

Local Traffic Committee

A meeting of the Local Traffic Committee will be held at the Wilsons Room on Wednesday, 16 July 2025 at 9:00 AM

MEMBERS ONLY are requested to attend. However, other Councillors are welcome.

Cr Jeri Hall
Chairperson

9 July 2025

*Lismore City Council acknowledges the people of the Bundjalung nation,
traditional custodians of the land on which we work*



ETHICAL DECISION MAKING AND CONFLICTS OF INTEREST

A guiding checklist for councillors, staff and community committees

Ethical decision making

- Is the decision or conduct legal?
- Is it consistent with government policy, Council's objectives and Code of Conduct?
- What will the outcome be for you, your colleagues, the Council, anyone else?
- Does it raise a conflict of interest?
- Do you stand to gain personally at public expense?
- Can the decision be justified in terms of public interest?
- Would it withstand public scrutiny?

Conflict of interest

A conflict of interest is a clash between private interest and public duty. There are two types of conflict:

- Pecuniary – an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to yourself or another person or entity defined in part 4 of the Lismore City Council Code of Conduct with whom you are associated.
- Non-pecuniary – a private or personal interest that you have that does not amount to a pecuniary interest as defined in the Lismore City Council Code of Conduct. These commonly arise out of family or personal relationships, or out of involvement in sporting, social, religious or other cultural groups and associations, and may include an interest of a financial nature.

The test for conflict of interest

- Is it likely I could be influenced by personal interest in carrying out my public duty?
- Would a fair and reasonable person believe I could be so influenced?
- Conflict of interest is closely tied to the layperson's definition of "corruption" – using public office for private gain.
- Important to consider public perceptions of whether you have a conflict of interest.

Identifying problems

- Do I have private interests affected by a matter I am officially involved in?
- Is my official role one of influence or perceived influence over the matter?
- Do my private interests' conflict with my official role?

Disclosure and participation in meetings

- A councillor or a member of a Council Committee who has a pecuniary interest in any matter with which the Council is concerned and who is present at a meeting of the Council or Committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.
- The councillor or member must not be present at, or in sight of, the meeting of the Council or Committee:
 - a. at any time during which the matter is being considered or discussed by the Council or Committee, or
 - b. at any time during which the Council or Committee is voting on any question in relation to the matter.

No Knowledge - a person does not breach this clause if the person did not know and could not reasonably be expected to have known that the matter under consideration at the meeting was a matter in which he or she had a pecuniary interest.

Non-pecuniary Interests - Must be disclosed in meetings.

There are a broad range of options available for managing conflicts & the option chosen will depend on an assessment of the circumstances of the matter, the nature of the interest and the significance of the issue being dealt with. Non-pecuniary conflicts of interests must be dealt with in at least one of the following ways:

- It may be appropriate that no action be taken where the potential for conflict is minimal. However, councillors should consider providing an explanation of why they consider a conflict does not exist.
- Limit involvement if practical (eg. participate in discussion but not in decision making or vice versa). Care needs to be taken when exercising this option.
- Remove the source of the conflict (eg. relinquishing or divesting the personal interest that creates the conflict)
- Have no involvement by absenting yourself from and not taking part in any debate or voting on the issue as of the provisions in the Code of Conduct (particularly if you have a significant non-pecuniary interest)

Whilst seeking advice is generally useful, the ultimate decision rests with the person concerned.

Agenda

1. Apologies and Leave of Absence

2. Minutes of Meeting

3. Disclosure of Interest

4. Business

- 4.1 Request for Stop Sign - Intersection Skyline Road and East Skyline Road6
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- 4.5 Request for Line Separation at the Intersection of McKenzie St and Dibbs St35
- 4.6 Request for Driveway Amendments of Aged Care Facility at Rous Rd and Oliver
Ave Roundabout41

5. Next Meeting – 15 October 2025

Business



Business

Subject	Request for Stop Sign - Intersection Skyline Road and East Skyline Road
TRIM Record No	BP25/282:EF19/313-7
Item Number	4.1

Request received from a resident regarding the installation of a stop sign at the intersection of Skyline Road and East Skyline Road, Goonellabah.

Background

A request has been received from a resident to install a STOP sign at the intersection of Skyline Road and East Skyline Road, Goonellabah.

Skyline Road is 6.6m wide sealed road with 80km/h speed limit and carries two-way traffic divided by a continuous double centerline.

East Skyline Road is an undivided, two-way traffic road with a sealed width of 3.8m.

Site Details and Traffic Data

Request for stop sign-controlled intersections.

There are currently no regulatory or warning signs at the intersection, apart from a "Grid" sign at the entry of East Skyline Road.

The continuous double line on Skyline Road is broken at the intersection to allow for turning movements.

Skyline Road

Road width - Nominal 6.6m wide.

Sight distance to East Skyline Road intersection:

From north - approx 45m

From south - approx 50m

Traffic Data (2023)

ADT = 1075

85% = 76.5kph

Heavy Vehicle = 13.3%

Traffic Accident History

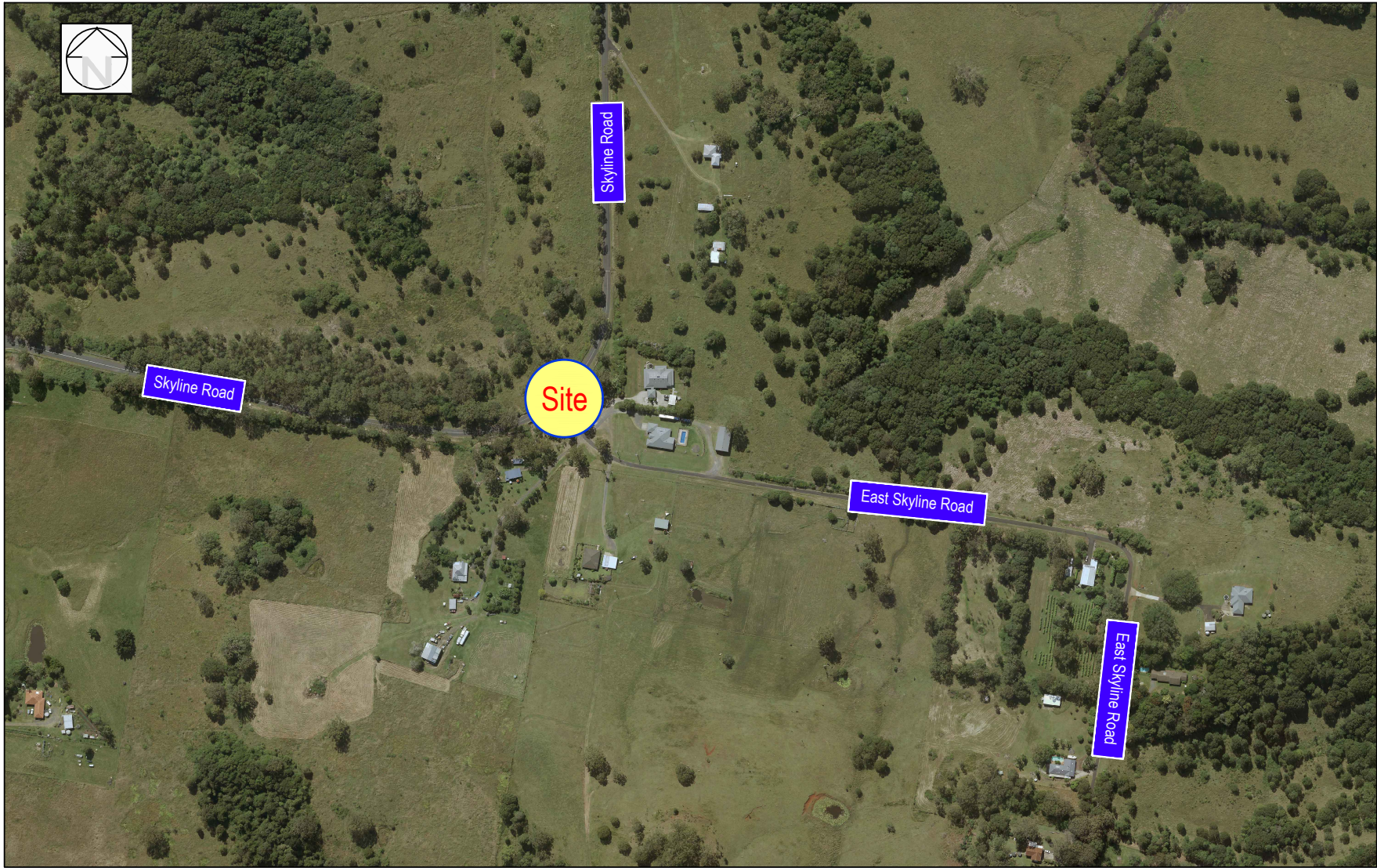
There is one recorded accident in 2023.

Attachment/s

1. [↓](#) 4.3.1 Locality Plan
2. [↓](#) 4.3.2 Site Photos
3. [↓](#) 4.3.3 Site Plan

Local Traffic Committee

Meeting held 16 July 2025 - 4.1 - Request for Stop Sign - Intersection Skyline Road and East Skyline Road



SCALE BAR



LISMORE CITY COUNCIL

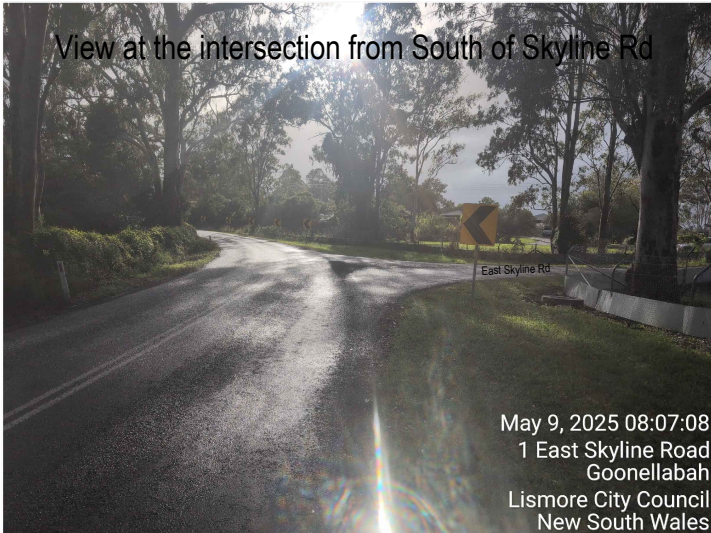
Traffic and Road Safety Consultation Group
21 May 2025 Meeting - Request for Stop Sign
Intersection Skyline Rd & East Skyline Rd - Goonellabah
Locality Plan


SCALE NOT TO SCALE

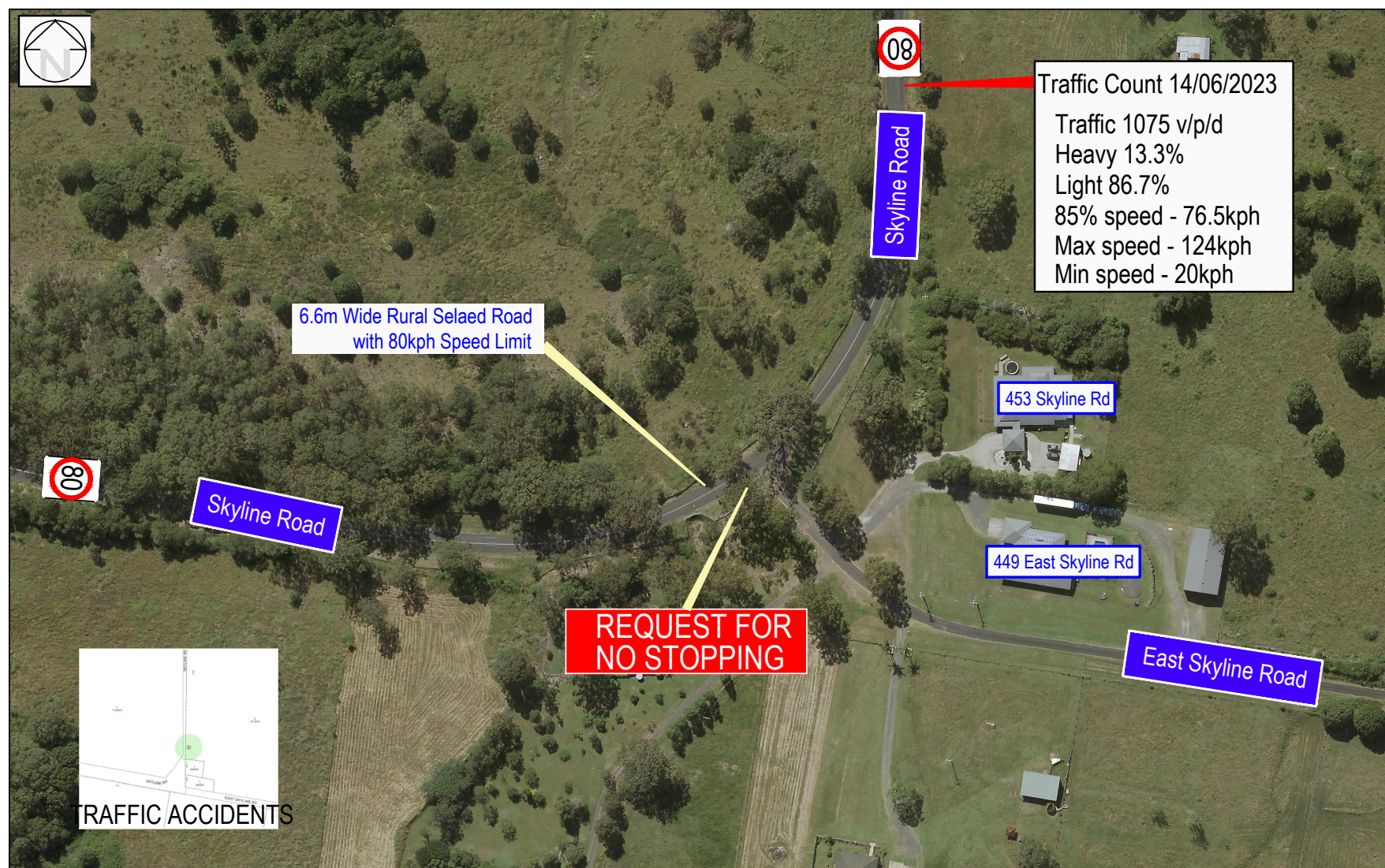
AUTOCAD 2025-023

DRAWN M.Y.

PLAN No.
TAC 2025-023



SCALE BAR		LISMORE CITY COUNCIL		SCALE	NOT TO SCALE
		Traffic and Road Safety Consultation Group 21 May 2025 Meeting - Request for Stop Sign Intersection Skyline Rd & East Skyline Rd - Goonellabah Site Photos		AUTOCAD	2025-023
				DRAWN	M.Y.
				PLAN No.	TAC. 2025-023



SCALE BAR

**LISMORE CITY COUNCIL**

Traffic and Road Safety Consultation Group
 21 May 2025 Meeting - Request for Stop Sign
 Intersection Skyline Rd & East Skyline Rd - Goonellabah
 Site Plan

SCALE NOT TO SCALE

AUTOCAD 2025-023

DRAWN M.Y.

 PLAN No.
 TAC 2025-023
Local Traffic Committee**Meeting held 16 July 2025 - 4.1 - Request for Stop Sign - Intersection Skyline Road and East Skyline Road**

Business

Subject Request for Installation of four Bus Shelters

TRIM Record No BP25/475:EF19/313-7

Item Number 4.2

Lismore City Council has been received CPTIGS funding from TfNSW for the installation of bus stops.

Background

Lismore City Council is seeking feedback and support from the Lismore Traffic Committee regarding the upgrade and relocation of bus shelters to provide a safer solution for the community.

Site Details

- Project 1 Sandalwood Drive, Caniaba:

Sandalwood Drive is a 7-metre-wide sealed local road with an existing bus shelter that is too small to accommodate users during inclement weather. Over 60 children catch buses in this area. During the community engagement process for the Caniaba Sport and Recreation Upgrade in 2024, residents requested an upgrade to the bus shelter.

- Project 2 Intersection of James Road and Ballina Road:

Ballina Road is a sealed two-way state highway with a speed limit of 60 km/h. The existing bus shelter measures only 4.5m x 2.2m and can accommodate approximately 10–20 children at a time. The current bus zone is only as large as the shelter, and it is insufficient to accommodate the proposed upgraded shelter or shelters. Additionally, there is no formal regulation for on-street parking around the shelter, such as Bus Zone signages or No Stopping signages.

Pedestrian safety at this bus stop was previously discussed at the LTC meeting held on 23 October 2024, in relation to a proposal to install bollards on the footpath to prevent vehicles from driving on the existing footpath.

- Project 3 Lismore Railway Station, South Lismore

Union Street is a 22.5-metre-wide sealed two-way urban road that provides access to the Ballina Road Bridge and the Fawcett Bridge. This area serves as a key location between Lismore CBD, Casino, and Nimbin. There is angled on-street parking on the western side of the road, along with a car park located at the old railway station site. Although the location is listed as a bus stop on Google Maps, there is currently no existing bus zone or existing structure in place.

Attachment/s

1. [↓](#) Attach 4.2.1 CPTIGS - Bus Shelters
2. [↓](#) Attach 4.2.2 - Locality Plan - Project 1
3. [↓](#) Attach 4.2.3 - Site Plan - Project 1
4. [↓](#) Attach 4.2.4 - Locality Plan - Project 2
5. [↓](#) Attach 4.2.5 - Site Plan - Project 2
6. [↓](#) Attach 4.2.6 - Locality Plan - Project 3
7. [↓](#) Attach 4.2.7 - Site Plan - Project 3



COFO Brief

Country Passenger Transport Infrastructure Grants Scheme 2024/25

Topic	Accept funding from Transport for NSW (TfNSW) under the Country Passenger Transport Infrastructure Grants Scheme 2024/25 (CPTIGS)
Reason	To improve the accessibility and safety of kerbside passenger transport through the installation of four (4) new bus stops throughout the LGA.

Recommendations

That the Chief Operating and Financial Officer:

- 1 Notes** the Terms and Conditions in the funding offer of \$80,000 from TfNSW for four new bus shelters.
- 2 Approves** Council to accept the grant funding from TfNSW under the CPTIGS 2024/25.

Approver's Signature & Date:

Approvers Name: [REDACTED] – Acting Chief Operating and Financial Officer

Departmental approvals

Brief prepared by: [REDACTED] – Acting Coordinator Business Administration

Position	Signature & Date
Endorsing Officer: Head of Shared Services [REDACTED]	
Endorsing Officer: Manager Roads and Quarry [REDACTED]	
Endorsing Officer: Acting Chief Operating Officer [REDACTED]	

Background

Transport for NSW's (TfNSW) Country Passenger Transport Infrastructure Grants Scheme (CPTIGS) provides subsidies to support the construction or upgrade of bus stop infrastructure generally owned and maintained by local councils across regional NSW. The scheme aims to increase the use of kerbside passenger transport through improved quality and accessibility.

Lismore City Council submitted an application for grant funding under the CPTIGS 2024/25 for the installation of five (5) new bus shelters across the LGA. A copy of Council's nomination form is attached.



TRIM reference:
ED25/18497

Division/Branch:
Shared Services




Approving officer:
COFO Brief

Four (4) of the projects were successful in obtaining grant funding from TfNSW:

1. 1 Perradenya Way, Caniaba

NOMINATION PLAN NOT FOR CONSTRUCTION		2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) - NEW SHELTER PROJECT 1 - 1 PERRADENYA WAY, CANIBA		DO NOT SCALE IF NOT PLOTTED @ A1 SIZE PAPER	
 <p>AERIAL VIEW</p>		 <p>PROPOSED SITE FOR BUS SHELTER</p>			
 <p>TYPICAL BUS SHELTER</p>					
SCALE: 80% NOT TO SCALE		APPROVED: _____ AMENDMENTS: _____ DATE: _____		SERVICES: _____ LISCORE CITY COUNCIL 2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) NOMINATIONS - NEW SHELTER PROJECT 1 - 1 PERRADENYA WAY, CANIBA	
				No. OF SHEETS 1	

2. Ballina Road and James Road Intersection, Goonellabah

NOMINATION PLAN NOT FOR CONSTRUCTION		2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) - NEW SHELTER PROJECT 5 - JAMES RD & BALLINA RD INTERSECTION, GOONELLABAH.		DO NOT SCALE IF NOT PLOTTED @ A1 SIZE PAPER	
 <p>AERIAL VIEW</p>		 <p>TYPICAL BUS SHELTER</p>			
 <p>PROPOSED SITE FOR BUS STOP</p>					
SCALE: 80% NOT TO SCALE		APPROVED: _____ AMENDMENTS: _____ DATE: _____		SERVICES: _____ LISCORE CITY COUNCIL 2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) NOMINATIONS - NEW SHELTER PROJECT 5 - JAMES RD & BALLINA RD INTERSECTION, GOONELLABAH	
				No. OF SHEETS 1	

TRIM reference:
ED25/18497

Division/Branch:
Shared Services


Approving officer:
COFO Brief

3. Lismore Railway Station – Union Street, South Lismore


NOMINATION PLAN
 NOT FOR CONSTRUCTION

2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) - NEW SHELTER
PROJECT 3 - LISMORE RAILWAY, UNION STREET.


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AERIAL VIEW



TYPICAL BUS SHELTER



PROPOSED SITE FOR BUS STOP


SCALE: 80% NOT TO SCALE			APPROVED: _____ DATE: _____	AMENDMENTS: _____ NO: _____ DATE: _____	SERVICES: _____ DATE: _____ NO: _____ DATE: _____	 LISMORE CITY COUNCIL 2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) NOMINATIONS - NEW SHELTER PROJECT 3 - LISMORE RAILWAY STATION, UNION STREET	No. OF SHEETS 1
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4. Allsop Park Bus Stop – 67 Cullen Street, Nimbin


NOMINATION PLAN
 NOT FOR CONSTRUCTION

2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) - NEW SHELTER
PROJECT 4 - ALLSOP PARK BUS STOP, CULLEN STREET, NIMBIN.


DO NOT SCALE
 IF NOT PLOTTED
 @ A1 SIZE PAPER




AERIAL VIEW



TYPICAL BUS SHELTER



PROPOSED SITE FOR BUS STOP

SCALE: 80% NOT TO SCALE			APPROVED: _____ DATE: _____	AMENDMENTS: _____ NO: _____ DATE: _____	SERVICES: _____ DATE: _____ NO: _____ DATE: _____	 LISMORE CITY COUNCIL 2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) NOMINATIONS - NEW SHELTER PROJECT 4 - ALLSOP PARK BUS STOP, CULLEN STREET, NIMBIN.	No. OF SHEETS 1
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TRIM reference:
ED25/18497

Division/Branch:
Shared Services

Approving officer:
COFO Brief

Council requested \$20,000 funding for each of the proposed works. TfNSW has approved the funding of \$80,000 for works to be completed.

All works must be completed within two (2) years from the date of the approval letter (14 April 2025). Council's Senior Project Manager has confirmed that there is sufficient capacity to deliver the works within this timeframe.

These projects will be fully funded by the CPTIGS and therefore will be no co-contribution from Council.

TfNSW will pay 50% of the total approved grant upfront and on receipt of an acceptable final acquittal report in the Smarty Grants Portal, the final payment of 50% of the total approved grant will be paid.

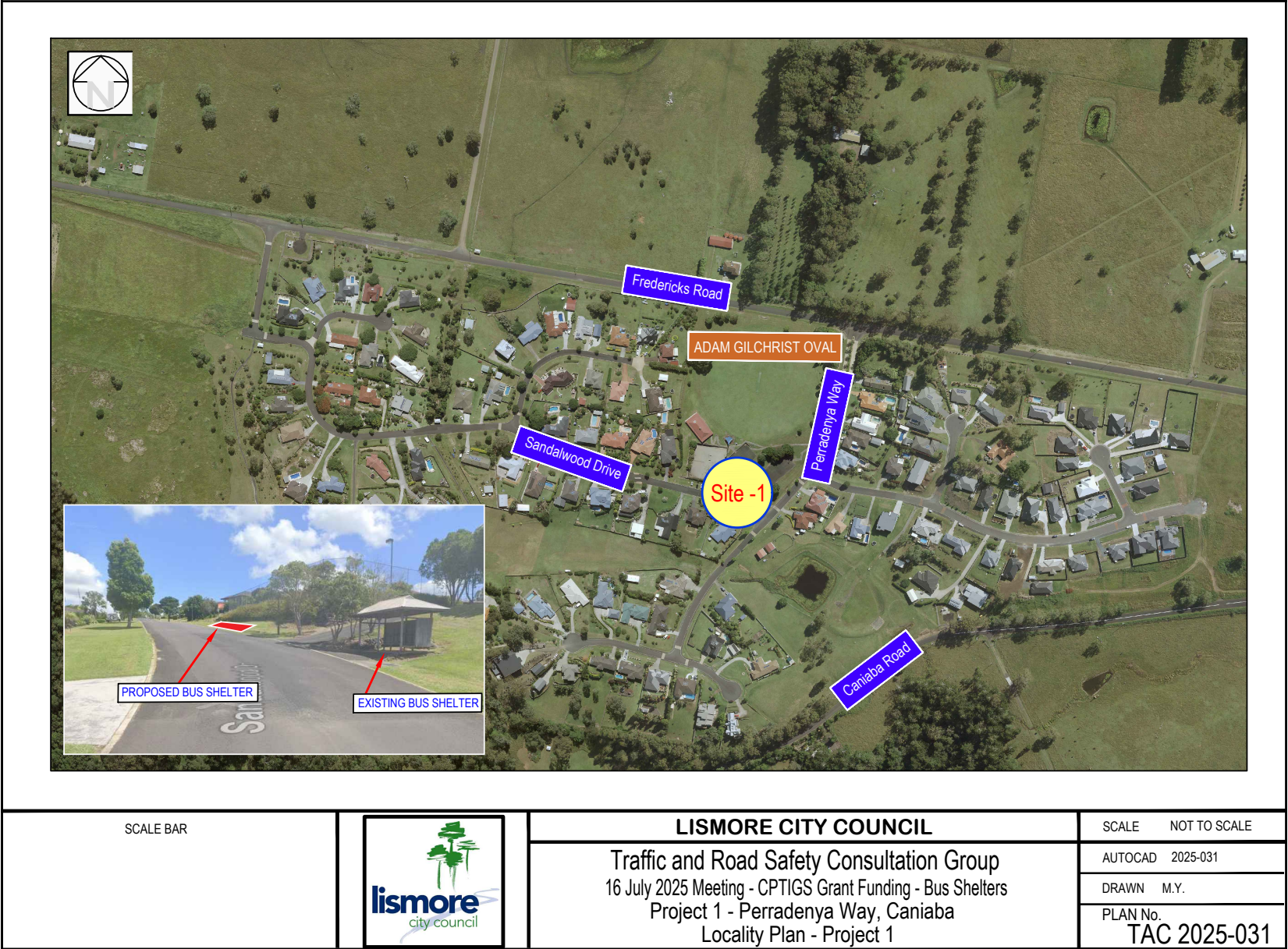
Attachments

Attachments	Title
A	Successful Letter CPTIGS 2024/25 (ED25/18532)
B	LCC Nomination Form (ED25/18523)

TRIM reference:
ED25/18497

Division/Branch:
Shared Services

Approving officer:
COFO Brief

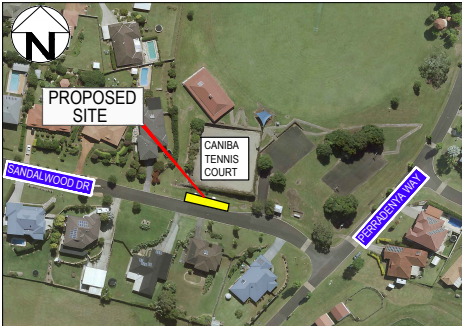


NOMINATION PLAN
 NOT FOR CONSTRUCTION

2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) - NEW SHELTER

PROJECT 1 - 1 PERRADENYA WAY, CANIBA

DO NOT SCALE
 IF NOT PLOTTED
 @ A1 SIZE PAPER



AERIAL VIEW



PROPOSED SITE FOR BUS SHELTER



TYPICAL BUS SHELTER

SCALE 0m NOT TO SCALE		APPROVED	AMENDMENTS	DATE	SERVICES		 LISMORE CITY COUNCIL 2024-2025 COUNTRY PASSENGER TRANSPORT INFRASTRUCTURE GRANTS SCHEME (CPTIGS) NOMINATIONS - NEW SHELTER PROJECT 1 - 1 PERRADENYA WAY, CANIBA	No. OF SHEETS 1
DATE	SURVEYED BY	DESIGNED BY	DRAWN BY	CHECKED BY	DATE			
REFERENCE MARK	DATE	DATE	DATE	DATE	DATE			

SCALE BAR



LISMORE CITY COUNCIL

Traffic and Road Safety Consultation Group

16 July 2025 Meeting - CPTIGS Grant Funding - Bus Shelters

Project 1 - Perradenya Way, Caniaba

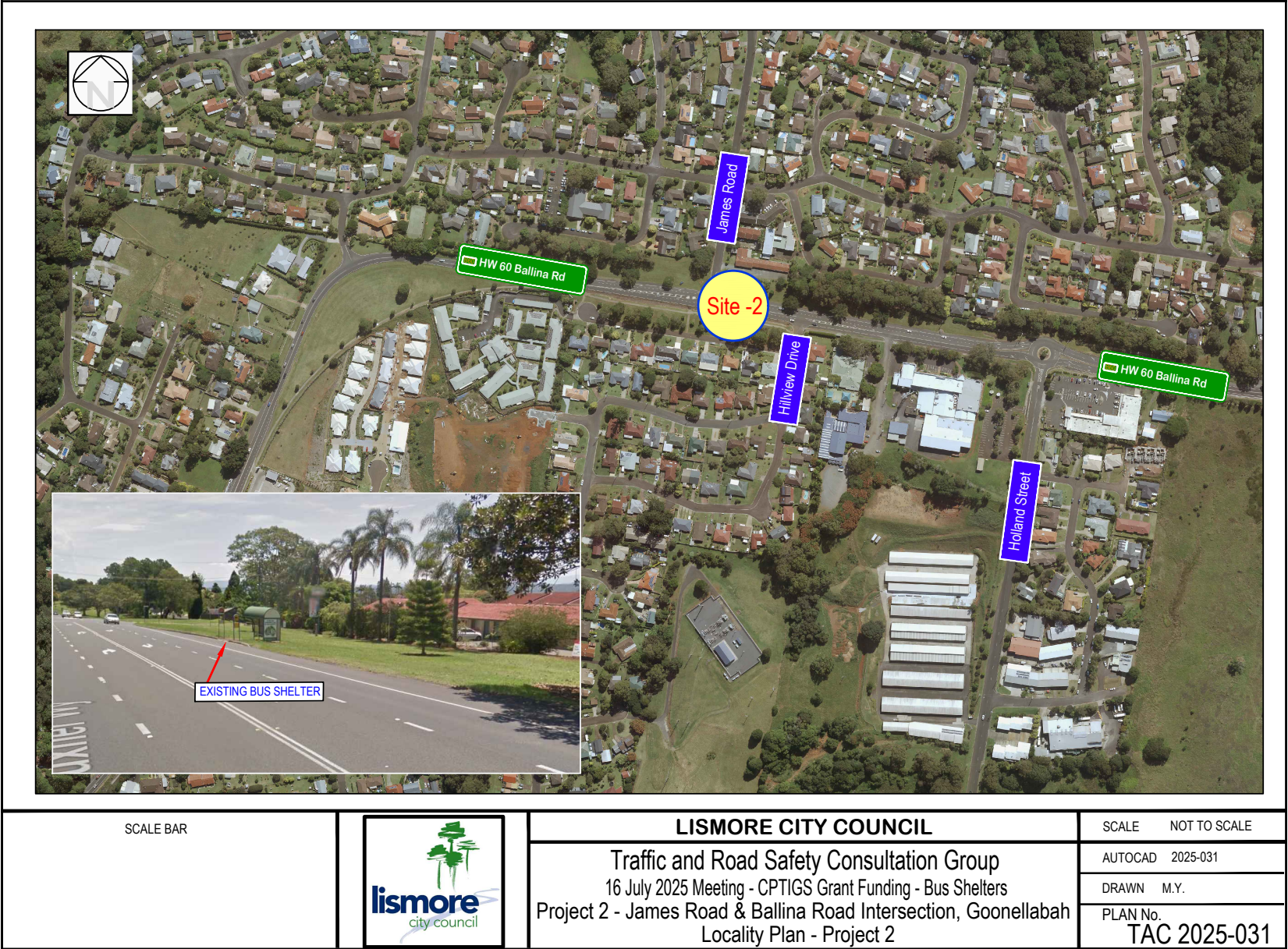
Site Plan - Project 1

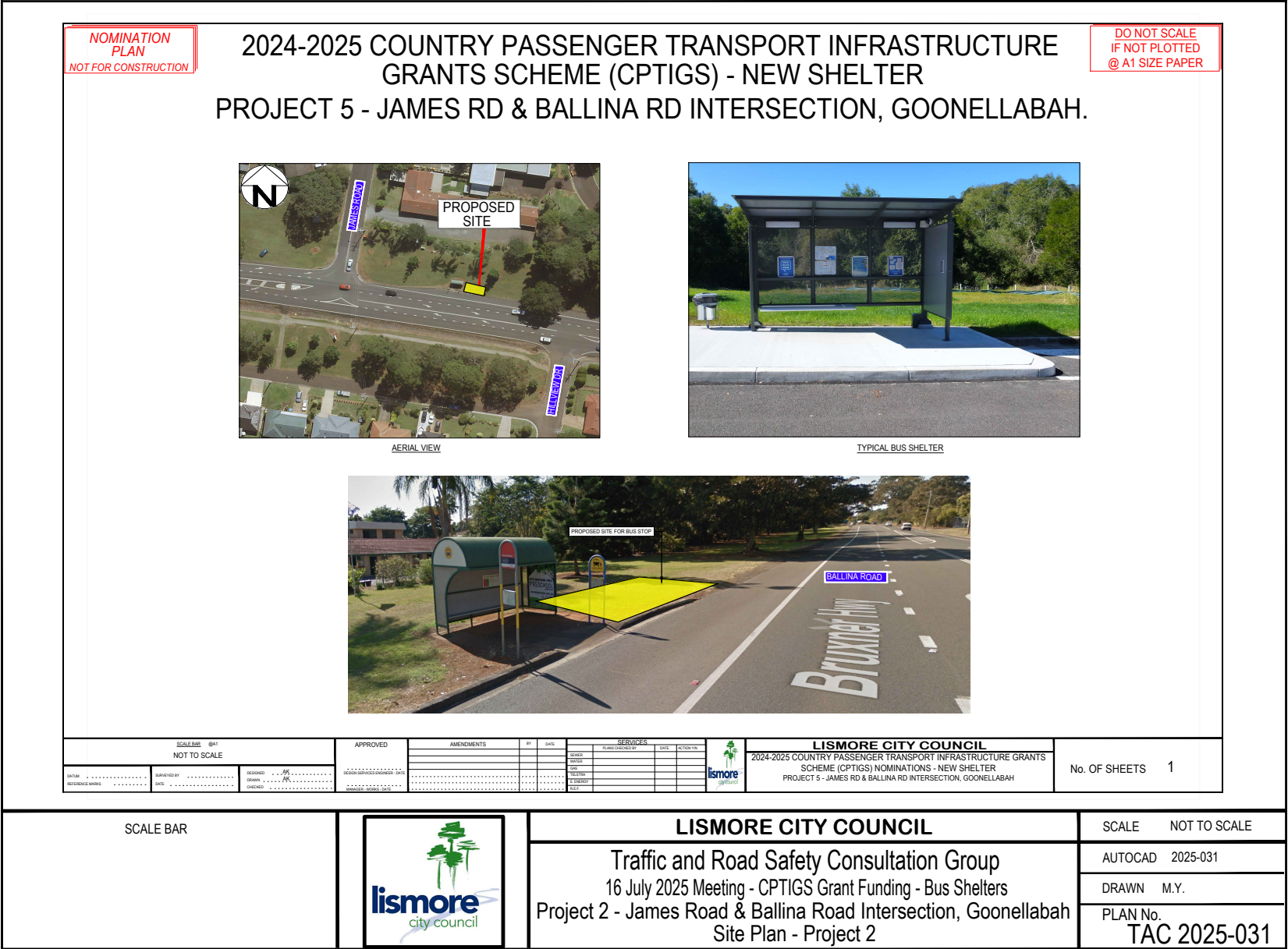
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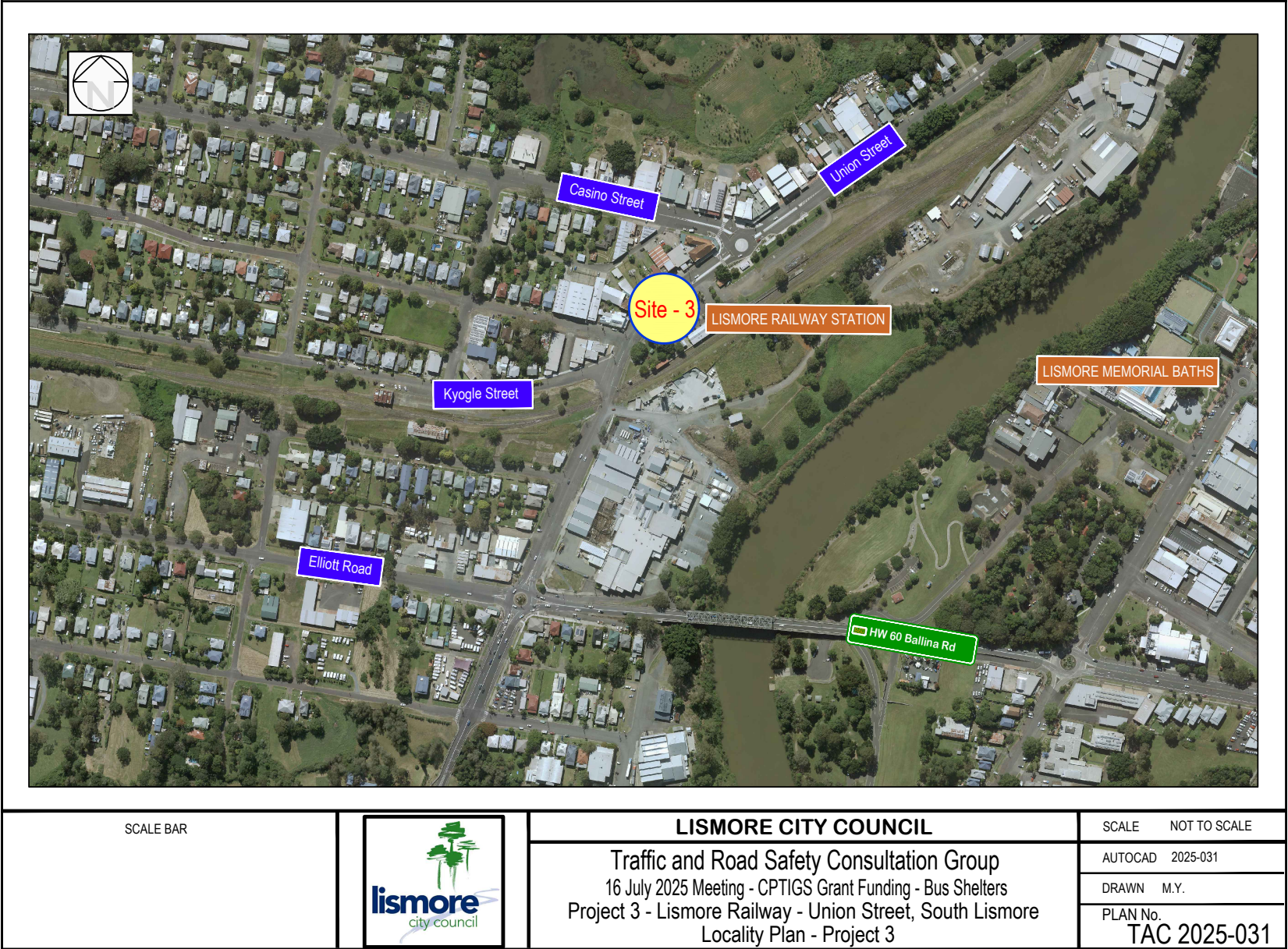
AUTOCAD 2025-031

DRAWN M.Y.

PLAN No.
TAC 2025-031







Local Traffic Committee
Meeting held 16 July 2025 - 4.2 - Request for Installation of four Bus Shelters

Business

Subject Request for Bus Shelter in Bexhill

TRIM Record No BP25/476:EF19/313-7

Item Number 4.3

A request received several times from a resident regarding the installation of a bus shelter at Coleman Street, Bexhill

Background

A request has been received several times from a resident regarding the installation of a bus shelter at Coleman Street, Bexhill where school children are dropped off and picked up by school busses. Large trees that previously provided shade and weather protection have been removed from the area where the buses operate. As a result, residents and parents have expressed concern that children now have less protection from inclement weather while waiting for buses.

Site Details

Coleman Street is a sealed roadway varying in width from 12.5 to 15.5 meters. It has a posted speed limit of 50 km/h and accommodates two-way traffic divided by a continuous double centerline.

A zebra crossing is located at the proposed bus zone site. Immediately after the crossing, a 5-metre-wide sealed Withers Street merges into Coleman Street.

The area of proposed bus zone is 30m long which has got 2m wide footpath from Withers Street to the entrance of Bexhill Public School at Coleman Street.

Local bus operators have confirmed that this area is actively used as a bus zone. The proposed site has got no traffic signages regarding parking and bus zone.

Attachment/s

1. [↓](#) Attach 4.3.1 Email from Resident
2. [↓](#) Attach 4.3.2 - Locality Plan
3. [↓](#) Attach 4.3.3 - Site Plan
4. [↓](#) Attach 4.3.4 - Site Photos

[Redacted]

From: [Redacted]
Sent: Wednesday, 30 October 2024 1:40 PM
To: Records
Subject: Bexhill Bus Shelter

CAUTION: This email was sent from outside our organisation. Be cautious, particularly with links and attachments unless you recognise the sender and know the content is safe.

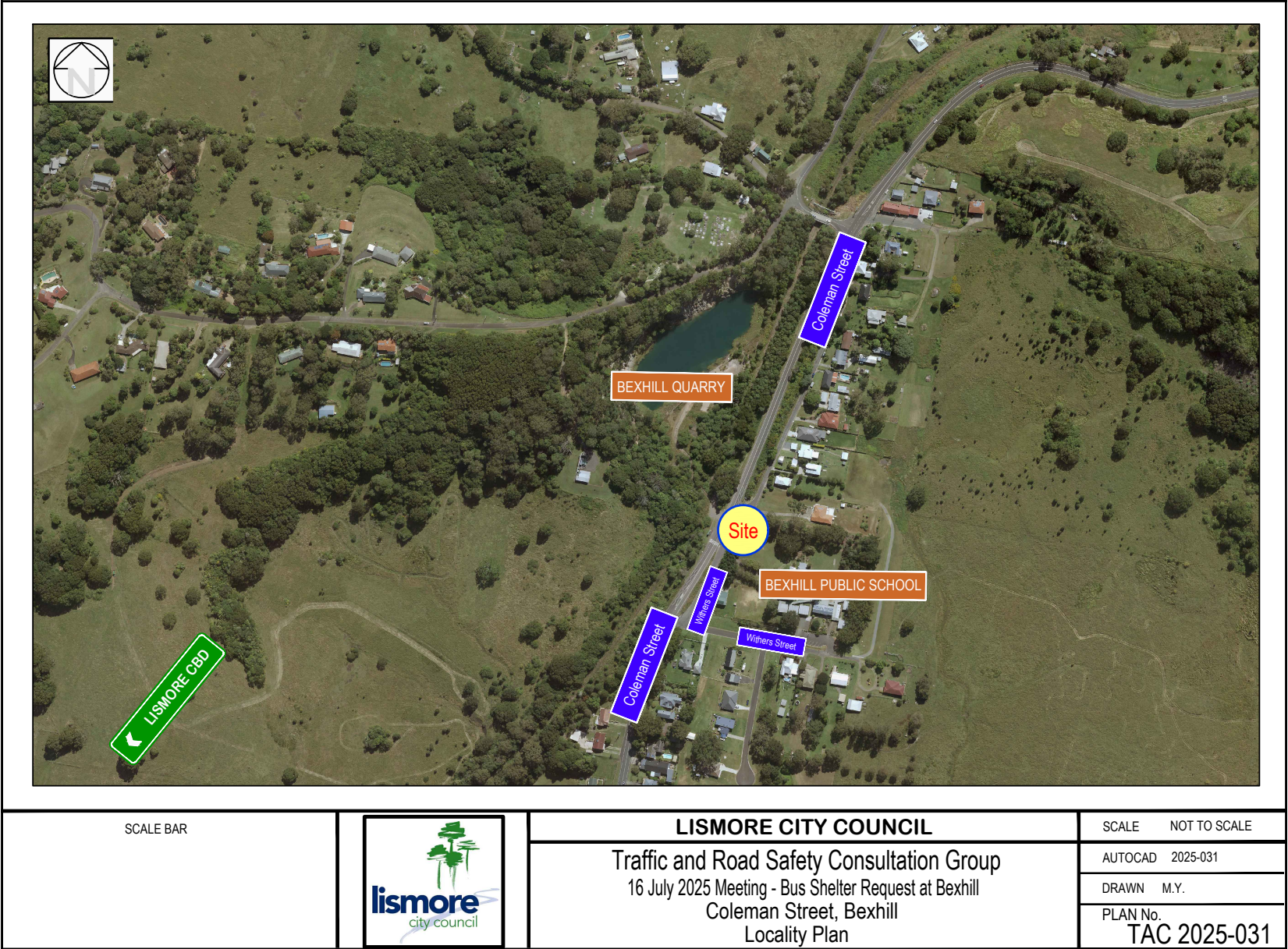
Hi,

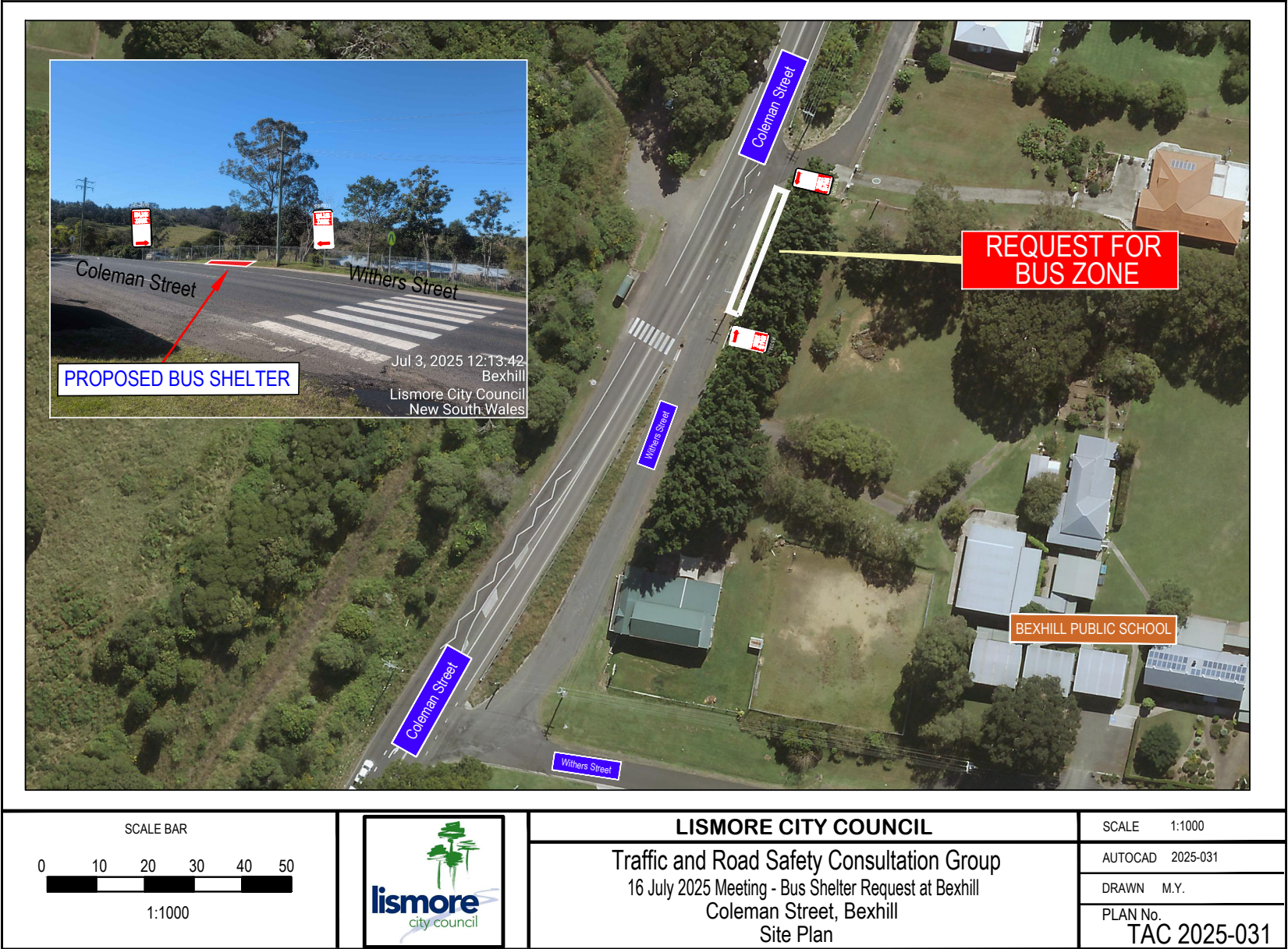
Just following up on numerous requests for a bus shelter at Bexhill. Since the demolition of the established trees at the beginning of the year, there has been no shade or reprieve from the elements. This is a Health and Safety issue for the school children who catch daily buses from there, as well as the broader community.

Can you please provide me with a date that a shelter will be built?

Thank you,

[Redacted]
[Redacted]







View North to South

Jul 3, 2025 12:12:23
Bexhill
Lismore City Council
New South Wales



View from Withers St

Jul 3, 2025 12:13:04
Bexhill
Lismore City Council
New South Wales



View from Pedestrian Crossing of Coleman St

Jul 3, 2025 12:13:16
Bexhill
Lismore City Council
New South Wales



View West to East

Jul 3, 2025 12:13:42
Bexhill
Lismore City Council
New South Wales

SCALE BAR		LISMORE CITY COUNCIL	SCALE	NOT TO SCALE
		Traffic and Road Safety Consultation Group	AUTOCAD	2025-031
		16 July 2025 Meeting - Bus Shelter Request at Bexhill	DRAWN	M.Y.
		Coleman Street, Bexhill	PLAN No.	
		Site Photos		TAC 2025-031

Business

Subject	Request for Roundabouts at 2 different intersections of Ballina Rd to Richmond Hill Rd and Cowlong Rd
TRIM Record No	BP25/477:EF19/313-7
Item Number	4.4

A request has been received from a resident regarding the installation of roundabouts at the intersections of Ballina Road - Richmond Hill Road and at the intersection of Ballina Road – Cowlong Road.

Background

A recently relocated resident contacted Lismore City Council to raise safety concerns regarding the difficulty and risk associated with turning right onto Ballina Road from Richmond Hill Road and Cowlong Road. The concerns relate specifically to the intersections of Ballina Road with Richmond Hill Road and Cowlong Road.

Site Details

Intersection of Ballina Road & Richmond Hill Road

Ballina Road is a nominal 8 m wide, sealed, two-way state highway with a speed limit of 70 km/h at the intersection.

Richmond Hill Road is classified as an arterial road in Council's Road hierarchy. It provides access to the Richmond Hill residential area and connects Ballina Road to Bangalow Road.

There is an existing give way signage at Richmond Hill Road turning into Ballina Road.

Ballina Road includes:

- A left-turn lane into Richmond Hill Road for traffic travelling from Lismore to Ballina.
- A right-turn lane into Richmond Hill Road for traffic travelling from Ballina to Lismore.

There is also an acceleration lane for vehicles turning onto Ballina Road from Richmond Hill Road.

Intersection of Ballina Road & Cowlong Road

Ballina Road is a nominal 8 m wide, sealed, two-way state highway with a speed limit of 70 km/h at the intersection.

Cowlong Road is classified as a sub-arterial road in Council's Road hierarchy. It provides access to the McLeans Ridges area and connects Ballina Road to Eltham Road.

Ballina Road includes:

- A left-turn lane into Cowlong Road for traffic travelling from Lismore to Ballina.
- A left-turn lane into Alphadale Road for traffic travelling from Ballina to Lismore.
- A dedicated right-turn lane into Alphadale Road for traffic travelling from Lismore to Ballina.
- A dedicated right-turn lane into Cowlong Road for traffic travelling from Ballina to Lismore.

There is a Stop sign at Cowlong Road for vehicles entering Ballina Road. Vehicles turning right must wait for a safe gap in both directions, from Lismore to Ballina traffic and for vehicles on Ballina Road turning into Cowlong Road.

Local Traffic Committee

Meeting held 16 July 2025 - 4.4 - Request for Roundabouts at 2 different intersections of Ballina Rd to Richmond Hill Rd and Cowlong Rd

Similarly, at Alphadale Road, a Stop sign is present for vehicles entering Ballina Road. Right-turning vehicles must wait for both Ballina to Lismore traffic and for vehicles on Ballina Road turning into Alphadale Road.

These conditions make it challenging to turn right onto Ballina Road from either Cowlong Road or Alphadale Road during peak traffic hours.

- The nearest U-turn facility for vehicles attempting to turn right onto Ballina Road from Cowlong Road is approximately 4.8 km away, at the Sneaths Road and Lismore Road roundabout.
- For vehicles at Alphadale Road, the closest U-turn is 1.6 km away, at the Ballina Road and Oliver Avenue roundabout.

Traffic Data and Accident History

Intersection of Ballina Road & Richmond Hill Road

There is no traffic data recorded for this road.

There have been two recorded accidents in the period 2019-2024 and only one of the accidents was minor injury. No incidents have been recorded since the speed limit was reduced from 80 km/h to 70 km/h.

Intersection of Ballina Road & Richmond Hill Road

There is no traffic data recorded for this road.

There have been five recorded accidents in the period 2019-2024. Two of the accidents were minor injury and only one of them moderate injury.

Attachment/s

1. [↓](#) Attach 4.4.1 Email Letter from Resident
2. [↓](#) Attach 4.4.2 - Locality Plan
3. [↓](#) Attach 4.4.3 - Site Plan - Site 1
4. [↓](#) Attach 4.4.4 - Site Photos - Site 1
5. [↓](#) Attach 4.4.5 - Site Plan - Site 2
6. [↓](#) Attach 4.4.6 - Site Photos - Site 2

19 June 2025

To Whom It May Concern:

Lismore Council

URGENT ATTENTION RE: BRUXNER HIGHWAY DANGER SPOT

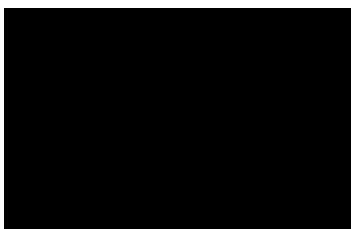
Near Richmond Hill Road turn off, AND Cowlong Road off Bruxner Highway

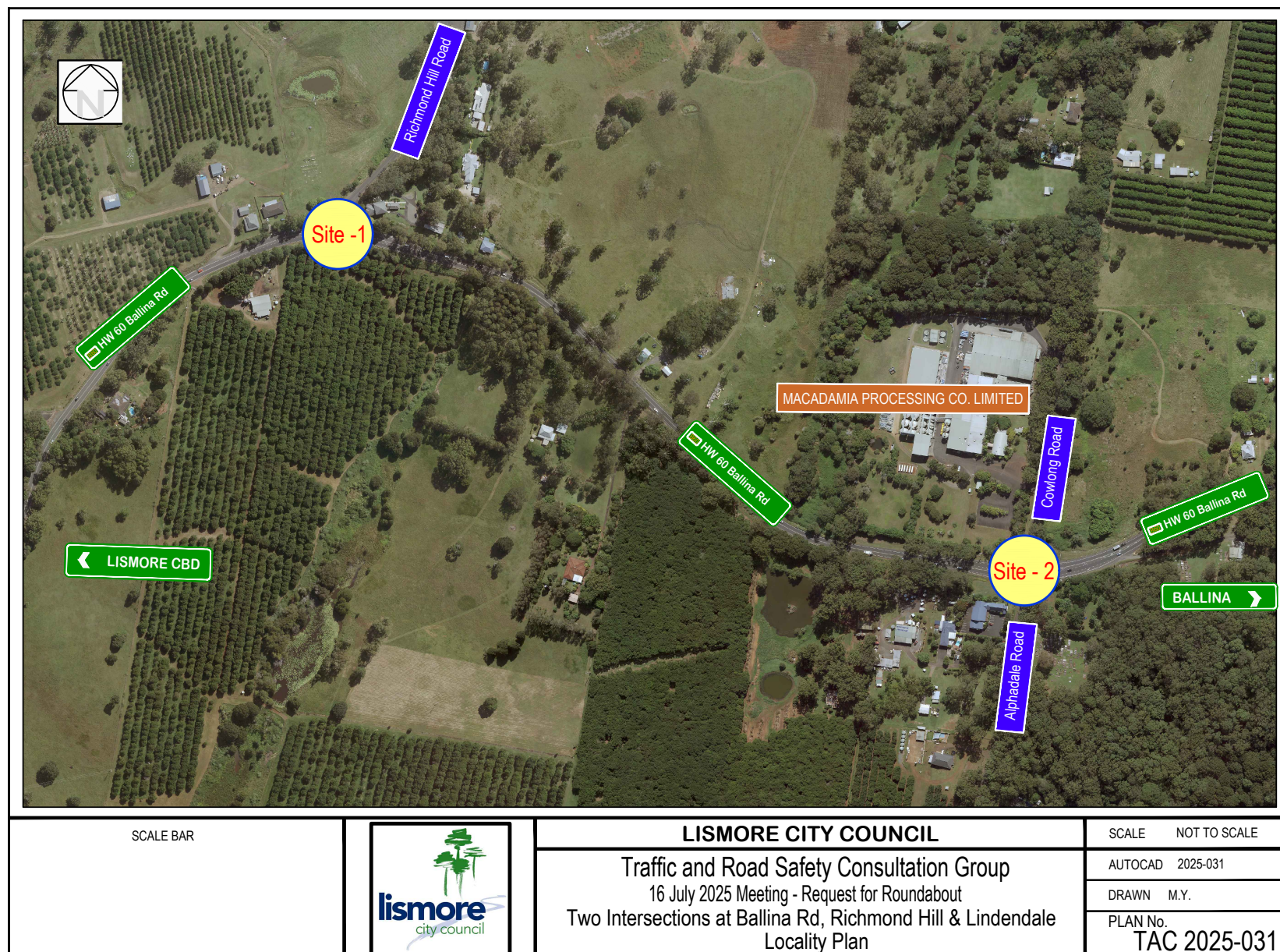
I am writing to bring your attention to 2 local danger spots off the Bruxner Highway. I have recently moved to Richmond Hill earlier this year and daily, I am witnessing dangerous driving with the potential for fatalities. With the amount of traffic coming off these roads and the difficulty for drivers turning right off Richmond Hill Road (and entering this road), and off Cowlong Road. **This needs your urgent attention**

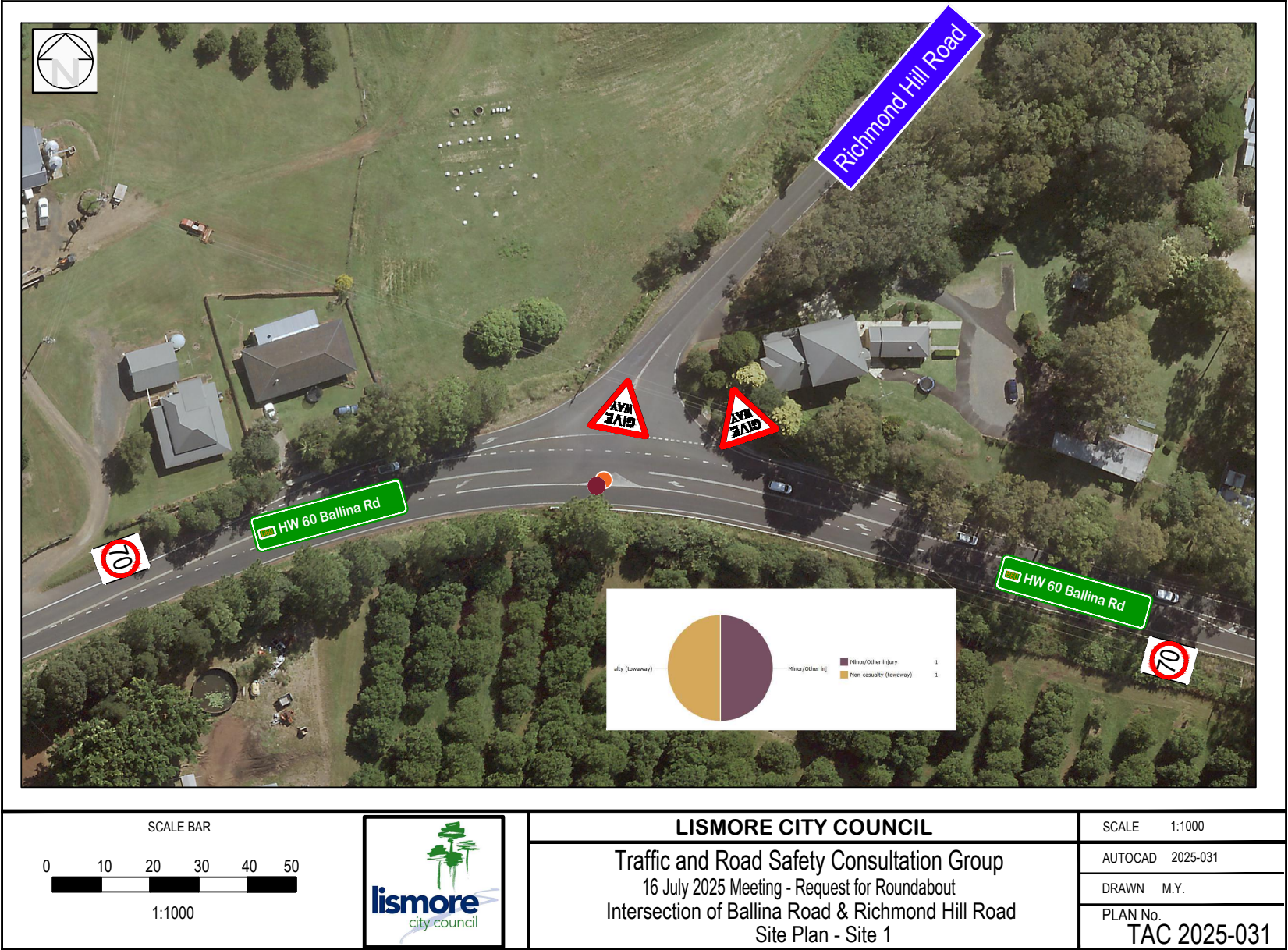
I have seen huge trucks almost colliding with cars as they speed around the corner near Richmond Hill Road. I have also witnessed cars having to edge their way out off Cowlong Road onto the Bruxner Highway, to turn in either direction.

The speed limit needs to drop and there needs to be roundabouts put into these danger spots as a matter of urgency. I would appreciate your urgent attention to this matter before someone gets hurt please.

Kind regards,







View from West to East



Jul 3, 2025 11:52:47
471 Richmond Hill Road
Richmond Hill
Lismore City Council
New South Wales

View from the Intersection



Jul 3, 2025 11:53:29
1118 Bruxner Way
Richmond Hill
Lismore City Council
New South Wales

View from East to West

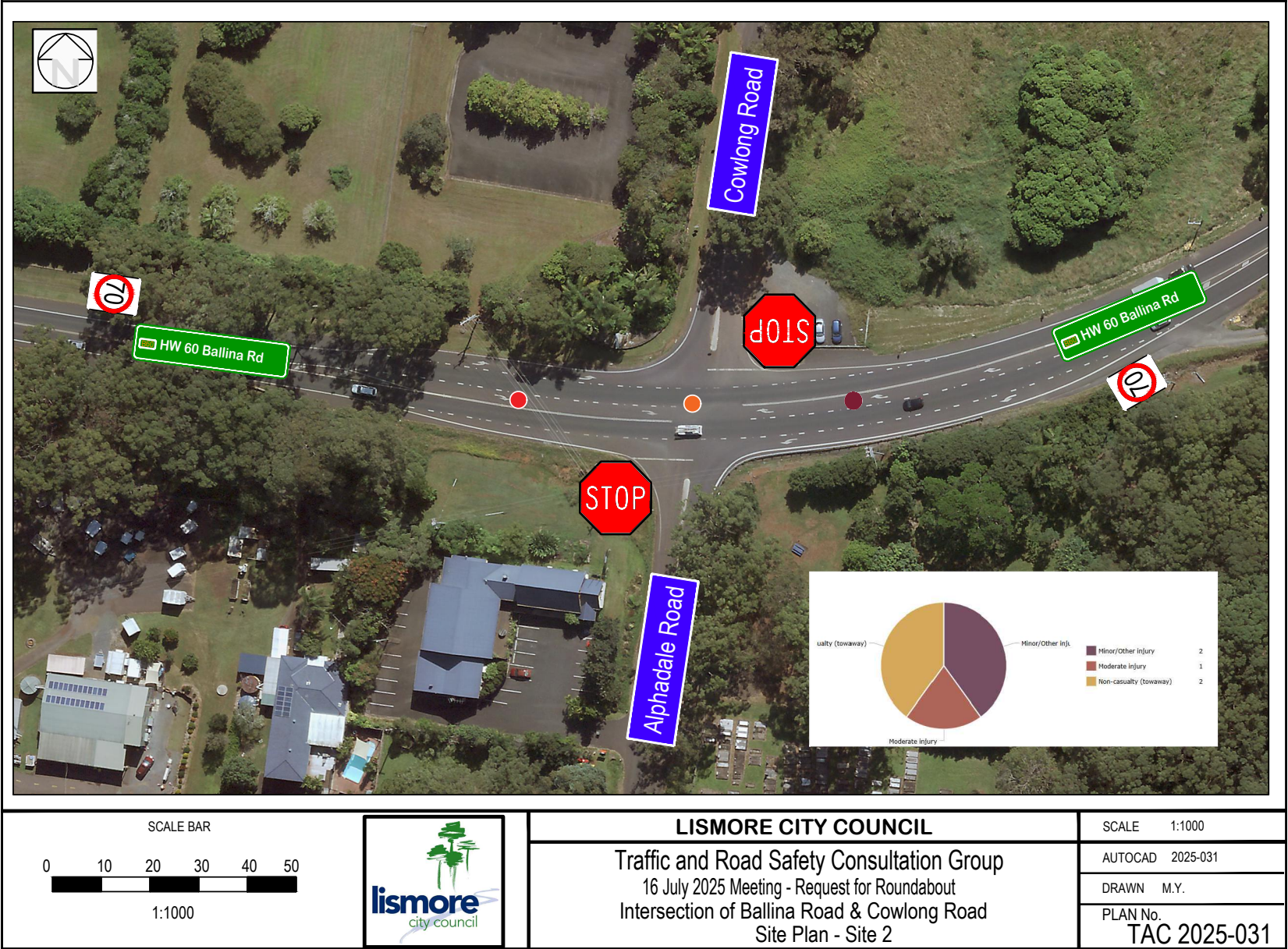


Jul 3, 2025 11:54:23
470 Richmond Hill Road
Richmond Hill
Lismore City Council
New South Wales

View from North to South



SCALE BAR		LISMORE CITY COUNCIL	SCALE NOT TO SCALE
		Traffic and Road Safety Consultation Group	AUTOCAD 2025-031
		16 July 2025 Meeting - Request for Roundabout	DRAWN M.Y.
		Intersection of Ballina Road & Richmond Hill Road	PLAN No.
		Site Photos - Site 1	TAC 2025-031



View from Alphadale Rd



Jul 3, 2025 11:57:59
3 Alphadale Road
Lindendale
Lismore City Council
New South Wales

View from West to East



Jul 3, 2025 11:58:30
3 Alphadale Road
Lindendale
Lismore City Council
New South Wales

View from East to West



Jul 3, 2025 11:59:31
3 Alphadale Road
Lindendale
Lismore City Council
New South Wales

View from Cowlong Rd



SCALE BAR		LISMORE CITY COUNCIL Traffic and Road Safety Consultation Group 16 July 2025 Meeting - Request for Roundabout Intersection of Ballina Road & Cowlong Road Site Photos - Site 2	SCALE NOT TO SCALE AUTOCAD 2025-031 DRAWN M.Y. PLAN No. TAC 2025-031
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Business

Subject	Request for Line Separation at the Intersection of McKenzie St and Dibbs St
TRIM Record No	BP25/478:EF19/313-7
Item Number	4.5

A request has been raised by a resident to review the safety of the intersection at Dibbs Street and McKenzie Street.

Background

A resident contacted Lismore City Council to raise safety concerns regarding the intersection of Dibbs Street and McKenzie Street, requesting the matter be considered by the Lismore Local Traffic Committee.

The resident reported that vehicles travelling northbound on Dibbs Street approach the McKenzie Street intersection at high speeds. The width of the road and the available sight distance appear to contribute to this behavior, making it easy for drivers to turn into McKenzie Street at high speed. The resident described an incident that accrues occasionally, a vehicle turning into McKenzie Street at speed and nearly colliding with the vehicle which is 20m away from the intersection.

The resident has requested the installation of a small concrete median or pedestrian island at the western end of the intersection on McKenzie Street. Additionally, the resident would like to attend any on-site meeting if one is to be held.

Site Details

McKenzie Street is a 12.5-metre-wide urban sealed road at the intersection with Dibbs Street.

The speed limit of both Dibbs Street and McKenzie Street is 50km/h.

There are existing Give Way Signs on both McKenzie Street approach to Dibbs Street.

The northern side of McKenzie Street features 45-degree angle parking and the southern side has no formal parking restrictions; vehicles typically park parallel on the grass verge.

Apart from the give way line markings, there is no other line marking, including for 45-degree angle parking bays.

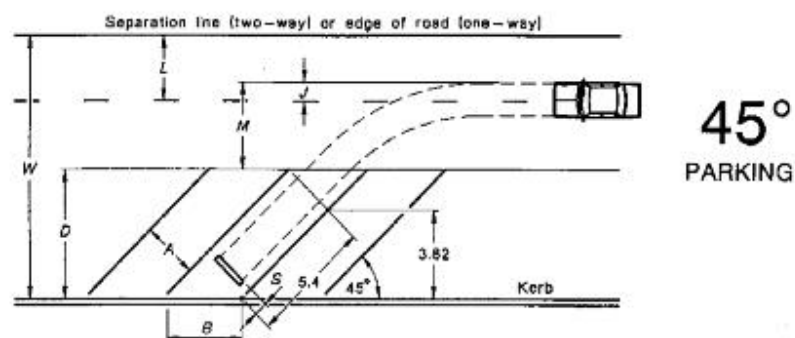
Traffic Data and Traffic Accidents

Traffic Data (2012) indicates Average Daily Traffic of 944 vehicles, including 4% heavy vehicles. 85% of speed was measured at 43.6 km/h.

There were four recorded accidents in the period 2000-2009, three of which resulted in injury. No accidents have been recorded since 2009.

Technical Information

According to Australian Standard AS2890.5, the minimum parking depth for 45-degree angle on-street parking is 4.8m and minimum maneuver space for 45-degree angle on-street parking is 3.9m.



Dimensions		Use category (see Table 2.2)			
		Low	Medium	High	Disabled
A—space width		2.4	2.5	2.6	3.2
B—space width parallel to kerb		3.4	3.5	3.7	4.5
D—lateral depth of spaces (Note 1)	D_1	5.2	5.2	5.2	5.2
	D_2	4.8	4.8	4.8	4.8
	D_3	5.5	5.6	5.7	6.1
M—manoeuvre space (Note 3)		3.9	3.7	3.5	3.5
J—allowable encroachment into adjacent traffic lanes (Note 4)		2.5	2.5	2.5	2.5
Minimum width required, kerb line to outer edge of a moving traffic lane = $D + M - J$		6.9	6.8	6.7	6.7
L—width of lane(s) for moving traffic: 0-800 vehicles/hour (Note 5) 800-1600 vehicles/hour (Note 5)		3.5	3.5	3.5	3.5
		6.5	6.5	6.5	6.5
W—minimum overall width required, kerb line to separation line = $D + M - J + L$; 0-800 vehicles/hour (Note 5) 800-1600 vehicles/hour (Note 5)		10.4	10.3	10.2	10.2
		13.9	13.8	13.7	13.7
S—wheelstop distance: Nose-in parking		0.6	0.6	0.6	0.6
Rear-in parking (Note 6)		0.9	0.9	0.9	0.9

DIMENSIONS IN METRES

NOTES:

- 1 Dimension D is selected as follows (see Note 2):
 D_1 —where parking is to a wall or high kerb not allowing any overhang.
 D_2 —where parking is to a low kerb which allows 600 mm overhang.
 D_3 —where parking is controlled by wheelstops installed at right angles to the direction of parking.
- 2 Formulae from which values of D_1 , D_2 and D_3 have been calculated are given in AS 2890.1.
- 3 Dimension M gives the lateral space required when manoeuvring into or out of a parking space. Roadway width limitations are dealt with further in Clause 2.4.
- 4 Dimension J is the extent to which a vehicle can be allowed to obstruct the adjacent moving traffic lane while manoeuvring into or out of a parking space. The value $J = 2.5$ m is appropriate to traffic speeds of 60 km/h or less past the site. At higher speeds it is recommended that J be reduced by 1.0 m for each 10 km/h by which the speed exceeds 60 km/h, with a minimum value of $J = 0$.
- 5 The quoted traffic volumes are one-way maximum hourly volumes, total of all lanes, during the times parking is permitted.
- 6 Rear-in angle parking spaces slope in the opposite direction.

FIGURE 2.3 LAYOUT AND MINIMUM ROADWAY WIDTH FOR 45 DEGREE ANGLE PARKING SPACES

Attachment/s

1. [Attach 4.5.1 Email from Contact Centre](#)
2. [Attach 4.5.2 - Locality Plan](#)
3. [Attach 4.5.3 - Site Plan](#)
4. [Attach 4.5.4 - Site Photos](#)

[REDACTED]

From: CONTACT CENTRE
Sent: Friday, 15 March 2024 2:50 PM
To: [REDACTED]
Subject: Traffic Advisory Committee

Good afternoon [REDACTED],

[REDACTED] called about his request last year for traffic signs/management of the intersection of Dibbs and McKenzie streets.

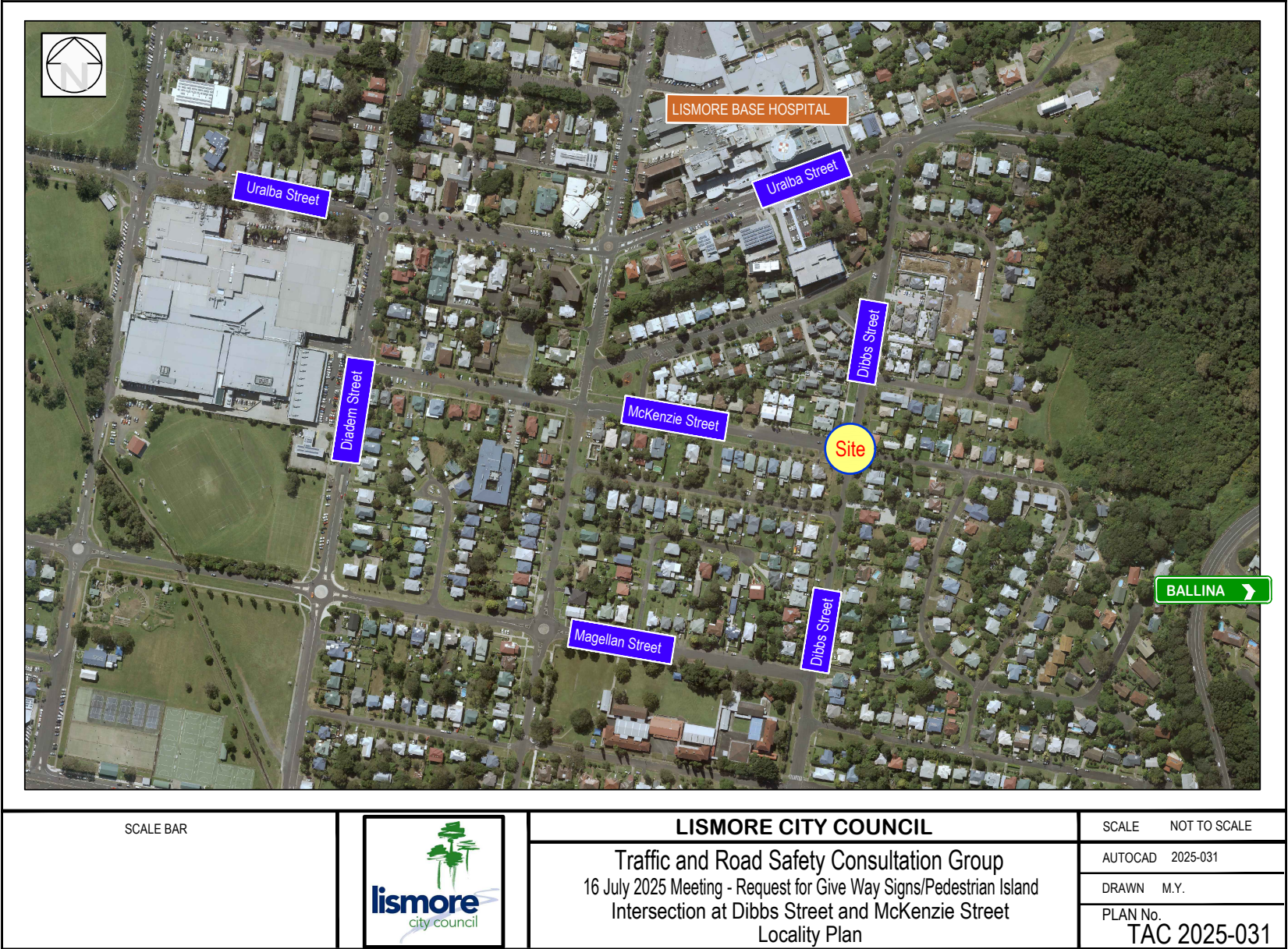
The CRM 10747/2023 is still open and referred to the traffic committee for investigation but there has been no outcome or response to the customer.

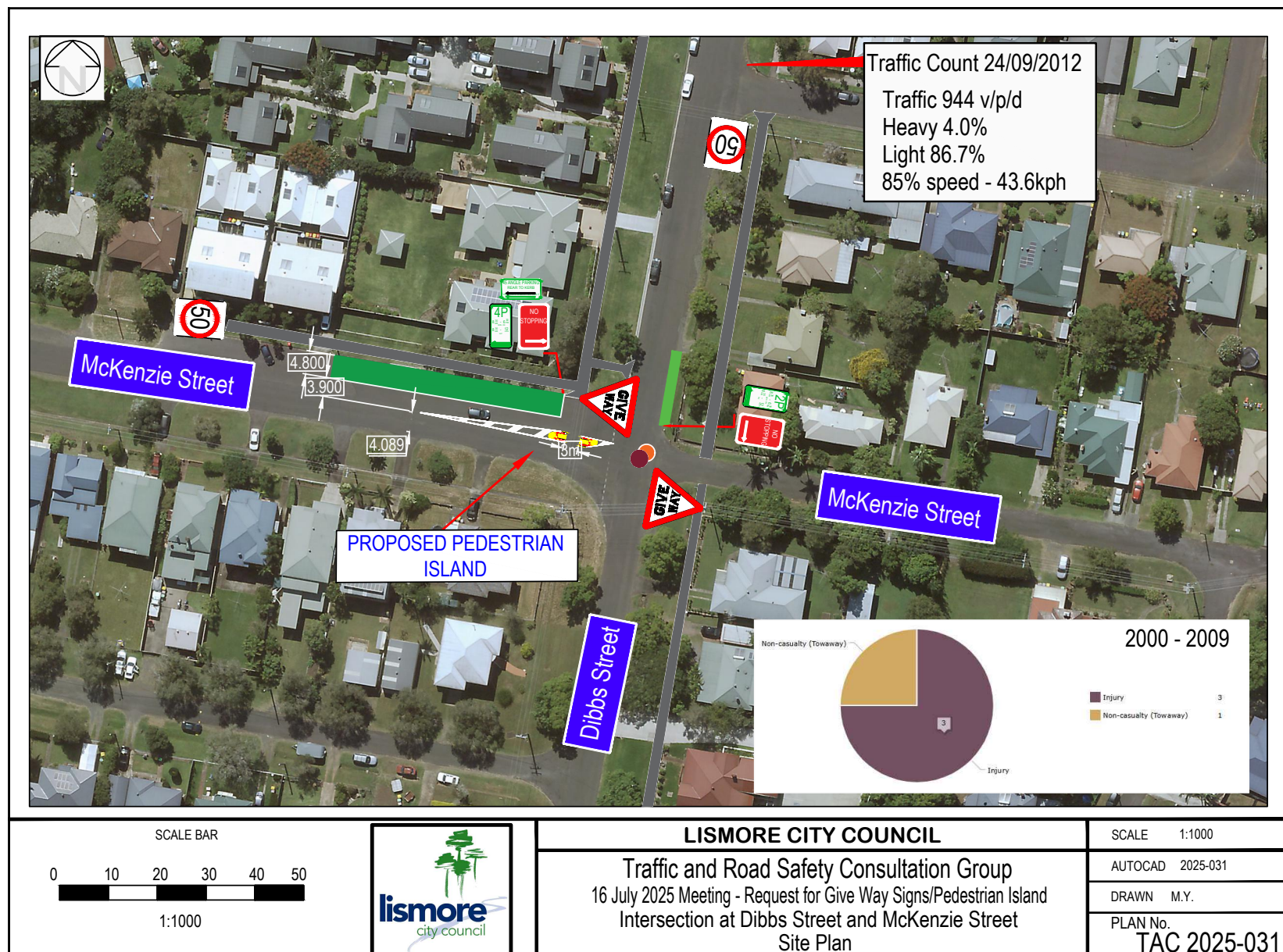
Could you please look into this and get back to [REDACTED] about what can be done to address the issue.

Kind regards,

[REDACTED] | Customer Service Officer | **Lismore City Council**
PO Box 23A, Lismore, 2480 | T [REDACTED] | F [REDACTED] | www.lismore.nsw.gov.au
Lismore City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work.







View from West to East



Jul 3, 2025 11:38:16
79 McKenzie Street
Lismore City Council
New South Wales

View from West Approach of the Intersection



Jul 3, 2025 11:38:56
82 McKenzie Street
Lismore City Council
New South Wales

View from East Approach of the Intersection



Jul 3, 2025 11:39:58
5 McKenzie Street
Lismore City Council
New South Wales

View from South Approach of the Intersection



Jul 3, 2025 11:41:09
5 McKenzie Street
Lismore City Council
New South Wales

SCALE BAR		LISMORE CITY COUNCIL Traffic and Road Safety Consultation Group 16 July 2025 Meeting - Request for Give Way Signs/Pedestrian Island Intersection at Dibbs Street and McKenzie Street Site Photos	SCALE NOT TO SCALE AUTOCAD 2025-031 DRAWN M.Y. PLAN No. TAC 2025-031
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Business

Subject	Request for Driveway Amendments of Aged Care Facility at Rous Rd and Oliver Ave Roundabout
TRIM Record No	BP25/479:EF19/313-7
Item Number	4.6

The Lismore City Council Design Team has requested eastern access at the roundabout to United Carroona Jarman to be both entry and exit point

Background

The proposal to restrict the eastern access to United Carroona Jarman to EXIT ONLY, including the installation of a STOP sign when entering the roundabout, and to designate an ENTRY ONLY access to United Carroona Jarman from Rous Road, was supported.

The TRSC group noted and supported the proposal, and it was noted that the proposal would be sent to TfNSW for comment, and then referred to the Local Traffic Committee

The roundabout at Rous Road and Oliver Ave is currently under construction. The Lismore Council Design Team is proposing that the driveway access into United Carroona be reverted to two-way as it originally was instead of remaining entry only.

Current Proposal

- Construct the eastern access at the roundabout to United Carroona Jarman as both an entry and exit point.
- Entry and exit lanes to be clearly delineated with line marking.
- Include the stop sign on “Exit Lane” of the driveway
- The proposed driveway treatment at this location addresses previous sight distance concerns along Rous Road.
- The entry/exit driveway also addresses the recently identified hazard of vehicles slowing on northern exit along Rous Road to enter the United Carroona Jarman site. Concerns have been raised from Carroona about vehicles indicating to enter their facility being confused with those to exit the roundabout. Other vehicles are also accelerating to exit the intersection whilst turning traffic is slowing to enter the site. The proposed new entry at the roundabout will address these issues allowing vehicles to enter the site while undertaking an existing turn maneuver.
- That the Roundabout Concept Plan be approved, noting the modifications to the proposed medians to accommodate articulated vehicles as required to service Arterial (Rous Road) and Collector Roads (Oliver Avenue).

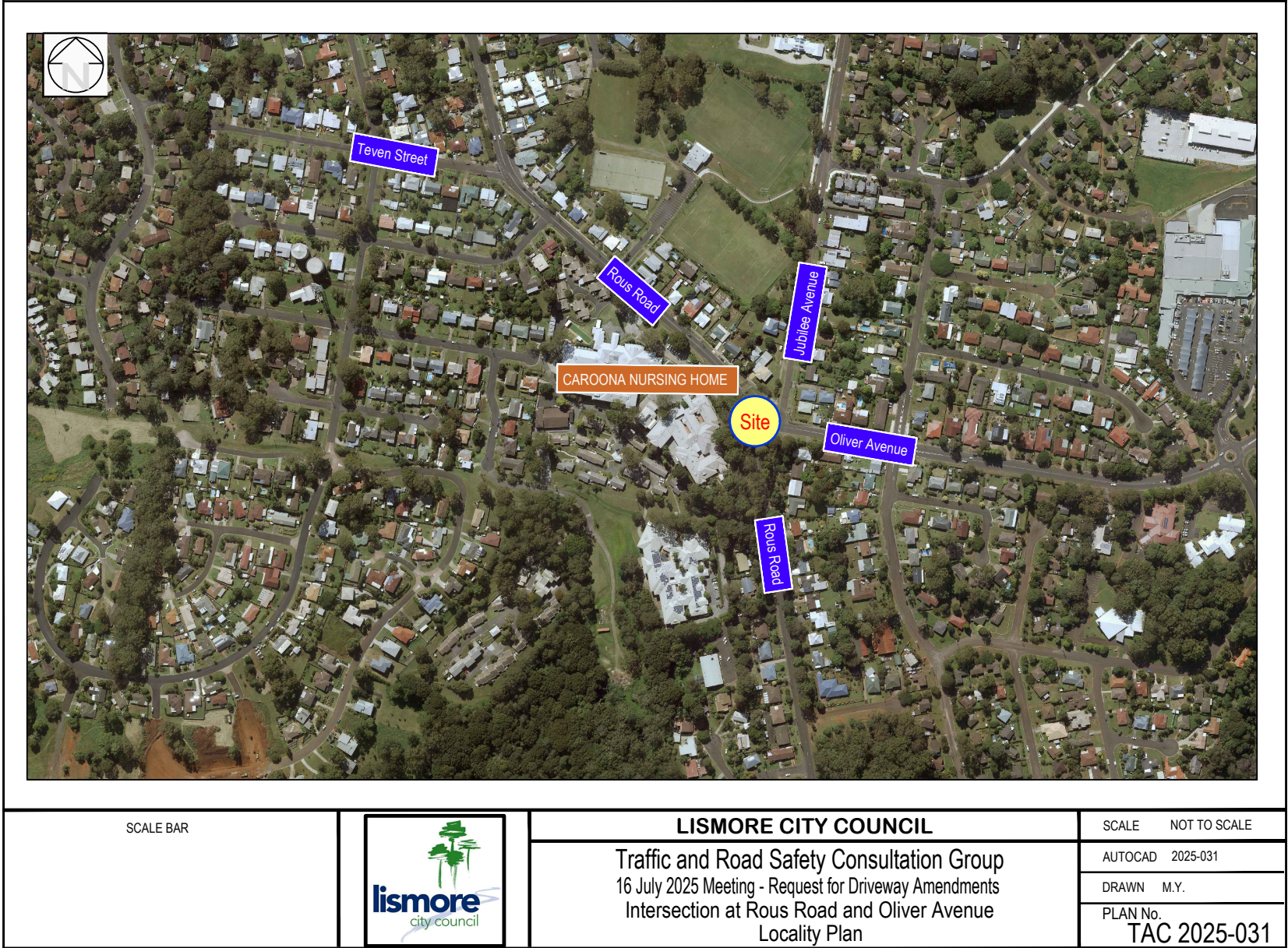
It is noted that alternative options, including relocating the driveway outside the functional zone of the roundabout (to the north of the Carroona Site), were considered but not supported due to Carroona and internal circulation requirements.

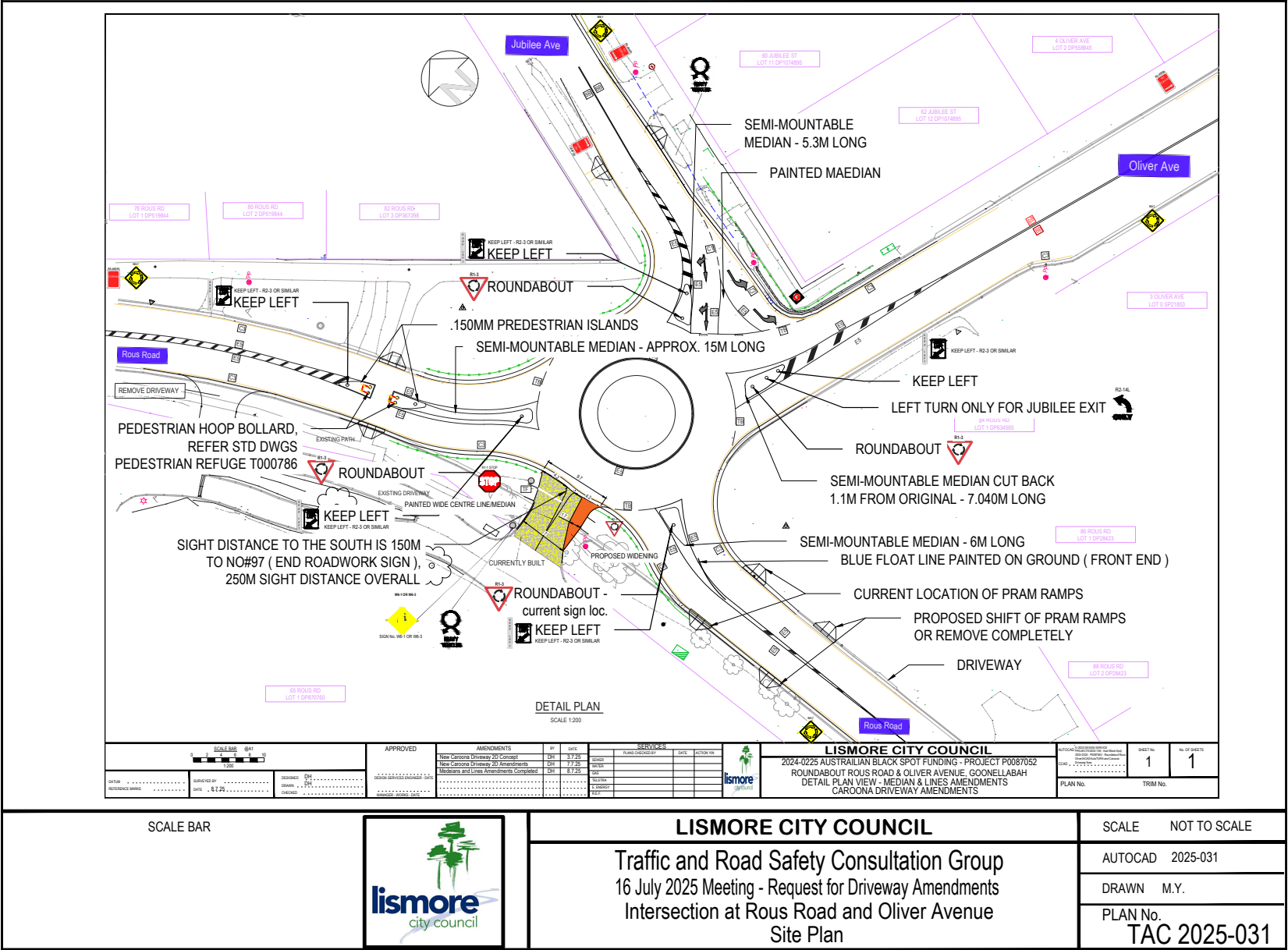
Attachment/s

1. [↓](#) Attach 4.6.1 - Locality Plan
2. [↓](#) Attach 4.6.2 - Site Plan
3. [↓](#) Attach 4.6.3 - Site Photos

Local Traffic Committee

Meeting held 16 July 2025 - 4.6 - Request for Driveway Amendments of Aged Care Facility at Rous Rd and Oliver Ave Roundabout





View from Oliver Avenue



Jul 9, 2025 12:18:35

View from Westbound of Rous Road



Jul 9, 2025 12:20:16
Goonellabah
Lismore City Council
New South Wales

View from Carroona Driveway



Jul 9, 2025 12:19:28
95 Rous Road
Goonellabah
Lismore City Council
New South Wales

View from Eastbound of Rous Road



Jul 9, 2025 12:21:31
5 Mark Place
Goonellabah
Lismore City Council
New South Wales

SCALE BAR		LISMORE CITY COUNCIL	SCALE NOT TO SCALE
		Traffic and Road Safety Consultation Group	AUTOCAD 2025-031
		16 July 2025 Meeting - Request for Driveway Amendments	DRAWN M.Y.
		Intersection at Rous Road and Oliver Avenue	PLAN No.
Site Photos			TAC 2025-031