



2019/20

Information for local residents

YOUR ROADS





On the road again...

Welcome to the fifth edition of *Your Roads* – our annual publication to update you on our roads schedule and provide some interesting stats and facts about roads.

This year, we encourage you to read about our upcoming rate consultation (see story right). You will also find our full sealed roads program overleaf, so you can check if your road is being fixed in the next financial year.

We also have an ongoing gravel maintenance schedule and we are continually grading gravel roads all year round.

We group our gravel roads into three classifications – Class A, B and C – to determine how often we grade them.

The class of road is determined by how many people drive on the road. If it's a major road with high traffic volumes and school bus routes, then it would be a Class A road. If it's an access road servicing only a few homes, it would be a Class C road.

Class A roads are graded twice a year, Class B roads once a year and Class C roads once every two years.

In the coming financial year, Council will spend \$16 million on capital roadworks and road maintenance. Council has also received \$8 million in grant funding for other road safety projects and will continue to seek further grant opportunities throughout the year.

Unfortunately, this is still not enough funding to make much headway into our backlog of works. It is no secret that Lismore's roads have been underfunded for many years and we have a significant backlog (about \$65 million worth) that needs addressing. If we do not begin to reduce this backlog, our roads will get worse and future generations will suffer because we took no action.

This is why Council is undertaking a community consultation for a proposed Special Rate Variation from 1 August. It is important that we have a conversation with the community about funding and ask for people's feedback. See the story to your right for full details.



Rate consultation on the way – roads on the agenda

Lismore City Council will begin a community consultation into a proposed Special Rate Variation (SRV) on 1 August.

The proposed SRV would be introduced over two years and would apply to all ratepayers in the Lismore Local Government Area.

Roads are a big part of why this SRV is being proposed.

Like almost every other NSW council, Lismore City Council is struggling to balance community expectations for services with current levels of funding.

The on-ground cost to deliver services continues to rise by CPI or higher annually and the state government continues to ask more of local government every year. However, Council's revenue only rises by the legislated rate peg of 2.5%.

The reality Council faces is that it cannot continue to provide its current services without more revenue.

Council needs to address its road backlog. Roads have been underfunded for too many years and these community assets will continue to deteriorate in the future if we do not increase funding.

Council also wishes to invest in economic development activities to attract businesses, increase jobs, promote tourism, and grow Lismore as a regional city.

The proposed SRV will raise funds for two key areas of improvement:

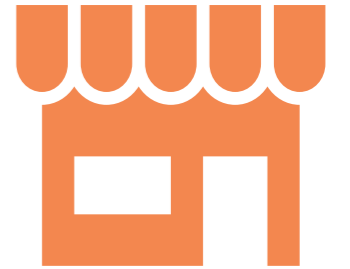
Roads

We will rebuild more roads and undertake increased gravel road maintenance. This would improve our road network over time and we can reduce the backlog of works that exists due to lack of funding.



Improving the local economy

We need to establish new businesses in Lismore, increase jobs, and bring more visitors to our city. We would use funds to enhance our CBD and riverbank areas and provide incentives for new businesses to open.



All residents will have the opportunity to have their say on the proposed SRV. There will be a community-wide survey, a community workshop, a telephone survey conducted by an independent research company, and information kiosks where you can talk to Council staff face-to-face.

We will have full details of the community consultation available online from 1 August as well as hardcopy information and surveys at our Corporate Centre and the Lismore and Goonellabah Libraries.

For more information and to get involved, please go to www.yoursay.lismore.gov.au from 1 August.

Your
Say
Lismore



Why don't you fix the worst roads first?

This is a question we get asked a lot.

And it's fair enough – if you live on a bad road in need of repair, it can be frustrating to see other roads that are not so bad being fixed first.

But there is method to this madness!

A simple analogy is the painting of a weatherboard house. If you don't paint, sooner or later the rain will cause the paint to peel and the weatherboards to rot, and then you have a big problem. So you repaint every several years before it gets too bad, to stop a greater problem and even more expense.

To continue with the analogy, painting can be likened to our resurfacing (doing a new bitumen layer on top of the road) while replacing weatherboards can be compared to reconstruction (fully ripping up the road and redoing the whole lot).

We aim to RESURFACE as many kilometres of bitumen as possible each year, ensuring roads are fixed *before* they start to fail.

Ongoing resurfacing keeps the road in good condition, keeps it waterproof and protects the foundation from becoming damaged.

It is cheaper to fix a road in good condition than it is to completely reconstruct a road that's fallen into disrepair. This approach saves money and keeps our roads in good condition for longer.

One of the unfortunate consequences of this approach is that some roads in very poor condition take longer to reach the top of the priority list.

However the benefit is that when their time comes to be fixed, they will be reconstructed properly, and then kept in good condition through ongoing resurfacing into the future.

Over a 10-year period, this approach will see the road network improve right across the Local Government Area.



Our people... Cindy Smith

Cindy Smith is a 21-year-old second-year apprentice in civil construction at Council.

Cindy is from Narrabri but now lives in Ballina and loves the diversity of her job.

Every three months she works with a different crew, learning new skills across the various departments.

"I've been on the construction crew, the water crew and the signs and line marking crew," she said.

"I've still got heavy patching, drainage maintenance, concreting, the bridge crew and the hotmix crew to go. I really want to try concreting. I'm pedantic and a bit OCD, and you have to be if you're working with concrete, so I think I'll like that."

Cindy is the only female employee on Council's outdoor crews and she'd love to see more women in the workplace.

"It would be great to see more women working in the crews. It can be physical and hot, and you'll probably end up covered in mud or cement, but if you don't mind that, it's great," she said.

Cindy doesn't know exactly what she wants to do once her apprenticeship is over but she hopes to get a full-time job with Council.

"I like using my brain but I wouldn't want to be stuck in an office all day," she said. "If I play my cards right there are a lot of different avenues I could take. I've learnt to use surveying equipment, a laser level, I've got my roller ticket and I want to go for my truck licence. When I first started I didn't even know how to drive a manual car! The experience is great."



Fast facts about your roads

Local road networks... how we compare

- Lismore: 1200km
- Ballina: 667km
- Byron Bay: 605km
- Richmond Valley: 1064km



On average Council repairs
approximately 25,000
potholes a year – almost
70 potholes a day



Did you know?

Lismore roads are upcycled with glass!
We recycle your bottles, jars and
crockery at our waste facility and crush
them into glass sand, which we use in
our road base.



\$15.5 million spent on roads in 2018/19

We manage...

780km
of sealed roads

420km
of unsealed roads

97km
of footpaths and cycleways

16
carparks

109
bridges and large culverts

Number crunch

300km
Average km gravel roads graded per year

\$3000
Average cost to grade 1km of gravel road

**1.5km (reconstruction)
and 63km (resurfacing)**
Sealed roads fixed in 2018/19

**\$1.37 million (reconstruction)
and \$72,100 (resurfacing)**
Average \$\$\$ to fix 1km sealed road



2019/20 Reconstruction Program (sealed roads)

Reconstruction of a road involves taking the bitumen off the top, adding gravel, mixing it with the existing gravel and then sealing the surface with bitumen. This treatment strengthens the gravel foundation and smooths out the surface.

Reconstruction works being undertaken in the next 12 months are:

Road	Length Of Work
Caniaba Road	From Muldoon Road to 450m east
Carrington Street	From Magellan Street to 80m south
Diadem Street	From Laurel Avenue to Leycester Street
Kyogle Road	West of Rosehill Road
New Ballina Road	From O'Flynn Street to 600m west
Tatham Road	From Bruxner Highway to 300m south
Tregeagle Road	Three sections between 640 and 769 Tregeagle Road

2019/20 Resurfacing Program (sealed roads)

Resurfacing means patching a road and putting a new bitumen seal over the existing road. Keeping the road surface in good condition keeps out water and helps it last longer.

Resurfacing works being undertaken in the next 12 months are as follows.

There are some roads from last year that are now in this year's program as they were not completed. This was due to funding being redirected to undertake other works that were urgent and essential, such as repairing the Beardow Street landslip.

Road	Length Of Work
Acacia Avenue	From Waratah Way to dead end
Adam Place	From Dudley Drive to dead end
Alice Street	From Invercauld Road to Florence Street

Apo Street	From Dudley Drive to dead end
Avalon Avenue	From Remnant Drive to dead end
Baldock Drive	From Lincoln Avenue to dead end
Banksia Court	From Kylie Avenue to dead end
Barr Scott Drive	From Gallagher Drive to dead end
Booyong Road	From Main Street to dead end
Brettmark Court	From Just Street to dead end
Bristol Circuit	From Blue Hills Avenue to dead end
Byrne Road	From Repentance Creek Road to 275 metres
Callune Terrace	From Oliver Avenue to dead end
Campbell Crescent	Full length
Carabeen Place	From Satinwood Drive to dead end
Carlton Avenue	From Campbell Crescent to dead end
Cassia Crescent	Full length
Clarice Street	Full length
Cochran Place	From Cochran Street to dead end
Conte Street	From Wyrallah Road to Pollard Place
Cooling Street	From Mackay Street to Donnans Road
Coopers Creek Road	From Repentance Creek Road to Minyon Falls Road
Corella Court	From Dudley Drive to dead end
Corinne Place	From Kody Street to dead end
Crozier Place	From Roseview Road to dead end
Daniel Roberts Drive	From Cowlong Road to dead end
Deloraine Road	From Woodland Avenue to Warrick Place
Dymock Drive	From Palmvale Drive to James Road
Eastwood Crescent	From Nielson Street to dead end
Eden Street	Full length
Emma Way	From Dudley Drive to Joy Street
Erica Court	From Brooker Drive to dead end
Eureka Road	From Ridgewood Road to bridge abutment
Ewandale Close	Full length
Fairview Road	From Ridgewood Road to change of seal

Flatley Drive	From Main Street to dead end
Florence Street	Full length from Alice Street
Fox Road	From Repentance Creek Road to change of seal
Garden Street	Full length
Gardenia Crescent	Full length
Gardner Avenue	Full length
Garrard Lane	Full length
Gibson Close	Full length
Glen View Court	From Ryces Drive to dead end
Grevillea Grove	From Kookaburra Terrace to Rosella Chase
Hakea Court	From Brooker Drive to dead end
Hayes Street	From Phillip Street to dead end
Heather Avenue	From Spring Valley Drive to dead end
Ida Place	From Holland Street to Ida Place
Industry Drive	From Rifle Range Road to Military Road
Jansan Close	From Deloraine Road to dead end
Jarvis Street	From Main Street to Ewandale Close
John O’Niell Circuit	From Acacia Avenue to dead end
John Street	From Keen Street to change of seal
Johnston Road	From Bangalow Road to Eltham Road
Joy Street	From Dudley Drive to Sophie Street
Julie Crescent	From Invercauld Road to dead end
Just Street	From Oliver Avenue to Brettmark Court
Karinya Place	From Ryces Drive to dead end
Kathryn Drive	From Kruseana Avenue to Chilcott Drive
Kellas Street	From Ballina Road to Kellas Street
Kingfisher Place	Full length
Kruseana Avenue	From Invercauld Road to Fig Tree Drive
Lascott Drive	From Roseview Road to dead end
Lee Crescent	From Westview Drive to dead end
Link Street	From Kruseana Avenue to Fig Tree Drive
Lockett Street	From McLennan Lane to Conway Street

Lomandra Avenue	From Perradenya Way to change of seal
Lorikeet Court	From Waratah Way to dead end
Mackie Road	From James Gibson Road to Ridgewood Road
Magnolia Place	From Kathryn Drive to dead end
Martin Road	From Cawongla Road to bridge abutment
Murphy Place	From Shearman Drive to dead end
Nightcap Range Road	From Dunoon Road to 500m north
Parade Street	From Esmonde Street to Eden Street
Paradise Court	From Cameron Road to dead end
Pearce Road	From Houghlahans Creek Road to 500m north
Phillip Street	From McDermott Avenue to Oliver Avenue
Pignat Place	From Ida Place to De Re Drive
Pimelea Court	From Sandalwood Drive to dead end
Platypus Place	From Kookaburra Terrace to dead end
Potessu Road	From Mountain Top Road to dead end
Ridgewood Road	Full length of sealed section
Roseveiw Road	From Cowlong Road to dead end
Ryces Drive	From Walker Street to Karinya Place
Sandalwood Drive	From Pimelea Court to Fredericks Road
Satinwood Drive	From Cowlong Road to Carabeen Place
Showview Street	Full length
Smith Street (Clunes)	Full length
Spring Grove Court	From Kathryn Drive to dead end
Stevenson Street	From Invercauld Road to dead end
Sunset Drive	Full length
Swift Road	From Nimbin Road to change of seal
Tildon Drive	From Johnston Road to dead end
Toona Court	From Brooker Drive to dead end
Walker Street (Clunes)	Full length
Westview Drive	From Lee Crescent to Cynthia Wilson
Wickham Place	From Main Street to dead end

Important community roadworks updates

Beardow Street landslip update

The remediation of the Beardow Street landslip in Lismore Heights is in its final stages.

The Beardow Street landslip happened as a result of flooding in March 2017 and during repairs contamination was discovered in the area that meant almost all soil on site had to be removed.

The works were being funded by Roads and Maritime Services (RMS) through the Natural Disaster Relief and Recovery Arrangements (NDRRA).

Council has been working with RMS and the Environmental Protection Authority (EPA) throughout this project to manage the contamination issue and ensure the landslip is repaired and the site is cleared of any contamination.

This has had a huge impact on local residents. The project has taken a long time to complete due to many factors, including complications around funding, access and the difficulties associated with removing contaminated soil.

We are very pleased to now see the project coming to an end as we're very keen to see life return to normal for Beardow Street residents.

We are currently rebuilding the embankment using rock and engineered fill. Crews will then work on reconstructing Beardow Street. We plan to have this completed by the end of August.

Oakey Creek Road landslip update

The 2017 flood caused a number of landslips in the Lismore Local Government Area and the most complex of these was at Oakey Creek Road in Georgica.

This was a major landslip that required very complex engineering solutions, which has been a long and exhaustive process to complete.

Works have now commenced to repair the landslip. This includes the installation of 52 columns drilled into the ground to reinforce and stabilise the hill. Work on this is expected to be complete by the end of November.

Mountain Top Road culvert update

Residents in the vicinity of the Oakey Creek Road landslip have also been affected by the closure of Mountain Top Road due to a washed out culvert. This was also the result of the 2017 flood.

Council has now started construction on a new bridge to replace the culvert on Mountain Top Road.

We are currently completing a side track so traffic can still get through and temporary traffic lights will be installed while the work is underway.

The bridge is expected to be complete by the end of 2019.

2018/19 Roadworks Scorecard

Resurfacing Program

65% completed

Some funding for resurfacing was redirected to complete urgent works in Beardow Street to repair a major landslip (see update above). We recouped some of these costs through a NSW Government natural disaster funding grant. The resurfacing works we did not complete last year will be our first priority to complete in the 2019/20 program.

Reconstruction Program

27% completed

This is not a great figure by anyone's standards – we didn't do well enough last year. Unfortunately the cost of several projects came in a lot higher than anticipated and so Coraki Road and Wyrallah Road (stage two) were delayed. This figure is also low because we did not complete our upgrades in Carrington Street, Leicester Street and a section of Nimbin Road. These will now be completed in the 2019/20 year.

We hope **Your Roads** has provided some useful and interesting information.

You can find more detailed information about roads at www.yoursay.lismore.nsw.gov.au.



For information on delays and road closures caused by roadworks, accidents or floods, download our free MyRoadInfo app from the App Store or Google Play Store, or visit www.myroadinfo.com.au.

Report a pothole

Phone 1300 87 83 87 or click on Report a Problem at www.lismore.nsw.gov.au.

