

Local Transport Forum

A meeting of the Local Transport Forum will be held at the Wilsons Room on Wednesday, 3 December 2025 at 10.00am

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

Cr Jeri Hall
Chairperson

*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

Local Traffic Committee held 16 July, 202531

3. Disclosure of Interest

4. Business

4.1 Request for School Zone Extension and No Left Turn6

4.2 Request for Bus Zone Relocation at Corndale Public School 11

4.3 Request for Relocation of Lismore Transit Centre 18

4.4 Request for Road Closure on Molesworth Street.....23

4.5 Minutes of the Local Traffic Internal Working Group - 24 November 2025.....29

5. Next Meeting

Business



Business

Subject	Request for School Zone Extension and No Left Turn
TRIM Record No	BP25/891:EF19/313-7
Item Number	4.1

A community member raised concern regarding the school zone extension on and around Dibbs Street and no left turn at the intersection of Ballina Road and Nielson Road.

Background

A request has been received to extent the existing school zone on Dibbs Street and to introduce a left-turn-only restriction at the intersection of Ballina Road and Nielson Road.

The requester advises that increasing pedestrian and vehicular activity in the area has raised concerns regarding the safety of school children and the potential for accidents. It is claimed that the absence of footpaths, combined with some vehicles travelling at high speeds on the uphill streets, poses a significant risk to both pedestrians and students.

The requester further suggests that implementing a left-turn-only restriction at the intersection of Ballina Road and Nielson Street would help reduce vehicle traffic within the immediate school area by forcing the drivers to turn right to Ballina Road at Dibbs Street turn or Wyrallah Road roundabout instead of Nielson St turn.

Site Details

- Site 1 – Dibbs Street – School Zone:
Dibbs Street is an 8m-10m wide sealed two-way urban road that connects Ballina Road to Wyrallah Road. The Existing School Zone extends from Dalley Street to Avondale Ave on Dibbs Street, providing approximately 110–120 metres of school zone coverage in each direction.
- Site 2 – Intersection of Ballina Road and Nielson Street – Left Turn Only:
Ballina Road is a sealed two-way state highway with a speed limit of 60 km/h.
Nielson Street is approximately 1.5 km long and is a 6-metre-wide sealed urban road with a 50 km/h speed limit. Between Bright Street and Ballina Road, the road transitions to a one-way configuration and narrows to approximately 5.2 metres in width.

NSW Standards – School Zone Position and Length

According to TS 03631, the school's main direct access point should be the midpoint for measuring the school zone length. School zones should extend at least 100m from the outer most school entry point. The school zone on the main school frontage should not be less than 200 m where the school zone speed limit is 40 km/h. The minimum length that a school zone may extend into a side street is 10 m.

The position and length of each school zone shall be determined on a case-by-case basis, taking into account the following factors:

- approach speed limits
- visibility of school zone signage
- road alignment
- roadside development
- suitable sign installation locations

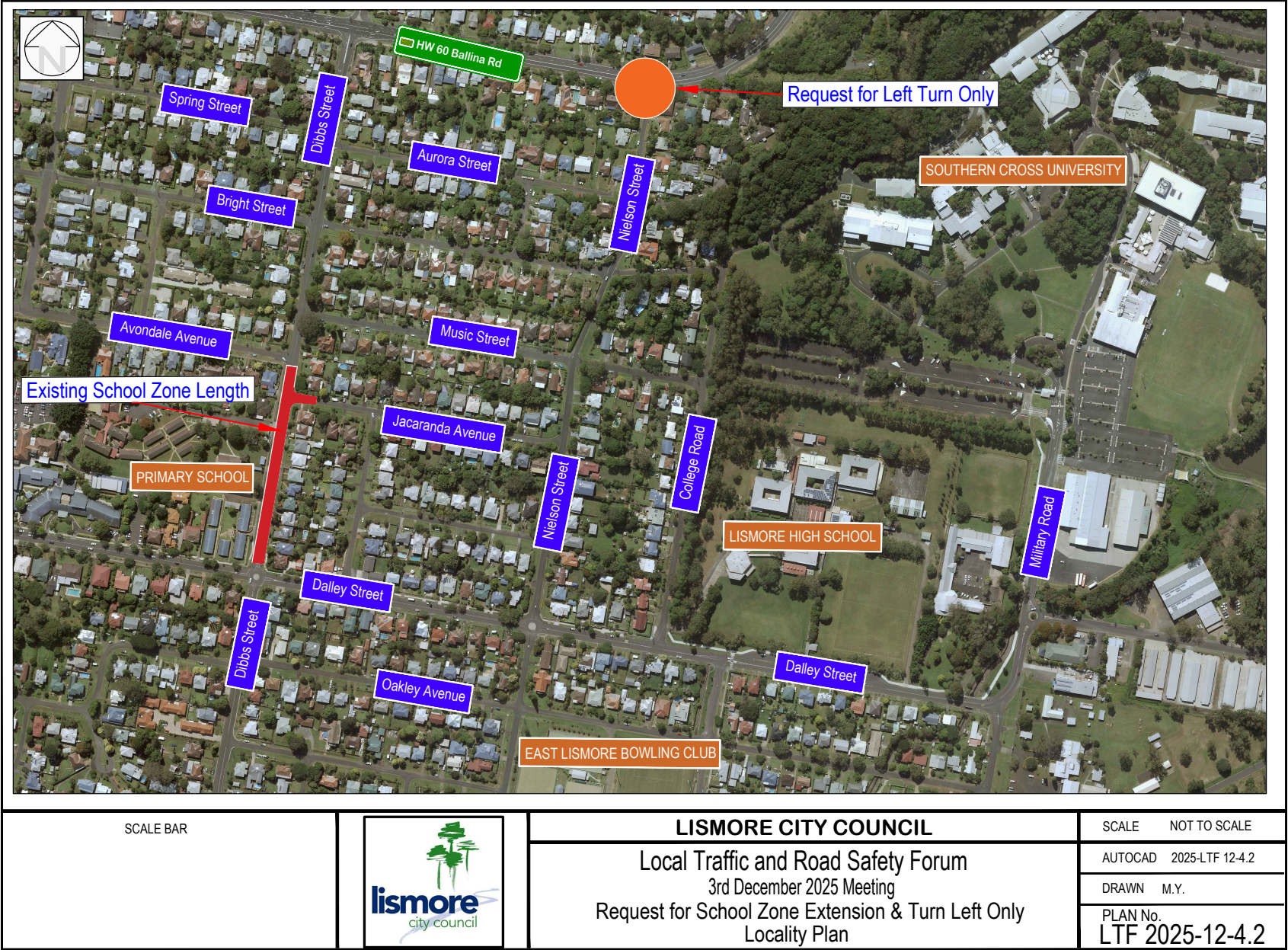
- location of pedestrian crossing facilities, fixed enforcement devices
- proximity to the intersection of a classified road
- proximity to other schools, such as precincts.

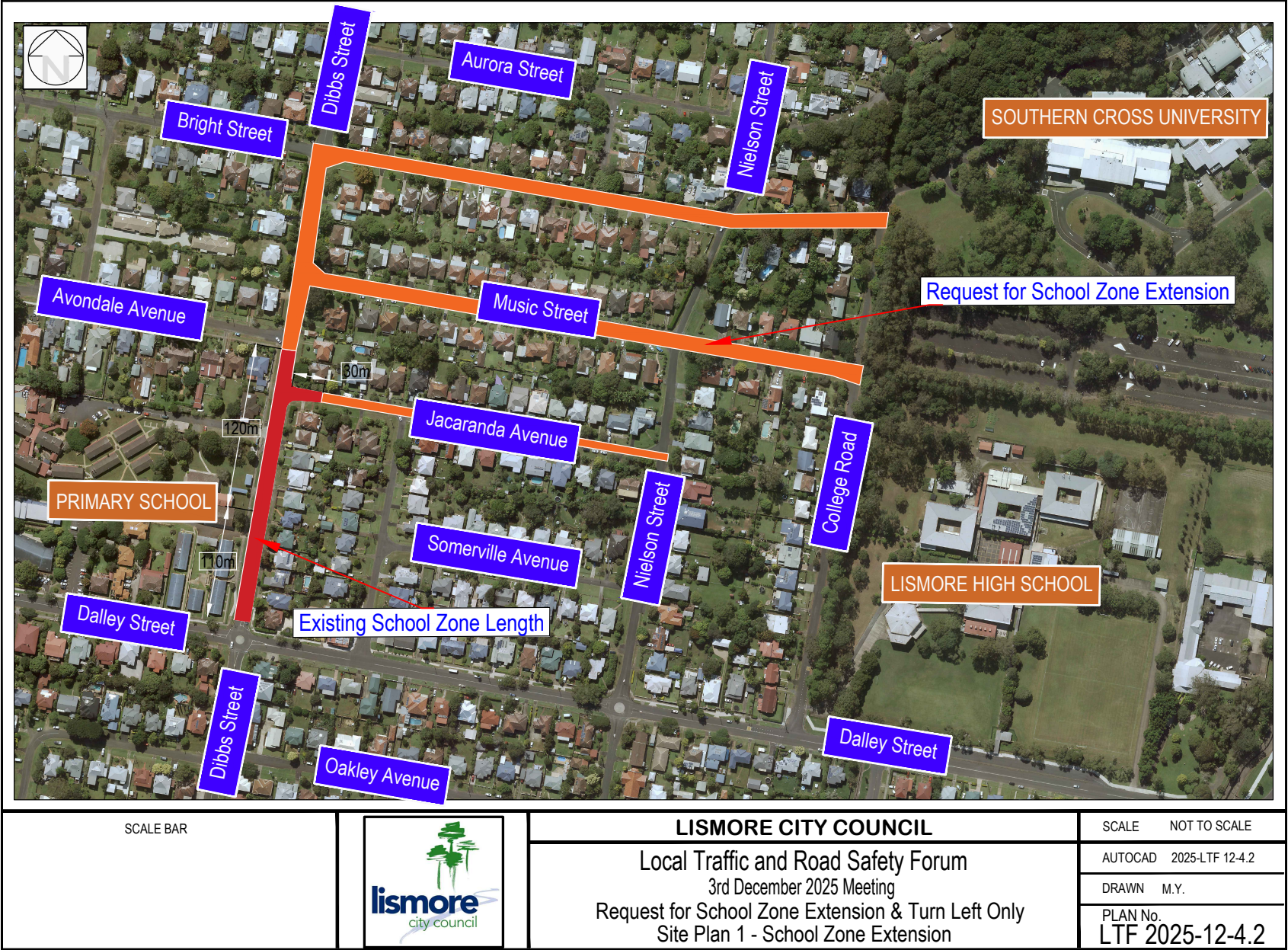
The length of a school zone shall not be extended if any of the following circumstances eventuate:

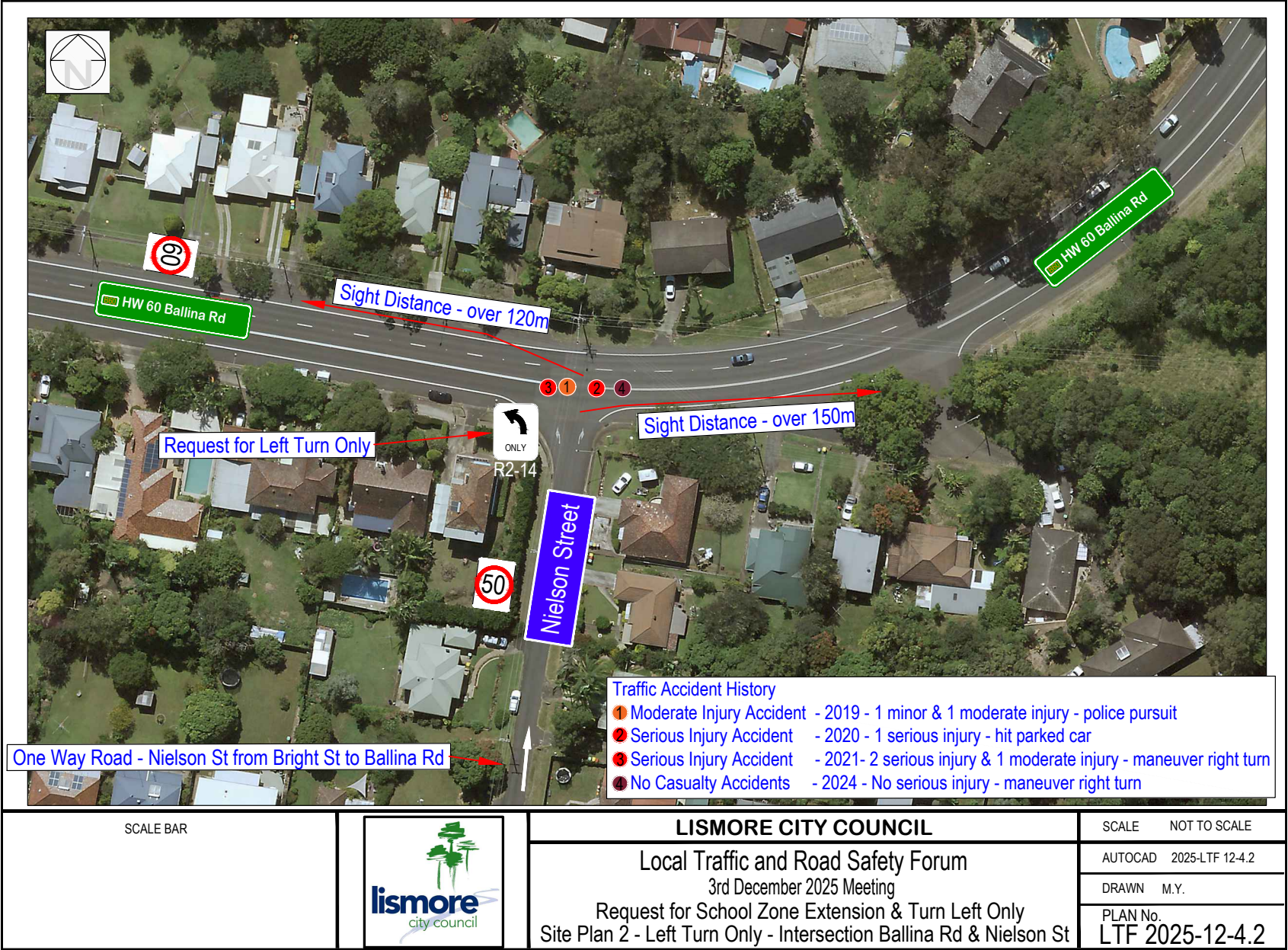
- existing traffic facilities are obscured
- major arterial roads with no direct access points to the school are disrupted
- adjacent speed zones do not meet the desired minimum speed zone length

Attachment/s

1. [↓](#) 4.2.1 Locality Plan
2. [↓](#) 4.2.2 Site Plan 1 - School Zone Extension
3. [↓](#) 4.2.3 Site Plan 2 - Left Turn Only







Business

Subject	Request for Bus Zone Relocation at Corndale Public School
TRIM Record No	BP25/892:EF19/313-7
Item Number	4.2

A request has been received from a local school staff regarding relocation of Bus Zone at Corndale Public School.

Background

Corndale Public School is seeking feedback and support from the Lismore Traffic Committee regarding the relocation of the existing bus zone to a position closer to the school's entry/exit gate. Staff at Corndale Public School have raised concerns about the safety of children aged 5 to 13 during peak pick-up and drop-off times.

The requester advises that the current bus zone is located several metres away from the main gate, creating potential safety risks as children move between the school entry and the buses. Relocating the bus zone closer to the gate is proposed to improve student safety and increase the efficiency of the daily pick-up and drop-off process for parents and guardians.

Site Details

Corndale Public School is located at the corner of Corndale Road and Graydon Road. The section of Corndale Road in front of the school is a 6.5-metre-wide sealed road with an adjacent 3-metre-wide sealed bus zone. The Existing Bus Bay is gravel(unsealed) towards to Bus Zone. The existing bus zone is approximately 20 metres long, positioned about 5 metres away from an entry with stairs and approximately 20 metres from the main school entry.

Recommendations – Guide to Appointed School Bus Zone

Having children embark and disembark on the same side of the road, removing the need to cross is one of the critical matters when establishing bus zones in which existing school bus zone is already on the same side of the road

The followings should be also considered in a safe approach:

- Supervision of young children may not always be available
- The behavior of young children can be very unpredictable
- Parents require safe and accessible conditions to reach bus stops.
-

While relocating the bus zone closer to the school entry may reduce the distance students must walk, it may also introduce safety concerns.

A bus zone positioned immediately adjacent to the main entry may:

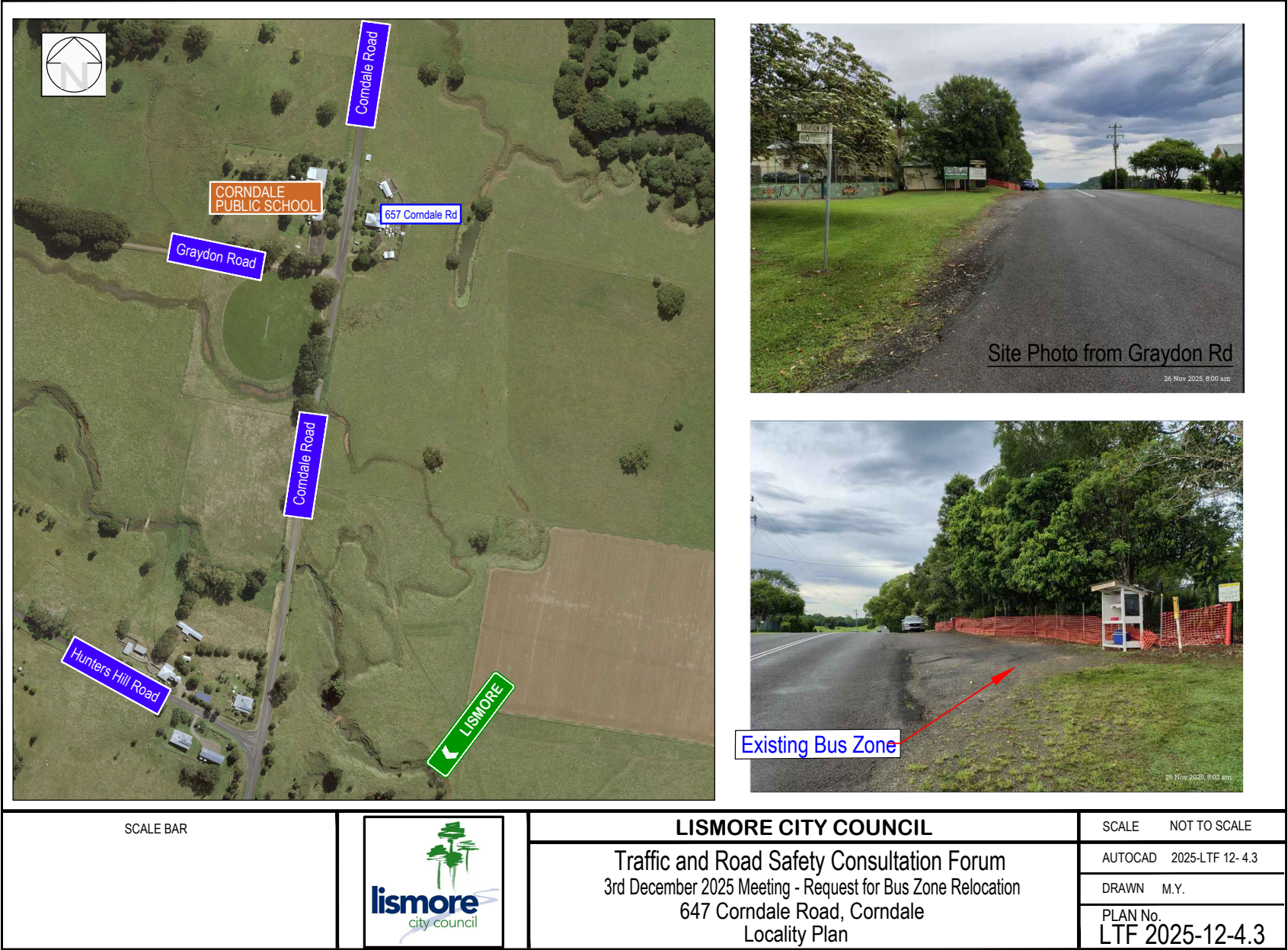
- Increase risk to students exiting the school due to the proximity of bus movements
- Limit the available distance for buses to safely decelerate, pull off the sealed road, and align properly within the bus bay.
- Reduce separation between the sealed road and pedestrian movements at the gate, potentially creating conflict points as the shoulder/bus bay in this location is not 3m wide.

Based on these considerations, the current bus zone location may provide safer operational conditions for both students and bus movements than a location directly adjacent to the entry, as the entry area

does not offer sufficient space for buses to stop from the beginning of the bay. Additionally, the main entry area is unsealed, consisting only of gravel, and is not as wide.

Attachment/s

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







Fw: Safety Concern - Bus Zone [SEC=OFFICIAL]

From Corndale Public School [REDACTED]
Date Mon 30/06/2025 12:56
To Records <Council@lismore.nsw.gov.au>

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.

Good morning,

I am hoping you may be able to assist and support our school with concerns that have been raised around the current bus zone and the drop off and pick up points. Please refer to the email. We have also raised the concerns to Transport of NSW.

Appreciate your assistance and hope to hear from you soon.

regards,

[REDACTED]

[REDACTED] School Administrative Manager
[REDACTED] Public School
[REDACTED]

I acknowledge the homelands of all Aboriginal people and pay my respect to Country.

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From: Active Transport Fund <ActiveTransportFund@infrastructure.gov.au>
Sent: Friday, June 20, 2025
To: Corndale Public School [REDACTED]
Subject: RE: Safety Concern - Bus Zone [SEC=OFFICIAL]

[External Email] This email was sent from outside the NSW Department of Education. Be cautious, particularly with links and attachments.

OFFICIAL

Hello [REDACTED]

Thank you for your email.

The Australian Government's Active Transport Fund provides funding for the design and construction of new or existing bicycle and walking pathways to encourage the use of active transport.

The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, which administers the Active Transport Fund, does not have authority regarding the location of bus stops in NSW.

We suggest contacting Transport for NSW (TfNSW) using their [Bus feedback | transportnsw.info](#) form. TfNSW is responsible for strategy, planning, policy, regulation, funding allocation and other critical functions for all modes of transport in NSW including road, metro, train, bus, ferry, light rail, point to point transport, on-demand services, community transport, cycling and walking.

You may also like to include your local council, Lismore City Council (council@lismore.nsw.gov.au and <http://www.lismore.nsw.gov.au>), in your correspondence with TfNSW as local roads are primarily managed by local councils.

We hope the above information is helpful.

Kind regards

Active Transport Fund

Targeted Infrastructure Programs • Road and Vehicle Safety Division

GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

infrastructure.gov.au

I acknowledge the traditional custodians of this land on which we meet, work and live.

I recognise and respect their continuing connection to the land, waters and communities.

I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people.

OFFICIAL

From: Corndale Public School [REDACTED]
Sent: Friday, 20 June 2025 2:26 PM
To: Active Transport Fund <ActiveTransportFund@infrastructure.gov.au>
Subject: Safety Concern - Bus Zone

Good afternoon,

I am writing to you on behalf of Corndale Public School regarding the current location of the bus zone in relation to our main entry gate. As it stands, the bus zone is positioned several meters away from our front entry, requiring students ranging from 5 to 13 years of age to walk a considerable distance from the drop-off and pick-up point to the school gate.

This situation poses a safety risk for our students, especially during peak drop-off and pick-up times when traffic is heavy, and children are navigating through vehicles to reach the entrance. We have previously raised our concerns with the bus company, CCC Buses, and they have suggested that we formally address this issue via your department.

In light of this recommendation, we would like to request the relocation of the bus zone to align directly with our main entry gate. We believe that moving the bus zone closer to the entrance would not only

enhance the safety of our students but also improve the overall efficiency of the drop-off and process for parents and guardians.

We appreciate your input on this matter and look forward to your positive response. Please feel free to contact me or reply to this email should you require any further information.

Thank you for your consideration.

Sincerely,

_____nia

_____ of Administrative Manager

_____ blic School

I acknowledge the homelands of all Aboriginal people and pay my respect to Country.

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Business

Subject Request for Relocation of Lismore Transit Centre

TRIM Record No BP25/893:EF19/313-7

Item Number 4.3

Janelle Saffin had a meeting with Northern Rivers Buslines regarding the Lismore Transit Centre.

Background

A request has been received from Northern Rivers Buslines for relocation of the Lismore Transit Centre. Northern Rivers Buslines has raised their concern regarding the safety of both drivers and passengers because of the increase of anti-social behavior within the area.

The requester has provided information of some recent incidents relation to safety of driver and passengers which includes damages to the bus.

The requester proposed to relocate the Lismore Transit Centre to the existing bus stop on Conway Street.

Site Details

The Lismore Transit Centre is a major hub used by several bus companies and routes, including local, regional, and inter-state services which connects Lismore with surrounding areas, as well as major cities like Brisbane and Sydney:

- NSW Train Link connects regional train services and operates services to and from Casino to Tweed Heads (passing Lismore)
- Northern Rivers Buslines operates 5 local bus lines including services to Nimbin and Ballina.
- Byron Easybus provides shuttle services connecting Lismore to Brisbane/Gold Coast

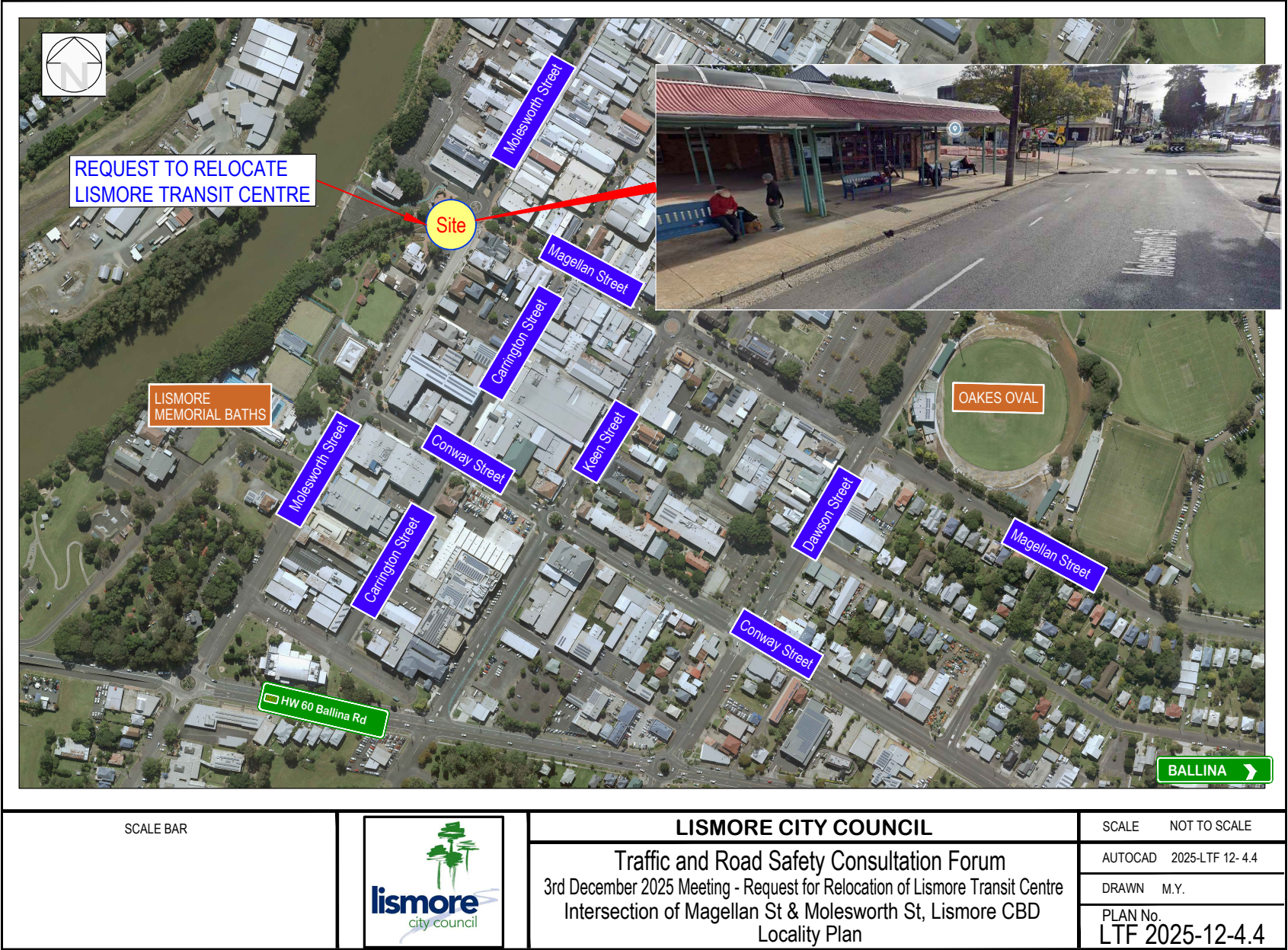
The Lismore Transit Centre is located on Molesworth Street.

Molesworth street is a Primary Collector Road under Council's Road hierarchy. It is a two-way road with centre parking provided and is located within Lismore's Central Business District precinct.

The proposed location of the Lismore Transit Centre is on Conway St which is a sealed 22.4m wide road. The street configuration includes angled parking on both sides of the carriageway, as well as a designated on-road bicycle lane with angle parking on both side and a bicycle lane.

Attachment/s

1. [↓](#) 4.4.1 Locality Plan
2. [↓](#) 4.4.2 Northern Rivers Buslines Network Map
3. [↓](#) 4.4.3 Site Photos
4. [↓](#) 4.4.4 Email from Requester







Site Photo - Existing Location - Molesworth St from South



Site Photo - Existing Location - Molesworth St from North



Site Photo - Proposed Location - Conway St from South



Site Photo - Proposed Location - Conway St from West

SCALE BAR		LISMORE CITY COUNCIL Local Traffic and Road Safety Forum 3rd December 2025 Meeting - Request for Relocation of Lismore Transit Centre Intersection of Magellan St & Molesworth St, Lismore CBD Site Photos	SCALE NOT TO SCALE AUTOCAD 2025-LTF 12- 4.4 DRAWN M.Y. PLAN No. LTF 2025-12-4.4
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Lismore Transit Centre.

From Bel Hanson <Bel.Hanson@parl[REDACTED].au>

Date Wed 20/08/20

To [REDACTED]

Cc [REDACTED]; ElectorateOffice Lismore
<ElectorateOffice.Lismore@parliament.nsw.gov.au>

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 Team,

Yesterday, [REDACTED] had a meeting with NR Bus line regarding the Lismore Transit Centre.

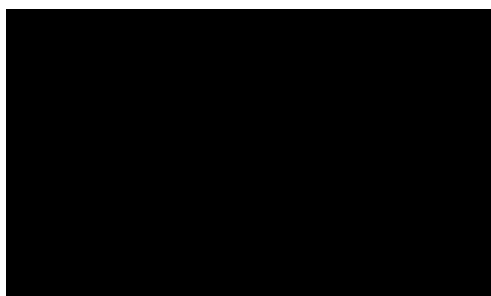
The safety to both drivers and passengers has been put at risk due to an increase of anti-social behaviour. There is a contingent of homeless people that are assembling there on a daily basis. We are aware that one driver was significantly assaulted losing 6 teeth, and more recently there were multiple fires lit on the seats.

The drivers have also experienced witnessing drug users with Syringes in their arms when using the toilets, which has forced them to use an alternative bathroom, which is off route.

Relevance to group -one of the longer term solutions is that the terminus is moved from the current TC, to the existing bus stop on Conway street outside Lismore central.

Janelle has suggested I aside this for discussion at the October meeting.

Kind regards,



Business

Subject	Request for Road Closure on Molesworth Street
TRIM Record No	BP25/894:EF19/313-7
Item Number	4.4

A Traffic Guidance Scheme has been prepared to manage the closure on Molesworth Street.

Background

Lismore City Council is seeking feedback and support from the Lismore Traffic Committee regarding the proposed road closure on Molesworth between Woodlark Street and Zadoc Street from August 2026 to November 2027

Flood Restoration Portfolio of Lismore City Council is focused on restoring and upgrading the existing flood infrastructure. The purpose of the project is to construct a new-pump station near to the existing pump station, delivering a total combined pumping capacity of 20 m³/s which is 4 times capacity of the current pump station. This will be the largest and most effective stormwater pumps station in the LCC catchment which will help to prevent localized floods within Lismore CBD.

Site Details

Molesworth Street, between Woodlark Street and Zadoc Street, is a sealed road that provides access to the Browns Creek Carpark. The site compound will be located on the western side of the Browns Creek Carpark, occupying approximately 30 parking spaces.

Working hours will be:

- **Monday to Friday:** 7:00 am – 6:00 pm
- **Saturday:** 8:00 am – 3:00 pm

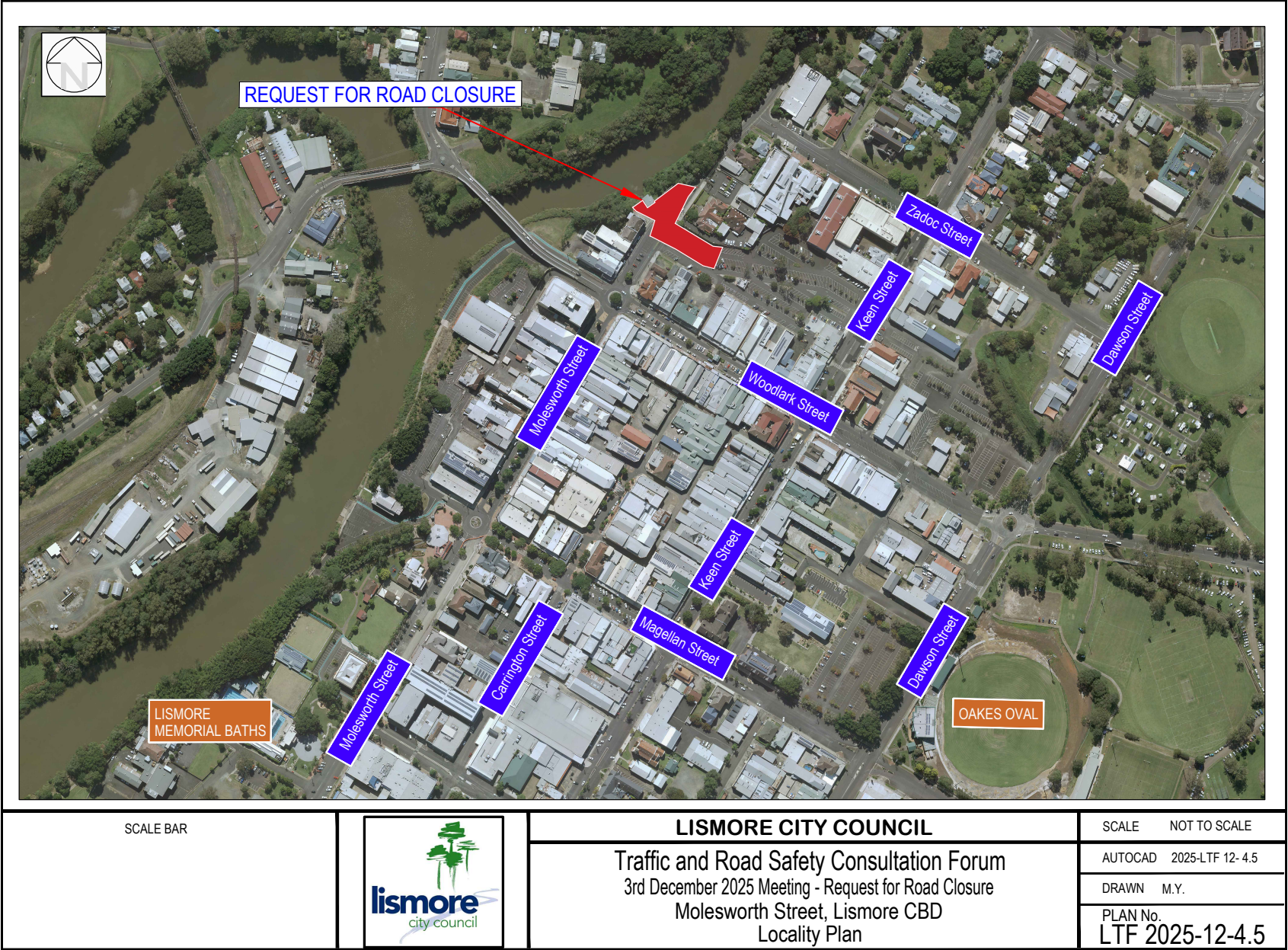
The road closure is expected to minimise disruption to the CBD, as vehicles will still be able to access the area via Zadoc Street.

Access to the Browns Creek Carpark will remain open throughout construction.

Access to the carpark adjacent to the Browns Creek Pump Station will also remain open during construction.

Attachment/s

1. [↓](#) 4.5.1 Locality Plan
2. [↓](#) 4.5.2 TGS Plan Browns Creek Pump Station
3. [↓](#) 4.5.3 Site Photos



Road Name: Molesworth Street

Record of Modifications



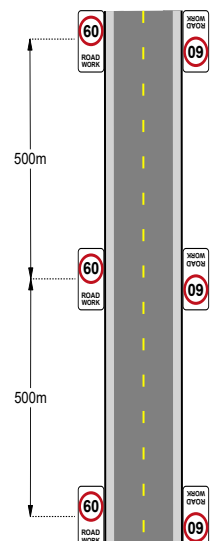



Description of Minor modifications:

Approved By: _____
 Signature: _____
 Date: _____
 Certificate No: _____



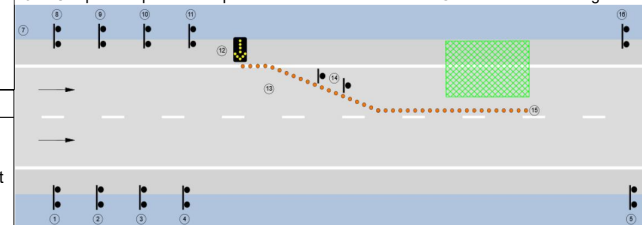
TGS1907 - Site Specific Traffic Guidance Scheme

Location: Browns Creek Pump Station

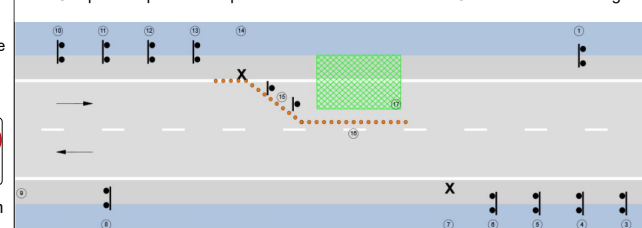
SPEED RESTRICTION REPEATER SIGNS	TAPERS & BUFFERS
Erect single speed restriction repeater signs as required	Lateral shift taper = 30m min* Buffer zone = 30m min* Bollard/ Cone spacing = 12m max* * Based on 60km/h traffic speed ** Spacing to be reduced for curves
 Repeater max spacing 500m Locate on the shoulder side No requirement for duplication TCWS Ref - Table 4-9	 These end of queue or additional warning signs may be placed as end of queue management or additional warning, refer to TCAWS manual cl 4.6.3 and figure 4.4
60RW to be repeated every 500m 	UNSEALED ROAD When the travel lanes are unsealed, the following sign must be shown on approach.  FRESH SEAL When the seal has been placed, but prior to sweeping and line marking, the following signs must be shown on approach.  SPEED ZONE SELECTION Speed zone selection based on clearance to plant/worker from travel lane. 40km/h may only be used when people/plant are within 1.5m of the edge line. 40km/h zones must be no longer than 500m All change in speed zones must be duplicated on both sides of the carriage way. 

Sequence for Installation Of Signs And Devices

Multi-lane roads:
 The sequence of installation should be as illustrated in the following order:
 1: Locate advance warning vehicle and TMA to shadow sign installation vehicle.
 2 to 5: Install advance warning signs in unaffected lane.
 6: Install 'End Roadwork/speed reinstatement'.
 7: Use the existing road network to turn where safe to do so.
 8: Locate advance warning vehicle and TMA to shadow sign installation vehicle.
 9 to 12: Install advance warning signs in obstructed (affected) lane.
 13: Install 'Flashing Arrow' and delineation devices on approach to start of taper.
 14: Position TMA in travel lane to shadow installation of taper.
 14 and 15: Install taper and delineation devices to form taper, safety buffer and past work area
 16: Install 'End Roadwork/speed reinstatement'.
 17: Use the existing road network to turn where safe to do so.
 18: TMA positioned to shadow work area.
 19: ITCP qualified person completes drive around to confirm TGS is installed as designed.



Two-lane, two-way roads:
 The sequence of installation should be as illustrated in the following order:
 1: Install the termination signs when initially leaving work area, 'End Road Work/speed reinstatement' (affected direction).
 2: Use the existing road network to turn where safe to do so.
 3 to 7: Place approach signs in unaffected direction, including the PTCD (traffic controller to remain with the PTCD).
 8: Install 'End Road Work/speed reinstatement' (unaffected direction).
 9: Use the existing road network to turn where safe to do so.
 10 to 14: Place approach signs in the affected direction, including the PTCD (traffic controller to remain with PTCD).
 15 and 16: Traffic controller/s to stop traffic and taper/lane closure delineation implemented
 17: ITCP qualified person completes drive around to confirm TGS is installed as designed

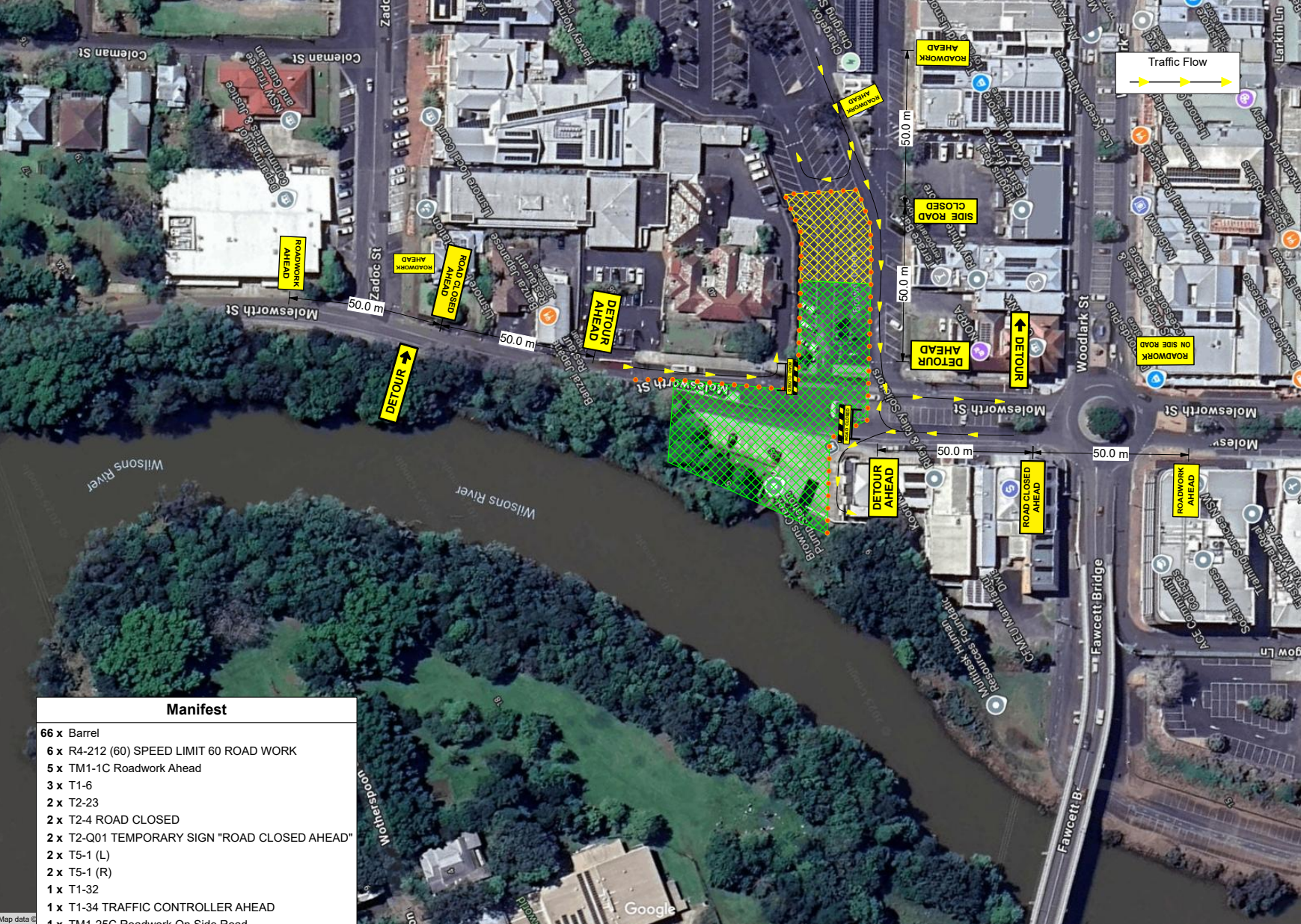


Date: 12/11/2025

Designed in accordance with
Traffic Control at Worksites Manual
v6.1 2022

Reviewed By: Allan Clarke Project Manager
 Signature: _____ Cert. No: TCT0003291

Author: Jeremy Clarke Operations Supervisor
 Signature: _____ Cert. No: TCT0034316







Proposed Pump Station Location



Browns Creek Pump Station



Garage Door is to remain open during construction

Proposed Pump Station - Neighbouring Car Park



Proposed Compound Area - Existing Carpark

SCALE BAR		LISMORE CITY COUNCIL Traffic and Road Safety Consultation Forum 3rd December 2025 Meeting - Request for Road Closure Molesworth Street, Lismore CBD Site Photos	SCALE NOT TO SCALE AUTOCAD 2025-LTF 12- 4.5 DRAWN M.Y. PLAN No. LTF 2025-12-4.5
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Business

Subject	Minutes of the Local Traffic Internal Working Group - 24 November 2025
TRIM Record No	BP25/911:EF19/313-7
Item Number	4.5

Minutes of the Local Traffic Internal Working Group held on 24 November 2025 to be noted by the forum.

In accordance with Section 4(b) of the *TfNSW (2025) Authorisation and Delegation Instrument*, Council is required to table a post facto record of any use of its delegated authority to implement prescribed traffic control devices that were not previously referred for advice.

The Local Traffic Internal Working Group met on 24 November 2025 and exercised Council's delegated functions under the Instrument with the following outcomes:

4.1 Request for Loading Zone at Keen St

OUTCOME:

1. Loading zone approved for 114 Keen Street
2. Community consultation carried out with Yings and the Regional Gallery
3. Notification to be sent out to affected keen street addresses
4. Contact requester notifying them of outcome
5. Designs to create a line marking plan and sign implementation

4.2 Request for 5-minute parking on Eggins Lane

OUTCOME:

1. 5-minute parking on Eggins Lane not approved because the lane width is insufficient.
2. Project Officer to send letter response to requester

4.3 Request for Accessible Parking on Molesworth Street

OUTCOME:

1. Loading zone not approved due to confined space and restricted traffic movements
2. Accessible Parking on Molesworth Street is not approved because the lane width is insufficient.
3. Write to DIAG to notify them of outcome

4.4 Request for Pedestrian Crossing on Wyrallah Road

OUTCOME:

1. Complete Road safety audit and detailed Concept design
2. Apply for Blackspot or Road Safety funding to address all safety issues on Wyrallah Road
3. Respond to requester to inform them on next steps

4.5 Request for Parking Arrangement at Keen St

OUTCOME:

1. No changes until Strategic parking plan and parking study is complete

2. Reinstate 'No U-turn sign' near the Woolworths delivery entrance

4.6 Request for Disability Parking at Dawson St

OUTCOME:

1. Write to DIAG recommending an accessible parking bay in an alternative location, past the crossing.
2. Seek feedback from DIAG and relevant internal staff.
3. Consult with Transport NSW

4.7 Request for Modification on Existing Kerb Ramp on Molesworth Street

OUTCOME:

1. Recommend moving parking bays to align with pram ramps and line mark accordingly.
2. Discuss with DIAG for their endorsement and advice for installing hooped bollard.

4.8 Parking Issue on O'Flynn Street

OUTCOME:

1. Engage Road's Engineering team to review on-site work and confirm alignment with ISC plans.
2. If alignment is confirmed, revisit the design and prepare a revised marking plan to optimise width allocation for both parking and pedestrian access.

4.9 Requested for Bus Shelter in Richmond Hill

OUTCOME:

1. LVAG to gather information and establish the number of children who will use bus shelter
2. Project Officers to conduct a morning count of children to determine how many are wait for the bus

4.10 Request for No Stopping Zone on Military Road

OUTCOME:

1. No Stopping Zone approved
2. Notify Crown of the matter as it is a Crown Road.
3. Council to implement 'No stopping' signs

These actions fall within Council's prescribed delegations and do not require prior approval from the Local Transport Forum.

This report is provided as a post-facto record, in accordance with *Condition 4(b)* of the *Authorisation and Delegation Instrument*, which requires Council to table any use of prescribed traffic control device authorisation not previously referred for advice within three (3) months of implementation.

This report is provided as a post facto record of any use of the prescribed traffic control device authorisation (excluding any instance that has already been the subject of prior referral per condition 3) must be tabled at the Local Transport Forum as soon as practicable and no later than three (3) months after the fact.

Attachment/s

There are no attachments for this report.

MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD IN WILSONS ROOM ON WEDNESDAY, 16 JULY 2025 AT 9:00 AM

Please note: These minutes are subject to confirmation at the next Council meeting. Decisions recorded in the draft minutes are subject to the Council's Code of Meeting Practice in relation to rescinding decisions.

Present

Councillor Hall (Chairperson), A/Sgt Shannon Hudson (NSW Police), Bel Hanson (On Behalf of Janelle Saffin MP) and Ms Caleisse Dunston (Transport for NSW).

In Attendance

Ms Nolan, Manager Roads Planning, Mr Bennetts, Manager Roads Engineering, Ms O'Connor, Acting Coordinator Business Administration and Ms Underhill, Acting Senior Business Support Officer.

Apologies

Nil.

Confirmation of Minutes

Nil.

Disclosure of Interest

Councillor Hall disclosed that she is a bus operator but confirmed none of the bus shelters in Item 4.2 are on any of her routes.

4.1 Request for Stop Sign - Intersection Skyline Road and East Skyline Road

LTC7/25 **RECOMMENDED** that Council does not support the installation of a stop sign at the proposed location.

(Member Dunston/ Member Hanson)

Voting for: Councillor Hall, Members Dunston, Hanson and Hudson

Voting against: Nil

4.2 Request for Installation of four Bus Shelters

LTC8/25 **RECOMMENDED** that Council supports in principle the installation of the proposed bus shelters and associated bus zones.

(Councillor Hall/Member Dunston)

Voting for: Councillor Hall, Members Dunston, Hanson and Hudson

Voting against: Nil

4.3 Request for Bus Shelter in Bexhill

LTC9/25 **RECOMMENDED** that Council supports in principle the installation of a bus shelter and associated bus zone at the proposed location.

(Councillor Hall/Member Dunston)

Voting for: Councillor Hall, Members Dunston, Hanson and Hudson

Voting against: Nil

4.4 Request for Roundabouts at 2 different intersections of Ballina Rd to Richmond Hill Rd and Cowlong Rd

LTC10/25 This item was withdrawn at the meeting as the proposed location is a State road and therefore under the jurisdiction of Transport for NSW.

4.5 Request for Line Separation at the Intersection of McKenzie St and Dibbs St

LTC11/25 **RECOMMENDED** that Council supports in principle the lane separation at the proposed location.

(Member Hanson/Member Dunston)

Voting for: Councillor Hall, Members Dunston, Hanson and Hudson

Voting against: Nil

4.6 Request for Driveway Amendments of Aged Care Facility at Rous Rd and Oliver Ave Roundabout

LTC12/25 **RECOMMENDED** that Council supports in principle the driveway amendments at the proposed location.

(Member Dunston/Councillor Hall)

Voting for: Councillor Hall, Members Dunston, Hanson and Hudson

Voting against: Nil

Closure

This concluded the business and the meeting terminated at 9:38am.