



**2021/22**

**Information for local residents**

# **YOUR ROADS**



# On the road again .....

## **Welcome to the seventh edition of *Your Roads* - our annual publication to update you on our roads schedule and provide some interesting stats and facts.**

The last 12 months has been a challenging period for our roads and bridges staff. As soils contract in long dry spells and then expand in extended wet weather periods - all within an 18-month timeframe - it exposes our road network to tremendous stresses which is now evident in the amount of road damage and extensive potholes on certain sections of roads.

When our roads get to this current condition, Council does not have the funds to undertake a \$89 million road rebuilding program, and for many roads we can only commit to limited temporary pothole repairs on an ongoing basis.

Council staff have been working on improving productivity and processes, obtaining prequalification status to work on State Government's Transport for NSW contracts, as well as getting through more work. That effort is now starting to pay off as we begin this financial year with a roads and bridge budget that is 40% larger than it was in 2019/20.

Last year, we completed the majority of our planned road rehabilitation works within budget and also picked up some extra jobs during the year as opportunities arose. We also completed more road re-surfacing than originally planned as a result of savings achieved on other projects.

This year, we will continue these efforts and focus on our road maintenance program and allocate available funds for temporary pothole repairs as a priority.

We have also secured several million dollars to repair damage caused by the storms in December to March, which will further increase our work.

Work on improving our service delivery in road and bridge construction, and maintenance will be ongoing through the work of our dedicated Council staff out on the roads who are striving to do the best they can for the community with the dollars they are given.



# How the condition of our roads are rated

Council assesses our road network on a regular basis in accordance with IPWEA classifications and provides a Condition Rating for each road between 1 – 5 in the table below.

We will be publishing maps of our worst roads in the near future so you can see the ratings for those roads.



Condition	Rating	Description	Maintenance level of service
Condition 1	Very good	The road is in sound physical condition with no deterioration or surface defects (e.g. no potholes, bumps), and is not likely to require major repair work for the next 20 years.	Routine maintenance only.
Condition 2	Good	The road is in an acceptable physical condition, with only minor defects and deterioration apparent. Only minor work required (if any).	No immediate action required other than routine maintenance.
Condition 3	Fair	The road shows moderate to significant deterioration and isolated sections need to be renewed. There is some pavement roughness (eg. cracks, potholes) but is still in reasonable condition. Further deterioration of the road is likely and major replacement likely within next 5 to 15 years.	Take action as appropriate to address defects and if necessary, routine patching, crack filling, rejuvenation.
Condition 4	Poor	The road is in a state of serious deterioration and significant defects evident affecting structural integrity of the road resulting in a significant increase in pavement roughness (eg. cracks and potholes). Substantial work and cost required in the short-term to keep road serviceable. Failure likely in short to medium-term. Likely need to replace most or all of asset within the short term (possibly next 2 years). No immediate risk to health or safety but works required within 2 to 5 years to ensure road remains safe.	Take action within available resources to address the defects. Pursue options to fund appropriate rehabilitation or renewal of the road in the short-term.
Condition 5	Very poor	The road has failed, or failure is imminent, and there is a need to replace most or all of asset due to a large increase in pavement roughness and surface defects. Increase in impacts and costs to road users and a deterioration in the safe performance of the asset. Major work or replacement required urgently.	Take urgent action within available resources to address the defects (e.g. potholes). Pursue options to fund appropriate rehabilitation or renewal of the road in the short term.



We understand the community's frustration about the state of our roads, but as the information contained in the table to the left shows, most of our roads require substantial and costly work to repair.

About 140km of our sealed roads are in Condition 4 (poor) or 5 (very poor). This means undertaking temporary pothole repairs is not an effective approach to fixing these parts of our road network.

Council does not have sufficient funds for road reconstruction to meet the community's expectation of addressing the \$89 million roads infrastructure backlog across the Lismore City Council area.

Council will continue to undertake scheduled maintenance, safety risk assessments and allocate limited funding to the best of our ability and within available resources to respond to community concerns.



## Moving to an online future

### This is the last paper edition of Your Roads.

The first edition of Council's *Your Roads* publication in 2015 was an initiative to inform the community about our road construction and maintenance activities and our 12-month performance measured against what we said we would do.

We will continue to inform the community about our road work activities, but in the second half of this year we will be moving to a web-based platform that will allow us to provide the community with more detailed information and regular updates about roadwork activity in your area.

On the Council's Your Say Lismore site, that can be found at [www.yoursay.lismore.nsw.gov.au](http://www.yoursay.lismore.nsw.gov.au), you will find our schedule of planned road works, as well as specific road and bridge projects, which will be regularly updated.

Later in the year we are also hoping to make a map of all roads available and their Condition Rating.

# Temporary pothole repairs – Your questions answered

**Council repairs the potholes then two days later they're back again.**

## **Why does this happen?**

Pothole repairs are a temporary solution that are undertaken before more major patching or road reconstruction can occur.

Potholes happen when the road surface is damaged and water gets in under the surrounding surface. The expansion of this water and the simple effect of traffic weight on the trapped liquid causes the pavement to 'blow out' and the holes to increase in size, often over a short period of time. Depending on the amount of rain and passing traffic, a pothole can develop from a small crack to a large pothole in a matter of days.

At a location where one pothole had developed, it is likely that more potholes will occur after patching as the conditions (the cracks in the surface) in the road surface that allowed the initial ingress of water, are similar. Water may even find its way between the newly patched hole and the surrounding pavement before it has sealed properly, resulting in the premature failure of the repair.

Temporary pothole repairs in wet weather are not very effective due to the properties of bitumen. In the first half of this year we have had 104 days of wet weather over 180 days. That extended wet weather has not helped in addressing the large number of potholes requiring temporary repair.

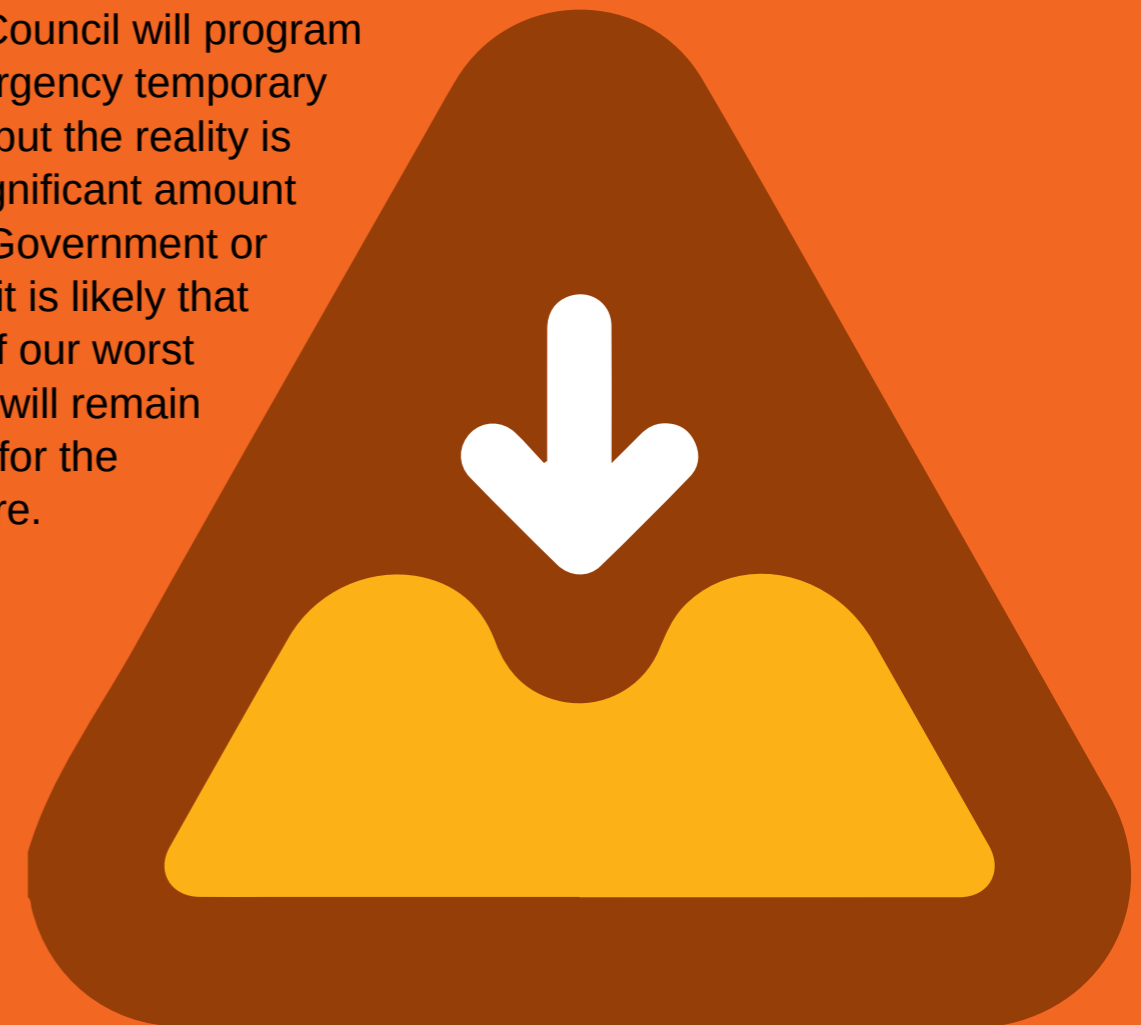
## **Why weren't the roads done properly in the first place so potholes wouldn't happen?**

The roads around Lismore have been constructed on highly reactive soils over the last 100 years to varying standards, depending on use, available

budget and the technology and resources available at the time. Over time the uses of surrounding land can rapidly change, and some roads experience far higher traffic numbers and far heavier vehicles than originally expected. All roads begin to deteriorate from the day they are constructed, so it is natural and expected that potholes will occur during their lives. When you combine an aging road network, with a recent period of drought followed by flooding and extended wet weather over 6 months, the worst sections of our road network have suffered significantly. It costs approximately \$1 million to properly re-construct a 1km length of road, so fixing our aging road network in this way is not affordable for Council.

## **What is Council going to do to address the worst parts of our road network?**

Council has secured a large amount of grant funding for roads over the last couple of years. Unfortunately, the terms of the grant funding provided restricts the sections of road where the grant money can be used, and it is difficult to get funding for the worst sections because of the high cost of road reconstruction. Council will program routine and emergency temporary pothole repairs, but the reality is that without a significant amount of funding from Government or another source, it is likely that a large portion of our worst sections of road will remain in that condition for the foreseeable future.



# Strong dedication rewarded

**Cindy Smith's commitment in her Civil Construction apprenticeship was rewarded when she was shortlisted as one of three finalists for the 2021 NSW Training Awards.**

She was nominated by Council for her hard work and dedication in the category for Aboriginal and Torres Strait Islander Student of the Year.

The Awards celebrate outstanding achievements in vocational education and training for apprentices, trainees, students as well as teachers, training providers and employers.

During her three-year apprenticeship, Cindy gained a wide range of skills and knowledge in many different departments.

"I did a little bit of everything where I helped with line marking, sign installations and connecting water mains, learnt how to read plans, understand road heights for construction, and so much more," she said.

As a finalist, Cindy is now an Ambassador for Vocational Education and Training in our region and wants to encourage other young indigenous women to work for Council, particularly in areas traditionally dominated by men.

With her apprenticeship under her belt, Cindy is now a permanent staff member.



# What we are spending on roads and bridges



	2019/20	2020/21	2021/22
Bridges	\$755,200	\$3,696,600	\$5,946,900
TfNSW	\$16,329,700	\$22,427,200	\$20,477,500
Roads - Rural	\$3,969,500	\$4,691,200	\$5,311,400
Roads - Urban	\$11,613,500	\$10,103,000	\$19,670,300
<b>Totals</b>	<b>\$32,867,900</b>	<b>\$40,918,000</b>	<b>\$51,406,100</b>

# Disaster Recovery Funding

Council has claimed for two natural declared disaster events (Floods):

Disaster Event	Expected Funding
December 2020	\$11,576,000
March 2021	\$2,926,000

**This funding will cover costs for restoring:**

- Damage to gravel roads, washouts and rutting
- Sealed Roads surface damages due to inundation
- Drainage structures (Culverts & Table Drains)
- Bridges and Causeways
- Land slips

## 2021/22 Reconstruction Program

*(Does not include any State Roads, such as the Bruxner Highway)*

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.

Road reconstruction works being undertaken in the next 12 months are:

Road Name	Project Location
Blue Knob Road	North of Lillian Rock Road ***
Caniaba Road	3km south of Fredericks Road *
Caniaba Road	1.5km west of Bruxner Highway ***
Coraki Road	From Wyrallah Ferry Road to 670m south *
Cowlong Road	From Soward Close to McKenzie Road **
Dunoon Road	South of Whian Whian Road *
Dunoon Road	0.3km north of The Channon Rd ***
Gungas Road	200m east of Tuntable Falls Road ***
Johnston Road	1km south of Bangalow Road *
Kyogle Road	Intersection of Fernside Road *
New Ballina Road	From O'Flynn Street to 600m west **
Nimbin Road	Various sections from 500m north of Wilson Street to 2.2km north of Bishops Creek Road *
Oliver Avenue	Oliver Avenue link road ***
The Channon Road	Various sections from Currie Road to The Channon **
Uralba Street	From Brewster Street to Diadem Street **
Woodlawn Road	From St Johns College to 330m south of Savins Road **
Wyrallah Road	Bridge Street to Wyrallah Ferry Road *
Wyrallah Road	Various sections at East Coraki and Buckendoon ***

Road Name	Project Location
Woodlawn Road	From St Johns College to 330m south of Savins Road **
Wyrallah Road	Bridge Street to Wyrallah Ferry Road *
Wyrallah Road	Various sections at East Coraki and Buckendoon ***

Bridge Name	Project Location
Boomerang Creek Bridge	Rosebank Road, Corndale ***
Bungabbee Bridge	Bungabbee Road, Bungabbee **
Dudgeon Bridge	Dudgeon Road, Keerrong *
Hensen Bridge	Hensen Road, Nimbin *
Sexton Bridge	Gundarimba Road, Monaltrie *
Town Bridge	Town Road, Terania Creek***
Tucki Creek Bridge	Mathieson Lane, Marom Creek *
Greens Bridge	Stony Cute Road, Nimbin ***
Ridgewood Bridge	Mackie Road, Rosebank ***
Walsh Bridge	Rosehill Road, Blakebrook ***

\* Funded by the NSW Government.

\*\* Funded by the NSW Government and the Australian Federal Government.

\*\*\* Funded by the Australian Federal Government.

## 2021/22 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 the water and helps it last longer.

**Council's Road Resurfacing Program has a target of resurfacing 40km of road this financial year.**

# Striving for quality

In June 2021, Lismore City Council obtained road and bridge prequalification status with Transport for NSW (TfNSW), becoming only the third council in NSW to achieve this status.

When TfNSW invite certain tenders, contractors wishing to tender for road and bridge construction, must be prequalified with TfNSW. The purpose of the Prequalification Scheme is to organise contractors according to their technical and managerial expertise, financial capacity and previous performance.

Council staff have undertaken a significant amount of work on our quality, safety and environmental management systems over the last 18 months to meet the prequalification standards. Subsequent auditing has demonstrated significant improvement in these areas of our road and bridge construction and maintenance activities.

These improvements have resulted in better quality roads and efficiencies. We will continue to improve the quality and standard of our road work to maintain this pre-qualification status.



To view the latest major works coming up as well as the gravel maintenance schedule, go to [www.lismore.nsw.gov.au](http://www.lismore.nsw.gov.au)

For information on delays and road closures caused by roadworks, accidents or floods, download the LiveTraffic NSW app that now includes MyRoadInfo information or go to [www.livetraffic.com](http://www.livetraffic.com)

## Report a pothole

Phone 6625 0500 or click on Report a Problem at [www.lismore.nsw.gov.au](http://www.lismore.nsw.gov.au)

# Roadworks Scorecard

## Resurfacing Program

2018/19	65% completed
2019/20	75% completed
2020/21	100%+ completed*

\* An additional 1.9km of resurfacing was completed due to savings realised on other road projects.

## Reconstruction Program

It wasn't a great result in 2018/19 as we were still dealing with flood repairs and encountered other unforeseen but necessary works.

2018/19	27% completed
2019/20	79% completed
2020/21	93%+ completed*

\* Extra projects included were:

- › Caniaba Street
- › Intersection of Rous Road & Alphadale/Tregeagle Road



# DEVELOPMENT PROPOSALS

## ENVIRONMENTAL PLANNING AND ASSESSMENT ACT

As the consent authority, Council has received the following development applications for consideration.

**DA NUMBER:** 21/319

**LOCATION AND DP LOT:** 97 and 111 Pineapple Road, Goonellabah (Lot 1 DP 1270978 and Lot 2 DP1270978).

**APPLICANT:** Newton Denny Chapelle.

**PROPOSED DEVELOPMENT:** To undertake a staged subdivision to create sixty (60) lots (55 residential zoned lots & 5 rural zoned lots) with associated public roads, infrastructure services (water, sewer, pressurised sewer, drainage and stormwater management works), bulk earthworks, tree removal and vegetation management works.

The proposal is classified as nominated integrated development and integrated development in accordance with s4.46 of the Environmental Planning and Assessment Act 1979. Approval from NSW Natural Resource Access Regulator is required in accordance with Water Management Act 2000 and approval from NSW Rural Fire Service in accordance with Rural Fires Act 1997.

The consent authority is the Lismore City Council.

**CLOSING DATE:** 18 August 2021.

If you wish, you may make a submission to the Council in relation to the Development Application. Any submission must specify the grounds of objection (if any).

The above Development Application(s) and accompanying documents may be inspected at Council's Corporate Centre, 43 Oliver Avenue, Goonellabah, during ordinary office hours or via DA Tracking at [www.lismore.nsw.gov.au](http://www.lismore.nsw.gov.au).

Further information relating to written submissions is available on Council's website. There are laws regarding the mandatory disclosure of political donations in relation to planning matters. Political donations disclosure reporting forms are available from the Department of Planning at [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).

