

Location	Issue	Potential solution
1.Roads		
Barton Highway - Hercules St intersection	Car park 15min zone should be removed and no parking there. When vehicle parks here you cannot see vehicles coming out of the service station, and visa-versa. Safety concerns for vehicles and pedestrians.	Remove one parking space to increase safety (maybe re-allocate to motorbikes?)
Barton Highway at Jones Park	Dangerous risks for pedestrians to cross the Barton Highway to/ from Village to Jones Park/ Recreation Ground/toilets. Primary school has to hire a bus to take students across to the Recreation Ground due to safety concerns. See also next entry	Install pedestrian crossing with traffic lights <i>and/or</i> declare as a HPAA (see below)
Barton Highway between Murrumbateman Road and Fairley St	Barton highway has heavy interaction between vehicles and pedestrians within this zone. High activity levels of vehicles and pedestrians in this area. Interactions with shops, facilities, crossing to Jones Park/ Recreation Ground/toilets etc. People walking or cycling have considerable difficulty in crossing road. Major road safety issue.	Declare village core a 40k high-pedestrian activity area Consistent with NSW Transport 2026 Road safety action program, partner with Transport NSW to introduce HPAA 40 km/ h speed limits. <i>and/or</i> Install pedestrian crossing on Barton Highway between Jones Park and Murrumbateman Country Inn.

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Barton Highway between (East St) and Hillview Drive intersection	Sudden change of speed zone from 100km/h to 50km/h Vehicles not slowing to 50km/h when transiting within the zone. Adhered to when Police or speed measurements are done but still a problem at other times. Local residents have trouble turning onto the road and potential for unsafe turns.	50K zone be extended to north of Hillview intersection, with a 70km/h zone prior (when approaching from Yass) to progressively slow traffic,
Barton Highway access into BP petrol station	Queuing vehicles block Barton Highway – safety and congestion	Remove part wall and garden in front of grocery store to allow for a slip lane to access the petrol station for vehicle travelling north.
Murrumbateman Road (curves just south of Dundoos Drive Intersection)	Southern side of road – large hedge/pine trees on verge impedes line of sight. Vehicles drift across centre line especially on the curves causing near misses (potential head on) and dangerous for pedestrians/cyclists on winery trail close to the road in this location	Cutback, trim large hedge/trees. Install safety barrier between road and winery trail
Hercules St, east end (petrol station, shops, Murrumbateman Country Inn)	Limited parking resulting in double parking. Vehicles of businesses staying in parking spaces all day and also taking up 10 Hercules St.carpark.	More dedicated formed carparking possibly on Rose St 4 hour parking restrictions for existing parking locations
Hercules St Between West and Camp Sts	Road is too narrow for traffic volume	Widen south edge of Hercules St by approx. 1m to match width between Highway and Camp St.

Location	Issue	Potential solution
South St between West St and MacIntosh Circuit	High number of speeding vehicles. Vehicles come through the roundabout from Merryville Drive and MacIntosh Circuit and do not slowdown for the roundabout.	Extend South St 50km/h speed zone to the roundabout. Add traffic calming devices at roundabout (raise roundabout?)
South St Speed humps	Design is the wrong speed rating- too aggressive/slow. Result is that that traffic (including construction vehicles, semi-trailers, double bogie trucks) divert via West St/ Hercules St, making those streets too busy and removing the traffic from South St. Also adds further pressure on Hercules /Barton Highway Intersection. Drivers appear to speed up between speedhumps	Change speedhumps to higher speed rating or install wide humps to slow traffic but not divert to Hercules St
North St/ Rose St/ Middle St/ Camp St/West St chicanes	Parking, crossing and speed. Heavy vehicles double bogie trucks too large for road drop of edges and road verges deteriorate form large holes – safety issue for pedestrians and vehicles	Raised calming and crossings to be installed - YVC has listed for realignment subject to funding (Road safety officer)
Old sections of West St , Rose St , Middle St, Camp St,	Roads too narrow for volumes of traffic/regular use by large vehicles especially semi-trailer/double bogie trucks. Edges of roads crumbling creating safety hazards (especially Rose St near Hercules St)	Restrict access for large vehicles in these areas (old streets that have no gutters – Rose, Middle, Camp, West) Widen Rose St between Hercules St and Fairley Estate Widen West St between Hercules and South Sts

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Colonial Place , Carrington Park	Drainage impacts where edge of road has a drop of up to 1 metre – safety concern for vehicles and pedestrians	Fix the drainage to accommodate the water volumes seen during rain events (see photo)
McIntosh Circuit near Vine Close	New bus stop has been placed on a crest, opposite double white lines in a 70 zone. Creates hazard when bus stops there and risk for school children. Location of bus stop could be better placed resulting in better utilization and reduced road hazard	Reposition bus stop further south towards Cabernet Way where road is flatter, better visibility and closer to Fields Estate residents
Isabel Drive Between Merryville Drive and Belleview Drive	Road is very narrow for the volume of vehicles that use it to access Recycling Centre, Belleview Estate/ Dog Trap Road. Note: Significant natural beauty Trees, grasses and wildflowers along this road, would encourage protecting the trees and not cutting them down	Widen road by 0.5m Mow edges of road and install gravel verge where possible to allow safer overtaking
2. Pedestrian Access		
South St between Bush Cemetery and West St	No current pedestrian access for houses on South St	Install footpath
West St between South and Hercules St	No Current pedestrian access on West St. As noted West St is high volume traffic and separation of pedestrians onto a dedicated path will greatly increase safety	Install footpath

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Hercules St Between Middle and Rose Sts	No dedicated footpath linking existing path to shops	Install footpath on northern side of Hercules St
Rose St between Hercules and North St	No dedicated pedestrian access. High volume traffic during school times. Safety issue for pedestrians and school children	Install footpath on west or east side of Rose St
Isabel Drive	No dedicated pedestrian path to link Belleview Estate to Fields Stage 4 path and rest of village network, despite reserve in place for a bridle way/path/easement- Lot 1 DP 1116676 Pedestrians currently walk on Isabel Drive which is narrow and dangerous with lots of vehicles accessing the Transfer Station etc	Install footpath within the reserve/path/bridle way at the back of Merryville Park - Lot 1 DP 1116676
Euroka Avenue /Winery Trail	Winery trail is incomplete	Complete winery trail
McIntosh Circuit between Scrubby Lane and Barton Highway	No path for pedestrians to access bus stop on Barton Highway. Also, this is the current rout for the incomplete winery trail. Alternate proposal for the winery trail in this area, however a small/ narrow gravel trail for improved pedestrian safety to access bus stop would be possible Note: Significant trees must be protected	Install narrow gravel path Divert winery trail via old Barton Downs land between Euroka and Scrubby Lane (ref separate proposal)
Barton Highway between Fairley St and South St	Incomplete pedestrian access along village edge linking shops, services and Abode motel	Install missing sections of footpath on western (Village) side of highway
Barton Highway between Hillview Road and Jones Park	No dedicated path for pedestrians to access Murrumbateman Vet, New Sunningdale estate and village/dog park. Separate from the proposed path within the Recreation Ground. Need for future when bypass occurs	Install footpath on Eastern Side of Barton Highway

Location	Issue	Potential solution
Barton Highway Stage 2 Duplication	No dedicated cyclist/ pedestrian lane on the duplication. Duplication has prioritised driver and vehicle safety, but given no consideration to cyclists. A dedicated path back towards Canberra would have great benefits to Murrumbateman for tourism as well as cyclists riding between Canberra and Murrumbateman by separating them from the road traffic. Proposed within the Barton Highway Improvement Strategy	Lobby for path to be included as part of stage 2 works Future lobby to extend path to include stage 1 section
Merryville Drive between South St and Oat Place (Merryville Estate)	Existing path in poor state of repair, including two sections between Governor drive and McClungs Creek crossing regularly floods and drainage covered in silt creating hazard to cyclists and pedestrians	Maintain / repair path, raise path and improve drainage in flooded sections
Merryville Drive near Oat Place (Merryville Estate)	Path ends abruptly after McClungs creek crossing, pushing pedestrians onto road where the road is curved and drivers cannot see the intersection, until too late as it is partially hidden	Extend path to Oat Place