



MINUTES

Local Transport Forum (LTF)

held at

Council Administration Centre
Committee Room
180 Mort Street, Lithgow

on

Thursday 6 August 2026

at 11:00 AM

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The Acting Chairperson Jackie Barry declared the meeting open at 11:00AM.

1. Acknowledgement of Country

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

Jackie Barry – Transport for NSW (Acting Chair)
Cr Elizabeth Fredericks
Shane Milne – Lithgow Police
Michelle Clemence – Lithgow Buslines (online)

Officers:

Leanne Kearney – Assets & Infrastructure Planning Manager
Paul Smith - Interim Director Infrastructure & Project Delivery
Leah Stubbs – Minutes Taker

3. Apologies

Cr Steven Ring

4. Confirmation of Minutes

It was noted that the Minutes of the Local Transport Forum Meeting 4th June 2026 were presented and adopted by Council at the Ordinary Meeting of Council held 29th June 2026.

5. Matters Arising from Previous Minutes

Leanne advised the Committee of the following details:

- Discussions regarding Hartley Vale Road are ongoing.
- Browns Gap Road is now open to two-way traffic under traffic light control.
- Bridge Street Crossing is to be addressed in today's update on the Local Area Traffic Management Plan item.
- The Kiss & Drop Zone at St Patrick's School car park is to remain as is.
- Bus zone signage will be progressed with Lithgow Buslines once the routes have been revised.
- The Marrangaroo slip lane and missing speed zone signage remain in progress.

6. Declaration of Interest

There were no declarations of interest made.

7. Presentations

Nil.

8. Delegated Functions Reports

Nil

9. Council Traffic Reports

9.1. LITHGOW SPORTING PRECINCT TRAFFIC, PARKING AND ACCESS STUDY

Leanne advised that Council had engaged a consultant to assess the existing challenges within the sporting precinct and to consider the broader area, including Watsford Oval, Conran Oval, Glanmire Oval and Marjorie Jackson.

She noted that the study was comprehensive, containing photographs, examples and a range of options for each precinct location, along with indicative costs categorised as low, medium and high-cost solutions.

The study was currently being circulated for consultation with the Forum. Members were asked to review the document and provide any questions, requests for clarification, or comments regarding the proposed options and recommendations. The study is also being referred to the Sports Advisory Committee, as key users of the sporting precincts, and the Infrastructure Committee for comment.

All feedback was requested by 30th August 2026. Following the consultation period, Council will collate the feedback and present the outcomes to the Forum for final review before the study was referred to the Infrastructure Committee for adoption.

Forum members were encouraged to provide feedback, including minor comments or general statements of support or concerns, to ensure all views were captured as part of the consultation process.

ACTION

THAT the Local Transport Forum provide any comments on the Lithgow Sporting Precinct Traffic, Parking and Pedestrian Access Study report to Council Officers by 30 August 2026.

9.2. ADVANCED PEDESTRIAN WARNING SIGNS

Leanne advised the Forum that Council has identified several pedestrian crossing safety issues within the Local Government Area. Council had previously applied to Transport for New South Wales for funding to install flashing warning lights but had been unsuccessful on two occasions.

Building on the works recently undertaken by Transport for New South Wales at the three pedestrian crossings along the Great Western Highway detour route, Council is proposing to install larger "Prepare to Stop" warning signs at Tank Street, Methven Street, Coerwull Road and Williwa Street in Portland.

Leanne noted that the existing line marking and signage were currently compliant. Council could fund the installation of the warning signs from the current budget; however, there was insufficient funding at this stage to install the associated flashing lights. The proposed signs would allow for flashing lights to be added later, subject to future budget capacity or successful grant funding.

Paul advised the Forum that Transport for New South Wales had verbally committed to supporting and contributing towards the cost of flashing light signage where the crossings form part of a designated diversion route. It was noted that further confirmation of this commitment would be required in writing.

Paul advised the Forum that there had been a number of near misses at the pedestrian crossing near the Visitor Information Centre, reportedly due to motorists rushing to navigate around the diversion and avoid Main Street and Mort Street traffic congestion.

It was noted that the flashing warning lights would be sensor activated when a pedestrian approaches the crossing. At other times, the signs would remain unlit and function as standard warning signage.

Michelle asked the Forum whether the Bent Street school crossing was also included on the list. It was clarified that this location is not a pedestrian crossing but rather a pedestrian refuge island and has appropriate advanced warning signage installed already.

Michelle advised that her drivers had observed several pedestrians using Bent Street not at the crossing location, with some appearing to rush to keep on schedule. Leanne advised that she would investigate whether an additional warning sign could be installed at the location to improve pedestrian safety and provide a report to the Forum at the next meeting.

Cr Fredericks noted that Council may be eligible to receive a funding contribution towards the works. Leanne confirmed that Council would investigate and seek any financial contribution from any source available.

Leanne advised that, as a minimum, Council would proceed with the installation of the static warning signs. If Council is successful in obtaining a contribution or full funding from Transport for New South Wales for the three identified locations on roads used to bypass the Great Western Highway detour route, flashing warning lights would be installed at those sites. Should Transport for New South Wales fully fund these works, the funding currently allocated by Council could potentially be redirected towards the installation of flashing warning lights at Williwa Street, Portland (not being used as a detour bypass).

RECOMMENDATION

THAT

1. Council seek a funding contribution from Transport for New South Wales towards the installation of flashing warning lights on the pedestrian crossings at Tank Street, Methven Street and Coerwull Road;
2. If Transport for New South Wales funding for flashing light signage is received, Council fully fund the flashing warning lights in Williwa Street, Portland; and
3. If Transport for New South Wales funding is not provided, Council install static advanced warning signs at all four locations listed in the report.

9.3. LOCAL AREA TRAFFIC MANAGEMENT PLANS - UPDATES

Leanne advised that Council was progressing the Littleton Local Area Traffic Management Plan, with community consultation completed and feedback now being incorporated into the study. Options and associated costs are being developed, with the draft expected to be available shortly. Leanne noted that the draft addressed the issues raised through the consultation process and would allow Council to determine priorities and potential safety improvements.

Leanne also advised that business cases had been approved for Railway Parade, the Eskbank Precinct and the Vale of Clwydd Local Area Traffic Management Plans to be prepared. Requests for quotations were being sought through Vendor Panel, closing Friday, with assessment to follow and contracts expected to be awarded within three weeks. The projects have been structured as separable portions, allowing the works to be allocated to one or multiple contractors.

The aim is to have all three studies completed by the end of January for Council adoption. Following adoption, recommended works could be prioritised by the Forum and developed into business cases for Council funding or future grant opportunities.

Leanne explained that the Local Area Traffic Management Plans would assess existing infrastructure against current standards and identify issues and options to improve safety and traffic flow. The studies would provide recommendations, indicative costs and potential impacts, allowing Council to prioritise works for future funding.

ACTION

THAT the Forum note the progress of the Local Area Traffic Management Plans currently underway.

10. General Business

Low Signage – Transport for NSW

Paul advised that Transport for NSW had recently installed a number of signs throughout Lithgow on the Great Western Highway detour route including outside shops and schools, which appeared to be below the required height and may present a hazard to pedestrians. Jackie advised that she would follow up on the matter with her team and investigate the concerns raised. Paul requested that Council obtain a copy of the risk assessment and a letter of indemnity from Transport for NSW in relation to the installation of the signs, should any incidents arise from their placement.

Shane also raised concerns regarding the low “No Right Turn” signs at Mort Street near the Police Station, noting that they are partially obscured by traffic queues. He also mentioned that the signs are placed very low, and requested further consideration of an additional “Emergency Vehicles Excepted” sign. Shane also raised concerns regarding the safety of the pedestrian crossing at Queen Elizabeth Park, noting that there had been numerous incidents involving pedestrians being struck at the crossing as they are obscured due to queued traffic.

Paul raised concerns regarding the line marking and road condition outside Coffee on Mort. It was noted that Transport for NSW had recently relocated the signage, with line marking still to be completed. Concerns were also raised regarding the deteriorating condition of the road, with sections becoming increasingly uneven. It was noted that the matter had previously been raised with Transport for NSW, who had advised that discussions had taken place with the owner of Coffee on Mort regarding the works.

CBD Bus Zone Line Marking

Bus zone line marking and hatching in Main Street within the CBD will be undertaken overnight next Sunday, with the area expected to be trafficable by 7:00 am. Lithgow Buslines will be advised of the timing.

Leanne advised that Council was awaiting a program of works to confirm the order in which the various sites throughout the area would be completed.

Hard Road Closures – Long Weekends / Events

Council has verbal approval, and Transport For NSW funding, to hard-close nominated streets (residents excepted) when traffic reaches a trigger point, to discourage rat-running through local streets off the Great Western Highway detour route. A list will be circulated to the Forum for information. Lithgow Buslines requested continued local access via Gas Works Lane on the Sunday of the Bathurst Race weekend, which will be accommodated. Leanne advised that Forum members should email her with any issues or concerns, and she would assist where possible.

Geordie Street Bridge

Shane requested that reflective guideposts be replaced on either side approaches to the Geordie Street Crossing following a near miss in foggy conditions. Council will investigate the matter and arrange installation.

O'Connor Street / Chifley Road Queuing

Jackie advised that she had an email from a business regarding queuing across the intersection of Chifley Road and O'Connor Street. It was noted that the site did not meet the criteria for "Keep Clear" markings. The Forum supported the installation of a "Do Not Queue Across Intersection" sign, along with appropriate line marking and a "Queued Traffic Ahead" warning sign on Hartley Valley Road.

Naomi Street Direction Reversal

The one way direction of traffic on Naomi Street will be reversed in approximately two weeks to improve access from the Woolworths car park and reduce traffic being directed onto Mort Street. Works will include turn restrictions, a speed hump, directional arrows and advance message boards. Leanne advised that Council was considering introducing a "No Right Turn" restriction for vehicles exiting Naomi Street onto Mort Street, requiring vehicles to turn left only, with an exception for trucks. It was also suggested that directional arrows be painted on the road to assist drivers in understanding the permitted turning movements.

A minor extension to the High Pedestrian Activity Area (40 km/h) will be to Transport for New South Wales for consideration. A media release and social media communication will also be prepared to advise the community of the changes.

Cooerwull Road

Paul advised that drainage works are currently underway in preparation for the road to be reconstructed over the coming weeks.

11. Meeting Close

Next Meeting: Thursday 17th September 2026 at 11:00am in the Committee Room (the September and October meetings combined).

There being no further business the Acting Chair declared the meeting closed at 12:03pm.