



MINUTES

LOCAL TRANSPORT FORUM (LTF)

held at

Council Administration Centre
Committee Room
180 Mort Street, Lithgow

on

Thursday 7 May 2026

at 11:00 AM

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The Chairperson declared the meeting open at 11:03 am.

1. Acknowledgement of Country

2.

The Chair acknowledged Wiradjuri Elders past and present of the Wiradjuri Nation - the original custodians of the land on which the Lithgow's communities reside and extended respect to our neighbouring nations.

2. Present

Cr Steven Ring – Councilor – Chair
Richard Jane – Acting Director Infrastructure & Project Delivery
Jackie Barry – Transport For NSW
Thomas Worley – Transport For NSW
Nathan Murphy – Transport For NSW
Jason Marks – Lithgow Police
Michelle Clemence – Lithgow Buslines
Leanne Kearney – Assets and Infrastructure Planning Manager
Leah Stubbs – Minute Taker

3. Apologies

Cr Elizabeth Fredericks

4. Confirmation of Minutes

ACTION

THAT it be noted the Minutes of the Local Transport Forum Meeting held 2nd April 2026 were presented and adopted by Council at the Ordinary Meeting of Council held 29th April 2026.

5. Matters Arising from Previous Minutes

The Chair called for any matters arising from previous minutes.

No matters were raised by the Forum.

6. Declaration of Interest

There were no declarations of interest made.

7. Presentations

Transport For NSW will be providing a presentation to the Forum as part of Item 9.2.

8. Delegated Functions Reports

Nil

9. Council Traffic Reports

9.1. HOSKINS BUILDING CAR PARK

Councillor Ring advised the Forum that a proposal was presented at the previous Council meeting to utilise the car park located behind the Hoskins Building, where the VRA is situated, as a public parking area. Councillor Ring noted that no supporting evidence has been provided to justify the proposal, nor has any risk assessment been undertaken to evaluate its suitability or potential impacts. Councillor Ring further advised that he had sought advice from the Governance Team regarding the risks associated with the proposal.

Councillor Ring stated that the primary concern relates to vehicle access and safety when exiting onto Mort Street. He noted that turning onto Mort Street is already difficult and hazardous, particularly given the current closure of Mt Victoria Pass, which has increased traffic volumes in the area. Councillor Ring expressed concern that, in the absence of a comprehensive risk assessment and appropriate ingress and egress analysis, the proposal presents significant safety issues. Transport for NSW representatives advised that promotion of the car park as a public car park would have an impact on the Great Western Highway Detour Route, and they would recommend Council move toward initiatives that do not encourage any further access to or from the detour route if possible at this point in time.

As outlined in the report, Councillor Ring further noted that the entrance to the site is extremely narrow and that access is further constrained by gates servicing the compound area. He also raised concerns regarding the condition of the site, including large potholes located behind the VRA Building. In addition, Councillor Ring advised that there is currently no suitable or accessible pedestrian access, particularly for people with disabilities.

Nathan Murphy mentioned that he thinks the status quo should remain in relation to the property use. Jackie Barry and Thomas Worley both mentioned that they agree with Councillor Ring to not pursue this proposal.

RECOMMENDATION

THAT Council do not support any proposal to utilise the Hoskins Building car park as a public car park.

9.2. LOCAL TRAFFIC MANAGEMENT PLAN - GREAT WESTERN HIGHWAY **CLOSURE IMPACTS**

Representatives from Transport for NSW provided a presentation on the Detour Route Proposed Improvements that are proposed with the aim of increasing safety and throughput on the State Road as well as streamline and make safer local traffic movements.

The Forum noted that these modifications are not finalised yet, there is still more consultation to be undertaken, and additional input of investigative data to be reviewed. As these initiatives develop, discussions will be held with those directly impacted, in order to engage and educate on the proposed modifications and mitigate potential impacts.

Some of the proposed changed traffic conditions include:

- Installation of pedestrian activated LED warning signage at 3 x pedestrians crossings on the detour route
- Installation of defined parking bays on both sides of Main Street between Laurence Street and Academy Street (Bunnings)
- Improved pedestrian and traffic arrangements at the rail underpass in George Coates Avenue
- No Right Turn traffic restrictions in James Street, Burns Lane, Hassan Street, and Eskbank Street
- Installation of "Keep Clear" road markings at vital intersections and emergency service access intersections
- Bridge Street traffic signal amendments including additional pedestrian path opportunities and protection with signalised arrows
- Extension of merging lanes providing extra time for vehicles to navigate the intersection of Bridge Street
- Improvements to Give Way holding lines and signage (including Hartley Valley Road and Valley View Road)
- Potential to install kerb blisters and pedestrian refuge centres (still under investigation)
- Potential for removal / relocation of Eskbank Street pedestrian crossing to improve compliance and pedestrian safety (still under investigation)
- Potential to change the traffic flow direction in Naomi Street to provide additional egress for businesses (including Woolworths) and public car parking (still under investigation)

Transport for NSW are proposing these changes based on a number of data inputs that they have verified on site, including observations that right turn movements at the Eskbank Street intersection totalled 7 additional vehicles during the morning peak period (0800-1000) and 6 additional vehicles during the afternoon peak period (1500-1700), all being light vehicles. It is expected that these vehicles will utilise Bent, Short and Hill Streets to turn right with the proposed restrictions

RECOMMENDATION

THAT

1. Council support the traffic changes proposed by Transport For NSW created to improve efficiencies of the Great Western Highway closure detour route resulting in improvements to accessing local transport networks; and
2. Council and Transport For NSW continue to monitor impacts on the detour route and local roads and make appropriate amendments to the proposed changes as deemed necessary.

10. General Business

Jason Marks advised the Forum that the intersection of Geordie Street and Barton Street, near the miners' lamp and railway crossing, has become problematic due to the faded double centre line marking configuration. A significant number of vehicles are reportedly crossing onto the incorrect side of the road when navigating the corner. He noted that additional line marking and repainting by Council will likely be required to improve traffic guidance and safety at the intersection.

Jason Marks also noted that Barton Street currently lacks adequate line marking along its length. He advised that the installation of centre line marking and additional speed signage throughout Barton Street would be greatly appreciated and would assist in improving road safety and traffic management in the area.

Jason Marks asked the Forum for an update regarding the current works on Bayonet Street, noting concerns about the section of road that has been excavated. He advised that motorists are actively avoiding this portion of the roadway due to the condition of the dug-up section, and increasing the risk of potential accidents

Cr Ring explained that water mains are located beneath this section of road and that the Water, Waste and Wastewater Department has decided to delay resealing works until they are satisfied the repairs to the water mains have been completed satisfactorily. Leanne suggested that, in the interim, the section could be topped up with road base to improve safety and accessibility until permanent resealing works are undertaken.

Jackie Barry advised the Forum that in October 2025, Jonathon Edgecombe wrote to the Corridor Programs Manager regarding ongoing flooding issues at the intersection of Enfield Avenue and Main Street. She noted that she has since been informed that the matter has been referred to Sydney Trains for further action, as the affected area primarily falls within the rail corridor rather than the Transport corridor. Leanne advised the Committee that Jonathon Edgecombe also wrote to Sydney Trains regarding this matter.

11. Meeting Close

Next Meeting: Thursday 4th June 2026 at 11:00am in the Committee Room.

There being no further business the Chairperson declared the meeting closed at 12:18pm.