

Local Traffic Committee

A meeting of the Local Traffic Committee will be held at the Council Chambers on Wednesday, 20 November 2024 at 11.00am

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

Cr Jeri Hall
Chairperson

21 November 2024

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



ETHICAL DECISION MAKING AND CONFLICTS OF INTEREST

A guiding checklist for councillors, staff and community committees

Ethical decision making

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

Conflict of interest

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

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

The test for conflict of interest

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

Identifying problems

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

Disclosure and participation in meetings

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

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

Non-pecuniary Interests - Must be disclosed in meetings.

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

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

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

Agenda

1. Apologies and Leave of Absence

2. Minutes of Meeting

Local Traffic Committee held 23 October, 2024	59
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3. Disclosure of Interest

4. Business

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4.3 Get NSW Active Project - Standing Street, The Channon.....	21
4.4 Request to Relocate Bus Zone Parking Zone - Esmonde Street to Stocks Street, East Lismore	43
4.5 Request from Transport for NSW for change to Signage at Alexandra Parade Viaduct.....	46

5. Next Meeting – 18 December 2024

Business



Business

Subject	Request for Stop Sign - Intersection Wyrallah Road and Barham Street, East Lismore
TRIM Record No	BP24/998:EF19/313-6
Item Number	4.1

Request received from Councils Road Delivery Manager regarding the installation of a stop sign at the intersection of Barham Street and Wyrallah Road, East Lismore.

Recommended that the Committee review the request and provide a recommendation.

Background

A request has been received from Councils Road Delivery Manager to convert an existing give way sign to a stop sign at the intersection of Barham Street and Wyrallah Road, East Lismore.

Barham Street is an undivided two-way traffic, 10m wide sealed road with no stopping zones on both sides approaching the intersection.

Wyrallah Road is an undivided two-way traffic, 11m wide sealed road with no stopping zones on both sides approaching the intersection. There is a protected right turn lane into Barham Street (southbound) and a through lane.

The existing give way sign is located on Barham Street at a T intersection.

Site Details and Traffic Data

Request for stop sign controlled intersections.

Wyrallah Road

Road width - Nominal 11.0m wide.

Sight distance to Barham Street:

From north - approx 60m

From south - approx 50m (pending vegetation clearing on corner)

Traffic Data (2016)

ADT = 5055

85% = 58km/hr

Heavy Vehicle = 8.8%

Barham Street

Road width - Nominal 10.0m wide.

Sight distance along Wyrallah Road:

To north - approx 100m

To east - approx 30m (pending vegetation clearing)

Local Traffic Committee

Meeting held 20 November 2024 - 4.1 - Request for Stop Sign - Intersection Wyrallah Road and Barham Street, East Lismore

Traffic Data (2013)

ADT = 1857

85% = 63km/hr

Heavy Vehicle = 1.8%

Traffic Accident History

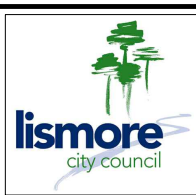
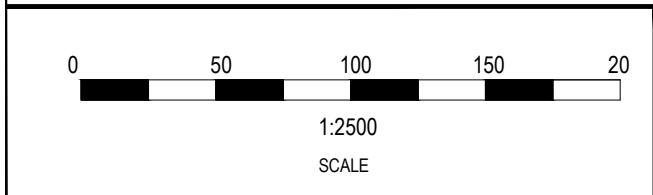
There are no recorded accidents from 2019 – 2024.

Technical Direction for the Installation of Give Way Signs

Refer attachments.

Attachment/s

1. [↓](#) Attach 4.1.1 - Locality Plan
2. [↓](#) Attach 4.1.2 - Site Plan
3. [↓](#) Attach 4.1.3 - Detail Plan
4. [↓](#) Attach 4.1.4 - Technical Directions
5. [↓](#) Attach 4.1.5 - Site Photos 1
6. [↓](#) Attach 4.1.6 - Site Photos 2
7. [↓](#) Attach 4.1.7 - Traffic Accident Data

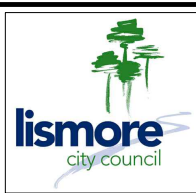
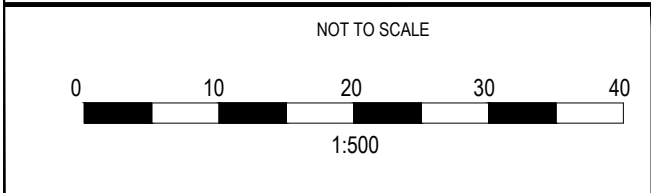


LISMORE CITY COUNCIL
 Traffic and Road Safety Consultation Group
 20 November Meeting - Request for Stop Sign
 Intersection Barham Street and Wyrallah Rd
 Locality Plan

SCALE	1:5,000
AUTOCAD	2024-115
DRAWN	B.V.G.
PLAN No.	TAC 2024-115



<p>1:1000 SCALE</p>		<p>LISMORE CITY COUNCIL Traffic and Road Safety Consultation Group 20 November Meeting - Request for Stop Sign Intersection Barham Street and Wyrallah Rd Site Plan</p>	<p>SCALE 1:1,000 AUTOCAD 2024-115 DRAWN B.V.G. PLAN No. TAC 2024-115</p>
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LISMORE CITY COUNCIL
 Traffic and Road Safety Consultation Group
 20 November Meeting - Request for Stop Sign
 Intersection Barham Street and Wyrallah Rd
 Detail Plan of Site

SCALE	1:500
AUTOCAD	2024-115
DRAWN	B.V.G.
PLAN No.	TAC 2024-115

Technical Directions – Stop Sign v Give Way Sign

Stop vs. Give Way is defined in the AS standards.

It's basically a 'Sight Distance' / 'Crash Risk' thing. If it does not meet sight distance criteria, then you'll implement a Stop, otherwise a Give Way is the go, unless it has significant crash history related to the need for stopping at the intersection.

AS 1742.2 – Sec 2.5.2 Application

GIVE WAY and STOP sign control at an intersection needs to be applied in the simplest manner practicable. This is achieved as follows:

- (a) Every controlled intersection shall have exactly two uncontrolled legs that together form the major road through the intersection.
- (b) The major road through the intersection either—
 - (i) should be on a straight or substantially straight alignment; or
 - (ii) if on a curved alignment, should have pavement markings, kerbs or other indications aligned in such a way that its path is clearly defined.

Where other than a simple control pattern is unavoidable, and alternative treatments, e.g. a roundabout, are not appropriate, the intersection should be modified by means such as construction or relocation of kerbs, median or channelizing islands, widening of the pavement, or a combination of these, so that the path of the major road through the intersection is clearly defined.

The pavement markings used with GIVE WAY and STOP signs shall comply with Clauses 5.4.2, 5.4.3 and 5.4.4. Figure 2.1 shows the use of GIVE WAY signs and the associated give-way lines on roads of various widths, with and without medians. The use of STOP signs and associated lines is similar.

2.5.3 Warning signs for STOP and GIVE WAY signs

The use of warning signs in advance of intersections on approaches where GIVE WAY (R1-2) and STOP (R1-1) signs are installed shall be restricted to the following:

- (a) The Give Way Sign Ahead (W3-2) sign shall be used in advance of a GIVE WAY sign in accordance with Clause 2.9.3(b).
- (b) The Stop Sign Ahead (W3-1) sign shall be used in advance of a STOP sign in accordance with Clause 2.9.3(c).
- (c) The Cross Road (W2-1) sign shall not be used on any approach to a STOP or GIVE WAY sign.
- (d) The T-intersection sign, W2-3 or W2-14 may be used on the approach to T intersection if the requirements of Clause 2.9.2.3 are met. The W3-1 sign may be required, see item (b). If both signs are required, the T-intersection sign shall precede the W3-1 sign.

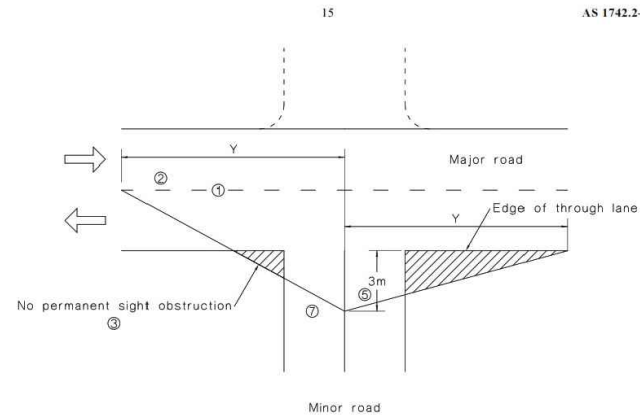
Care is needed to ensure that intersection warning signs, if used, do not draw attention away from, or otherwise reduce the effect of, the STOP or GIVE WAY signs.

2.5.4 Requirements for installation of STOP signs

This Clause specifies sight distance conditions for determining whether a STOP sign is required on any approach to an intersection on which a driver is required to give way to an intersecting stream. Where these conditions are met a STOP sign shall be used, regardless of whether a GIVE WAY sign would have otherwise been installed.

A STOP sign shall be used when, for minor road traffic, the sight distance, Y, in either direction along the major or uncontrolled road as shown in Figure 2.2 is less than the distance given for the corresponding major road speed. A STOP sign shall NOT be used if the sight distance is equal to or greater than shown in Figure 2.2.

NOTE: A history of crashes may prompt requests for STOP signs. Where intersection sight distance is adequate, it is most likely that crashes can be reduced more effectively by other means, e.g. by improved delineation of the conflict area. Furthermore, the use of STOP signs where poor sight distance is not a factor can lead to driver disobedience, and lack of credibility of STOP signs. For these reasons no crash warrant is given for the use of STOP signs.



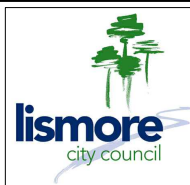
Major road speed (see Note 4) km/h	Distance along major road: Y, (see Note 6) m
40	20
50	30
60	40
70	55
80	65
90	80
100	95
110	115
120	140

NOTES:

- 1 Separation line (undivided road), or right hand edge of right hand through lane (divided road).
- 2 A check to the left is required at a divided road except where the median is wide enough for a crossing or turning manoeuvre to be staged in the median.
- 3 Where visibility is limited due to some removable obstruction, (e.g. vegetation or earth bank) attempts should be made to remove the obstruction rather than install a STOP sign.
- 4 The posted or default speed limit is used, unless the 85th percentile speed is significantly higher.
- 5 Where the minor road approach is an arterial road this dimension should be increased to 4.5 m.
- 6 When checking sight distance the height of both the observer's eye and the object is 1.05 m.
- 7 If the safety of the surveyor is likely to be a problem, sighting may be taken from the kerb in the minor road, with appropriate adjustments to the sight triangle.
- 8 The distances in the Table along both the minor road and the major road are based empirically on the ability of a driver on the minor road approaching the intersection at a speed of 10 km/h or less, being able to stop before reaching a conflict point if there is insufficient gap for crossing or joining the major road stream.

FIGURE 2.2 SIGHT DISTANCE RESTRICTIONS REQUIRING USE OF STOP SIGNS

NOT TO SCALE



LISMORE CITY COUNCIL

Traffic and Road Safety Consultation Group
 20 November Meeting - Request for Stop Sign
 Intersection Barham Street and Wyrallah Rd
 Technical Directions

SCALE

AUTOCAD 2024-115

DRAWN B.V.G.

PLAN No.
TAC 2024-115

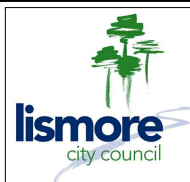


Minimum Sight Distance from Wyrallah Road (to North)



Minimum Sight Distance from Wyrallah Road (to South)

NOT TO SCALE



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Traffic and Road Safety Consultation Group
 20 November Meeting - Request for Stop Sign
 Intersection Barham Street and Wyrallah Rd
 Site Photos

SCALE

AUTOCAD 2024-115

DRAWN B.V.G.

PLAN No.
TAC 2024-115



Sight Distance from Barham Street (to East)

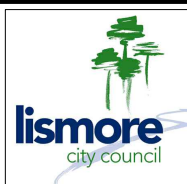


Sight Photo Approaching Intersection from Barham Street



Sight Distance from Barham Street (to West)

NOT TO SCALE



LISMORE CITY COUNCIL

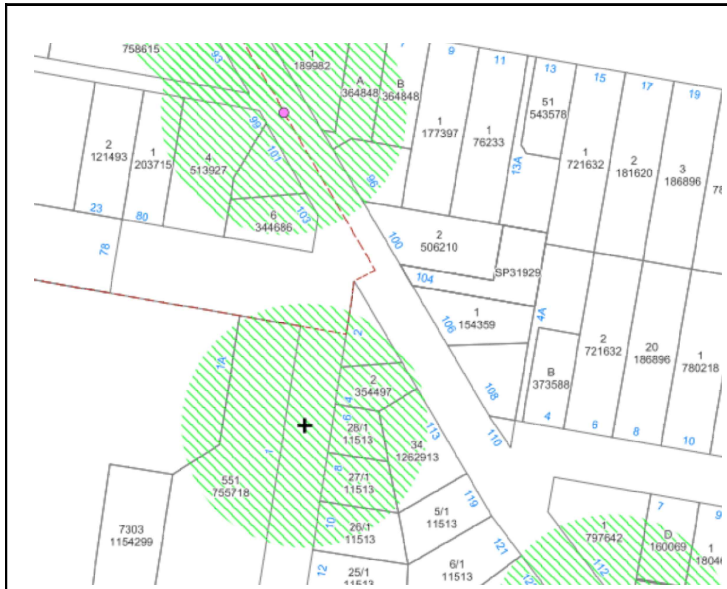
Traffic and Road Safety Consultation Group
 20 November Meeting - Request for Stop Sign
 Intersection Barham Street and Wyrallah Rd
 Site Photos

SCALE

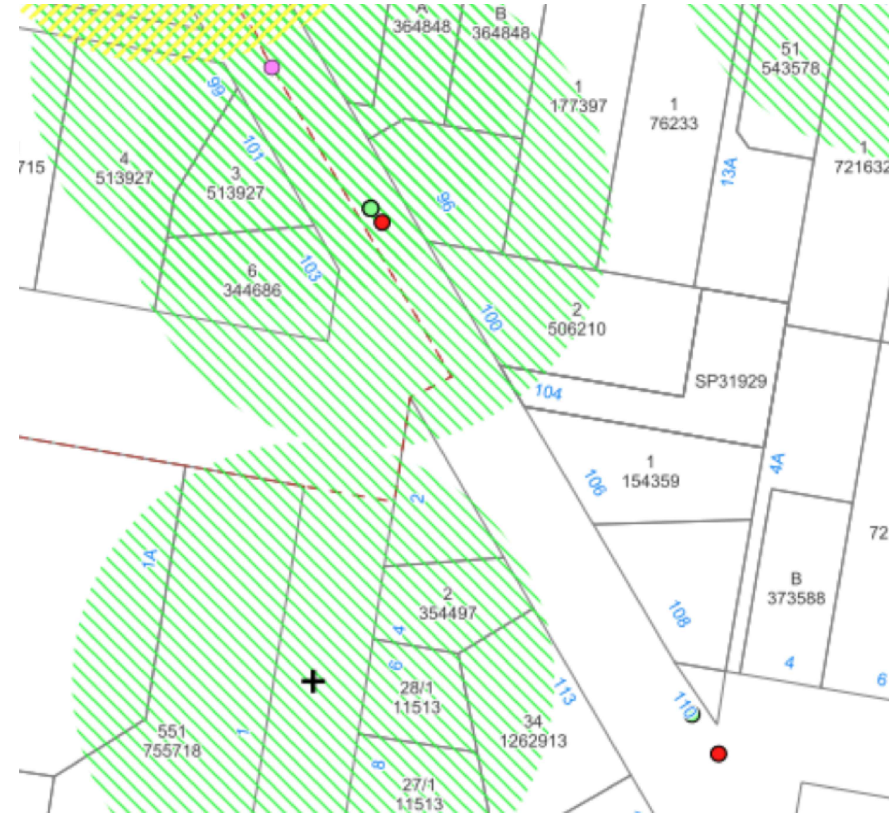
AUTOCAD 2024-115

DRAWN B.V.G.

PLAN No.
TAC 2024-115

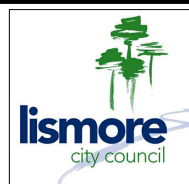


Traffic Accident Data (2019-2023)



Traffic Accident Data (Historic 2000-2023)

NOT TO SCALE



LISMORE CITY COUNCIL

Traffic and Road Safety Consultation Group
 20 November Meeting - Request for Stop Sign
 Intersection Barham Street and Wyrallah Rd
 Traffic Accident Data

SCALE

AUTOCAD 2024-115

DRAWN B.V.G.

PLAN No.
TAC 2024-115

Business

Subject	Request for Dedicated Parking Spaces - Anzac Close, Lismore
TRIM Record No	BP24/1039:EF19/313-6
Item Number	4.2

A request has been received from Councils Leisure Facilities Manager for the installation of 2 dedicated parking spaces in Anzac Close, Lismore.

That the matter be discussed and a recommendation provided.

A request has been received from Councils Leisure Facilities Manager for the installation of 2 dedicated parking spaces in Anzac Close, Lismore.

Anzac Close is a two-way sealed Local Access 6.0m wide road with no parking available at the western end of the street.

There is a dedicated bus bay provided at the eastern end.

The area is currently a dedicated bus zone.

The bus zone is approximately 25m in length, which allows 2 standard size vehicles spaces available pending further discussion on bus parking requirements.

Further information will be provided at the meeting.

Attachment/s

1. [↓](#) Attach 4.2.1 - Email from Writer
2. [↓](#) Attach 4.2.2 - Locality Plan
3. [↓](#) Attach 4.2.3 - Site Plan
4. [↓](#) Attach 4.2.4 - Site Photos

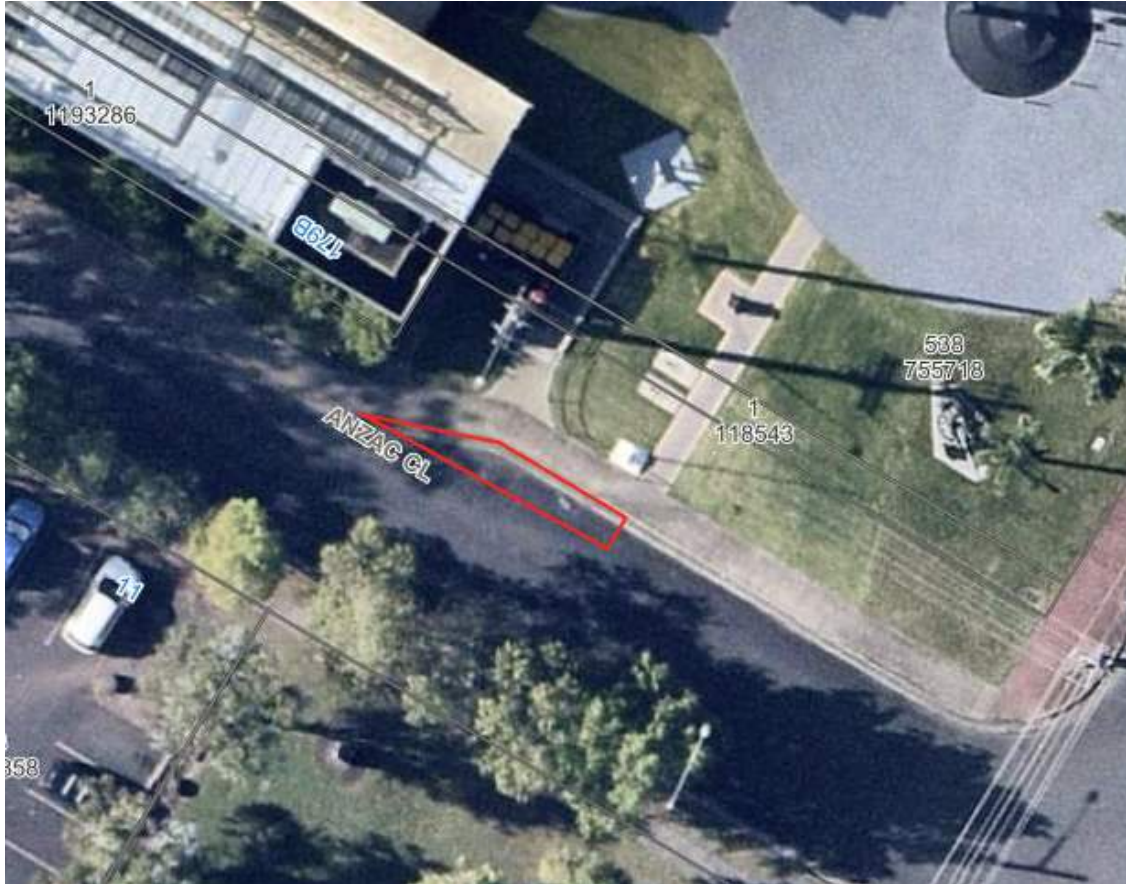
[Redacted]

From: [Redacted]
Sent: Tuesday, 12 November 2024 12:39 PM
To: [Redacted]
Cc: [Redacted]
Subject: Staff Parking request for LMB - WHS Issue

Hi [Redacted],

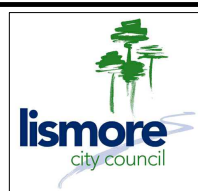
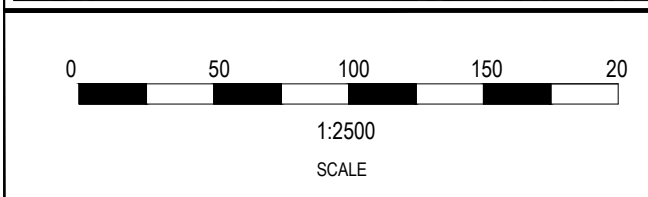
In response to some recent WHS issues regarding the safety of staff opening and closing the Lismore Memorial Baths.

I'd like to request that the Bus Zone outside of Lismore Memorial Baths is reduced to allow for dedicated staff parking close to facility due to this WHS risk. With signage reading, "No Parking Authorised Vehicles Only"



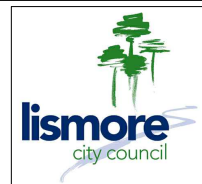
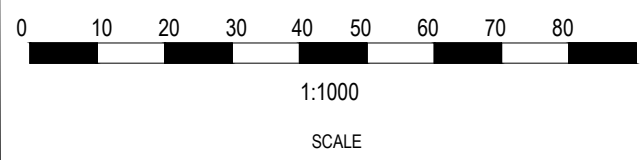
██████████ | Leisure Facilities Manager | Goonellabah Sports & Aquatic Centre | Lismore Memorial Baths
50 Oliver Avenue, Goonellabah, 2480 | T ██████████ | M ██████████ | www.gsac.net.au | www.facebook.com/GSAC.AU
Lismore City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work.





LISMORE CITY COUNCIL
 Traffic and Road Safety Consultation Group
 20 November Meeting - Request Dedicated Parking
 Anzac Close - Lismore
 Locality Plan

SCALE	1:2500
AUTOCAD	2024-115
DRAWN	B.V.G.
PLAN No.	TAC 2024-115



LISMORE CITY COUNCIL
 Traffic and Road Safety Consultation Group
 20 November Meeting - Request Dedicated Parking
 Anzac Close - Lismore
 Site Plan

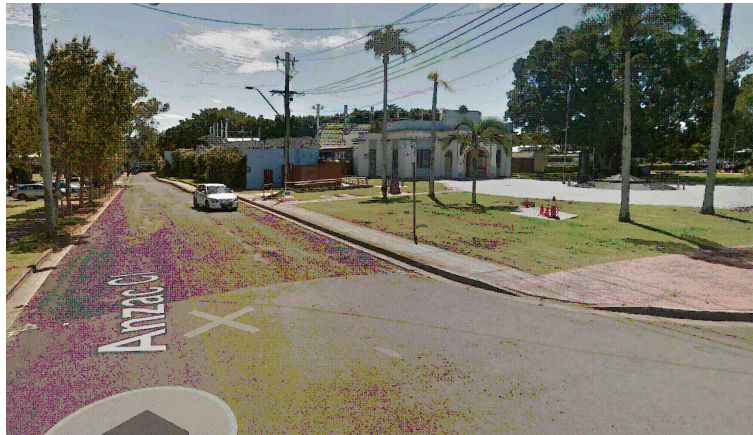
SCALE	1:1,000
AUTOCAD	2024-115
DRAWN	B.V.G.
PLAN No.	TAC 2024-115



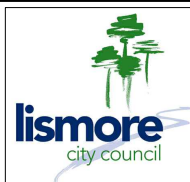
View to West, from Molesworth Street



View to East, Western Approach



NOT TO SCALE



LISMORE CITY COUNCIL

Traffic and Road Safety Consultation Group
 20 November Meeting - Request Dedicated Parking
 Anzac Close - Lismore
 Site Photos

SCALE

AUTOCAD 2024-115

DRAWN B.V.G.

PLAN No.
TAC 2024-115

Business

Subject	Get NSW Active Project - Standing Street, The Channon
TRIM Record No	BP24/1040:EF19/313-6
Item Number	4.3

Council Design Staff are referring this matter to the Lismore Traffic Committee to seek further comments in relation to the project including further consultation and risks to Council.

That a recommendation be provided to Council.

Lismore City Council received funding under the Get NSW Active 2022-2024 Funding Agreement (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.

Council Staff undertook consultation with residents in accordance with Council Procedures for this type of project with residents directly affected in Standing Street.

This was followed up by on site discussion between the designer and residents directly affected.

Further consultation was undertaken with a wider consultation process and further one on ones with residents between Council Design Co-Ordinator and Councils Communications Team in July 2024.

The majority of feedback received was accepted or supportive of the project.

A follow up letter has recently been sent by the Communications team on October 2 as attached - refer *Community Consultation Oct 2024*.

This matter was tabled at the May 2024 Transport and Road Safety Consultation Group meeting with the following actions recorded and implemented:

<p>4.2 Get NSW Active Project - Standing Street The Channon</p>
<p>OUTCOME:</p> <ol style="list-style-type: none"> 1. Contractor onsite needs to isolate the site. 2. Notification to residents to be issued to residents, including the updated design plans. 3. Request for a variation needs to be sent to TfNSW for an extension of the start date of the project. 4. Road safety audit to be undertaken. 5. Traffic counter to be installed. 6. Notes that the community representatives are happy for the works to be complete in front of the school.

Council Staff have engaged consultants to undertake a review of Environmental Factors Construction Environmental Management Plans, Road Safety Audits, Risk Matrix, traffic data and pedestrian movement audits to facilitate the majority of the residents concerns.

The latest drawings provide the safest design to meet the funding requirements and also meet the majority of residents concerns - *Refer Comms Plans August 2024 Sheets 1 and 2*.

Council Staff have referred the matter to the Lismore Traffic Committee to discuss and if supported refer to Council to make a determination on the progress of the funding.

Should the project not proceed Council will need to return the funding to the funding body.

There are risks to the community and Council in the event the funding does not proceed as highlighted in the Road Safety Audit and Risk Assessment (*listed below*).

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)

Attachment/s

- 1. [↔](#) Attach 4.1.1 Report from May (Over 7 pages)
- 2. [↓](#) Attach 4.1.2 - Community Consultation Oct 2024
- 3. [↔](#) Attach 4.1.3 Road Safety Audit (Over 7 pages)
- 4. [↓](#) Attach 4.1.4 Risk Assessment
- 5. [↓](#) Attach 4.1.5 Email from Local MP office - J .Saffin 1
- 6. [↓](#) Attach 4.1.6 Email from Comms Team Response - C-DS
- 7. [↓](#) Attach 4.1.7 Email from Comms Team
- 8. [↓](#) Attach 4.1.8 Email from Comms Team Response - Attach Ped 1
- 9. [↓](#) Attach 4.1.9 Email from Comms Team Response - Attach Ped 2
- 10. [↓](#) Attach 4.1.10 Email from Local MP 4-8-2024
- 11. [↓](#) Attach 4.1.11 Email from Comms Team 5-8-2024
- 12. [↓](#) Attach 4.1.12 COMMS PLANS AUGUST 2024 - SHEET 1
- 13. [↓](#) Attach 4.1.13 COMMS PLANS AUGUST 2024 - SHEET 2



2 October 2024

Our ref: [REDACTED]
Your ref: Standing Street Footpath
Contact: [REDACTED]

Dear Residents,

Standing Street Footpath Construction Update – October 2024

Construction of the 150m footpath proposed for Standing Street, The Channon, has been put on hold following further consultation with community.

The decision to continue with construction of the proposed footpath will be discussed at the upcoming Traffic & Road Safety Consultation Group (TRSCG or Traffic Committee) meeting on Wednesday 23 October. Representatives at these meetings include Janelle Saffin MP (or delegate), NSW Police, Transport for NSW and Lismore City Council.

The footpath proposed for Standing Street has been identified as one of seven locations across the LGA, to improve safety for pedestrians. Following reports of significant risks to pedestrians, funding has been provided from Transport for NSW through the Get Active NSW 2022/2023 round to construct a safe walking area off the road.

Considerations for this location are based on proximity to the school and providing a safe walking path for students using school bus services. Additionally, providing a path for all pedestrians using Standing Street.

During a two-day Pedestrian Count in May 2024, 24 adults and 17 school aged children were sighted walking through Standing Street at the proposed footpath location, both on and off road.

The footpath is proposed to be constructed from approximately 24 Standing Street to the Café and Art Gallery at 10 Standing Street. Map attached. The design for the proposed footpath has been amended based on community feedback which included drainage, width and location concerns. The latest designs take into consideration improved drainage, accessibility for local businesses and car parking for residents.

Feedback has been received from residents attending the TRSCG, in writing, phone calls, and onsite face to face consultations. Additionally, commentary provided from Janelle Saffin's office following an informal meeting she held at The Channon. This feedback will be presented to the TRSCG meeting on 23 October, to assist their decision making.

Regards,

[REDACTED]
Head of Shared Services

Enclosed: Proposed footpath designs – updated August 2024

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3 Oliver Avenue, Goonellabah NSW 2480 • PO Box 23A, Lismore NSW 2480 • T: 02 6625 0500 • E: council@lismore.nsw.gov.au • ABN: 6008093283
Lismore City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work.

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)

[REDACTED]

From: [REDACTED]
Sent: Thursday, 25 July 2024 12:35 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Standing Street Footpath, The Channon - [REDACTED] [REDACTED]

Hi [REDACTED],

Have spoken with [REDACTED]. She works at [REDACTED] and has been a resident of Nimbin Street for 30 years. Speaking on behalf of the community, they want the consultation that has never happened – currently the community are feeling railroaded into getting a footpath that no one wanted. Strongly requesting a community meeting, for better understanding, information sharing and for residents to have their say.

Regarding the path: [REDACTED], please provide additional info

Will it become slimy like the others in the village?
 What are the plans for drainage? (I spoke through the verge drainage and stormwater pit – however do we have drainage plans we can share?)
 Would like the path to be 1.5m the whole length (Can we provide plans showing where the path will be 2.2 and 1.5?)
 Maintenance schedule? (The school path is reportedly already very dirty)
 Replacing grass with concrete will lead to water flow concerns for houses?
 Disturbs the green spaces and look and feel of the village.
 The main concerns came from **not being consulted, as promised at the TAC meeting** before the footpath proceeded. Are there TAC minutes available I can review?
 [REDACTED]'s expectations of engagement/consultation was a sign at The Store with information and feedback channels, and a town meeting to discuss.

I gave [REDACTED] the following information:

Discussed residents we spoke to on Monday, including [REDACTED] as a main stakeholder and that conversations were mostly positive. [REDACTED] says they are resigned to the fact, but are not happy with the path. That we have spoken with the businesses being the Art Gallery/Café, The Store, The Tavern, and school and all seemed ok/positive with the path moving ahead. Asked who else we should be talking to, or how we can better communicate the project from here. There was no formed response, just that it shouldn't be going ahead and residents should be consulted.

Additional points:

Community shouldn't be finding out about the path, by seeing contractors onsite and asking them what's going on – agreed, took it on as feedback for future comms.
 The path in this location doesn't improve safety. It should have been constructed from the Store to the Hall, or the Mill St section to the Tavern/Tennis Courts – mentioned this could have been an unsuitable design, and it was determined a footpath in current location was approved and added safety improvement for pedestrians.
 What meetings did this plan go to? – Will find TAC minutes for reference.
 A complete waste of funding money on a path that the community does not want, and does not need.
 Council shouldn't be asking for feedback on how to improve the Village, if they aren't going to listen.
 The petition should have been enough indication that the path is not wanted or needed.

[REDACTED] called back 10minutes after first call. She had spoken with [REDACTED] (main resident) who was very upset and felt that he had to resign to getting the path.

Will save this in TRIM, start a public project page on the website that includes information mentioned here, and update EARL for future calls.
 Being that now [REDACTED] is involved, I think we have to have a community meeting. [REDACTED]

Thanks,
 [REDACTED]

[REDACTED] | [REDACTED] | [REDACTED] | **Lismore City Council**
 PO Box 23A, Lismore, 2480 | T [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
 My work days are Monday, Wednesday, Thursday and Friday – however you may receive correspondence from me outside of these hours. Please respond at a time that suits you.

From: [REDACTED]
Sent: Thursday, July 25, 2024 10:56 AM
To: [REDACTED]

Cc: [redacted]
Subject: Re: Standing Street Footpath, The Channon - [redacted]

Hey [redacted]
Did u want to call her as lead on comms
Or I can a bit later, I'll send a note to [redacted] if u like

For contact centre
[redacted] and I have had onsite consults on Monday and this morning with the residents directly affected with 95% support for this project to proceed
We have addressed most if nit all of the issues raised
The funding body have requested we proceed in lieu of handing the money back
We have pedestrian counts done and surprisingly there is a reasonable number of pedestrians using this area
We also had a road safety audit undertaken which flags not proceeding as a high major risk

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From: [redacted]
Sent: Thursday, July 25, 2024 9:55:54 AM
To: [redacted]
Cc: [redacted]
Subject: Standing Street Footpath, The Channon - [redacted]

Hey [redacted]

I have just had [redacted] call wanting to speak to you about the footpath in The Channon on Standing Street, she has advised that she is from [redacted] and that she is just wanting a bit more information on why it is happening to begin with could you please call her back on [redacted] Thanks.

Kind Regards,

[redacted] | [redacted] | Lismore City Council

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



[Redacted]

From: [Redacted]
Sent: Friday, 26 July 2024 9:24 AM
To: [Redacted]
Cc: [Redacted]
Subject: RE: Standing Street Footpath, The Channon - [Redacted]
Attachments: 12162 2024-06 Design Risk Assessment-rev2.pdf; 1705591914628 LCC Standing Street Pedestrian Count Report.xlsx; Attach 4.2.1 Original Report.pdf; BP24 524 Agenda - Attachments Included.pdf; Draft community consultation letter Standing Street Feb 2024.docx

Hi [Redacted]

1. Happy to go down that track of a Community Meeting if you feel from a Comms perspective useful and productive

Further commentary below

Hi [Redacted]

Have spoken with [Redacted] She works at [Redacted] and has been a resident of Nimbin Street for 30 years. Speaking on behalf of the community, they want the consultation that has never happened – currently the community are feeling railroaded into getting a footpath that no one wanted. Strongly requesting a community meeting, for better understanding, information sharing and for residents to have their say.

In Summary

- Initial Letter seeking feedback to the residents of Standing Street issued December 2023
- Petition received and on site meeting with residents with issues undertaken by Designer , this included
- A copy of the initial Agenda item for the TRSC Group February 2024 – this included a couple of options (to meet some residents concerns)

4.9 Get NSW Active Project - Standing Street, The Channon	
OUTCOME:	
1. The TRSC Group viewed the projects and provided feedback of preference to option B.	
2. Community Consultation to be undertaken	

- Follow up letter attached to residents
 - Work started onsite without an approved plan
- (normal process is for the roads team to issue a note 2 weeks prior to construction - this was not done)**
- A couple of phone calls where received and the TRSC Group agreed to invite 2 residents to address the TRSC Group –
 - Copy of 2nd Report to TRSC Group attached - recorded minutes below

A discussion was had between the TRSC Group and the residents with options for a way forward including potential for a community meeting, NOTE the TRSC Group voting members are Councillor Hall, Police Delegate, TfNSW Delegate and Janelle Saffin or her delegate

Minutes were recorded as below

4.2 Get NSW Active Project - Standing Street The Channon

OUTCOME:

1. Contractor onsite needs to isolate the site.
2. Notification to residents to be issued to residents, including the updated design plans.
3. Request for a variation needs to be sent to TfNSW for an extension of the start date of the project.

4. Road safety audit to be undertaken.
5. Traffic counter to be installed.
6. Notes that the community representatives are happy for the works to be complete in front of the school.

The outcomes were undertaken with a RSA indicating high risk should the project not proceed with potential for vehicle / pedestrian collision
The Pedestrian counts over 2 days indicated a reasonably amount of useage

As the approved change in alignment differed from the approved plans – the new alignment was sent to TfNSW as funding body to approval
This was reviewed by their safety team and not supported (as required a number of pedestrian crossings)

Therefore the original proposal ie the path on the Northern Side was agreed on
NOTE the funding bodies opinion has always been to proceed with the project , irrespective of the petition

The latest alignment was provided to a wider precinct , and presumably the Village followed by door to door meetings with the directly affected residents
It was our understanding that the majority of the affected residents where supportive

Risks of not proceeding

Council at risk in the instance of an accident for not proceeding with a funded project with an RSA indicating high potential for vehicle / pedestrian collision
Future funding options with Council (as this one was not delivered)
(As Discussed I speak with the funding body regularly and Councils can be “blacklisted” for not performing with funding projects)
Potential for increase in student numbers with a number of village schools not reopening

Some positives advantages following recent onsite discussions

Some of the verges are extremely wet , this transfers to muddy shoes (possibly the reason the new footpath is dirty)
The reactivation of the drainage pit will assist with overland flow (which has been raised by the residents) the footpath will be constructed with a slope away from the dwellings and redirect to table drain and the pipe crossing
Dry verge will allow residents to park on dry area
Negated risk of trip hazards on wet or uneven surfaces

Some Comments below on your previous email

Regarding the path: [redacted] please provide additional info

Will it become slimy like the others in the village? The Footpath will be constructed in accordance with relevant Australian Standards
What are the plans for drainage? (I spoke through the verge drainage and stormwater pit – however do we have drainage plans we can share?) As discussed - we will clean out the covered pit and provide a Standard pit to suit a V Drain type footpath - I can provide a sketch in due course
Would like the path to be 1.5m the whole length (Can we provide plans showing where the path will be 2.2 and 1.5?) This is pretty much shown on the plans , but I am happy to amend the plans to detail in closer detail (and include the drainage pit listed above
Maintenance schedule? (The school path is reportedly already very dirty) mm not sure on maintenance schedule, that is a [redacted] question
Replacing grass with concrete will lead to water flow concerns for houses? The drain will constructed to drain with a cross fall that directs the water towards the road and as we saw on site will in fact improve once that table drain is cleaned out
Disturbs the green spaces and look and feel of the village.
The main concerns came from not being consulted, as promised at the TAC meeting before the footpath proceeded. Are there TAC minutes available I can review?
[redacted]'s expectations of engagement/consultation was a sign at The Store with information and feedback channels, and a town meeting to discuss.

I gave [redacted] the following information:

Discussed residents we spoke to on Monday, including [redacted] as a main stakeholder and that conversations were mostly positive. [redacted] says they are resigned to the fact, but are not happy with the path.
That we have spoken with the businesses being the Art Gallery/Café, The Store, The Tavern, and school and all seemed ok/positive with the path moving ahead.
Asked who else we should be talking to, or how we can better communicate the project from here. There was no formed response, just that it shouldn't be going ahead and residents should be consulted.

Additional points:

Community shouldn't be finding out about the path, by seeing contractors onsite and asking them what's going on – agreed, took it on as feedback for future comms.

- The Initial letter for information which we send out for any Construction was sent late last year and to the immediate affected residents
- From a formal process and we comply with the Roads Act for notification
- Council only needs to advise residents of any construction works where driveway levels are changed , flooding areas

- As a Courtesy we always send out letters to the directly affect area and this one was slightly outside Standing Street
- A follow up letter should be sent out by the Construction Team at least 2 weeks in advance of start of Construction Team by the relevant Engineer - clearly this didn't happen

The path in this location doesn't improve safety. It should have been constructed from the Store to the Hall, or the Mill St section to the Tavern/Tennis Courts – mentioned this could have been an unsuitable design, and it was determined a footpath in current location was approved and added safety improvement for pedestrians.

What meetings did this plan go to? – Will find TAC minutes for reference.

A complete waste of funding money on a path that the community does not want, and does not need. The Background for this one was that it aligned with strategic plannings future beautification and paths for several Villages and was included at a request from them when the funding was offered

- This project is fully funded by Transport for NSW , we have discussed the issues with the petitioners with the funding body and they are keen that it should progress
- The down side of handing the money back is that next time funding is offered for Walking or Cycling , Council may not be considered based on not delivering this project
- The bigger issue is the risk that Council will be taking on , if the
- As mentioned we undertook a road safety audit and this risk matrix is attached ie RISK ASSESSMENT OF NOT PROVIDING A FOOTPATH as Possible with Major Consequence - Daily Pedestrian Counts have also been done and attached

Council shouldn't be asking for feedback on how to improve the Village, if they aren't going to listen. This was where the Strategic Planners started this I believe

The petition should have been enough indication that the path is not wanted or needed. And the designer reviewed the design and attempted to remediate any issues – I have included their issues below and provide a comment

█ called back 10minutes after first call. She had spoken with █ (main resident) who was very upset and felt that he had to resign to getting the path. We met █ onsite and he seemed okay - he was one of the residents that attended the TRSCG meeting

Will save this in TRIM, start a public project page on the website that includes information mentioned here, and update EARL for future calls.

Being that now █ is involved, I think we have to have a community meeting. █ Happy to , I just need to know before next Wednesday as will have a monthly catchup with the funding body

Listed below is a response to the issues that were raised from the petition signatories and a copy of the Designers initial responses in red – ive added commentary 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 █ – one was deceased estate and 2 empty for sale/sold. █ 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 (█) 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 █ 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 (Standing Street) the footpath is actually located on the boundary of this property due to the width of the road reserve in this section. We can install signage as safety issue for both pedestrians and motorists , A pedestrian has right of way on a formal footpath , but we can sign this for the Pedestrian to take care and give way to vehicles

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. Due to the existence of the drainage pit and plans to reactivate it in alignment with the footpath , this will discharge the majority of water as intended into the park – and with the reshaping of the v drains which need cleaning out as maintenance required

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. – As above

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. This has been designed out now following on site changes -

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.

This has been designed out now following on site changes -

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.

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.- As mentioned to residents onsite it is legal to park anywhere within the road verge , but cannot completely block of a formal footpath

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 [redacted] and No [redacted] 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*.

From: [redacted]
Sent: Thursday, July 25, 2024 12:35 PM
To: [redacted]
Cc: [redacted] >
Subject: RE: Standing Street Footpath, The Channon - [redacted]

Hi [redacted]
 Have spoken with [redacted]. She works at [redacted] and has been a resident of Nimbin Street for 30 years. Speaking on behalf of the community, they want the consultation that has never happened – currently the community are feeling railroaded into getting a footpath that no one wanted. Strongly requesting a community meeting, for better understanding, information sharing and for residents to have their say.

Regarding the path: [redacted], please provide additional info

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Additional points:

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What meetings did this plan go to? – Will find TAC minutes for reference.
A complete waste of funding money on a path that the community does not want, and does not need.
Council shouldn't be asking for feedback on how to improve the Village, if they aren't going to listen.
The petition should have been enough indication that the path is not wanted or needed.

█ called back 10minutes after first call. She had spoken with █ (main resident) who was very upset and felt that he had to resign to getting the path.

Will save this in TRIM, start a public project page on the website that includes information mentioned here, and update EARL for future calls.
Being that now █ is involved, I think we have to have a community meeting. █

Thanks,
█

█ | █ | █ | Lismore City Council
PO Box 23A, Lismore, 2480 | T █ | www.lismore.nsw.gov.au
Lismore City Council acknowledges the people of the Bundjalung Nation, traditional custodians of the land on which we work
My work days are Monday, Wednesday, Thursday and Friday – however you may receive correspondence from me outside of these hours. Please respond at a time that suits you.

From: █
Sent: Thursday, July 25, 2024 10:56 AM
To: █
Cc: █
Subject: Re: Standing Street Footpath, The Channon - █

Hey █
Did u want to call her as lead on comms
Or I can a bit later, I'll send a note to █ if u like

For contact centre
█ and I have had onsite consults on Monday and this morning with the residents directly affected with 95% support for this project to proceed
We have addressed most if nit all of the issues raised
The funding body have requested we proceed in lieu of handing the money back
We have pedestrian counts done and surprisingly there is a reasonable number of pedestrians using this area
We also had a road safety audit undertaken which flags not proceeding as a high major risk

Get [Outlook for Android](#)

From: █
Sent: Thursday, July 25, 2024 9:55:54 AM
To: █
Cc: █
Subject: Standing Street Footpath, The Channon - █

Hey █,
I have just had █ call wanting to speak to you about the footpath in The Channon on Standing Street, she has advised that she is from █ and that she is just wanting a bit more information on why it is happening to begin with could you please call her back on █ Thanks.

Kind Regards,

█ | █ | █ | Lismore City Council
PO Box 23A, Lismore, 2480 | T █ | F █ | www.lismore.nsw.gov.au
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[Redacted]

From: [Redacted]
Sent: Thursday, 25 July 2024 5:16 PM
To: [Redacted]
Subject: FW: Standing St The Channon footpath

Hello [Redacted]

Have looked at minutes from TAC meeting in May – but there was no mention in the minutes.
Can anyone verify that we promised to put up a sign and have a community meeting about the footpath?

Thanks,
[Redacted]

[Redacted] | [Redacted] | **Lismore City Council**
PO Box 23A, Lismore, 2480 | T [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
My work days are Monday, Wednesday, Thursday and Friday – however you may receive correspondence from me outside of these hours. Please respond at a time that suits you.

From: [Redacted]
Sent: Thursday, July 25, 2024 3:05 PM
To: [Redacted]
Subject: Standing St The Channon footpath

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

Hi [Redacted]
I just wanted to follow up on the meeting in the street the other day with you. I live across the road at [Redacted] Standing St.

I want to express my concern at the lack of community consultation with the whole village, which was asked for and promised at the TAC meeting in May. There was supposed to be a village meeting and also a sign put up at the shop.... but didnt see either of those. Again we are blindsided by a letter saying it's going ahead regardless.

Initially we were told if the village didn't want the footpath the money would go elsewhere, then the other day the story was "we have to do it" I may not be affected but I still believe the whole village should have a say. It's a lot of money and greenhouse gases for so little gain.

regards
[Redacted]
[Redacted]
The Channon
[Redacted]

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)



Janelle Saffin MP
STATE MEMBER FOR LISMORE



Sunday August 4 2024

To: [REDACTED]
**Design Services Engineer
Lismore City Council**

Re: Standing Street Footpath

Dear [REDACTED],

As you know I held an informal meeting at The Channon today to listen to residents' views about the Standing Street footpath because of issues that have been raised with me.

Nine residents attended the meeting (at very short notice) and I also spoke to a Standing Street resident when I was having a look at the path outside The Channon School.

The feedback that I received was the same from all:

- that the path is not needed and not wanted
- residents were not consulted
- it will do nothing for 'active communities'
- a path from the village to the Oval is needed and would be a much better a way of supporting walking and cycling.

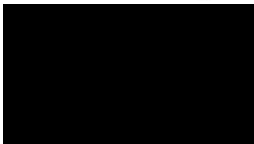
[REDACTED], who attended the May TAC meeting was there today and he confirmed that the TAC meeting agreed that Council would:

1. Hold a community meeting at The Channon for consultation.
2. Put up a sign at The Channon shop advising of the meeting.
3. Put a hold on works on the footpath until this had happened.

This was also reported by my representative after the May TAC meeting.

I ask that the agreements of the TAC meeting be met.

Warm regards



Janelle Saffin MP
State Member for Lismore



[REDACTED]

From: [REDACTED]
Sent: Monday, 5 August 2024 6:50 AM
To: [REDACTED]
Subject: RE: 'Channon Residents re Standing Street proposed footpath'
Attachments: BP24 597 Minutes.DOCX

Morning. Thanks for this, reads as expected.

Let me know if this letter changes anything below. Sounds like we are required to go ahead with the community meeting?
 As an FYI – I am out of the office this week. Returning Monday 12th.

Discussion with [REDACTED] –
 Spoken with TfNSW, who advised funding cannot be allocated to another project/location
 All information will be presented to Council at the October meeting, with Council to make the decision on proceeding or not
 Communications and engagement of this project was carried out per the May TAC meeting minutes (attached for reference). Additional engagement has been completed, including door knocking and speaking with residents on multiple occasions throughout the project/funding period
 It's common for safety needs to be reviewed, particularly around school areas. A footpath to support the school in this location was identified (irrespective of this project being included/not included in the Walking, Cycling & Micromobility Strategy)
 [REDACTED] has completed Road Safety Risk Audits and Pedestrian Audits identifying the need for a footpath at this location, as agreed by TfNSW.
 Discussion on decision making process, and that place plans will likely be conducted in the near future by Strat Planning to identify further needs (i.e. the additional footpath locations requested)

From: [REDACTED]
Sent: Monday, August 5, 2024 5:13 AM
To: [REDACTED]
Subject: FW: 'Channon Residents re Standing Street proposed footpath'

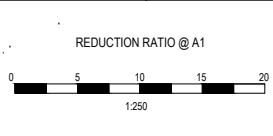
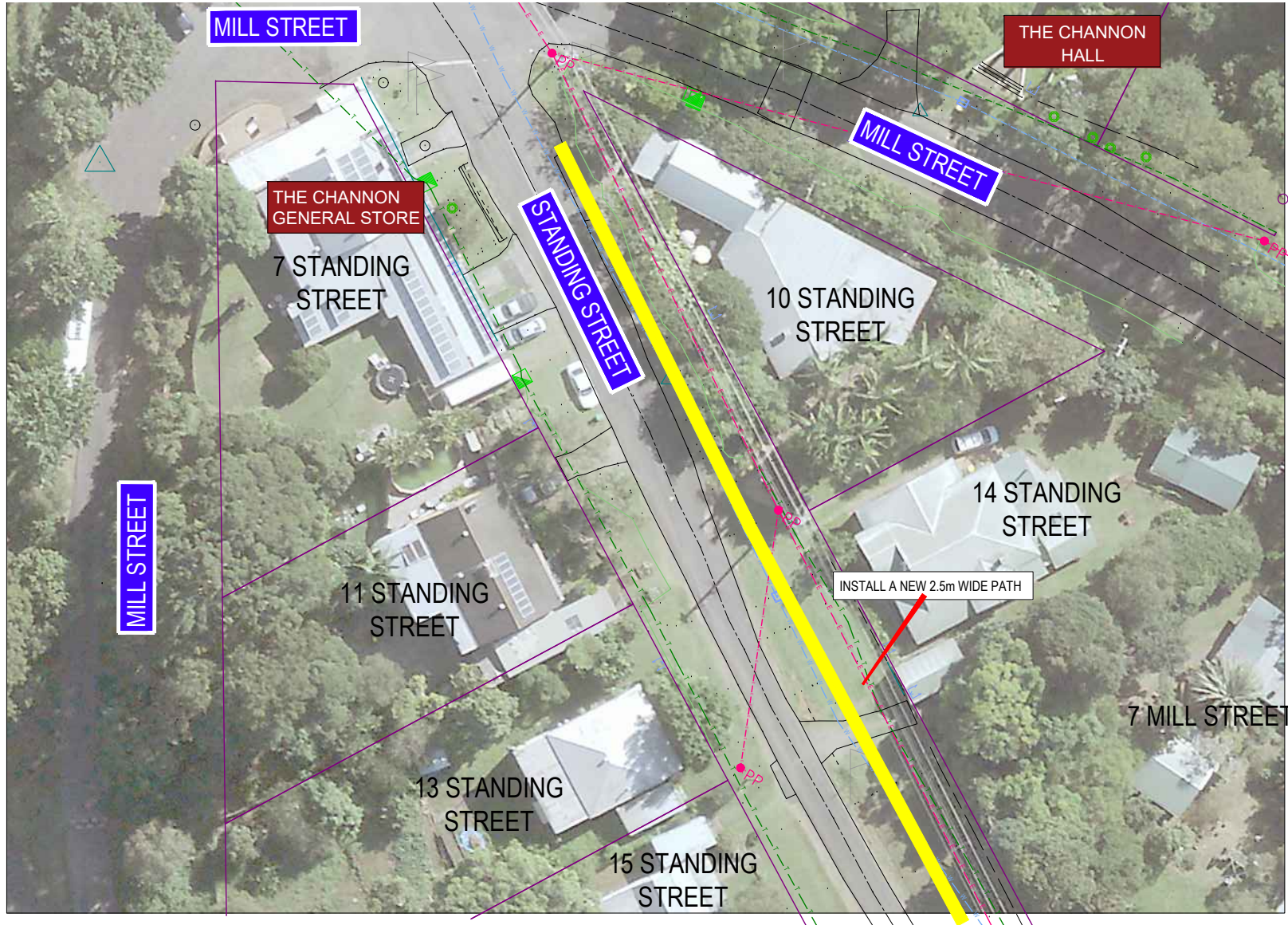
From: [REDACTED]
Sent: Sunday, August 4, 2024 10:36 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: 'Channon Residents re Standing Street proposed footpath'

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.

Dear [REDACTED],

Please see my letter regarding the proposed footpath at The Channon.

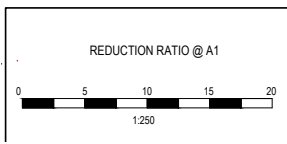
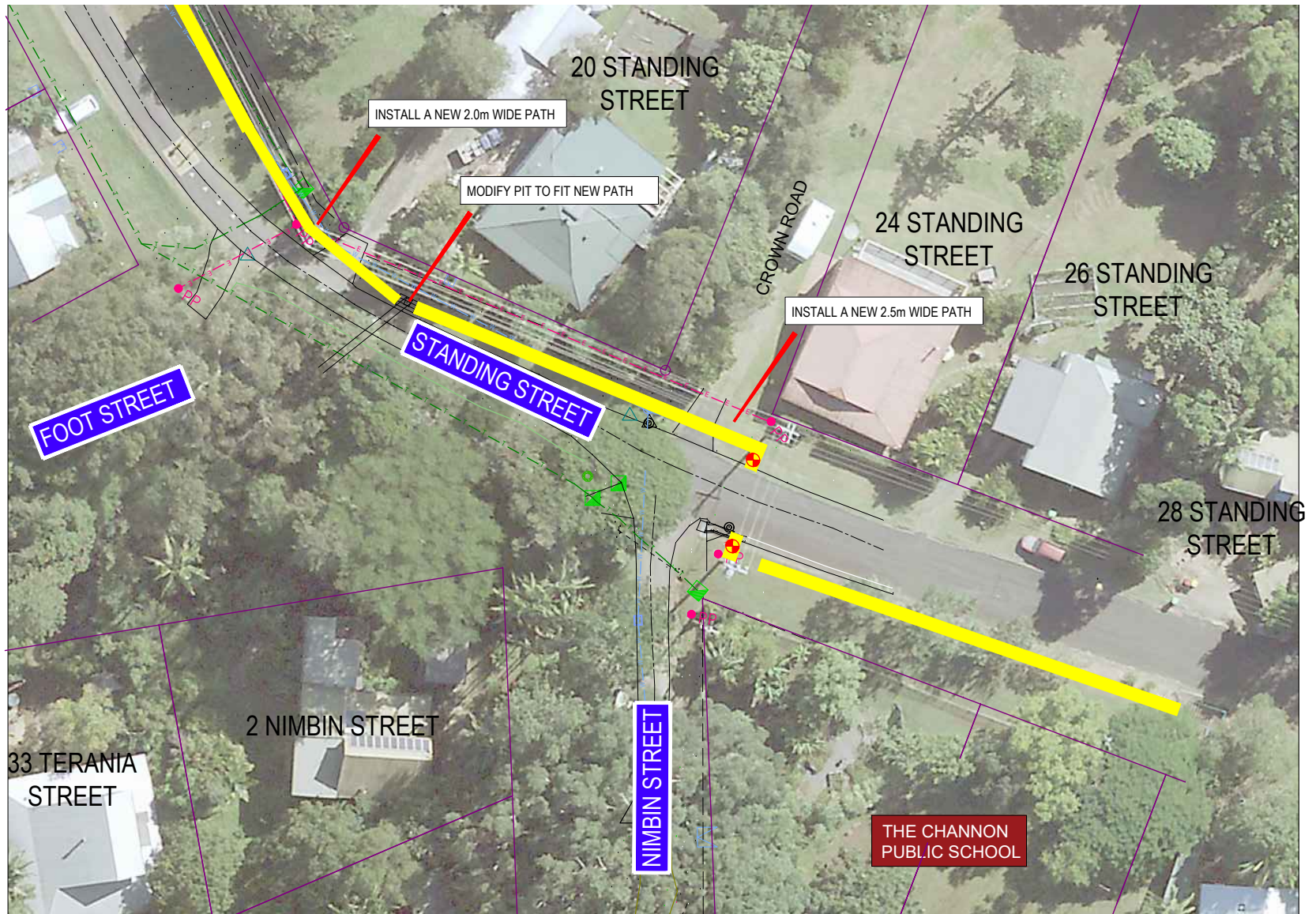
Regards
 [REDACTED]



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



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 2 of 2

Business

Subject	Request to Relocate Bus Zone Parking Zone - Esmonde Street to Stocks Street, East Lismore
TRIM Record No	BP24/1041:EF19/313-6
Item Number	4.4

A request has been received from the Manager of Northern Rivers Buslines for the Lismore Traffic Committee to consider the relocation of the bus zone in Esmonde Street to Stocks Street, East Lismore.

That:

1. The Lismore Traffic Committee discuss the proposal.
2. Council undertake Community Consultation.

A request has been received from Manager of Northern Rivers Buslines for the Lismore Traffic Committee to consider the relocation of the bus zone in Esmonde Street to Stocks Street, East Lismore.

There is an existing bus zone on the southern side of Esmonde Street, adjacent to the Wyrallah Road Shopping Centre.

Transport for NSW in consultation with Northern Rivers Bus lines are changing the existing bus route and plan to provide a service on the northern side of Esmonde Street in an eastbound direction.

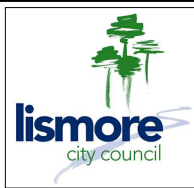
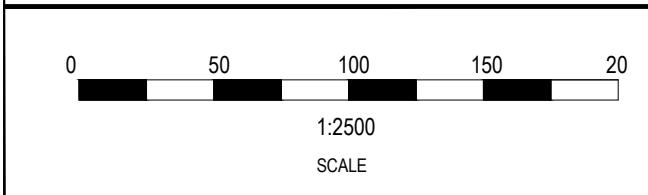
The request is seeking a relocation to a suitable location a further 60m east along Esmonde Street.

There is a suitable area for a bus zone. The existing bus zone reverts to general public parking . This will allow 2 on street parking spaces adjacent to SPAR (Wyrallah Road Shopping Village).

A representative from Northern Rivers Buslines will provide further information.

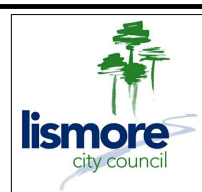
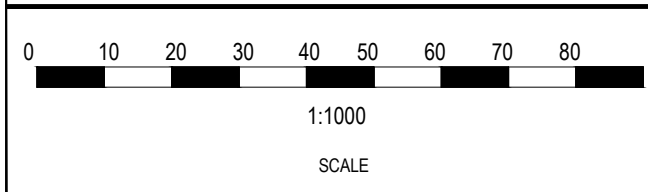
Attachment/s

1. [↓](#) Attach 4.4.1 - Locality Plan
2. [↓](#) Attach 4.4.2 - Site Plan



LISMORE CITY COUNCIL
 Traffic and Road Safety Consultation Group
 20 November Meeting - Request Relocate Bus Zone
 Esmond Street to Stocks Street, East Lismore
 Locality Plan

SCALE	1:2500
AUTOCAD	2024-115
DRAWN	B.V.G.
PLAN No.	TAC 2024-115



LISMORE CITY COUNCIL
 Traffic and Road Safety Consultation Group
 20 November Meeting - Request Relocate Bus Zone
 Esmonde Street to Stocks Street, East Lismore
 Site Plan

SCALE	1:1,000
AUTOCAD	2024-115
DRAWN	B.V.G.
PLAN No.	TAC 2024-115

Business

Subject	Request from Transport for NSW for change to Signage at Alexandra Parade Viaduct
TRIM Record No	BP24/1074:EF19/315-6
Item Number	4.5

A request has been received from Transport for NSW for changes to signage and pavement markings at the Alexandra Parade Viaduct, North Lismore.

That the matter be discussed.

TfNSW are seeking endorsement from Council for their proposed new temporary traffic arrangement at Alexandra Parade viaduct (attached).

This proposed amended traffic arrangement calls for a 'Give-Way' set-up which will negate the need for the current permanently manned traffic light arrangement.

TfNSW's justification for the proposed change is based on the following:

- Terania Street is now open to all traffic which will reduce the volume of traffic using Alexandra Parade.
- Reduced likelihood and risk of heavy vehicles trying to use Alexandra Parade now that there is a reliable heavy vehicle route into town via Terania Street.
- A fixed camera will be installed in conjunction with on-site inspections to help monitor traffic behaviour. These on-site inspections will initially be daily and then on a weekly basis.
- The current, manned arrangement is costing in the order of \$160K per month and they are receiving a lot of public criticism with it being a waste of money.

During discussion, it was confirmed that TfNSW would be responsible for:

- On-going management and overall responsibility of the site.
- All works and costs associated with the TGS installation, maintenance, and monitoring.
- All media relating to the proposed change and on-going public relations whilst it's in place.

This 'Give-Way' arrangement will be in place until such time we are either given approval to proceed with the construction of a detour (designed and currently in discussions with UGL & TfNSW), or the viaduct is demolished.

Once the proposed plan has received Council staff endorsement, it would then need to go to the Traffic Advisory Committee (TAC) for approval before it can be implemented on-site.

The changes are funded by Transport for NSW and the proposal is attached.

TfNSW preference that this arrangement will remain operational until either the formal detour is implemented (over the level crossing) or the underbridge is removed.

Attachment/s

1. [↓](#) Attach 4.7.1 - Email from TfNSW
2. [↓](#) Attach 4.7.2 - Plan from TfNSW

Local Traffic Committee

Meeting held 20 November 2024 - 4.5 - Request from Transport for NSW for change to Signage at Alexandra Parade Viaduct

3. [↓](#) Attach 4.7.3 - Temporary Give Way Signage from TfNSW

[Redacted]

From: [Redacted]
Sent: Wednesday, 13 November 2024 10:36 AM
To: [Redacted]
Cc: [Redacted]
Subject: FW: Alexandra Parade - proposed changes to temporary traffic arrangement
Attachments: Bridge signage brief.pdf; N2023070 Lismore Alexandra Parade Rail Viaduct Barrier Treatment GIVE WAY OPTION.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.

Hi [Redacted],

Noting that [Redacted] is currently on leave, please see below Council endorsement of the single lane Give Way arrangement to be implemented at the Alexander Parade Rail bridge.

Noting the matter will need LTC support can you please include this as a n agenda item for the Nov LTC meeting.

Thanks,

[Redacted]
[Redacted]
Regional Integration and Place
Planning, Integration and Place
Transport for NSW

[Redacted] [Redacted]
[Redacted]

[Transport.nsw.gov.au](https://transport.nsw.gov.au)



Transport for NSW

OFFICIAL

From: [redacted]
Sent: Wednesday, November 13, 2024 7:50 AM
To: [redacted]
Cc: [redacted]
Subject: FW: Alexandra Parade - proposed changes to temporary traffic arrangement

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Good morning, [redacted],

Please see below email below confirming that Council endorses the proposal to install 'Give-Way' and associated signage on Alexandra Parade and surrounding roads as per attached documents.

Also in my email below is a summary of discussions to date regarding the arrangement etc.

It is understood that TfNSW will now present this proposal to the TAC for approval and schedule the works accordingly.

If you need anything further, please let me know.

Ta,

[redacted]

From: [redacted]
Sent: Tuesday, November 12, 2024 4:32 PM
To: [redacted]
Cc: [redacted]
Subject: Re: Alexandra Parade - proposed changes to temporary traffic arrangement

Hi [REDACTED],

I'm happy to endorse.

Thanks,

[REDACTED] | [REDACTED] | **Lismore City Council**

PO Box 23A, Lismore, 2480 | M [REDACTED] | www.lismore.nsw.gov.au

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From: [REDACTED]
Sent: 05 November 2024 11:24
To: [REDACTED]
Cc: [REDACTED]
Subject: Alexandra Parade - proposed changes to temporary traffic arrangement

Morning [REDACTED],

TfNSW are seeking endorsement from Council for their proposed new temporary traffic arrangement at Alexandra Parade viaduct (attached).

This proposed amended traffic arrangement calls for a 'Give-Way' set-up which will negate the need for the current permanently manned traffic light arrangement.

TfNSW's justification for the proposed change is based on the following:

- Terania Street is now open to all traffic which will reduce the volume of traffic using Alexandra Parade,
- Reduced likelihood and risk of heavy vehicles trying to use Alexandra Parade now that there is a reliable heavy vehicle route into town via Terania Street,
- A fixed camera will be installed in conjunction with on-site inspections to help monitor traffic behaviour. These on-site inspections will initially be daily and then on a weekly basis.
- The current, manned arrangement is costing in the order of \$160K per month and they are receiving a lot of public criticism with it being a waste of money.

During discussion, it was confirmed that TfNSW would be responsible for:

- On-going management and overall responsibility of the site,
- All works and costs associated with the TGS installation, maintenance, and monitoring,
- All media relating to the proposed change and on-going public relations whilst it's in place.

This 'Give-Way' arrangement will be in place until such time we are either given approval to proceed with the construction of a detour (designed and currently in discussions with UGL & TfNSW), or the viaduct is demolished.

Once the proposed plan has received your endorsement (assuming you have delegation), it would then need to go to the Traffic Advisory Committee (TAC) for approval before it can be implemented on-site.

I have gone through the proposal with [REDACTED], and he can't see any issues with it from a design or TAC point of view.

Can you advise if you can and are happy to endorse their proposal or require further information.

Ta,

[REDACTED]

[REDACTED] | [REDACTED] | **Lismore City Council**

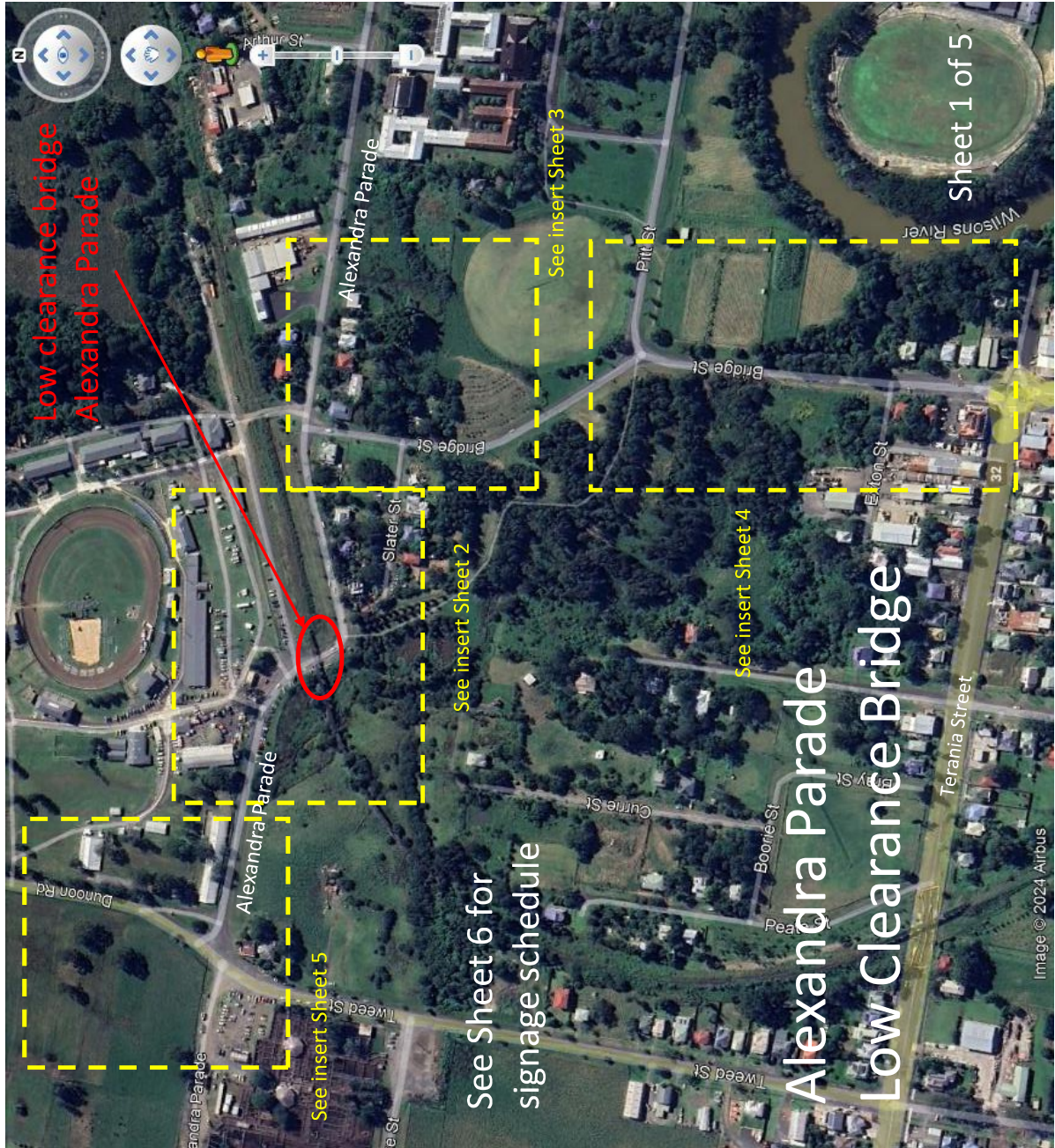
PO Box 23A, Lismore, 2480 | T [REDACTED] | F 6620 1688 | M [REDACTED] | www.lismore.nsw.gov.au

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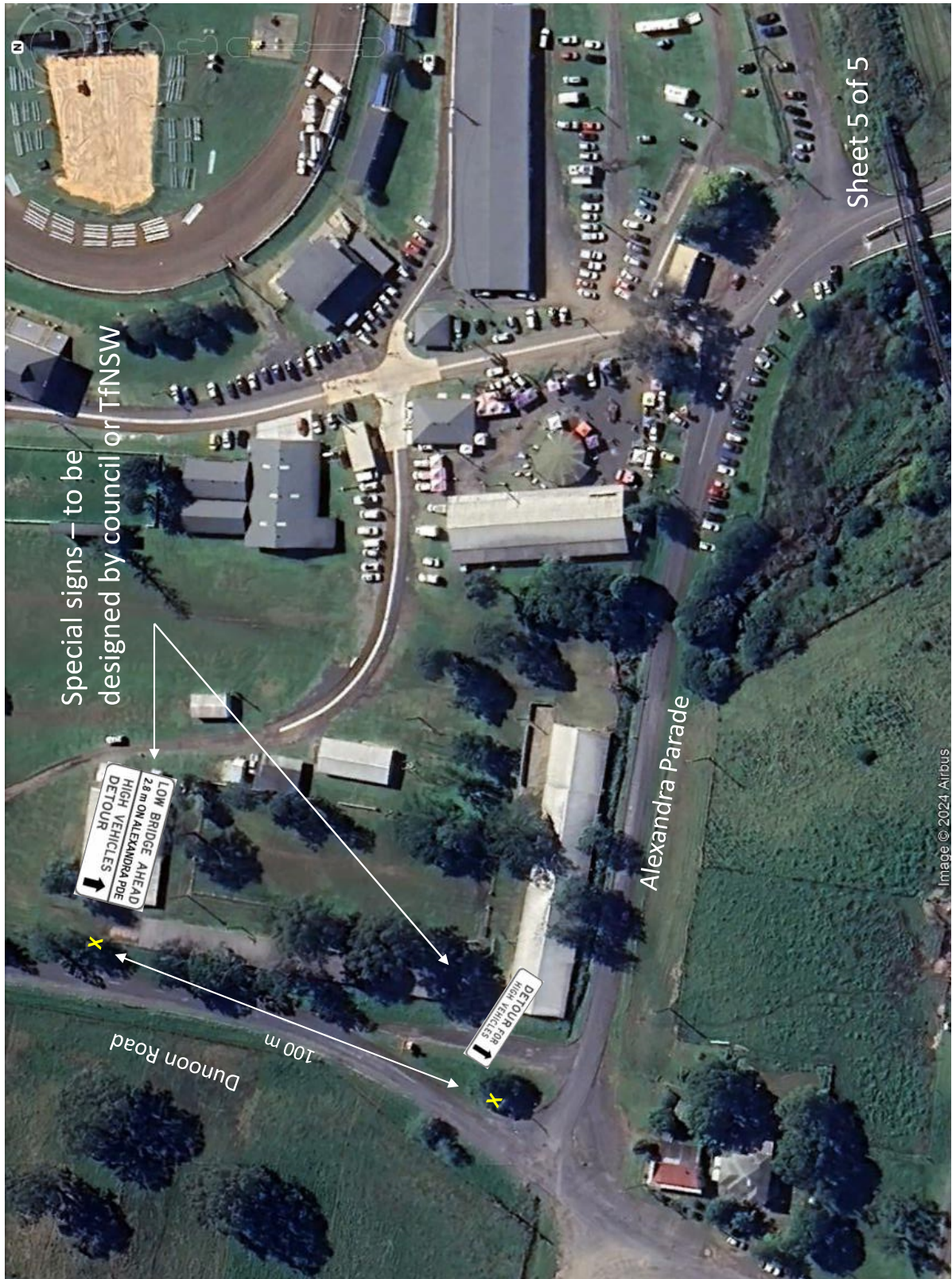
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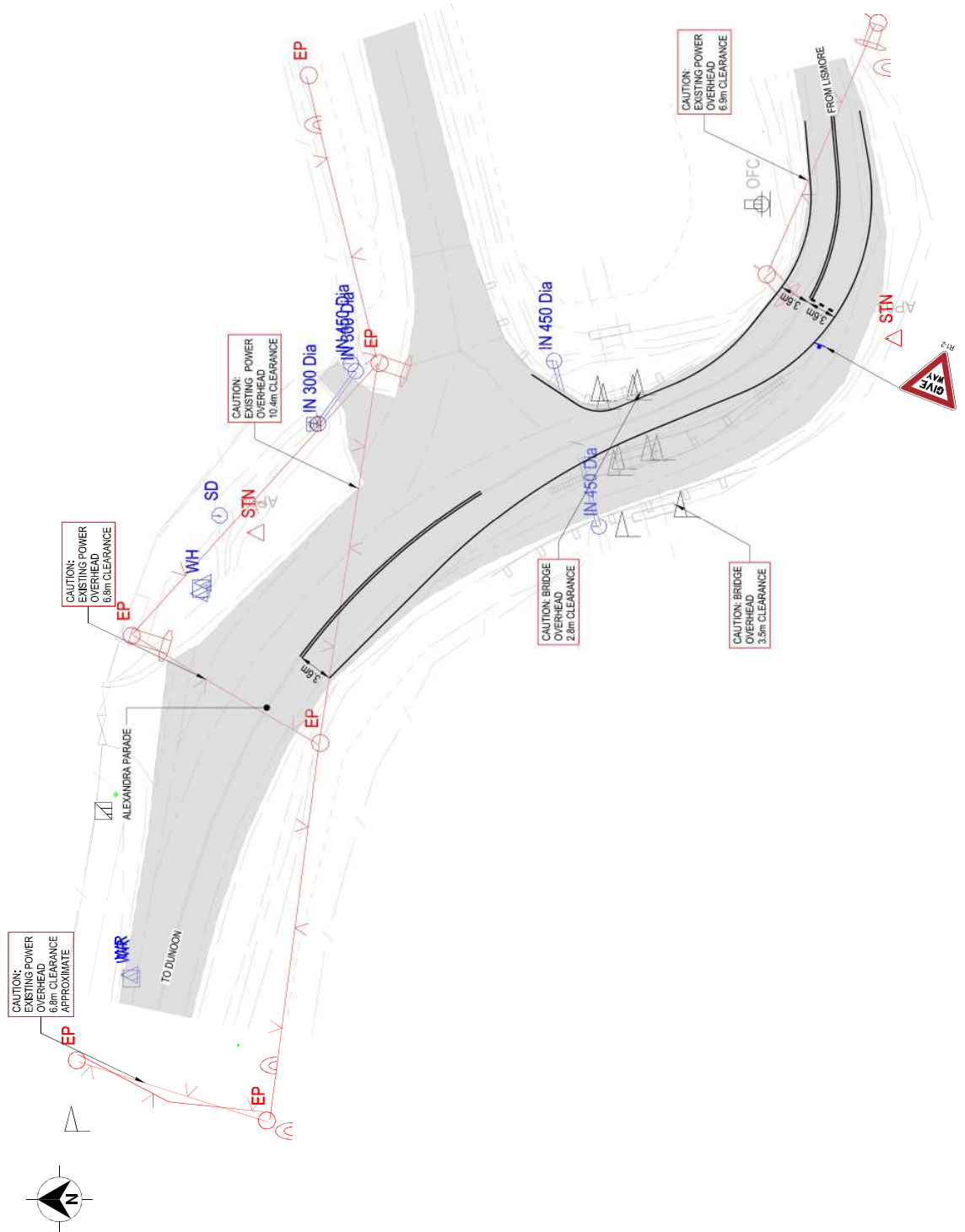
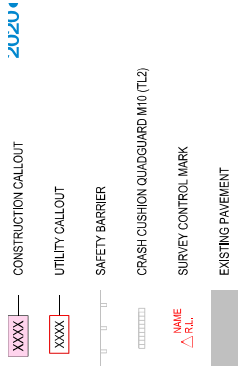




Alexandra Parade, Nth Lismore - bridge signage

Signs

Sign No	No required
W4-8 (B) - 2.8	4
W8-16 (B)	2
W4-1 (B)	2
R6-1 (B)	1
W3-2 (B)	1
R1-2 (B)	1
R9-9 (B)	1
G9-3 (R) - 2.8	1
G9-3 (L) - 2.8	1
G9-5-1_R	3
G9-5-1_L	1
G9-3 - special	1
G9-5-1 - special	1



- NOTES**
1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
 2. CONTRACTOR TO CONFIRM LOCATION OF ALL SERVICES, DRAINING WORKS AND UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCEMENT OF CONSTRUCTION AND PROPOSED WORKS WILL AVOID DAMAGE TO ALL SERVICES AND DRAINAGE WORKS, INCLUDING CLEARANCES TO OVERHEAD POWER LINES.
 3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS, METRAGES, CHAINAGES AND CO-ORDINATES ARE EXPRESSED IN METRES
 4. ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.

ACCEPTED FOR CONSTRUCTION

LISMORE CITY COUNCIL
ALEXANDRA PARADE RAILWAY INTERSECTION
DETAIL PLAN

TfNSW REGISTRATION NO. 2020011000007

Transport for NSW

NSW GOVERNMENT

PREPARED FOR

CLIENT

DATE: 29/10/2024 9:30:07 AM

TITLE: SIGNAGE DESIGN CHECK

DESIGNER: [REDACTED]

DESIGN CHECK: [REDACTED]

DESIGNER: [REDACTED]

DESIGNER'S DESIGN PREPARED BY: INFRASTRUCTURE AND PLACE TECHNICAL SERVICES - NORTHERN

SCALE: 20:1 AS SHOWN

SCALE: 1:500m

DESIGN FILE LOCATION: \\nsf\c\projects\1002020170\lismore\alexandra\prade\Rail\Detail\Station\Sheet\AL_Boroff.dwg	PROJECT CODE: N2020170	DESIGN MARKER FILE USER FOR DOCUMENTATION OF THIS DRAWING: [REDACTED]
EXTERNAL REFERENCE FILES: PACOMM\lismore.dwg	WORK NO: APPROVAL D1	DATE: 01/10/2024
ISSUED FOR CONSTRUCTION	ISSUED FOR CONSTRUCTION	ISSUED FOR CONSTRUCTION

**MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD IN COUNCIL CHAMBERS ON WEDNESDAY,
23 OCTOBER 2024 AT 12.40PM**

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

Present

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

In Attendance

Mr Goodwin, Design Services Engineer, Ms Nolan, Manager Roads, Cr Rob and Construction and Ms O'Connor, Senior Business Support Officer.

Apologies

Sgt Clint Williams (NSW Police)

Confirmation of Minutes

TAC7/24 **RESOLVED** that the minutes of 19 June 2024 were confirmed.

(Member Hanson/Member Dunston)

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

Voting against: Nil

Disclosure of Interest

TAC8/24 Nil.

4.1 Get NSW Active Project - Standing Street, The Channon

TAC9/24 **RECOMMENDED** that the item be referred to Council for a decision.

(Member Hanson/Member Dunston) (BP24/937)

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

4.2 Development Application 5.2024.183.1 - 69 Woodlark Street, Lismore CBD

TAC10/24 **RECOMMENDED** that Council discussed the development application in regard to traffic issues and sought further information regarding Item 1.

(Member Hanson/Member Dunston)

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

4.3 Request for Parking Review – Pleasant Street, Goonellabah

TAC11/24 **RECOMMENDED** that Council supports in principle the change from 1P Parking restrictions to All Day Parking at the proposed location.

(Member Hudson/Member Hanson)

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

4.4 Request for No Stopping Zone in Rural Street, Lismore

TAC12/24 **RECOMMENDED** that Council supports in principle the request for a No Stopping zone at the proposed location.

(Member Hudson/Member Dunston)

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

Closure

This concluded the business and the meeting terminated at 12:47pm.