OBLIGATIONS**

Councillors are reminded of their Oath or Affirmation of Office made under Section 233A of the Local Government Act 1993 and their obligation under Council's Code of Conduct to disclose and appropriately manage Conflicts of Interest.

## **QUORUM**

The quorum for a meeting of the Council, is a majority of the Councillors of the Council, who hold office for the time being, who are eligible to vote at the meeting.

# **EXTRAORDINARY MEETING OF COUNCIL AGENDA AND BUSINESS PAPER**

**THURSDAY 11 DECEMBER 2025**

## **ORDER OF BUSINESS:**

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## **ACKNOWLEDGEMENT OF COUNTRY**

Wagga Wagga City Council acknowledges the traditional custodians of the land, the Wiradjuri people, and pays respect to Elders past, present and future and extends our respect to all First Nations Peoples in Wagga Wagga.

We recognise and respect their cultural heritage, beliefs and continuing connection with the land and rivers. We also recognise the resilience, strength and pride of the Wiradjuri and First Nations communities

## **REFLECTION**

Councillors, let us in silence reflect upon our responsibilities to the community which we represent, and to all future generations and faithfully, and impartially, carry out the functions, powers, authorities and discretions vested in us, to the best of our skill and judgement.

## **APOLOGIES**

## **DECLARATIONS OF INTEREST**

## **REPORTS FROM STAFF**

### **RP-1 EDMONDSON STREET BRIDGE REPLACEMENT - TEMPORARY ROAD CLOSURE**

**Author:** Peter Thompson

**Summary:** Council is requested to consider whether the Edmondson Street Bridge should remain closed for a minimum period of 18 months to facilitate bridge replacement works as part of the Inland Rail program. A two-week trial closure was undertaken to assess the effectiveness of traffic mitigation measures and the tolerance of the local road network. As the proposed closure period exceeds six months, the matter requires advice from the Local Transport Forum and a formal resolution of Council.

### **Recommendation**

That Council:

- a determines that the closure of Edmondson Street Bridge is to continue without interruption for the purpose of enabling the demolition and replacement of the bridge as part of the Inland Rail Albury to Illabo Project.
- b authorise the General Manager or their delegate, to issue approval under section 138 of the Roads Act 1993, subject to the concurrence of Transport for NSW, to give effect to the temporary closure of Edmondson Street Bridge for a period of at least 18 months, subject to appropriate conditions.
- c requires that traffic conditions across the Wagga Wagga road network continue to be actively monitored for the duration of the bridge closure.
- d requires Inland Rail to identify, accept and address, at its own cost, any traffic-related issues of concern arising from the closure, including (but not limited to) pedestrian safety impacts and impacts on school access and movements.
- e determines that where there is disagreement between parties as to whether an issue constitutes an “identified and accepted issue of concern”, the matter is to be referred for determination by the following four persons:
  - i the Minister for Transport,
  - ii the Minister for Planning,
  - iii the Member for Wagga Wagga, and
  - iv the Mayor of Wagga Wagga.
- f determines that where such a determination results in an equal split (two in favour and two opposed), the matter will be taken to be an identified and accepted issue of concern and Inland Rail will be required to address the issue to the unanimous satisfaction of Transport for NSW, the Department of Planning, Housing and Infrastructure and Council.

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## Report

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### Background

Conditions E136 and E137 of the NSW Minister for Planning's Conditions of Approval for the Inland Rail – Albury to Illabo works require appropriate traffic management and mitigation where construction activities impact the road network.

In response, Inland Rail and its contractor Martinus implemented a suite of traffic mitigation measures and undertook a trial closure of the Edmondson Street Bridge from Sunday 23 November 2025 to Saturday 6 December 2025. The purpose of the trial was to assess network performance, operational impacts and community response prior to committing to a longer-term closure.

### Traffic Mitigation Measures

A range of traffic mitigation measures were implemented by Inland Rail and its construction contractor Martinus to manage the redistribution of traffic resulting from the temporary closure of Edmondson Street Bridge. These measures included the establishment of a Traffic and Transport Monitoring Centre, installation of additional and temporary CCTV cameras at key intersections, restrictions on certain turning movements, removal of on-street parking on selected roads, installation of 'Keep Clear' pavement markings, a temporary roundabout, changes to bus routes and the deployment of Variable Message Signs across the network.

In addition to the measures implemented, Council officers proposed further mitigation options aimed at increasing network capacity, including line-marking changes and additional removal of on-street parking on key corridors such as Docker Street, Lake Albert Road, Tarcutta Street and sections of the Sturt Highway to improve throughput at signalised intersections. These proposals were intended to provide additional capacity during peak periods.

These capacity-enhancement measures were not adopted by Inland Rail and Martinus, primarily due to the time required to adjust signal phasing and operational constraints associated with the State road network. As a result, the trial closure and subsequent assessment of network performance were undertaken based on the mitigations that were implemented.

Despite the absence of these additional capacity measures, the trial demonstrated that the mitigation package in place was sufficient to maintain network functionality, subject to ongoing monitoring and the ability to respond to identified issues should conditions change.

### Community Feedback and Enquiries

Community sentiment and feedback were actively monitored throughout the trial closure period. Inland Rail and its construction contractor Martinus recorded 39 complaints and enquiries up to Friday, 5 December 2025, despite the increased traffic volumes and congestion observed across key parts of the road network during peak periods.

Council also supported the trial with proactive communication, including the issuance of a media release specifically encouraging community members to raise issues, lodge complaints and provide feedback on traffic conditions and impacts arising from the

closure. Variable Message Signs were also deployed across the network reinforcing awareness of the trial and traffic changes.

The relatively low number of complaints, when considered against the volume of vehicles using the affected road corridors during peak periods, indicates a general level of community tolerance of the increased travel times associated with the trial closure. Feedback received during the trial has informed Council's assessment of the effectiveness of the mitigation measures and supports the conclusion that, with continued monitoring and responsiveness, the impacts are manageable over the proposed closure period.

## **Trial Outcomes**

During the trial period, the TTMC monitored:

- Peak period travel times on key distributor roads
- School bus compliance with bell times
- Emergency services access and response
- Community feedback and complaints

While increased congestion and queuing were observed during peak periods, particularly on the Sturt Highway and connecting roads, the following was noted:

- Emergency services raised no operational concerns
- The majority of school bus services met required times
- Only 39 complaints/enquiries were recorded over the trial period
- Community response indicates a general tolerance of increased travel times

Based on these outcomes, Council officers formed the view that the mitigations are sufficient to support a longer-term closure, subject to ongoing monitoring.

## **Local Transport Forum Advice**

As the ongoing closure would restrict the passage of vehicles and impact bus routes for more than six months, the proposal triggered a mandatory referral to the Local Transport Forum under the Instrument of Authorisation and Delegation that commenced on 1 August 2025.

The matter was presented to the Local Transport Forum on 8 December 2025 to obtain advice on the adequacy of the mitigation measures prior to consideration by Council. The Forum's advice informs, but does not determine, Council's decision.

The Local Transport Forum raised no objections to continuing the closure of the bridge for a further 18-month period. Individual Forum members did, however, identify issues of concern relating to driver behaviour and pedestrian safety, particularly in areas where traffic congestion interacts with school zones on Urana Street and Bourke Street in proximity to Turvey Park Primary School and Henschke Primary School. These matters have been recorded and referred to Inland Rail through the trial feedback and complaint process. Council will continue to work with Inland Rail to ensure that identified and accepted issues of concern are addressed and resolved to an acceptable standard.



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## Financial Implications

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N/A

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## Policy and Legislation

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The temporary closure of Edmondson Street Bridge for a period exceeding six months:

- Cannot be authorised under officer delegation alone
- Requires a formal Council resolution
- Requires approval under section 138 of the Roads Act 1993

Delegating authority to the General Manager (or delegate) enables conditions to be issued, amended and enforced as required during the closure period, while retaining Council oversight.

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## Link to Strategic Plan

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### Growing

Enabling infrastructure

Provide essential infrastructure; including sewer, roads, key housing enabling infrastructure to support growth.

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## Risk Management Issues for Council

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The temporary closure of Edmondson Street Bridge for a period of at least 18 months presents a number of operational, community and governance-related risks that require ongoing management.

### Traffic network performance risk

The trial closure demonstrated increased congestion and queuing on key distributor roads, particularly during peak periods. While the network has continued to operate without critical failure, the prolonged redistribution of traffic increases the risk of cumulative delays, reduced reliability and limited resilience in the event of incidents such as crashes, flooding or major events. This risk is mitigated through continued monitoring by the Traffic and Transport Monitoring Centre, adaptive traffic management, and the ability to require additional mitigations where necessary.

### Pedestrian and school safety risk

Changes in traffic volumes and movement patterns have potential implications for pedestrian safety, particularly in school precincts and near bus stops. There is a risk that prolonged exposure to altered conditions may increase safety incidents if not proactively managed. This risk is mitigated by ongoing surveillance, engagement with schools and transport operators and the requirement for Inland Rail to address identified and accepted issues of concern at its cost.

### Emergency services and public transport risk

Increased congestion can impact emergency response times and the efficiency of public transport operations. Although no concerns were raised during the trial period, the extended closure increases the importance of maintaining clear access and responsive mitigation measures. This risk is mitigated through continued consultation

with emergency services and public transport operators and escalation mechanisms where issues arise.

### **Community tolerance and reputational risk associated with delay**

There is a reputational risk to Council if approval for the temporary closure under section 138 is not issued in a timely manner. Community feedback during and following the trial period indicates a strong expectation that bridge replacement works proceed without further delay. Failure to authorise the closure would likely be perceived as obstructing a long-planned safety and infrastructure upgrade, potentially eroding public confidence in Council's decision-making and damaging trust with both the community and project delivery partners. This risk is mitigated by providing clear authorisation, maintaining transparency in decision-making, and ensuring that identified traffic impacts continue to be actively managed.

### **Governance and accountability risk**

Without clear escalation and decision-making mechanisms, there is a risk of dispute between stakeholders regarding whether impacts constitute issues requiring remediation, potentially leading to delay or inaction. This risk is mitigated through the proposed determination framework endorsed by Council, which clearly allocates responsibility, sets a dispute resolution pathway, and preserves Council's oversight role.

Overall, while the closure introduces unavoidable impacts, the risks are considered manageable with the continuation of active monitoring, clear accountability, and the ability for Council to require additional mitigation or intervention where circumstances change.

### **Internal / External Consultation**

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Extensive consultation has been undertaken prior to and throughout the trial closure of Edmondson Street Bridge to ensure that traffic, transport, safety and planning considerations were appropriately addressed. Council officers have worked closely with Inland Rail and its construction contractor Martinus in the development, implementation and monitoring of traffic mitigation measures associated with the bridge replacement works. Ongoing coordination has also occurred with Transport for NSW and the Department of Planning, Housing and Infrastructure in the context of the project's Conditions of Approval and the management of impacts on both the State and local road network.



The trial closure and associated mitigation measures were subject to regular review through the Traffic Advisory Group (TAG) and the Traffic Review and Assurance Group (TRAG). These forums provided structured, multi-agency oversight of network performance, identification of emerging issues and consideration of mitigation adjustments, ensuring alignment between Council, State agencies and Inland Rail. Outcomes from TAG and TRAG meetings informed daily operational responses and provided assurance that traffic and transport impacts remained manageable.

As the proposed ongoing closure exceeds six months and impacts bus routes, the matter was referred to the Local Transport Forum in accordance with the Instrument of Authorisation and Delegation. The Local Transport Forum provides coordinated advice from key transport stakeholders to support Council's decision-making. Emergency services, public transport operators, schools and other affected stakeholders were also consulted to ensure emergency access, school bus movements and public transport services could continue to operate effectively during the closure.

The trial closure was supported by community communication, including media releases and Variable Message Signs, to inform road users and encourage feedback. Community sentiment, enquiries and complaints were monitored throughout the trial period and have informed Council's assessment of the effectiveness of the mitigation measures and community tolerance of the impacts.

## Attachments

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- 1  Transport for NSW - Concerns tabled at Local Transport Forum - 8 December 2025  


**TfNSW - Local Transport Forum – Wagga Wagga 8 December 2025**

1. Service level – intersection 1322 – Lake Albert Rd/Hammond Avenue is identified as more congested. Manual changing of traffic signals giving priority to Lake Albert Road did not achieve a significant outcome – SCATS returned to manage traffic flow.
2. Traffic mitigation
  - a. Traffic and Transport Monitoring Centre
  - b. CCTV cameras on network capturing traffic flows.
  - c. Restriction of right turn movements from Coleman, Athol and Wooden. No indirect impacts noted.
  - d. Removal of on street parking. No apparent impacts.
  - e. Keep Clear on Docker Street at both Morgan Street and Hardy Avenue – No apparent impacts
  - f. Temporary roundabout at Macleay Street and Coleman Street – no apparent impacts
  - g. Changes to bus routes – information to be provided by Bus Operators.
  - h. Installation of portable message boards on network – some confusion with messaging – VMS in Edmondson Street reported to display message – “Broadway closed – high vehicles use Olympic Highway”

**Observations:**

- a. additional queue lengths on the major roads, Lake Albert Rd, Bourke Street, Dobney Ave and Glenfield Road which was to be expected.
- b. observed driver behaviours:
  - Forcing into intersections with no adequate space
  - U turns at traffic signals
  - Driver turning right from Coleman Street and travelling into oncoming traffic to avoid Bourke Street barrier
  - Rat running forcing lane changes
  - Vehicles driving over median onto incorrect side of the road (LAR) to access to the right turn lane at Hammond Avenue.
  - Lack of access from side roads onto Bourke Street with no break in traffic
  - Sturt Highway/ Pearson Street roundabout. Continued congestion in particular east bound on Sturt and large vehicles on Moorong Street wishing to turn right onto the Sturt Highway. Light vehicles observed to force their vehicles along both the nearside and offside of large vehicle with a significant risk of impact due to swept path of the large vehicles to enter/exit the intersection.

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