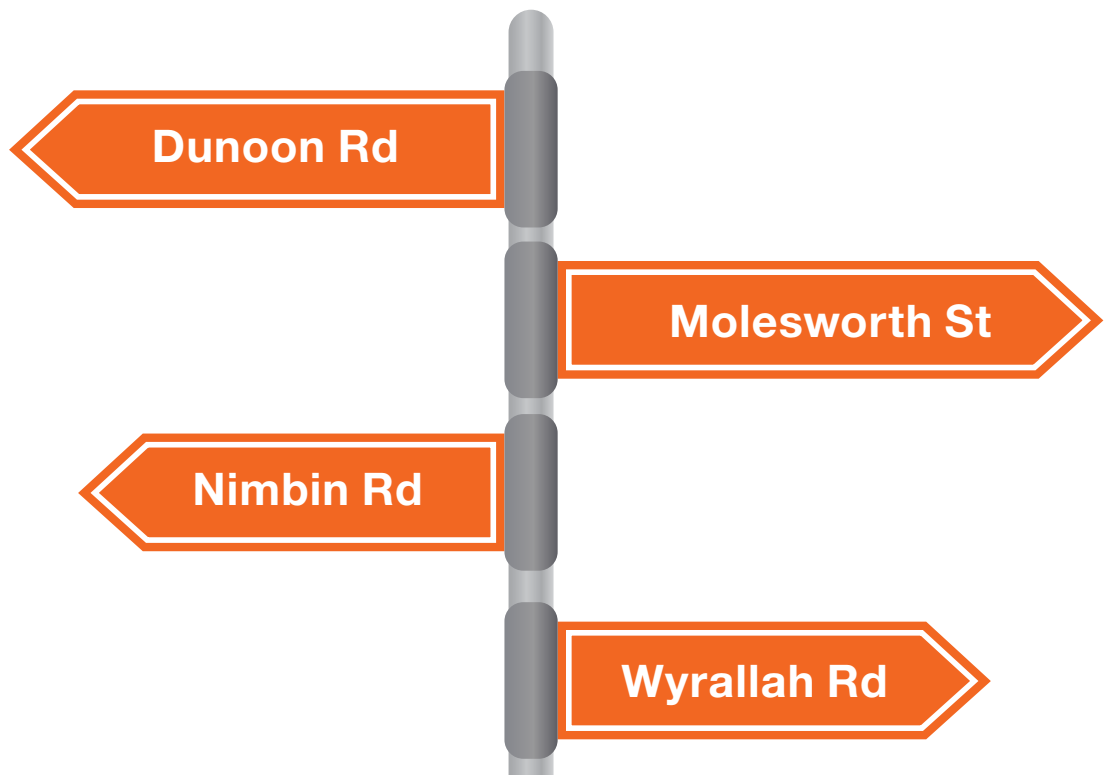


YOUR ROADS



*Important information
you need to know.*



Welcome to the second edition of *Your Roads*

Welcome to our special supplementary edition of *Local Matters* entitled *Your Roads*.

We publish *Your Roads* annually to give residents a better insight into some of the challenges we face with roads, the people behind the scenes and new things we are developing.

In short, we don't have enough money to fix our roads. We would need an extra \$90 million to fix all our sealed roads tomorrow. So with that in mind, we try and get the biggest bang for our buck.

Council maintains 1200km of roads in the Lismore Local Government Area – the distance from Brisbane to Canberra. 780km are bitumen sealed and 420km are gravel roads.

In the 2016/17 financial year we have allocated \$36.5 million for roads and associated infrastructure, or 23% of our \$158 million budget.

We have also changed our approach to fixing roads in the last two years.

These days we aim to repair as many kilometres of bitumen as possible, ensuring roads are fixed BEFORE they start to fail.

Some people wonder why we are fixing roads that don't look that bad, but the reality is that keeping the road surface in good condition keeps it waterproof and protects the foundation from becoming damaged.

It is cheaper to resurface a road in fair condition than it is

to completely reconstruct a road that's fallen into disrepair. This approach gets the most life out of every road.

In this year's edition of *Your Roads* you will find our 2016/17 roads schedule for urban and rural sealed roads.

Unfortunately we cannot place the gravel maintenance schedule in here due to space, but you can find a quarterly gravel maintenance schedule on our website at www.lismore.nsw.gov.au.

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 for instance, then it would be a Class A road. If it's an access road servicing just a few homes, it would be a Class C road.

Class A roads receive a maintenance grade once every year, Class B every two years and Class C every three years.

Thanks for reading *Your Roads* – we hope you learn something new and get a better insight into what we do each day.



Coffee Cart Consultations improve communication

Twelve months ago, Council started a new community engagement project called Coffee Cart Consultations.

The idea was simple: get together with people over a coffee and discuss road projects before any construction took place.

The brains behind the idea, Council's Design Services Engineer Barry Goodwin, said the consultations ensure residents and business owners are well-informed and also allow staff to tap into vital local knowledge during the crucial design stage.

"The Coffee Cart Consultations give people a heads up about upcoming projects – it's a chance for locals to bring up issues and understand how the construction process will affect them," Barry said.

"Advice from locals can be invaluable. They are often long-term residents or business owners, and have insights about drainage or water movements that we are not necessarily aware of. It's good ground-truthing of our designs.

"It's a pretty simple idea – meeting people and talking with them – but it's not something Council has been very good at until now."

Frank Spinaze has run a business in Conway Street since 1992 and earlier this year attended a Coffee Cart Consultation about upcoming roadworks.

Frank was able to tell design officers about a blocked drain that floods during heavy rainfall and raised issues about pedestrian safety across a semi-concealed laneway next to his business.

As a result, Council has inspected the drainage pipe with CCTV cameras, which identified blockages from tree roots. These will be removed and the pipe will be fixed. Council will also install new kerb and gutter near the laneway entrance and increase line-marking to provide a safer crossing for pedestrians.

"It was great to meet Council staff and discuss issues regarding Conway Street and the proposed roadworks," Frank said.

"I was able to get instant feedback from Council's engineering department, which saved me the time and effort of submitting a written submission.

"These consultations gave me the opportunity to find out first-hand how the construction works will affect my business and established open communication between myself and Council."



2015/16 Roadworks Scorecard

Rehabilitation Program

85% completed

Overall the program progressed well. Three projects had to be carried forward to 2016/17:

- Cathcart Street (from Magellan to Conway Street): The final estimates for this project showed it would cost a lot more than initially thought. Instead of choosing to drop another job, this was deferred as there were also some complicated design issues, such as stormwater drainage, that needed to be sorted out.
- Hunter Street (from Laurel Avenue to Uralba Street): A number of extra projects around the hospital precinct were added in to the program in early 2015/16 for the Lismore Base Hospital Car Parking Strategy. To accommodate new works we delayed this project.
- Wyrallah Road (from Leslie Lane 700m west): Wet weather delays on other projects pushed back the start date of this project.

Resurfacing Program

95% completed

- Tregeagle Road
- Nimbin Road
- Cawongla Road
- Duncan Road
- Alphadale Road

Small sections of the roads listed above did not get completed because on closer inspection they required full rehabilitation not just a resurface. These have now been added to the rehabilitation program and prioritised.

Road Services Review – the good, the bad and the ugly

Since our last edition of *Your Roads*, a comprehensive review of our roads department has been undertaken. A report went to Council in February and it didn't pull any punches. Hundreds of staff were interviewed and the review looked at roles and responsibilities, work practices, plant and equipment requirements, and staff structure.

The results weren't pretty and it showed that Council has a long way to go if we are to deliver these services in the best and most efficient way for our community. So we have put together a plan to address these issues. This includes:

- Greater involvement of construction staff – the guys on the ground – in the design of roads.
- Consistent project management across the roads department for all construction projects and more regular reporting.
- Training for supervising staff to address workforce culture issues.
- Evaluating and measuring progress.
- Changing our name to Civic Services and adopting a new staff structure from 1 July 2016.

That might sound a little bureaucratic, but what we hope to achieve is to become more responsive to community requests, finish projects on time and on budget, have motivated staff who are proud of where they work, and ensure we don't make the same mistakes twice.

This is not an easy or quick fix. However, our staff are to be congratulated for confronting these issues head on and being willing participants in a plan for improvement. We will report back in future editions of *Your Roads* on how we are doing.

To read the Council report in full, view the February 2016 Council Business Paper at www.lismore.nsw.gov.au.

A day in the life of... Evan Hickling

Evan Hickling is a Leading Hand in Roads and Construction and says he loves his job 99% of the time.

Evan is a Bundjalung man who has been with Council for six years – he started as a trainee and now supervises a crew of four road workers. He arrives every day just after 6am and gets his daily schedule, before heading out to set the laser levels for his team, which works the graders and excavators on major road projects.



“It is dangerous work doing what we do; working with machines eight hours a day,” Evan said. “It doesn’t matter if you’ve been doing it for six months or 16 years – you’ve gotta keep your eyes open and stay focused on every job site.”

Evan is a father of three young girls and takes great pride in his work and that of his team.

“Every job I do, I want to do it like it’s my own front yard – I want to leave it looking good!” he laughed.

“It’s tough sometimes driving past bad roads, knowing we don’t have the money to fix them. As a road worker, that’s pretty frustrating.”

Evan says he was lucky to learn his trade from the best – the late Wayne Gillick, a legend among Council workers who passed away in 2015. Wayne worked at Council for 20 years and never failed to be the first one through the gate, every morning, at 5.30am.

“Wayne was my boss and I owe a lot to him – he taught me everything I know,” Evan said.

“As a young Aboriginal man coming through, I didn’t expect there would be a place for me at the end of my traineeship. But Wayne told me to work hard and show them I was in for the long haul. So I stuck it out, and now here I am. I love working here – every day is different and it’s good work, giving back to the community.

“I can’t do my job without a team of other people – the engineers, the designers, the blokes I work with every day, the girls answering the phone in the office. It’s everyone working together that makes what we do possible.”

Shoulder grading – why?

We have been asked recently why we are increasingly grading off the shoulder on rural roads.

The increased shoulder grading ensures water can sheet off the road, onto the shoulder and into the table drains, ensuring the road foundation stays dry.

Normally, gravel builds up on the shoulder and water is unable to run into the table drain and runs down the road, destroying the foundations. We have a change in philosophy that recognises we need stop problems before they occur. Prevention is better than cure.

We understand that people are used to seeing green grass up to the edge of the road, but this kind of drainage maintenance prevents early deterioration. This is something we are doing much more of – it looks a little shocking, but it’s good for the roads.

2016/17 Sealed Roads Rehabilitation Program

Rehabilitation 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.

Rehabilitation works being undertaken in the next 12 months are:

Road	Length of work
Cathcart Street	From Magellan Street to Conway Street
Conway Street	From Dawson Street to Keen Street
Dunoon Road	From Cusack Road to Pagottos Ridge Road (Stage 1)
Wilson Street	From Elliott Road to Newbridge Street
Zadoc Street	Intersection of Zadoc Street and Keen Street
Oliver Avenue	Roundabout at intersection of Oliver Avenue/Phillip Street
Leycester Street	Roundabout at intersection of Leycester/Hindmarsh Street
Union Street	Roundabout at intersection of Union/Casino Street

2016/17 Sealed Roads Resurfacing Program

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 makes it last longer.

Resurfacing works being undertaken in the next 12 months are:

Road	Length of work
Agnes Street	From Breckenridge Street to Bridge Street
Airforce Road	From Military Road to Martin Drive
Alexandra Parade	From Winterton Parade to Dunoon Road
Amaroo Place	From Barham Street to dead end
Anstey Street	From Cathcart Street to dead end
Arthur Street	From Alexandra Parade to dead end
Atfield Street	From Coraki Road to Barker Street
Aurora Street	From Dibbs Street to Gordon Street
Bannister Street	From Wilson Street to dead end
Barnes Avenue	From Rhodes Street to Cook Street
Beaumont Drive	From Denbos Crescent to dead end
Belvedere Drive	From Barham Street to dead end
Breckenridge Street	From Wybelena Road to dead end
Brewster Street	From Magellan Street to Bridge
Brewster Street	From Uralba Street to Laurel Avenue

Bridge Street (North Lismore)	From Pitt Street to Slater Street
Bright Street	From College Road to Dibbs Street
Broadwater Road	11 sections: a total of 6.2km or 63% of the road
Cambrian Street	From Molesworth Street to dead end
Campbell Street	From change of seal to dead end
Caniaba Street	From dead end to Meadow Drive
Casino Street	From Union Street to Centre Street
Casino Street	From Wilson Street to change of seal
Carrington Street	From Bounty Street to Conway Street
Cathcart Street	From Ballina Road to Parkes Street
Centre Street	From Casino Street to Charles Street
Charles Street	From Crown Street to Centre Street
Chilcott Street	From change of seal to change of seal
Church Lane	From Woodlark Street to Richmond Lane
Coleman Street (Lismore)	From Zadoc Street to Orion Street
Colleen Place	From Elizabeth Street to dead end
College Road	From Music Street to change of seal
Conway Street	Service road from Ballina Road to Conway Street
Cook Street	From Maloney Avenue to Union Street
Coraki Road	25 sections: a total of 11.1km or 76% of the road
Cottee Street	From Wyrallah Road to Clarice Street
County Lane	From Eggins Lane to Carrington Street
Crawford Road	From Military Road to dead end
Cromer Street	From Union Street to Barnes Avenue
Crown Street	From Phyllis Street to dead end
Daphne Street	From Esmonde Street to Esyth Street
Denbos Crescent	From Beaumont Drive to dead end
Diadem Street	From Ballina Road to Magellan Street
Dibbs Street	From Ballina Road to Pound Street
Durheim Road	From Skyline Road to Wyrallah Road
East Coraki Road	From Council Boundary to Tuckurimba Road
Eric Place	From Noel Street to dead end
Ewing Street	From Brewster Street to Cathcart Street
Fermoy Avenue	From Weaver Street to Bent Street
First Avenue	From Esmonde Street to Spring Street
Flood Reserve Road	From Coraki Road to change of seal
Gail Place	From College Street to dead end
Garden Street	From Showview Street to Esmonde Street
Gerard Street	From Molesworth Street to Victoria Street
Gibbon Street	From Macaulay Street to dead end
Glasgow Lane (South)	From carpark to dead end
Gordon Street	From Aurora Street to Bright Street



Gorton Avenue	From Dalley Street to Jacaranda Avenue
Graham Road	From Tucki Road to 1km north
Gundurimba Road	3 sections: a total of 1.6km or 67% of the road
Habib Drive	From Three Chain Road to Krauss Avenue
Hallam Street	From Macaulay Street to dead end
Hazelmount Lane	From Mathieson Lane to change of seal
Hewett Street	From Dibbs Street to dead end
High Street (Lismore Heights)	From service lane to Hindmarsh Street
Hindmarsh Street	From Leycester Street to High Street
Hunter Street	From Clyde Street to Ballina Road
Huntingdale Road	From Hurley Street to dead end
Jacaranda Avenue	From Nielson Street to Dibbs Street
John Street	From Keen Street to change of seal
Johnson Street	From Tunstall Street to private property
Junction Street	From Keen Street to Gerard Street
Kaanapahali Avenue	From Laihaina Crescent to dead end
Keen Street	From Orion Street to Zadoc Street
Keen Street	From John Street to Bernstein Street
Kilgin Road	14 sections: a total of 7.1km or 70% of the road
King George Drive	From Beaumont Drive to dead end
King Street	From Larkin Lane to Rural Street
Kingsford Smith Drive	From Wilson Street to dead end
Krauss Avenue	From Three Chain Road to Habib Drive
Kyogle Road	9 sections: a total of 2.9km or 27% of the road
Larkin Lane	From Dawson Street to Keen Street
Laurel Avenue	From Diadem Street to Brewster Street
Leycester Street	From Orion Street to Dawson Street
Macaulay Street	From Gibbon Street to Lake Street
Magellan Street	From Dawson Street to Dibbs Street
Market Street	From Molesworth Street to Victoria Street
Mathieson Lane	From Wyrallah Road to change of seal
McKenzie Street	From Diadem Street to Dibbs Street
Meadow Drive	From Caniaba Street to dead end
Military Road	From Industry Drive to Dalley Street
Milton Street	From New Ballina Road to Renwick Street
Miriam Street	From Bridge Street to Campbell Street
Molesworth Street	From Zadoc Street to bridge abutment
Mountain View Drive	From Gallagher Drive to Trinity Drive
Music Street	From Dibbs Street to Nielson Street
New England Lane	From Carrington Street to dead end
Newbridge Street	From Wilson Street to Crown Street
Norris Street	From Hunter Street to dead end
North Place	From North Street
North Street	From Magellan Street to North Place

O Flynn Place	From Leycester Street to dead end
Oakland Road	900m of resurfacing west of Wyrallah Road
Ona Street	From Casino Street to Kyogle Street
Orion Street	From Hindmarsh Street to Bent Street
Parrots Nest Road	From Bruxner Highway to change of seal
Peate Street	From Terania Street to Boorie Street
Pelican Creek Road	5 sections: a total of 2.7km or 84% of the road
Penelope Place	From Beaumont Drive to dead end
Pine Street	From Crane Street to Terania Street
Pitt Lane	From Winterton Parade to Pitt Street
Pollard Place	From Conte Street to dead end
Richmond Lane	From Keen Street to carpark
Rifle Range Road (East Lismore)	From dead end to carpark entrance
River Bank Road	6 sections: a total of 3km or 73% of the road
Robinson Avenue	From Esmonde Street to dead end
Robson Road	500m of resurfacing South of Tregeagle Road
Rotary Drive	Service road off Rotary Drive
Rural Street	From Dawson Street to dead end
Second Avenue	From Ballina Road to Bright Street
Service Lane South off Ballina Road	From Ballina Road to Victoria Street
Sheehan Road	From Tuckurimba Road to change of seal
Sheehan Road	From Wyrallah Road to 820m west
Shepherd Lane	From Hunter Street to Diadem Street
Slater Street	From change of seal to Bridge Street
Snow Street	From Union Street to East Street
Spring Street	From First Avenue to dead end
Stocks Street	From Esmonde Street to Dalley Street
Swan Bay Road	From Tuckurimba Road to change of seal
Tatham Road	9 sections: a total of 5.1km or 66% of the road
Terania Street (North Lismore)	From dead end to Bridge Street
Terania Street (North Lismore)	From Bridge Street to Tweed Street
Tomki Tatham Road	From Council boundary to change of seal
Tucki Road	From Wyrallah Road to Robson Road
Tuckurimba Road	6 sections: a total of 3.2km or 43% of the road
Tunstall Street	From Bruxner Highway to Johnson Street
Tweed Street	From Terania Street to Lake Street
Union Street	From Engine Street to Elliott Road
Victoria Street	From Gerard Street to change in width
Weaver Street	From Orion Street to dead end
Webster Street	From Centre Street to Crown Street
Whispering Valley Drive	From Richmond Hill Road to dead end
Wyrallah Road	30 sections: a total of 12.7km or 40% of the road



New road treatments

Last year we tried a variety of innovative new preservation treatments for road surfaces to prolong their life. There was varying success for each treatment used.

Level 1 Treatment

Using a wooden deck as an example, Level 1 treatment is a similar process to oiling a deck. The material penetrates the road surface and makes it less brittle. This reduces cracking in the road, and keeps water out. This treatment does not make the road stronger but maintains the existing surface so it doesn't deteriorate.



Like a wooden deck, treatment needs to be applied to roads at the right time in order to preserve their life – the road cannot be allowed to fall into disrepair or the

treatment won't work. We select and treat roads that are quite young and only just starting to show signs of wear, extending their life for many more years to come.

Some of the roads we selected for this treatment had fallen too far into disrepair and there was not much success. Now that we better understand when to apply this treatment, we will only select roads young enough to benefit.

Level 2 Treatment

Using the wooden deck as an example again, Level 2 treatment is a similar process to painting a deck. The treatment is placed over the existing road surface, filling fine cracks and small holes to restore the surface and make it last longer. Again, this treatment needs to be applied at the right



time, but the road can be older. After our mistakes with Level 1 treatment, we decided to inspect Level 2 treatments early. This allowed us to quickly understand which roads

were suitable and the roads we treated responded really well. A good example of this is the end of Fischer Street in Goonellabah.

Level 3 Treatment

This treatment is very similar to asphaltting or bitumen sealing a road. It comprises a thin layer of material that provides a smooth driving surface.

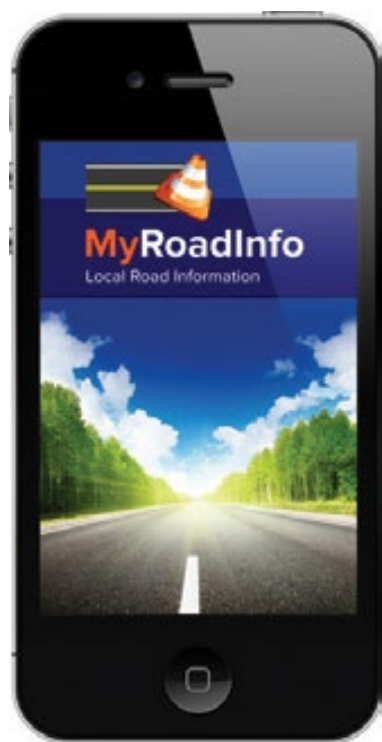


We had some teething problems with this treatment and had to try several types of quarry rock to ensure a durable finish. We now have the mix right and it's a lot cheaper than asphalt, allowing us to repair more kilometres of bitumen surface. A good example of this treatment can

be found at Oliver Avenue (from Waratah Way to Holland Street in Goonellabah).

Overall, these three treatments are providing us with cost-effective and quality results. We have had some problems, but now that these are ironed out, we will be getting more roads fixed for the same amount of money.

We hope **Your Roads** has provided some useful information and a better understanding of our approach to roads. If you would like to report a pothole that needs fixing, go to the Report a Problem link at www.lismore.nsw.gov.au or for more information phone **1300 87 83 87**.



For information on delays and road closures caused by accidents, flooding etc, download our free MyRoadInfo app or visit www.myroadinfo.com.au.

