

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

Attachments Excluded From Agenda

14 November 2024



Attachments

4.3 Get NSW Active Project - Standing Street, The Channon

Attachment 1: Attach 4.1.1 Report from May3

Attachment 3: Attach 4.1.3 Road Safety Audit43

Business

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

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
- 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 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:

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Business

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:

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Business

1. Monday, 11 September 2023 – Request from Deborah [redacted] of [redacted] 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 [redacted] President of The Channon Tennis Club and resident of The Channon dated.
4. Friday, 22 September 2023 – Correspondence from Debra [redacted] 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 [redacted] 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 [redacted]
6. Letter & Petition from Resident - Debra [redacted]
7. Email from Resident - Kathy [redacted]
8. Response to concerns
9. Option B

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Our ref: BG-BM:AF23/897

Contact: [Redacted]

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.



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)

www.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.

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Barry Goodwin

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

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Hayley [REDACTED]

From: Hayley [REDACTED]
Sent: Tuesday, 19 September 2023 12:38 PM
To: [REDACTED]
Cc: Barry [REDACTED] Hayley [REDACTED]
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 [REDACTED] | Design Engineer | Lismore City Council

[REDACTED]

Hayley [REDACTED]

From: Steve [REDACTED]
Sent: Tuesday, 19 September 2023 1:27 PM
To: Hayley [REDACTED]
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 [REDACTED]
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

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Hayley [REDACTED]

From: [REDACTED]
Sent: Friday, 22 September 2023 7:51 AM
To: Hayley [REDACTED] Barry [REDACTED]
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: [REDACTED]

For the Attention of: Hayley [REDACTED] & Barry [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 [REDACTED]

[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 [REDACTED] 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.**

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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]

[Redacted Signature]

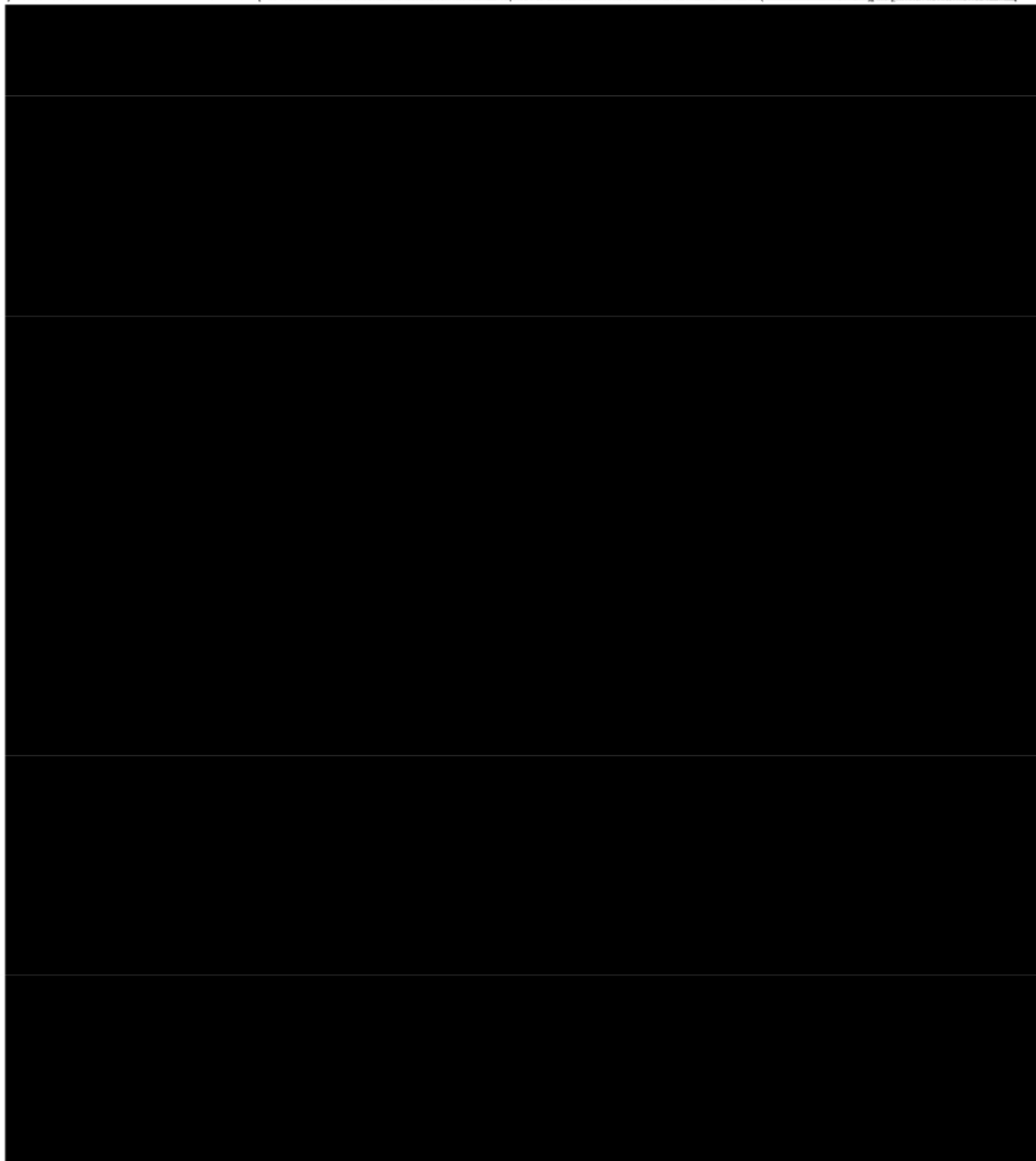
Petition of Residents of The Channon

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
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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]

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**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.

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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.

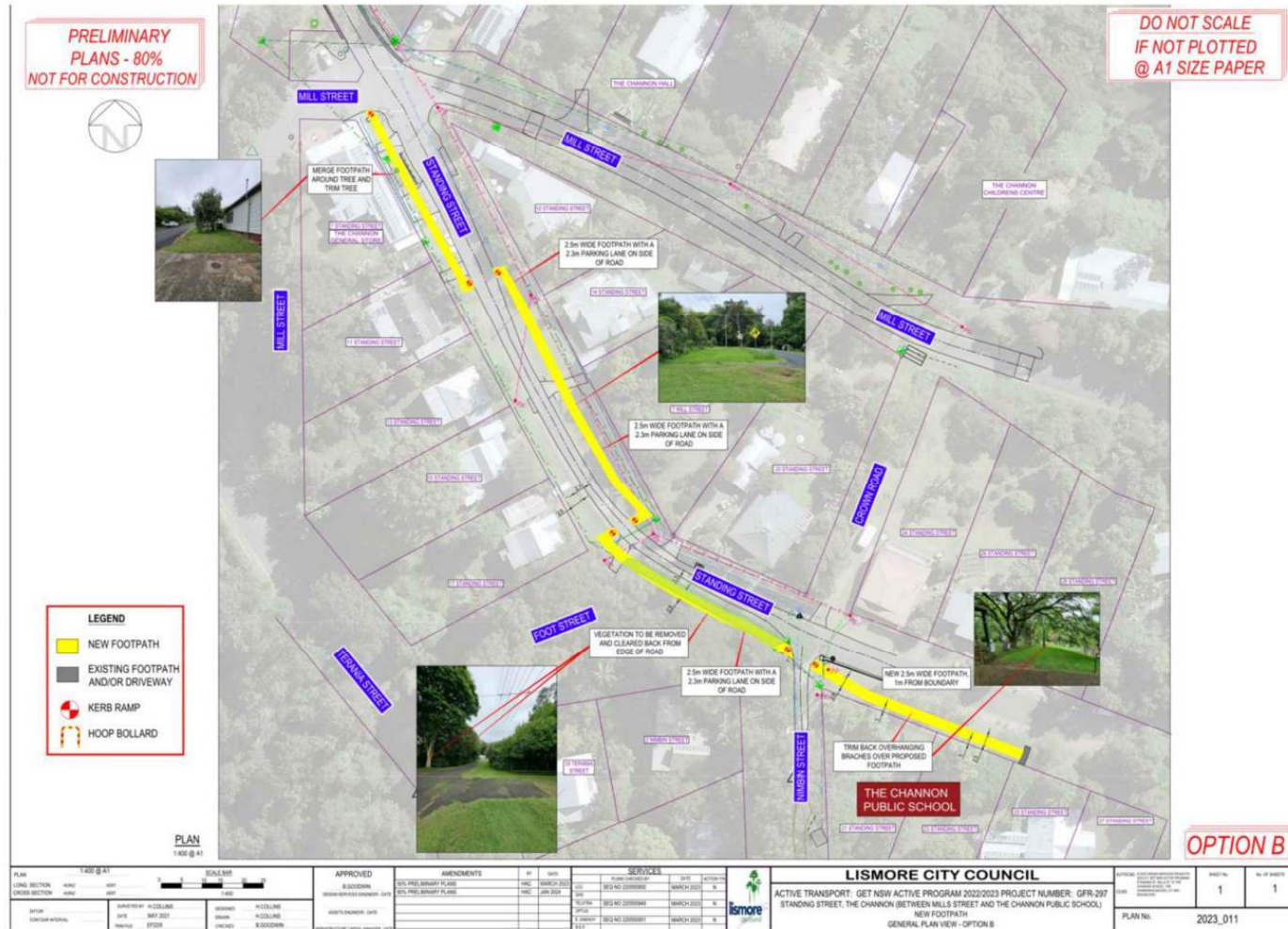
LCC Response: Refer to response to dot point number 4. The footpath is located on the eastern side of Standing Street. Vehicle should park within the boundaries of their own properties.

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.*

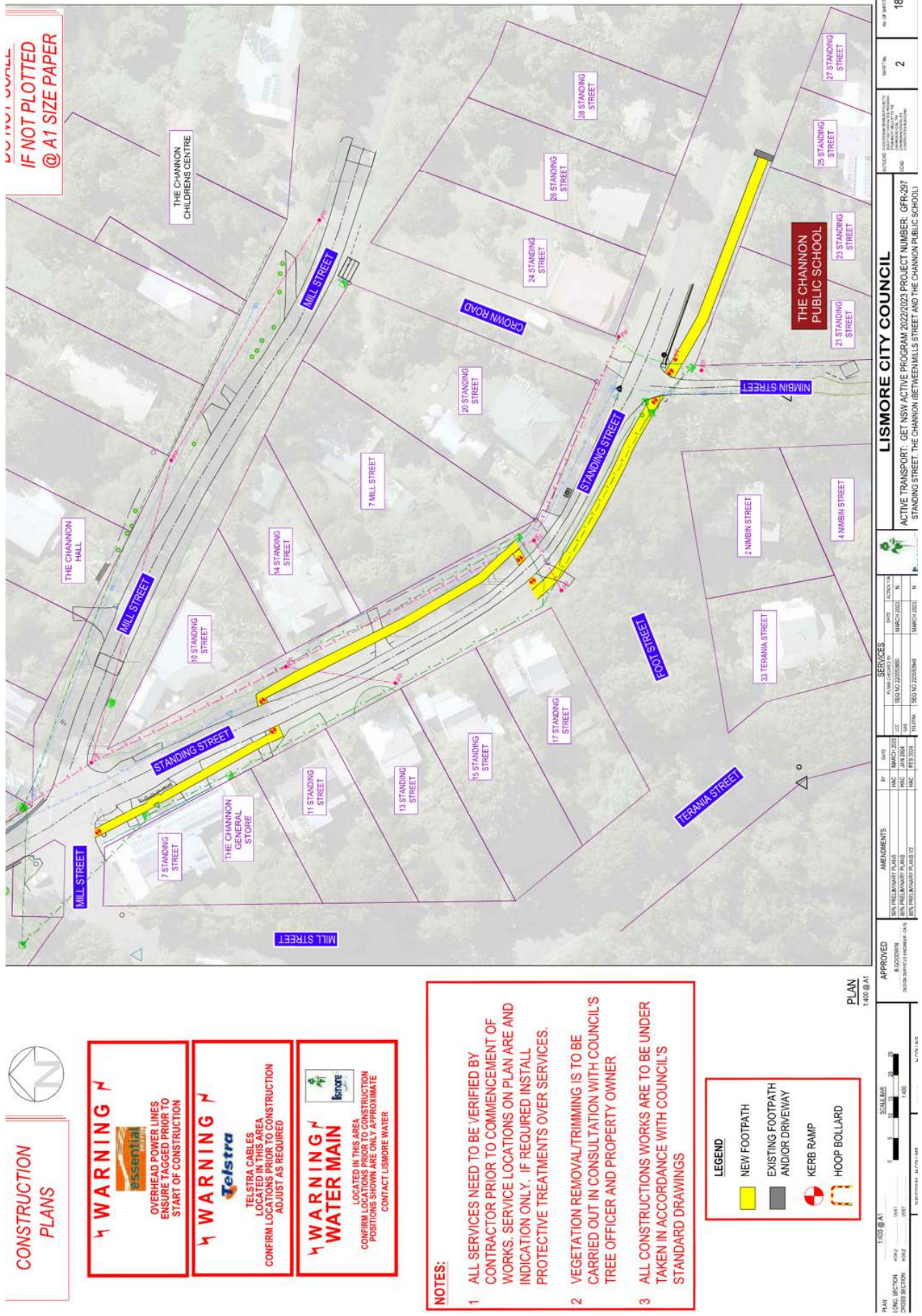


Traffic and Road Safety Consultation Group

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Traffic and Road Safety Consultation Group

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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
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 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

SCALE 1:400

PLAN	SECTION	DATE	BY	DATE
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APPROVED

AMENDMENTS	BY	DATE
1	0000	0000

SERVICES

FILE NAME	DATE	ACTIVE
000000	0000	0000

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-207

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

PROJECT	NO. OF SHEETS
0000	18

Traffic and Road Safety Consultation Group Meeting held 22 May 2024 - 4.2 - Get NSW Active Project - Standing Street The

Local Traffic Committee Meeting held 20 November 2024 - 4.3 - Get NSW Active Project - Standing Street, The Channon

CONSTRUCTION PLANS



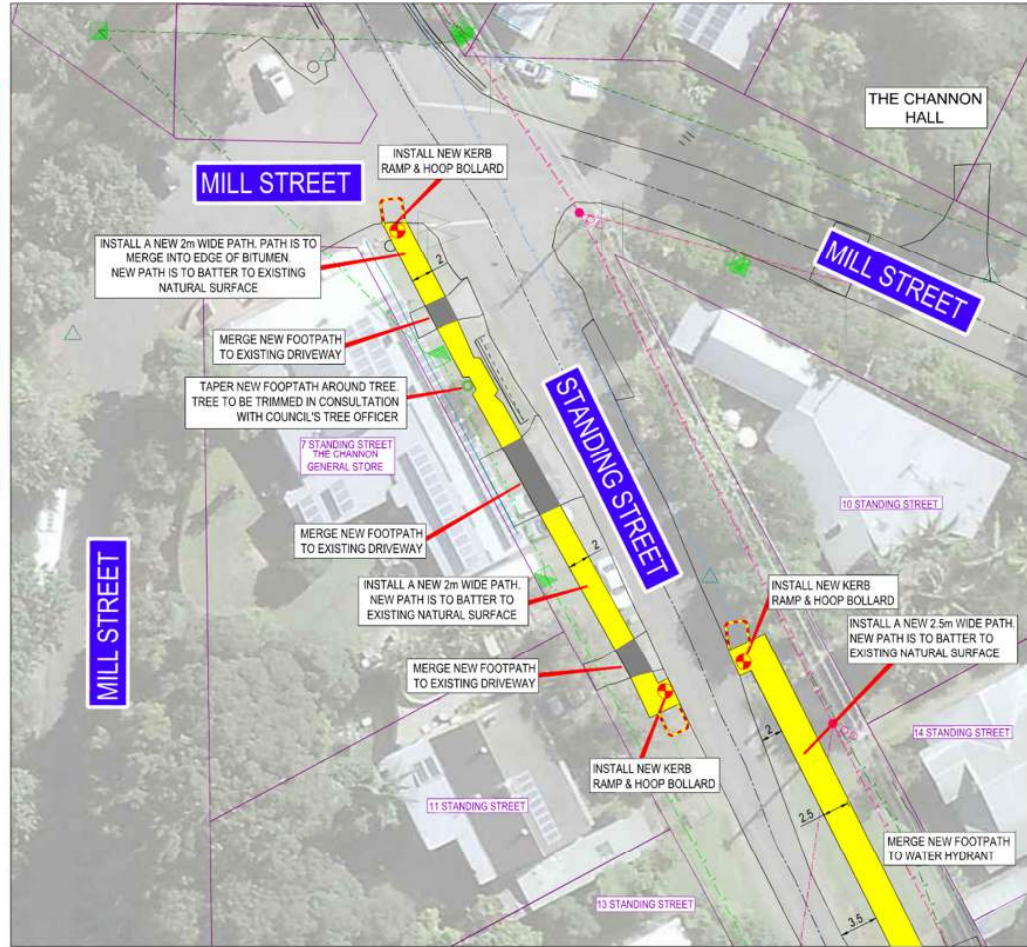
Overhead Power Lines
 OVERHEAD POWER LINES
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 ADJUST AS REQUIRED

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 LOCATED IN THIS AREA
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 CONTACT LIMMORE WATER

CONTRACTOR
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LEGEND

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- HOOP BOLLARD

PLAN	1:200 @ A1	SCALE BAR
LONG. SECTION	HORIZ	VERT
CROSS SECTION	HORIZ	VERT

APPROVED	AMENDMENTS	BY	DATE	SERVICES	DATE	ACTION
B. GOODWIN	50% PRELIMINARY PLANS	WAC	MARCH 2023	PLUMBING/DRINKING	MARCH 2023	N
DESIGN SERVICES ENGINEER DATE	80% PRELIMINARY PLANS	WAC	JAN 2024	GAS	MARCH 2023	N
	90% PRELIMINARY PLANS V2	WAC	FEB 2024	TELSTRA	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.	3
TOTAL SHEETS	18

Traffic and Road Safety Consultation Group

Local Traffic Committee
 Meeting held 20 November 2024 - 4.3 - Get NSW Active Project - Standing Street, The Channon

50

CONSTRUCTION PLANS

**DO NOT SCALE
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PLAN		NOT TO SCALE	SCALE BAR	APPROVED	AMENDMENTS	BY	DATE	SERVICES		DATE	ACTION		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)	AUTODWG: THESE DRAWINGS OR PARTS THEREOF ARE THE PROPERTY OF LISMORE CITY COUNCIL AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.	SHEET No.	No. OF SHEETS
LONG SECTION	HORIZ	VERT	B. GOODWIN	50% PRELIMINARY PLANS	HAC	MARCH 2023	LOC	SEG NO 22055/030	MARCH 2023	N	4				18	
CROSS SECTION	HORIZ	VERT	DESIGN SERVICES ENGINEER - CIVIL	80% PRELIMINARY PLANS	HAC	JAN 2024	SAB	SEG NO 22055/030	MARCH 2023	N						

Traffic and Road Safety Consultation Group

**Local Traffic Committee
Meeting held 20 November 2024 - 4.3 - Get NSW Active Project - Standing Street, The Channon**



CONSTRUCTION PLANS



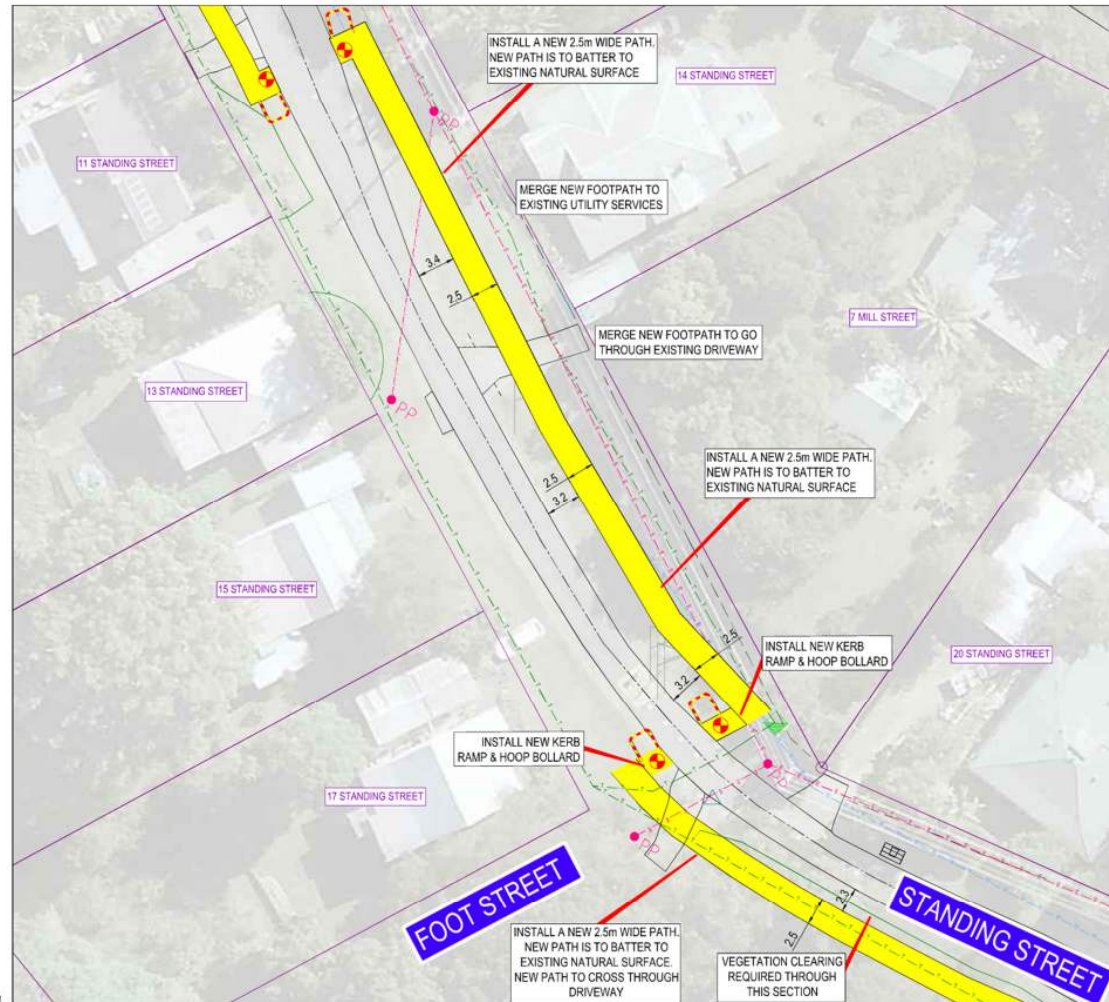
DO NOT SCALE
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NOTES:

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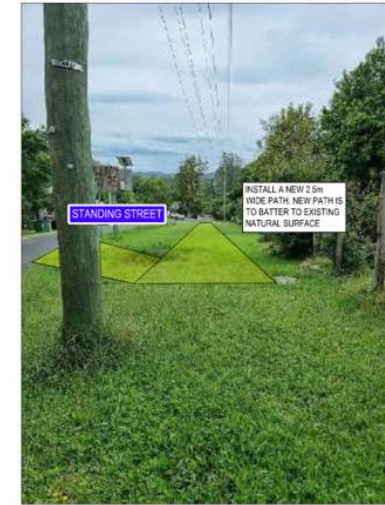
LEGEND

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



CONSTRUCTION PLANS

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@ A1 SIZE PAPER



PLAN NOT TO SCALE		SCALE BAR	APPROVED	AMENDMENTS		BY	DATE	SERVICES		LISMORE CITY COUNCIL		ALTOUGH - LISMORE SERVICES PROJECTS		SHEET No.	NO. OF SHEETS
LONG SECTION	HORIZ	VERT	B. GOODWIN	50% PRELIMINARY PLANS	HAC	MARCH 2023	PLANNING/ENGINEERING	DATE	ACTION/TYPE	ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297		6	18		
CROSS SECTION	HORIZ	VERT	DESIGN SERVICES ENGINEER - DATE	80% PRELIMINARY PLANS	HAC	JAN 2024	LOC	SEQ NO 22055/090	MARCH 2023	N	STANDING STREET THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)				
				90% PRELIMINARY PLANS V2	HAC	FEB 2024	GAS	TRUSTEE	SEQ NO 22055/049	MARCH 2023	N				

Traffic and Road Safety Consultation Group

Local Traffic Committee

Meeting held 20 November 2024 - 4.3 - Get NSW Active Project - Standing Street, The Channon

CONSTRUCTION PLANS



WARNING

 OVERHEAD POWER LINES
 ENSURE TAGGED PRIOR TO
 START OF CONSTRUCTION

WARNING

 Telstra
 TELSTRA CABLES
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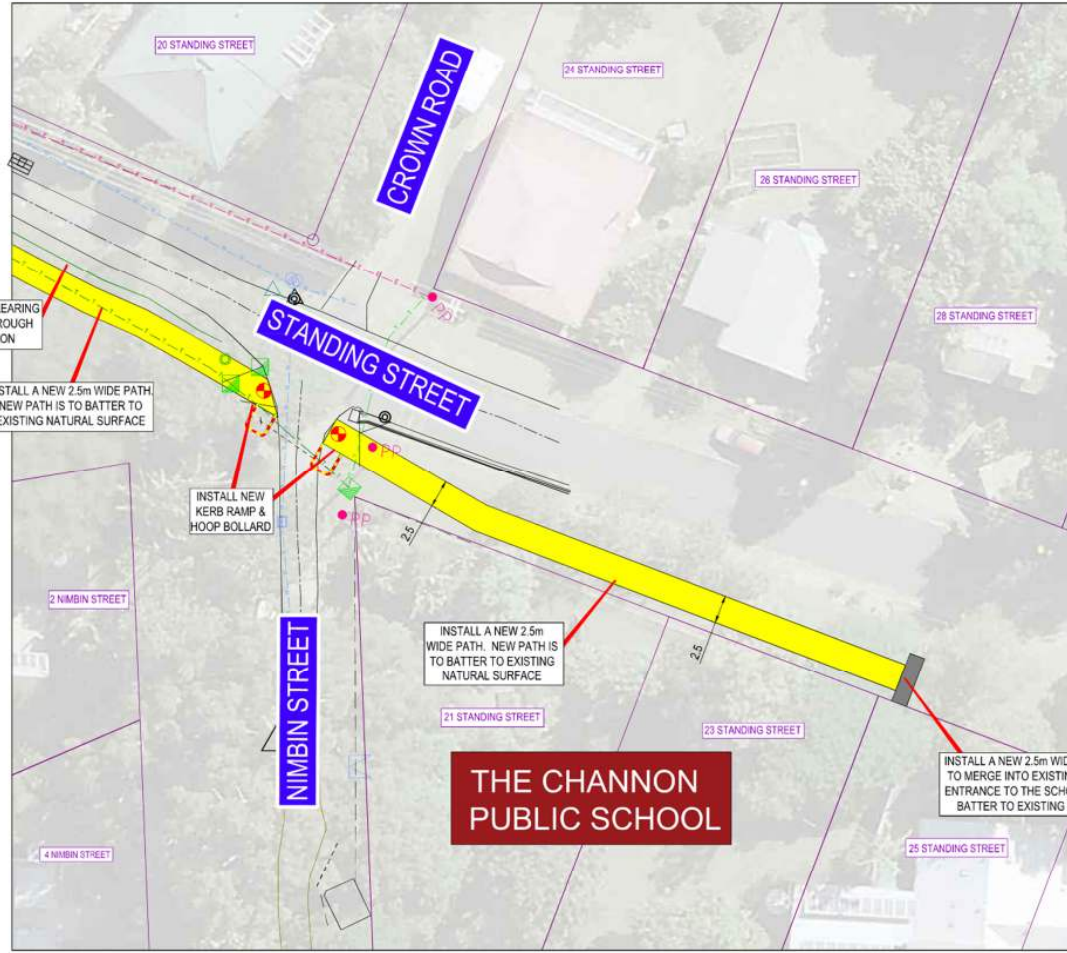
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JOINING SHEETS

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LEGEND

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PLAN
 1:200 @ A1

PLAN 1:200 @ A1	SCALE BAR	APPROVED	AMENDMENTS	BY	DATE	SERVICES	LISMORE CITY COUNCIL		AUTOCAD 1:4000 BEEN REVISED PROJECT	SHEET NO.	NO. OF SHEETS
LONG SECTION	HORIZ VERT	B. GOODWIN	50% PRELIMINARY PLANS	MHC	MARCH 2023	BLANK CHECKED BY	ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297	STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)	7	18	
CROSS SECTION	HORIZ VERT	DESIGN SERVICES ENGINEER - DATE	80% PRELIMINARY PLANS	MHC	JAN 2024	DATE					
			90% PRELIMINARY PLANS V2	MHC	1 FEB 2024	ACTIVITY					

Traffic and Road Safety Consultation Group

Local Traffic Committee
 Meeting held 20 November 2024 - 4.3 - Get NSW Active Project - Standing Street, The Channon



CONSTRUCTION PLANS

**DO NOT SCALE
IF NOT PLOTTED
@ A1 SIZE PAPER**



PLAN	NOT TO SCALE	SCALE BAR	APPROVED	AMENDMENTS	BY	DATE	SERVICES	DATE	ACTION		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)	INFO@LISC.CITY.COUNCIL.NSW.GOV.AU 02542 92000 02542 92001 02542 92002 02542 92003 02542 92004 02542 92005 02542 92006 02542 92007 02542 92008 02542 92009 02542 92010 02542 92011 02542 92012 02542 92013 02542 92014 02542 92015 02542 92016 02542 92017 02542 92018 02542 92019 02542 92020 02542 92021 02542 92022 02542 92023 02542 92024 02542 92025 02542 92026 02542 92027 02542 92028 02542 92029 02542 92030 02542 92031 02542 92032 02542 92033 02542 92034 02542 92035 02542 92036 02542 92037 02542 92038 02542 92039 02542 92040 02542 92041 02542 92042 02542 92043 02542 92044 02542 92045 02542 92046 02542 92047 02542 92048 02542 92049 02542 92050 02542 92051 02542 92052 02542 92053 02542 92054 02542 92055 02542 92056 02542 92057 02542 92058 02542 92059 02542 92060 02542 92061 02542 92062 02542 92063 02542 92064 02542 92065 02542 92066 02542 92067 02542 92068 02542 92069 02542 92070 02542 92071 02542 92072 02542 92073 02542 92074 02542 92075 02542 92076 02542 92077 02542 92078 02542 92079 02542 92080 02542 92081 02542 92082 02542 92083 02542 92084 02542 92085 02542 92086 02542 92087 02542 92088 02542 92089 02542 92090 02542 92091 02542 92092 02542 92093 02542 92094 02542 92095 02542 92096 02542 92097 02542 92098 02542 92099 02542 92100	SHEET No. 8 NO. OF SHEETS 18	
LONG SECTION	HORIZ	VERT	B GOODWIN	10% PRELIMINARY PLANS	MAC	MARCH 2023	LOC	SEC NO 22255049	MARCH 2023					N
CROSS SECTION	HORIZ	VERT	DESIGN SERVICES ENGINEER (DATE)	10% PRELIMINARY PLANS	MAC	JAN 2024	DAS	SEC NO 22255049	MARCH 2023					N

Traffic and Road Safety Consultation Group



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

Contact: Barry Goodwin

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>
>

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.

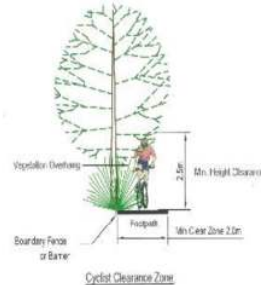
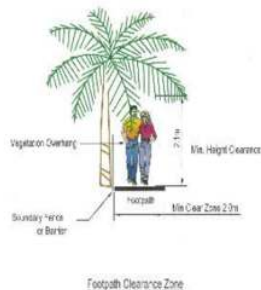
Council acknowledges that the community of The Channon presented Council with a petition and letters objecting to the installation of the new footpath. The issues raised by residents in objecting to the proposed footpath has been investigated and it has been determined that the preferred option for the 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.



www.lismore.nsw.gov.au

3 Oliver Avenue, Goonellabah NSW 2480 • PO Box 23A, Lismore NSW 2480 • T: (02) 6625 0500 • ABN: 60080932837

Lismore 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)



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Traffic and Road Safety Consultation Group

Meeting held 22 May 2024 - 4.2 - Get NSW Active Project - Standing Street The

Local Traffic Committee

Meeting held 20 November 2024 - 4.3 - Get NSW Active Project - Standing Street, The Channon

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

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.

Conulation 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 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.

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] | Design Engineer | 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: [REDACTED]
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

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]

[Redacted]

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ENGINEERS PLANNERS SURVEYORS ENVIRONMENTAL PROJECT MANAGEMENT

ROAD SAFETY AUDIT

DETAILED DESIGN STAGE AUDIT

Shared Path Design

Standing Street, The Channon

for:



June 2024

BALLINA
 [REDACTED]
 [REDACTED]
 BALLINA NSW 2478

GUNNEDAH
 [REDACTED]
 [REDACTED]
 GUNNEDAH NSW 2380





Document Control Sheet

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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**.

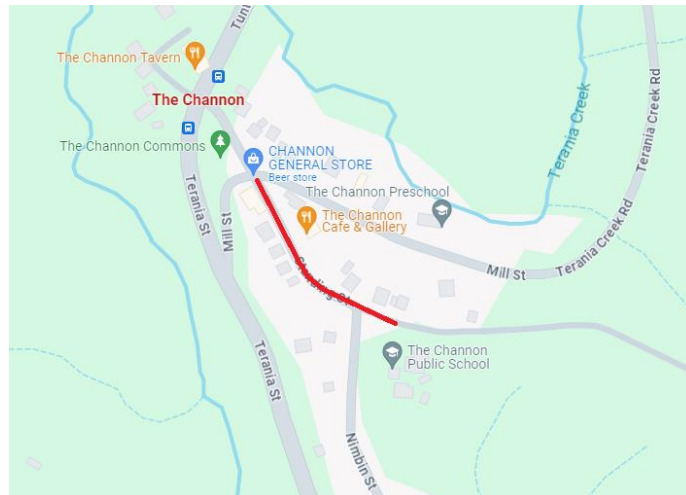


Figure 1: Locality Plan

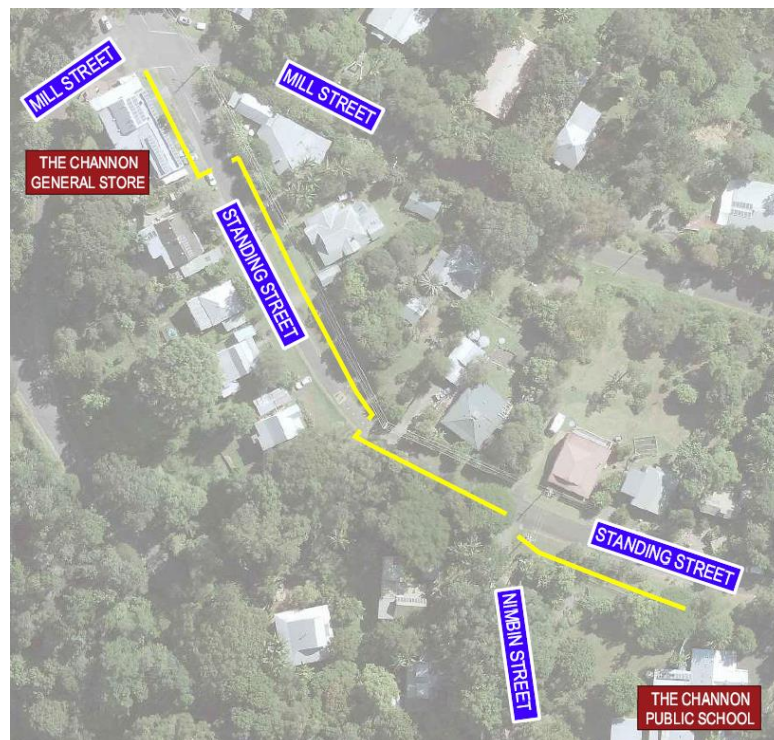


Figure 2: Aerial Photo



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. [REDACTED], 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 [REDACTED] (APP – Lead Auditor) and [REDACTED] (APP).

Lead Auditor – [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]



Auditor – [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]



2. Road Safety Audit Program

2.1 Commencement Meeting

The commencement meeting was held via phone/email on 22 May 2024. [REDACTED] represented Council (the client) and [REDACTED] represented the audit team.

A summary of the meeting is as follows:

- Mr. [REDACTED] 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 Safety 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. [REDACTED] explained the audit process, reiterating that it is not a compliance or design check, and advised that recommendations are only provided if requested. Mr. [REDACTED] 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. [REDACTED] 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

			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
Likelihood (includes exposure)	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

		Crash Speed (km/h)									
		< 10	10	20	30	40	50	60	70	80	90
Crash Type	Pedestrian (vs HV)	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Minor Injury</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Moderate Injury</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Serious Injury</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Fatal</div> </div>									
	Cyclist (vs HV)										
	Motorcyclists (vs HV)										
	Pedestrian (vs car)										
	Cyclist (vs car)										
	Pole/Tree Impact (car)										
	Motorcyclists (vs car)										
	Side Impact (HV vs car)										
	Side Impact (car vs car)										
	Head On (HV vs car)										
Head On (car vs car)											



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	<p>Multiple Road Crossing</p> <p>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.</p> <p>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.</p> <p>Frequency: Unlikely Severity: Serious Risk: High</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
2	3, 5, 7	<p>Hazards Adjacent to Path</p> <p>There are several hazards adjacent to the path:</p> <ul style="list-style-type: none"> - 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. <p>An errant cyclist could impact one of the hazards. Where the path gradient is steeper, the impact could be at speed.</p> <p>Frequency: Rare Severity: Minor Risk: Negligible</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>



<p>3</p>	<p>3, 5</p>	<p>Crossing Driveways</p> <p>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.</p> <p>Frequency: Rare Severity: Fatal Risk: High</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>4</p>	<p>3, 5</p>	<p>Vehicles Parked Across Path</p> <p>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.</p> <p>To avoid a parked vehicle, path users may walk or ride on the road, increasing the risk of being struck by a vehicle.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>5</p>	<p>7</p>	<p>Steep Path Gradients</p> <p>Steeper path down gradients, especially approaching the Nimbin Street crossing, may cause cyclists to overshoot the end of the path into the travel lane.</p> <p>A cyclist may be struck by a passing vehicle or run into a stopped vehicle.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>6</p>	<p>3, 9</p>	<p>End of Path at General Store 1</p> <p>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.</p> <p>Path users may cross the intersection in an uncontrolled manner and be struck by a vehicle.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>



7	3	<p>End of Path at General Store 2</p> <p>A hoop bollard is shown across the end of the path. The path has not been widened at the end to accommodate this device.</p> <p>A cyclist travelling at speed may collide with the hoop bollard across the path.</p> <p>Frequency: Rare Severity: Moderate Risk: Low</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
8	3	<p>Vehicles Parked Adjacent to Path</p> <p>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.</p> <p>Frequency: Rare Severity: Moderate Risk: Low</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
9	3	<p>Trip Hazards</p> <p>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.</p> <p>A pedestrian may trip and fall.</p> <p>Frequency: Rare Severity: Minor Risk: Negligible</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
10	3, 5, 7	<p>Roadside Drainage – Water Flowing Across Path</p> <p>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.</p> <p>To avoid the flowing water, path users may walk or ride on the road, increasing the risk of being struck by a vehicle.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>



<p>11</p>	<p>5, 7</p>	<p>Road Width Where Paths Cross Road</p> <p>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.</p> <p>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.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>12</p>	<p>5</p>	<p>Angle of Crossing near # Standing Street</p> <p>The crossing location shown near # 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.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p>13</p>	<p>9, 10</p>	<p>Sight Distance to Crossing Locations (including from side streets)</p> <p>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.</p> <p>Path users may be struck by a vehicle while crossing the road.</p> <p>Frequency: Rare Severity: Serious Risk: Medium</p>	<p>Client acceptance Y/N ____</p> <p>Client response: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>



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.


 _____ 17/06/2024

 AUDIT TEAM LEADER # 


 _____ 17/06/2024

 LEVEL 2 AUDITOR # 



6. Attachments

Attachment 1	Design Plans
Attachment 2	Suggested Mitigation Measures

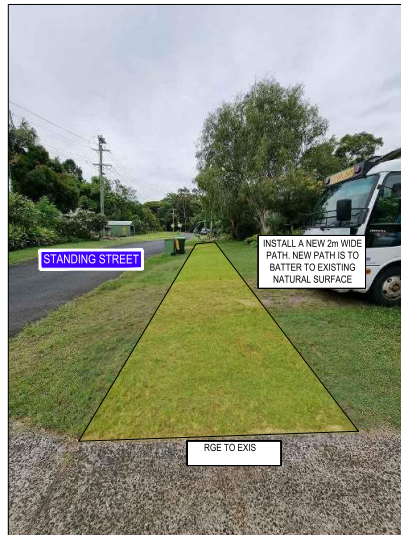


ATTACHMENT 1

Attachment 1: Design Plans

CONSTRUCTION PLANS

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IF NOT PLOTTED
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80% PRELIMINARY PLANS	HAC	JAN 2024	
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LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297
T, N (8 WIEN MILLS STRE NEW FOOTPATH

AUTOCAD	2023 DESIGN SERVICES PROJECTS	SHEET No.	4	No. OF SHEETS	18
COAD	2023 GET NSW ACTIVE PROGRAM STANDING STREET CONSTRUCTION, THE CHANNON CONSTRUCTION PHASE 2/3	PLAN No.	23		

CONSTRUCTION PLANS



DO NOT SCALE
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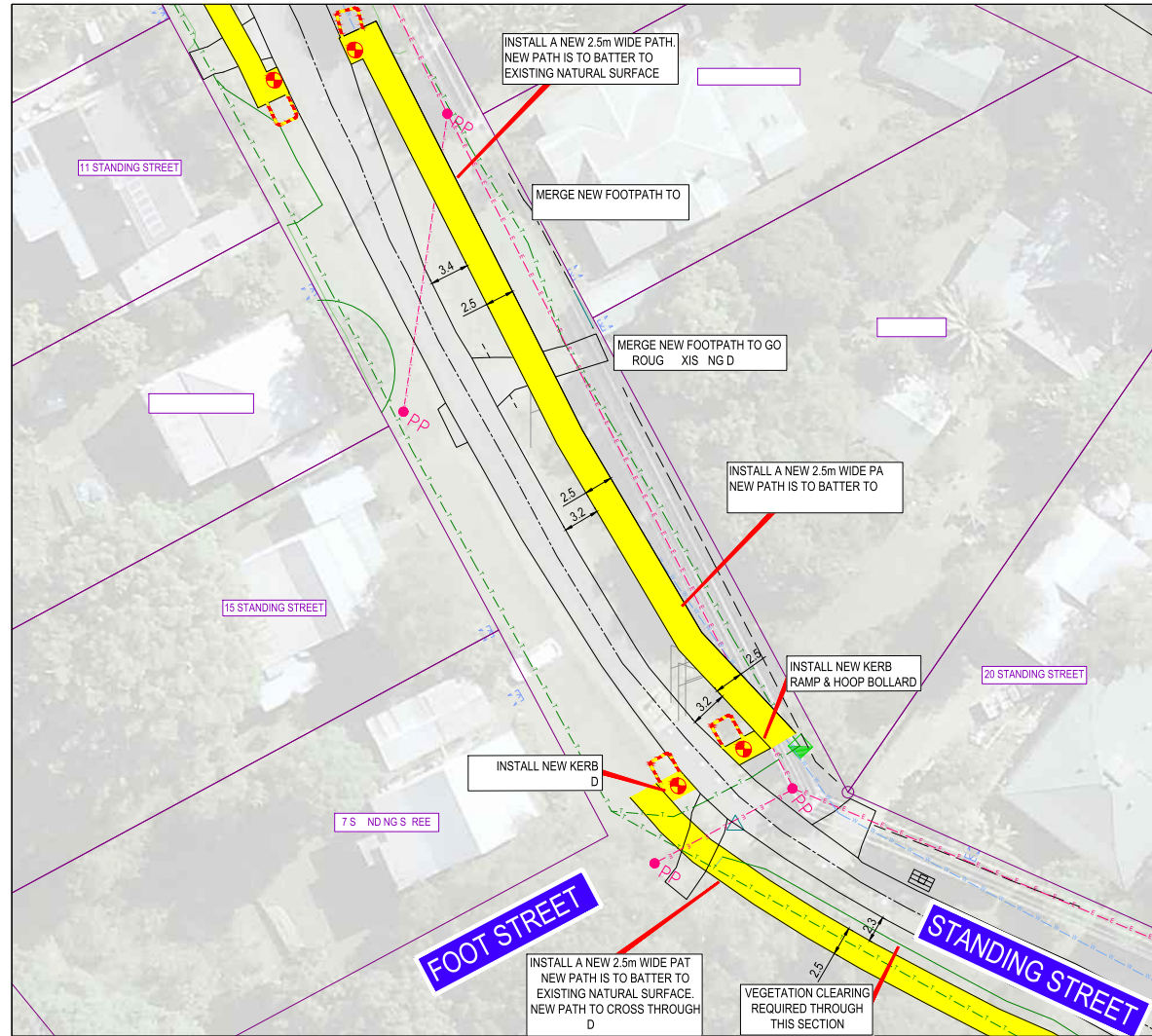
ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AN INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES

VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNERS

3 ALL CONSTRUCTION WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH

LEGEND

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



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LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-297

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

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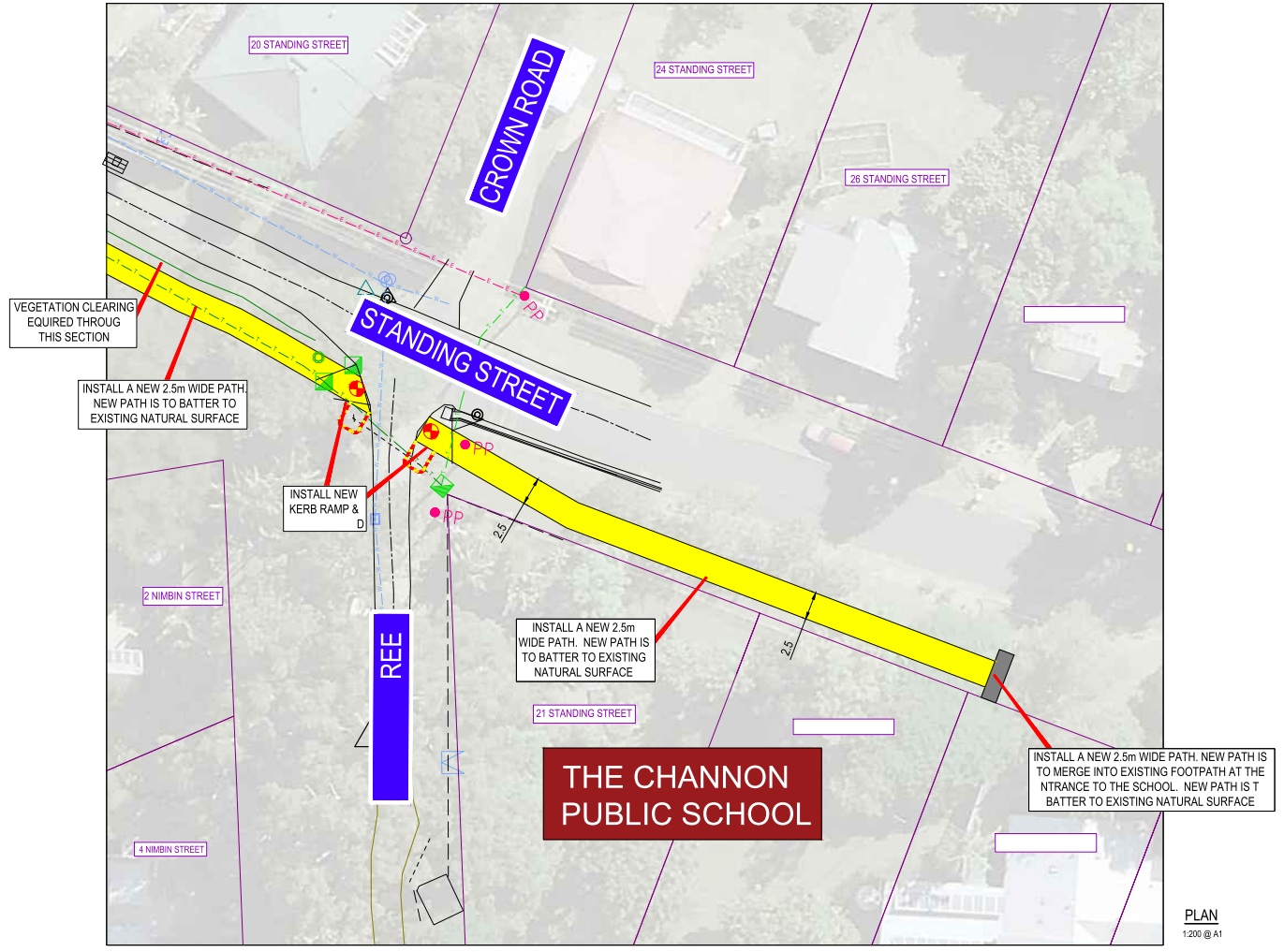
ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AN INDICATION ONLY. IF REQUIRED INSTALL PR TS SERVICES

VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER

3 ALL CONSTRUCTION WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH

LEGEND

- NEW FOOTPATH
- EXISTING FOOTPATH AND/OR DRIVEWAY
-
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			80% PRELIMINARY PLANS V2	FEB 2024	DATE	SEG NO 220509449	MARCH 2023	NEW FOOTPATH			
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					DATE	SEC NO 220509051	MARCH 2023				

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		OFFICER		N
		BY	SEG NO 22050985	MARCH 2023
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LISMORE CITY COUNCIL	
ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-29	
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 LOCATED IN THIS AREA
 CONFIRM LOCATIONS PRIOR TO CONSTRUCTION
 POSITIONS SHOWN ARE ONLY APPROXIMATE
 CONTACT LISMORE WATER

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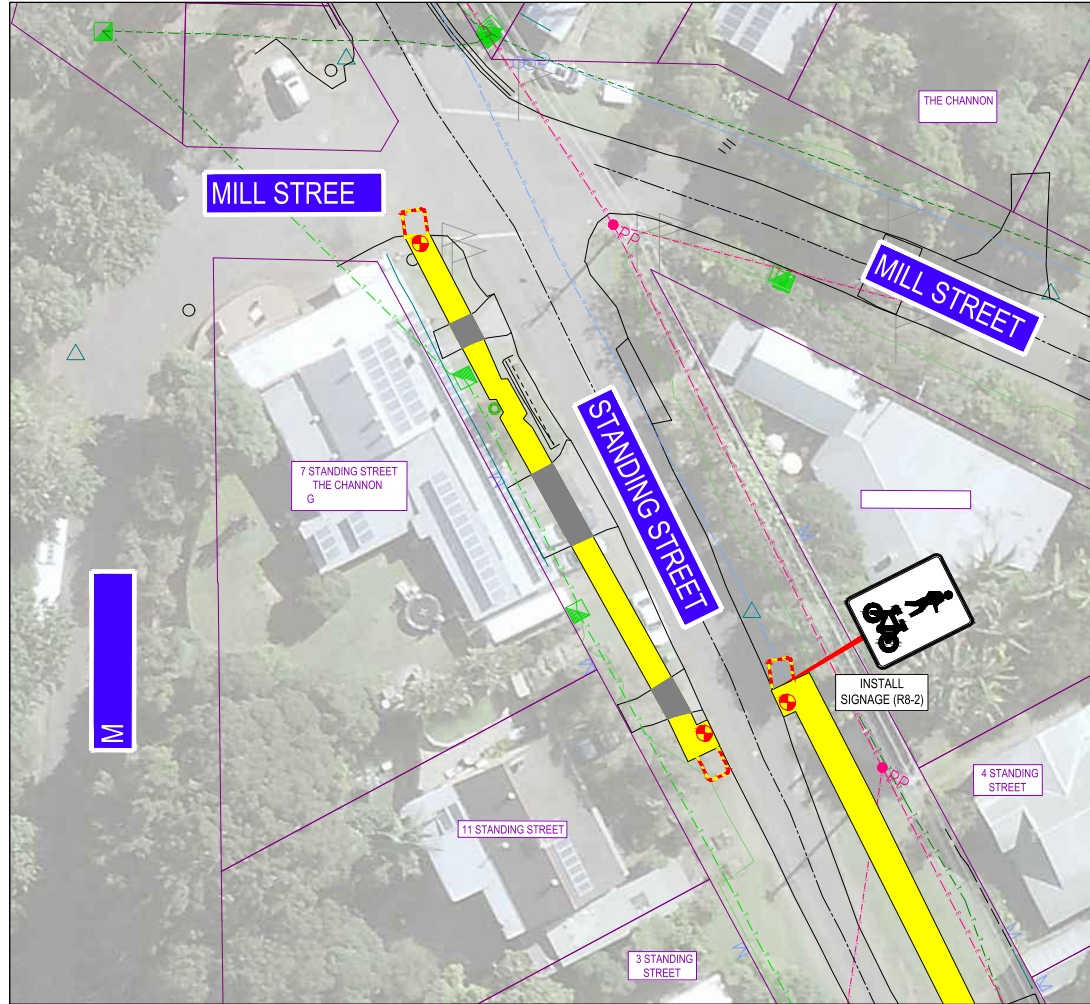
ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AND INDICATION ONLY. IF REQUIRED INSTALL PROTECTIVE TREATMENTS OVER SERVICES.

VEGETATION REMOVAL/TRIMMING IS TO CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY

3 ALL CONSTRUCTIONS WORKS ARE TO BE UNDER TAKEN IN ACCORDANCE WITH CO

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



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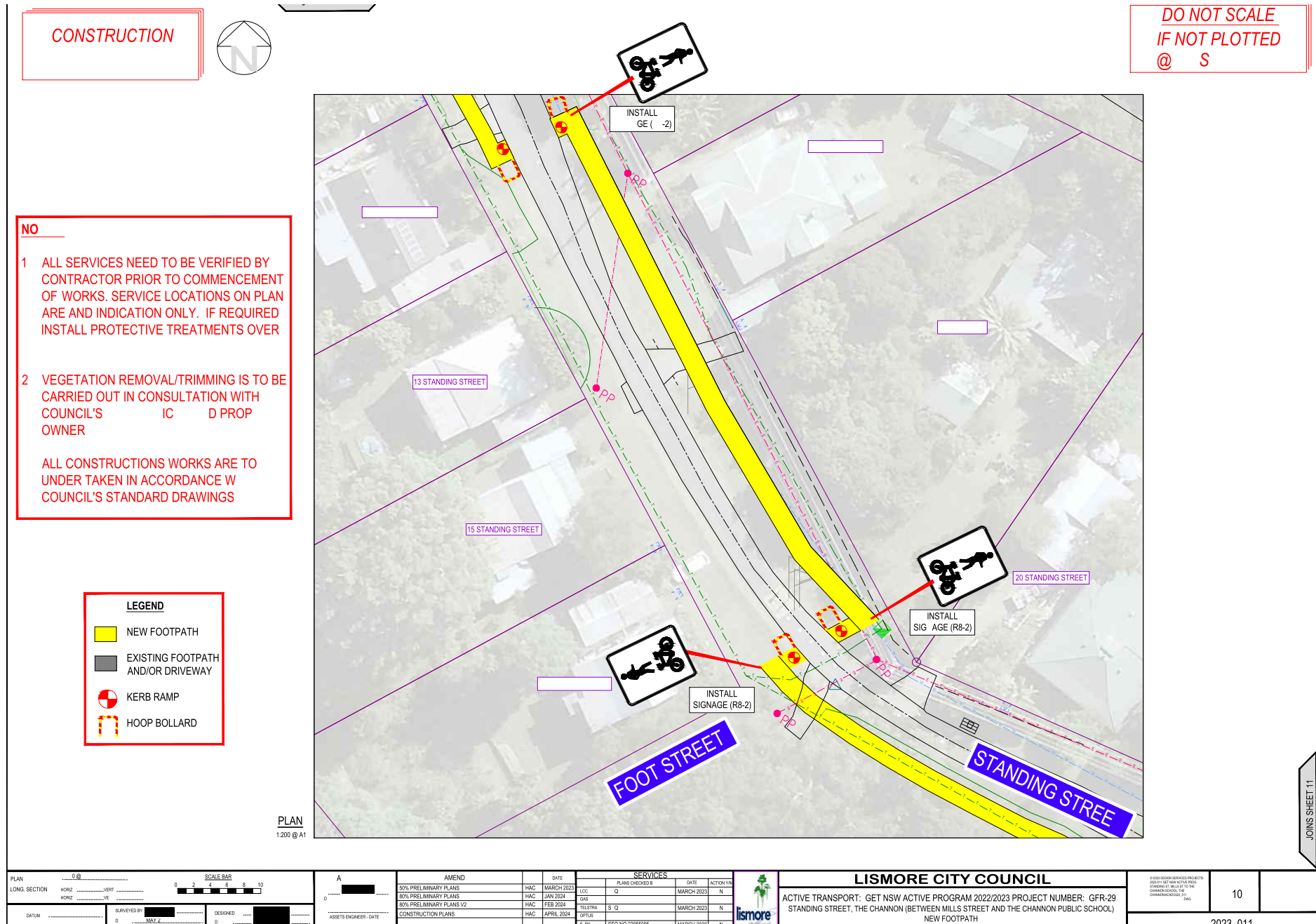
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90% PRELIMINARY PLANS V2	HAC FEB 2024	TELTRA SEC NO 22050949	MARCH 2023	N
CONSTRUCTION PLANS	HAC APRIL 2024	OPTUS SEC NO 22050951	MARCH 2023	N

LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-29
 STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
 NEW FOOTPATH

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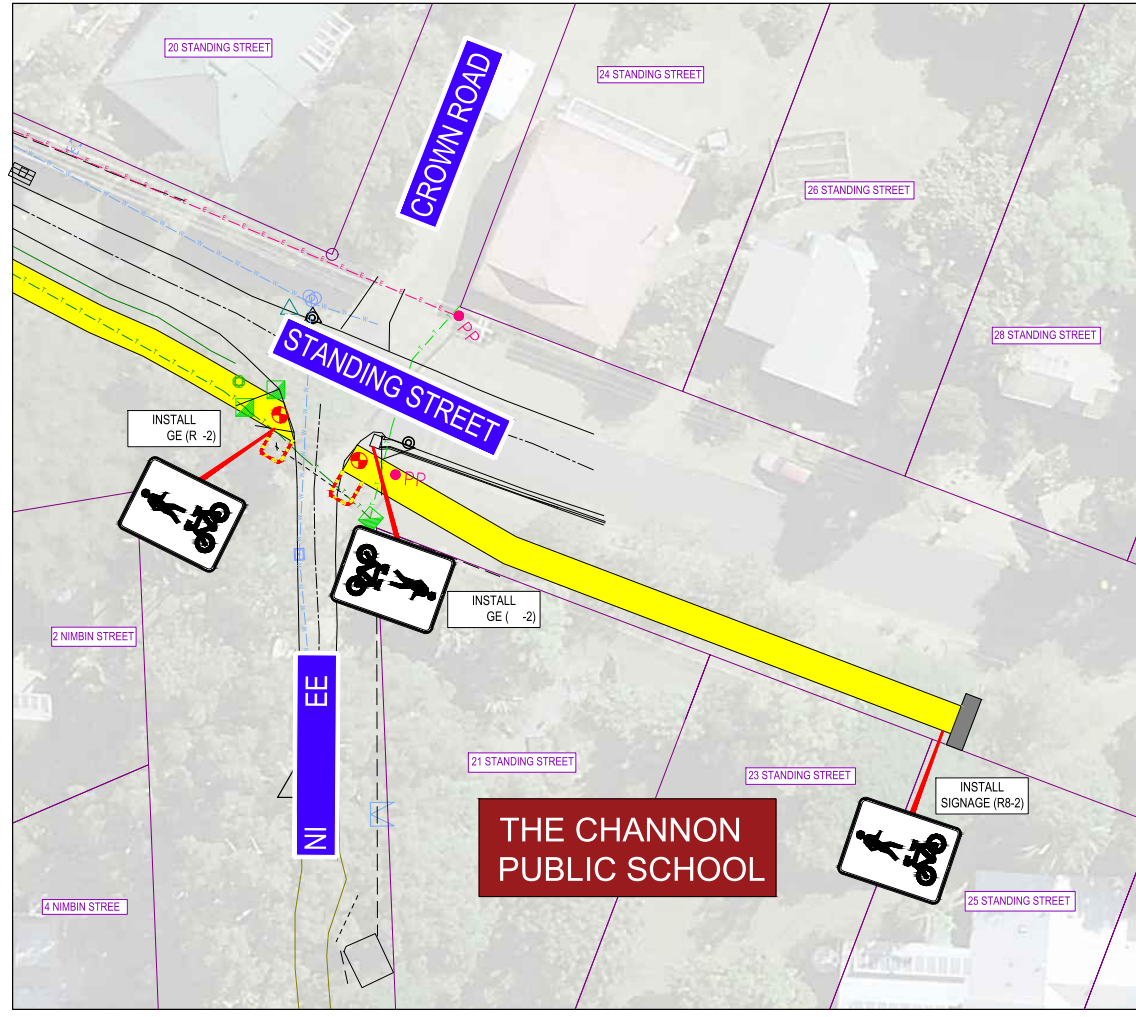
ALL SERVICES NEED TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. SERVICE LOCATIONS ON PLAN ARE AN INDICATION ONLY. IF REQUIRED INSTALL PR SERVICES

2 VEGETATION REMOVAL/TRIMMING IS TO BE CARRIED OUT IN CONSULTATION WITH COUNCIL'S TREE OFFICER AND PROPERTY OWNER

ALL CONSTRUCTION WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH COUNCIL'S STANDARD DRAWINGS

LEGEND

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



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LISMORE CITY COUNCIL

ACTIVE TRANSPORT: GET NSW ACTIVE PROGRAM 2022/2023 PROJECT NUMBER: GFR-29
 STANDING STREET, THE CHANNON (BETWEEN MILLS STREET AND THE CHANNON PUBLIC SCHOOL)
 NEW FOOTPATH

2023 011



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.