An Ordinary Meeting of Lismore City Council will be held at the Council Chambers on December 9, 2025, 10.00am

Attachments Excluded From Agenda

Eber Butron
General Manager

3 December 2025

Attachments

10.3 Monthly Finance Report

Attachment 1: LCC Oct 2025 Prudential Investment report.....3

Attachment 2: LCC Nov 2025 Prudential Investment Report.....17

Attachment 3: Monthly Finance Report to Council - Dec 2025 31

10.5 Get NSW Active, Standing Street, Mills Street to The Channon Public School, The Channon

Attachment 1: Attachment A - P25045 Standing Street Footpath Review Rev B_redacted 60

Attachment 2: Attachment B - Your Say community consultation report.....183

Investment Summary Report
October 2025

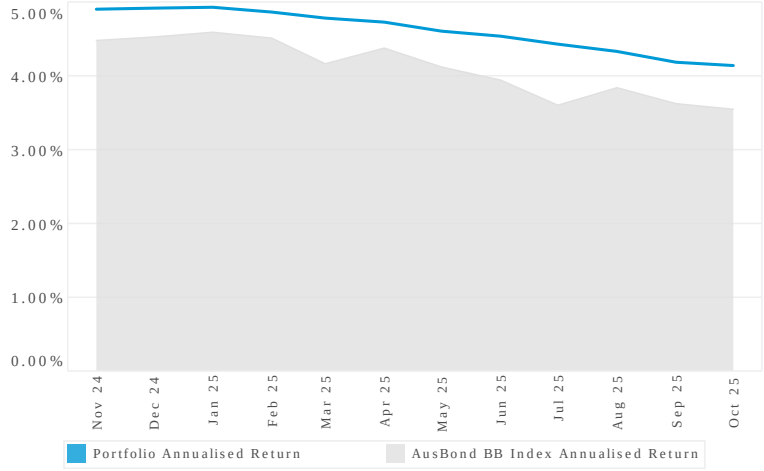
PRUDENTIAL
INVESTMENT SERVICES CORP

Lismore City Council
Executive Summary - October 2025

Investment Holdings

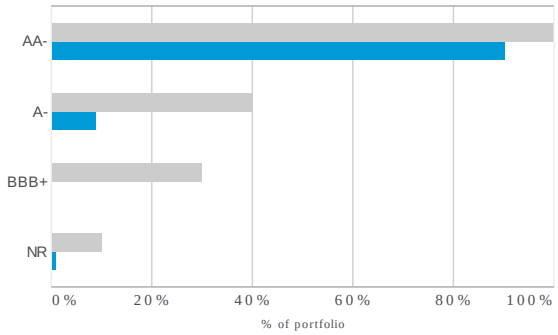
	Face Value ($)	Current Value ($)	Current Yield (%)
Cash	21,431,781	21,431,781	3.6988
Term Deposit	91,000,000	91,943,682	4.2727
	112,431,781	113,375,463	4.1633

Investment Performance

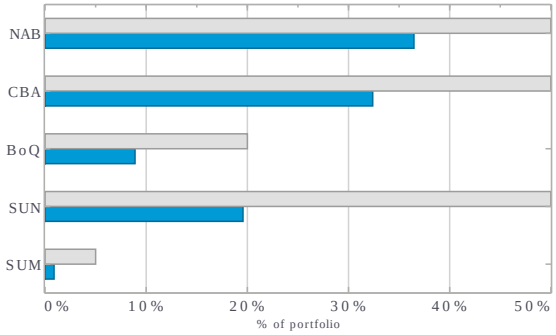


Investment Policy Compliance

Total Credit Exposure



Individual Institutional Exposures



g Portfolio Exposure g Investment Policy Limit

Term to Maturities

	Face Value ($)		Policy Max	
Between 0 and 1 years	112,431,781	100%	100%	a
	112,431,781			

Specific Sub Limits				
Between 3 and 10 years	*0*	*0%*	*50%*	a
Between 5 and 10 years	*0*	*0%*	*25%*	a

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Investment Holdings Report - October 2025

Cash Accounts

Face Value ($)	Current Rate (%)	Institution	Credit Rating	Current Value ($)	Deal No.	Reference
15,010.32	2.0000%	AMP Bank	BBB+	15,010.32	545721	
21,416,770.26	3.7000%	Commonwealth Bank of Australia	AA-	21,416,770.26	543330	64
21,431,780.58	3.6988%			21,431,780.58		

Term Deposits

Maturity Date	Face Value ($)	Current Rate (%)	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Interest Date	Reference
4-Nov-25	2,000,000.00	4.5500%	Bank of Queensland	A-	2,000,000.00	2-May-25	2,045,624.66	546013	45,624.66	At Maturity	
11-Nov-25	3,000,000.00	4.8200%	National Australia Bank	AA-	3,000,000.00	11-Feb-25	3,104,191.23	545787	104,191.23	At Maturity	
25-Nov-25	5,000,000.00	4.1200%	National Australia Bank	AA-	5,000,000.00	28-Aug-25	5,036,684.93	546388	36,684.93	At Maturity	
2-Dec-25	3,000,000.00	4.3000%	National Australia Bank	AA-	3,000,000.00	2-May-25	3,064,676.71	546014	64,676.71	At Maturity	
3-Dec-25	2,000,000.00	4.2200%	National Australia Bank	AA-	2,000,000.00	5-Aug-25	2,020,348.49	546304	20,348.49	At Maturity	
3-Dec-25	5,000,000.00	4.1800%	National Australia Bank	AA-	5,000,000.00	4-Sep-25	5,033,210.96	546424	33,210.96	At Maturity	
10-Dec-25	5,000,000.00	4.1700%	National Australia Bank	AA-	5,000,000.00	4-Sep-25	5,033,131.51	546410	33,131.51	At Maturity	
16-Dec-25	7,000,000.00	4.4100%	Suncorp Bank	AA-	7,000,000.00	17-Jun-25	7,115,868.22	546170	115,868.22	At Maturity	
23-Dec-25	5,000,000.00	4.0700%	Commonwealth Bank of Australia	AA-	5,000,000.00	28-Aug-25	5,036,239.73	546389	36,239.73	At Maturity	99
23-Dec-25	5,000,000.00	4.6500%	Suncorp Bank	AA-	5,000,000.00	23-Apr-25	5,122,301.37	546005	122,301.37	At Maturity	
7-Jan-26	1,000,000.00	4.3500%	Bank of Queensland	A-	1,000,000.00	11-Jun-25	1,017,042.47	546152	17,042.47	At Maturity	
7-Jan-26	2,000,000.00	4.3500%	Bank of Queensland	A-	2,000,000.00	10-Jun-25	2,034,323.29	546146	34,323.29	At Maturity	
7-Jan-26	4,000,000.00	4.1000%	National Australia Bank	AA-	4,000,000.00	8-Oct-25	4,010,783.56	546658	10,783.56	At Maturity	
14-Jan-26	5,000,000.00	4.1800%	National Australia Bank	AA-	5,000,000.00	4-Sep-25	5,033,210.96	546409	33,210.96	At Maturity	
21-Jan-26	4,000,000.00	4.1800%	National Australia Bank	AA-	4,000,000.00	23-Sep-25	4,017,865.21	546609	17,865.21	At Maturity	
27-Jan-26	5,000,000.00	4.3000%	Bank of Queensland	A-	5,000,000.00	1-Jul-25	5,072,452.05	546227	72,452.05	At Maturity	
11-Feb-26	5,000,000.00	4.0700%	National Australia Bank	AA-	5,000,000.00	22-Oct-25	5,005,575.34	546740	5,575.34	At Maturity	
25-Feb-26	2,000,000.00	4.7400%	Westpac Group	AA-	2,000,000.00	25-Feb-25	2,017,661.37	545826	17,661.37	Quarterly	
4-Mar-26	5,000,000.00	4.1500%	Suncorp Bank	AA-	5,000,000.00	10-Sep-25	5,029,561.64	546452	29,561.64	At Maturity	
30-Mar-26	5,000,000.00	4.3000%	Suncorp Bank	AA-	5,000,000.00	1-Jul-25	5,072,452.05	546228	72,452.05	At Maturity	
1-Apr-26	5,000,000.00	4.2200%	Commonwealth Bank of Australia	AA-	5,000,000.00	30-Oct-25	5,001,156.16	546777	1,156.16	At Maturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council

Investment Holdings Report - October 2025

Maturity Date	Face Value ($)	Current Rate (%)	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Interest Date	Reference
8-Apr-26	5,000,000.00	4.2200%	Commonwealth Bank of Australia	AA-	5,000,000.00	30-Oct-25	5,001,156.16	546778	1,156.16	At Maturity	
23-Apr-26	1,000,000.00	4.2500%	Summerland Bank	NR	1,000,000.00	29-May-25	1,018,164.38	546084	18,164.38	At Maturity	
	91,000,000.00	4.2727%			91,000,000.00		91,943,682.45		943,682.45		

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Accrued Interest Report - October 2025

Investment	Deal No.	Comments	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days	Interest Accrued ($)	Yield (% pa)
Cash									
Commonwealth Bank of Australia	543330					81,469.90	0	88,536.93	3.70%
AMP Bank	545721					24.63	0	25.50	2.00%
						81,494.53		88,562.43	3.70%
Term Deposits									
National Australia Bank	546148		4,000,000.00	10-Jun-25	8-Oct-25	56,547.95	7	3,298.63	4.30%
National Australia Bank	546193		5,000,000.00	24-Jun-25	22-Oct-25	70,684.93	21	12,369.86	4.30%
Bank of Queensland	546013		2,000,000.00	2-May-25	4-Nov-25	0.00	31	7,728.77	4.55%
National Australia Bank	545787		3,000,000.00	11-Feb-25	11-Nov-25	0.00	31	12,281.09	4.82%
National Australia Bank	546388		5,000,000.00	28-Aug-25	25-Nov-25	0.00	31	17,495.89	4.12%
National Australia Bank	546014		3,000,000.00	2-May-25	2-Dec-25	0.00	31	10,956.16	4.30%
National Australia Bank	546304		2,000,000.00	5-Aug-25	3-Dec-25	0.00	31	7,168.22	4.22%
National Australia Bank	546424		5,000,000.00	4-Sep-25	3-Dec-25	0.00	31	17,750.69	4.18%
National Australia Bank	546410		5,000,000.00	4-Sep-25	10-Dec-25	0.00	31	17,708.22	4.17%
Suncorp Bank	546170		7,000,000.00	17-Jun-25	16-Dec-25	0.00	31	26,218.36	4.41%
Suncorp Bank	546005		5,000,000.00	23-Apr-25	23-Dec-25	0.00	31	19,746.58	4.65%
Commonwealth Bank of Australia	546389		5,000,000.00	28-Aug-25	23-Dec-25	0.00	31	17,283.57	4.07%
Bank of Queensland	546146		2,000,000.00	10-Jun-25	7-Jan-26	0.00	31	7,389.04	4.35%
Bank of Queensland	546152		1,000,000.00	11-Jun-25	7-Jan-26	0.00	31	3,694.52	4.35%
National Australia Bank	546658		4,000,000.00	8-Oct-25	7-Jan-26	0.00	24	10,783.56	4.10%
National Australia Bank	546409		5,000,000.00	4-Sep-25	14-Jan-26	0.00	31	17,750.69	4.18%
National Australia Bank	546609		4,000,000.00	23-Sep-25	21-Jan-26	0.00	31	14,200.55	4.18%
Bank of Queensland	546227		5,000,000.00	1-Jul-25	27-Jan-26	0.00	31	18,260.27	4.30%
National Australia Bank	546740		5,000,000.00	22-Oct-25	11-Feb-26	0.00	10	5,575.34	4.07%
Westpac Group	545826		2,000,000.00	25-Feb-25	25-Feb-26	0.00	31	8,051.51	4.74%
Suncorp Bank	546452		5,000,000.00	10-Sep-25	4-Mar-26	0.00	31	17,623.28	4.15%
Suncorp Bank	546228		5,000,000.00	1-Jul-25	30-Mar-26	0.00	31	18,260.27	4.30%

PRUDENTIAL INVESTMENT SERVICES CORP

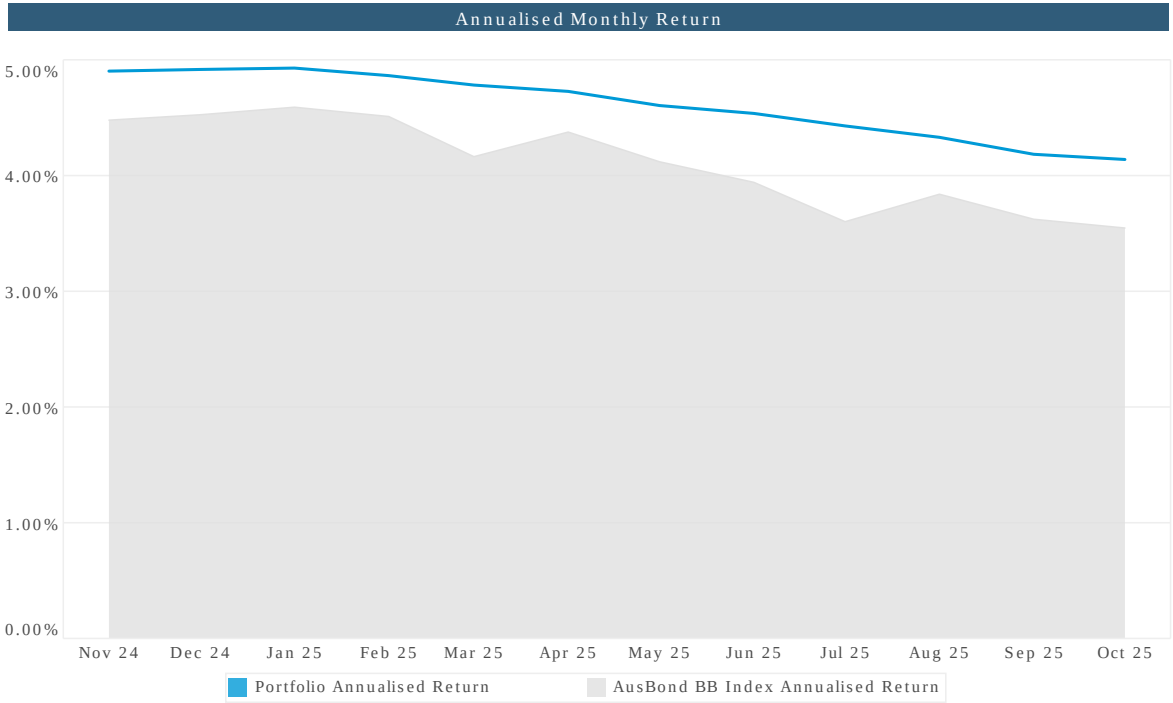
Lismore City Council

Accrued Interest Report - October 2025

Investment	Deal No.	Comments	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days	Interest Accrued ($)	Yield (% pa)
Commonwealth Bank of Australia	546777		5,000,000.00	30-Oct-25	1-Apr-26	0.00	2	1,156.16	4.22%
Commonwealth Bank of Australia	546778		5,000,000.00	30-Oct-25	8-Apr-26	0.00	2	1,156.16	4.22%
Summerland Bank	546084		1,000,000.00	29-May-25	23-Apr-26	0.00	31	3,609.59	4.25%
						127,232.88		297,516.98	4.29%
Grand Totals						208,727.41		386,079.41	4.14%

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Investment Performance Report - October 2025



Historical Performance Summary (%pa)			
	Portfolio	Annualised BB Index	Outperformance
Oct 2025	4.14%	3.55%	0.59%
Last 3 months	4.22%	3.67%	0.55%
Last 6 months	4.37%	3.78%	0.59%
Financial Year to Date	4.27%	3.65%	0.62%
Last 12 months	4.61%	4.11%	0.50%

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Environmental Commitments Report - October 2025

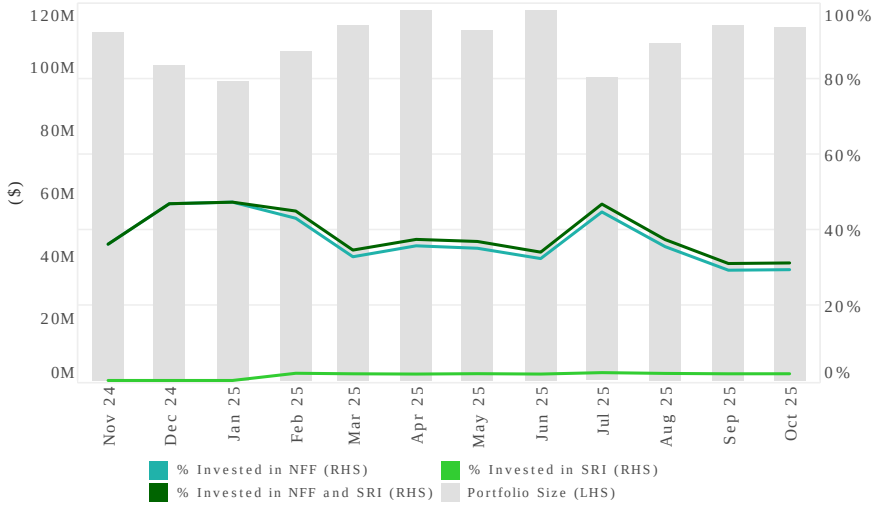
Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
Commonwealth Bank of Australia	36,416,770		36,969,804	
National Australia Bank	41,000,000		41,000,000	
	77,416,770	69%	77,969,804	69%
Non Fossil Fuel Lending ADIs				
AMP Bank	15,010		14,986	
Bank of Queensland	10,000,000		10,000,000	
Summerland Bank	1,000,000		1,000,000	
Suncorp Bank	22,000,000		22,000,000	
	33,015,010	29%	33,014,986	29%
Socially Responsible Investment				
Westpac Group (Green TD)	2,000,000		2,000,000	
	2,000,000	2%	2,000,000	2%
	112,431,781		112,984,790	

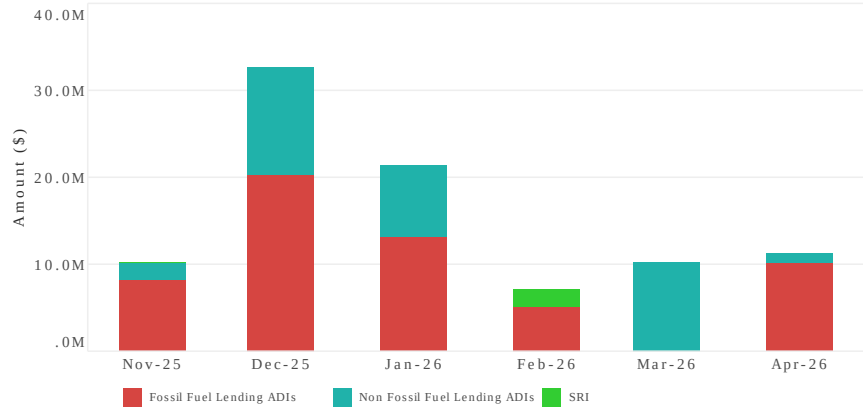
* source: Marketforces & APRA

Percentages may not add up to 100% due to rounding

Historical Portfolio Exposure to NFF Lending ADIs and SRIs



Upcoming Maturities

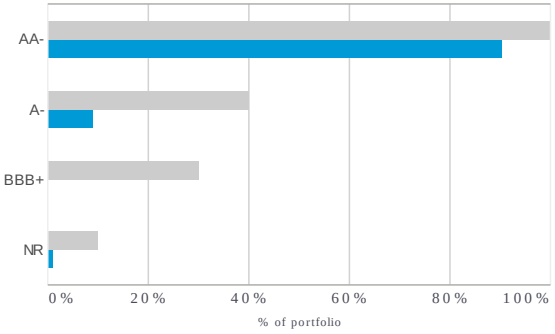


PRUDENTIAL INVESTMENT SERVICES CORP

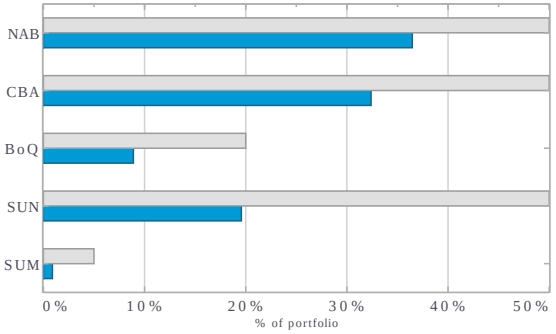
Lismore City Council

Investment Policy Compliance Report - October 2025

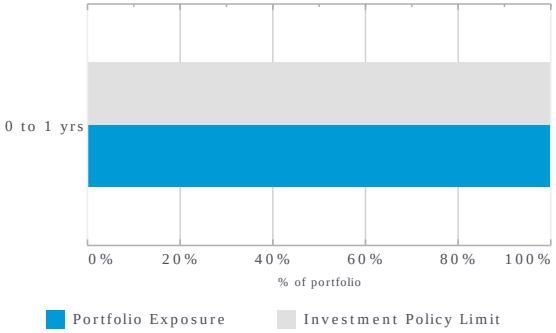
Total Credit Exposure



Individual Institutional Exposures



Term to Maturities



Credit Rating Group	Face Value ($)		Policy Max	
AA-	101,416,770	90%	100%	a
A-	10,000,000	9%	40%	a
BBB+	15,010	0%	30%	a
NR	1,000,000	1%	10%	a
	112,431,781			

Institution	% of portfolio	Investment Policy Limit	
National Australia Bank (AA-)	36%	50%	a
Commonwealth Bank of Australia (AA-)	32%	50%	a
Bank of Queensland (A-)	9%	20%	a
Suncorp Bank (AA-)	20%	50%	a
Summerland Bank (NR)	1%	5%	a
Westpac Group (AA-)	2%	50%	a

	Face Value ($)		Policy Max	
Between 0 and 1 years	112,431,781	100%	100%	a
	112,431,781			

Specific Sub Limits				
BBB+	*15,010*	*0%*	*30%*	a
A-	*10,000,000*	*9%*	*40%*	a

Specific Sub Limits				
Between 3 and 10 years	*0*	*0%*	*50%*	a
Between 5 and 10 years	*0*	*0%*	*25%*	a

a = compliant
r = non-compliant

PRUDENTIAL INVESTMENT SERVICES CORP

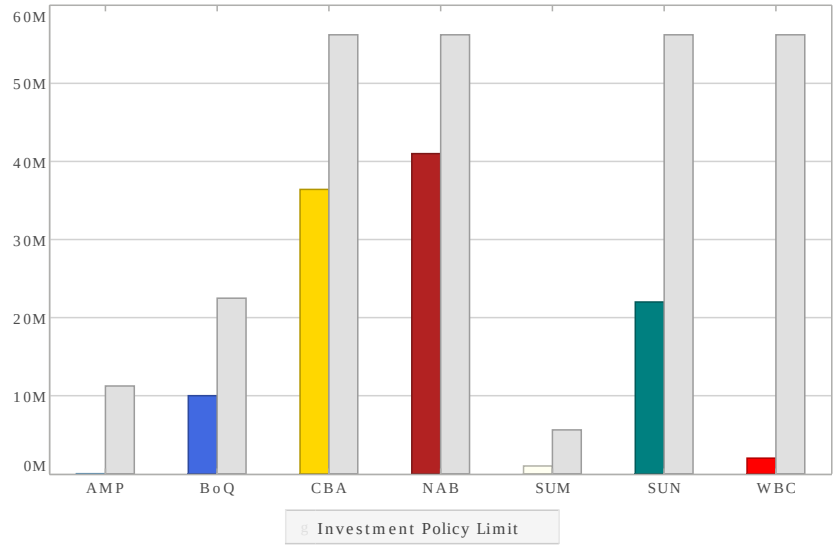
Lismore City Council

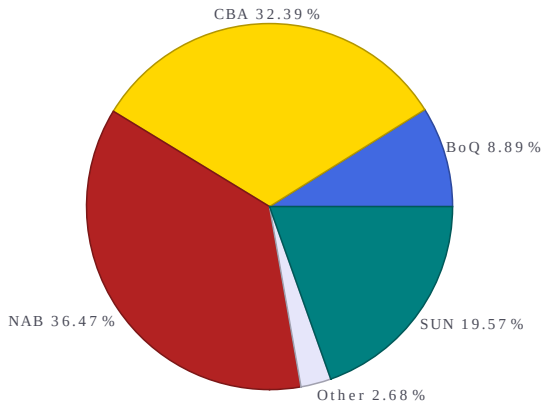
Individual Institutional Exposures Report - October 2025

Individual Institutional Exposures

	Current Exposures		Policy Limit		Capacity
AMP Bank (BBB+)	15,010	0%	11,243,178	10%	11,228,168
Bank of Queensland (A-)	10,000,000	9%	22,486,356	20%	12,486,356
Commonwealth Bank of Australia (AA-)	36,416,770	32%	56,215,890	50%	19,799,120
National Australia Bank (AA-)	41,000,000	36%	56,215,890	50%	15,215,890
Summerland Bank (NR)	1,000,000	1%	5,621,589	5%	4,621,589
Suncorp Bank (AA-)	22,000,000	20%	56,215,890	50%	34,215,890
Westpac Group (AA-)	2,000,000	2%	56,215,890	50%	54,215,890
	112,431,781				

Individual Institutional Exposure Charts





PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Cashflows Report - October 2025

Actual Cashflows for October 2025

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
8-Oct-25	546148	National Australia Bank	Term Deposit	Maturity: Face Value	4,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	56,547.95
				Deal Total	4,056,547.95
8-Oct-25	546658	National Australia Bank	Term Deposit	Settlement: Face Value	-4,000,000.00
				Deal Total	-4,000,000.00
				Day Total	56,547.95
22-Oct-25	546193	National Australia Bank	Term Deposit	Maturity: Face Value	5,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	70,684.93
				Deal Total	5,070,684.93
22-Oct-25	546740	National Australia Bank	Term Deposit	Settlement: Face Value	-5,000,000.00
				Deal Total	-5,000,000.00
				Day Total	70,684.93
30-Oct-25	546777	Commonwealth Bank of Australia	Term Deposit	Settlement: Face Value	-5,000,000.00
				Deal Total	-5,000,000.00
30-Oct-25	546778	Commonwealth Bank of Australia	Term Deposit	Settlement: Face Value	-5,000,000.00
				Deal Total	-5,000,000.00
				Day Total	-10,000,000.00
				Total for Month	-9,872,767.12

Forecast Cashflows for November 2025

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
4-Nov-25	546013	Bank of Queensland	Term Deposit	Maturity: Face Value	2,000,000.00
		Bank of Queensland	Term Deposit	Maturity: Interest Received/Paid	46,372.60
				Deal Total	2,046,372.60
				Day Total	2,046,372.60
11-Nov-25	545787	National Australia Bank	Term Deposit	Maturity: Face Value	3,000,000.00

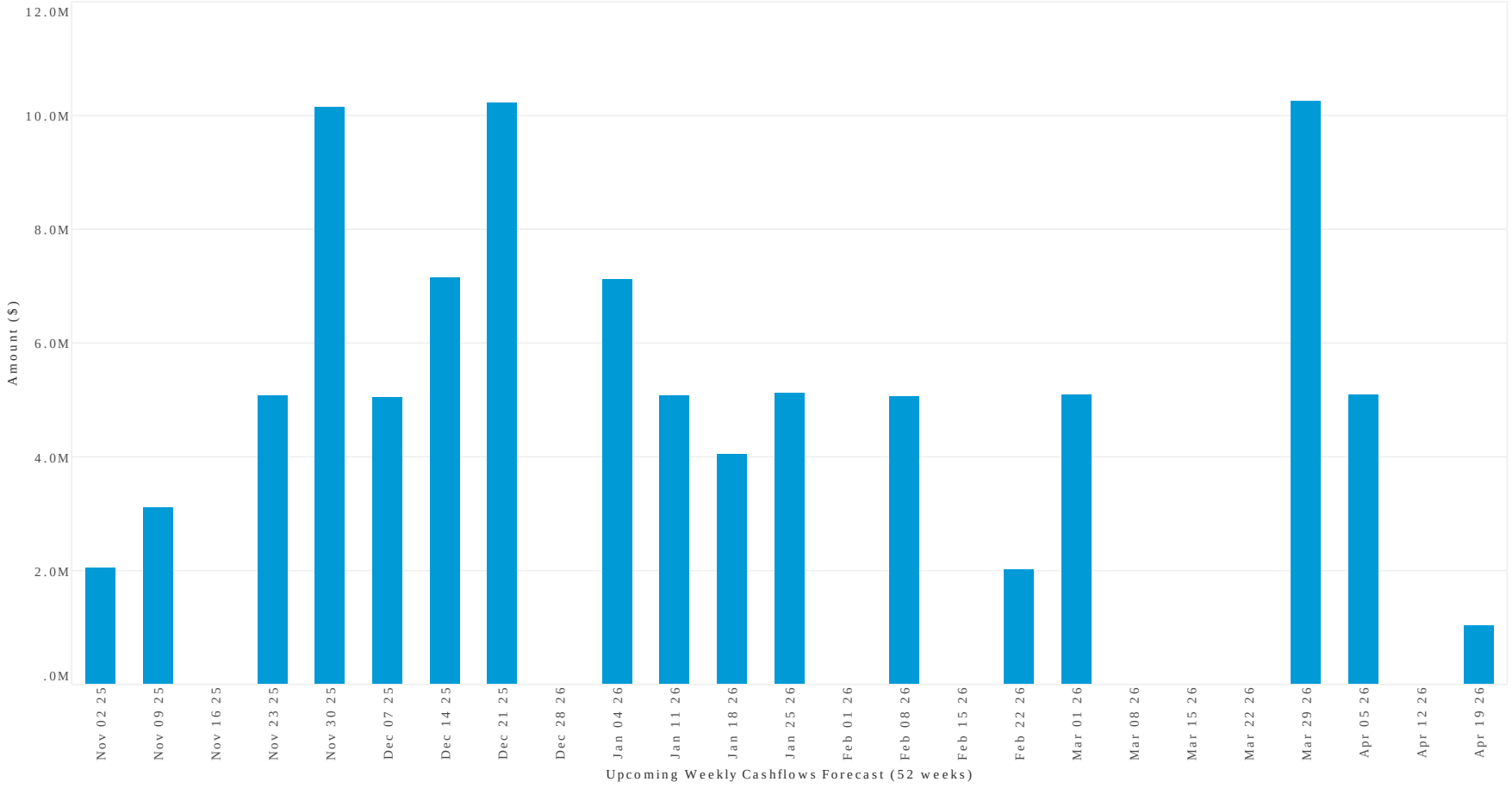
PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Cashflows Report - October 2025

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
11-Nov-25	545787	National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	108,152.88
				Deal Total	3,108,152.88
				Day Total	3,108,152.88
25-Nov-25	545826	Westpac Group	Term Deposit	During: Interest Received/Paid Dates	23,894.79
				Deal Total	23,894.79
25-Nov-25	546388	National Australia Bank	Term Deposit	Maturity: Face Value	5,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	50,230.14
				Deal Total	5,050,230.14
				Day Total	5,074,124.93
				Total for Month	10,228,650.41

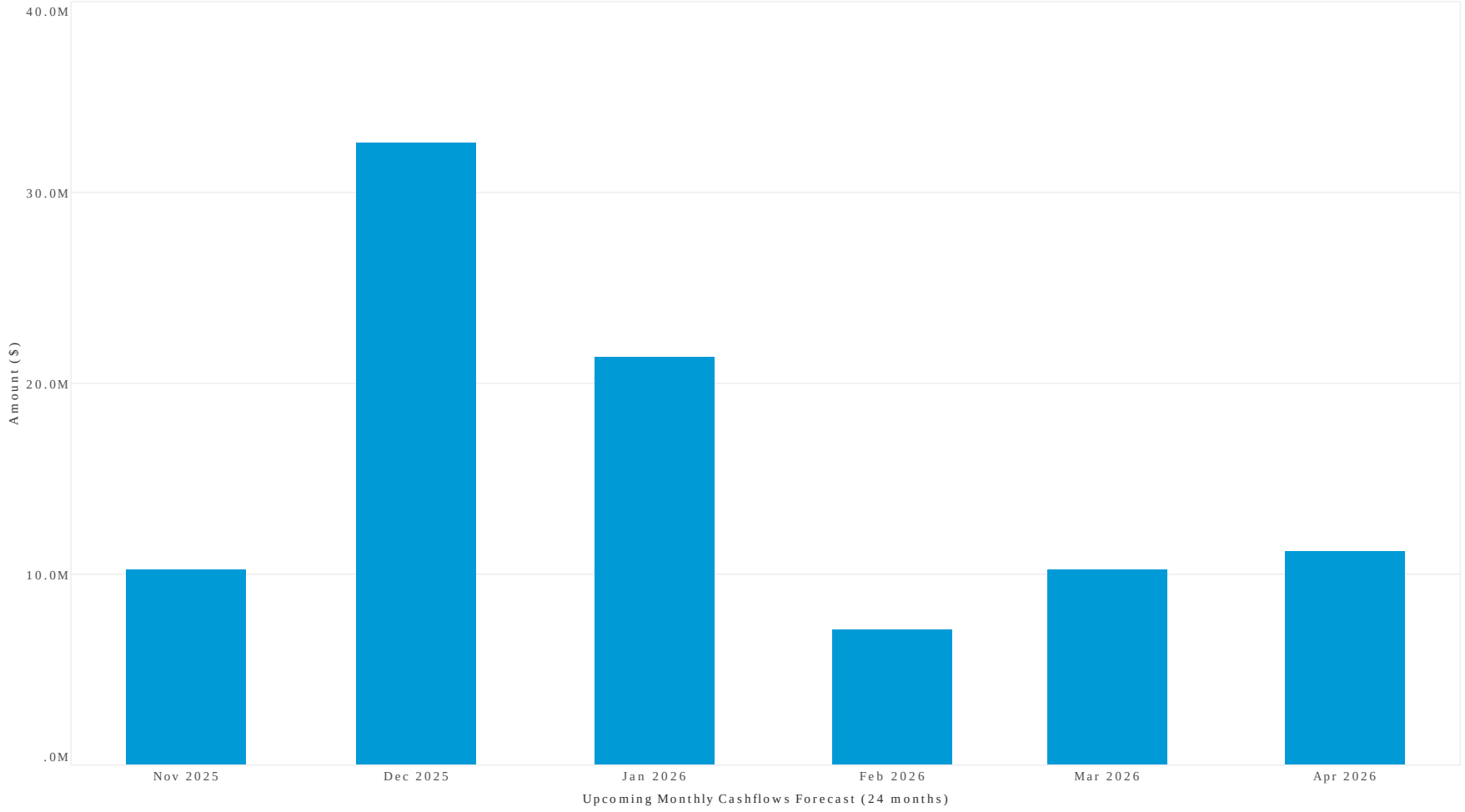
PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Cashflows Report - October 2025



PRUDENTIAL
INVESTMENT SERVICES CORP

Lismore City Council
Cashflows Report - October 2025



PRUDENTIAL
INVESTMENT SERVICES CORP

Investment Summary Report
November 2025

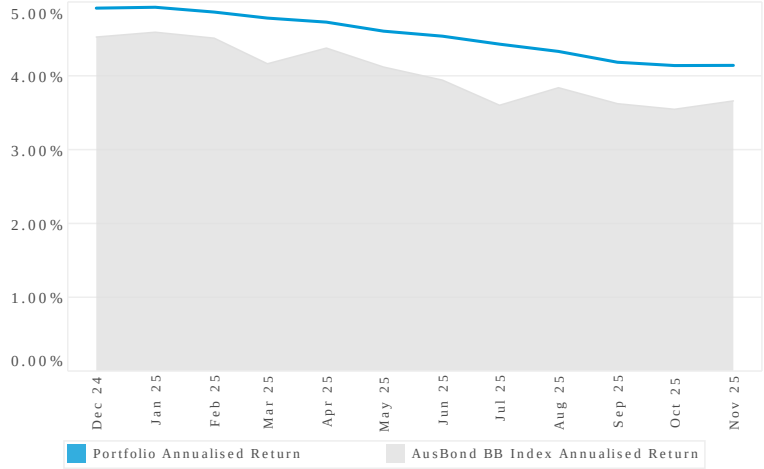
PRUDENTIAL
INVESTMENT SERVICES CORP

Lismore City Council
Executive Summary - November 2025

Investment Holdings

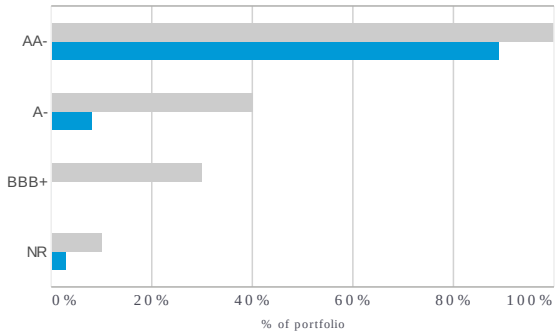
	Face Value ($)	Current Value ($)	Current Yield (%)
Cash	29,844,743	29,844,743	3.6991
Term Deposit	93,500,000	94,533,290	4.2563
	123,344,743	124,378,032	4.1215

Investment Performance

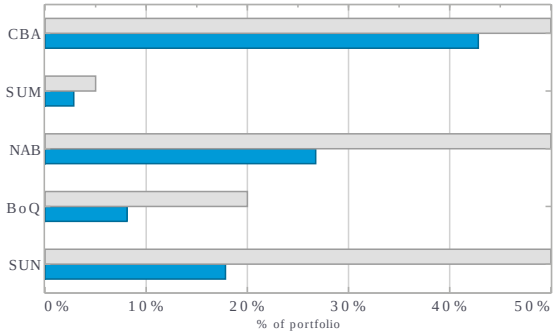


Investment Policy Compliance

Total Credit Exposure



Individual Institutional Exposures



g Portfolio Exposure g Investment Policy Limit

Term to Maturities

	Face Value ($)		Policy Max	
Between 0 and 1 years	123,344,743	100%	100%	a
	123,344,743			

Specific Sub Limits				
Between 3 and 10 years	*0*	*0%*	*50%*	a
Between 5 and 10 years	*0*	*0%*	*25%*	a

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Investment Holdings Report - November 2025

Cash Accounts

Face Value ($)	Current Rate (%)	Institution	Credit Rating	Current Value ($)	Deal No.	Reference
15,035.82	2.0000%	AMP Bank	BBB+	15,035.82	545721	
29,829,706.80	3.7000%	Commonwealth Bank of Australia	AA-	29,829,706.80	543330	64
29,844,742.62	3.6991%			29,844,742.62		

Term Deposits

Maturity Date	Face Value ($)	Current Rate (%)	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Interest Date	Reference
2-Dec-25	3,000,000.00	4.3000%	National Australia Bank	AA-	3,000,000.00	2-May-25	3,075,279.45	546014	75,279.45	At Maturity	
3-Dec-25	2,000,000.00	4.2200%	National Australia Bank	AA-	2,000,000.00	5-Aug-25	2,027,285.48	546304	27,285.48	At Maturity	
3-Dec-25	5,000,000.00	4.1800%	National Australia Bank	AA-	5,000,000.00	4-Sep-25	5,050,389.04	546424	50,389.04	At Maturity	
10-Dec-25	5,000,000.00	4.1700%	National Australia Bank	AA-	5,000,000.00	4-Sep-25	5,050,268.49	546410	50,268.49	At Maturity	
16-Dec-25	7,000,000.00	4.4100%	Suncorp Bank	AA-	7,000,000.00	17-Jun-25	7,141,240.82	546170	141,240.82	At Maturity	
23-Dec-25	5,000,000.00	4.0700%	Commonwealth Bank of Australia	AA-	5,000,000.00	28-Aug-25	5,052,965.75	546389	52,965.75	At Maturity	99
23-Dec-25	5,000,000.00	4.6500%	Suncorp Bank	AA-	5,000,000.00	23-Apr-25	5,141,410.96	546005	141,410.96	At Maturity	
7-Jan-26	1,000,000.00	4.3500%	Bank of Queensland	A-	1,000,000.00	11-Jun-25	1,020,617.81	546152	20,617.81	At Maturity	
7-Jan-26	2,000,000.00	4.3500%	Bank of Queensland	A-	2,000,000.00	10-Jun-25	2,041,473.97	546146	41,473.97	At Maturity	
7-Jan-26	4,000,000.00	4.1000%	National Australia Bank	AA-	4,000,000.00	8-Oct-25	4,024,263.01	546658	24,263.01	At Maturity	
14-Jan-26	5,000,000.00	4.1800%	National Australia Bank	AA-	5,000,000.00	4-Sep-25	5,050,389.04	546409	50,389.04	At Maturity	
21-Jan-26	4,000,000.00	4.1800%	National Australia Bank	AA-	4,000,000.00	23-Sep-25	4,031,607.67	546609	31,607.67	At Maturity	
27-Jan-26	5,000,000.00	4.3000%	Bank of Queensland	A-	5,000,000.00	1-Jul-25	5,090,123.29	546227	90,123.29	At Maturity	
11-Feb-26	5,000,000.00	4.0700%	National Australia Bank	AA-	5,000,000.00	22-Oct-25	5,022,301.37	546740	22,301.37	At Maturity	
25-Feb-26	2,000,000.00	4.7400%	Westpac Group	AA-	2,000,000.00	25-Feb-25	2,001,558.36	545826	1,558.36	Quarterly	
4-Mar-26	5,000,000.00	4.1500%	Suncorp Bank	AA-	5,000,000.00	10-Sep-25	5,046,616.44	546452	46,616.44	At Maturity	
30-Mar-26	5,000,000.00	4.3000%	Suncorp Bank	AA-	5,000,000.00	1-Jul-25	5,090,123.29	546228	90,123.29	At Maturity	
1-Apr-26	5,000,000.00	4.2200%	Commonwealth Bank of Australia	AA-	5,000,000.00	30-Oct-25	5,018,498.63	546777	18,498.63	At Maturity	
8-Apr-26	5,000,000.00	4.2200%	Commonwealth Bank of Australia	AA-	5,000,000.00	30-Oct-25	5,018,498.63	546778	18,498.63	At Maturity	
15-Apr-26	3,000,000.00	4.2000%	Commonwealth Bank of Australia	AA-	3,000,000.00	11-Nov-25	3,006,904.11	546823	6,904.11	At Maturity	
23-Apr-26	1,000,000.00	4.2500%	Summerland Bank	NR	1,000,000.00	29-May-25	1,021,657.53	546084	21,657.53	At Maturity	

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council

Investment Holdings Report - November 2025

Maturity Date	Face Value ($)	Current Rate (%)	Institution	Credit Rating	Purchase Price ($)	Purchase Date	Current Value ($)	Deal No.	Accrued Interest ($)	Next Interest Date	Reference
29-Apr-26	2,500,000.00	4.4000%	Summerland Bank	NR	2,500,000.00	27-Nov-25	2,501,205.48	546881	1,205.48	At Maturity	
29-Apr-26	5,000,000.00	4.2400%	Commonwealth Bank of Australia	AA-	5,000,000.00	27-Nov-25	5,002,323.29	546885	2,323.29	At Maturity	
6-May-26	2,000,000.00	4.2500%	Bank of Queensland	A-	2,000,000.00	4-Nov-25	2,006,287.67	546788	6,287.67	At Maturity	
	93,500,000.00	4.2563%			93,500,000.00		94,533,289.58		1,033,289.58		

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Accrued Interest Report - November 2025

Investment	Deal No.	Comments	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days	Interest Accrued ($)	Yield (% pa)
Cash									
Commonwealth Bank of Australia	543330					88,536.93	0	71,236.85	3.70%
AMP Bank	545721					25.50	0	24.72	2.00%
						88,562.43		71,261.57	3.70%
Term Deposits									
Bank of Queensland	546013		2,000,000.00	2-May-25	4-Nov-25	46,372.60	3	747.94	4.55%
National Australia Bank	545787		3,000,000.00	11-Feb-25	11-Nov-25	108,152.88	10	3,961.65	4.82%
National Australia Bank	546388		5,000,000.00	28-Aug-25	25-Nov-25	50,230.14	24	13,545.21	4.12%
National Australia Bank	546014		3,000,000.00	2-May-25	2-Dec-25	0.00	30	10,602.74	4.30%
National Australia Bank	546304		2,000,000.00	5-Aug-25	3-Dec-25	0.00	30	6,936.99	4.22%
National Australia Bank	546424		5,000,000.00	4-Sep-25	3-Dec-25	0.00	30	17,178.08	4.18%
National Australia Bank	546410		5,000,000.00	4-Sep-25	10-Dec-25	0.00	30	17,136.98	4.17%
Suncorp Bank	546170		7,000,000.00	17-Jun-25	16-Dec-25	0.00	30	25,372.60	4.41%
Suncorp Bank	546005		5,000,000.00	23-Apr-25	23-Dec-25	0.00	30	19,109.59	4.65%
Commonwealth Bank of Australia	546389		5,000,000.00	28-Aug-25	23-Dec-25	0.00	30	16,726.02	4.07%
Bank of Queensland	546146		2,000,000.00	10-Jun-25	7-Jan-26	0.00	30	7,150.68	4.35%
Bank of Queensland	546152		1,000,000.00	11-Jun-25	7-Jan-26	0.00	30	3,575.34	4.35%
National Australia Bank	546658		4,000,000.00	8-Oct-25	7-Jan-26	0.00	30	13,479.45	4.10%
National Australia Bank	546409		5,000,000.00	4-Sep-25	14-Jan-26	0.00	30	17,178.08	4.18%
National Australia Bank	546609		4,000,000.00	23-Sep-25	21-Jan-26	0.00	30	13,742.46	4.18%
Bank of Queensland	546227		5,000,000.00	1-Jul-25	27-Jan-26	0.00	30	17,671.24	4.30%
National Australia Bank	546740		5,000,000.00	22-Oct-25	11-Feb-26	0.00	30	16,726.03	4.07%
Westpac Group	545826		2,000,000.00	25-Feb-25	25-Feb-26	23,894.79	30	7,791.78	4.74%
Suncorp Bank	546452		5,000,000.00	10-Sep-25	4-Mar-26	0.00	30	17,054.80	4.15%
Suncorp Bank	546228		5,000,000.00	1-Jul-25	30-Mar-26	0.00	30	17,671.24	4.30%
Commonwealth Bank of Australia	546777		5,000,000.00	30-Oct-25	1-Apr-26	0.00	30	17,342.47	4.22%
Commonwealth Bank of Australia	546778		5,000,000.00	30-Oct-25	8-Apr-26	0.00	30	17,342.47	4.22%

PRUDENTIAL INVESTMENT SERVICES CORP

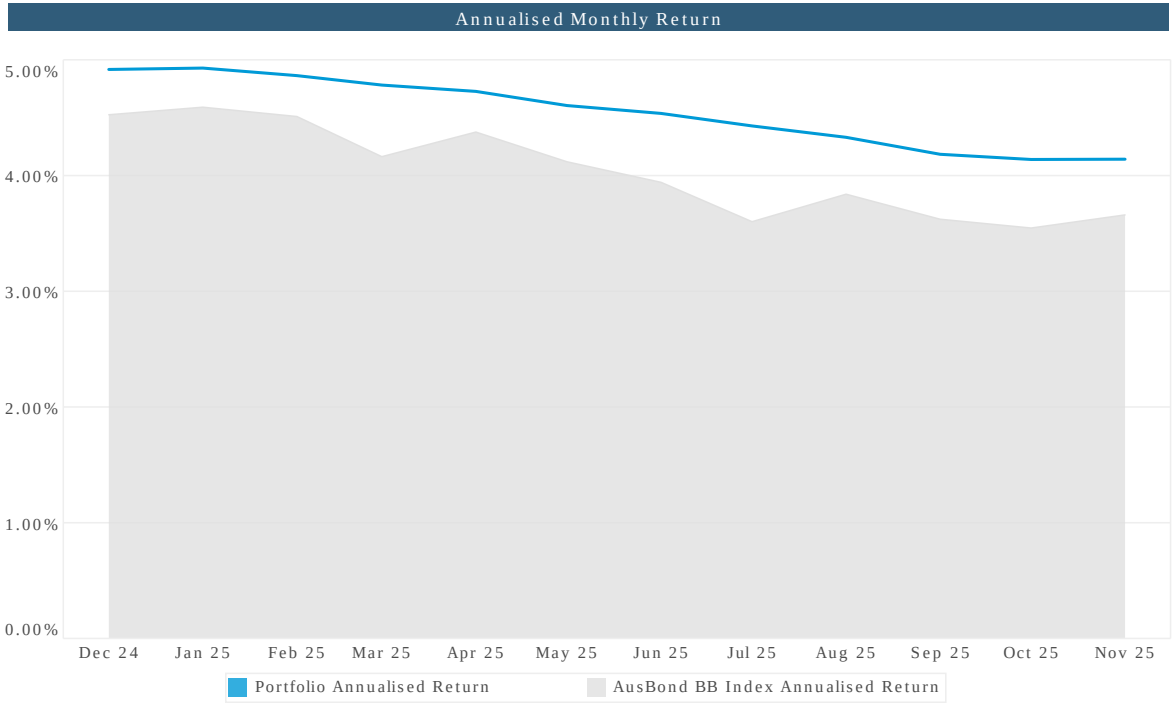
Lismore City Council

Accrued Interest Report - November 2025

Investment	Deal No.	Comments	Face Value ($)	Settlement Date	Maturity Date	Interest Received ($)	Days	Interest Accrued ($)	Yield (% pa)
Commonwealth Bank of Australia	546823		3,000,000.00	11-Nov-25	15-Apr-26	0.00	20	6,904.11	4.20%
Summerland Bank	546084		1,000,000.00	29-May-25	23-Apr-26	0.00	30	3,493.15	4.25%
Summerland Bank	546881		2,500,000.00	27-Nov-25	29-Apr-26	0.00	4	1,205.48	4.40%
Commonwealth Bank of Australia	546885		5,000,000.00	27-Nov-25	29-Apr-26	0.00	4	2,323.29	4.24%
Bank of Queensland	546788		2,000,000.00	4-Nov-25	6-May-26	0.00	27	6,287.67	4.25%
						228,650.41		318,257.54	4.26%
Grand Totals						317,212.84		389,519.11	4.14%

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Investment Performance Report - November 2025



Historical Performance Summary (%pa)			
	Portfolio	Annualised BB Index	Outperformance
Nov 2025	4.14%	3.66%	0.48%
Last 3 months	4.15%	3.61%	0.54%
Last 6 months	4.29%	3.70%	0.59%
Financial Year to Date	4.25%	3.65%	0.60%
Last 12 months	4.55%	4.04%	0.51%

PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Environmental Commitments Report - November 2025

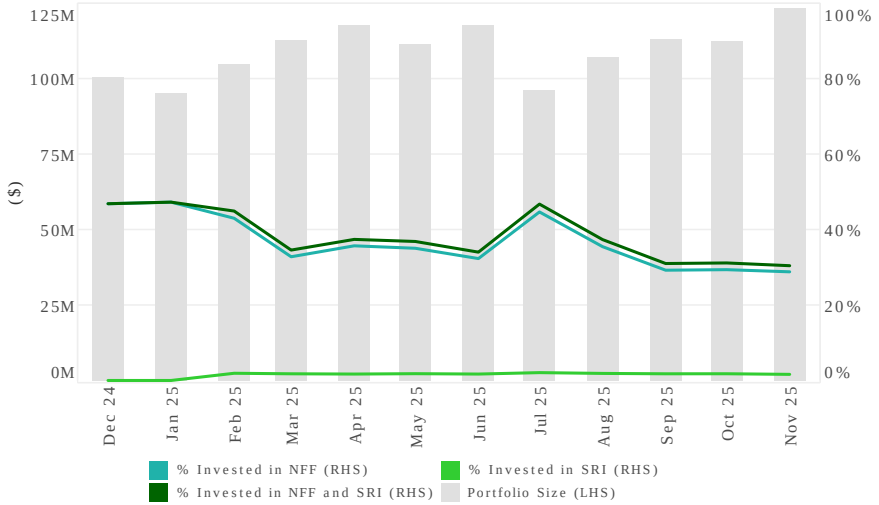
Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
Commonwealth Bank of Australia	52,829,707		36,416,770	
National Australia Bank	33,000,000		41,000,000	
	85,829,707	70%	77,416,770	69%
Non Fossil Fuel Lending ADIs				
AMP Bank	15,036		15,010	
Bank of Queensland	10,000,000		10,000,000	
Summerland Bank	3,500,000		1,000,000	
Suncorp Bank	22,000,000		22,000,000	
	35,515,036	29%	33,015,010	29%
Socially Responsible Investment				
Westpac Group (Green TD)	2,000,000		2,000,000	
	2,000,000	2%	2,000,000	2%
	123,344,743		112,431,781	

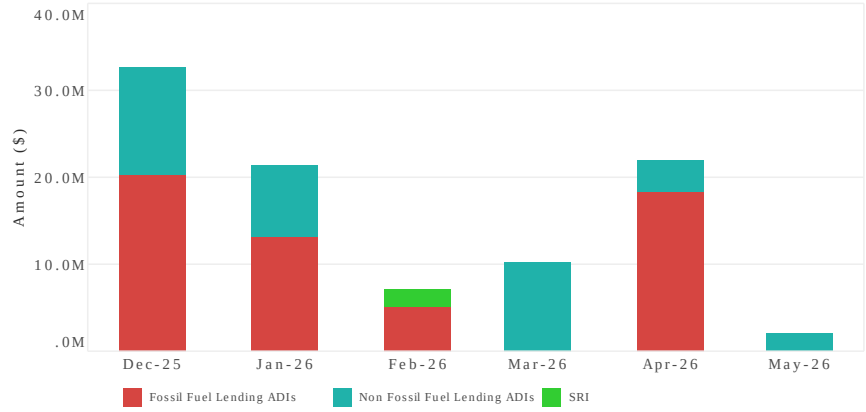
* source: Marketforces & APRA

Percentages may not add up to 100% due to rounding

Historical Portfolio Exposure to NFF Lending ADIs and SRIs



Upcoming Maturities

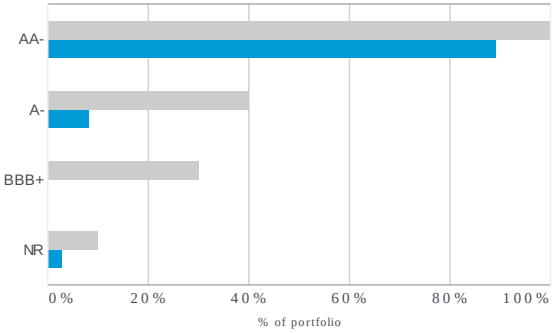


PRUDENTIAL INVESTMENT SERVICES CORP

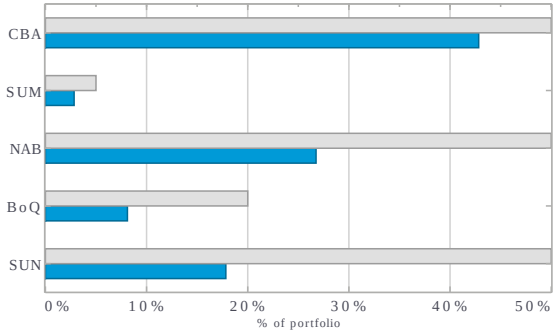
Lismore City Council

Investment Policy Compliance Report - November 2025

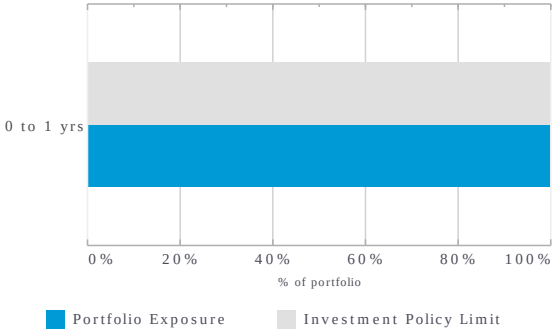
Total Credit Exposure



Individual Institutional Exposures



Term to Maturities



Credit Rating Group	Face Value ($)		Policy Max	
AA-	109,829,707	89%	100%	a
A-	10,000,000	8%	40%	a
BBB+	15,036	0%	30%	a
NR	3,500,000	3%	10%	a
	123,344,743			

Institution	% of portfolio	Investment Policy Limit	
Commonwealth Bank of Australia (AA-)	43%	50%	a
Summerland Bank (NR)	3%	5%	a
National Australia Bank (AA-)	27%	50%	a
Bank of Queensland (A-)	8%	20%	a
Suncorp Bank (AA-)	18%	50%	a
Westpac Group (AA-)	2%	50%	a

	Face Value ($)		Policy Max	
Between 0 and 1 years	123,344,743	100%	100%	a
	123,344,743			

Specific Sub Limits				
BBB+	*15,036*	*0%*	*30%*	a
A-	*10,000,000*	*8%*	*40%*	a

Specific Sub Limits				
Between 3 and 10 years	*0*	*0%*	*50%*	a
Between 5 and 10 years	*0*	*0%*	*25%*	a

a = compliant
r = non-compliant

PRUDENTIAL INVESTMENT SERVICES CORP

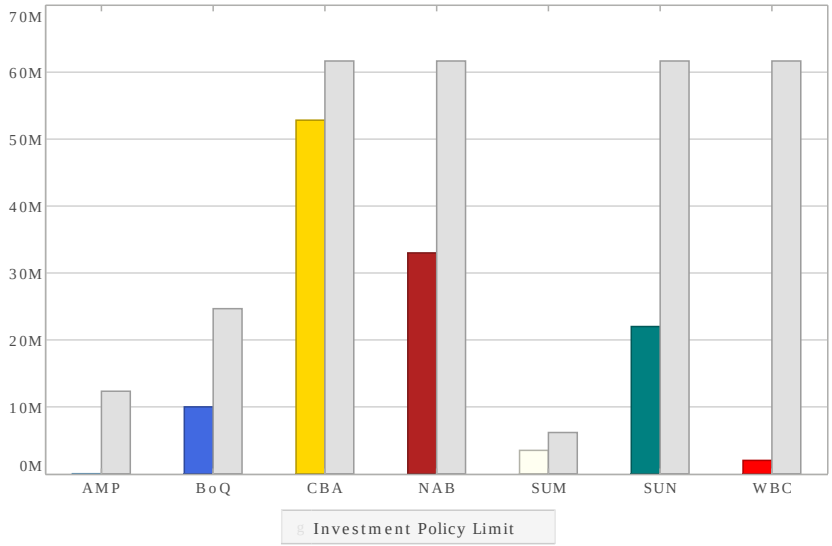
Lismore City Council

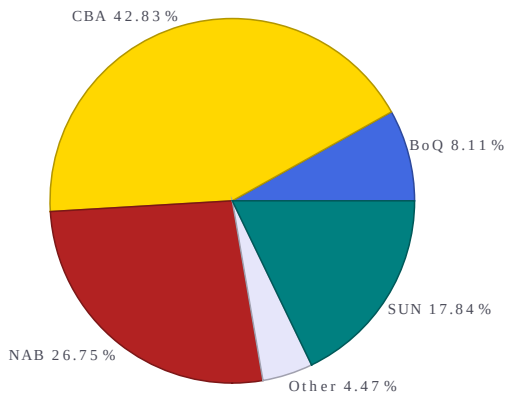
Individual Institutional Exposures Report - November 2025

Individual Institutional Exposures

	Current Exposures		Policy Limit		Capacity
AMP Bank (BBB+)	15,036	0%	12,334,474	10%	12,319,438
Bank of Queensland (A-)	10,000,000	8%	24,668,949	20%	14,668,949
Commonwealth Bank of Australia (AA-)	52,829,707	43%	61,672,371	50%	8,842,664
National Australia Bank (AA-)	33,000,000	27%	61,672,371	50%	28,672,371
Summerland Bank (NR)	3,500,000	3%	6,167,237	5%	2,667,237
Suncorp Bank (AA-)	22,000,000	18%	61,672,371	50%	39,672,371
Westpac Group (AA-)	2,000,000	2%	61,672,371	50%	59,672,371
	123,344,743				

Individual Institutional Exposure Charts





PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Cashflows Report - November 2025

Actual Cashflows for November 2025

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
4-Nov-25	546013	Bank of Queensland	Term Deposit	Maturity: Face Value	2,000,000.00
		Bank of Queensland	Term Deposit	Maturity: Interest Received/Paid	46,372.60
				Deal Total	2,046,372.60
4-Nov-25	546788	Bank of Queensland	Term Deposit	Settlement: Face Value	-2,000,000.00
				Deal Total	-2,000,000.00
				Day Total	46,372.60
11-Nov-25	545787	National Australia Bank	Term Deposit	Maturity: Face Value	3,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	108,152.88
				Deal Total	3,108,152.88
11-Nov-25	546823	Commonwealth Bank of Australia	Term Deposit	Settlement: Face Value	-3,000,000.00
				Deal Total	-3,000,000.00
				Day Total	108,152.88
25-Nov-25	545826	Westpac Group	Term Deposit	During: Interest Received/Paid Dates	23,894.79
				Deal Total	23,894.79
25-Nov-25	546388	National Australia Bank	Term Deposit	Maturity: Face Value	5,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	50,230.14
				Deal Total	5,050,230.14
				Day Total	5,074,124.93
27-Nov-25	546881	Summerland Bank	Term Deposit	Settlement: Face Value	-2,500,000.00
				Deal Total	-2,500,000.00
27-Nov-25	546885	Commonwealth Bank of Australia	Term Deposit	Settlement: Face Value	-5,000,000.00
				Deal Total	-5,000,000.00
				Day Total	-7,500,000.00
				Total for Month	-2,271,349.59

Forecast Cashflows for December 2025

PRUDENTIAL INVESTMENT SERVICES CORP

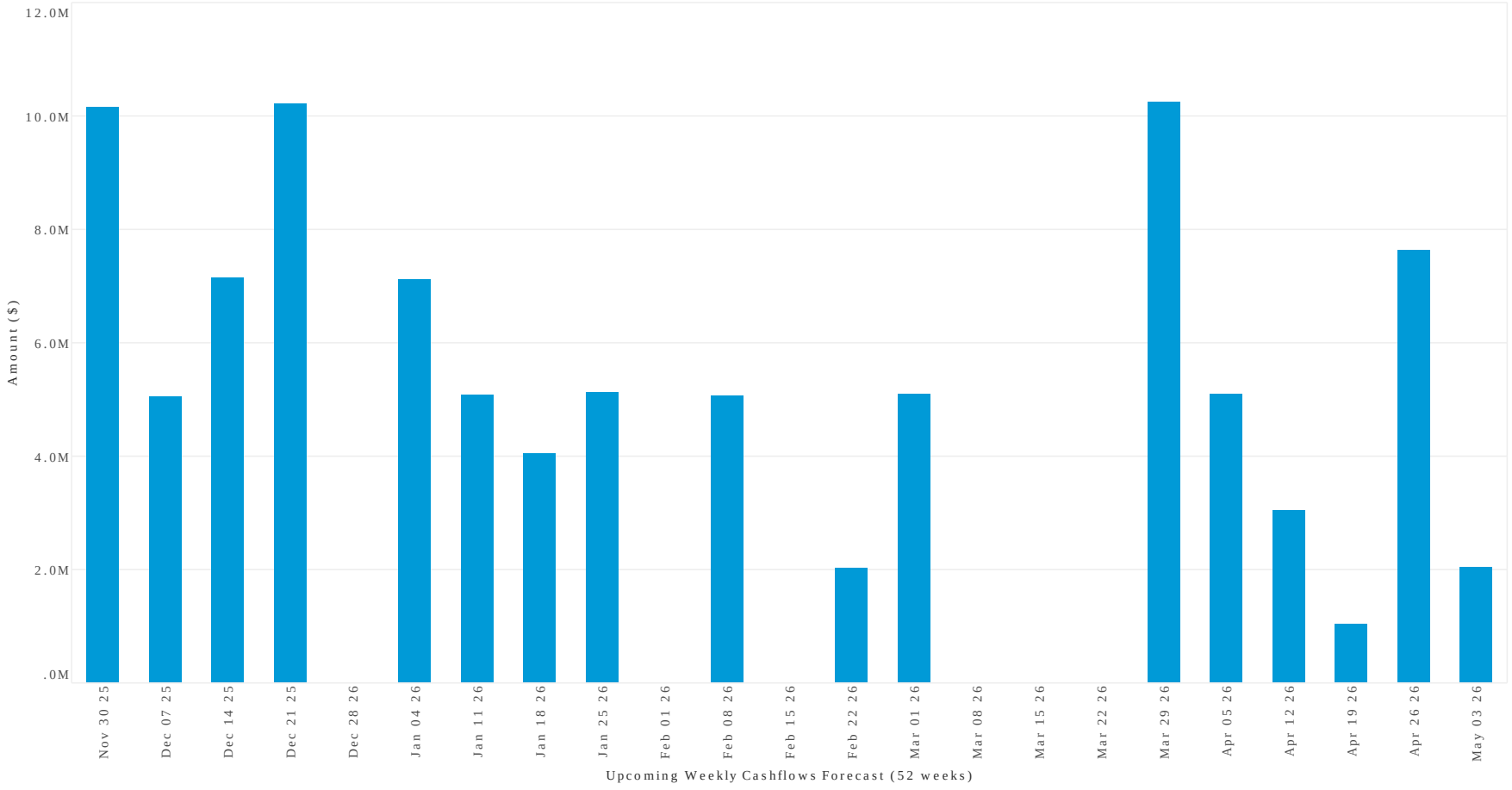
Lismore City Council
Cashflows Report - November 2025

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
2-Dec-25	546014	National Australia Bank	Term Deposit	Maturity: Face Value	3,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	75,632.88
				Deal Total	3,075,632.88
				Day Total	3,075,632.88
3-Dec-25	546304	National Australia Bank	Term Deposit	Maturity: Face Value	2,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	27,747.95
				Deal Total	2,027,747.95
3-Dec-25	546424	National Australia Bank	Term Deposit	Maturity: Face Value	5,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	51,534.25
				Deal Total	5,051,534.25
				Day Total	7,079,282.19
10-Dec-25	546410	National Australia Bank	Term Deposit	Maturity: Face Value	5,000,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	55,409.59
				Deal Total	5,055,409.59
				Day Total	5,055,409.59
16-Dec-25	546170	Suncorp Bank	Term Deposit	Maturity: Face Value	7,000,000.00
		Suncorp Bank	Term Deposit	Maturity: Interest Received/Paid	153,927.12
				Deal Total	7,153,927.12
				Day Total	7,153,927.12
23-Dec-25	546005	Suncorp Bank	Term Deposit	Maturity: Face Value	5,000,000.00
		Suncorp Bank	Term Deposit	Maturity: Interest Received/Paid	155,424.66
				Deal Total	5,155,424.66
23-Dec-25	546389	Commonwealth Bank of Australia	Term Deposit	Maturity: Face Value	5,000,000.00
		Commonwealth Bank of Australia	Term Deposit	Maturity: Interest Received/Paid	65,231.51
				Deal Total	5,065,231.51
				Day Total	10,220,656.16
				Total for Month	32,584,907.95

PRUDENTIAL INVESTMENT SERVICES CORP

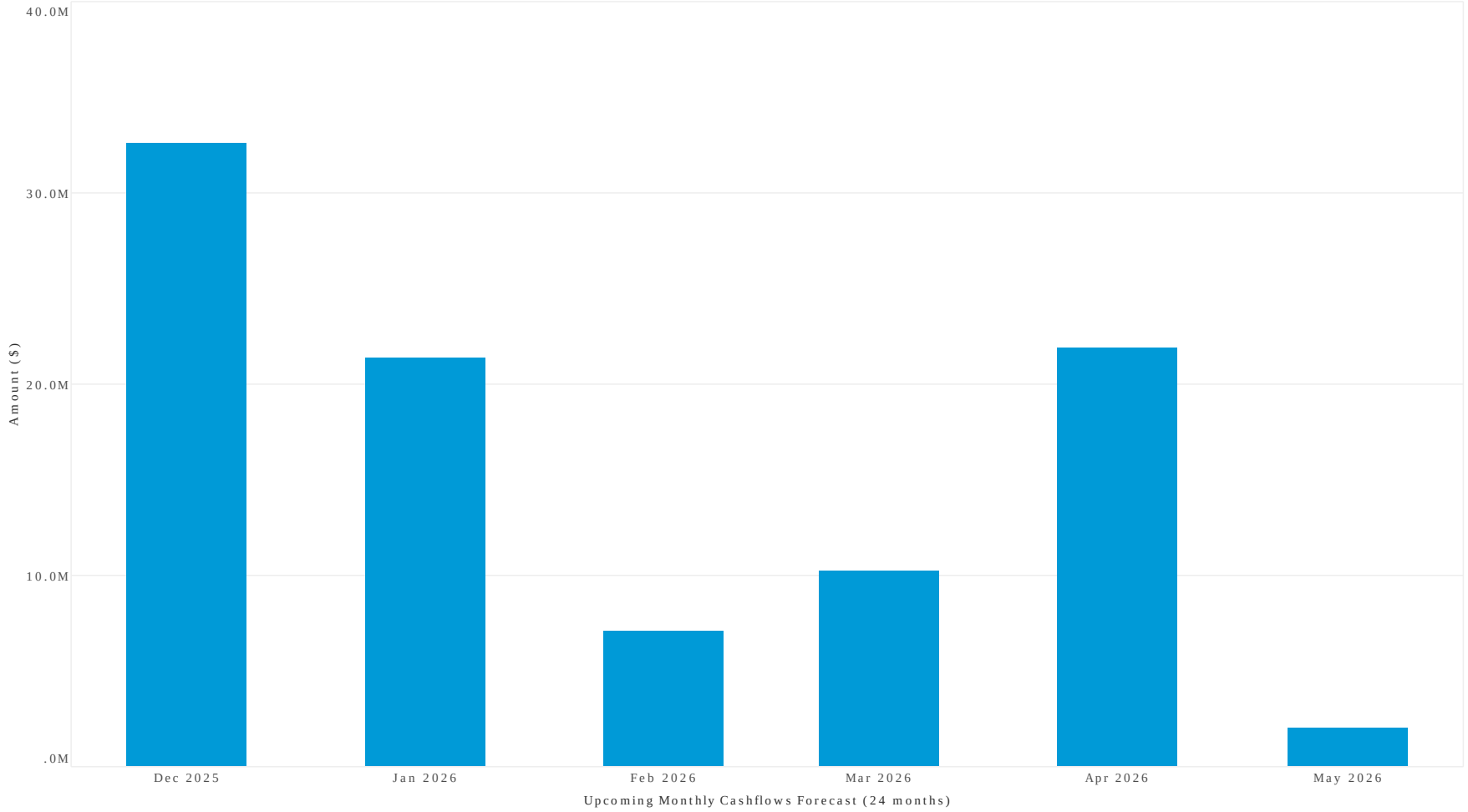
Lismore City Council
Cashflows Report - November 2025

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount



PRUDENTIAL INVESTMENT SERVICES CORP

Lismore City Council
Cashflows Report - November 2025



PRUDENTIAL
INVESTMENT SERVICES CORP

Lismore City Council

Monthly Council Finance & Investment Report

December 2025

Please Note

- The results reported are for the 4 months to 31st October 2025.
- Comparison of actual revenue/expense to budgets requires careful consideration as FY24 budgets are not fully phased (over the year). In future, budget phasing will be improved as part of the Finance uplift.
- At this stage, it is best to focus on the Full Year Budget and the Year-to-Date actual expressed as a percentage of the full year budget.
- Reporting excludes Flood Restoration Program (FRP) unless otherwise stated.
- Investment report to 30 November is included in this report and the Investment Report to 30 October is include as an appendix.
- As we iterate on this Report, feedback is welcome.

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2. Operating expenses by expense type

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1. Revenue by Fund
2. Water & Rates Recoveries
3. Other Receivables for the enterprise
4. Investment Performance Report to 30 November

External and Internal Reserves – quarterly

Capital Works Program
1. Expenditure by program

Appendices
1. Council Investment Report to 31 October + 14 page report in pdf

For future inclusion –
- *Operating Expenses by Directorate*
- *Reporting on grants. (Grants Coordinator has now been appointed)*

Summary and Key Highlights

Measure	Where we are at		
Operating expenses		⊖	
Revenue		⊖	
Rates and Water Recoveries			⊗
Other Receivables			⊗
Investment performance	✓		
Reserves		⊖	
Capital Works Program		⊖	

Key takeaways – No material changes from the previous month

- On a YTD basis, whilst there is some variance with both revenue and expenses, Finance is not presently concerned about the financial profile across the Funds. A lot of the variances are driven by timing differences.
- We have significant amounts of revenue outstanding. Overdue rates and water billing are $10.2m ($11.8m in prior month). Debt recovery is continuing to progress.
- Other Receivables increased to a total of $18.0m ($17.1m in prior month). $15.6m of this is grant funding consistent month on month. Grant funding includes $5.0m that has been outstanding for 3 months+ and consists of amounts owing by government departments. Focus on accounts receivable has increased with reminder notices for overdue amounts being issued and meetings with relevant business units within council to review overdue balances.
- We have completed the September quarter QBRS and it highlighted that Internal Reserves were c.$15m below target levels at September 2025. This has largely been driven by delays in the receipt of grant funding by the FRP. Operationally, we are monitoring this and working closely with FRP to resolve these issues.
- Progress is being made on the $6m Efficiency Target. The GM restructures are contributing and the proposed organisational restructures are under consultation until 30 January at this point.
- Expenditure associated with the Capital Works Program is well behind budget. However, we expect this to align with future budgets as delivery ramps up. There has been extensive project delivery planning on a YTD basis. Reforecasting will be undertaken as part of the Dec QBRS.
- FY26-27 Budget Planning has commenced, and we expect to engage Council in the next couple of months. Working with ELT, we have also set out Future Sustainability Targets.

Operating Expenses by Fund

Operating expenses for the General Fund are running above budget. While both the Sewer Fund and Water fund have favourable variances.

Operating expenses by	FY Budget $000	YTD actual to FY budget %	YTD Budget $000	YTD Actual $000	YTD Variance $000	Where we are at
General Fund	87,750	36.2%	29,750	31,754	(2,004)	⊖
Sewer Fund	6,145	27.0%	2,135	1,662	472	✓
Water Fund	10,692	31.6%	3,592	3,383	209	✓
Total operating expenses	**104,587**	**35.2%**	**35,477**	**36,799**	**(1,322)**	⊖

Key takeaways

- Total operating expenses for the General Fund for the year to date (YTD) 31 October 2025 are over budget by $2,004k.
    - Materials and services costs are over budget by $2,375k, and a substantial portion of that is due to timing differences (phasing of the budget differing from the actual recording of the cost). The budget for Materials and Services was reduced partly by the efficiency dividend (previously discussed with Council) .
    - The FY budgeted Materials and Services costs include Contractor other costs of $22.282m, representing a significant potential opportunity. It is currently running below budget by $961k.
- The operating expenses for both the Sewer and Water Funds are running below budget.
- The General Fund's operating expenses by type are set out on the next page.

Operating Expenses by expense type – General Fund

Materials and Services related expenditure continues to be the reason for the negative variance to budget

Operating expenses	FY Budget $000	YTD actual to FY budget %	YTD Budget $000	YTD Actual $000	YTD Variance $000	Mvt from last month
Workforce costs and on-costs	45,165	34.4%	15,579	15,556	23	→
Materials and services	38,370	39.5%	12,766	15,141	(2,375)	↓
Other expenses	4,216	25.1%	1,405	1,057	348	↑
Total operating expenses	**87,751**	**36.2%**	**29,750**	**31,754**	**(2,004)**	

Key takeaways

- Overall workforce costs are materially in line with budget and if one-off workplace change costs are excluded, are below budget.

- Materials and services costs are $2,375k over budget vs. $2,040k in the prior month.
    - Whilst the variance has increased since the prior month this includes $540k of CCRR grant funded costs.
    - Substantial negative variances are still due to timing in recognising the expenditure in the budget vs when they are actually incurred. For example, Insurance premiums and Technology software.
    - The analysis of variances for some types of expenditure e.g. external plant hire and traffic control is difficult as the budget is at a work order level and not at an expense type level. This will be considered as part of budgeting for the 26/27 financial year.

Total Revenue by Fund

Year to date revenue is below budget due mainly to timing differences (phasing).

Revenue from operations, grants and sale of assets, and treasury activities by Fund	FY Budget $000	YTD actual to FY budget %	YTD Budget $000	YTD Actual $000	YTD Variance $000	Mvt from last month
Revenue from General fund	99,636	62.4%	66,942	62,190	(4,751)	↓
Revenue from Sewer Fund	18,218	83.4%	16,260	15,187	(1,073)	↓
Revenue from Water fund	18,291	21.3%	3,618	3,895	(277)	↓
Total Revenue from Business as Usual	**136,145**	**59.7%**	**86,819**	**81,272**	**(5,547)**	

Key takeaways:

- Actual vs budget analysis is distorted by grant income on capital works projects, which is generally aligned with, or lags, expenditure on those projects. Grant revenue needs to be reported on in conjunction with the related project expenditure for analysis to be meaningful.
- The negative variance for the General Fund is primarily related to grants. Please see the following slide for more details.
- The negative variance for the Sewer Fund is due to:
    1. The accounting treatment of interest and investment income ($650k) . Budgeted Interest and investment income for the year have been phased equally over the 12 months, while actual investment income is currently recognised on receipt, except at the financial year end, when accounting standards require an accrual to be raised.
    2. Reversal of Norco flood related contamination charges in October 2025 as resolved by council ($420k).
- The negative variance for the Water Fund is primarily interest and investment income budgeted for YTD October 2025 but not yet received.

Total Revenue for General Fund by type

Year to date revenue is below budget due to timing differences (phasing) partly offset by permanent differences in User Charges and Fees and Other Income.

Revenue from operations, grants and sale of assets, and treasury activities	FY Budget $000	YTD actual to FY budget %	YTD Budget $000	YTD Actual $000	YTD Variance $000	Mvt from last month
Operating activities						
Rates and Annual Charges	48,721	99.4%	48,383	48,429	46	↑
User charges and fees	15,338	39.4%	5,557	6,049	492	↑
Other income	3,354	42.4%	1,118	1,421	303	↑
Total revenue from operations	**67,413**	**82.9%**	**55,057**	**55,898**	**841**	
Grants and Contributions and asset sales						
Grants and Contributions provided for operating purposes	18,733	19.5%	4,327	3,648	(680)	↓
Grants and Contributions provided for Capital Purposes	12,432	16.2%	7,083	2,017	(5,067)	↓
Net gains/(Losses) from disposal of assets	(1,452)	0.00%	(363)	0	363	→
Total revenue from grants, contributions and asset sales	**29,713**	**19.1%**	**11,048**	**5,664**	**(5,383)**	
Interest and Investment revenue from Treasury activities	2,510	25.0%	837	628	(209)	↓
Total revenue for the year	**99,636**	**62.4%**	**66,942**	**62,190**	**(4,751)**	

Key takeaways:

- Rates and annual charges are invoiced annually in July. Revenue is recognised in that month. The majority of ratepayers take the option of paying those rates via quarterly instalments.
- User charges and fees are above budget. The primary contributor is Weighbridge fees which are currently $476k above budget.
- Other income is above budget for numerous reasons including unbudgeted wage and salary subsidies of $69k, fees from other sporting events of $90k, parking fines of $60k, and quarry income of $110k relating to electricity costs for the 12 months from Aug 24 recharged to the asphalt contractor.
- Grant income is generally aligned with, or lags, expenditure on projects being funded by the grants. In the most part, phasing of budgeted project expenditure is not available, and even if it were, any changes in project schedules would impact the timing of receipt of grant revenue. Grant revenue needs to be reported on in conjunction with the related project expenditure for analysis to be meaningful.
- There is a favourable variance for asset disposals as budgeted losses on sales of assets have not yet been realised.
- Budgeted Interest and investment income for the year have been phased equally over the 12 months, whereas actual investment income is currently recognised on receipt, except at the financial year end, when accounting standards require an accrual to be raised. That accrual has been reversed in July, whereas all of the income to which that accrual relates has not yet been received. The variance therefore relates to timing.

Rates and Water Recoveries

Overdue amounts for Rates and Water now total $10m, which is a $1.6m improvement since the prior month. Debt recovery processes are continuing.

Receivables	Receivable $000	% Overdue	Overdue $000	Mvt from last month
Receivables – rates and annual charges (as at 24/11/2025)	45,926	18.4%	8,467	↑
Receivables – water usage charges (as at 07/11/2025)	2,483	71.0%	1,764	↑
Total receivables	**48,409**	**21.1%**	**10,231**	

Key takeaways:

Rates and annual charges:

- Invoiced annually in July each year, and the receivable is taken up at that time. The rate and annual charges are collected via quarterly instalment notices. The second instalment, for the quarter ended 31 October 2025 and due by 30 November 2025, was issued towards the end of October. As a result, the receivable balance has decreased significantly from the previous month.
- The overdue amount has improved from September by $1.272m and since the end of August $2.949m. The balance of prior year rates and annual charges outstanding has improved by a further $573k to $6.565m.
- The second reminder notice for overdue rates will be issued approximately 10 days after the due date for the next instalment (30 November). With a due date set in January to allow for the holiday period.

Water Usage Charges:

- Receivables have decreased significantly month on month. Invoices for water usage are issued quarterly after a 4-week meter reading period. Invoices for the current quarter were issued at September 2025 and subsequently a large proportion paid in October 2025 with a resultant decrease in receivables. The overdue balance has decreased by $279k since last month.

Other Receivables (enterprise wide)

Grant funding receivables continues to make up the majority of the receivable balance. We are focusing on collections.

Aged Other Receivables by Category	3+ months $000	3 months $000	2 months $000	1 month $000	Current $000	Total $000
Grant Funding	5,066	3,750	1,282	4,823	723	15,644
Richmond Tweed Regional Library	–	–	–	–	883	883
Lismore Recycling & Recovery Centre	50	223	212	240	(1)	724
Northern Rivers Quarry & Asphalt	7	190	133	111	–	441
Commercial Waste Services	5	–	–	60	–	66
Lismore Memorial Gardens	–	2	–	2	16	20
Food Premises	6	24	(2)	(1)	1	27
Other	72	16	24	24	106	242
Total other receivables	**5,206**	**4,206**	**1,649**	**5,258**	**1,728**	**18,047**

Key takeaways:

Rates and annual charges:

- Invoiced annually in July each year, and the receivable is taken up at that time. The rate and annual charges are collected via quarterly instalment notices. The second instalment, for the quarter ended 31 October 2025 and due by 30 November 2025, was issued towards the end of October. As a result, the receivable balance has decreased significantly from the previous month.
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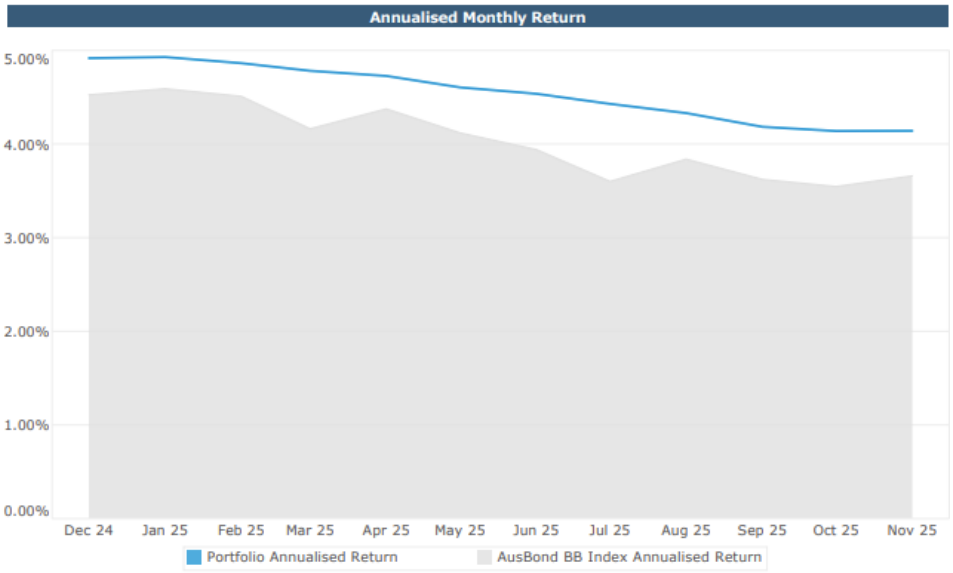
Current Investment Returns – Nov:4.14% (LM:4.14%) (YTD 4.25%) –

Returns while above the BBI benchmark are still relatively conservative when compared to other regional councils

- ✓ Nov council's portfolio returned 4.14% (LM:4.14%), being 48bps above the annualised Bank Bill BBI of 3.66%.
- ✓ Excluding cash accounts, Council's term deposit holdings yielded 4.26%pa for the month
- ✓ Financial year to date 4.25% (LM:4.27%) being 60bps above the BBI of 3.65%
- ✓ Noting the portfolio return is comparably conservative when compared to other councils due to the low risk profile of our investments, in other words high cash and term deposit balances and no Bond or TCorp investments
- ✓ Analysis is currently being prepared for council, to review risk & return expectations & appetite for volatility



Historical Performance Summary (%pa)	Portfolio	Annualised BB Index	Outperformance
Nov 2025	4.14%	3.66%	0.48%
Last 3 months	4.15%	3.61%	0.54%
Last 6 months	4.29%	3.70%	0.59%
Financial Year to Date	4.25%	3.65%	0.60%
Last 12 months	4.55%	4.04%	0.51%

Lismore City Council

Investment Balances as at 30 Nov 25

Cash and Investment Breakdown	Nov-25	Oct-25	Mth over Mth Change
A1: Operational Cash Accounts	4,219,527	2,864,998	1,354,529
A2: Restricted Operational Cash Accounts	2,207,459	2,204,097	3,362
A Total Operational Cash Accounts	**6,426,986**	**5,069,095**	**1,357,891**
B1: Investments: Business Online Saver Cash Account	29,829,707	21,416,770	8,412,937
B2: Other Investment including Term Deposits	93,515,036	91,014,986	2,500,050
B Total Investments including Term Deposits	**123,344,743**	**112,431,756**	**10,912,987**
C1: Flood Works Advanced Funding for Roads	133,886,555	141,655,303	(7,768,748)
C2: Flood Works Advanced Funding for Buildings	19,855	19,793	62
C3: Flood Works Advanced Funding for Waste	1,633,714	3,796,848	(2,163,135)
C Total Flood Works Advanced Funding	**135,540,124**	**145,471,944**	**(9,931,820)**
Total Cash, Investments and Advanced Funding	**265,311,852**	**262,972,795**	**2,339,057.11**

Key takeaways:

- The overall cash investment & advanced funding balance at Nov $265m (LM:$263m) has dropped $2.3m from the prior month.
- BOS Saver account balance has increased $8.4m to $29.8m as the EPAR decreased.
- Flood works advanced funding balance $135.5m has decreased $9.9m due to consumption of funds relating to deliver of flood infrastructure work.

- **A1** Council maintains an operational bank account for general purposes including employee costs, creditor payments, and expenditure on the capital works program. These funds are not part of the investment portfolio. (Interest earned is at the RBA rate 3.60% less 10bps). The month-end balance is reflected at line A1.
- **A2** Include funds held in separate accounts for specific grant-funded projects and trust obligations that legally or contractually require isolation from general funds. These balances are also excluded from the investment portfolio and are reflected at line A2.
- **B1** This account offers short-term liquidity and is used to optimize interest earnings when there are surplus funds in operational accounts. Funds are transferred in or out of this account as needed for operational costs. This account is part of the investment portfolio, and the balance is listed at line B1.
- **B2** Primarily composed of term deposits, these are longer-term investments held with authorized deposit-taking institution (Banks and Credit Unions). These investments are made in order in order in maximise investment earnings. Council is limited in its investment options in accordance with the Minister's Investment Order and the Investment Policy adopted by Council. The month-end balance is noted at line B2.

Socially Responsible Investment

Where the opportunity arises, Council will seek SRI investment opportunities. However, the investment product will be considered in the context of Council's overall cashflow requirements, investment returns and the security of the investment.

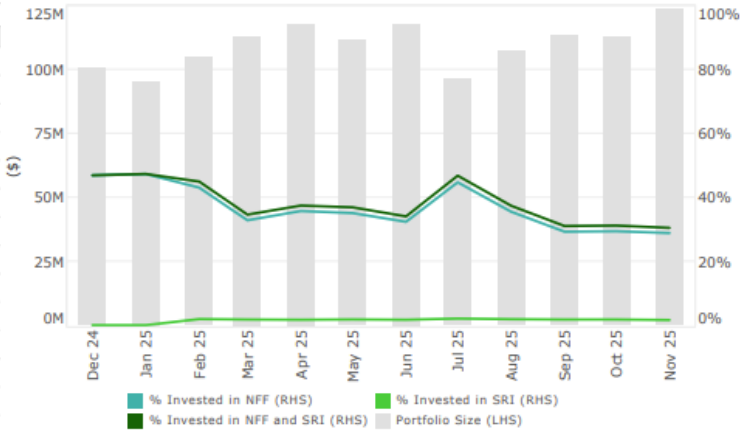
Lismore City Council

Environmental Commitments Report - November 2025

Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
Commonwealth Bank of Australia	52,829,707		36,416,770	
National Australia Bank	33,000,000		41,000,000	
	85,829,707	**70%**	**77,416,770**	**69%**
Non Fossil Fuel Lending ADIs				
AMP Bank	15,036		15,010	
Bank of Queensland	10,000,000		10,000,000	
Summerland Bank	3,500,000		1,000,000	
Suncorp Bank	22,000,000		22,000,000	
	35,515,036	**29%**	**33,015,010**	**29%**
Socially Responsible Investment				
Westpac Group (Green TD)	2,000,000		2,000,000	
	2,000,000	**2%**	**2,000,000**	**2%**
	123,344,743		**112,431,781**	

Historical Portfolio Exposure to NFF Lending ADIs and SRIs



- ✓ In Nov the percentage of the portfolio invested in Socially Responsible Investments (SRI) has remained stable at 31% (LM:31%), the total value of SRI's ticked up to $37m (LM:$35m).
- ✓ When the business saver account balance is excluded the adjusted Ethical investment % is 40% (LM:38%)

Month	Adjusted Ethical Investment Percentage
Nov-25	40.12%

Lismore City Council

Reserves as at 30 September 2025 – Per QBRS

Our internal reserves position has decreased since 30 June 2025. The balance of internal reserves have been impacted in all periods by outstanding grant receivables for work already completed.

Reserves as at	Sept. 2025 $000	June 2025 $000	June 2024 $000
External Restrictions			
Specific purpose unexpended grants – General Fund	171,260	110,877	94,842
Water Fund	13,433	13,194	13,604
Sewer Fund	48,688	46,654	44,534
Developer contributions – General Fund, Water Fund and Sewer Fund	11,337	11,423	9,825
Other	6,286	6,714	6,765
Total External Restrictions	**251,004**	**188,861**	**169,570**
Total Internal Allocations	**19,269**	**21,042**	**14,026**
Total External and Internal Restrictions	**270,273**	**209,903**	**183,596**

Key takeaways:

- External Restrictions balance has increased from June 2025 to September 2025 which has largely been driven by unexpended grants. Much of these grants are forecast to be spent during the remainder of the year.
- Internal reserves balance decreased from June 2025 to September 2025 driven by Fleet Replacement and Special Rate Variation. These internal reserves are forecast to improve for the remainder of the year.
- Internal reserves have been impacted by outstanding grant receivables for building works done under the Flood Restoration Programs, and a range of other overdue receivables.
- In accordance with discussions with the Council, management are reducing internal reserve balances to reflect actual cash and cash equivalents on hand.

Capital Works Expenditure to date

Program	FY Budget $m	YTD actual to FY budget %	YTD Actual $m
FRP	208.599	19.1%	39.905
• Sewer and Water	11.855	12.5%	1.486
• Waste and Open Spaces	10.850	13.3%	1.440
Total Water, Waste and Open Spaces	*22.705*	*12.9%*	*2.926*
Roads & Infrastructure	28.341	26.5%	7.502
Other	1.198	23.0%	0.275
Total	**260.843**	**19.4%**	**50.608**

Key takeaways:

- External Restrictions balance has increased from June 2025 to September 2025 which has largely been driven by unexpended grants. Much of these grants are forecast to be spent during the remainder of the year.
- Internal reserves balance decreased from June 2025 to September 2025 driven by Fleet Replacement and Special Rate Variation. These internal reserves are forecast to improve for the remainder of the year.
- Internal reserves have been impacted by outstanding grant receivables for building works done under the Flood Restoration Programs, and a range of other overdue receivables.
- In accordance with discussions with the Council, management are reducing internal reserve balances to reflect actual cash and cash equivalents on hand.

To be included in the future

The following section will be included in future reports:

- *Operating Expenses by Directorate*
- *Reporting on Grants. Grants Coordinator now appointed and commenced.*

Appendix 1 – Council Investment Compliance

Section 625 of the Act specifies how councils may invest surplus funds

Section 625 of the Local Government Act 1993 (NSW)

Section 625 outlines the **investment powers of councils**:

- Councils may invest money **not immediately required** for operational purposes.
- Investments must be in forms **approved by the Minister** or prescribed by regulations.
- Councils must comply with any **Ministerial investment orders** and their own **investment policy**.
- The aim is to ensure **security, liquidity, and compliance** with statutory requirements.

Clause 212 of the Local Government (General) Regulation 2021 (NSW)

Clause 212 deals with **reports on council investments**. It states:

- The **responsible accounting officer** of a council must provide the council with a **written report** detailing all money invested under **Section 625 of the Local Government Act 1993**.
- This report must:
  - Be presented at the council's ordinary meeting (either the only meeting in the month or as determined by resolution if there are multiple meetings).
  - Include a **certificate** confirming whether the investments comply with:
    - The Act
    - The Regulation
    - The council's investment policies.
- The report must cover investments up to the **last day of the month immediately preceding the meeting**.

Appendix 2 - Investment Performance Snap shot - 30 Oct 25

Cash and Investment Breakdown	Sep-25	Oct-25	Mth on Mth change
A1: Operational Cash Accounts	4,605,979	2,864,998	(1,740,981)
A2: Restricted Operational Cash Accounts	2,200,854	2,204,097	3,243.47
A Total Operational Cash Accounts	**6,806,833**	**5,069,095**	**(1,737,738)**
B1: Investments: Business Online Saver Cash Account	31,969,804	21,416,770	(10,553,034)
B2: Other Investment including Term Deposits	81,014,986	91,014,986	10,000,000.00
B Total Investments including Term Deposits	**112,984,790**	**112,431,756**	**(553,034)**
C1: Flood Works Advanced Funding for Roads	148,822,225	141,655,303	(7,166,923)
C2: Flood Works Advanced Funding for Buildings	19,733	19,793	60.00
C3: Flood Works Advanced Funding for Waste	4,609,298	3,796,848	(812,450)
C Total Flood Works Advanced Funding	**153,451,256**	**145,471,944**	**(7,979,312)**
Total Cash, Investments and Advanced Funding	**273,242,879**	**262,972,795**	**(10,270,084)**

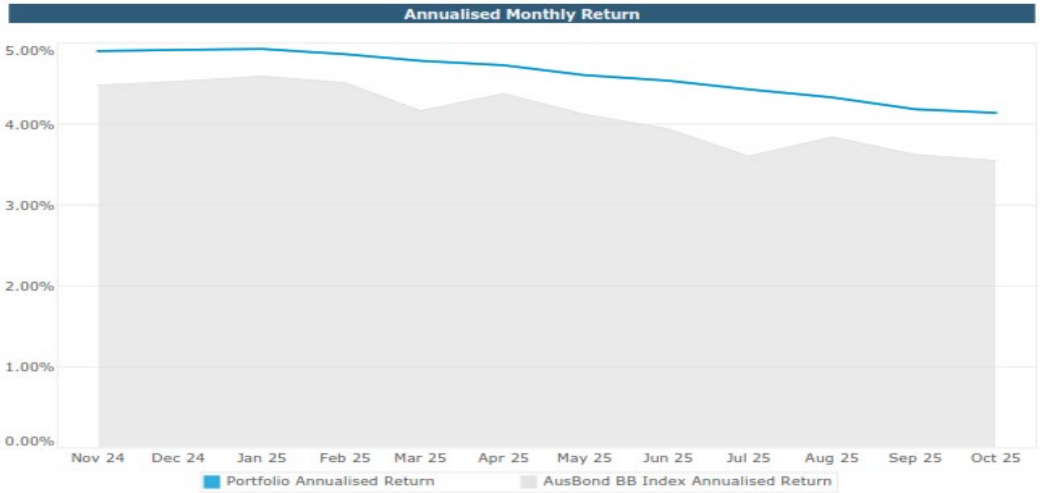
Key takeaways:

- The overall cash investment & advanced funding balance at $263m for Oct has dropped $10.3m from the prior mth.
- BOS Saver account balance has decreased in line with the Term Deposits balance increase, $10m from BOS to TD's in order to leverage the higher returns.
- Flood works advanced funding balance has decreased due to consumption of funds relating deliver of flood infrastructure work.

- **A1** Council maintains an operational bank account for general purposes including employee costs, creditor payments, and expenditure on the capital works program. These funds are not part of the investment portfolio. (Interest earned is at the RBA rate 3.60% less 10bps). The month-end balance is reflected at line A1.
- **A2** Include funds held in separate accounts for specific grant-funded projects and trust obligations that legally or contractually require isolation from general funds. These balances are also excluded from the investment portfolio and are reflected at line A2.
- **B1** This account offers short-term liquidity and is used to optimize interest earnings when there are surplus funds in operational accounts. Funds are transferred in or out of this account as needed for operational costs. This account is part of the investment portfolio, and the balance is listed at line B1.
- **B2** Primarily composed of term deposits, these are longer-term investments held with authorized deposit-taking institution (Banks and Credit Unions). These investments are made in order in order in maximise investment earnings. Council is limited in its investment options in accordance with the Minister's Investment Order and the Investment Policy adopted by Council. The month-end balance is noted at line B2.

Current Investment Returns – Oct:4.14% (YTD4.27%)

- ✓ Oct investments returned 4.14% (LM:4.18%), being 59bps above the annualised Bank Bill BBI of 3.55%
- ✓ Financial year to date 4.27% (LM:4.32%) being 62bps above the BBI of 3.55%
- ✓ Noting this current return is comparably conservative when compared to other councils due to the low risk profile of the investment, in other words high cash and term deposit balances and no Bond or TCorp investments
- ✓ Analysis is currently being prepared for council, to review the risk & return appetite



Historical Performance Summary (%pa)			
	Portfolio	Annualised BB Index	Outperformance
Oct 2025	4.14%	3.55%	0.59%
Last 3 months	4.22%	3.67%	0.55%
Last 6 months	4.37%	3.78%	0.59%
Financial Year to Date	4.27%	3.65%	0.62%
Last 12 months	4.61%	4.11%	0.50%

Lismore City Council

Socially Responsible Investment

Where the opportunity arises, Council will seek SRI investment opportunities. However, the investment product will be considered in the context of Council's overall cashflow requirements, investment returns and the security of the investment.

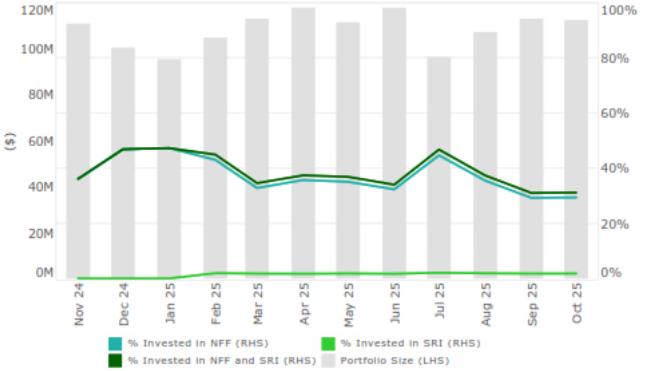
Lismore City Council
Environmental Commitments Report - October 2025

Current Breakdown

ADI Lending Status *	Current Month ($)		Previous Month ($)	
Fossil Fuel Lending ADIs				
Commonwealth Bank of Australia	36,416,770		36,969,804	
National Australia Bank	41,000,000		41,000,000	
	77,416,770	**69%**	**77,969,804**	**69%**
Non Fossil Fuel Lending ADIs				
AMP Bank	15,010		14,986	
Bank of Queensland	10,000,000		10,000,000	
Summerland Bank	1,000,000		1,000,000	
Suncorp Bank	22,000,000		22,000,000	
	33,015,010	**29%**	**33,014,986**	**29%**
Socially Responsible Investment				
Westpac Group (Green TD)	2,000,000		2,000,000	
	2,000,000	**2%**	**2,000,000**	**2%**
	112,431,781		**112,984,790**	

* source: Marketforces & APRA

Historical Portfolio Exposure to NFF Lending ADIs and SRIs



Month	Adjusted Ethical Investment Percentage
Oct-25	38.47%

- ✓ In October the percentage of the portfolio invested in Socially Responsible Investments (SRI) has remained stable at 31%, the total value of SRI's remained stable at a $35 million balance consistent with previous month.
- ✓ When the business saver account balance is excluded the adjusted Ethical investment % is 38.47%

This is a short-term overnight money account and is used for liquidity purposes, that is to provide access to funds to meet Council's short term payment commitments. This account includes fossil fuel investments, however Council is restricted in its options of available providers to provide short term liquidity whilst providing returns greater than the cash rate.

Lismore City Council

Point8
traffic engineering and transport planning

Standing Street Footpath Proposal Independent Review

Review and Assessment Report

Lismore City Council
P25045

August 2025

Point8
traffic engineering and transport planning

About Us

Our Focus

Point8 provides professional services in the field of traffic engineering and transport planning. Our objective is to provide services that add value to our client's organisations.

Quality Assurance

Point8 is committed to providing expert traffic engineering and transport planning services. We aim to exceed our clients' expectations by consistently delivering excellent outcomes. Point8's Quality Management System is certified to ISO 9001:2015.

Document Control

D01 – P8 Report Template – version 17

Revision	Author(s)	Reviewer	Date	Comments
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B	Victoria Flores Rodriguez	Rosie Toohey/Peter Bilton/Emily Plath	06/08/2025	Final

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Executive Summary

Point8 has been engaged by Lismore City Council (LCC) to undertake an independent review of the proposed shared path connection along Standing Street, The Channon. The proposed design formed part of an application to Transport for New South Wales (TfNSW) to acquire funding through the Get NSW Active initiative. LCC was successful in acquiring funding for a 180m long concrete shared path along Standing Street, The Channon (from the intersection of Mill Street southeast to The Channon Public School).

Several options for a shared path on Standing Street have been developed and assessed by other parties throughout the life of this project prior to Point8 being engaged. The site inspection team identified an additional option during the site inspection and desktop review, which is understood to be likely within the scope of the acquired Get NSW Active funding.

For each of the options considered, a comparison of key elements was undertaken, including the functionality, design and guidance compliance, risk, constructability and funding eligibility.

Based on the comparison of options undertaken, it is recommended that a shared path be installed between the entrance to The Channon Public School and the General Store (intersection of Standing Street and Mill Street) due to the improved safety and functionality outcomes, minimal additional maintenance costs, and the availability of and alignment with Get NSW Active funding.

Option D is considered for the shared path alignment between Mill Street and the school. This option has been selected due to its alignment with the key elements, as follows:

- **Functionality -** Provides the most intuitive and direct route to the school and the General Store.
- **Design Guidance -** Will likely be able to achieve the majority of the desired outcomes outlined in the reviewed standards and guidelines.
- **Risk -** Reduces risks associated with existing conditions and introduces the fewest risks of the proposed concept designs.
- **Constructability -** Proposes the least complex alignment for construction, with some minor constructability challenges (when compared to other options).
- **Funding Eligibility -** Best aligns with the Get NSW Active funding initiative.

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1.0 Introduction

1.1 Project Overview

Point8 has been engaged by Lismore City Council (LCC) to undertake a review of the proposed shared path connection along Standing Street, The Channon. The proposal is part of an application to Transport for New South Wales (TfNSW) to acquire funding through the Get NSW Active initiative. LCC was successful in acquiring funding for a 180m long concrete shared path along Standing Street, The Channon (from the intersection of Mill Street to The Channon Public School).

Throughout the life of the project, various shared path design options have been developed for the use of the acquired funding. A review of design materials and documents provided by LCC, relevant standards and guidelines, as well as site inspection findings, will inform the comparison of different options for functional advantages, design compliance, risk mitigation, constructability and funding eligibility.

The purpose of this report is to assess the options that are available to LCC, with the overarching aim of providing a recommendation that best aligns with TfNSW Standards and Guidance, including Get NSW Active funding, and optimises safety outcomes for users.

1.2 Project Background

LCC advised Point8 of the project background outlined in this section *herein*.

The project was assessed and approved by TfNSW, considering the following benefits and adherence to the 2022/2023 Get Active NSW guidelines:

- *Improved Active Transport Connectivity – Enhancing walking and cycling access to The Channon Public School and surrounding areas. The locality was classified as a local walking route that directly connects local destinations.*
- *Safety Benefits – Providing a safer off-road path for pedestrians and cyclists, reducing conflicts with vehicular traffic.*
- *Access to Key Destinations – Supporting active travel to a local school, aligning with program objectives to improve access to essential services.*
- *Community Demand & Benefit – Identified as a priority based on community needs and alignment with local active transport strategies. Identified to benefit approximately 20-25 school students daily.*
- *Strategic Planning alignment – Supported the objectives of the Imagine Lismore Revised Delivery program 2017-2021 and Operational Plan 2021-2022.*

Additionally, the project was aligned with TfNSW objectives:

- *The purpose of the Get NSW Active program is to encourage uptake in active travel options, promote healthy travel behaviours, and positively shift the way people perceive active transport as a transport mode.*
- *A key objective of Get NSW Active (and a key action of the NSW Government's Active Transport Strategy) is to facilitate children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from school.*

The Channon residents have expressed concerns (via petition and feedback) and through their local MP regarding the project, particularly in relation to the location and the need for a footpath in the community. Following community concerns, the design plans were revised and subsequently approved by TfNSW. These changes moved the footpath to the eastern side of Standing Street. Council also engaged a consultant to undertake a Road Safety Audit, with the data indicating a high risk to pedestrians walking on the road should the project not proceed.

TfNSW advised LCC that the footpath location may not be moved away from the school (whether the footpath was constructed along the western or eastern verges of Standing Street) and that funding would need to be returned to TfNSW if it was implemented without a direct connection to the school.

The project background is summarised in the following timeline:

1. Initial 80% preliminary construction design developed for the Standing Street shared path.
2. The initial design was assessed and approved by TfNSW for Get NSW Active funding.
3. The Channon residents expressed concerns, particularly in relation to the footpath being on the western verge of Standing Street and the need for a footpath in the community.
4. The Channon residents undertook a petition against the implementation of the footpath, requesting the existing shared path between The Channon Oval/Showgrounds and the Tennis Courts be reinstated in its stead.
5. LCC engaged a consultant to undertake a Design Road Safety Audit of the original shared path design.
6. A risk assessment was conducted with a focus on the risk to pedestrians and active travellers using the existing provisions, with no facilities provided.
7. Following the findings of the RSA and risk assessment, the design plans were revised and subsequently confirmed by TfNSW to be suitable for Get NSW Active funding.
8. Following queries from LCC, TfNSW advised that the Get NSW Active funding would need to be returned in the event that a shared path is proposed for implementation in a different location within the Channon.
9. LCC engaged Point8 for an independent review to consider the LCC's position and provide recommendations relating to the project's progression.

1.3 Project Scope

To assess the options that are available to LCC, Point8 has reviewed and considered:

- The designs produced by LCC, including:
  - initial construction plans
  - amended design drawings
- Site-specific constraints and opportunities determined from site visit findings
- Relevant standards and guidelines, including:
  - Get Active NSW Program Guidelines
  - TfNSW Cycleway Design Toolbox
  - TfNSW Walking Space Guide
  - Northern Rivers – Local Government Development Design Specification (D9), Cycleway and Pathway Design
- The peer review outcomes of the following documents:
  - Design Road Safety Audit report
  - Risk assessment of the amended design
- Relevant correspondence and consultation documentation
- Any additional feasible options available to LCC

2.0 Project Context

2.1 Supplied Documentation

As mentioned in Project Background (Section 1.2), various parties have been involved throughout the project life to develop and assess several options for the design of a shared path on Standing Street. The investigation so far has produced various pieces of documentation, which have been reviewed and considered to inform the assessment of options that is the subject of this report.

The documents referenced in Table 1 (and included in Appendix A) outline, in chronological order, the documentation relevant to this investigation.

Table 1 - Supplied Documentation

ITEM	DATE	AUTHOR	TITLE	DESCRIPTION
1	April 2024	LCC	Standing Street, The Channon (Between Mills Street and The Channon Public School) New Footpath	80% Construction Plans of the proposed shared path along Standing Street. The initial path design commences on the western verge, crossing on the eastern verge at Foot Street and crossing back onto the western verge at 10 Standing Street.
2	31 August 2023	LCC	Community Advisement Letter	LCC advises the residents with adjoining boundaries to Option B of the proposed plans.
3	22 September 2023	The Channon residents	Petition of Objection	Residents signed a petition against the implementation of the shared path on Standing Street.
4	September 2023 – May 2024	LCC and The Channon residents	Ongoing community consultation	Consultation between LCC and the local residents of The Channon in regard to the potential impacts of the shared path, including Traffic And Road Safety Consultation Group Meeting minutes and email correspondence.
5	19 February 2024	LCC	Community Advisement Letter	LCC advises the residents with adjoining boundaries to the initial footpath design of the proposed plans.
6	30 May 2024 - 31 May 2024	GeoCounts	Pedestrian Counts	Counts were conducted at the intersection of Standing Street and Nimbin Street on two fine and dry weekdays.
7	17 June 2024	Ardill Payne & Partners (APP)	Road Safety Audit - Detailed Design Stage Audit	Detailed Design Road Safety Audit (RSA) report of a proposed new Footpath along Standing Street, The Channon. The Road Safety Audit was conducted for the initial shared path Construction Plans produced and certified by LCC in April 2024.

ITEM	DATE	AUTHOR	TITLE	DESCRIPTION
8	17 June 2024	Not documented	Risk Assessment of Not Providing a New Footpath	Risk Assessment of the risks to active travel users along Standing Street, The Channon. The risk assessment was conducted for existing conditions (i.e., if the footpath was not provided).
9	June – August 2024	LCC	Standing Street, The Channon (Between Mills Street and The Channon Public School) New Footpath	Amended design plans developed for the proposed footpath along Standing Street. The footpath design commences on the western verge, crossing on the eastern verge at Nimbin Street and ending at Mill Street.
10	22 July 2024	LCC	Door Knock Flyer	Letter to inform residents of Standing Street of the upcoming works to implement the amended design (see item 9 of this table).
11	15 August 2024	LCC	Standing Street Footpath Comms Plan	Communication amended the footpath design plan developed for issue to residents.

2.2 Site Context

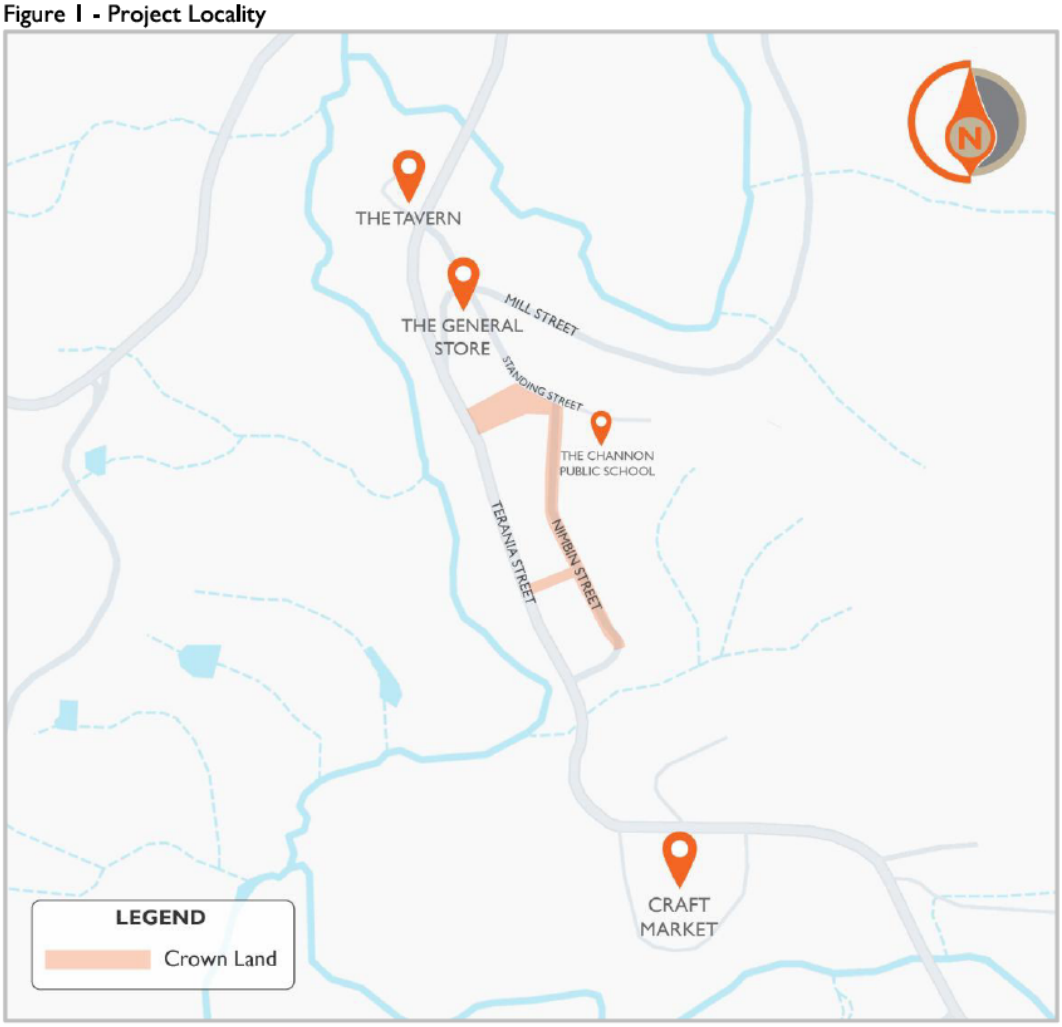
The subject site for this investigation (Standing Street) is located in The Channon village, situated approximately twenty kilometres north of Lismore centre, within the Lismore City Local Government Area. The Channon may be accessed from Lismore via either Dunoon Road or Nimbin Road, key regional roads part of the greater LCC regional road network.

The location of the subject site and its surroundings are shown in Figure 1. Surrounding land uses are predominantly rural residential (low-density) housing. The attractors within the town include:

- The Channon Public School (the school)
  - The school has primary access via Standing Street and alternative access via Nimbin Street.
- The General Store and post office
- The Tavern Pub
- The Channon Markets (operating weekends only)

The active transport provisions within The Channon are limited. There is no existing network of infrastructure or other provisions (e.g., priority line marking) to encourage active travel.

Figure 1 - Project Locality



2.2.1 Site Inspection

A site inspection was conducted on June 3rd and 4th, 2025, during both daytime and nighttime conditions, to gain a better understanding of site-specific context that may be applicable to the investigation. The inspection was conducted by passenger vehicles drive-throughs and on foot. The weather conditions were fine and clear.

The site inspection team arrived prior to the start of the PM school peak on Tuesday the 3rd of June, and returned prior to AM school peak on Wednesday the 4th of June to observe travel behaviour during the school peaks. The site inspection team noted the existing road function, identified existing active transport provisions and observed road environment characteristics.

The following observations were noted with regard to travel behaviour, parking, existing infrastructure and accessibility during the site inspection:

- **AM Peak Observations:** In the AM peak, the proportion of private vehicle drop-offs from the school was estimated to be higher than bus drop-offs, with a suggested ratio of one bus for every three private vehicles. Minibuses to the school were observed to transport 1-3 children per trip. Most buses observed were minibuses, except for one coach bus that picked up approximately five children from the intersection of Standing Street and Mill Street, presumably travelling to Lismore.
- **PM Peak Observations:** The PM peak was observed to be similar to that of the AM peak. The proportion of private vehicles picking up from the school was estimated to be higher than that of minibus pickups, with a suggested ratio of one minibus for every three private vehicles. Minibuses from the school were observed to transport 2-5 children per trip. It was also noted that due to the lack of parking provided on Standing Street, some pick-up movements utilised the grassed eastern verge for temporary parking. Some pedestrians, including children, in the order of 2-3, were noted to have been walking on the road.
- **Limited Active Travel:** It was noted that active travel options for children accessing the school who live outside the village were limited. Only one child was observed walking from the school to their house, which was directly opposite the school.
- **Active Travel Potential:** The majority of students were noted to come from outside the village, limiting the impact of the footpath on increasing active travel.
- **Traffic Impact:** Due to the low presumed enrolment rate at the school, there were no significant impacts on traffic during the school pick-up or drop-off periods.

Observations regarding the physical environment noted during the site inspection are documented with accompanying images in Table 2 below.

Table 2 - Site Inspection Observations

SITE OBSERVATIONS	EXAMPLE
Existing Provisions: It is noted that a portion of the shared path design alignment has been installed between the school entrance and the intersection with Nimbin Street. During school pick-up times, the footpath was used by children (approximately five children) walking down the footpath to waiting cars parked in the pickup area on Standing Street.	Example 1 -
Infrastructure Constraints: There are multiple locations with localised narrowing due to power poles (example 1), petrol tank inlet (example 2) and service pits. These may present challenges relating to design and constructability.	Example 1 - Example 2 - Example 3 –

SITE OBSERVATIONS	EXAMPLE
Vegetation and Other Constraints: It is noted that there may be various constraints in the implementation of new active travel infrastructure, including the need to trim or remove vegetation (example 1), private gardens (example 2), and other items of private property left within the verge (example 3). In addition, private vehicles were observed parked within the grassed verge and in driveways, obstructing the verge.	Example 1 - Example 2 – Example 3 -

2.2.2 Standing Street

Following site inspection and desktop investigations, it was found that Standing Street:

- has a general cross-section as demonstrated in Figure 2.
- is a local access road that is owned and controlled by LCC.
- was noted to have an:
  - approximate average slope of 9% between the school and the intersection with Terania Street.
  - approximate average slope of 20% between the school and the intersection with Nimbin Street.
- is an undivided two-way road with an approximate carriageway width of:
  - 6.5m between Terania Street and the driveway of 11 Standing Street.
  - 3.5m between 11 Standing Street and the end of the street.
- features a mountable kerb and channel only between Terania Street and the driveway of 11 Standing Street. The rest of the street does not feature any kerb and channel.
- has a speed limit of:
  - 50km/h (unposted, default) from 160m south of the Standing Street and Terania Street intersection; and,
  - 40km/h (posted school zone) for the first 160m from the intersection with Standing Street.
- provides access to the school, The Channon Café & Gallery, the Village Fire Station and local residences.
- features roadside hazards typical of urban environments, such as wooden utility poles and trees with a diameter of >0.3m, are present within 1 to 5m of the carriageway.
- features a shared path between the school entrance and the intersection with Nimbin Street, with a width of approximately 2.5 metres. The path does not feature railings, kerb ramps or advanced warning signage or linemarking.
- Features two (2) priority-controlled intersections within Standing Street (Mill Street and Nimbin Street).

Figure 2 - Standing Street Typical Cross-Section

2.2.3 Nimbin Street

Following site inspection and desktop investigations, it was found that Nimbin Street:

- has a general cross-section as demonstrated in Figure 3.
- is a Crown road that is owned and controlled by the State.
- is an undivided two-way road with an approximate carriageway width of 3.5m.
- is unsealed with significant road surface deterioration
- does not feature kerb and channel.
- has no active travel provisions.
- has a posted speed limit of:
  - 40km/h (school zone) from the intersection with Standing Street and 160m south of the intersection with Standing Street, and;
  - 50km/h (posted) from 160m south of the intersection with Standing Street to the intersection with Terania Street.
- only provides access to local residences (frequency of approximately one driveway every twenty metres).
- Features roadside hazards typical of urban environments, such as wooden utility poles and trees with a diameter of approximately 0.5m, are present within 1m to 5m of the carriageway.

Figure 3 - Nimbin Street Typical Cross-Section

3.0 Treatment Options

3.1 Options Development

As it was noted in the Project Background section of the report, Get NSW Active funding is applicable irrespective of the side of Standing Street on which the footpath is implemented. The funding; however, will need to be returned if the footpath is relocated to an alternate location in the village. As a result of this constraint, the options considered and assessed in this investigation were those that were eligible under the funding guidelines (see Section 3.2 for assessed options).

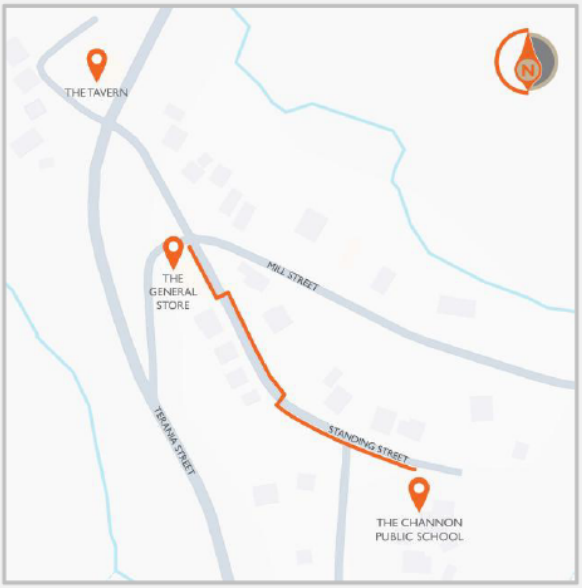
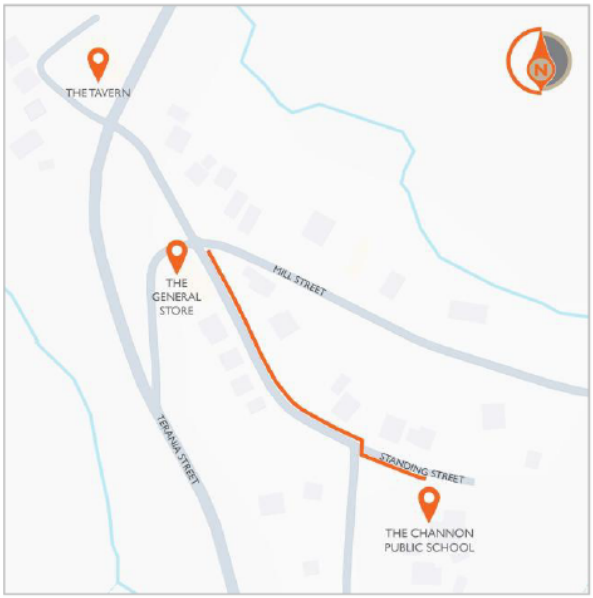
Alternative locations where it may be appropriate for LCC to consider the implementation of active travel provisions have been identified and documented in Section 0. These options have not been assessed within the options consideration and are documented for LCC consideration.

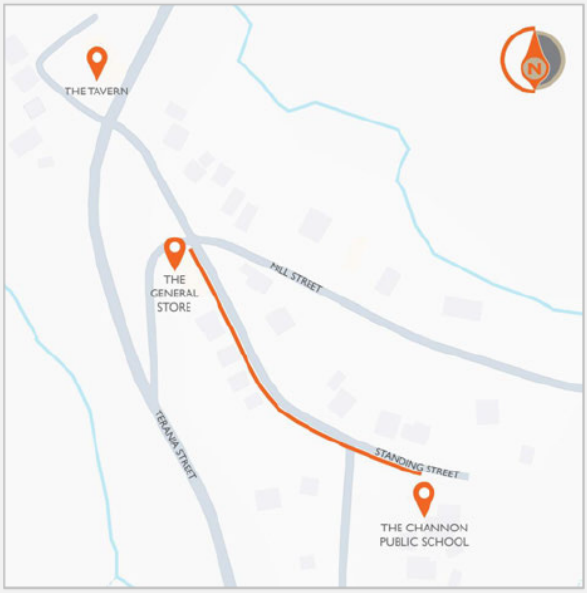
3.2 Assessed Options

As mentioned previously, several options have been developed and assessed for design of a shared path on Standing Street throughout the life of this project. Options developed and considered by LCC prior to this assessment include no change to existing facilities, the initial design and the amended design. Following desktop review, site inspection and consultation with an LCC representative onsite, Point8 has identified an additional shared path design option for consideration, which is anticipated to be applicable for the acquired Get NSW Active funding.

The description of the options considered in the assessment are documented in Table 3 below.

Table 3 - Assessable Options and Descriptions

OPTION		DESCRIPTION
A	No change (existing conditions)	Implementing no shared path in The Channon, resulting in the existing conditions remaining, including the installed section of the shared path between the entrance to the school and Nimbin Street.
B	Shared Path Design	The initial design plan proposed by LCC to implement a shared path between the end of the existing shared path (at Nimbin Street) and the General Store (intersection of Standing Street and Mill Street). The total number of road crossings for this option is three (3). 
C	Amended Shared Path Design	Amended design plan proposed by LCC to implement a shared path between the end of the existing shared path (at Nimbin Street) and the General Store (intersection of Standing Street and Mill Street). The total number of road crossings for this option is one (1). 

OPTION		DESCRIPTION
D	Alternate Shared Path Proposal	The proposed alternate design option would include a shared path design between the entrance to The Channon Public School and the General Store (intersection of Standing Street and Mill Street), with the omission of the Standing Street road crossings proposed in Options B and C. The total number of road crossings for this option is one (1). 

4.0 Design Guidance and Peer Review

4.1 Standards and Guidelines Review

Key concepts and requirements outlined in the relevant standards and guidelines were considered when assessing the options and are detailed below.

4.1.1 Get NSW Active Funding Guideline

Get NSW Active assessment prioritises funding of projects that have the greatest potential to increase walking and bike riding in NSW. The program's purpose is to encourage uptake in active travel options, promote healthy travel behaviours, and positively shift the way people perceive active transport as a transport mode.

The criteria for successful applications for the Get NSW Active funding include:

- Increase active transport trips
- Provide connections to the existing network
- Intuitive design accessible to all active transport users
- Mitigate against deterrents and unsafe situations (i.e., crime prevention through environmental design)
- Enjoyability and promotion of exercise and healthy living
- Priority mode of transport
- Exceed expectations and longevity through design

The minimum recommended path widths for projects submitted to Get NSW Active are listed below. These recommended minimums are in place to prioritise projects most likely to increase rates of walking and biking, and with sufficient capacity to cater to future growth.

- minimum footpath width 1.8m
- minimum shared path width 3.0m.

4.1.2 Cycleway Design Toolbox

The Get NSW Active Funding Guideline states that designs must align with all applicable standards and guidelines and the design guidance provided in the Cycleway Design Toolbox.

The aim of the Cycleway Design Toolbox is to provide guidance for practitioners on how to design for cycling and micromobility. Table 4 summarises the outlines of the relevant requirements for a shared path as per the toolbox.

Table 4 - Cycleway Design Toolbox Requirements

DESIGN PRINCIPLES	REQUIREMENTS	NOTES
Shared path width	Desired minimum 4.0m	Depending on local conditions, narrower shared paths can be considered.
Separation (buffer between users and motorised traffic)	Minimum buffer width of 1.0m.	May depend on traffic aspects such as speed, volume and heavy vehicles, and the surrounding environment (trees, green space, road signage and other objects). The buffer can take the form of a median, kerb, verge or planting.
Intersection Treatments	N/A (Cycleways only)	N/A (Cycleways only)
Other Considerations	N/A (Cycleways only)	N/A (Cycleways only)

4.1.3 NSW Walking Space Guide

The Get NSW Active Funding Guideline states that designs must align with all applicable standards and guidelines and the design guidance provided in the Walking Space Guide.

The NSW Walking Space Guide key points include:

- The Walking Space Guide works with the NSW Movement and Place framework by helping to understand the effects of balancing competing space allocation priorities on pedestrian comfort.
- The required amount of space is determined relative to the number of people using or predicted to use the footpath.
- The standards are set at levels that ensure enough space is provided for everyone, including (but not limited to):
  - people with disability
  - older people whose mobility may be impacted as a result of ageing
  - people who sustain a temporary injury that limits their mobility
  - families with young children and people using prams
  - people walking dogs

The Walking Space Guide provides minimum desired design criteria for multiple footpath types to cater for varying volumes. A Type I footpath is described in the guide as a low-activity local footpath, suitable where people walking are unlikely to meet those coming the other way. These footpaths support two friends walking together and passing if they walk in a single file.

Noting the low enrolment rate at The Channon Public School and the low volumes recorded in the pedestrian counts undertaken in May of 2024 (refer to Appendix A) the number of users utilising the footpath is likely to be low. The design standards for Type I footpaths have been selected as the most applicable for this scenario.

Table 5 - Walking Space Guide Standards Summary

DESIGN ATTRIBUTE	FOOTPATH TYPE 1
Short Walk Interaction	Unlikely to pass someone
Peak Hour Use	Very few people per hour
Minimum Target Width	2.0m
Intervention Trigger (i.e., if the width of an existing footpath is the width of the intervention trigger or less, an 'intervention' is required in the form of an upgrade or a widening).	1.3m*

** for equal access:*

< 1.8m, insufficient space for two wheelchairs to pass

< 1.5m, insufficient space for a wheelchair to turn, if the length exceeds 6m. Action must be taken

< 1.2m, insufficient space for a wheelchair to navigate safely. Action must be taken.

4.1.4 Development Design Specification (D9) - Cycleway and Pathway Design

The Northern Rivers – Local Government Development Design Specification (D9), Cycleway and Pathway Design, is a Specification that sets out requirements for the design of various types of cycleways and pathways. This specification aims to set standards and document requirements related to the provision of cycleways and pathways that encourage pedestrian activities and cycling for transportation and recreational purposes.

The design requirements for pathways and dual-use pathways are included in Table 6 below. It should be noted that the definition of *Dual Use Pathway* in the Specification is not defined. It is assumed that a *Dual Use Pathway* is intended to accommodate both cyclists and pedestrians.

Table 6 - Cycleway and Pathway Design (D9) Requirements

DESIGN ELEMENTS	PATHWAYS	DUAL USE PATHWAY
Path Width	1.5m	2.5m
Formation Width	2.0m	3.0m
Crossfall	Minimum 1:40 Maximum 1:20	Minimum 1:40 Maximum 1:20
Grade	N/A	2% for 140m 3% for 70m 4% for 40m 5% for 30m

4.2 Design Documentation Review Findings

A review was conducted of the supplied detailed design road safety audit, risk assessment, and design drawings for both options as outlined in Appendix A.

The objective of the review was to identify and document any inconsistencies and deviations from standards and guidelines or from typical industry best practices.

4.2.1 Shared Path Design (Option B)

The initial design plan proposed to implement a shared path between the entrance to The Channon Public School and the General Store (intersection of Standing Street and Mill Street). The path design commences on the western verge, crossing onto the eastern verge at Foot Street and crossing back onto the verge of the west at 10 Standing Street, ceasing at the southwestern verge of the Mill Street intersection.

It is noted that only the detailed plan view was included with the design drawings. No cross-sections or long-sections were provided with the design.

The alignment of the shared path proposed in this option requires pedestrians to cross the road onto the opposing verge in two (2) locations. It is unclear if it was necessary to include the road crossings at the specified locations, and if so, what constraints or risks were mitigated as a result of their inclusion.

The following are issues that may require further consideration:

- An increased number of road crossings may lead to conflicts with pedestrians in comparison to an alignment without formalised road crossings.
- No recovery areas appear to be proposed through sections of the shared path where significant grades are present.
- The road corridor is narrowed between Nimbin Street and Foot Street due to existing vegetation. There is currently an insufficient paved width to allow for two-way traffic flow, which subsequently leads to vehicles having to enter the verge to allow passage. This may lead to vehicles being required to enter the shared path.
- The petrol tank inlet, located within the driveway of the General Store, sits above the level of the existing driveway. The design alignment is proposed to pass through this location.
- The location of the hoop bollards at the bottom of a steep grade may lead to cyclist injury.

4.2.2 Detailed Design Road Safety Audit Report

The Detailed Design Road Safety Audit report was reviewed in this investigation, which identified thirteen (13) issues pertaining to the initial proposed design plan (Option B).

The following summarises the review undertaken of the RSA.

- The hazards identified are reasonable and have the potential to cause harm to road users if they are not addressed or mitigated in the design.
- The severities of the identified risks do not appear to be consistent across the issues identified or may not be sufficiently justified in the report. For example, in both items one and three, the severity of path users being struck by a vehicle was rated as serious and fatal, respectively.

4.2.3 Risk Assessment

The risk assessment reviewed in this investigation identified nine (9) issues pertaining to a scenario in which the shared path was not implemented (Option A).

The following points summarise the review undertaken of the risk assessment.

- The risks identified in the assessment are typically generic and may be applied to any roadway that does not feature a shared path.

- The likelihood of three (3) identified risks associated with pedestrian-vehicle collisions suggests a once-a-year *possible* occurrence (based on the risk matrix provided with the assessment). Given the low enrolment rate at the school and the lack of surrounding attractors, risks involving pedestrian-vehicle collisions may be considered unlikely to rare.
- The identified issues vary in likelihood, and it is unclear from the descriptions of the risks, particularly with consideration of the site- or scenario-specific factors, what considerations may have led to the varying likelihoods of these risks.
- The suggested measures for all of the identified risks recommend constructing a shared path on the road verge as a mitigation measure; however, it does not appear that a root cause analysis was conducted or articulated appropriately for the risks. It is noted that whilst a shared path is one option for reducing risk, depending on what the root cause of the risk is determined to be, there may be numerous recommendations for mitigating the risk that may not necessarily pertain to the construction of a footpath/shared path. These do not appear to have been considered.

4.2.4 Amended Shared Path Design (Option C)

The amended footpath commences on the western verge, crossing onto the eastern verge of Standing Street at Nimbin Street and ceasing at the southeastern verge of the Mill Street intersection. It is noted that only the detailed plan view was included with the design drawings. No cross-sections or long-sections were provided with the design.

The alignment of the shared path proposed in this option requires pedestrians to cross Standing Street onto the opposing verge in one instance. It is unclear if it was necessary to include the road crossing at the specified location, and if so, what restraints or risks were mitigated as a result of their inclusion.

The following are issues that may require further consideration:

- The shared path ceases on the eastern verge of the intersection of Mill Street and Standing Street. Noting that the majority of pedestrians are anticipated to continue towards the General Store and the associated car park, pedestrians are likely to cross at an intersection with an increased number of conflict points.
- An increased number of road crossings may lead to conflicts with pedestrians in comparison to an alignment without formalised road crossings.
- No recovery areas appear to be proposed through sections of the shared path where significant grades are present.
- The road corridor is narrowed between Nimbin Street and Foot Street due to existing vegetation. There is currently an insufficient paved width to allow for two-way traffic flow, which subsequently leads to vehicles having to enter the verge to allow passage. This may lead to vehicles being required to enter the shared path.

5.0 Options Comparison

For each of the path design options considered, a comparison of key elements has been undertaken as follows.

- Functionality (Table 7)
- Design guidance compliance (Table 8)
- Risk (Table 9)
- Constructability (Table 10)
- Funding eligibility (Table 11)

The outcome of these comparisons resulted in the selection of the preferred path option, as detailed in Section 5.6.

Subsequently, a comparison of key elements for the 'no path' or 'preferred path' options was undertaken, as detailed in Section 5.7. Key elements are as follows:

- Functionality
- Risk
- Community support
- Maintenance requirements
- Anticipated active travel user volumes

In addition, a Safe System Assessment (SSA) was conducted (refer to Section 6.0) to determine how closely the 'no path' or 'preferred path' options align with the Safe System objectives.

5.1 Functional Comparison

Table 7 below compares key functional aspects of each of the options.

Table 7 - Functional Comparison

	OPTIONS			
	A	B	C	D
Connectivity	**Common considerations between Option A, B, C and D:** No existing connectivity to the rest of The Channon.			
Accessibility	No formalised access between the school and the General Store. Users could elect to use a direct route between the school and the General Store.	Provides formalised, indirect access between the school and the General Store in comparison to Option A. It is considered less direct than Option C and Option D, as it requires users to cross Standing Street twice.	Provides formalised semi-direct access between the school and the General Store in comparison to Option A. It is considered more direct than Option B.	Provides formalised and direct access between the school and the General Store in comparison to Option A, Option B and Option C.
Intuitiveness	Not an intuitive option, requiring users to make a decision on the best path.	It is generally an intuitive option as the path is clear, but it may be unclear to users why they are required to cross Standing Street. They may disregard the crossing location at Foot Street and continue along the western grassed verge of Standing Street.	It is generally an intuitive option as the path is clear, but it may be unclear to users why they are required to cross Standing Street. They may disregard the crossing location at Nimbin Street and continue along the western grassed verge of Standing Street.	It is an intuitive option as the path to the General Store is clear and does not require users to cross the road.

	OPTIONS			
	A	B	C	D
Shading	There is some natural shading due to the presence of trees along the verge, particularly between Nimbin Street and Foot Street on both verges, as well as along the eastern verge adjacent to 5 Mill Street.	Option B is likely to require the removal or trimming of vegetation on the western verge between Nimin Street and Foot Street. Users will be more exposed to the weather in comparison to Option A.	Option C is likely to require the removal or trimming of vegetation on the eastern verge between Nimin Street and Foot Street, as well as along the eastern verge adjacent to 5 Mill Street. Users will be more exposed to the weather in comparison to Option A. Users will be more protected from the weather in Option C than in Option B.	Option D is likely to require the removal or trimming of vegetation on the western verge between Nimin Street and Foot Street. Users will be more exposed to the weather in comparison to Option A.
Protection	No protection (e.g., fencing, bollards, etc.) is provided from errant vehicles.	No protection (e.g., fencing, bollards, etc.) is provided from errant vehicles.	No protection (e.g., fencing, bollards, etc.) is provided from errant vehicles.	Physical protection or delineation between the footpath and vehicles may be considered for inclusion within the design.
Width	The grassed verge width ranges between 3-5m along Standing Street. It is considered to have sufficient width to allow users to pass each other.	The width is considered sufficient to allow users to pass each other without requiring users to enter the nature strip or the roadway.	The width is considered sufficient to allow users to pass each other without requiring users to enter the nature strip or the roadway.	Based on the available road reserve width, the design width will likely be sufficient to allow users to pass each other without requiring users to enter the nature strip or the roadway.

	OPTIONS			
	A	B	C	D
Grade	Standing Street features significant grades (up to ~20%).	No proposed changes to the existing grades or the implementation of flat recovery areas. The design features hoop bollards at the Nimbin Street crossing, which may pose a risk of injury to cyclists due to the steep grade.	No proposed changes to the existing grades or the implementation of flat recovery areas.	Flat recovery areas could be included in the shared path design where significant grades are present.

5.2 Design Guidance Compliance Comparison

Table 8 below compares the key design aspects of each of the options against the standards and guidelines reviewed in Section 4.1 of this report. Option A has not been included within this table, as no design drawings are associated with these options to conduct a design comparison.

Table 8 - Design Guidance Comparison

	OPTIONS		
	B	C	D
Cycleway Design Toolbox			
Shared Path Width *Desired minimum 4.0m*	**Common consideration between Option B, C and D:** Due to the low usage volumes expected, the available width on the verge and the surrounding constraints in the built environment, the desired minimum of 4m is not considered to be required.		
	The design has a path width of 2.5m, with some localised narrowing (minimum width of 2m) due to existing obstacles. This does not meet the design minimum of the cycleway design toolbox.	The design has a path width of 2.5m. This does not meet the design minimum of the cycleway design toolbox. Option C is wider than Option B, as it does not require the local narrowing that Option B features.	Noting the constraints identified during the site inspection, it is likely that the Option D design will not achieve a width of 4m. This design option is likely to feature similar widths to Option B.
Separation from Traffic *Minimum buffer width of 1.0m.*	It is unclear if the buffer width between the edge of the footpath and the road edge is appropriate (NB: design cross-sections have not been provided). The buffer width appears to vary between approximately 0.5m and 3.4m.	It is unclear if the buffer width between the edge of the footpath and the road edge is appropriate (NB: design cross-sections have not been provided). The buffer width appears to vary between approximately 0.2m and 5m.	Noting the constraints identified during the site inspection, it is likely that the Option D design will feature similar buffer widths to Option B.

	OPTIONS		
	B	C	D
NSW Walking Space Guide			
Minimum Target Width *Minimum width of 2.0m*	The proposed width of the path (2.0-2.5m) meets or exceeds the minimum target width for a Type 1 footpath.	The proposed width of the path (2.5m) exceeds the minimum target width for a Type 1 footpath. Option C is wider than Option B, as it does not require the local narrowing that Option B features.	Noting the constraints identified during the site inspection, it is likely that the Option D design will achieve or exceed a minimum width of 2.0m.
Intervention Trigger (less than) ** for equal access:* *< 1.8m, insufficient space for two wheelchairs to pass* *< 1.5m, insufficient space for a wheelchair to turn, if the length exceeds 6m. Action must be taken* *< 1.2m, insufficient space for a wheelchair to navigate safely. Action must be taken.*	The proposed width of the path (2.0-2.5m) exceeds the intervention trigger for a Type 1 footpath.	The proposed width of the path (2.5m) exceeds the intervention trigger for a Type 1 footpath.	Noting the constraints identified during the site inspection, it is likely that the Option D design will achieve a width above the intervention trigger.

	OPTIONS		
	B	C	D
Development Design Specification (D9) - Cycleway and Pathway Design			
Minimum Dual Use Path Width *2.5m*	The design has a path width of 2.5m, with some localised narrowing (minimum width of 2m) due to existing obstacles. This meets the design minimum of the Cycleway and Pathway Design specification for the majority of the extent.	The design has a path width of 2.5m. This meets the design minimum of the Cycleway and Pathway Design specification for the entirety of the extent.	Noting the constraints identified during the site inspection, it is likely that the Option D design will achieve a width of 2.5m for the majority of the extent. This option is likely to feature similar widths to Option B.
Minimum Dual Use Path Formation Width *Minimum of 3.0m*	It is unclear if the formation width is appropriate (NB: design cross-sections have not been provided). The existing formation width appears to vary between approximately 1m and 8m, noting that vegetation removal is proposed in constrained locations.	It is unclear if the formation width is appropriate (NB: design cross-sections have not been provided). The formation width appears to vary between approximately 3m and 8m.	The formation width appears to vary between approximately 1m and 5m, noting that vegetation removal is proposed in constrained locations.
Minimum Dual Use Path Crossfall *Minimum 1:40* *Maximum 1:20*	It is unclear if the path crossfall is appropriate (NB: design cross-sections have not been provided).	It is unclear if the path crossfall is appropriate (NB: design cross-sections have not been provided).	It is likely that the Option D design will achieve suitable crossfalls for the majority of the extent.
Maximum Dual Use Path Grade *2% for 140m* *3% for 70m* *4% for 40m* *5% for 30m*	**Common consideration between Option B, C and D:** Noting the existing grade of Standing Street (approximately 20% between the school and the Standing Street intersection with Nimbin Street), grade compliance is not a feasible achievement for any of the available options.		
	It is unclear if the path grade is appropriate (NB: design long sections have not been provided).	It is unclear if the path grade is appropriate (NB: design long sections have not been provided).	Compliant path grades are unlikely to be achieved in multiple locations due to existing grades.

5.3 Risk Comparison

Table 9 below compares key risk factors of each of the options.

Table 9 - Risk Comparison

	OPTIONS			
	A	B	C	D
Risk to Pedestrians	The existing risk of pedestrians tripping, slipping or sliding whilst walking along the grassed verge remains. The existing risk of pedestrians walking along the roadway and being struck by a passing vehicle remains. The existing risk that pedestrians with physical or visual impairments will experience increased difficulty in navigating the verge or roadway safely remains. **Option A is considered higher risk than Options B, C & D.**	**Common risk considerations between Option B, C and D:** Options B, C and D mitigate and decrease the three risks to pedestrians identified for Option A. Introduced risk of pedestrians being struck by a vehicle while crossing Standing Street. Option B requires pedestrians to cross Standing Street twice mid-block, increasing the likelihood of this occurring. Introduced risk of pedestrians choosing to walk in the grassed verge or roadway to enable a direct route between the general store and the school. Introduced risks to pedestrians with visual impairments due to a lack of tactile ground surface indicators. Unmitigated risk of users being struck by a vehicle entering the verge **Option B is considered lower risk than Option A and higher risk than Options C & D.**	Introduced risk of pedestrians being struck by a vehicle while crossing Standing Street at intersections (i.e., at Nimbin Street and Mill Street). Introduced risk of pedestrians choosing to walk in the grassed verge or roadway to enable a direct route between the general store and the school. Introduced risks to pedestrians with visual impairments due to a lack of tactile ground surface indicators. Unmitigated risk of users being struck by a vehicle entering the verge **Option C is considered lower risk than Options A & B and higher risk than Option D.**	Unmitigated risk of pedestrians being struck by a vehicle while crossing Nimbin Street. Tactile ground surface indicators should be considered for the design to decrease risks to visually impaired users. Physical barriers and delineation should be considered for the design to decrease the risk of vehicles entering the shared path. **Option D is considered lower risk than Options A, B & C.**

	Options			
	A	B	C	D
Risk to Cyclists	The existing risk of cyclists on the roadway being struck by a passing vehicle is maintained. The existing risk of cyclists losing control while travelling northbound on Standing Street and colliding with a present roadside hazard (e.g., utility pole, vegetation) or entering the intersection with Nimbin Street unexpectedly is maintained. **Option A is considered higher risk than Options B, C & D.**	**Common considerations between Option B, C and D:** Options B, C and D reduce the likelihood of cyclists being struck by a passing vehicle by providing an alternative to the roadway. Options B, C and D maintain the existing risk of cyclists losing control while travelling northbound on Standing Street and colliding with a present roadside hazard (e.g., utility pole, vegetation) or entering the intersection with Nimbin Street unexpectedly.		
		Introduced risk of cyclists being struck by a vehicle while crossing Standing Street. Option B requires cyclists to cross Standing Street twice mid-block, increasing the likelihood of this occurring. Introduces a risk of cyclists losing control while travelling northbound on Standing Street and colliding with the hoop bollards at the crossing adjacent to Foot Street. **Option B is considered lower risk than Option A and higher risk than Options C & D.**	Introduces the risk of cyclist-vehicle conflicts due to the design ceasing on the southeastern verge of Mill Street, as it is likely to lead to motorists not expecting cyclists to enter the intersection at this location. Introduced risk of cyclists being struck by a vehicle while crossing Standing Street at Nimbin Street. **Option C is considered lower risk than Options A & B and higher risk than Option D.**	Reduces the likelihood of colliding with roadside hazards as cyclists would not be required to stop abruptly to cross the road mid-block. **Option D reduces more risk than Option B and Option C.**

5.4 Constructability Comparison

Table 10 below compares key constructability aspects of each of the options. Option A has not been included in this table as it does not have an associated constructability element to consider.

Table 10 - Constructability Comparison

	OPTIONS		
	B	C	D
Levels	**Common considerations between Option B, C and D:** Existing significant grades of up to ~20% throughout the extent. Localised significant grade changes at the tie-in to Mill St (western and eastern verges)		
Vegetation removal	Significant vegetation removal and trimming required between Nimbin Street and Foot Street. Significant trimming required for a single tree adjacent to the general store. Limited vegetation trimming required in some other locations to enable implementation.	Limited vegetation trimming required to enable implementation.	Significant vegetation removal and trimming required between Nimbin Street and Foot Street. Significant trimming required for a single tree adjacent to the general store.
Driveways	Alignment features fewer driveway interfaces than Option D and more interfaces than Option C.	Alignment with the fewest number of driveway interfaces.	Alignment with the greatest number of driveway interfaces.
Private property in verge	**Common considerations between Option B and C:** Design alignment in conflict with private garden beds within the eastern verge.		Design alignment in conflict with private garden beds within the western verge.
Alignment	The proposed alignment will require some bends and elbows to be constructed to facilitate the crossings between the western and eastern verges of Standing Street.	The proposed alignment is less complex than Option B as it does not feature as many bends in the design.	Option D is the least complex in terms of alignment constructability.

5.5 Funding Eligibility Comparison

Table 11 below compares key funding eligibility criteria as per the Get NSW Active guideline for each of the options. Option A was not included in this option as it does not feature the proposal of a shared path to compare.

Table 11 - Funding Eligibility Comparison

	OPTIONS		
	B	C	D
Increase active transport trips *Will the option make a big difference to the number of people walking or bike riding for their day-to-day trips?*	**Common considerations for increasing active transport trips between Option B, C and D:** It may increase the likelihood of parents dropping/picking children off/up their children at The General for the child to walk or cycle to and from school. This may lead to an increase in partial (part private and part active) transport trips. It is acknowledged that, due to the low enrolment at the school, it is unlikely that the implementation of the footpath will result in 'a big difference' in active travel users.		
	The number of crossings (3) in the design may be an unattractive feature to users and may deter some potential walking trips.	The number of crossings (2) at intersections (Mill Street and Nimbin Street) in the design may be an unattractive feature to users and may deter some potential walking trips.	Option D is likely to produce the most incentive to walk due to the directness and minimised number of road crossings (1).
Provide connections to the existing network *Unlock significant new connections, or resolve major barriers for people who want to walk and ride bikes?*	**Common considerations for network connections between Option B, C and D:** No existing network tie-ins available for any options.		
	Provides formalised, indirect access between the school and the General Store.	Provides formalised semi-direct access between the school and the General Store.	Provides formalised and direct access between the school and the General Store.

	OPTIONS		
	B	C	D
Intuitive design accessible to all active transport users *Be comfortable, low-stress, intuitive, and easy to use for a wide range of people?*	**Common considerations for intuitive design between Option B, C and D:** The grade of Standing Street (approximately 9-20%) increases the difficulty for cyclists attempting to travel along the alignment.		
	The road crossings are likely to increase the level of stress and decision-making involved for all vulnerable road users. The two mid-block crossings are expected to be more comfortable for users than the two intersection crossings associated with Option C.	Option C is considered to be the least comfortable option due to the location of the crossings.	Option D is considered to be the most comfortable design, providing the most direct route with the least number of road crossings.
Mitigate against deterrents and unsafe situations *Mitigate against deterrents such as unshaded or noisy settings or places that feel unsafe?*	**Common considerations for mitigating deterrents between Option B, C and D:** There are no unsafe settings identified in the subject site.		
Enjoyability and promotion of exercise and healthy living *Contribute to the character of the public domain in a way that enhances the place and creates settings where people enjoy walking and riding bikes?*	**Common considerations for enjoyment between Option B, C and D:** The implementation of a shared path along the subject alignment is anticipated to enhance the character of the alignment from the perspective of pedestrians and cyclists. It is understood that, due to the setting and context of The Channon as a small rural village, the implementation of formalised active travel facilities may not align with the aesthetic interest and planning intent of the village.		

	OPTIONS		
	B	C	D
Priority mode of transport *Make walking and bike riding a priority mode, with few stop/starts and level changes at intersections?*	The number of mid-block crossings (2) in the design introduces numerous locations where users are required to stop and start. The crossing of Nimbin Street at the intersection with Standing Street in the design introduces a location where users are required to stop and start.	The crossing of Standing Street at the intersection with Nimbin Street in the design introduces a location where users are required to stop and start.	The crossing of Nimbin Street at the intersection with Standing Street in the design introduces a location where users are required to stop and start.
Exceed expectations and longevity through design *Model excellence in design and innovation strives for 'better than minimum' outcomes for people walking and riding, and sets a precedent for continued design improvement into the future?*	**Common considerations for exceeding expectations between Option B, C and D:** The shared path design is considered to exceed expectations in comparison to typical facilities where low user volumes are present.		

5.6 Summary of Comparison Between Path Options

Table 12 below summarises the considered options with respect to the criteria of functionality, design guidance, risk, constructability and funding eligibility. A point system with a low-to-high scale was used to conduct the scoring:

- - – N/A
- 1 – low performance
- 2 – medium performance
- 3 – high performance

Table 12 - Summary of Comparison

	OPTIONS			
	A	B	C	D
Functionality	1	1	2	3
Design Guidance	-	2	2	2
Risk	1	2	2	3
Constructability	-	1	3	2
Funding Eligibility	-	1	2	3

The recommended preferencing of the considered options is included below (most preferred option listed first):

1. Option D - Alternate design
2. Option C - Amended design
3. Option B - Initial design
4. Option A - No change (existing conditions)

5.7 No Path / Preferred Path Comparison

Table 13 below compares key elements of the options to not provide a shared path (Option A) or to provide the preferred shared path (Option D).

Table 13 - No Path / Preferred Path Comparison

ELEMENT	OPTION	
	A	D
Functionality	Refer to Table 7 for detailed functionality considerations. Adoption of the 'no path' option is anticipated to meet typical functionality expectations for active travel provisions within an area of the size and scale of the Channon.	Refer to Table 7 for detailed functionality considerations. Implementation of the shared path is anticipated to meet or exceed typical functionality expectations for active travel provisions within an area of the scale and scope of the Channon.
Risk	Refer to Table 9 for detailed risk considerations. The 'no path' option has higher combined residual risks than the shared path option. For additional risk considerations, refer to SSA outcomes in Section 6.0.	Refer to Table 9 for detailed risk considerations. The implementation of the shared path has lower combined residual risks than the 'no path' option. For additional risk considerations, refer to SSA outcomes in Section 6.0.
Community support	Based on review of supplied documentation (including emails, community meeting minutes and a formal petition) and conversations on-site, it is understood that multiple residents of the Channon have expressed their opposition to the provision of a footpath on Standing Street between the school and the general store. Adoption of the 'no path' option will likely receive support from the majority of residents in the Channon.	Based on review of supplied documentation (including emails and community meeting minutes), it is understood that an LCC representative discussed the project with the Principal of the Channon Public School, who advised that they are "very supportive of the installation of the footpath". Correspondence requesting additional feedback from the school community is included in Appendix A; however, no responses have been made available. The implementation of the shared path will likely receive support from some of the school community.
Maintenance	LCC will be obligated to conduct very occasional maintenance activities associated with the existing arrangement within the verge, including vegetation maintenance. Adoption of the 'no path' option will likely result in very low ongoing maintenance requirements associated with active travel provisions.	LCC will be obligated to conduct occasional maintenance activities associated with the shared path, including vegetation maintenance, remediation of cracking and remediation of level differences. Noting the existing slope of Standing Street, regular sweeping and cleaning may be required to prevent the introduction of additional slipping hazards. The implementation of the shared path will likely result in low ongoing maintenance requirements associated with active travel provisions.

ELEMENT	OPTION	
	A	D
Anticipated active travel user volumes	Continued usage of the verge and roadway by a very low volume of pedestrians and cyclists (up to 27 users per day, as per pedestrian counts in Appendix A). Adoption of the 'no path' option is not anticipated to change active travel user volumes.	It is anticipated that the majority of existing users would utilise the shared path. The implementation of the shared path is not expected to generate a significant increase in active travel trips, with consideration of the following: • Low enrolment numbers at the school • High proportion of students expected to travel from outside the Channon village area • Shared path does not directly connect to any existing, formalised active travel network • No other attractors present to generate other trips (in addition to school trips) The implementation of the shared path is anticipated to increase active travel user volumes slightly.

6.0 Safe System Assessment

A Safe System Assessment (SSA) has been undertaken to inform the overall assessment of safety for the considered options. This Safe System Assessment allows for a comparative analysis of the existing conditions and proposed design with respect to crash risks. It indicates that Option D is likely to improve safety for road users at the intersection, with greater improvements to pedestrian safety associated with the provision of a formalised connection.

6.1 Safe System Assessment Methodology

As part of the study, a Safe System Assessment has been undertaken to compare the considered options. As part of this assessment, the following framework was followed:

- Identification of design objectives
- Application of the Safe System Matrix
  - Exposure to hazard (on a scale of 4)
  - Likelihood of event (on a scale of 4)
  - The severity of outcomes (on a scale of 4)

This safety assessment has been undertaken in accordance with the Austroads Safe System Assessment Framework Research Report (AP-R509-16) to determine the suitability of the existing arrangement and the proposed shared path for implementation. It will be used in conjunction with the assessment of key elements, as identified in Section 5.7 to inform the overall suitability of the proposed design.

In this method, each cell in the SSA matrix is to be assigned a score between zero and four. A score of zero indicates that the system is fully aligned with the Safe System vision for that component of a given crash type. The higher the score, the further the project is from a Safe System condition. Scores should be allocated considering the factors of interest shown in Table 14 below (adapted from Table 4.2 of the AP-R509-16 research report).

Table 14 - AP-R509-16 Safe System assessment framework for infrastructure projects

	RUN-OFF-ROAD	HEAD-ON	INTERSECTION	OTHER	PEDESTRIAN	CYCLIST	MOTORCYCLIST
Exposure	AADT; length of road segment	AADT; length of road segment	AADT for each approach; intersection size	AADT; length of road segment	AADT; pedestrian numbers, crossing width, length of road segment	AADT; cyclist numbers; pedestrian numbers	AADT; motorcycle number, length of road segment
Likelihood	Speed; geometry; shoulders; barriers; hazard offset; guidance and delineation	Geometry; separation; guidance and delineation; speed	Type of control; speed; design; visibility; conflict points	Speed; sight distance; number of lanes; surface friction	Design of facilities; separation; number of conflicting directions; speed	Design of facilities; separation; speed	Design of facilities, separation; speed
Severity	Speed; roadside features and design (e.g., flexible barriers)	Speed	Impact angles; speed	Speed	Speed	Speed	Speed

Table 15 and Table 16 below include the safety system approach scorings for Options A and D.

Table 15 - Safe System Assessment – Option A 'No Path'

	RUN-OFF-ROAD	HEAD-ON	INTERSECTION	REAR-END	VEHICLE MANOEUVRING	PEDESTRIAN	CYCLIST	MOTORCYCLIST
Exposure	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4
Likelihood	2/4	2/4	3/4	1/4	2/4	3/4	2/4	2/4
Severity	1/4	1/4	2/4	1/4	1/4	3/4	3/4	1/4
Product	**2/64**	**2/64**	**6/64**	**1/64**	**2/64**	**9/64**	**6/64**	**2/64**
TOTAL								**30/512**

Table 16 - Safe System Assessment – Option D 'Preferred Path'

	RUN-OFF-ROAD	HEAD-ON	INTERSECTION	REAR-END	VEHICLE MANOEUVRING	PEDESTRIAN	CYCLIST	MOTORCYCLIST
Exposure	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4
Likelihood	2/4	2/4	3/4	1/4	3/4	1/4	1/4	2/4
Severity	1/4	1/4	2/4	1/4	1/4	3/4	3/4	1/4
Product	**2/64**	**2/64**	**6/64**	**1/64**	**3/64**	**3/64**	**3/64**	**2/64**
TOTAL								**22/512**

7.0 Additional Recommendations

7.1 Option A Recommended Risk Mitigation Controls

There are various safety improvements that are recommended if LCC decides to adopt Option A as the solution based on the site inspection findings made by the audit team. These recommendations are listed in Table 17 below for LCC consideration.

Table 17 - Option A Safety Recommendations

CONSIDERATION	RECOMMENDATIONS
Speed management	• Reinstating all school zone speed signage on Standing Street and Nimbin Street to increase the likelihood of compliance. • Implementing speed humps for speed control.
Traffic calming	• Introducing a control (e.g., a Give Way one-way arrangement) at the localised narrowing on Standing Street to avoid head-on collision risks and sudden swerving onto the verge.
Signage improvements	• Replace the school zone signs that were noted to be in poor condition on Standing Street. • Installing pedestrian signs on Nimbin Street prior to the intersection with Standing Street to warn motorists of the potential presence of children crossing at this location.
Lighting	• Providing lighting along Standing Street to reduce pedestrian slips and trips.
Obstruction removal in verges	• Removal of vegetation between Nimbin Street and Foot Street that is currently encroaching into the verge and obstructing the pedestrian desire line to reduce the likelihood of pedestrians using the road. • Introducing formalised parking restrictions along the verges of Standing Street. • Communicating with the residents of Standing Street to remove private property obstructions from verges within the road reserve (e.g., garden beds, fencing, etc.). • Communicate with the General Store to relocate the skip bin located at the intersection with Mill St, which is currently obstructing the verge and the pedestrian desire line.

7.2 Future Additional Active Travel Infrastructure

Based on the findings of the desktop review and site visit, and typical transport planning considerations, the following additional off-road pedestrian and cyclist facilities are recommended for LCC consideration:

- Along the western verge of Dunoon St, between Standing Street and Turntable Creek Rd
  - As indicated in the site inspection notes (Section 2.2.1), children were observed boarding a school bus at the northern end of this extent during the AM peak. Additional facilities (e.g., a bus shelter) could be considered for implementation in this location.
- Along the western verge of Turntable Creek Rd / Terania St between the Channon Tavern and the existing bus stop (adjacent to the Channon Tennis Club).
- Along the eastern verge of Turntable Creek Rd between Dunoon St and the existing bus stop (opposite the Channon Tavern).

7.3 Investigation of Events in The Channon

It is understood that The Channon Craft Market attracts a significant number of visitors to the Channon. As this event was not observed during the site visit, no recommendations have been made in relation to connectivity between this event and the village centre; however, additional facilities to accommodate attendees of this event may be warranted. It is recommended that LCC consider undertaking a review of the quantum of events and event patrons that use this facility, and whether this justifies additional active travel facilities specifically associated with the event.

8.0 Conclusion

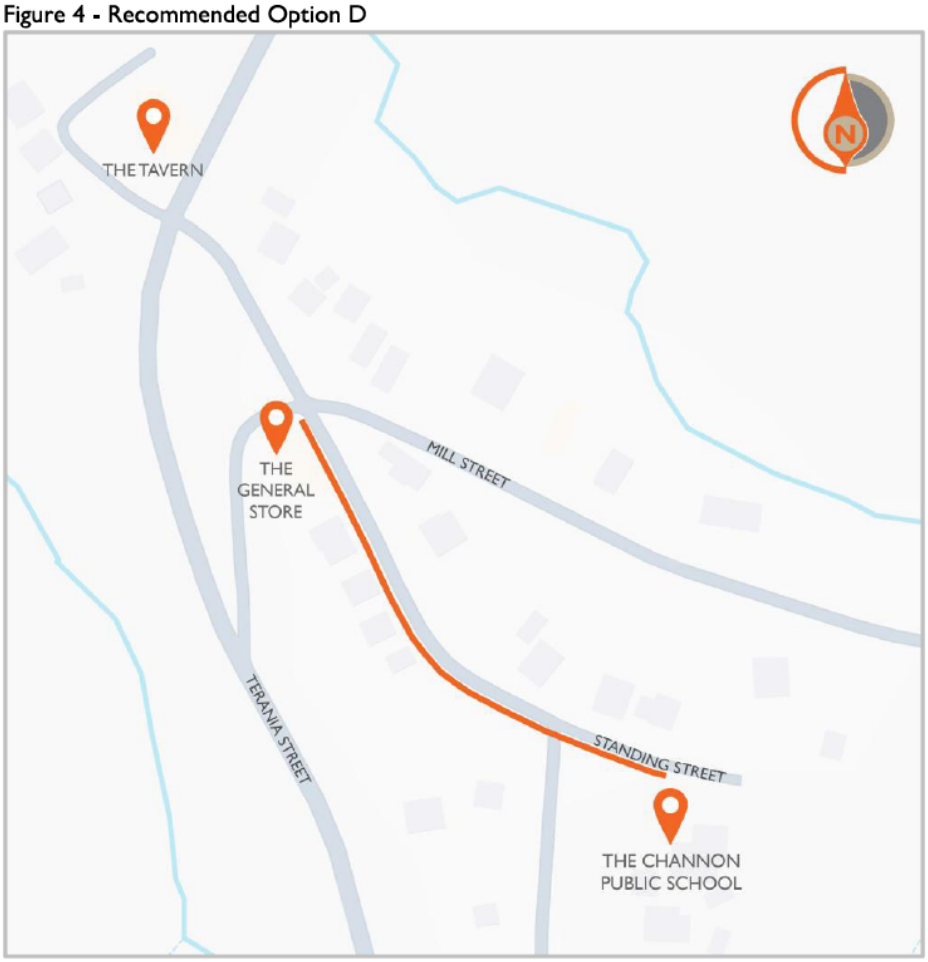
8.1 Recommendation

Based on the comparison of options undertaken, it is recommended that a shared path be installed between the entrance to The Channon Public School and the General Store (intersection of Standing Street and Mill Street) due to the improved safety and functionality outcomes, minimal additional maintenance costs, and the availability of and alignment with Get NSW Active funding.

Option D is considered for the shared path alignment between Mill Street and the school. This option has been selected due to its alignment with the key elements, as follows:

- **Functionality -** Provides the most intuitive and direct route to the school and the General Store.
- **Design Guidance -** Will likely be able to achieve the majority of the desired outcomes outlined in the reviewed standards and guidelines.
- **Risk -** Reduces risks associated with existing conditions and introduces the fewest risks of the proposed concept designs.
- **Constructability -** Proposes the least complex alignment for construction, with some minor constructability challenges (when compared to other options).
- **Funding Eligibility -** Best aligns with the Get NSW Active funding initiative.

Figure 4 - Recommended Option D



Point8

Appendix A

Supplied Documentation

Ardill Payne & PARTNERS

ENGINEERS PLANNERS SURVEYORS ENVIRONMENTAL PROJECT MANAGEMENT

ROAD SAFETY AUDIT

DETAILED DESIGN STAGE AUDIT

Shared Path Design

Standing Street, The Channon

for:

lismore city council

June 2024

BALLINA
45 River Street
PO Box 20
BALLINA NSW 2478

GUNNEDAH
Germane House
285 Conadilly Street
GUNNEDAH NSW 2380

Ardill Payne & PARTNERS

Document Control Sheet

Filename:	12162 2024-06 Design RSA_Shared Path The Channon				
Job No.:	12162				
Job Captain:	Tony Cromack				
Author:	Tony Cromack				
Client:	Lismore City Council				
File/Pathname	S:\01 Jobs\12100 -12199\12162 RSA New Footpath, Standing St, The Channon\01 Administration\02 Reports\RSA\12162 2024-06 Design RSA_Shared Path The Channon.docx				
Revision No:	Date:	Checked By		Issued By	
		Name	Signed	Name	Signed
0	17/06/24	A. Hyde	[redacted]	T. Cromack	[redacted]
1					
2					

Revision No:	Description
0	Original Issue
1	
2	

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1. Project Information

1.1 Introduction

Lismore City Council (Council) has engaged Ardill Payne & Partners (APP) to undertake a Detailed Design Road Safety Audit (RSA) of a proposed new shared path at Standing Street, The Channon. The path links The Channon Public School with the General Store.

The locality plan is shown in **Figure 1.** An aerial photo with the concept layout is shown in **Figure 2.**

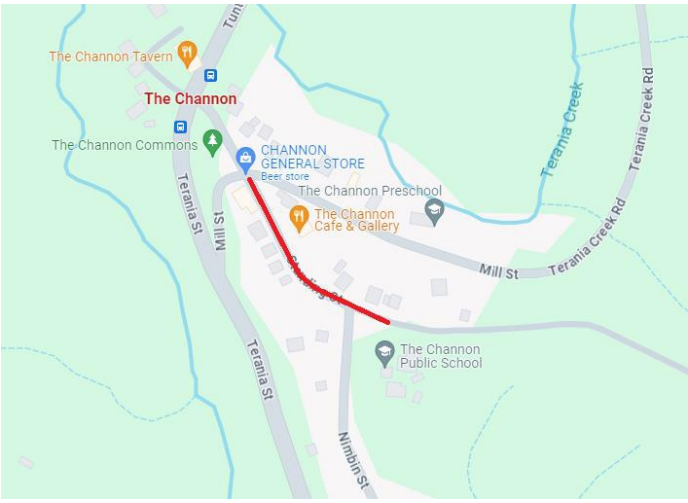


Figure 1: Locality Plan

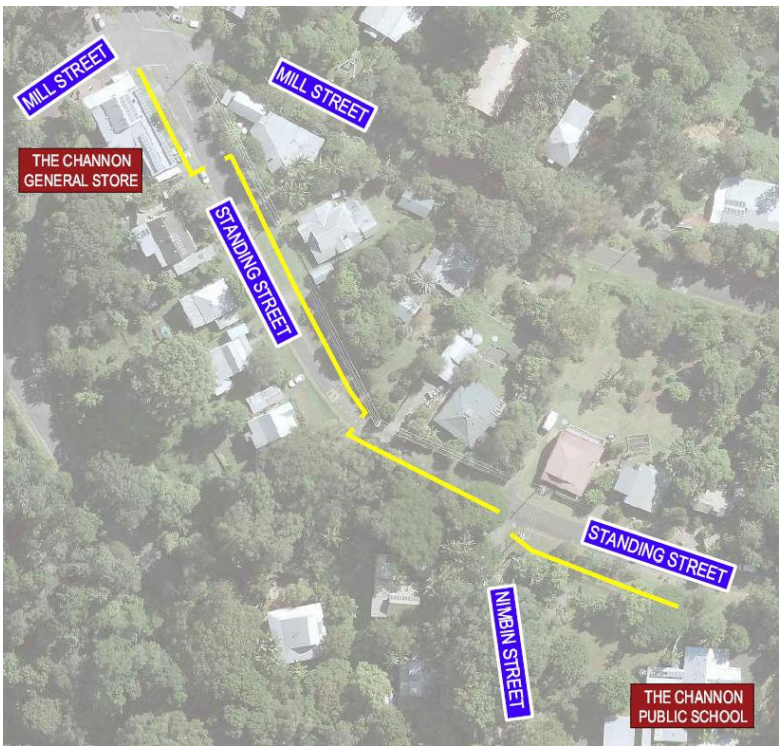


Figure 2: Aerial Photo

1.2 Description of the Site

Standing Street is a residential street in The Channon, NSW. It passes The Channon Public School (near the intersection with Nimbin Street) and heads north-west to The Channon General Store (near the intersection with Mill Street).

The street is sealed but narrow (mostly approx. 3.5m wide) but widening to approx. 6.0m at the School and the Store. The road has mostly grassed verges and roadside table drains. The posted speed limit is 50km/h, however a 40km/h school zone speed limit applies near the School on school days.

1.3 Description of Proposal

The proposed shared path follows Standing Street between The Channon Public School and The Channon General Store, a distance of approx. 225m. The path crosses Standing Street in several locations. It is proposed that the path will be used by cyclists and pedestrians, particularly school children.

1.4 Information Provided by Client

The current design plans for the shared path were provided by Council (Project No. GFR-297, Plan No. 2023_011). The plans included in this audit are listed below:

- Drawing 3 – Detailed Plan View - Sheet 1
- Drawing 4 – Photos of Site - Sheet 1
- Drawing 5 – Detailed Plan View - Sheet 2
- Drawing 6 – Photos of Site - Sheet 2
- Drawing 7 – Detailed Plan View - Sheet 3
- Drawing 8 – Photos of Site - Sheet 3
- Drawing 9 – Signage - Sheet 1
- Drawing 10 – Signage - Sheet 2
- Drawing 11 – Signage - Sheet 3

Only the plans referenced in the findings are included in **Attachment 1.**

1.5 Traffic and Crash Data

Traffic volumes on Standing Street could not be provided, however it is expected that the volumes would be low (< 300vpd).

From the *'NSW Centre for Road Safety'* website, for the 5-year period 2018-2022, there has been no recorded crashes in or near Standing Street.

1.6 Audit Scope and Objective

This Detailed Design Stage Audit of the Standing Street shared path has been undertaken in accordance with the prescribed methods in Austroads '*Guide to Road Safety, Part 6: Road Safety Audit*' (2022), with consideration of the NSW TfNSW '*Guidelines for Road Safety Audit Practices, Part 1: Road Safety Audit*' (2011).

The audit is based on the plans provided by Council.

The objective of this RSA is to identify any potential road safety risks/hazards associated with the detailed design from the perspective of all road users that may need to be investigated and rectified. Risks/hazards identified will be described and given a risk rating. Positive aspects of the design have not been recorded.

This RSA is not a design check, although some design issues may be raised during the audit process.

The TfNSW Guide does not permit the inclusion of recommendations in a RSA. However, the Austroads Guide does permit the inclusion of recommendations, if requested by Council. We have included a supplement to the RSA documenting our 'Suggested Mitigation Measures' for consideration by Council for implementation. These suggested improvements indicate the nature or direction of a solution rather than precise details. Responsibility for that will rest with Council. APP does not take any responsibility for any suggested design changes made in this report.

1.7 Audit Team

The RSA has been carried out by Tony Cromack (APP – Lead Auditor) and Arthur Hyde (APP).

Lead Auditor – Tony Cromack

- Senior Civil Engineer and Principal at Ardill Payne & Partners, with over 35 years' experience in urban and rural road design
- Bachelor of Technology (Engineering), University of Southern Queensland, (1999)
- Technologist Member – Engineers Australia
- Member – Institute of Public Works Engineering Australasia (IPWEA)
- Prepare Work Zone Traffic Management Plans, SafeWork NSW (2020)
- 'Road Safety Auditor' course, IPWEA (2014)
- 'Lead Road Safety Auditor' course, IPWEA (2017)
- 'Safe System Principles' and 'Safe System Assessments' courses, Safe System Solutions Pty Ltd, Victoria (2019)
- 'Treatment of Crash Locations' course, IPWEAQ (2019)
- Registered Level 3 Road Safety Auditor (NSW) – Auditor # RSA-02-0414

Auditor – Arthur Hyde

- Civil Engineer at Ardill Payne & Partners, with over 5 years' experience in urban and rural road design
- Bachelor of Engineering (Honours), Southern Cross University (2019)
- Prepare Work Zone Traffic Management Plans, SafeWork NSW (2020)
- 'Road Safety Auditor' Course, IPWEA (2021)
- Registered Level 2 Road Safety Auditor (NSW) – Auditor # RSA-02-1612

2. Road Safety Audit Program

2.1 Commencement Meeting

The commencement meeting was held via phone/email on 22 May 2024. Barry Goodwin represented Council (the client) and Tony Cromack represented the audit team.

A summary of the meeting is as follows:

- Mr. Goodwin confirmed that the purpose of the audit is to assess the suitability of the shared path and identify any safety risks or hazards associated with its proposed use.
- There are no known Road Safey Audits for Standing Street.
- Council's main concern for the site is the safety of pedestrians as they currently walk on the road.
- Further details and specifics of any Council concerns were not raised or discussed to ensure the audit team could undertake an unbiased RSA.
- Mr. Cromack explained the audit process, reiterating that it is not a compliance or design check, and advised that recommendations are only provided if requested. Mr. Goodwin requested that recommendations for improvements identified by the team be provided. General comments and suggested improvement options will be included as a supplement to the final report. These suggested improvements will indicate the nature or direction of a solution rather than precise details. Responsibility for that will rest with Council.
- Mr. Goodwin was advised that it is the audit teams' task to identify and document safety issues, and Council's task to respond and/or act on those issues.
- Council will provide road traffic volume data where available.

2.2 Field Audit

A site inspection is not essential for a design stage audit and has not been carried out. Site photographs were provided by Council with the design plans.

2.3 Desktop Audit

The RSA of the road designs was carried out as a desktop study using the information described within this report, in accordance with the prescribed methods in the Austroads '*Guide to Road Safety, Part 6: Road Safety Audit*' (2022).

2.4 Completion Meeting

A completion meeting generally involves the auditor and the Client and is an opportunity for clarification of aspects of the audit. A completion meeting has not been held at the time of preparing this report.

3. Risk Level Determination

Risks/hazards raised in relation to the audit have been given a risk level based on the associated safety priority, as categorised using **Table 1** and **Table 2**. The risk tables below are reproduced from Austroads *'Guide to Road Safety Part 6: Road Safety Audit'* (2022).

Table 1: Austroads RSA Risk Matrix

Likelihood (includes exposure)		Severity*				
		Insignificant	Minor	Moderate	Serious	Fatal
		Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
Possible	1 to 3 Years	Low	Medium	High	High (FSI)	Extreme (FSI)
Unlikely	3 to 7 Years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

*see Severity Guidance Sheet

Safe System crash outcome threshold

Table 2: Austroads Severity Guidance Sheet

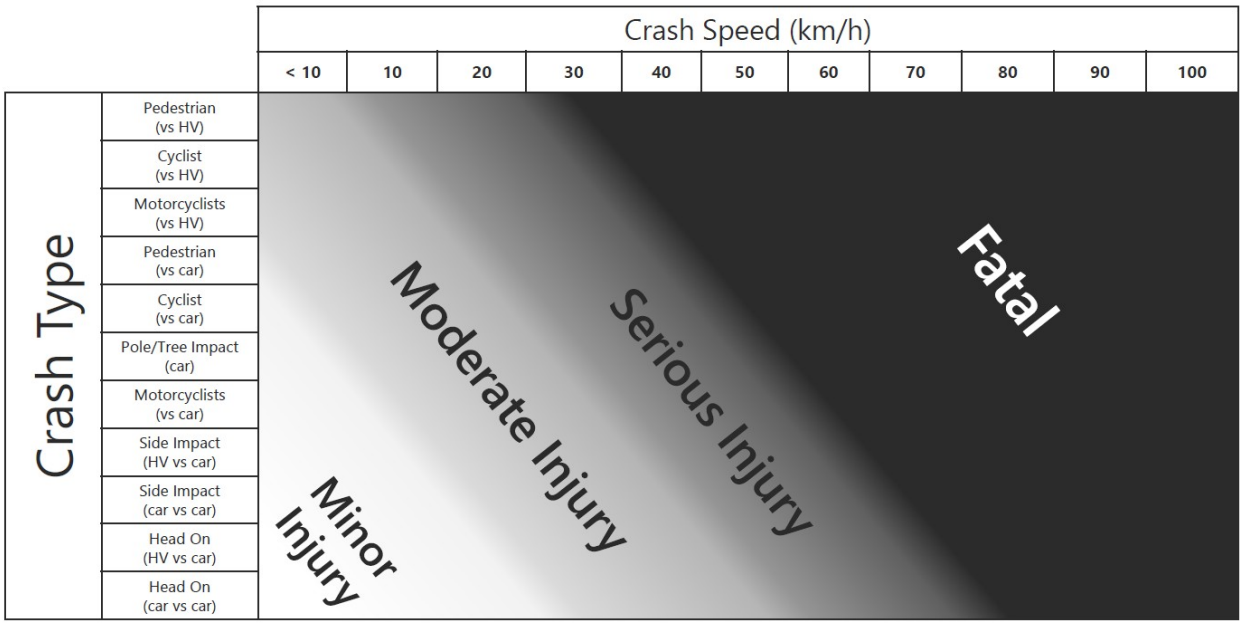


Table 3: Treatment

Level of Risk	Treatment Approach
Negligible	No action required.
Low	Should be corrected or the risk reduced if the treatment cost is low.
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high.
Extreme	Must be corrected regardless of cost

4. Findings

The audit findings are listed in **Table 4**. Audit findings are a listing of identified safety deficiencies: what is potentially dangerous about the road, or what could lead to crashes occurring or injury resulting.

Note: The drawing number listed is the first drawing on which the issue appears. The issue may appear across multiple drawings.

Table 4: Audit Findings

Item	Dwg No.	Description	Response
1	3, 5	**Multiple Road Crossing** The path is shown to cross Standing Street in two locations. Path users must cross Standing Street, then approx. 70m further along the path, cross Standing Street again. This introduces 2 potential points of conflict into the path route. Path users may be struck by a vehicle while crossing the road. Alternatively, path users may choose to walk on the road or verge rather than cross the road. Frequency: Unlikely Severity: Serious Risk: High	**Client acceptance Y/N** ____ **Client response:** _____
2	3, 5, 7	**Hazards Adjacent to Path** There are several hazards adjacent to the path: - Small tree near the General Store - Trees on western side of Nimbin Street crossing - Several power poles. Some are adjacent to steeper path grades - Steep bank at School. An errant cyclist could impact one of the hazards. Where the path gradient is steeper, the impact could be at speed. Frequency: Rare Severity: Minor Risk: Negligible	**Client acceptance Y/N** ____ **Client response:** _____

3	3, 5	**Crossing Driveways** The path crosses several driveways. A vehicle entering or leaving a driveway could strike a pedestrian or a cyclist on the path. A reversing vehicle may run over a child which would be obscured from the driver's line of sight. Frequency: Rare Severity: Fatal Risk: High	**Client acceptance Y/N ____** **Client response: _____**
4	3, 5	**Vehicles Parked Across Path** Vehicles currently park in driveways across the proposed path route. These vehicles would be an obstruction and may also cause line of sight issues for passing traffic. To avoid a parked vehicle, path users may walk or ride on the road, increasing the risk of being struck by a vehicle. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**
5	7	**Steep Path Gradients** Steeper path down gradients, especially approaching the Nimbin Street crossing, may cause cyclists to overshoot the end of the path into the travel lane. A cyclist may be struck by a passing vehicle or run into a stopped vehicle. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**
6	3, 9	**End of Path at General Store 1** The path at the General Store has no continuation. There is no signage to indicate that the path ends. Sight distances for path users are restricted. Path users may cross the intersection in an uncontrolled manner and be struck by a vehicle. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**

7	3	**End of Path at General Store 2** A hoop bollard is shown across the end of the path. The path has not been widened at the end to accommodate this device. A cyclist travelling at speed may collide with the hoop bollard across the path. Frequency: Rare Severity: Moderate Risk: Low	**Client acceptance Y/N ____** **Client response: _____**
8	3	**Vehicles Parked Adjacent to Path** Where vehicles can park adjacent and parallel to the path (particularly near the Store), there is a risk that a passing cyclist may be struck by an opening vehicle door. Frequency: Rare Severity: Moderate Risk: Low	**Client acceptance Y/N ____** **Client response: _____**
9	3	**Trip Hazards** There is a raised pit lid/inspection opening in the northern most driveway to the Store. Unless modified during construction (which is not noted on the plans) this may present a trip hazard to pedestrians. A pedestrian may trip and fall. Frequency: Rare Severity: Minor Risk: Negligible	**Client acceptance Y/N ____** **Client response: _____**
10	3, 5, 7	**Roadside Drainage – Water Flowing Across Path** Where the paths cross the road, there does not appear to be any provision for roadside drainage. Water flowing in roadside drains/swales may flow across the path. To avoid the flowing water, path users may walk or ride on the road, increasing the risk of being struck by a vehicle. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**

11	5, 7	**Road Width Where Paths Cross Road** Where the paths are shown crossing Standing Street and Nimbin Street, hoop bollards are provided. The width between these hoop bollards is too narrow for two cars to pass. Cars needing to pass may collide with the hoop bollards or a path user waiting to cross the road. Or a car may stop suddenly due to the narrowed road and a rear-end crash may occur. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**
12	5	**Angle of Crossing near #17 Standing Street** The crossing location shown near #17 Standing Street is shown as acute (not square to the road). Path users may not use the crossing location, increasing the risk of being struck by a vehicle. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**
13	9, 10	**Sight Distance to Crossing Locations** (including from side streets) Sight distances at the crossing locations may not be adequate for drivers or path users. For approaching drivers, there is no advance warning of the crossings ahead. Path users may be struck by a vehicle while crossing the road. Frequency: Rare Severity: Serious Risk: Medium	**Client acceptance Y/N ____** **Client response: _____**

5. Concluding Statement

We, the audit team, declare that we are independent of the project and have appropriate experience and training.

We have examined the current design plans for the proposed shared path. The plans referenced in the findings are included in **Attachment 1**.

The audit has been carried out for the sole purpose of identifying any features of the design which could compromise road safety at the site. The identified issues have been noted in this report in **Table 4**. The accompanying 'Suggested Mitigation Measures' (**Attachment 2**) are put forward for consideration by Council for implementation. The suggested mitigation measures indicate the nature or direction of a solution rather than precise details. Responsibility for that will rest with Council. APP does not take any responsibility for any suggested design changes made in this report.

It should be noted that while every effort has been made to identify potential safety hazards, there is no guarantee that every deficiency has been identified.

No 'extreme' risks were identified during the audit. As per **Table 3:**

- risks with a 'high' ranking '*should be corrected or the risk significantly reduced, even if the treatment cost is high*'.
- risks with a 'medium' ranking '*should be corrected or the risk significantly reduced, if the treatment cost is moderate but not high*'.

It is recommended that audit findings be investigated with satisfactory corrective actions identified and implemented.

[redacted]

17/06/2024

Tony Cromack
AUDIT TEAM LEADER # RSA-02-0414

[redacted]

17/06/2024

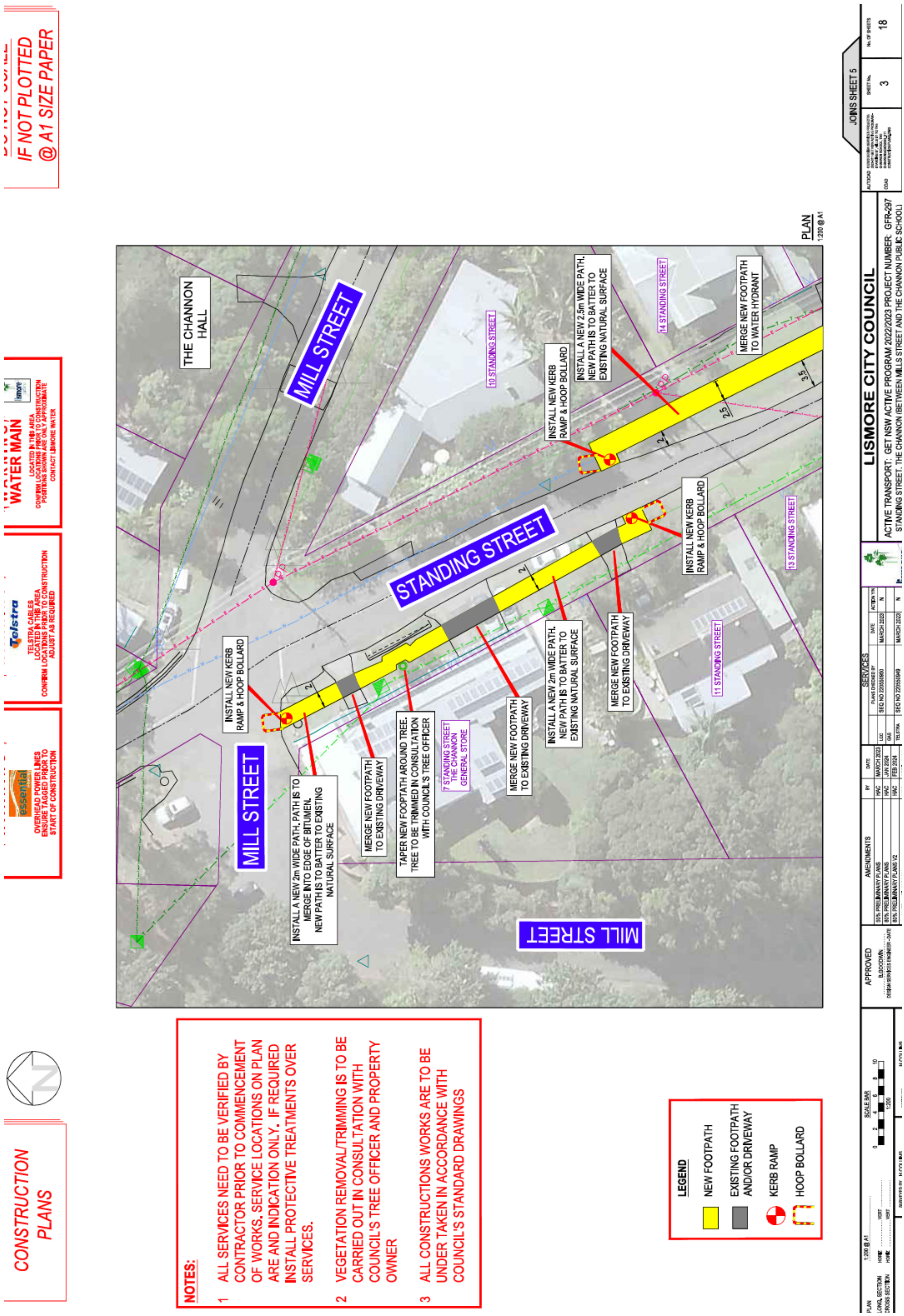
Arthur Hyde
LEVEL 2 AUDITOR # RSA-02-1612

6. Attachments

Attachment 1	Design Plans
Attachment 2	Suggested Mitigation Measures

ATTACHMENT 1

Attachment 1: Design Plans


IF NOT PLOTTED @ A1 SIZE PAPER
WATER MAIN
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION POSITIONS SHOWN ARE ONLY APPROXIMATE CONTACT LISMORE WATER
Telstra
TELSTRA CABLES LOCATED IN THIS AREA CONFIRM LOCATIONS PRIOR TO CONSTRUCTION ADJUST AS REQUIRED
essential
OVERHEAD POWER LINES ENSURE TAGGED PRIOR TO START OF CONSTRUCTION
CONSTRUCTION PLANS
PLAN
1:200 @ A1
THE CHANNON HALL
MILL STREET
STANDING STREET
MILL STREET
MILL STREET
10 STANDING STREET
14 STANDING STREET
13 STANDING STREET
11 STANDING STREET
7 STANDING STREET THE CHANNON GENERAL STORE
INSTALL A NEW 2.5m WIDE PATH. NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
INSTALL NEW KERB RAMP & HOOP BOLLARD
MERGE NEW FOOTPATH TO WATER HYDRANT
INSTALL NEW KERB RAMP & HOOP BOLLARD
INSTALL NEW KERB RAMP & HOOP BOLLARD
INSTALL A NEW 2m WIDE PATH. NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
MERGE NEW FOOTPATH TO EXISTING DRIVEWAY
MERGE NEW FOOTPATH TO EXISTING DRIVEWAY
TAPER NEW FOOPTATH AROUND TREE. TREE TO BE TRIMMED IN CONSULTATION WITH COUNCIL'S TREE OFFICER
MERGE NEW FOOTPATH TO EXISTING DRIVEWAY
INSTALL A NEW 2m WIDE PATH. PATH IS TO MERGE INTO EDGE OF BITUMEN. NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
NOTES:
1 ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.
2 VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER
3 ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS
LEGEND
NEW FOOTPATH
EXISTING FOOTPATH AND/OR DRIVEWAY
KERB RAMP
HOOP BOLLARD
JOINS SHEET 5
LISMORE CITY COUNCIL
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
SHEET No. 3
No. OF SHEETS 18
AMENDMENTS
50% PRELIMINARY PLANS HAC MARCH 2023
85% PRELIMINARY PLANS HAC JAN 2024
85% PRELIMINARY PLANS V2 HAC FEB 2024
SERVICES
APPROVED
SCALE BAR

DO NOT SCALE
IF NOT PLOTTED
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CONSTRUCTION
PLANS
STANDING STREET
TREE TO BE TRIMMED
INSTALL A NEW 2m WIDE PATH, NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
MERGE TO EXISTING DRIVEWAY
MILL STREET
INSTALL A NEW 2m WIDE PATH, NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
MERGE TO EXISTING DRIVEWAY
INSTALL A NEW 2m WIDE PATH, NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
TREE TO BE TRIMMED
INSTALL NEW KERB RAMP, MERGE NEW KERB RAMP INTO EDGE OF BITUMEN
INSTALL A NEW 2.5m WIDE PATH, NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
INSTALL NEW KERB RAMP, MERGE NEW KERB RAMP INTO EDGE OF BITUMEN
INSTALL NEW KERB RAMP, MERGE NEW KERB RAMP INTO EDGE OF BITUMEN
INSTALL A NEW 2m WIDE PATH, NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
MERGE TO EXISTING DRIVEWAY
NOT TO SCALE
PLAN
LONG. SECTION
CROSS SECTION
SCALE BAR
APPROVED
AMENDMENTS
85% PRELIMINARY PLANS
85% PRELIMINARY PLANS
85% PRELIMINARY PLANS V2
SERVICES
LISMORE CITY COUNCIL
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
SHEET No. 4
No. OF SHEETS 18

CONSTRUCTION PLANS

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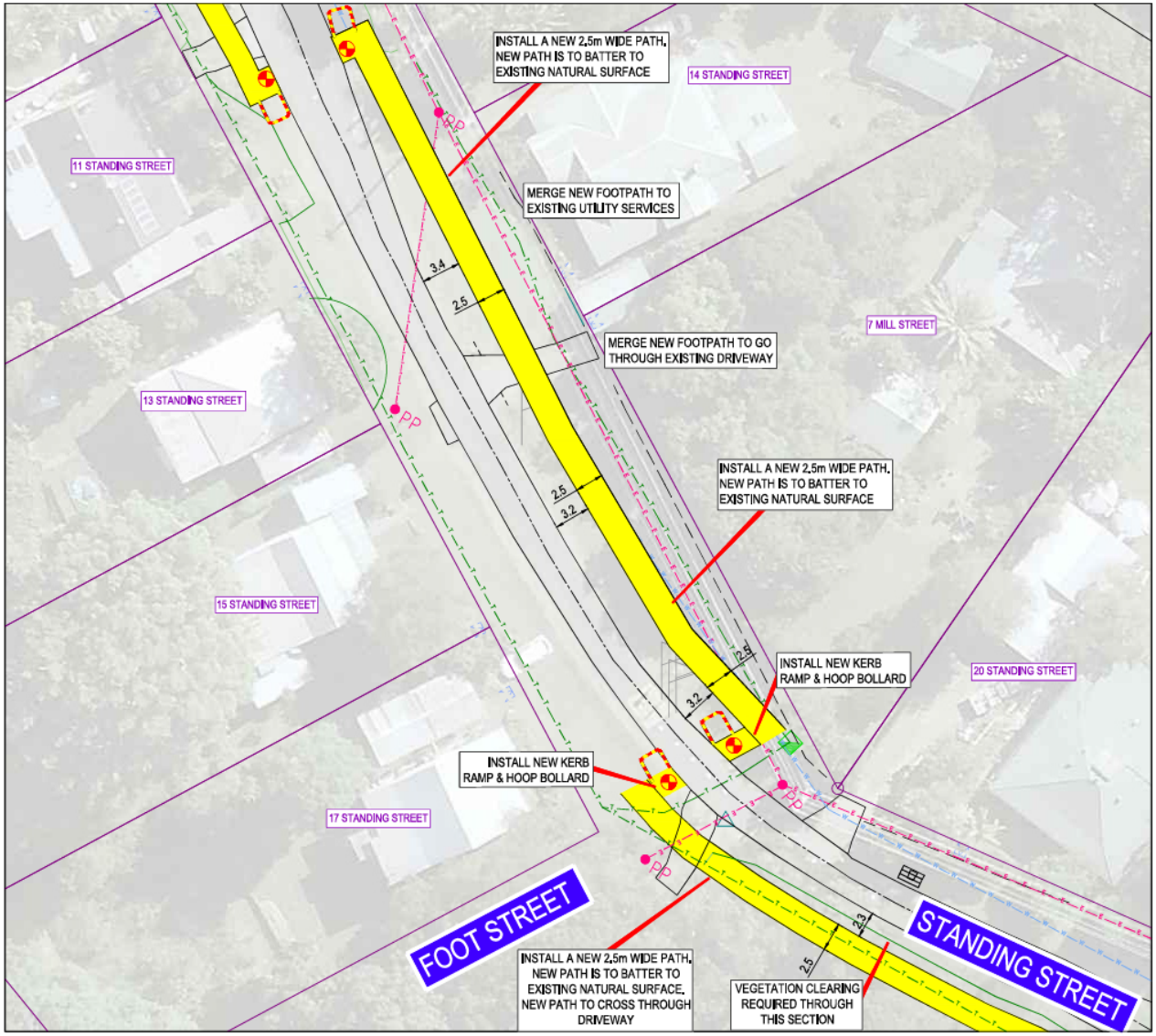
NOTES:

1. ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.
2. VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER
3. ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS

LEGEND

- NEW FOOTPATH
- EXISTING FOOTPATH AND/OR DRIVEWAY
- KERB RAMP
- HOOP BOLLARD



PLAN
1:200 @ A1

PLAN	1:200 @ A1	SCALE BAR 0 2 4 6 8 10 1:200	
LONG. SECTION	HORIZ ..... VERT		
CROSS SECTION	HORIZ ..... VERT		

APPROVED
B.GOODWIN
DESIGN SERVICES ENGINEER • DATE

AMENDMENTS	BY	DATE
50% PRELIMINARY PLANS	HAC	MARCH 2023
80% PRELIMINARY PLANS	HAC	JAN 2024
80% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES	PLANS CHECKED BY	DATE	ACTION Y/N
LCC	SEQ NO 220550950	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 220550949	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

AUTOCAD
DCAD

SHEET No. 5
No. OF SHEETS 18

CONSTRUCTION PLANS

DO NOT SCALE
IF NOT PLOTTED @ A1 SIZE PAPER

PLAN	NOT TO SCALE	SCALEBAR	APPROVED	AMENDMENTS	BY	DATE	SERVICES	PLANS CHECKED BY	DATE	ACTION Y/N	LISMORE CITY COUNCIL		
LONG SECTION	H:1:2 V:1:2			50% PRELIMINARY PLANS	HAC	MARCH 2023	LCC	SEQ NO 2305 50950	MARCH 2023	N	ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297		
CROSS SECTION	H:1:2 V:1:2			85% PRELIMINARY PLANS	HAC	JAN 2024	GAS				STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)		
				95% PRELIMINARY PLANS V2	HAC	FEB 2024	TELSTRA	SEQ NO 2205 50949	MARCH 2023	N			

AUTOCAD: [illegible] CHANNON SCHOOL TO CHANNON AQUEDUCT [illegible]
CCAD

SHEET No. 6 | No. OF SHEETS 18

CONSTRUCTION PLANS

N

WARNING
essential ENERGY
OVERHEAD POWER LINES
ENSURE TAGGED PRIOR TO START OF CONSTRUCTION

WARNING
Telstra
TELSTRA CABLES
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
ADJUST AS REQUIRED

WARNING
WATER MAIN
lismore water
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
POSITIONS SHOWN ARE ONLY APPROXIMATE
CONTACT LISMORE WATER

DO NOT SCALE
IF NOT PLOTTED @ A1 SIZE PAPER

JOINS SHEET 5

NOTES:

1. ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.
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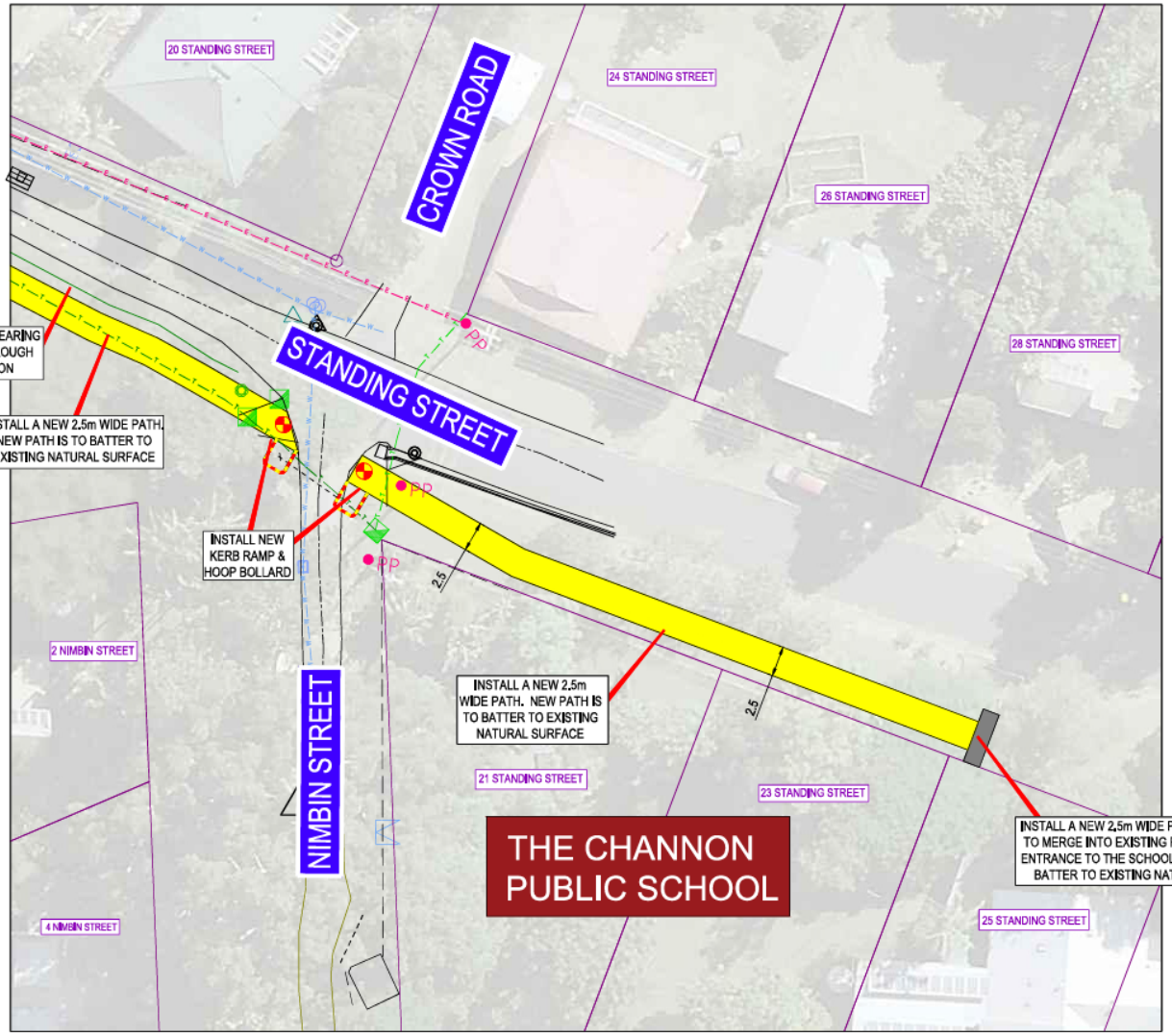
3. ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS

LEGEND

- NEW FOOTPATH
- EXISTING FOOTPATH AND/OR DRIVEWAY
- KERB RAMP
- HOOP BOLLARD



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APPROVED
B.GOODWIN
DESIGN SERVICES ENGINEER – DATE

AMENDMENTS	BY	DATE
50% PRELIMINARY PLANS	HAC	MARCH 2023
80% PRELIMINARY PLANS	HAC	JAN 2024
80% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES	PLANS CHECKED BY	DATE	ACTION Y/N
LCC	SEQ NO 220550959	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 220550949	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET. THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

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SHEET No. 7
No. OF SHEETS 18

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VEGETATION TO BE CLEARED IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND REF
LISMORE CITY COUNCIL
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
APPROVED
AMENDMENTS
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8
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CONSTRUCTION PLANS

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TELSTRA CABLES
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ADJUST AS REQUIRED

WARNING
WATER MAIN
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
POSITIONS SHOWN ARE ONLY APPROXIMATE
CONTACT LISMORE WATER

DO NOT SCALE
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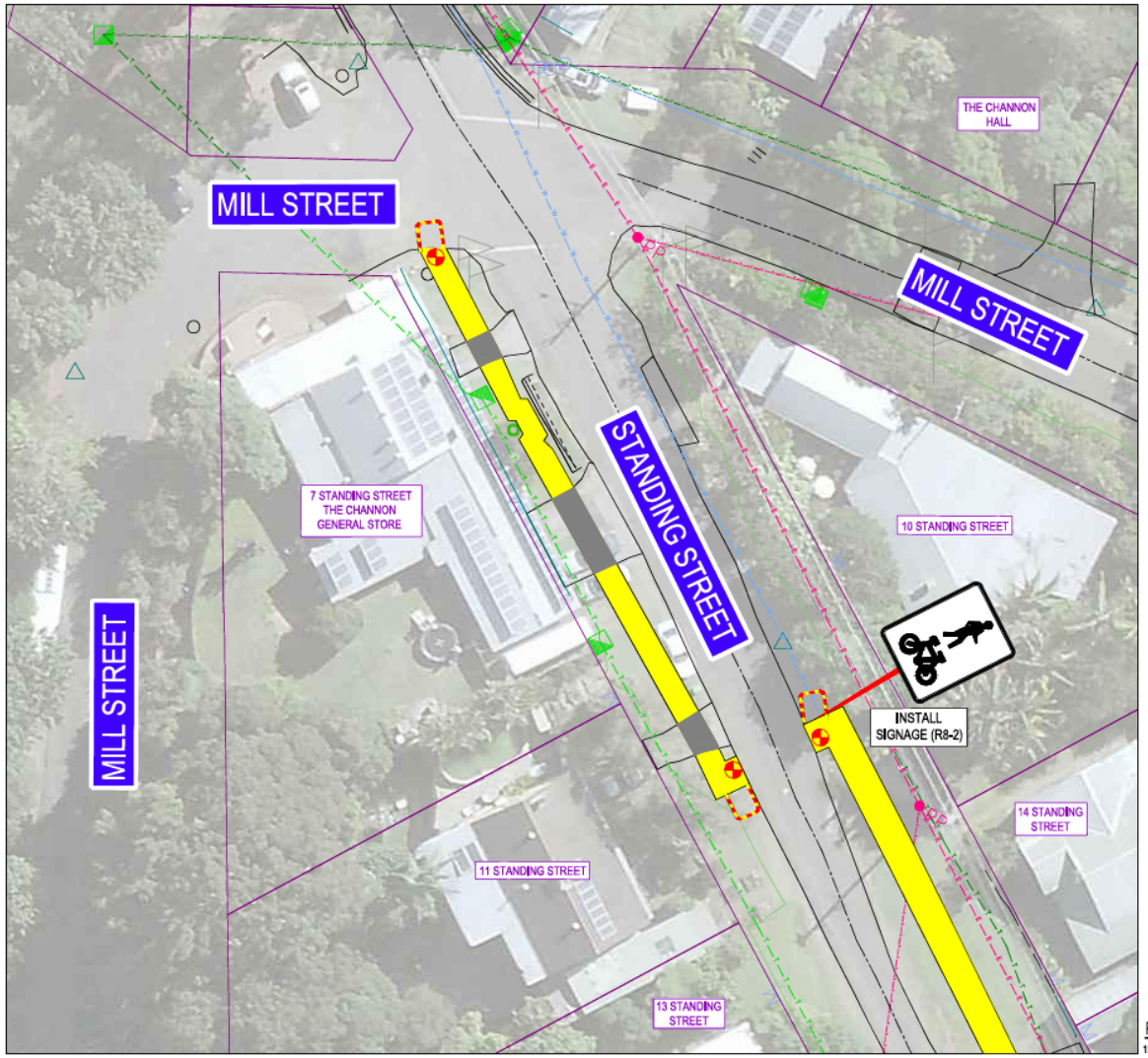

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APPROVED
B.GOODWIN
DESIGN SERVICES ENGINEER - DATE

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90% PRELIMINARY PLANS	HAC	JAN 2024
90% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES	PLANS CHECKED BY	DATE	ACTION Y/N
LCC	SEQ NO 226550950	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 226550949	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

JOINS SHEET 10

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		9	18

CONSTRUCTION PLANS

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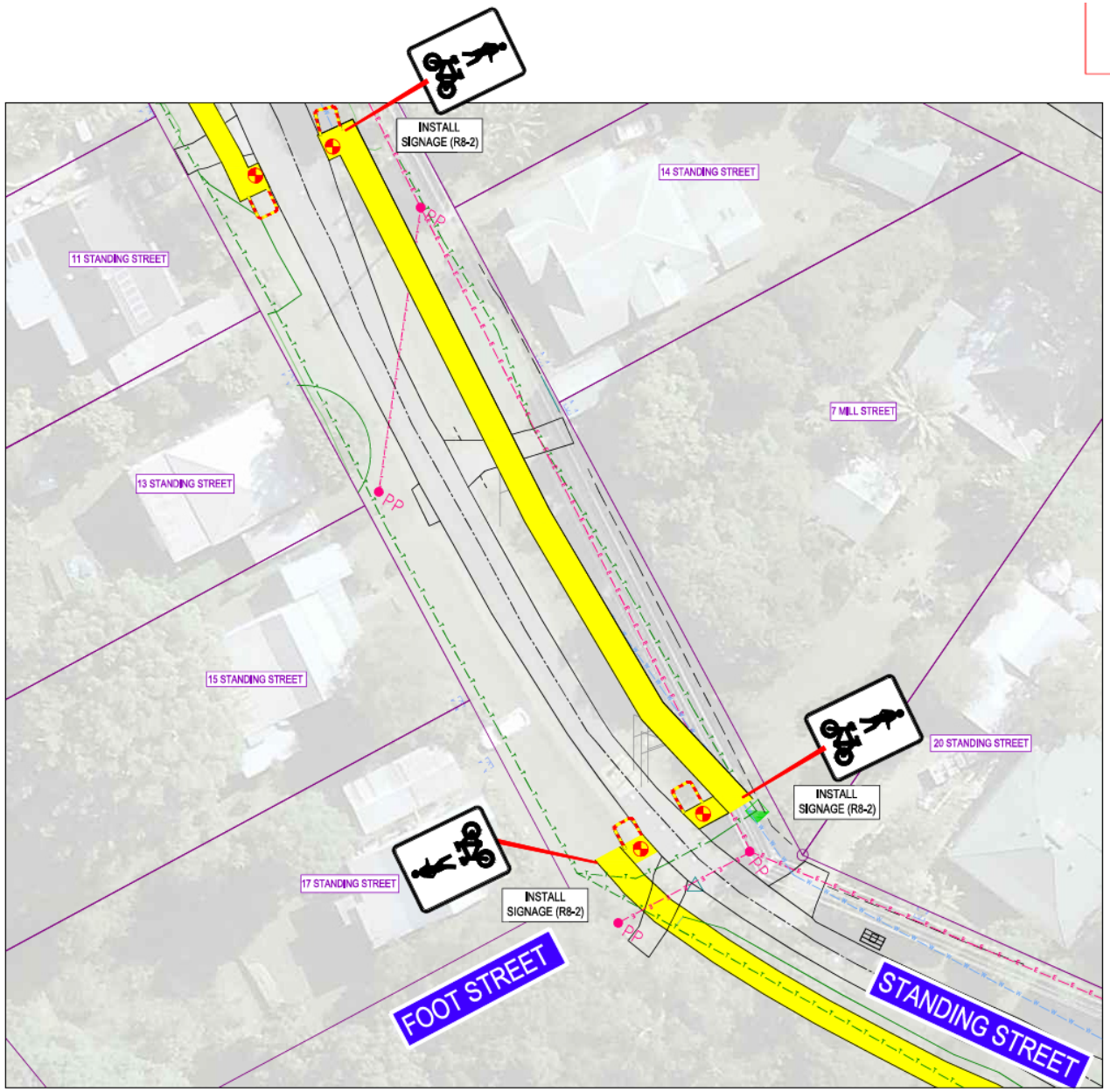

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APPROVED
R.GOODWIN
DESIGN SERVICES ENGINEER • DATE

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LCC	SEQ NO 220550960	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 220550949	MARCH 2023	N

LISMORE CITY COUNCIL

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STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

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SHEET No. 10
No. OF SHEETS 18

CONSTRUCTION PLANS

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WARNING
essential
OVERHEAD POWER LINES
ENSURE TAGGED PRIOR TO
START OF CONSTRUCTION

WARNING
Telstra
TELSTRA CABLES
LOCATED IN THIS AREA
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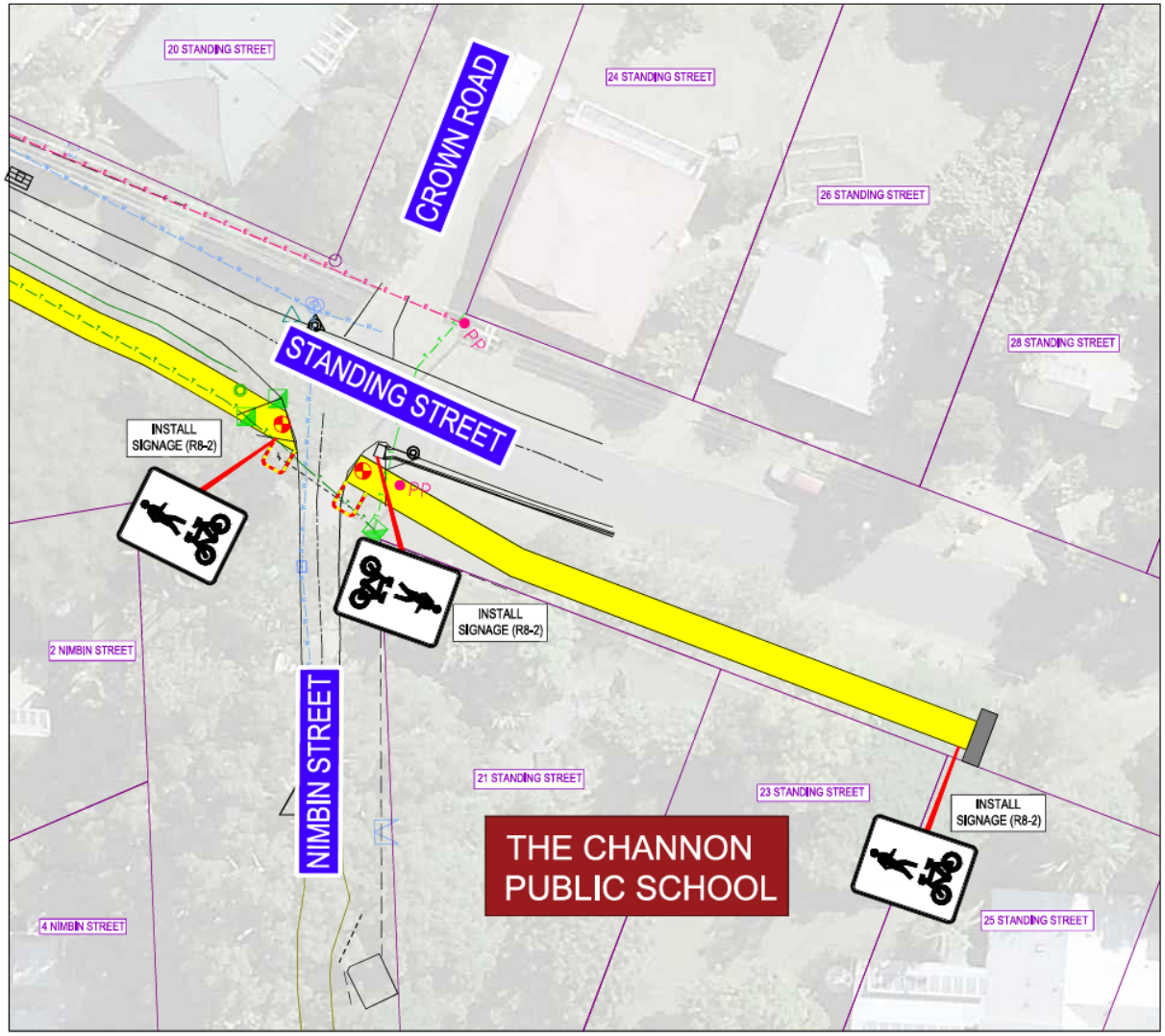

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STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

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No. OF SHEETS 18

ATTACHMENT 2

Attachment 2: Suggested Mitigation Measures

Suggested Mitigation Measures

Following is a list of suggested mitigation measures which may be of some use to Council. It should be noted that while every effort has been made to identify potential safety hazards, there is no guarantee that every safety hazard has been identified, therefore the list of suggested mitigation measures may not be exhaustive.

The suggested mitigation measures indicate the nature or direction of a solution rather than precise details. Responsibility for that will rest with Council.

The suggested mitigation measures do not take into consideration future project budgets, community objectives, project constraints, political agendas, or possible competing interests from other project needs (e.g., landscaping, utilities, etc.).

- Consider a realignment of the path to eliminate the multiple road crossings on Standing Street.
- If the road crossings cannot be eliminated, then a suitable road width (for cars to safely pass) shall be provided at road crossing locations.
- If the road crossing near #17 Standing Street cannot be eliminated, then consider a redesign for a crossing that is square to the road.
- Ensure that any identified hazards adjacent to the path (trees, poles, embankments, etc.) are either removed, relocated, or suitable and compliant clearances provided.
- Where the path crosses driveways, ensure that obstructions to sight distance are removed so that vehicles entering or leaving the driveways have clear sight lines to path users. In some locations, warning signage or markings may need to be provided for path users.
- Vehicles should not be permitted to park across the path (at driveways and garage entrances). This may require negotiation with affected property owners and alternative parking arrangements provided.
- Steeper path gradients, especially where they approach road crossings or other hazards, should have suitable path speed limiting devices. These may include warning signage, alternative paving, or other means to slow cyclists. Devices selected must not introduce a new hazard.
- Consider a redesign of the terminal treatment at the General Store. The redesign should not cause an unacceptable hazard to cyclists. Consider in the design that sight distances for path users is restricted. Include appropriate devices to slow cyclists including advance warning signage and pavement markings.
- Where suitable and compliant width is not available to park between the path and the road edge, parking should be prohibited.
- During construction, ensure that all trip hazards in the path are eliminated.
- Provision for drainage at road crossing locations should be considered in design. Water should not flow across or along the shared path.
- Sight distances at crossing locations may not be adequate. Consider installing advance warning signs in the road approaches to the crossings.

Business

Subject	Get NSW Active Project - Standing Street The Channon
TRIM Record No	BP24/501:CDR23/1519
Item Number	4.2

The design staff are referring this matter to the TRSCG to seek further comments in relation to the project following Community Consultation.

That the TRSCG support the proposed options and proceed with construction.

Background

Lismore City Council has received funding under the Get NSW Active 2022-2024 Funding Program (Active Transport) for the purpose of constructing a Shared Path for Pedestrians and Cyclists providing connectivity between communities and local destinations.

The objective of the Get NSW Active program is to support the development and delivery of walking and cycling projects that:

- Contribute to continuous and connected walking and cycling networks across NSW that connect communities to local destinations
- Enable more people to safely walk and ride as part of their everyday travel
- Facilitate children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from school
- Support multi-modal journeys by integrating active and public transport
- Deliver quality place outcomes that contribute to vibrant places, and livable neighborhoods that support local lifestyles
- Enable and encourage behavior change and shift community perception towards walking and cycling as everyday travel options for short trips
- Deliver walking and cycling connections that enable all people, regardless of gender, to move freely within their communities.

Standing Street, The Channon site was discussed at the 14 February 2023 Transport and Road Safety Consultation Group meeting with the following outcome recorded for the preferred option B (the current proposal.

OUTCOME:

1. The TRSC Group viewed the projects and provided feedback of preference to option B. Community Consultation to be undertaken.

Business

Option B
This option investigated the installation on the southern side of Standing Street for a section which runs past a council reserve. This is slightly overgrown and will require removal of some vegetation.

In the area between Foot Street and Nimbin Street, the footpath has been located in a practical solution to maintain clear zone standards is Design whilst trying to retain as much vegetation in the park as possible.

Council has received a Consultants Review of Environmental factors and an Ecologist report. This report detailed that there was no threatened flora or fauna within the park. It also reported that there were no hollow bearing trees or Koala Food Trees within the Construction Footprint.

A Construction Environmental Plan has also been provided for during construction.

Council staff responded to the individual issues raised by the author of the petition and modified the design to meet as many of the issues raised or clarified any misinterpretations from the petition.

A response email was provided to the writer of the petition and an interim response was provided that the amended design and comments would be circulated to the signatories.

Further responses from the signatories are being waited on and decision from the TRSCG prior to general community notification.

Construction of the works is planned for early June to meet funding agreements.

Council staff have discussed with the funding body if the funding can be considered at alternate sites within the Local Government Area. However, this request was denied as the funding was provided for this project.

If the project did not proceed at this location, the funding would need to be returned.

Council staff have sought response from the Channon School in relation to the amended design.

Conclusion
That the TRSCG Group discuss the responses as provided by the petitioners.

Attachment/s
1. Original Report
2. Amended Design
3. Community Consultation Updated Letter
4. Response from Writer of Petition

Business

Subject	Get NSW Active Project - Standing Street, The Channon
TRIM Record No	BP24/126:CDR23/1519
Item Number	4.9

Raised for information or comment from the Traffic & Road Safety Consultation Group.

That the Group consider the projects and provide feedback.

Background

Lismore City Council has received funding under the Get NSW Active 2022-2024 Funding Program (Active Transport) for the purpose of constructing a Shared Path for Pedestrians and Cyclists providing connectivity between communities and local destinations.

The objective of the Get NSW Active program is to support the development and delivery of walking and cycling projects that:

- Contribute to continuous and connected walking and cycling networks across NSW that connect communities to local destinations
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- Support multi-modal journeys by integrating active and public transport
- Deliver quality place outcomes that contribute to vibrant places, and liveable neighbourhoods that support local lifestyles
- Enable and encourage behaviour change and shift community perception towards walking and cycling as everyday travel options for short trips
- Deliver walking and cycling connections that enable all people, regardless of gender, to move freely within their communities.

This program is administered by Transport for NSW with projects to be delivered by June 2024.

Eligible infrastructure projects must include design or construction of either:

- New footpaths
- Widening of existing footpaths
- Signed crossings
- Unsigned crossings (including pedestrian refuges)
- Footpaths continuation treatments
- Shared zones (10kmh speed limit)

The successful nominations include:

1. Standing Street, The Channon – provide a safer travel route for School Children to and from The Channon Public School and recreational walkers in the area.
2. Thorburn Street, Nimbin – provide a safer travel route for School Children to and from The Nimbin Public School and recreational walkers in the area.
3. Dibbs Street, Lismore – between Dalziell Street north to Uralba Street. This is designed to provide a safe off-road walking area for pedestrians including hospital staff.
4. Elizabeth Street, East Lismore – between Wyrallah Road East to Nielson Street. This provides a safer travel route for School Children to and from The Wyrallah Road Public School and recreational walkers in the area.
5. Barham Street, East Lismore – Between Wyrallah Road south to Atlas Street. This provides connectivity for the East Lismore precinct to the Wyrallah Road Shopping Complex.
6. Norwood Avenue and Pleasant Street, Goonellabah. Between Clifford Street east to Fischer Street.

Some components of the design require the Transport and Road Safety Consultation Group to discuss and potentially refer to Council for formal approval.

Get NSW Active Project – Standing Street, The Channon

Traffic Data

Standing Street, The Channon is classified as a local access road under Councils Road Hierarchy. It is a two-way undivided sealed road and a nominal 7.0m Wide. Standing Street provides connectivity between The Channon General Store and The Channon Public School.

There is no recorded Traffic Data recorded. 50 kph speed zone, with school zone speeds applying.

Design Components

The approved funding from TfNSW is to install a new off-road footpath in Standing Street, The Channon as a safety route for school children and recreational walkers to have a formal walking area.

This will include widening of existing paths or new footpath constructions and crossing locations including kerb ramps.

Further feedback has been sought from the funding body to vary design standards where some sections of a standard cannot be achieved due to existing infrastructure or private vegetation plantings. There are two options for the TRSC Group to consider:

Option A
Install a section of the footpath on the northern side of Standing Street between 10 Standing Street east to 24 Standing Street.

This option was provided to the community as consultation from which we received some opposition to the proposal as the proposed footpath would impact on local parking habits.

Option B
This option investigated the installation on the southern side of Standing Street for a section which runs past a council reserve. This is slightly overgrown and will require removal of some vegetation.

A Review of Environmental Factors and ecologist report has been organised to ensure that there is no protected flora or fauna in that area.

Option C
Not to progress with the project and return the funding.

Community Consultation

Council undertook community consultation letters to all the residents in Standing Street advising them of the proposed footpath (Refer to Attachment 3) and consequently Council has received the following:

Business

1. Monday, 11 September 2023 – Request from Deborah Darcy of 17 Standing Street requested a site meeting to discuss proposal.

2. Tuesday, 19 September 2023 – Design Engineer meet with two residents of Standing Street to listen to concerns raised in relation to the proposed footpath.

3. Tuesday, 19 September 2023 – Correspondence from Steve Payne, President of The Channon Tennis Club and resident of The Channon dated.

4. Friday, 22 September 2023 – Correspondence from Debra D'Arcy dated requesting further information in relation to the proposed footpath and forwarding a signed petition from the residents from The Channon objecting to the proposed footpath.

5. Thursday, 28 September 2023 – Correspondence from Kathy Devine dated offering an alternative location for the proposed footpath rather than the footpath in Standing Street.

6. Design Engineer has provided comments in relation to the dot points that were raised by the residents of The Channon when they submitted the petition.

7. Coordinator Design Services spoke to the Principal of The Channon Public School who had discussed the proposal with the P&C and had advised the Coordinator Design Services that they are very supportive of the installation of the footpath.

The residents had offered an alternative location for the footpath being the Environmental Walk that stretches along The Channon Road from the Tennis courts to the campgrounds and beyond to the Oval/Showgrounds.

Council has approached TfNSW to investigate if the funding received for the Standing Street footpath could be used at a different location. Transport for NSW has advised Council that *"it is outside of program guidelines to move the funds from The Channon share path project to another location/project as such the request will not be supported by the program team"*.

Therefore, if the project, as approved under the program funding, does not proceed then the funding will need to be returned to TfNSW.

Further Community Consultation will be undertaken pending the decision from the TRSC Group. The Channon Public School have provided verbal support for the project to proceed and provide a safer and hard stand surface for the school children to walk.

Attachment/s

1. Community Consultation Letter
2. Email to The Channon School
3. 80% Preliminary Construction Plans (Over 7 pages)
4. Onsite Meeting Notes
5. Email from Resident - Steve Payne
6. Letter & Petition from Resident - Debra DArcy
7. Email from Resident - Kathy Devine
8. Response to concerns
9. Option B

lismore city council

Our ref: BG:BM:AF23/897

Contact: Barry Goodwin

31 August 2023

>
>
>

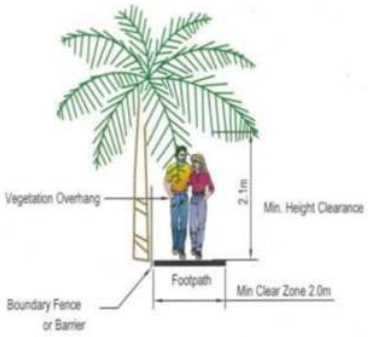
Dear >

New Shared Path – Standing Street, The Channon (Mills Street to The Channon School)

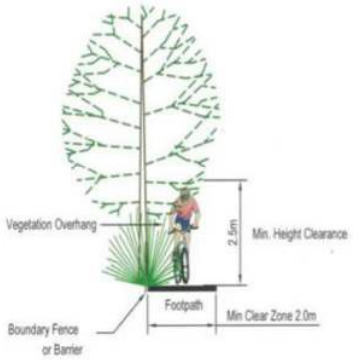
Lismore City Council has secured funding from the NSW 2022/23 Get Active Program (Active Transport) to construct a shared path for pedestrians and cyclists at Standing Street, from Mills Street to The Channon School.

The new footpath, which will adjoin your boundary, is proposed to be constructed by the end of the 2023/24 financial year. Prior to works commencing a Council representative will contact you to discuss any interruptions to your driveway access as well as any other issues to be considered when finalising the scope of work.

As part of this project, it may be necessary to either trim back or remove some of your garden plantings prior to construction of the new path if any overhang your boundary line onto Standing Street. The diagram below is a guide for the clearance required.



Footpath Clearance Zone



Cyclist Clearance Zone

We would appreciate if this trimming could be carried out as soon as convenient and continue to be maintained to the above standard. If you wish to remove a tree from your property, permission from Council may be required and you should contact us for advice before proceeding.

If you have any questions about the new shared path project, please do not hesitate to contact our Design Services Engineer, Barry Goodwin during office hours on (02) 6625 0500.

Thank you for your cooperation.

Joshua Smith
Acting Head of Shared Services (Chief Operating Office)

ww.lismore.nsw.gov.au
Oliver Avenue, Goonellabah NSW 2480 • PO Box 23A, Lismore NSW 2480 • **T:**(02) 6625 0500 • **ABN:** 60080932837
more City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work.

Barry Goodwin

From: Barry Goodwin
Sent: Monday, 11 December 2023 8:45 AM
To: [redacted]
Subject: RE: Lismore City Council - NSW Active Walking and Cycling Funding Program

Hi can we receive a response on this to determine if we proceed with the funding

---

From: Barry Goodwin
Sent: Monday, December 4, 2023 2:12 PM
To [redacted]
Subject: Lismore City Council - NSW Active Walking and Cycling Funding Program

Hi we have received funding under the NSW Active Walking and Cycling program
You should have received a copy of the attached letter as information

We have undertaken Community consultation and have received a petition not to install as per our attached plans
I am presuming that the school received a letter and we are seeking feedback on behalf of the school.

We have received a petition from a number of community residents who are objecting to this proposal
Attached is a copy of the proposed design , however subject to modification
It may be better to construct it on the other side of the street

We are interested in benefit to school children , number of school students who may walk or ride a bike that way to school
Maybe it could be raised at your next P&C meeting

We are reluctant to give the money back to the funding body

Please call me to discuss

Barry Goodwin I Coordinator Design Services I Lismore City Council
[redacted]
Lismore City Council acknowledges the people of the Bundjalung nation, traditional custodians of the land on which we work.

1

Traffic and Road Safety Consultation Group

Hayley Collins

From: Hayley Collins
Sent: Tuesday, 19 September 2023 12:38 PM
To: [redacted]
Cc: Barry Goodwin; Hayley Collins
Subject: Get Active NSW - Standing Street, The Channon

Afternoon Deborah and Steve

Thank you for meeting with me this morning to discuss the proposed footpath for Standing Street, The Channon which Council has received funding for under the NSW Get Active program.

As discussed this morning the concerns you have in relation to the footpath, if it is located on the western side of Standing Street are:-

1. Drainage issues (road will be higher than footpath)
2. Inability to park vehicles in property driveways
3. Children safety – should a vehicle slide off the road in wet weather it may hit a child who is walking on the footpath
4. Insufficient space
5. Current road has minimal width and for vehicles to pass on the road they have to drive on the western side of the nature reserve
6. If footpath is located on the western side of the road then there should be barriers between the footpath and the road
7. Vegetation clearing
8. Existing utility services i.e. power poles, Telstra pits
9. Would not be used as there is only a handful of people that use it. Majority of children either take the bus to school or are driven there

All of the above items will be looked into as part of the final location of the design.

It was also discussed that Deborah was also going to speak to all the residents in Standing Street and see if they are in agreeance of the new footpath not being constructed due to the lack of potential use and that a letter with all residents signing the letter will be forwarded to Council to consider as part of the project.

If you require any further information in relation to the above please do not hesitate to contact me and thank you again for your time this morning it is important we consult with all members of the community.

Regards,

Hayley Collins I Design Engineer I Lismore City Council
[redacted]

Hayley Collins

From: Steve [redacted]
Sent: Tuesday, 19 September 2023 1:27 PM
To: Hayley Collins
Subject: Re: Get Active NSW - Standing Street, The Channon

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.

Thanks Haley for the meeting. Apart from vegetation loss and some of the other issues listed, which will happen either side of the road, I still feel this is an unnecessary project.

Did the community ask for it? Is it needed? It may not be council's money, but it is certainly taking up your and council time which I believe could be spent on more important things elsewhere in the shire.

I totally agree with Debra – and you'll find others in the community – that it will be a footpath rarely used. The council once built a path between the tennis courts and the oval, which was used for a while but was badly designed, soon became slippery and a hazard and was eventually closed.

If there were lots of children using the track between school and shop, or mothers with prams, people with disability, I'd be all for it, but there is not evidence of that.

I would like to know more about the Get Active aspect of the funding and how the decision was made.
How will this achieve those goals?
A more important and needed project for the Channon would be access from the village to the oval via the main road, but that would be a big job. And as mentioned, a previous attempt failed.

Has the whole of The Channon been consulted? Would there be better use of the money? I feel wider consultation is necessary apart from just the those affected in the street.

Many thanks

Steve Payne
President of the Channon Tennis Club, and resident.

[redacted]

Afternoon Deborah and Steve

Thank you for meeting with me this morning to discuss the proposed footpath for Standing Street, The Channon which Council has received funding for under the NSW Get Active program.

As discussed this morning the concerns you have in relation to the footpath, if it is located on the western side of Standing Street are:-

1. Drainage issues (road will be higher than footpath)
2. Inability to park vehicles in property driveways
3. Children safety – should a vehicle slide off the road in wet weather it may hit a child who is walking on the footpath

Hayley Collins

From: [redacted]
Sent: Friday, 22 September 2023 7:51 AM
To: Hayley Collins; Barry Goodwin
Subject: Petition from residents at The Channon
Attachments: Scan of Petition signed by Channon Residents.PDF

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.

REGARDING Proposed New Shared Path. Your ref: BGT:BM:AF23/897
For the Attention of: Hayley Collins & Barry Goodwin
Thank you for your time on Tuesday 19th Hayley, for providing more information on the proposed shared cycleway/footpath plans along Standing St (from Mill St to the public school)
We, the residents see this path as unnecessary and to the detriment to our historic village.
Despite giving me only three days to mount a response to your proposal I have collected signatures from the residents of The Channon, ATTACHED. As you can see I have signatures for **every property in the immediate village** (31) except for [redacted] Given more time, I am sure our response would be 100% **unanimously** against the proposed path along Standing Street.
Of the 12 occupied properties on Standing Street directly affected by this proposal I have signatures for every household.
In the process of discussing this matter with my neighbours the following concerns have arisen that I may not have mentioned during your visit-
1) First and foremost every resident expressed surprise at the proposal as there is minimal foot traffic up/down Standing Street (usually adults) **No resident asked for this path.** Not even at the Planning Committee meeting held regarding The Channon, held just a couple months ago.
2) As no kerb and channel is planned there were **SAFETY** concerns raised about vehicles driving onto your proposed footpath – note this is additional to my concern of the footpath being proposed in front of my property (No.17) at a level well below the existing road level and that barriers would have to be installed to protect 'supposed' path-users from vehicles.
3) As no kerb and channel is planned there were concerns about **allowance for on-street parking** (in addition to the 7-8m overall road allowance for passing traffic, incl. buses) as the existing road doesn't support **2-way traffic** without leaving the sealed surface.
4) As your proposed path is a shared cycleway/footpath **SAFETY** measures will have to be taken to minimise risk of vehicles reversing out of driveways onto your 'assumed' path users? You suggested that the path would be built within 30-50cm of property boundaries. **As this historic village is over 100years old most houses/garages have been built far closer to front boundaries than current regulations** which leaves little sight distance unless you're planning major destruction of existing gardens and trees along the entire length of Standing Street.
5) Several residents expressed incredulity at the assumption that the supposed users of the proposed path would include bikes. At such **steep inclines bikes would NOT be ridden up** Standing Street with the exception of professional bike rides who would use the road itself. Suggesting that children would be cycling up and down the street is nonsensical and **unsafe due to the steep** incline.
6) Other residents voiced their concerns about storm water management and **access to driveways** (A footpath cannot possibly be built over driveway access without the corresponding culverts and water management)
7) **Removal of the Vegetation** area on the Foot Street Easement to allow footpath construction was another big concern for residents. Destruction of this area will affect the local wildlife (uses as a corridor, including koalas), affect the houses currently being protected by this stand (windbreak) and concerns have been raised of erosion of this entire area as the trees currently **mitigate current surface storm water run-off.**

8) Most neighbours asked why these funds were not being used to **REPAIR the existing shared pathway** (along the creek/Terania st) between the Tennis Court and Oval. The repair of this Nature-walk would support a get-active (transport) program as the path is isolated from road vehicles, accommodates both pedestrians and cyclists and has gentle inclines and, if repaired correctly, is far **more accessible and inclusive to all residents**. This path would also be attractive to visitors to The Channon, walking from our renowned Craft Market to the local Tavern.

9) The Channon Store asked whether the footpath would **intersect with their loading docks** and the **safety implications** if it does. The issue of where the footpath would end at Mill Street was also raised by other residents. At such a busy intersection (including queuing vehicles for petrol pumps at Store) any users of the proposed path could be at risk stepping off the path.

10) The Channon Café wanted to note that if the footpath crosses to the eastern side, to avoid interfering with The Channon General Store's loading dock and access, that there is insufficient room in front of their entrance to the café to accommodate a 2m wide path.

11) Some residents (including myself) will have **nowhere to park our vehicles** if the footpath is installed on the western side of Standing St. To leave enough allowance for vehicles to pass each other would mean that the proposed footpath would be no more than 30-50cm from property lines as discussed with Hayley. **Note- As this historic village is over 100years old most houses have been built far closer to front boundaries than current regulations.** This proposed 2m wide pathway will **severely reduce driveways** on the western side of Standing Street. My driveway will be slashed to the point that only the smallest vehicle could fit without parking over path. As regulations/laws state vehicles cannot park on footpaths there will also be **no roadside parking** for myself or any visitor to any household on the western side (due **to allowance still needed for vehicles** to pass each other and illegal to park on footpath). The eastern side has a dish drain that precludes vehicles from using nature-strip to pass oncoming traffic on that side. The path on the Western side will also mean **extensive destruction of gardens/trees** along the Western side of the road to allow for the proposed pathway.

Overall, residents are adamant in preserving our historic village atmosphere and we ask that these unnecessary (and unwanted) works be abandoned and the funds be directed toward the Terania St footpath repair. If that is not feasible, then the funds could be used to construct a footpath from Standing St and Mill St, between No 20 and No 24 Standing St, along the allotted easement.

Please let me know the decision on this matter, ideally by the 30th September, so we have enough time to open discussions with our local councillors, the mayor's office, and the wider community to prepare to bring up this issue at the next council meeting, *if required.*

Regards,

Debra [redacted]

2

Petition of Residents of The Channon

We, the undersigned, feel that a footpath running from Mill Street to The Channon primary school is unnecessary and will impact the residents unfairly.

We note that school children are primarily dropped off by car and bus and the foot traffic along Standing Street is minimal.

To perform clearing works at the Foot street easement will dramatically impact the feel of the street to the detriment of residents.

NAME	ADDRESS	CONTACT	SIGNATURE
[redacted]			

NAME	ADDRESS	CONTACT	SIGNATURE
[redacted]			

Hayley Collins

From: kathy [redacted]
Sent: Thursday, 28 September 2023 11:18 AM
To: Hayley Collins
Subject: The Channon - Proposed Updates

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 Hayley,

Thank you for taking the time to chat with me regarding the proposed footpath in the village of The Channon. As I mentioned I have signed the petition against the footpath on Standing Street.

The Environmental Walk that stretches along the Channon Road from the Tennis Courts to the campground and beyond to the Oval/showgrounds and where the monthly markets are held, is in desperate need of revitalising. This concreted path is overgrown and hence no longer provides a safe pathway from the center of the village to the oval where the pony club meets, locals who play soccer meet, people walk their dogs and many other activities that locals engage with.

Now that the Tavern is open beside the tennis courts and the tennis courts are about to get funding to be brought back after massive damage from floods; it would definitely be a visual upgrade for our village to have this path brought back to life.

Our village is slowly becoming a tourist destination again, which brings financial hope, forging resilience and invigoration to our village.

It is my sincerest wish that monies can be spent for the purpose of revitalising the Environmental Walk.

King regards
Kathy| [redacted]
[redacted]

1

RESPONSE TO RESIDENTS OF THE CHANNON
RE INSTALLATION OF FOOTPATH – STANDING STREET, THE CHANNON

We, the residents see this path as unnecessary and to the detriment to our historic village.

Despite giving me only three days to mount a response to your proposal I have collected signatures from the residents of The Channon, ATTACHED. As you can see I have signatures for **every property in the immediate village** (31) except for 2 in Nimbin St (absent each time I called) 1 on Mills Street and 3 on Standing Street – one was deceased estate and 2 empty for sale/sold. And 3 on Terania st (adjacent to Tavern) as one was destroyed by the floods, one empty after floods (gallery) and one under repair. Given more time, I am sure our response would be 100% **unanimously** against the proposed path along Standing Street.

Of the 12 occupied properties on Standing Street directly affected by this proposal I have signatures for every household.

In the process of discussing this matter with my neighbours the following concerns have arisen that I may not have mentioned during your visit-

1) First and foremost every resident expressed surprise at the proposal as there is minimal foot traffic up/down Standing Street (usually adults) **No resident asked for this path**. Not even at the Planning Committee meeting held regarding The Channon, held just a couple months ago.

LCC Response: This project has been submitted for several years running with no success, however this year Council was successful. Initially there was no consultation with residents the nomination was just submitted. Residents were advised on 31 August 2023 that Council has secured funding and were given a copy of the proposed construction plans.

Discussions with The Channon Public School reveal that they are in support of the new footpath and that is the reason for the funding to allow safer access to schools.

2) As no kerb and channel is planned there were **SAFETY** concerns raised about vehicles driving onto your proposed footpath – note this is additional to my concern of the footpath being proposed in front of my property (No.17) at a level well below the existing road level and that barriers would have to be installed to protect 'supposed' path-users from vehicles.

LCC Response: The footpath is proposed to be located on the eastern side of the footpath and set back from the edge of bitumen. The distance between the edge of bitumen and the edge of footpath varies from 2m to 3.5m. No 17 is on the western side of the road, the footpath is not going to be installed in front of her house.

3) As no kerb and channel is planned there were concerns about **allowance for on-street parking** (in addition to the 7-8m overall road allowance for passing traffic, incl.

buses) as the existing road doesn't support **2-way traffic** without leaving the sealed surface.

LCC Response: According to Australian Standards you need 2.3m for a parallel park the distance between the edge of bitumen varies from 2m to 3.5m. Where the footpath is only 2m from the edge of bitumen is due to obstructions that cannot be relocated e.g. power poles, property boundaries. Where the distance between the edge of bitumen and edge of footpath is only 2m wide then vehicle parked in front of those properties will need to park within the boundaries of that property or on the other side of the road where sufficient space is located.

4) As your proposed path is a shared cycleway/footpath **SAFETY** measures will have to be taken to minimise risk of vehicles reversing out of driveways onto your 'assumed' path users? You suggested that the path would be built within 30-50cm of property boundaries. **As this historic village is over 100years old most houses/garages have been built far closer to front boundaries than current regulations** which leaves little sight distance unless you're planning major destruction of existing gardens and trees along the entire length of Standing Street.

LCC Response: There are only three (3) driveways located on the western side of Standing Street (the side of the proposed footpath) and one driveway. Two these the footpath is located approximately 5-5.5m from the boundary and the third driveway (20 Standing Street) the footpath is actually located on the boundary of this property due to the width of the road reserve in this section.

5) Several residents expressed incredulity at the assumption that the supposed users of the proposed path would include bikes. At such **steep inclines bikes would NOT be ridden up** Standing Street with the exception of professional bike rides who would use the road itself. Suggesting that children would be cycling up and down the street is nonsensical and **unsafe due to the steep** incline.

LCC Response: The grade of the road between The Channon Public School and Mills Street is approximately 8.9% over 160m.

6) Other residents voiced their concerns about storm water management and **access to driveways** (A footpath cannot possibly be built over driveway access without the corresponding culverts and water management)

LCC Response: The driveways that the footpath cross there isn't actually a driveway in that location they are just driving over the road reserve to access their properties.

Where the footpath does need to merge into the existing driveways on the western side near the General Store the footpath is merging into these driveways and there will be no change to those driveways as they have access points to the underground petrol tanks.

7) **Removal of the Vegetation** area on the Foot Street Easement to allow footpath construction was another big concern for residents. Destruction of this area will affect the local wildlife (uses as a corridor, including koalas), affect the houses currently being protected by this stand (windbreak) and concerns have been raised of erosion

of this entire area as the trees currently **mitigate current surface storm water run-off.**

LCC Response: The vegetation will not be affected as this is on the western side of Standing Street and the footpath is being located on the eastern side of Standing Street.

8) Most neighbours asked why these funds were not being used to **REPAIR the existing shared pathway** (along the creek/Terania st) between the Tennis Court and Oval. The repair of this Nature-walk would support a get-active (transport) program as the path is isolated from road vehicles, accommodates both pedestrians and cyclists and has gentle inclines and, if repaired correctly, is far **more accessible and inclusive to all residents**. This path would also be attractive to visitors to The Channon, walking from our renowned Craft Market to the local Tavern.

LCC Response: This footpath crosses private property and would not be eligible under the guidelines for the funding.

9) The Channon Store asked whether the footpath would **intersect with their loading docks** and the **safety implications** if it does. The issue of where the footpath would end at Mill Street was also raised by other residents. At such a busy intersection (including queuing vehicles for petrol pumps at Store) any users of the proposed path could be at risk stepping off the path.

LCC Response: The footpath will merge into the General Stores existing driveways. There will be a hoop bollard at the intersection of the footpath and road edge for pedestrians/cyclists to hold whilst waiting to cross the road.

10) The Channon Café wanted to note that if the footpath crosses to the eastern side, to avoid interfering with The Channon General Store's loading dock and access, that there is insufficient room in front of their entrance to the café to accommodate a 2m wide path.

LCC Response: The footpath is located approximately 40m from the corner of Mills Street and Standing Street on the eastern side of Standing Street. The crossing from the western side to the eastern side is located near the far end of the boundary for the café.

11) Some residents (including myself) will have **nowhere to park our vehicles** if the footpath is installed on the western side of Standing St. To leave enough allowance for vehicles to pass each other would mean that the proposed footpath would be no more than 30-50cm from property lines as discussed with Hayley. **Note- As this historic village is over 100years old most houses have been built far closer to front boundaries than current regulations.** This proposed 2m wide pathway will **severely reduce driveways** on the western side of Standing Street. My driveway will be slashed to the point that only the smallest vehicle could fit without parking over path. As regulations/laws state vehicles cannot park on footpaths there will also be **no roadside parking** for myself or any visitor to any household on the western side (due **to allowance still needed for vehicles** to pass each other and illegal to park on footpath). The eastern side has a dish drain that precludes vehicles from using nature-

strip to pass oncoming traffic on that side. The path on the Western side will also mean **extensive destruction of gardens/trees** along the Western side of the road to allow for the proposed pathway.

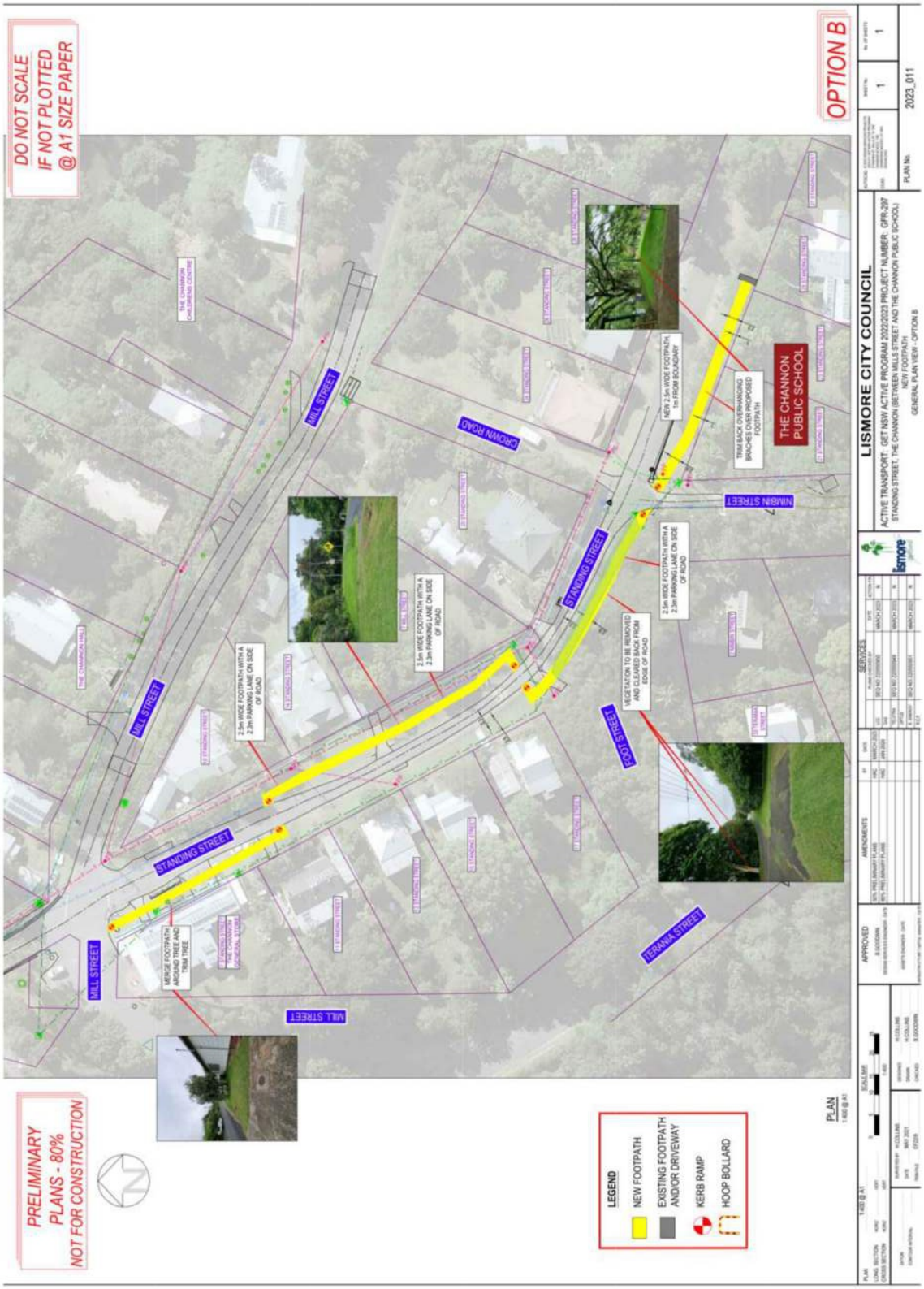
LCC Response: Refer to response to dot point number 4. The footpath is located on the eastern side of Standing Street. Vehicle should park within the boundaries of their own properties.

Overall, residents are adamant in preserving our historic village atmosphere and we ask that these unnecessary (and unwanted) works be abandoned and the funds be directed toward the Terania St footpath repair. If that is not feasible, then the funds could be used to construct a footpath from Standing St and Mill St, between No 20 and No 24 Standing St, along the allotted easement.

LCC Response: This is not an option because:-

1. The grade in this area is nearly -20% over a distance of 67m from Standing Street to Mills Street
2. This doesn't align with the guidelines of the funding.

Please let me know the decision on this matter, ideally by the 30th September, so we have enough time to open discussions with our local councillors, the mayor's office, and the wider community to prepare to bring up this issue at the next council meeting, *if required.*



Traffic and Road Safety Consultation Group

Traffic and Road Safety Consultation Group

CONSTRUCTION PLANS

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023
PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON
(BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
NEW FOOTPATH

DO NOT SCALE IF NOT PLOTTED @ A1 SIZE PAPER

CONSTRUCTION NOTES

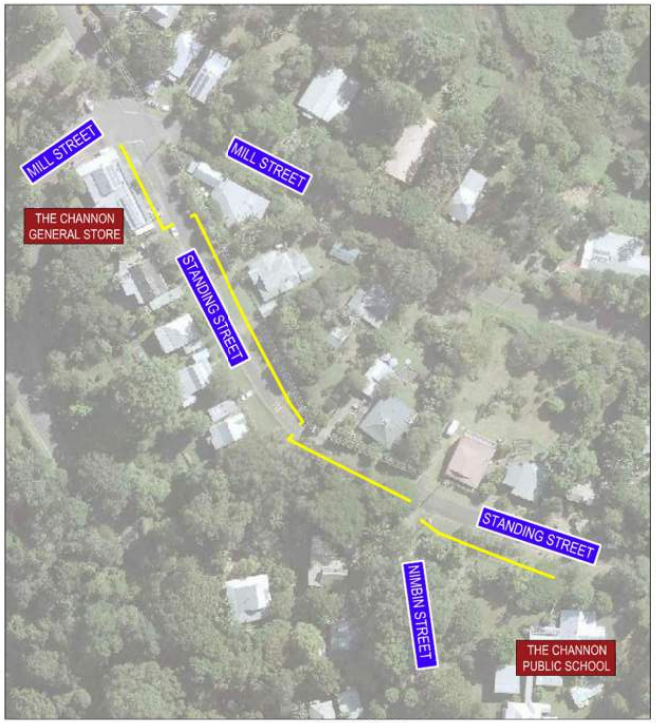
GENERAL
- G1 ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NORTHERN RIVERS LOCAL GOVERNMENT DEVELOPMENT & DESIGN MANUAL. (AVAILABLE ON LISMORE CITY COUNCIL'S WEBSITE PLANNING AND DEVELOPMENT, PLANNING CONTROLS AND GUIDELINES DEVELOPMENT AND DESIGN MANUAL. STANDARD DRAWINGS ALSO AVAILABLE IF NOT PROVIDED IN DESIGN PLANS)
- G2 SIGNPOSTING & LINEMARKING IN ACCORDANCE WITH TRAFFIC AUTHORITY OF NSW - GUIDELINES FOR TRAFFIC FACILITIES AND AS1742.2-2009 OR CURRENT RMS GUIDELINES
- G3 CONSTRUCT DRIVEWAYS TO LCC STANDARDS AND RMS TYPICAL RURAL ACCESS STANDARDS - REFER TO RELEVANT STANDARD DRAWINGS
- G4 RELOCATE EXISTING SIGNS CLEAR OF NEW WORK
- G5 STABILISATION TO BE UNDERTAKEN BY OTHERS IF APPLICABLE TO PROJECT (LCC)
- G6 SEAL TO BE UNDERTAKEN BY OTHERS (LCC)
- G7 ENSURE VARIATIONS TO DEISGN PLANS ARE APPROVED BY CONSTRUCTION ENGINEER OR DESIGNER
- G8 DO NOT USE NATURAL SURFACE LEVELS SHOWN ON LONG SECTION FOR SETTING OUT. USE SITE BENCHMARKS FOR REFERENCE.
- G9 AT COMPLETION OF WORKS, SITE SUPERVISOR TO REMOVE RAISING ROAD LEVEL SIGNAGE
- G10 ENSURE VARIATIONS TO SCOPE OF WORKS ARE APPROVED BY ASSET ENGINEER.

SERVICES
- S1 ALL SERVICES TO BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS (LOCATIONS AS SHOWN ARE APPROXIMATE ONLY)
- S2 CONTACT RELEVANT SERVICES PROVIDER FOR RELOCATIONS AND TREATMENTS
- S3 AT COMPLETION OF WORKS, WORKS ENGINEER TO ADVISE ESSENTIAL ENERGY THAT WORKS HAVE BEEN COMPLETED AND THEY CAN REMOVE OVERHEAD TAGS

ENVIRONMENTAL
- E1 REFER TO ENVIRONMENTAL MANAGEMENT PLAN FACTORS REPORT INCLUDING SUMMARY OF SAFEGUARDS AND IDENTIFIED BY ENVIRONMENTAL ASSESSOR
- E2 PROVIDE SCOUR PROTECTION AT STORMWATER OUTLETS
- E3 FOR VEGETATION TO BE REMOVED OR PROTECTED REFER ENVIRONMENTAL MANAGEMENT PLAN - IF IN DOUBT OF PLANT SPECIES - CONTACT LCC ENVIRONMENTAL CONTRACTOR
- E4 ENSURE NECESSARY SEDIMENTATION CONTROLS AND INSTALLED AND MAINTAINED
- E5 SEDIMENTATION CONTROL TO BE PUT IN PLACE PRIOR TO COMMENCEMENT OF WORKS - REFER SD2325
- E6 PROTECT ROADSIDE TREES TO BE RETAINED FROM TRUNK OR ROOT DAMAGE AND SOLID COMPACTION UNDERNEATH THE CANOPY DRIP LINE. CONSULT LCC TREE OFFICER ON SPECIFIC TREE MANAGEMENT ISSUES.
- E7 REFER TO REF

PRE-CONSTRUCTION NOTES:

1. ENSURE OVERHEAD POWER LINES TAGGED PRIOR TO START OF CONSTRUCTION
2. VERIFY EXACT LOCATIONS OF ALL SERVICES AND ADJUST AS REQUIRED
   - a. OVERHEAD ELECTRICITY
   - b. TELSTRA CONDUITS
   - c. WATER MAIN
3. WORKS ENGINEER TO ORGANISE DILAPIDATION REPORT IF REQUIRED
4. CONTACT LCC TREE OFFICER AND ADVISE OF ANY TREE OR VEGETATION TO BE REMOVED
5. ADVISE RESIDENTS OF CONSTRUCTION DETAILS AND TIMES AND VERIFY ACCESS REQUIREMENTS
6. ENSURE NECESSARY SEDIMENTATION FENCES AND EROSION CONTROLS ARE IN PLACE AND MAINTAINED.
7. ENSURE ROADS ACT ADVERTISED CHANGE IN ROAD LEVEL COMPLETE 30 DAYS PRIOR TO START OF CONSTRUCTION



LOCALITY PLAN
NOT TO SCALE

SHEET INDEX

SHEET NO.	DETALS
1	COVERSHEET
2	GENERAL PLAN VIEW
3	DETAILED PLAN VIEW - SHEET 1
4	PHOTOS OF SITE - SHEET 1
5	DETAILD PLAN VIEW - SHEET 2
6	PHOTOS OF SITE - SHEET 2
7	DETAILED PLAN VIEW - SHEET 3
8	PHOTOS OF SITE - SHEET 3
9	SIGNAGE - SHEET 1
10	SIGNAGE - SHEET 2
11	SIGNAGE - SHEET 3
12	DIAL BEFORE YOU DIG
13	CONSTRUCTION NOTES AND STANDARD DRAWINGS
14	STANDARD DRAWINGS
15	ENVIRONMENTAL TREATMENTS & SAFEGUARDS - SHEET 1
16	ENVIRONMENTAL TREATMENTS & SAFEGUARDS - SHEET 2
17	ENVIRONMENTAL TREATMENTS & SAFEGUARDS - SHEET 3
18	CONSTRUCTION & SEDIMENT CONTROL NOTES

SCHEDULE OF QUANTITIES

ITEM	DESCRIPTION	QUANTITY
NEW FOOTPATH	AS PER STANDARD DRAWING 1-07/LCC STANDARDS	575m²
KERB RAMPS	AS PER STANDARD DRAWING 1-04	7
SIGNAGE	RB-2	6
HOOP BOLLARDS	AS PER STANDARDS	7

WARNING
CONSTRUCTION SITE CONTAINS
OVERHEAD POWER LINES
TELSTRA ROAD CROSSINGS AND CABLES
WATER MAINS SERVICES

DECOMISSIONED SERVICES
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION - ADJUST IF REQUIRED
POSITIONS SHOWN ARE ONLY APPROXIMATE

DIAL BEFORE YOU DIG Job No. 33598411

WARNING
DIAL BEFORE YOU DIG
The location of underground services shown on this plan cannot be guaranteed. Prior to any excavation works, it is strongly recommended that locations and depths of services should be verified by an accredited locator or relevant representative from the utility provided.

PLAN	NOT TO SCALE	SCALE BAR
LONG. SECTION	HORIZ ____ VERT ____	
CROSS SECTION	HORIZ ____ VERT ____	

APPROVED
B.GOODWIN
DESIGN SERVICES ENGINEER - DATE

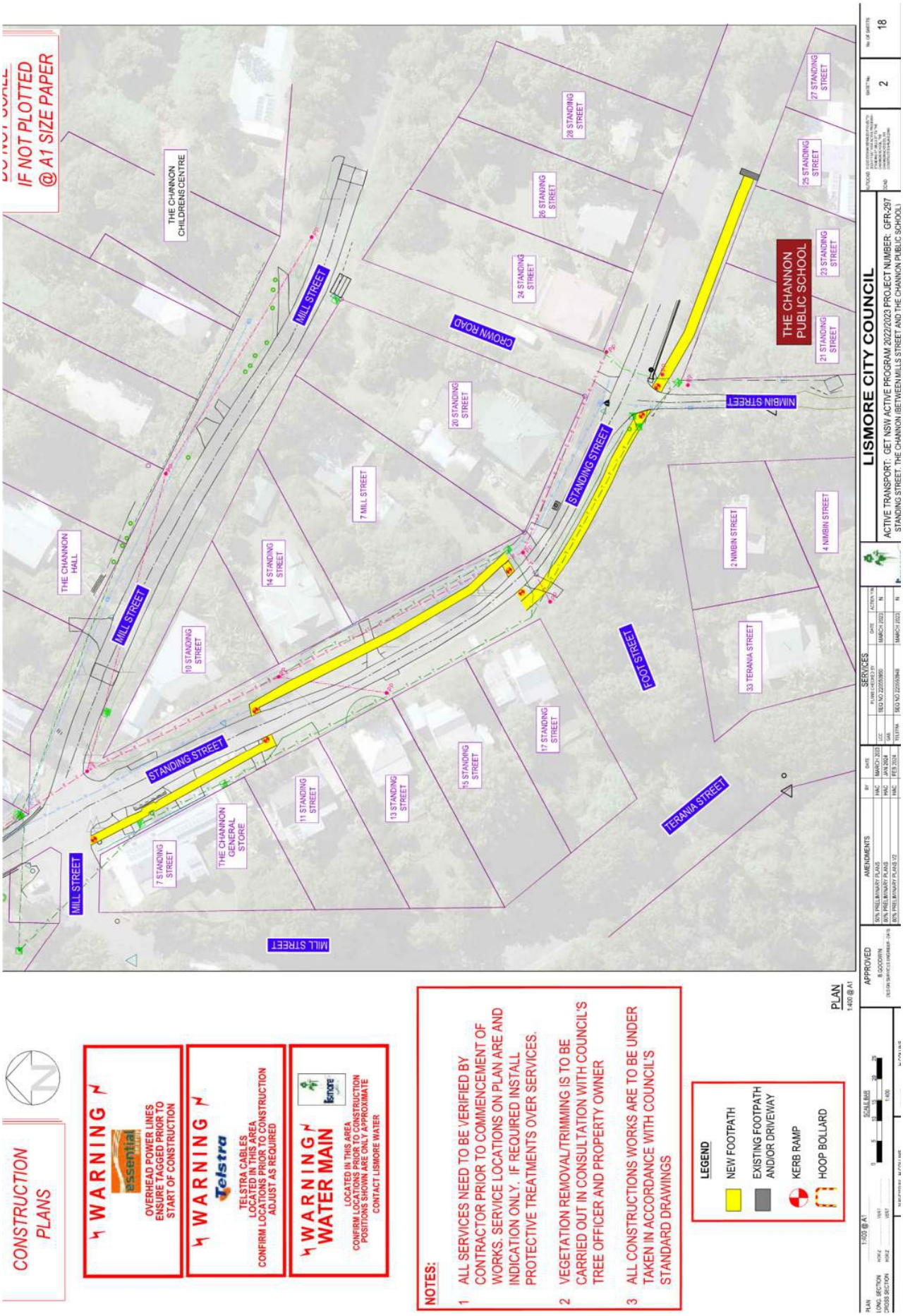
AMENDMENTS	BY	DATE
50% PRELIMINARY PLANS	HAC	MARCH 2023
80% PRELIMINARY PLANS	HAC	JAN 2024
80% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES	PLANS CHECKED BY	DATE	ACTION YN
LCC	SEQ NO 220556950	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 220558949	MARCH 2023	N

LISMORE CITY COUNCIL
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

SHEET No. 1 | No. OF SHEETS 18

48


DO NOT SCALE
IF NOT PLOTTED
@ A1 SIZE PAPER
THE CHANNON CHILDRENS CENTRE
THE CHANNON HALL
MILL STREET
STANDING STREET
THE CHANNON GENERAL STORE
7 STANDING STREET
10 STANDING STREET
11 STANDING STREET
13 STANDING STREET
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17 STANDING STREET
7 MILL STREET
20 STANDING STREET
CROWN ROAD
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26 STANDING STREET
28 STANDING STREET
THE CHANNON PUBLIC SCHOOL
21 STANDING STREET
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27 STANDING STREET
NIMBIN STREET
2 NIMBIN STREET
4 NIMBIN STREET
FOOT STREET
33 TERANIA STREET
TERANIA STREET
LISMORE CITY COUNCIL
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
CONSTRUCTION PLANS
WARNING
OVERHEAD POWER LINES
ENSURE TAGGED PRIOR TO
START OF CONSTRUCTION
WARNING
TELSTRA CABLES
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
ADJUST AS REQUIRED
WARNING
WATER MAIN
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
POSITIONS SHOWN ARE ONLY APPROXIMATE
CONTACT LISMORE WATER
NOTES:
1 ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.
2 VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER
3 ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS
LEGEND
NEW FOOTPATH
EXISTING FOOTPATH AND/OR DRIVEWAY
KERB RAMP
HOOP BOLLARD
PLAN
1:400 @ A1
APPROVED
AMENDMENTS
SERVICES
SCALE BAR
PLAN
LONG SECTION
CROSS SECTION
SHEET No.
No. OF SHEETS
2
18

CONSTRUCTION PLANS

OVERHEAD POWER LINES ENSURE TAGGED PRIOR TO START OF CONSTRUCTION

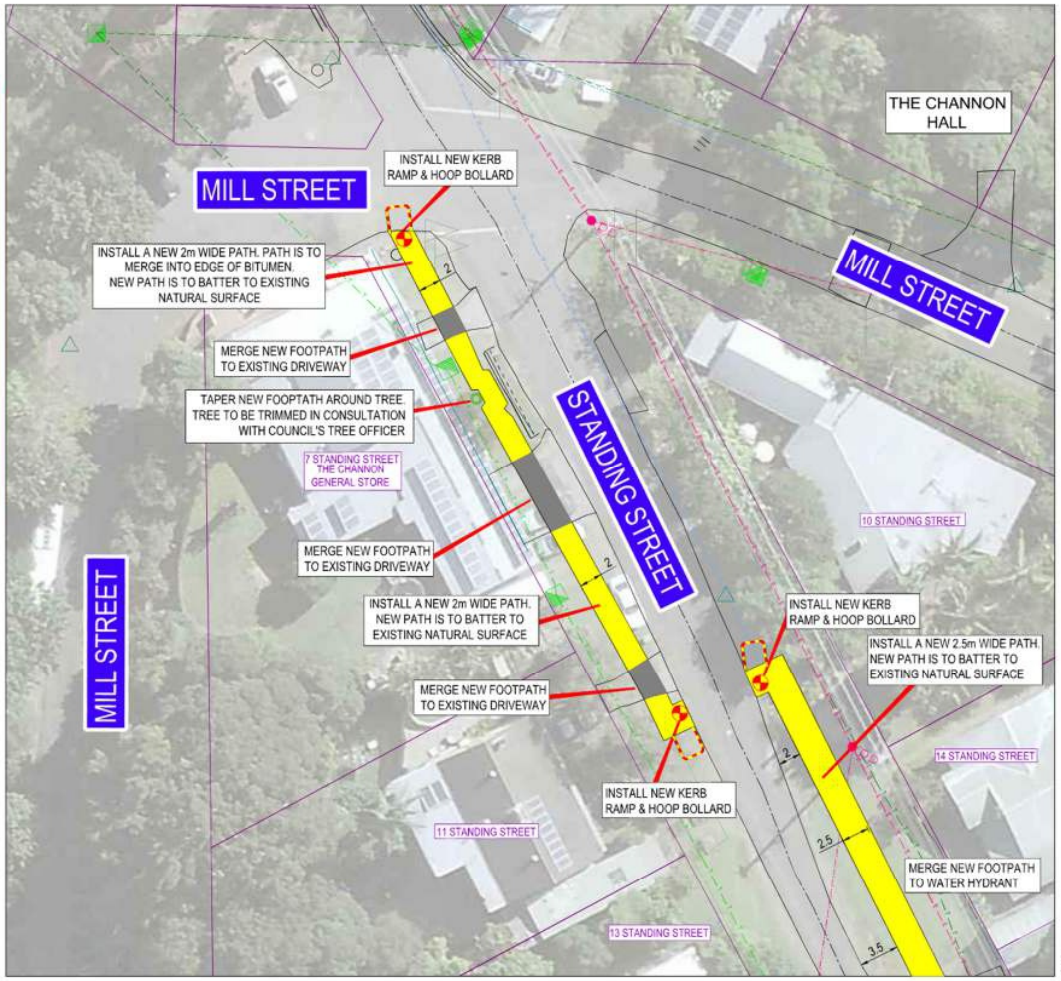
TELSTRA CABLES LOCATED IN THIS AREA CONFIRM LOCATIONS PRIOR TO CONSTRUCTION ADJUST AS REQUIRED

WATER MAIN LOCATED IN THIS AREA CONFIRM LOCATIONS PRIOR TO CONSTRUCTION POSITIONS SHOWN ARE ONLY APPROXIMATE CONTACT LISMORE WATER

IF NOT PLOTTED @ A1 SIZE PAPER

NOTES:

1. ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.
2. VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER
3. ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS



PLAN
1:200 @ A1

LEGEND

- NEW FOOTPATH
- EXISTING FOOTPATH AND/OR DRIVEWAY
- KERB RAMP
- HOOP BOLLARD

PLAN	1:200 @ A1	SCALE BAR 0 3 4 6 8 10 1:200
LONG. SECTION	HORIZ	VERT
CROSS SECTION	HORIZ	VERT

APPROVED
B GOODWIN
DESIGN SERVICES ENGINEER - DATE

AMENDMENTS	BY	DATE
50% PRELIMINARY PLANS	HAC	MARCH 2023
80% PRELIMINARY PLANS	HAC	JAN 2024
80% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES	PLANS CHECKED BY	DATE	ACTION Y/N
LCC	SEQ NO 2206580860	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 2206580849	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

JOINS SHEET 5

SHEET No.	No. OF SHEETS
3	18

CONSTRUCTION PLANS

DO NOT SCALE
IF NOT PLOTTED @ A1 SIZE PAPER

PLAN	NOT TO SCALE	SCALE BAR	
LONG. SECTION	HORIZ VERT		
CROSS SECTION	HORIZ VERT		

APPROVED
B.GOODWIN
DESIGN SERVICES ENGINEER - DATE

AMENDMENTS	BY	DATE
50% PRELIMINARY PLANS	HAC	MARCH 2023
80% PRELIMINARY PLANS	HAC	JAN 2024
80% PRELIMINARY PLANS V2	HAC	FEB 2024

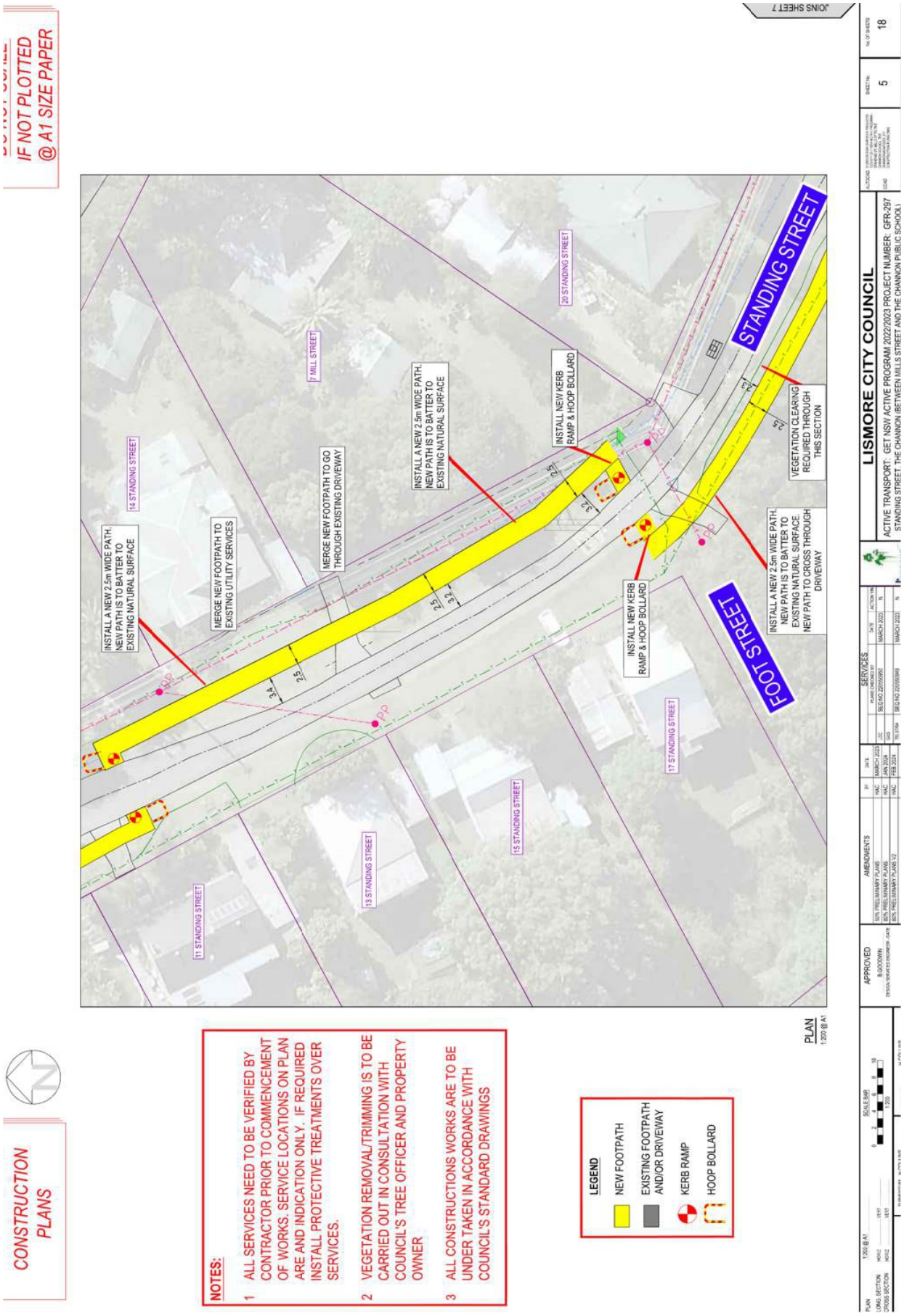
SERVICES	PLANS CHECKED BY	DATE	ACTION Y/N
LOC	SEQ NO 2205505950	MARCH 2023	N
GAS			
TFS STRA	SEQ NO 2205505949	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

AUTOCAD
CAD

SHEET No. 4
No. OF SHEETS 18



Traffic and Road Safety Consultation Group

CONSTRUCTION PLANS

IF NOT PLOTTED @ A1 SIZE PAPER

PLAN	NOT TO SCALE	SCALE BAR	APPROVED	AMENDMENTS	BY	DATE
LONG SECTION	HORZ ____ VERT ____		B GOODWIN	50% PRELIMINARY PLANS	HAC	MARCH 2023
CROSS SECTION	HORZ ____ VERT ____		DESIGN SERVICES MANAGER - DATE	90% PRELIMINARY PLANS	HAC	JAN 2024
				90% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES

PLANS CHECKED BY		DATE	ACTION TAKEN
LGC	SEQ NO 22555680	MARCH 2023	N
GAS	SEQ NO 22555679	MARCH 2023	N
TELSTRA	SEQ NO 22555649	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

AUTOCAD	SHEET No.	No OF SHEETS
CODE	6	18

Traffic and Road Safety Consultation Group

CONSTRUCTION PLANS

WARNING
OVERHEAD POWER LINES
ENSURE TAGGED PRIOR TO START OF CONSTRUCTION

WARNING
TELSTRA CABLES
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
ADJUST AS REQUIRED

WARNING
WATER MAIN
LOCATED IN THIS AREA
CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
POSITIONS SHOWN ARE ONLY APPROXIMATE
CONTACT LISMORE WATER

DO NOT SCALE
IF NOT PLOTTED @ A1 SIZE PAPER

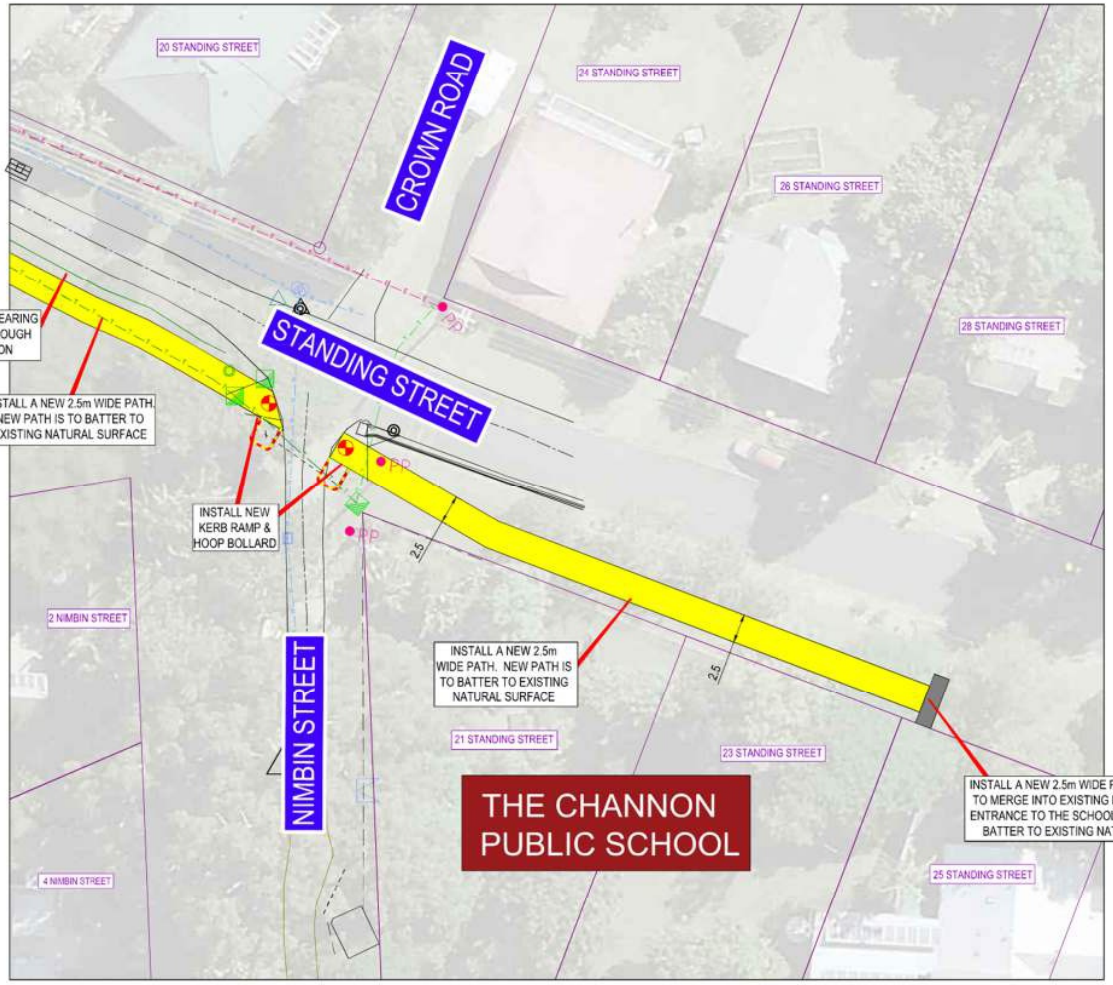
JOINS SHEET 5

NOTES:

1. ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.
2. VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER
3. ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS

LEGEND

- NEW FOOTPATH
- EXISTING FOOTPATH AND/OR DRIVEWAY
- KERB RAMP
- HOOP BOLLARD



PLAN
1:200 @ A1

PLAN	1:200 @ A1	SCALE BAR	
LONG. SECTION	HORZ ..... VERT	0 2 4 6 8 10	
CROSS SECTION	HORZ ..... VERT	1:200	

APPROVED
B.GOODWIN
DESIGN SERVICES ENGINEER - DATE

AMENDMENTS	BY	DATE
50% PRELIMINARY PLANS	HAC	MARCH 2023
80% PRELIMINARY PLANS	HAC	JAN 2024
80% PRELIMINARY PLANS V2	HAC	FEB 2024

SERVICES	PLANE CHECKED BY	DATE	ACTION VIA
LCC	SEQ NO 220053950	MARCH 2023	N
GAS			
TELSTRA	SEQ NO 220053949	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET. THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)

AUTOCAD
CDAD

SHEET No.	No. OF SHEETS
7	18

IF NOT PLOTTED @ A1 SIZE PAPER
CONSTRUCTION PLANS
INSTALL A NEW 2.5m WIDE PATH. NEW PATH IS TO BATTER TO EXISTING NATURAL SURFACE
STANDING STREET
NIMBIN STREET
VEGETATION TO BE CLEARED IN CONSULTATION WITH COUNCILS TREE OFFICER AND REF
TREE TO BE TRIMMED IN CONSULTATION WITH COUNCILS TREE OFFICER
MERGE EXISTING FOOTPATH TO EXISTING FOOTPATH TO SCHOOL
LISMORE CITY COUNCIL
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
AMENDMENTS
SERVICES
APPROVED
NOT TO SCALE
SCALE BAR
PLAN
LONG SECTION
CROSS SECTION
8
18

lismore city council

19 February 2024

Our ref: BG:##:AF23/897 & EF22/9

Contact: Barry Goodwin

>
>
>

Dear >

New Path – Standing Street, The Channon

Lismore City Council has secured funding from the NSW 2022/23 Get Active (Active Transport) Program to construct a path for pedestrians in Standing Street, The Channon. Please refer to plans attached to this letter.

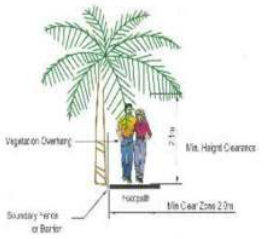
Council acknowledges that the community of The Channon presented Council with a petition and letters objecting to the installation of the new footpath. The issues raised by residents in objecting to the proposed footpath has been investigated and it has been determined that the preferred option for the new footpath would be as shown in the attached plans. Consultation has been held with The Channon Public School who are in full support of the proposed footpath.

The proposed footpath has been discussed at Council's Transport & Road Safety Consultation Group, which is a group from Lismore City Council's Traffic Advisory Committee.
The Group has considered the proposal and is of the opinion that this would be the preferred option for the new location of the new proposed footpath.
This proposed option has also been supported by Transport for NSW

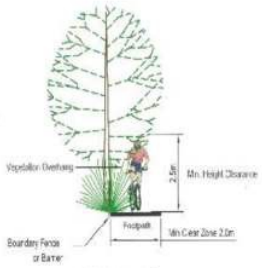
One of the issues which was raised in the petition and correspondence was the potential removal of vegetation in the vicinity of Foot Street. Council wishes to advise that it has engaged an experienced Ecologist who has undertaken an ecological study of the area and has advised Council of what vegetation can and cannot be removed and this recommendation will be followed prior to any tree removal/vegetation trimming by Council's Officers.

The new shared path, which will adjoin your boundary, is proposed to be constructed by the end of the 2023/24 financial year. Prior to works commencing a Council representative will contact you to discuss any interruptions to your driveway access as well as any other issues to be considered when finalising the scope of work.

As part of this project, it may be necessary to either trim back or remove some of your garden plantings prior to construction of the new path if any overhang your boundary line onto Standing Street. The diagram below is a guide for the clearance required.



Footpath Clearance Zone



Cyclist Clearance Zone

www.lismore.nsw.gov.au
3 Oliver Avenue, Goonellabah NSW 2480 • PO Box 23A, Lismore NSW 2480 • T:(02) 6625 0500 • ABN: 60080932837
smore City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work.

We would appreciate if this trimming could be carried out as soon as convenient and continue to be maintained to the above standard. If you wish to remove a tree from your property, permission from Council may be required and you should contact us for advice before proceeding.

If you have any questions about the new shared path, please do not hesitate to contact our Design Services Engineer, Barry Goodwin during office hours on (02) 6625 0500.

Thank you for your cooperation.

Joshua Smith
Acting Head of Shared Services (Chief Operating Officer)

MILL STREET
MILL ST REET
STANDING STREET
MILL ST REET
MILL ST REET
PRAWN ROAD
STANDING STREET
FOOT ST REET
LEGANA ST REET
NARBIN STREET
THE CHANNON
PUBLIC SCHOOL

Barry Goodwin

From: [redacted]
Sent: Tuesday, 14 May 2024 7:39 AM
To: Barry Goodwin
Subject: Re: FW: Petition from residents at The Channon
Attachments: Scan of Petition signed by Channon Residents.PDF

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.

Barry,
Please disregard previous request. Found the attachment.
Will pass onto to ALL the residents of the CHANNON who's opinion on this unwanted pathway has been ignored.
[redacted].

On ,Mon May 13 2024 16:28:23 GMT+1000 (Australian Eastern Standard Time), Barry Goodwin <[redacted]
wrote:
---------- Original Message ----------

Hi[redacted]

This matter has come to me to manage and deliver as the result of my Design Engineer recently leaving council

I apologise for not responding sooner , but the designer only completed her new design prior to her leaving and was part of the handover at that time . She has been working on this new design to meet petitioners concerns

1

To reiterate , the funding for the project is from the **State Government under the NSW 2022/2023 Get Active Program** and is basically provided around providing the general public and cyclists an off road facility and provide school children with safer route to and from their school

The amended plan has been endorsed by the Funding body as well as discussed and endorsed on February 2021., Transport and Road Safety Consultation Group .

This group is Chaired by One of the Council elected, Local Member of Parliament , NSW Police ad Transport for NSW delegates.

This group discuss and approve an array of traffic safety matters in the LGA and provide recommendations to Council as required.
The amended design was endorsed by that forum

Not proceeding with the project was also discussed with the funding body (TfNSW) but the amended design was approved and Council requested to proceed with the works

A follow up notification letter was also circulated to the original merge list and is also attached
I have also a copy of the Redesigned Plans

I will try and provide some responses to the matters raised below and hope that we have addressed as many concerns as possible with the revamped design -Council responses are shown in mauve

RESPONSE TO RESIDENTS OF THE CHANNON
RE INSTALLATION OF FOOTPATH – STANDING STREET, THE CHANNON

We, the residents see this path as unnecessary and to the detriment to our historic village.

Despite giving me only three days to mount a response to your proposal I have collected signatures from the residents of The Channon, ATTACHED. As you can see I have signatures for **every property in the immediate village** (31) except for 2 in Nimbin St (absent each time I called) 1 on Mills Street and 3 on Standing Street – one was deceased estate and 2 empty for sale/sold. And 3 on Terania st (adjacent to Tavern) as one was destroyed by the floods, one empty after floods (gallery) and one under repair. Given more time, I am sure our response would be 100% **unanimously** against the proposed path along Standing Street.

Of
the 12 occupied properties on Standing Street directly affected by this proposal I have signatures for every household.

In the process of discussing this matter with my neighbours the following concerns have arisen that I may not have mentioned during your visit-

1) First and foremost every resident expressed surprise at the proposal as there is minimal foot traffic up/down Standing Street (usually adults) **No resident asked for this path**. Not even at the Planning Committee meeting held regarding The Channon, held just a couple months ago.

LCC Response:
Council has a Strategic Planning Team that have been looking at future strategys for footpath connectivity between Schools, Residential Properties and Commercial Premises . This project was raised as providing connectivity as well as providing students and pedestrians with a safe off road place to walk.
The funding was provided by the State Government under NSW Active program and ultimately supported and approved by the Transport for NSW .
Council advised the Community as per standard Councils Standard Community Consultation Process in August 2023 during the design phase.

Conulatation has also been undertaken with The Channon Public School who are very supportive of providing a safe travel route for their students.

2) As no kerb and channel is planned there were **SAFETY** concerns raised about vehicles driving onto your proposed footpath – note this is additional to my concern of the footpath being proposed in front of my property (No.17) at a level well below the existing road level and that barriers would have to be installed to protect 'supposed' path-users from vehicles.

LCC Response:
The footpath is designed with relevant standard in relation to clear zones between vehicular movements and pedestrians.
The Path has now been designed opposite No 17 Standing Street, therefore minimal impact to this property

3) As no kerb and channel is planned there were concerns about **allowance for on-street parking** (in addition to the 7-8m overall road allowance for passing traffic, incl. buses) as the existing road doesn't support **2-way traffic** without leaving the sealed surface.

LCC Response:

Allowance has been for standard on street car parking width of 2.3m to be provided , There is also on road verge parking available on the opposite side of the proposed footpath

4) As your proposed path is a shared cycleway/footpath **SAFETY** measures will have to be taken to minimise risk of vehicles reversing out of driveways onto your 'assumed' path users? You suggested that the path would be built within 30-50cm of property boundaries. **As this historic village is over 100years old most houses/garages have been built far closer to front boundaries than current regulations** which leaves little sight distance unless you're planning major destruction of existing gardens and trees along the entire length of Standing Street.

LCC Response:
As per NSW Driving Rules, pedestrians have the right of way whilst on a formed footpath and drivers are required to take care whilst existing their driveway. The redesign of this project now shows one driveway on the Northern Side where conflict may occur and 2 driveways on the southern side. The footpath has been designed to be between 3-5m away from the property boundary to minimise vegetation impact and provide additional sight distance

5) Several residents expressed incredulity at the assumption that the supposed users of the proposed path would include bikes. At such **steep inclines bikes would NOT be ridden up** Standing Street with the exception of professional bike rides who would use the road itself. Suggesting that children would be cycling up and down the street is nonsensical and **unsafe due to the steep** incline.

LCC Response:
The funding is provided for pedestrians and cyclists to provide an off road safe zone and hopefully both road users will. Our Surve data indicates that the grades of the footpath are acceptable under Australian Standards

6) Other residents voiced their concerns about storm water management and **access to driveways** (A footpath cannot possibly be built over driveway access without the corresponding culverts and water management)

LCC Response:
This Design wont impact to any overland water flow, they will be constructed to match existing levels with minimal / if any change to current driveway accesses

7) **Removal of the Vegetation** area on the Foot Street Easement to allow footpath construction was another big concern for residents. Destruction of this area will affect the local wildlife (uses as a corridor, including koalas), affect the houses currently being protected by this stand (windbreak) and concerns have been raised of erosion of this entire area as the trees currently **mitigate current surface storm water run-off.**

LCC Response:
In the area between Foot Street and Nimbin Street, the footpath has been located in a practical solution to maintain clear zone standards is Design whilst trying to retain as much vegetation in the park as possible.
Council has received a Consultants Review of Environmental factors as well as a Ecoligist report ,. This report detailed that there was No threatened flora or fauna within the park. It also reported that there were No hollow bearing trees or Koala Food Trees within the Construction Footprint
A Construction Environmental Plan has also been provided for during construction.

8) Most neighbours asked why these funds were not being used to **REPAIR the existing shared pathway** (along the creek/Terania st) between the Tennis Court and Oval. The repair of this Nature-walk would support a get-active (transport) program as the path is isolated from road vehicles, accommodates both pedestrians and cyclists and has gentle inclines and, if repaired correctly, is far **more accessible and inclusive to all residents**. This path would also be attractive to visitors to The Channon, walking from our renowned Craft Market to the local Tavern.

LCC Response:
This footpath mentioned is on private property and therefore outside the scope and guidelines of this funding .

9)
The Channon Store asked whether the footpath would **intersect with their loading docks** and the **safety implications** if it does. The issue of where the footpath would end at Mill Street was also raised by other residents. At such a busy intersection (including queuing vehicles for petrol pumps at Store) any users of the proposed path could be at risk stepping off the path.

LCC Response:
The footpath will merge into the General Stores existing driveways. There will be a hoop bollard at the intersection of the footpath and road edge for pedestrians/cyclists to hold whilst waiting to cross the road.

10)
The Channon Café wanted to note that if the footpath crosses to the eastern side, to avoid interfering with The Channon General Store's loading dock and access, that there is insufficient room in front of their entrance to the café to accommodate a 2m wide path.

LCC Response:
The footpath is located approximately 40m from the corner of Mills Street and Standing Street on the eastern side of Standing Street. The crossing from the western side to the eastern side is located near the far end of the boundary for the café.

11) Some residents (including myself) will have **nowhere to park our vehicles** if the footpath is installed on the western side of Standing St. To leave enough allowance for vehicles to pass each other would mean that the proposed footpath would be no more than 30-50cm from property lines as discussed with Hayley. **Note- As this historic village is over 100years old most houses have been built far closer to front boundaries than current regulations.** This proposed 2m wide pathway will **severely reduce driveways** on the western side of Standing Street. My driveway will be slashed to the point that only the smallest vehicle could fit without parking over path. As regulations/laws state vehicles cannot park on footpaths there will also be **no roadside parking** for myself or any visitor to any household on the western side (due **to allowance still needed for vehicles** to pass each other and illegal to park on footpath). The eastern side has a dish drain that precludes vehicles from using nature-strip to pass oncoming traffic on that side. The path on the Western side will also mean **extensive destruction of gardens/trees** along the Western side of the road to allow for the proposed pathway.

LCC Response: Similar response to Dotpoint 4. The amended design allows for on street parking or opposite side of the road to the footpath being available

Overall, residents are adamant in preserving our historic village atmosphere and we ask that these unnecessary (and unwanted) works be abandoned and the funds be directed toward the Terania St footpath repair.
If that is not feasible, then the funds could be used to construct a footpath from Standing St and Mill St, between No 20 and No 24 Standing St, along the allotted easement.

LCC Response:
These requests are not feasible as :-

1. The slope of the ground in this area does not meet relevant footpath standards ie grade in this area is nearly -20% over a distance of 67m from Standing Street to Mills Street
2. This request does not meet the guidelines for this funding

From:
[redacted]
Sent: Friday, September 22, 2023 8:07 AM
To: Records <Council@lismore.nsw.gov.au>
Cc: [redacted]
Subject: FW: Petition from residents at The Channon

Morning

This email and petition has come in and Barry has asked if it can please be put into the system so it can be processed through the correct channels and records system.

There is a project file for this project it is EF22/9 and the sub folder Standing Street, The Channon.

Just some background for you we sent the residents a notification letter advising of the proposed footpath that we received funding for under the Get Active NSW grants from TfNSW and the residents do not want it in the proposed location.

I am not sure as to how it needs to be referred to but if it can please be referred to who ever you think needs to see it and also Barry Goodwin and myself.

Thanks heaps

Regards,

[redacted] I **Design Engineer I Lismore City Council**

PO Box 23A, Lismore, NSW, 2480 | [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.

From: [redacted]
Sent: Friday, 22 September 2023 7:51 AM
To: [redacted]
>
Subject: Petition from residents at The Channon

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.

REGARDING Proposed New Shared Path. Your ref: BGT:BM:AF23/897
For the Attention of: [redacted]
Thank you for your time on Tuesday 19th [redacted] for providing more information on the proposed shared cycleway/footpath plans along Standing St (from Mill St to the public school)
We, the residents see this path as unnecessary and to the detriment to our historic village.
Despite giving me only three days to mount a response to your proposal I have collected signatures from the residents of The Channon, ATTACHED. As you can see I have signatures for **every property in the immediate village** (31) except for 2 in Nimbin St (absent each time I called) 1 on Mills Street and 3 on Standing Street – one was deceased estate and 2 empty for sale/sold. And 3 on Terania st (adjacent to Tavern) as one was destroyed by the floods, one empty after floods (gallery) and one under repair. Given more time, I am sure our response would be 100% **unanimously** against the proposed path along Standing Street.
Of the 12 occupied properties on Standing Street directly affected by this proposal I have signatures for every household.
In the process of discussing this matter with my neighbours the following concerns have arisen that I may not have mentioned during your visit-
1) First and foremost every resident expressed surprise at the proposal as there is minimal foot traffic up/down Standing Street (usually adults) **No resident asked for this path**. Not even at the Planning Committee meeting held regarding The Channon, held just a couple months ago.
2) As no kerb and channel is planned there were **SAFETY** concerns raised about vehicles driving onto your proposed footpath – note this is additional to my concern of the footpath being proposed in front of my property (No.17) at a level well below the existing road level and that barriers would have to be installed to protect 'supposed' path-users from vehicles.
3) As no kerb and channel is planned there were concerns about **allowance for on-street parking** (in addition to the 7-8m overall road allowance for passing traffic, incl. buses) as the existing road doesn't support **2-way traffic** without leaving the sealed surface.
4) As your proposed path is a shared cycleway/footpath **SAFETY** measures will have to be taken to minimise risk of vehicles reversing out of driveways onto your 'assumed' path users? You suggested that the path would be built within 30-50cm of property boundaries.
As this historic village is over 100years old most houses/garages have been built far closer to front boundaries than current

8

regulations which leaves little sight distance unless you're planning major destruction of existing gardens and trees along the entire length of Standing Street.

5) Several residents expressed incredulity at the assumption that the supposed users of the proposed path would include bikes. At such **steep inclines bikes would NOT be ridden up** Standing Street with the exception of professional bike rides who would use the road itself. Suggesting that children would be cycling up and down the street is nonsensical and **unsafe due to the steep** incline.

6) Other residents voiced their concerns about storm water management and **access to driveways** (A footpath cannot possibly be built over driveway access without the corresponding culverts and water management)

7) **Removal of the Vegetation** area on the Foot Street Easement to allow footpath construction was another big concern for residents. Destruction of this area will affect the local wildlife (uses as a corridor, including koalas), affect the houses currently being protected by this stand (windbreak) and concerns have been raised of erosion of this entire area as the trees currently **mitigate current surface storm water run-off.**

8) Most neighbours asked why these funds were not being used to **REPAIR the existing shared pathway** (along the creek/Terania st) between the Tennis Court and Oval. The repair of this Nature-walk would support a get-active (transport) program as the path is isolated from road vehicles, accommodates both pedestrians and cyclists and has gentle inclines and, if repaired correctly, is far **more accessible and inclusive to all residents**. This path would also be attractive to visitors to The Channon, walking from our renowned Craft Market to the local Tavern.

9) The Channon Store asked whether the footpath would **intersect with their loading docks** and the **safety implications** if it does. The issue of where the footpath would end at Mill Street was also raised by other residents. At such a busy intersection (including queuing vehicles for petrol pumps at Store) any users of the proposed path could be at risk stepping off the path.

10) The Channon Café wanted to note that if the footpath crosses to the eastern side, to avoid interfering with The Channon General Store's loading dock and access, that there is insufficient room in front of their entrance to the café to accommodate a 2m wide path.

11) Some residents (including myself) will have **nowhere to park our vehicles** if the footpath is installed on the western side of Standing St. To leave enough allowance for vehicles to pass each other would mean that the proposed footpath would be no more than 30-50cm from property lines as discussed with [redacted] **Note- As this historic village is over 100years old most houses have been built far closer to front boundaries than current regulations.** This proposed 2m wide pathway will **severely reduce driveways** on the western side of Standing Street. My driveway will be slashed to the point that only the smallest vehicle could fit without parking over path. As regulations/laws state vehicles cannot park on footpaths there will also be **no roadside parking** for myself or any visitor to any household on the western side (due **to allowance still needed for vehicles** to pass each other and illegal to park on footpath). The eastern side has a dish drain that precludes vehicles from using nature-strip to pass oncoming traffic on that side. The path on the Western side will also mean **extensive destruction of gardens/trees** along the Western side of the road to allow for the proposed pathway.

Overall, residents are adamant in preserving our historic village atmosphere and we ask that these unnecessary (and unwanted) works be abandoned and the funds be directed toward the Terania St footpath repair. If that is not feasible, then the funds could be used to construct a footpath from Standing St and Mill St, between No 20 and No 24 Standing St, along the allotted easement.

Please let me know the decision on this matter, ideally by the 30th September, so we have enough time to open discussions with our local councillors, the mayor's office, and the wider community to prepare to bring up this issue at the next council meeting, *if required*.
Regards,

[redacted]

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom it is addressed. It is confidential and may contain privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. If you receive this email in error, please immediately delete it from your system and notify the sender. Opinions, conclusions and other information contained within this message that does not relate to official Council business are those of the individual sender and shall be understood as being neither given nor endorsed by Lismore City Council.

Report Type:	Pedestrian Counts
Geocounts Job ID:	1705591914628
Client Name:	Lismore City Council
Location:	The Channon
Site:	Standing Street, at Nimbin Road
Survey Date:	Wednesday, 29th May 2024
Weather:	Fine
Rainfall:	Nil

Eastbound = towards Nimbin St

Westbound = towards Mill St

Pedestrian Activity Log

	Time	Direction	Description
1	7:18	Westbound	1 x walker
2	7:28	Eastbound	1 x walker
3	8:34	Eastbound	2 x school children
4	13:29	Eastbound	1 x cyclist
5	14:19	Westbound	2 x walkers
6	14:19	Eastbound	2 x walkers
7	14:32	Westbound	1 x walker with pram and dog
8	14:32	Eastbound	1 x walker
9	14:40	Westbound	1 x cyclist
10	14:42	Eastbound	1 x walker with pram and dog
11	15:08	Northbound	2 x adults, 10 x school children (from Nimbin St, cross Standing St to path between #20 & #24)
12	16:00	Northbound	1 x adult (from Nimbin St, cross Standing St to path between #20 & #24)
13	17:11	Southbound	1 x adult (from path, cross Standing St to Nimbin St)

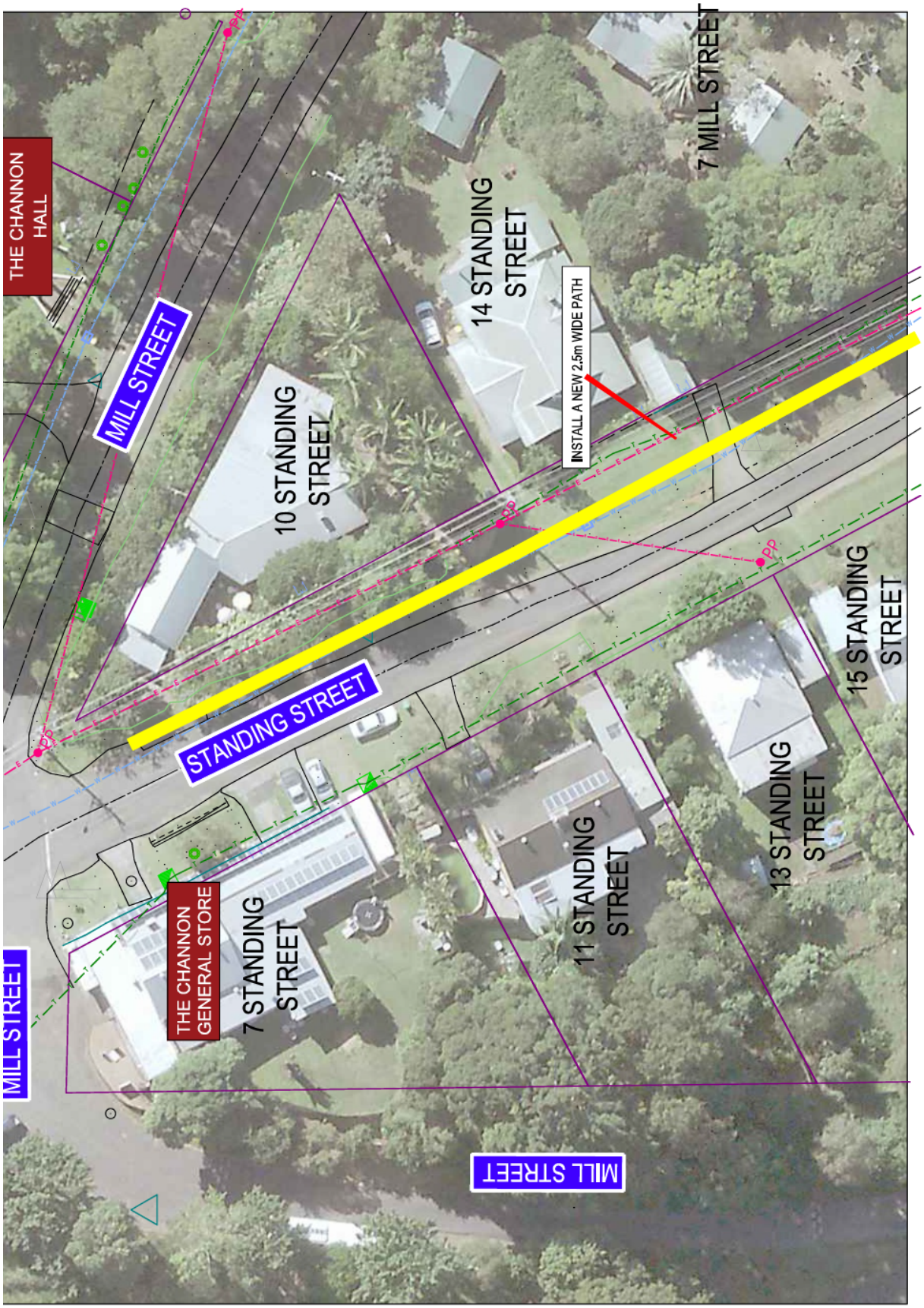
Report Type:	Pedestrian Counts
Geocounts Job ID:	1705591914628
Client Name:	Lismore City Council
Location:	The Channon
Site:	Standing Street, at Nimbin Road
Survey Date:	Thursday, 30th May 2024
Weather:	Fine
Rainfall:	Nil

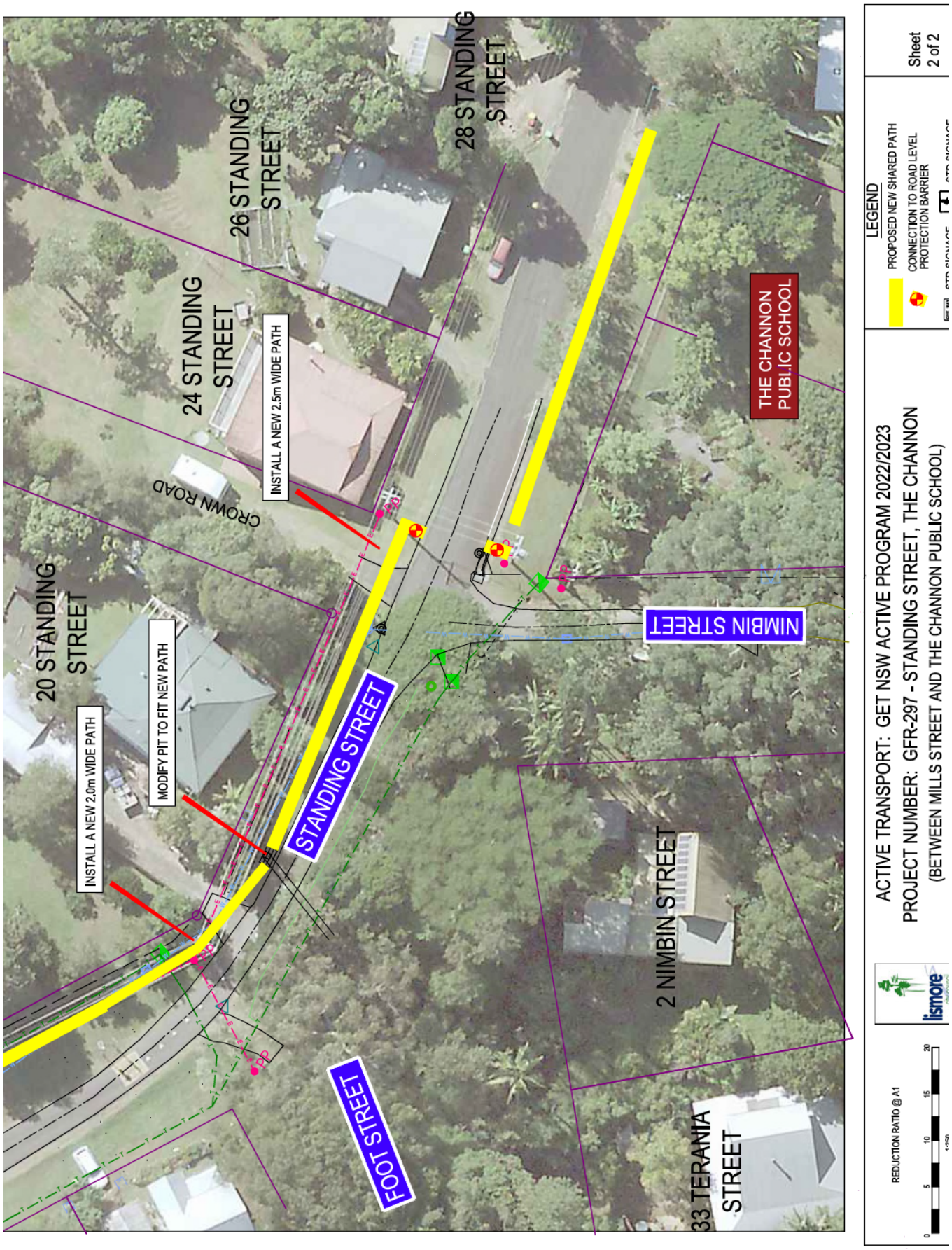
Eastbound = towards Nimbin St

Westbound = towards Mill St

Pedestrian Activity Log

	Time	Direction	Description
1	7:40	Westbound	1 x walker
2	7:48	Eastbound	1 x walker
3	8:45	Eastbound	1 x school child
4	8:50	Eastbound	1 x school child
5	9:50	Westbound	1 x walker
6	11:06	Eastbound	1 x walker with pram
7	11:33	Westbound	1 x walker
8	13:26	Eastbound	1 x walker
9	14:00	Westbound	1 x walker
10	15:04	Northbound	1 x adult, 3 x school children (from Nimbin St, cross Standing St to path between #20 & #24)
11	16:44	Southbound	1 x adult (from path, cross Standing St to Nimbin St)


THE CHANNON HALL
MILL STREET
10 STANDING STREET
14 STANDING STREET
7 MILL STREET
INSTALL A NEW 2.5m WIDE PATH
STANDING STREET
15 STANDING STREET
13 STANDING STREET
11 STANDING STREET
THE CHANNON GENERAL STORE
7 STANDING STREET
MILL STREET
MILL STREET
LEGEND
PROPOSED NEW SHARED PATH
CONNECTION TO ROAD LEVEL PROTECTION BARRIER
Sheet 1 of 2
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023
PROJECT NUMBER: GFR-297 - STANDING STREET, THE CHANNON
(BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
lismore
REDUCTION RATIO @ A1
0 5 10 15 20
1:250


20 STANDING STREET
24 STANDING STREET
26 STANDING STREET
28 STANDING STREET
CROWN ROAD
INSTALL A NEW 2.0m WIDE PATH
MODIFY PIT TO FIT NEW PATH
INSTALL A NEW 2.5m WIDE PATH
STANDING STREET
FOOT STREET
NIMBIN STREET
THE CHANNON PUBLIC SCHOOL
2 NIMBIN STREET
33 TERANIA STREET
LEGEND
PROPOSED NEW SHARED PATH
CONNECTION TO ROAD LEVEL PROTECTION BARRIER
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023
PROJECT NUMBER: GFR-297 - STANDING STREET, THE CHANNON
(BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
Sheet 2 of 2
REDUCTION RATIO @ A1
0 5 10 15 20
1:250
lismore

Risk Assessment of Not Providing a New Footpath

Project Name: Active Transport: Get NSW Active Program 2022/2023, Standing Street, The Channon (between Mills Street and The Channon Public School), New Footpath

Project Number: GFR-297

Issue: 2 **Date:** 17/06/24

The Risk	Existing Risk			Suggested Mitigation Measure	Residual Risk		
	Likelihood	Consequence	Risk Rating		Likelihood	Consequence	Risk Rating
Pedestrians walking on road, including mothers with prams and small children, being struck by a vehicle	Possible	Major	12	Construct shared path on road verge	Rare	Major	4
School children walking on road, being struck by a vehicle	Possible	Major	12	Construct shared path on road verge	Unlikely	Major	8
Cyclists riding on road, being struck by a vehicle	Unlikely	Major	8	Construct shared path on road verge	Unlikely	Major	8
Uncontrolled and random crossing of roads by pedestrians and cyclists, including school children, being struck by a vehicle	Unlikely	Major	8	Construct shared path with formalised crossing locations appropriately marked and sign posted	Rare	Major	4
School drop off and pick up times. Increased activity, increased risk of being struck by a vehicle	Possible	Major	12	Construct shared path on road verge that would connect School with parking areas	Unlikely	Major	8
Trip hazards in road verges – tree roots, holes, pits, etc. Various trips and falls	Unlikely	Minor	4	A concrete path would likely eliminate all trip hazards	Rare	Minor	2
Parked cars causing pedestrians and cyclists to walk or cycle on road, then being struck by a vehicle	Unlikely	Major	8	Vehicles are less likely to park on the path. Likelihood of path users having to use road to go around parked vehicle is reduced.	Rare	Major	4
Lack of formal connectivity between School and residents, and Store. Walking on road, being struck by a vehicle	Unlikely	Major	8	Construct shared path on road verge that would connect School with General Store	Rare	Major	4
People in wheelchairs and other less ambulant people, need an even surface. Using road, being struck by a vehicle	Rare	Major	5	Construct accessibility compliant path on road verge	Rare	Major	4

RISK ASSESSMENT MATRIX

		Consequences				
		Insignificant (1) No injuries / minimal financial loss	**Minor (2)** First aid treatment / medium financial loss	**Moderate (3)** Medical treatment / high financial loss	**Major (4)** Hospital admission / large financial loss	**Catastrophic (5)** Death / massive financial loss
Likelihood	**Almost Certain (5)** Often occurs / once a week	**Moderate (5)**	**High (10)**	**High (15)**	**Extreme (20)**	**Extreme (25)**
	Likely (4) Could easily happen / once a month	**Moderate (4)**	**Moderate (8)**	**High (12)**	**Extreme (16)**	**Extreme (20)**
	Possible (3) Could happen or known it to happen / once a year	**Low (3)**	**Moderate (6)**	**Moderate (9)**	**High (12)**	**High (15)**
	Unlikely (2) Hasn't happened yet but could / once every 10 years	**Low (2)**	**Moderate (4)**	**Moderate (6)**	**Moderate (8)**	**High (10)**
	Rare (1) Conceivable but only in extreme circumstances / once in 100 years	**Low (1)**	**Low (2)**	**Low (3)**	**Moderate (4)**	**Moderate (5)**

When establishing actions to be taken, the hierarchy of controls to be followed is:

- Elimination
- Substitution
- Engineering
- Administrative
- Personal Protective Equipment (PPE)

Our ref: BG:AF23/897 & EF22/9

Contact: Barry Goodwin

22 July 2024

New Path – Standing Street, The Channon

To improve safety for motorists, cyclists and pedestrians, a footpath will be constructed in Standing Street, The Channon.

This letter is to let you know that Council officers were in the area speaking with Standing Street residents about the upcoming works. Information provided in these discussions is included below.

When are the works?

Construction is planned to commence start of August 2024. The first section of the footpath has already been completed in front of The Channon Public School and will continue to the Mill Street intersection.

Why is the footpath being installed?

Following reports of significant risks to pedestrians, funding has been provided from Transport for NSW through Get Active NSW 2022/2023 to construct a safe walking area off the road.

A Road Safety Audit and pedestrian usage data report has also been undertaken which indicates a high risk to pedestrians walking on the road, should the project not proceed.

What are the impacts of the works?

The road will remain open, and road users can expect minimal disruptions. Construction will take place between *7am – 5pm, Monday to Friday.* Works are expected to be completed within four (4) weeks, weather permitting. Localised impacts may include increased traffic, noise, and dust. These impacts will be minimised where possible.

Access to driveways will be maintained where possible. Additionally, properties adjoining the footpath boundary that have overhanging trees and plants, may require trimming. If there are any major disruptions, contractors/Council staff will provide notification directly.

Further Information

Following feedback received from the community, Council's Transport and Road Safety Consultation Group have amended the initial proposed plans, supported by TfNSW. The footpath will now be constructed on the eastern side of Standing Street. Please see attached for reference.

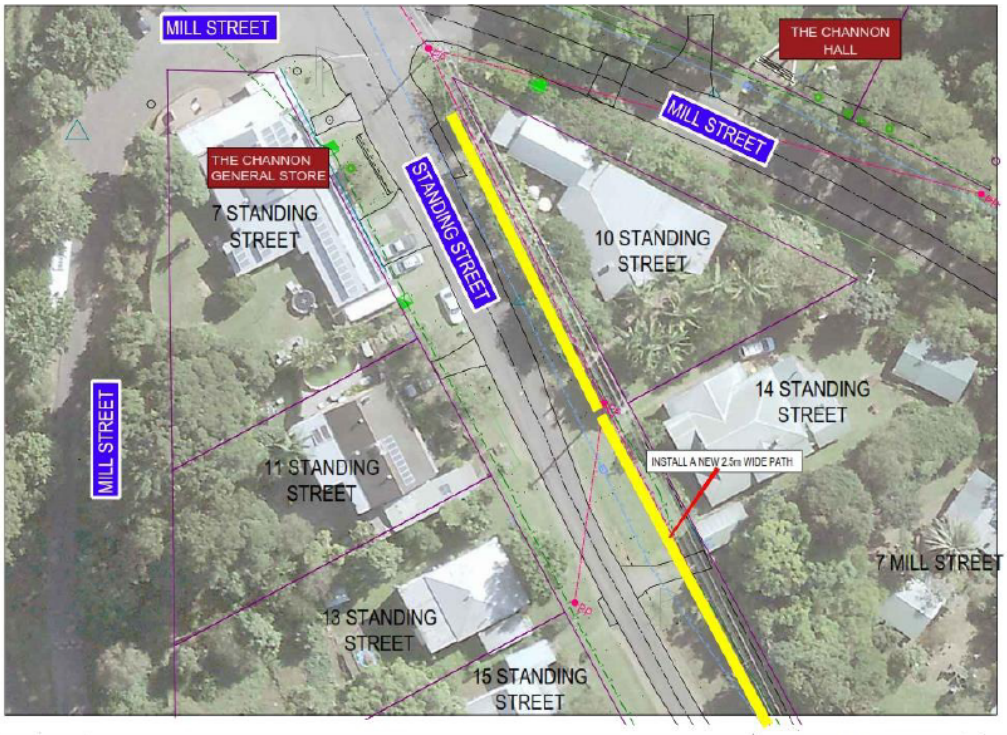
Updates on the progress of this project will be shared on Lismore City Council's website.
If you have any questions about the new shared path, please do not hesitate to contact our Design Services Engineer, Barry Goodwin during office hours on (02) 6625 0500.

Thank you for your cooperation.

Joshua Smith
Acting Head of Shared Services (Chief Operating Officer)

ww.lismore.nsw.gov.au
3 Oliver Avenue, Goonellabah NSW 2480 • PO Box 23A, Lismore NSW 2480 • **T:**(02) 6625 0500 • **ABN:** 60080932837
smore City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work.

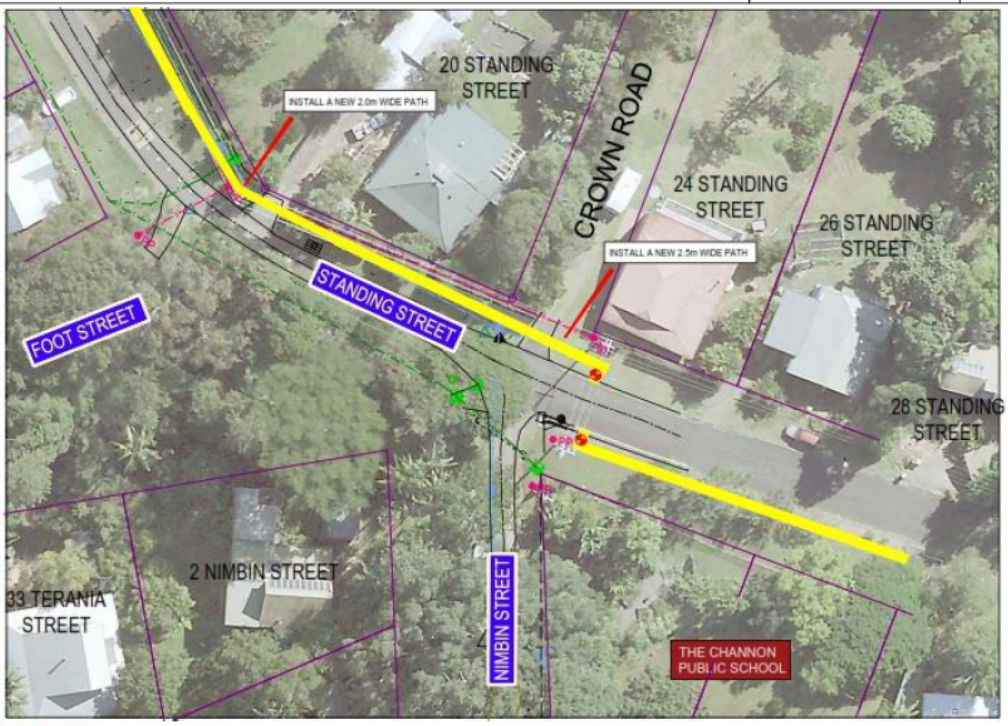
Please see below amended plans (as of June 2024), with the footpath alignment highlighted in yellow.



ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023
PROJECT NUMBER: GFR-297 - STANDING STREET, THE CHANNON
(BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
PROPOSED SHARED PATH - COMMUNITY PLAN

LEGEND
PROPOSED NEW SHARED PATH
CONNECTION TO ROAD LEVEL PROTECTION BARRIER
STD SIGNAGE AT DRIVEWAYS
STD SIGNAGE AT ROAD CROSSINGS

Sheet 1 of 2



Preference Submission - Proposed Footpath for Standing Street, The Channon

SURVEY RESPONSE REPORT
24 September 2025 - 09 October 2025

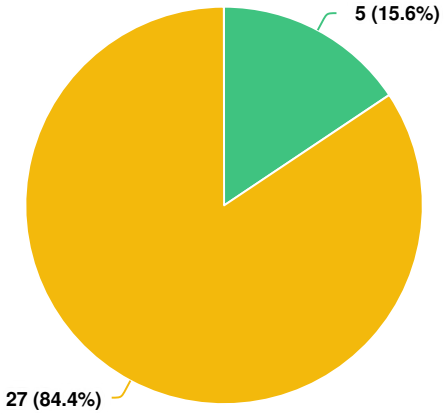
PROJECT NAME:
Proposed Footpath - Standing Street, The Channon

GRANICUS

SURVEY QUESTIONS

Preference Submission - Proposed Footpath for Standing Street, The Channon : Survey Report for **24 September 2025** to **09 October 2025**

Q1 **Regarding the proposal for a footpath at Standing Street, The Channon, would you prefer:**



Question options

- Proceed with construction of the footpath as per Option D
- Not to proceed with the footpath

Mandatory Question (32 response(s))
Question type: Radio Button Question

Preference Submission - Proposed Footpath for Standing Street, The Channon : Survey Report for **24 September 2025** to **09 October 2025**

Q2	Name
Anonymous 9/27/2025 06:08 AM	[redacted]
Anonymous 9/27/2025 09:18 AM	[redacted]
Anonymous 9/29/2025 10:44 AM	[redacted]
Anonymous 9/29/2025 12:11 PM	[redacted]
Anonymous 10/01/2025 08:44 AM	[redacted]
Anonymous 10/01/2025 09:08 PM	[redacted]
Anonymous 10/02/2025 08:56 PM	[redacted]
Anonymous 10/04/2025 05:49 PM	[redacted]
Anonymous 10/04/2025 05:51 PM	[redacted]
[redacted] 10/05/2025 04:48 PM	[redacted]
Anonymous 10/05/2025 05:02 PM	[redacted]
Anonymous 10/05/2025 06:04 PM	[redacted]
Anonymous 10/05/2025 06:06 PM	[redacted]

Preference Submission - Proposed Footpath for Standing Street, The Channon : Survey Report for **24 September 2025** to **09 October 2025**

Anonymous [redacted]
10/05/2025 06:13 PM

Anonymous [redacted]
10/05/2025 06:15 PM

Anonymous [redacted]
10/05/2025 06:24 PM

Anonymous [redacted]
10/05/2025 06:32 PM

Anonymous [redacted]
10/05/2025 07:07 PM

Anonymous [redacted]
10/05/2025 07:18 PM

Anonymous [redacted]
10/05/2025 09:08 PM

Anonymous [redacted]
10/05/2025 11:11 PM

Anonymous [redacted]
10/05/2025 11:43 PM

Anonymous [redacted]
10/06/2025 07:03 AM

[redacted] [redacted]
10/06/2025 09:34 AM

[redacted] [redacted]
10/06/2025 09:34 AM

Anonymous [redacted]
10/06/2025 10:03 AM

Anonymous [redacted]

10/06/2025 05:07 PM

Anonymous
10/06/2025 07:54 PM

[redacted]

Anonymous
10/06/2025 09:54 PM

[redacted]

Anonymous
10/07/2025 03:53 PM

[redacted]

Anonymous
10/07/2025 04:17 PM

[redacted]

Anonymous
10/07/2025 04:20 PM

[redacted]

Mandatory Question (32 response(s))
Question type: Single Line Question

Q3 Contact (phone or email)

Anonymous
9/27/2025 06:08 AM

[redacted]

Anonymous
9/27/2025 09:18 AM

[redacted]

Anonymous
9/29/2025 10:44 AM

[redacted]

Anonymous
9/29/2025 12:11 PM

[redacted]

Anonymous
10/01/2025 08:44 AM

[redacted]

Anonymous
10/01/2025 09:08 PM

[redacted]

Anonymous

[redacted]

10/02/2025 08:56 PM

Anonymous
10/04/2025 05:49 PM
[redacted]

Anonymous
10/04/2025 05:51 PM
[redacted]

[redacted]
10/05/2025 04:48 PM
[redacted]

Anonymous
10/05/2025 05:02 PM
[redacted]

Anonymous
10/05/2025 06:04 PM
[redacted]

Anonymous
10/05/2025 06:06 PM
[redacted]

Anonymous
10/05/2025 06:13 PM
[redacted]

Anonymous
10/05/2025 06:15 PM
[redacted]

Anonymous
10/05/2025 06:24 PM
[redacted]

Anonymous
10/05/2025 06:32 PM
[redacted]

Anonymous
10/05/2025 07:07 PM
[redacted]

Anonymous
10/05/2025 07:18 PM
[redacted]

Anonymous
10/05/2025 09:08 PM
[redacted]

Anonymous [redacted]
10/05/2025 11:11 PM

Anonymous [redacted]
10/05/2025 11:43 PM

Anonymous [redacted]
10/06/2025 07:03 AM

[redacted] [redacted]
10/06/2025 09:34 AM

[redacted] [redacted]
10/06/2025 09:34 AM

Anonymous [redacted]
10/06/2025 10:03 AM

Anonymous [redacted]
10/06/2025 05:07 PM

Anonymous [redacted]
10/06/2025 07:54 PM

Anonymous [redacted]
10/06/2025 09:54 PM

Anonymous [redacted]
10/07/2025 03:53 PM

Anonymous [redacted]
10/07/2025 04:17 PM

Anonymous [redacted]
10/07/2025 04:20 PM

Mandatory Question (32 response(s))
Question type: Single Line Question

Q4 Address

Preference Submission - Proposed Footpath for Standing Street, The Channon : Survey Report for **24 September 2025** to **09 October 2025**

Anonymous 9/27/2025 06:08 AM	34 nimbin st
Anonymous 9/27/2025 09:18 AM	1023B Pinchin Rd, The Channon
Anonymous 9/29/2025 10:44 AM	1018 Pinchin Rd
Anonymous 9/29/2025 12:11 PM	2 Mill Street The Channon
Anonymous 10/01/2025 08:44 AM	10 Standing Street The Channon
Anonymous 10/01/2025 09:08 PM	14 standing st, the channon
Anonymous 10/02/2025 08:56 PM	1363 Terania Creek Rd, Terania Creek 2480
Anonymous 10/04/2025 05:49 PM	The Channon General Store. 7 Standing Street
Anonymous 10/04/2025 05:51 PM	The Channon General Store. 7 Standing Street
[redacted] 10/05/2025 04:48 PM	8 Nimbin Street, The Channon.
Anonymous 10/05/2025 05:02 PM	6 birdwing place modanville
Anonymous 10/05/2025 06:04 PM	163 terania creek road, the channon, 2480
Anonymous 10/05/2025 06:06 PM	30 Standing street The Channon
Anonymous 10/05/2025 06:13 PM	8 Standing Street The Channon 2480

Preference Submission - Proposed Footpath for Standing Street, The Channon : Survey Report for **24 September 2025** to **09 October 2025**

Anonymous 10/05/2025 06:15 PM	77 Standing Street The Channon
Anonymous 10/05/2025 06:24 PM	1467 Keerrong Road, The Channon 2480
Anonymous 10/05/2025 06:32 PM	Standing st the channon
Anonymous 10/05/2025 07:07 PM	509 Pinchin rd Goolmangar NSW 2480
Anonymous 10/05/2025 07:18 PM	1363 Terania Creek Road, The Channon
Anonymous 10/05/2025 09:08 PM	1009 terania creek Rd terania creek
Anonymous 10/05/2025 11:11 PM	137 Wallace road
Anonymous 10/05/2025 11:43 PM	1050 Terania ck Rd Terania Creek
Anonymous 10/06/2025 07:03 AM	7 mill st the channon
[redacted] 10/06/2025 09:34 AM	11 standing at the Channon
[redacted] 10/06/2025 09:34 AM	11 standing street the channon
Anonymous 10/06/2025 10:03 AM	616 tetania Creek road
Anonymous 10/06/2025 05:07 PM	45a Lawler Rd Terania Creek NSW
Anonymous 10/06/2025 07:54 PM	20 standing st, the channon

Preference Submission - Proposed Footpath for Standing Street, The Channon : Survey Report for **24 September 2025** to **09 October 2025**

Anonymous 10/06/2025 09:54 PM	8 Nimbin Street, The Channon 2480
Anonymous 10/07/2025 03:53 PM	20 Standing Street The Channon NSW 2480
Anonymous 10/07/2025 04:17 PM	11 standing st the channon
Anonymous 10/07/2025 04:20 PM	11 standing st the channon

Mandatory Question (32 response(s))
Question type: Single Line Question