Lismore City Council

Pedestrian Access and Mobility Plan

lismore city council

This report was reviewed in 2011 by Lismore City Council. It was a review of the original Pedestrian Access and Mobility Plan produced by Lismore City Council in 2003.

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This Plan was adopted by Lismore City Council on 11 September 2011

Contents

Part 1. Introduction

1.1 Background

What is a PAMP?

The Pedestrian Access and Mobility Plan or (PAMP) is a comprehensive strategy that focuses on creating safe, convenient and accessible pedestrian networks for the whole community. The 2011 PAMP is a review of the initial PAMP developed by Lismore City Council in 2003 in partnership with the Roads and Traffic Authority.

What has the PAMP achieved?

Lismore City Council's original PAMP document was developed in 2003 and encompassed an extensive Works Program. Of the works detailed in this program, several of the high priority items have now been achieved, including:

- The Ballina Road underpass at Gallagher and Kellas Street which serves as a link between suburbs to the north of Ballina Road and Southern Cross University.
- The Woodlark Street upgrade which has provided several safe and accessible crossing points for pedestrians.
- Improved access through kerb ramp upgrades in the CBD area including Molesworth, Magellan and Keen Streets.
- Refuge and kerb ramp upgrades at Wilson and Casino Street, South Lismore.
- The installation of pedestrian fencing at required locations throughout the Central Business District (CBD), enhancing pedestrian safety by separating pedestrians from the path of vehicles.

Why have a PAMP?

It is the responsibility of local Councils and the Roads and Traffic Authority to provide safe, connected and convenient pedestrian facilities for the whole community to encourage people to walk and partake in a healthy transport alternative which in turn may lead to a reduction in the use of motor vehicles in the area.

The PAMP is a planning tool which provides Council with a clear synopsis of the pedestrian facilities required and a platform whereby funding can be applied for to conduct works.

The major focus of the Plan is to ensure a safer relationship between pedestrians and motor vehicles, therefore limiting the potential risk and incidence of pedestrian crashes.

The benefits of a PAMP include:

- more appropriate pedestrian facilities, especially in busy areas,
- improved access for mobility impaired groups in the community, including older persons,
- safe and convenient crossing opportunities on major roads,
- reduced injuries to pedestrians,

- links with other transport services to achieve an integrated land use and transport facilities network and
- links with existing vulnerable road user plans such as cycleway plans, maintenance programs and road safety strategies.

Funding the PAMP

Lismore City Council separates the planning, construction and maintenance of its pathways into three different programs, each with its own budget allocation. These programs are as follows:

1. PAMP (Pedestrian Access and Mobility Plan)
2. Footpath Maintenance and Renewal program and
3. Cycleway Plan

The ***PAMP*** has an annual Council budget of approximately $30,000. This funding is generally met by the RTA on a 50/50 basis for works on local roads, and is specifically designed for the construction of pedestrian facilities. Upon application the RTA may fully fund works required on State roads however RTA guidelines specify that PAMP funding cannot be utilised for the construction of lengthy stretches of new footpaths as its focus is on facilities that enhance safety and accessibility for pedestrians in relation to the road environment.

The ***Maintenance and Renewal Program*** has an annual Council budget of approximately $100,000. This program is designed to concentrate on the maintenance of existing pathways and renewal of pathways that have deteriorated beyond repair, ensuring they are not a safety hazard to the community.

The ***Cycleway Plan*** has an annual Council budget of approximately $150,000 for the construction of new pathways and the widening of existing pathways where viable. In most cases the pathways are deemed as shared pathways enabling both cyclists and pedestrians the use of them. Additional funding for cycleways is generally available through the RTA upon application. State and Federal grants have also been accessed previously to support the construction of cycleways.

The issue of the construction of new footpaths has also been raised as part of the PAMP review, however due to budget constraints; Council does not currently have an allocation within its budget for the construction of new footpaths.

Currently, all available resources are exhausted as a result of the maintenance required for the existing footpath network.

However, should funding become available in the future through local, state or federal grants, a prioritised listing has been developed as part of the PAMP review process to address key areas where new footpaths are required. This listing is based on the road hierarchy and the notion that all collector roads should have footpaths on at least one side of the road. In addition, footpaths listed within the Section 94 Contributions Plan, as well as those requested by the community during the consultation phase have been added to this list and prioritised accordingly. *See Appendix D: Proposed New Footpaths.*

New footpaths are to be considered as part of any Development Application submitted to Council for new subdivisions and will be implemented at the cost of the developer where feasible.

In addition to these current programs there is a temporary allocation for the renewal of footpaths in the CBD block as part of Council's CBD Revitalisation Program which is a key component of

Council's Delivery Plan 2011-2014. This includes the reconstruction of footpaths in Woodlark, Molesworth and Keen Street with works expected to be conducted over the next three years. Previously, funding opportunities have been made available through agencies such as the Department of Transport, the Department of Planning, and various federal bodies such as the Department of Family, Housing, Community Services and Indigenous Affairs (FaHCSIA).

Having a current PAMP in place demonstrates that Council has a transparent plan as to where funds should be allocated to achieve the best overall outcome and therefore assists in being awarded such grants.

1.2 Objectives of the PAMP

The objectives of the PAMP are to:

- create appropriate pedestrian facilities, especially in busy areas (i.e. the CBD),
- improve access for mobility impaired groups in the community, including older persons and the vision impaired through the provision of appropriate pedestrian infrastructure and facilities,
- create safe and convenient crossing opportunities particularly in busy areas and on major roads,
- identify and address lack of continuity issues along the existing pathway network,
- identify and resolve community access and safety concerns,
- identify and resolve pedestrian crash clusters, resulting in reduced risk of injury to pedestrians,
- enable Council to take a coordinated approach to its capital works programs including the footpath Maintenance and Renewal Program and the Cycleway Plan,
- enable Council to prioritise expenditure on areas that will provide maximum user benefits,
- develop an understanding of the existing pedestrian network and identify a prioritised system of routes within the network and
- meet obligations under the Disability Discrimination Act (1992).

1.3 Methodology of the PAMP

The methodology used in preparing this PAMP was based on the RTA's model as shown in Figure 1.3 (a). The process used in developing this document included the following steps:

- An audit of the 2003 PAMP and Works Program was conducted to determine what had been achieved to date and what items would need to be included as part of the 2011 PAMP review incorporating the updated prioritised Works Program.
- Determination of the study area which is based on the existing PAMP, the population concentration, the presence of generators and attractors, and consultation with Council's Senior Management team.
- Research of existing documentation including:
  - How to prepare a Pedestrian Access Mobility Plan, developed by the RTA,

  - Pedestrian Access and Mobility Plans developed by various Local Government Areas, and
  - Lismore City Council documents providing links to the PAMP.

- Analysis of the latest Crash Data provided by the RTA to identify any pedestrian 'crash clusters' and formulate a table of information which can be used to implement suitable solutions to reduce the risk of injury to pedestrians.
- Defining the objectives of the PAMP.
- Consultation with Council staff members to determine locations to be included in the audit taking into account any future developments which may impact on the PAMP.
- Community consultation was conducted over a four week period via local media with feedback being provided by community members through on-line surveys and written submissions.
- Identification and audit of high priority routes to formalise issues that need to be addressed as part of the PAMP to provide greater accessibility.
- Extensive field audits to analyse feedback from the community as part of the community consultation process.
- Analysis, preparation of costings and prioritisation of issues to form the Works Program component of the PAMP.
- Development of a prioritised listing for proposed new footpaths which accounts for the socio economic status of the community in each area.
- Development of the Draft PAMP report and workshops conducted with Council Policy Advisory Groups and Councillors prior to the Draft PAMP being placed on Public Exhibition.
- Further community consultation during the 28 day Public Exhibition period.
- Collation of submissions and feedback received during the Public Exhibition period and subsequent alterations made to develop the final PAMP document
- Development of the final PAMP document presented to Council for adoption.
- Implementation of the PAMP and prioritised Works Program.
- Submission of funding applications.
- Ongoing management of the PAMP.

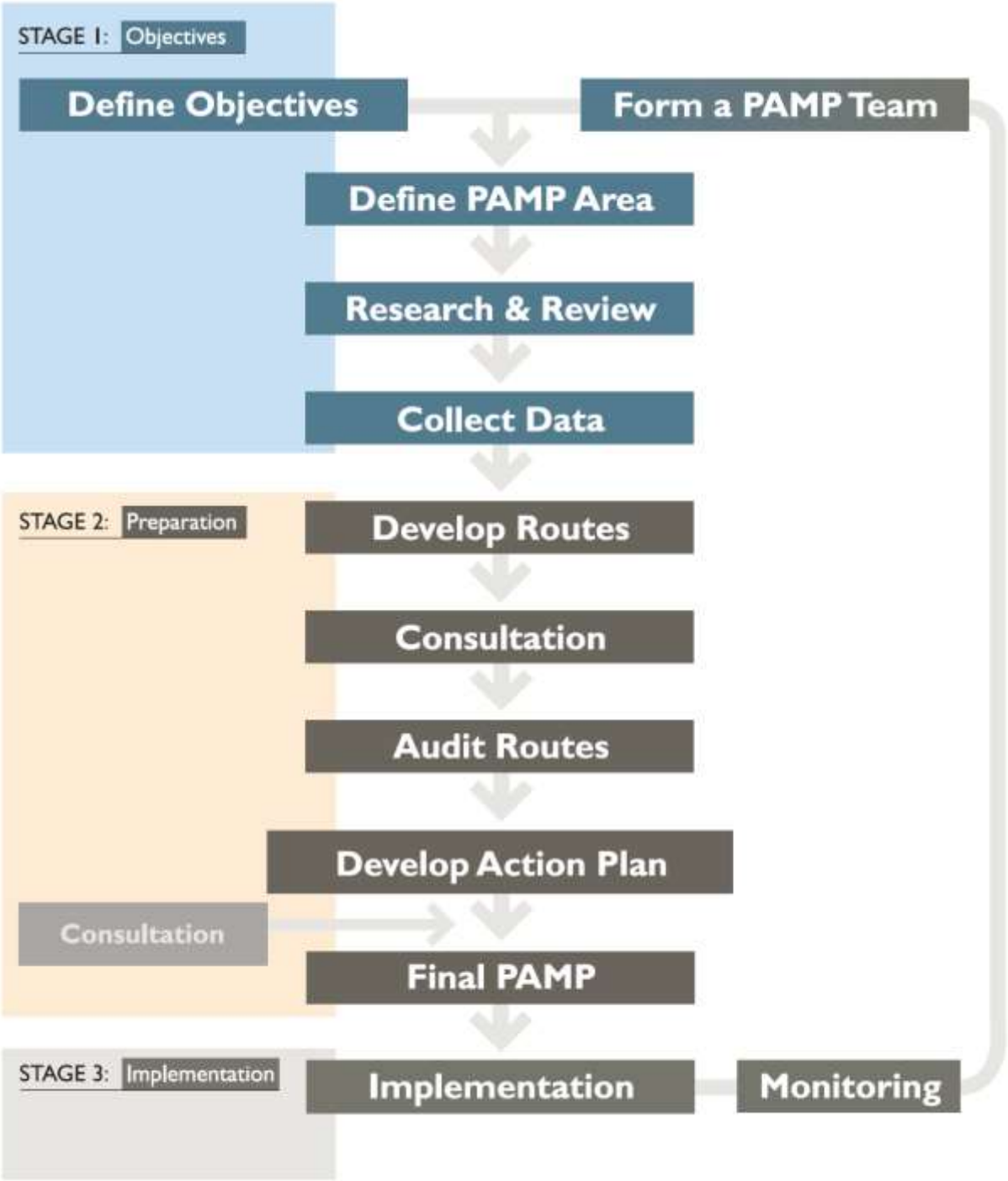


Figure 1.3 (a) How to Prepare a PAMP – Methodology, RTA 2003

1.4 Structure of the Report

The PAMP Report is divided into three categories, the strategic component, the action plan component and the Appendices.

Strategy
The strategic component of the PAMP details how the report was developed, the outcomes of the report, maps of the study areas, crash data analysis, relevant tables and diagrams and recommendations for future studies.

Action Plan
The Action Plan within the PAMP is the Works Program which comprises a detailed prioritised listing of all items that need to be addressed as part of the PAMP. This prioritised listing includes appropriate issues raised via the community consultation process, the issues identified through field audits and the suggested solutions to rectify these issues.

Appendices
The Appendices provides background and additional information to the report including submissions received from the community, associated media relating to the development of the PAMP, the Proposed New Footpaths listing, and photographic diagrams of each of the locations listed within the Works Program, providing a visual demonstration of the works required to improve pedestrian safety and / or accessibility.

Part 2. Study Area

2.1 Description of the study area

The study area of the PAMP encompasses the urban area of the Lismore Local Government Area which includes the Central Business District (CBD), the greater city area, the suburbs of North, South and East Lismore, Lismore Heights and Goonellabah.

2.2 Scope and selection of the study area

Selection of the study area was based on the existing PAMP document produced in 2003 which identified the urban area of Lismore as having the greatest concentration of pedestrians due to the population of the area and the large number of generators and attractors present.

Consideration was given to the inclusion of rural villages in the PAMP study, however given the lower usage rates and limited budget of the PAMP Program, it was determined that at present resources would be better utilised by focusing on the urban area. Each of these study areas are shown in the following maps:

2.3 Study Area Maps

Figure 2.2 (a) Lismore Urban Area (map)
Figure 2.2 (b) Lismore CBD (map)
Figure 2.2 (c) Lismore and Lismore Heights (map)
Figure 2.2 (d) East Lismore (map)
Figure 2.2 (e) North Lismore (map)
Figure 2.2 (f) Goonellabah (map)
Figure 2.2 (g) South Lismore (map)

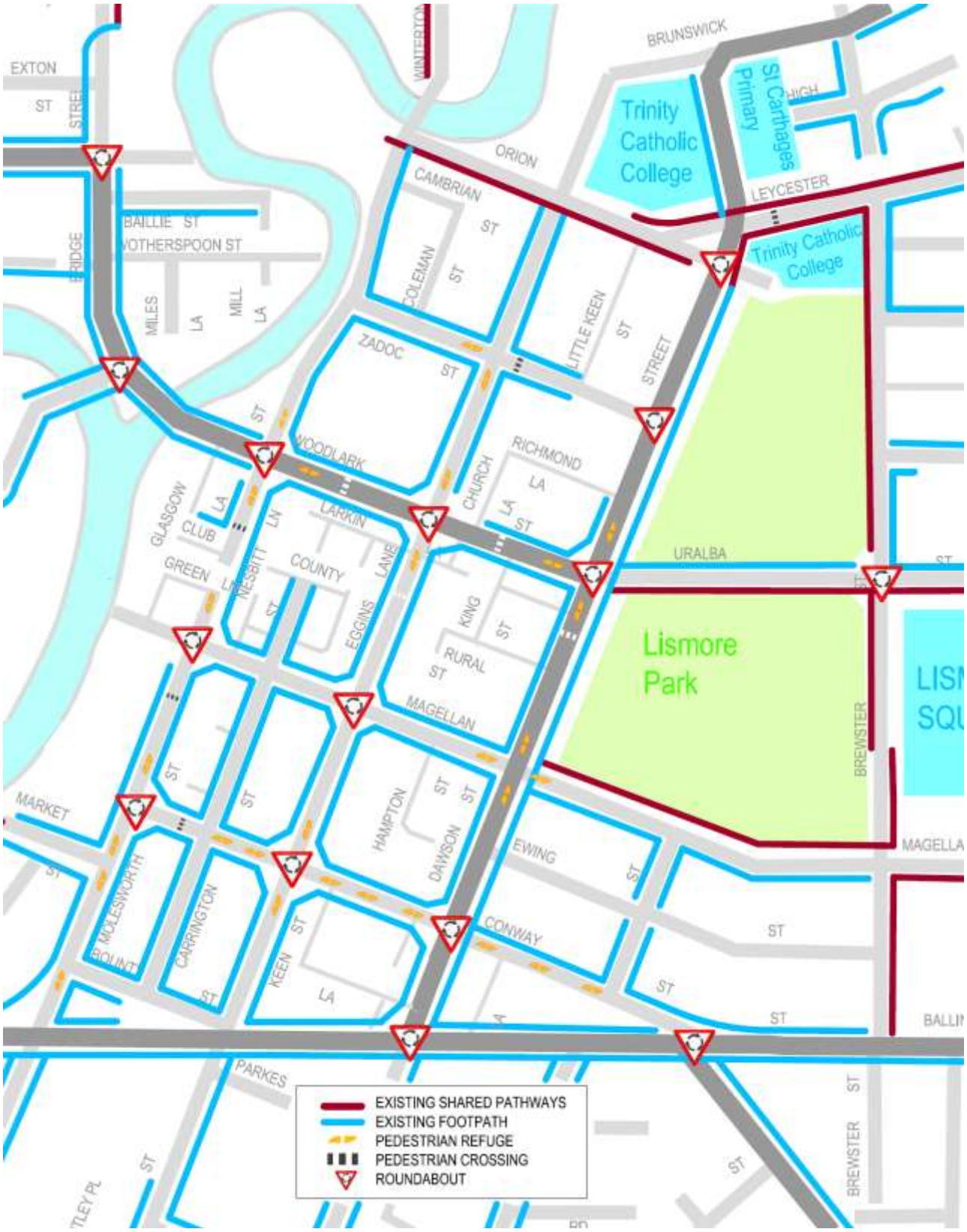


Figure 2.2 (a) Lismore CBD (map)

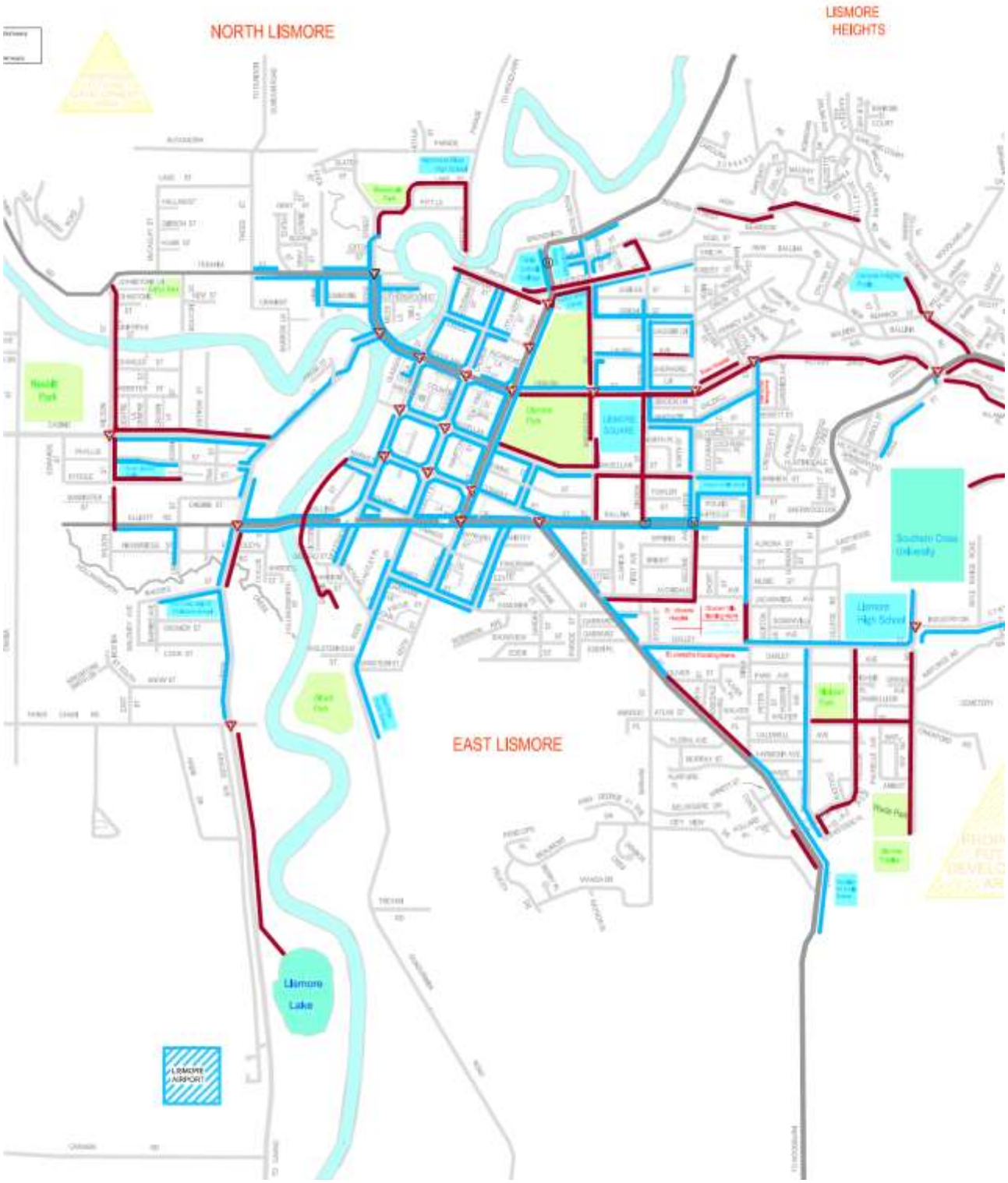
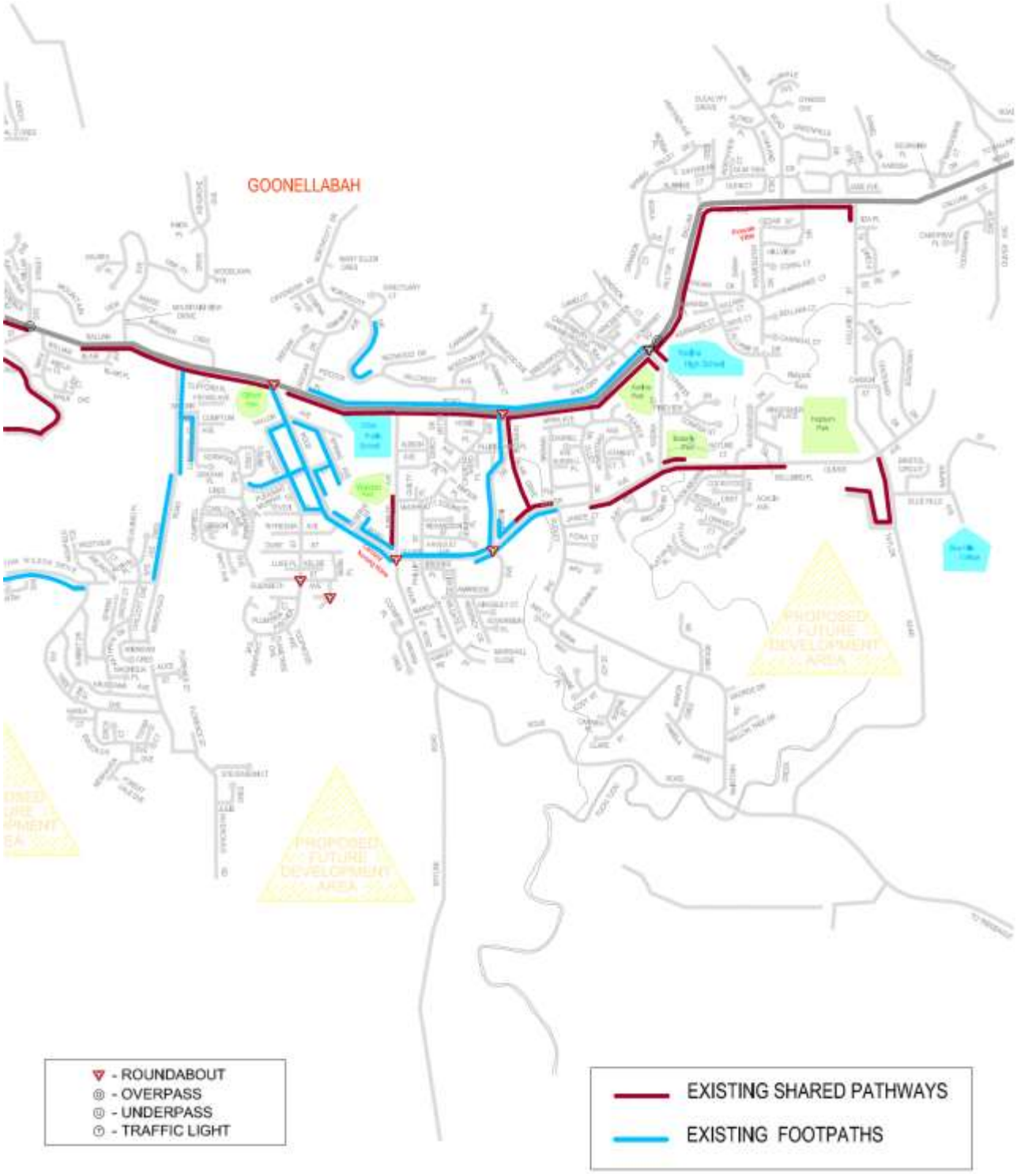


Figure 2.2 (b) Lismore Urban Area (map)


GOONELLABAH
PROPOSED FUTURE DEVELOPMENT AREA
PROPOSED FUTURE DEVELOPMENT AREA
▽ - ROUNDABOUT
Ⓞ - OVERPASS
Ⓤ - UNDERPASS
Ⓣ - TRAFFIC LIGHT
EXISTING SHARED PATHWAYS
EXISTING FOOTPATHS

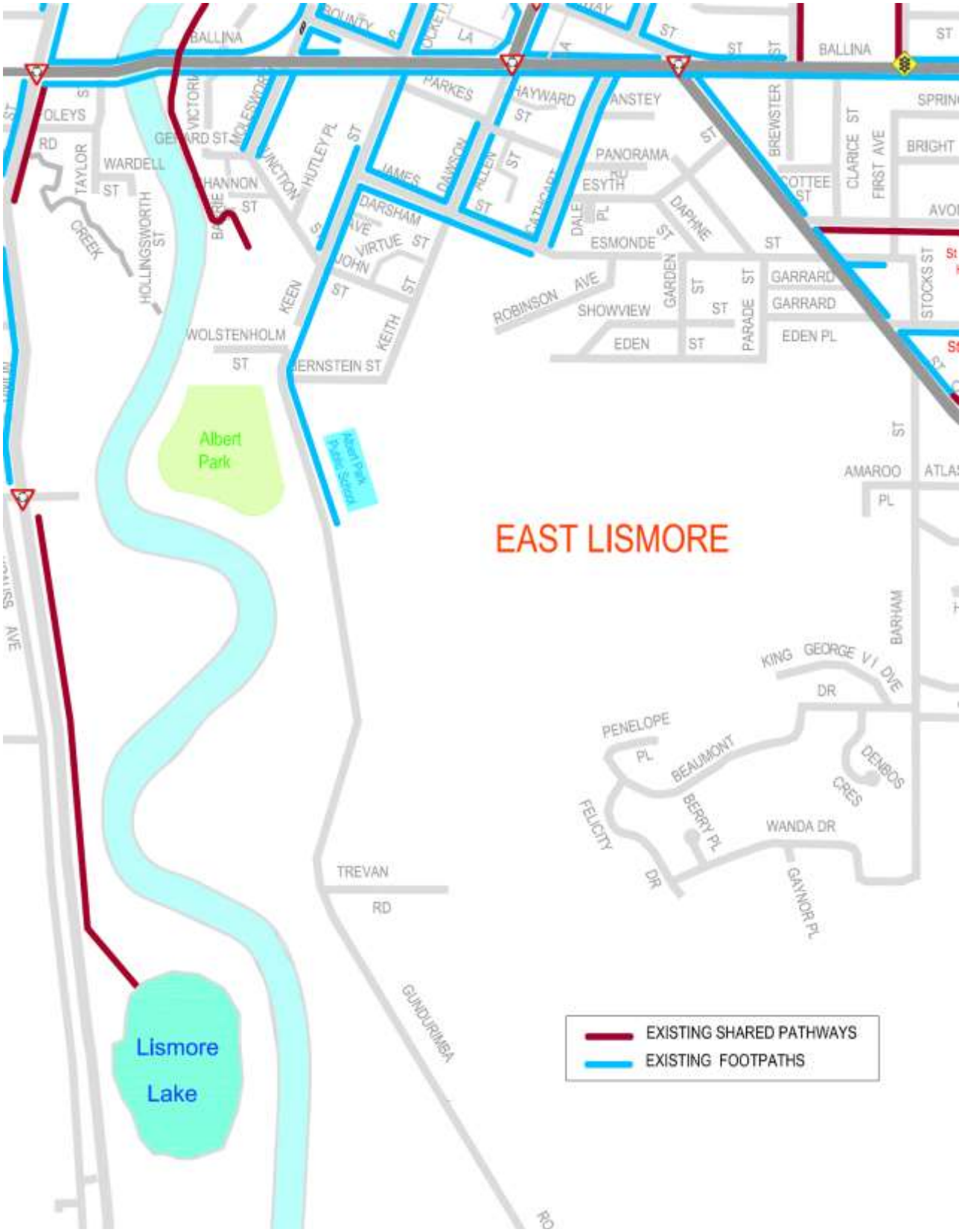
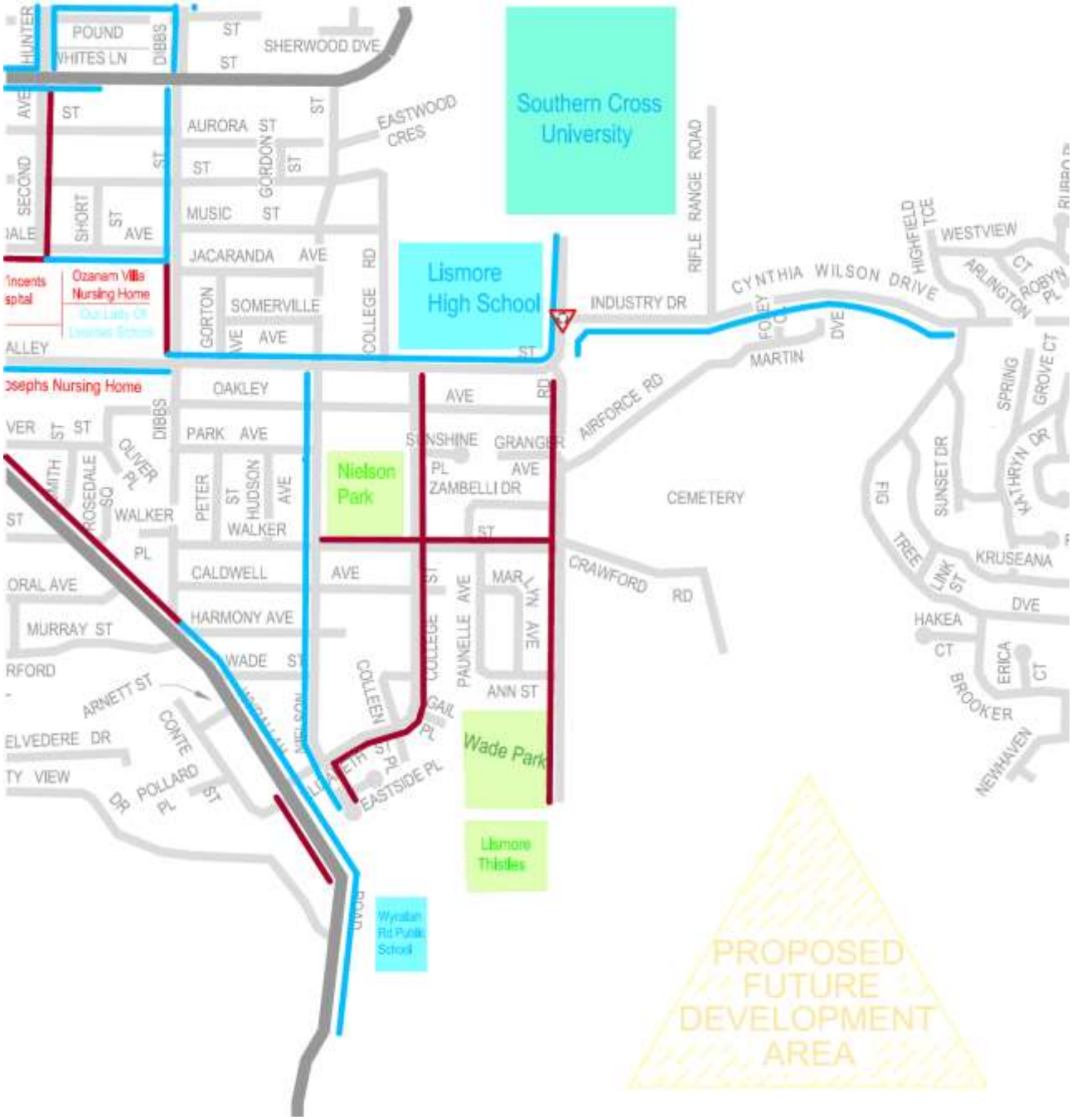


Figure 2.2 (c) East Lismore (map)


Southern Cross University
Lismore High School
Nielson Park
Wade Park
Lismore Thistles
Wyrallah Rd Public School
Ozanam Villa Nursing Home
CEMETERY
SHERWOOD DVE
EASTWOOD CRES
AURORA ST
MUSIC ST
JACARANDA AVE
SOMERVILLE AVE
OAKLEY AVE
PARK AVE
WALKER ST
CALDWELL AVE
HARMONY AVE
WADE ST
ANN ST
INDUSTRY DR
RIFLE RANGE ROAD
CYNTHIA WILSON DRIVE
MARTIN DVE
AIRFORCE RD
CRAWFORD RD
ZAMBELLI DR
SUNSHINE AVE
GRANGER PL
MARILYN AVE
PAUNELLE AVE
COLLEEN ST
GAIL PL
EASTSIDE PL
ARNETT ST
CONTE DR
POLLARD PL
MURRAY ST
ORAL AVE
ELVEDERE DR
TY VIEW
RFORD
DIBBS ST
POUND
WHITES LN
HUNTER
SECOND AVE
SHORT ST
GORDON ST
GORTON AVE
COLLEGE RD
PETER ST
HUDSON AVE
OLIVER PL
ROSEDALE SQ
SMITH ST
WESTVIEW
HIGHFIELD TCE
ARLINGTON CT
ROBYN PL
SPRING GROVE CT
KATHRYN DR
SUNSET DR
FIG TREE LINK ST
KRUSEANA DVE
HAKEA CT
ERICA CT
BROOKER NEWHAVEN
PROPOSED FUTURE DEVELOPMENT AREA

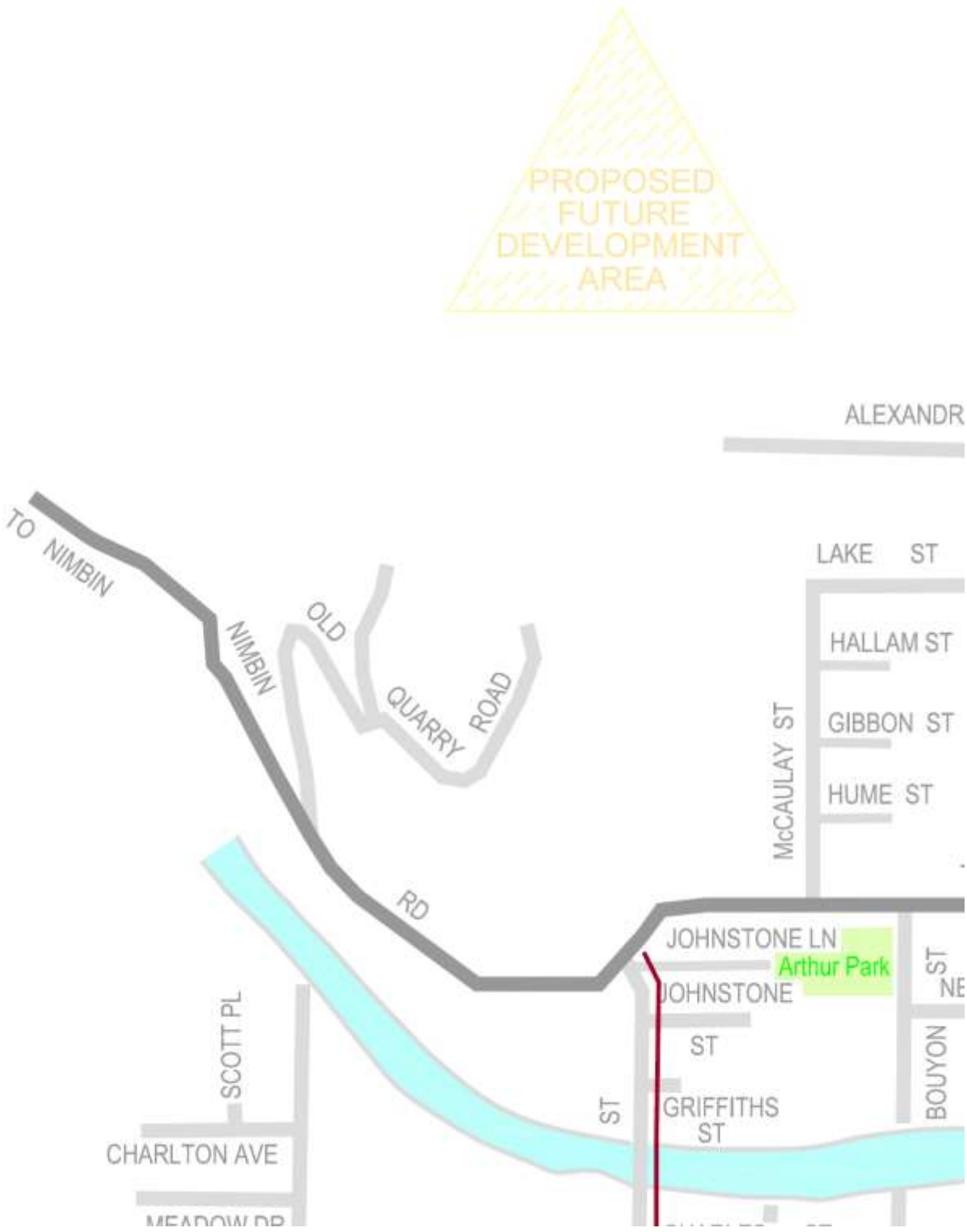


Figure 2.2 (d) North Lismore (map)

NORTH LISMORE

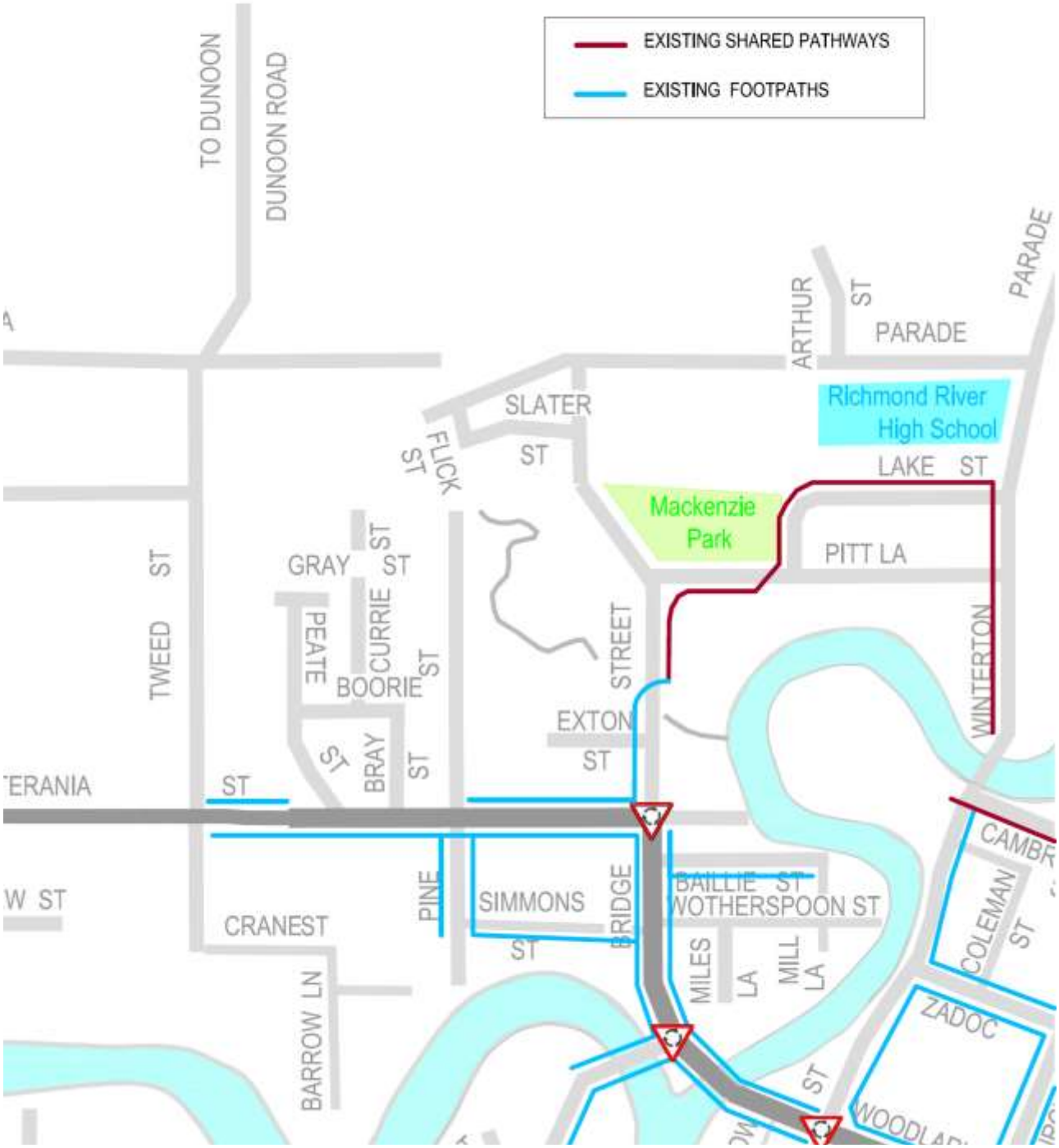
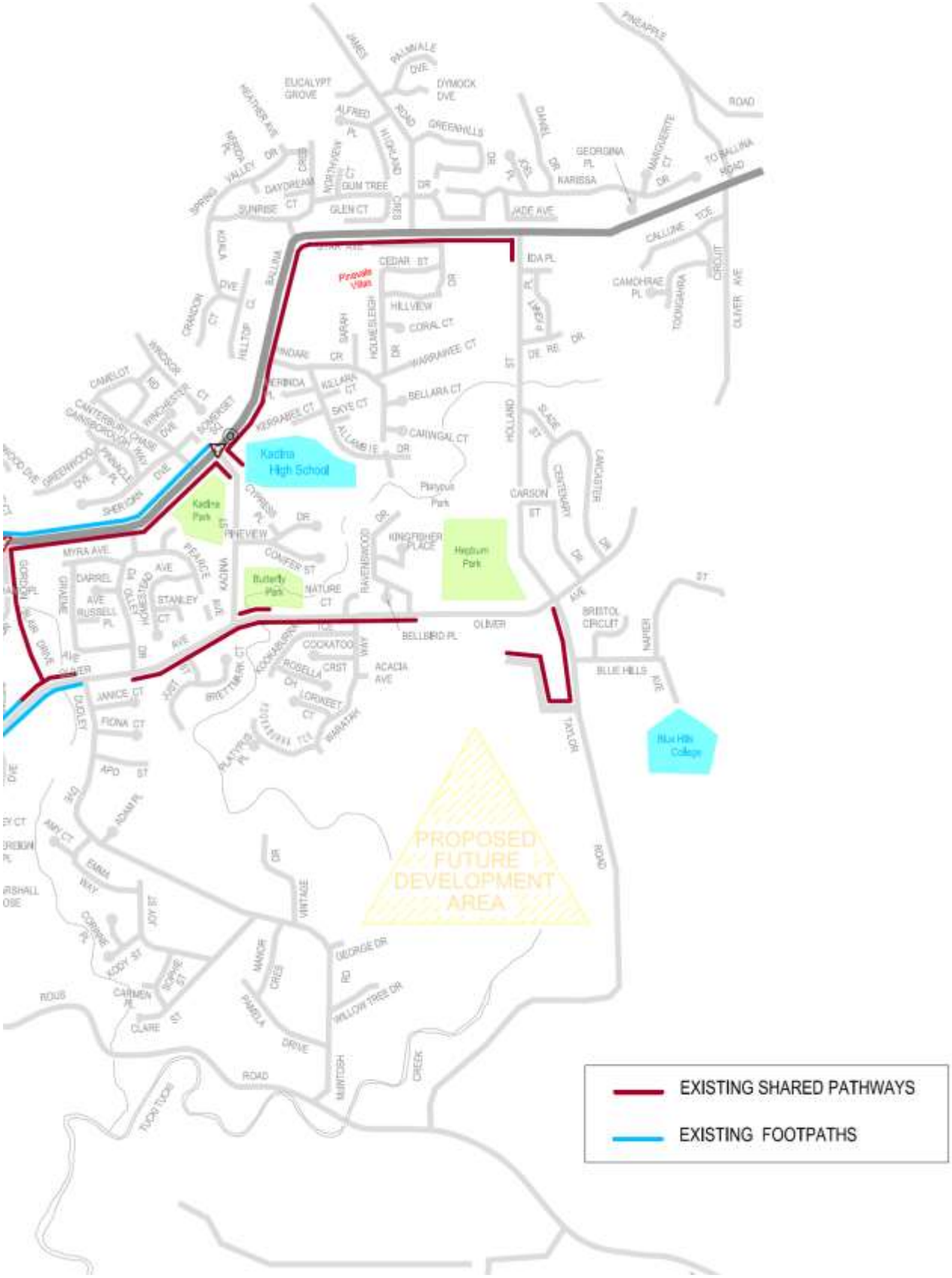


Figure 2.2 (e) Goonellabah (map)


Kadina High School
Kadina Park
Butterfly Park
Heyburn Park
Blue Hills College
PROPOSED FUTURE DEVELOPMENT AREA
EXISTING SHARED PATHWAYS
EXISTING FOOTPATHS

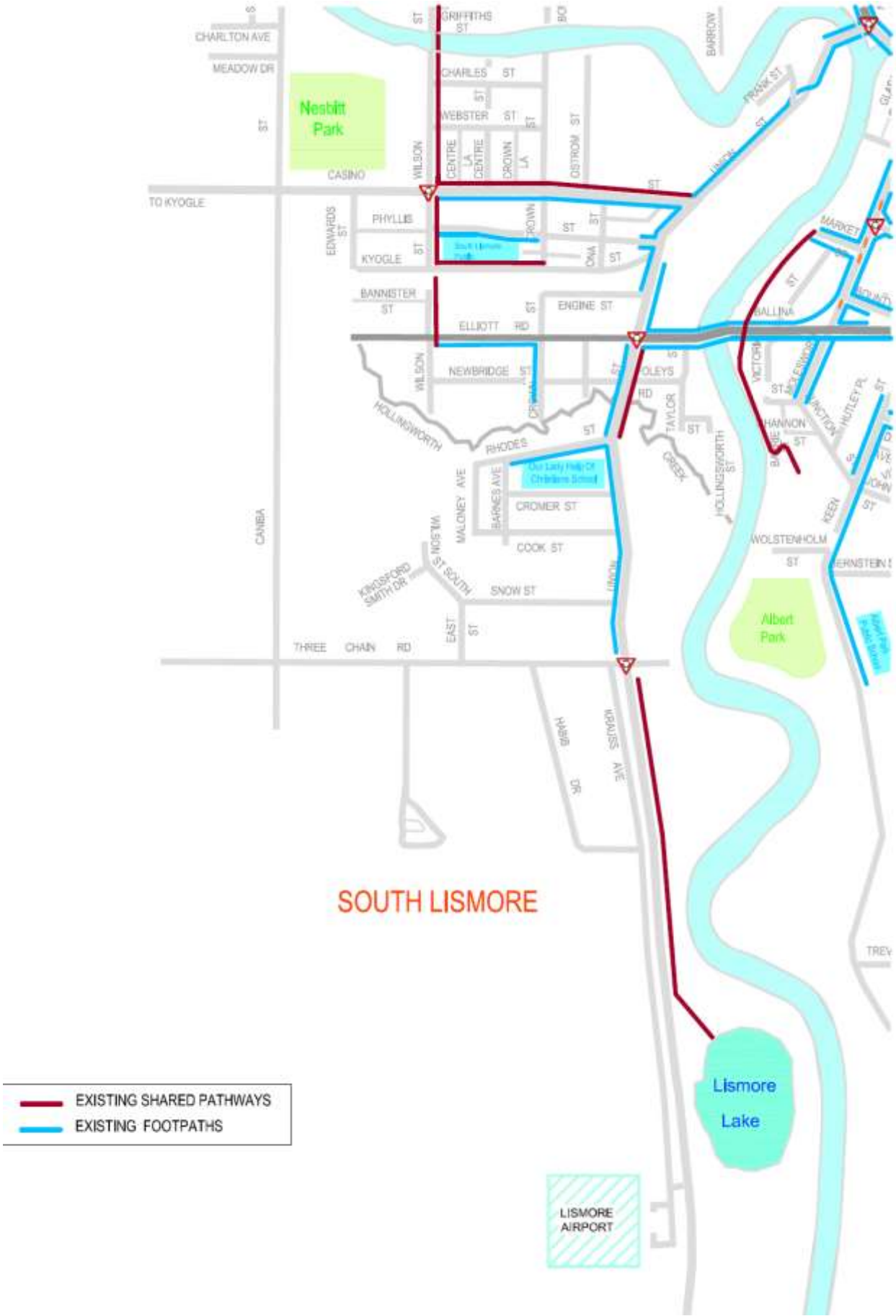


Figure 2.2 (f) South Lismore (map)

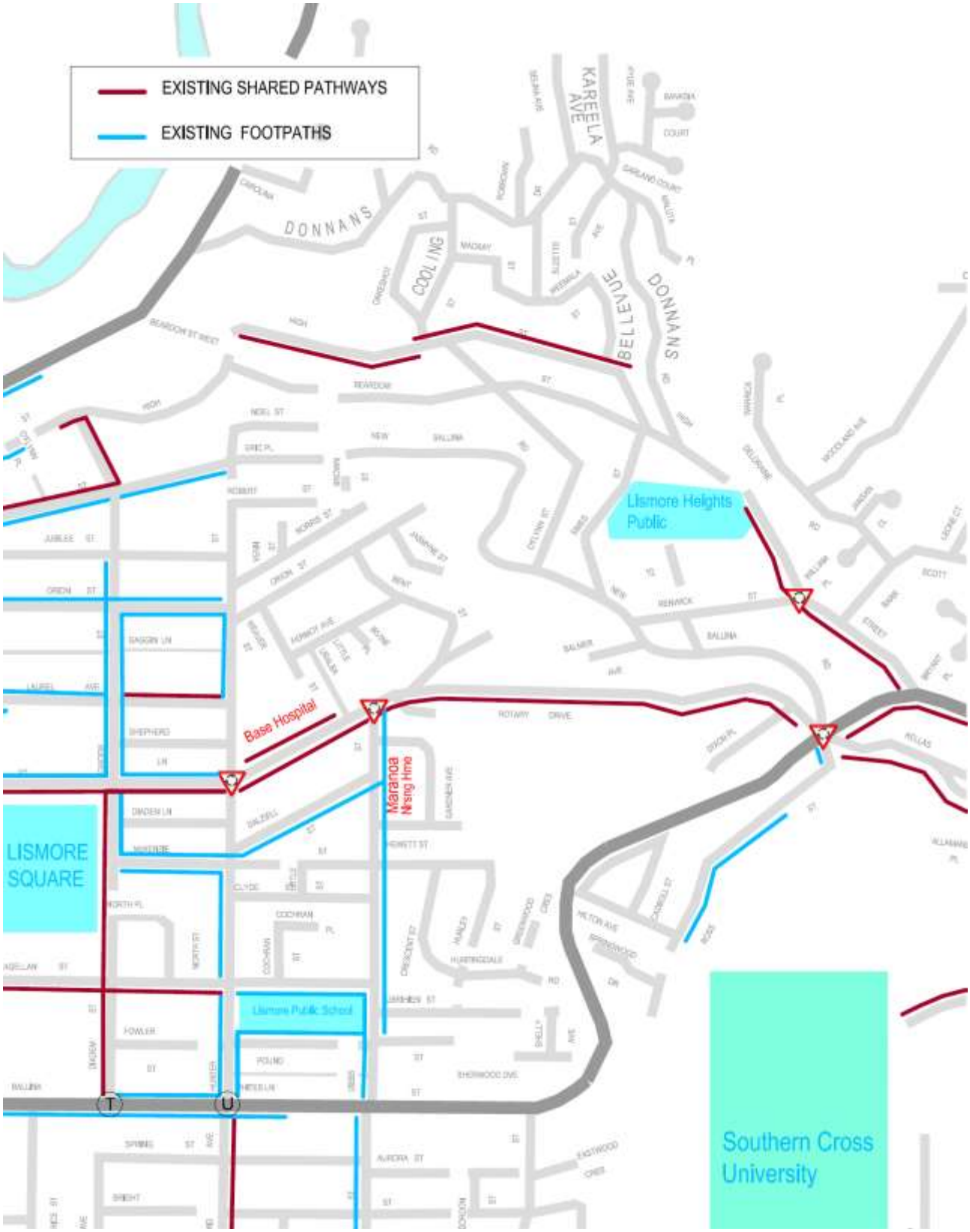


Figure 2.2 (g) Lismore and Lismore Heights (map)

Part 3. Characteristics of the Local Government Area (LGA)

3.1 Population and Land Use

The Local Government Area (LGA) of Lismore has a population of approximately 46,000 people, of which around 28,000 reside in the urban areas and were included as part of the PAMP study.

Bound by the Wilsons River and the Bruxner Highway / Ballina Road, Lismore is located 30 minutes from the coast in the NSW Northern Rivers region. The area is divided into the lower, flood prone areas of the CBD, East Lismore, South Lismore and North Lismore and then rises over a short distance to the higher areas of Lismore Heights and Goonellabah. The topography of the area has presented itself as a major constraint in ensuring appropriate pedestrian facilities are constructed.

Lismore is considered the commercial, cultural and sporting hub of the region, with major industries in retail, health, education and agriculture. Lismore is home to Southern Cross University which enrols just under 3,000 students annually and is the largest employer in the area. Additionally, there is the Lismore TAFE College, the Northern Rivers Conservatorium of Music, seventeen schools and eleven childcare facilities within the urban area.

According to the *NSW Department of Ageing Disability and Home Care* it is predicted that the overall percentage of people aged 65 and over in the Richmond Tweed Region is expected to climb form 18% to 32% over the next 25 years. It is important to be mindful of this in future planning, particularly with regard to pedestrian facilities to ensure safe and accessible pedestrian networks for the entire community.

3.2 Road Hierarchy

The road network of the Lismore Local Government Area is made up of state, arterial and local roads. The diagram below demonstrates the way in which a typical road hierarchy network is constructed. According to the New South Wales Development Design Specification - **D1. Geometric Road Design (urban and rural)** *"A hierarchical road network is essential to maximise road safety, residential amenity and legibility. Each class of road in the network serves a distinct set of functions and is designed accordingly. The design should convey to motorists the predominant function of the road."*

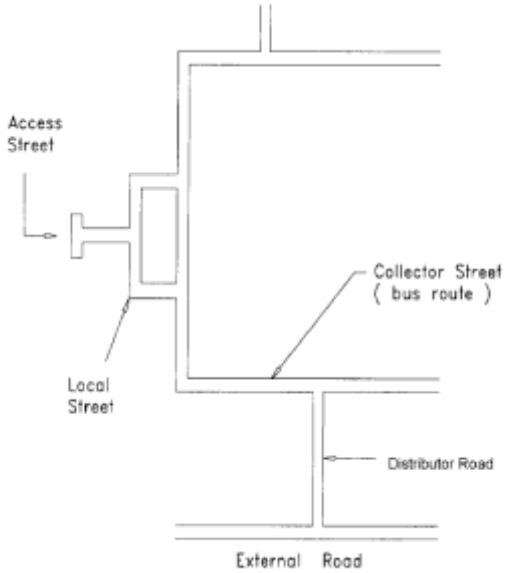


Figure 3.2 (a) Typical Road Hierarchy

The Bruxner Hwy / Ballina Rd which divides much of Lismore is a State road and is therefore governed largely by the Roads and Traffic Authority. The road hierarchy within the Lismore Urban Area is demonstrated in the map *Figure 3.2 (b)*

3.3 Public Transport

The public transport system for the Lismore area is predominantly serviced by privately operated bus companies and private taxi cooperation's. Additionally, there are a number of bus services that provide transport for schools in the area, as well as rural services that operate between the rural villages and the Lismore City Area. *Figure 3.3 (a)* shows the major bus routes within the study area.

3.4 Future Pedestrian Needs

Given the projected increase in the ageing population in the Lismore region, it is important to ensure that there will be appropriate pedestrian facilities to cater for this particular demographic. Access to retail, medical, recreational and transport facilities are essential in meeting the needs of all pedestrians.

Future residential developments, particularly in Goonellabah will require the extension of footpaths and the provision of pedestrian crossing facilities due to an increase in pedestrian activity.

Recommendations in the Lismore City Council Sport and Recreation Plan have been considered as part of the development of the PAMP which acknowledges the importance that the community places on having suitable walking and cycling facilities.

As part of the PAMP review, the necessity for more suitable crossing facilities along Ballina Road has been highlighted. This is currently seen as a major barrier between the Lismore City area and East Lismore, as well as Lismore Heights and Goonellabah in the higher residential areas.

Whilst significant progress has been made in ensuring pedestrian needs are met through the construction of various underpasses, the length of this road through the urban area still requires an increase in safe and accessible crossing facilities. In particular, Southern Cross University continues to generate a large amount of pedestrian traffic and it is integral to the community that facilities are provided so that students are not limited in where they can be accommodated.

An audit was conducted by *GTA Consultants* in June 2011 which coincided with the review of this document. The purpose of the audit was to determine the pedestrian facilities required along Ballina Road between the intersections of Dawson and Molesworth Street, with a particular focus on enabling pedestrians to cross this busy section of road. The recommendations made suggested the installation of traffic signals at both intersections which would enable pedestrians to cross with the traffic completely stationary. These recommendations are to be presented to Council and the Roads and Traffic Authority to determine the appropriate course of action.

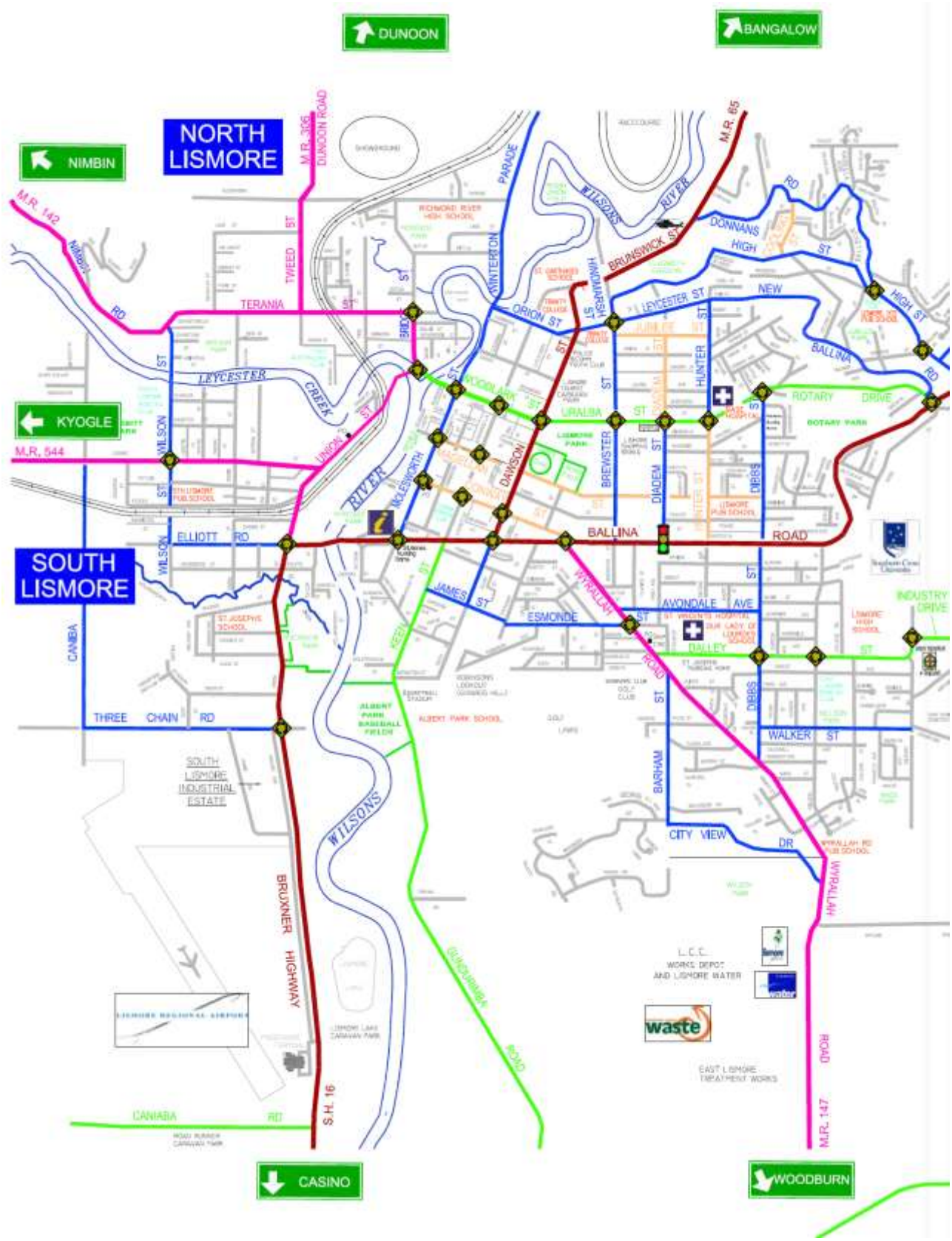
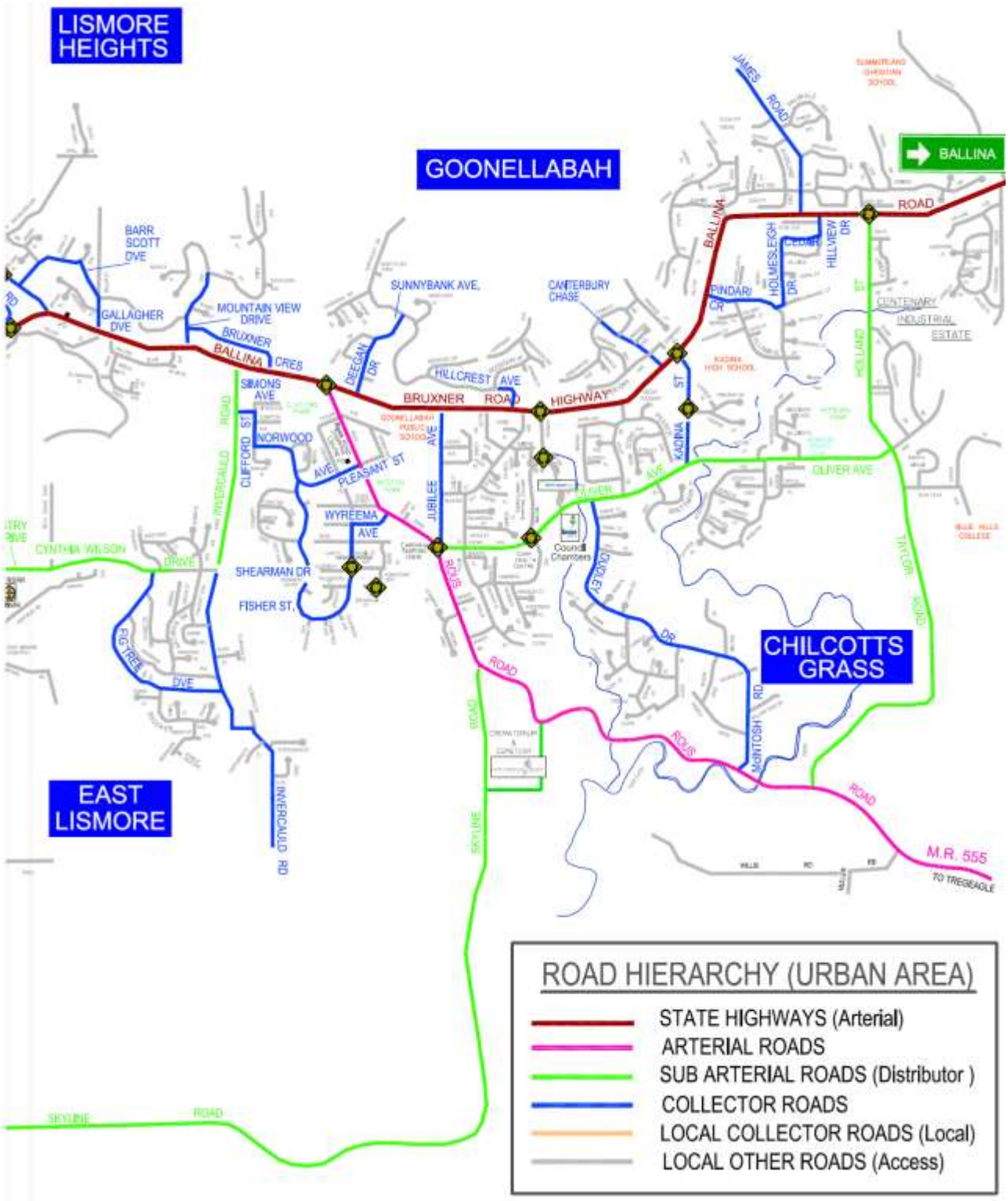


Figure 3.2 (b) Lismore Urban Area Route Hierarchy


LISMORE HEIGHTS
GOONELLABAH
BALLINA
CHILCOTTS GRASS
EAST LISMORE
BARR SCOTT DVE
GALLAGHER DVE
MOUNTAIN VIEW DRIVE
BRUXNER
BALLINA CRES
SUNNYBANK AVE.
DEEGAN DR
SIMONS AVE
NORWOOD
PLEASANT ST
HILLCREST AVE
BRUXNER ROAD
HIGHWAY
CANTERBURY CHASE
JAMES ROAD
PINDARI CR
HOLMESLEIGH DR
HILLVIEW DR
CENTENARY INDUSTRIAL ESTATE
HOLLAND
OLIVER AVE
TAYLOR ROAD
KADINA
JUBILEE AVE
WYREEMA AVE
SHEARMAN DR
FISHER ST.
CYNTHIA WILSON DRIVE
CLIFFORD ST
INVERCAULD ROAD
BIG TREE DVE
DUDLEY DR
McINTOSH RD
SKYLINE ROAD
M.R. 555
TO TREGEAGLE
ROAD HIERARCHY (URBAN AREA)
STATE HIGHWAYS (Arterial)
ARTERIAL ROADS
SUB ARTERIAL ROADS (Distributor)
COLLECTOR ROADS
LOCAL COLLECTOR ROADS (Local)
LOCAL OTHER ROADS (Access)

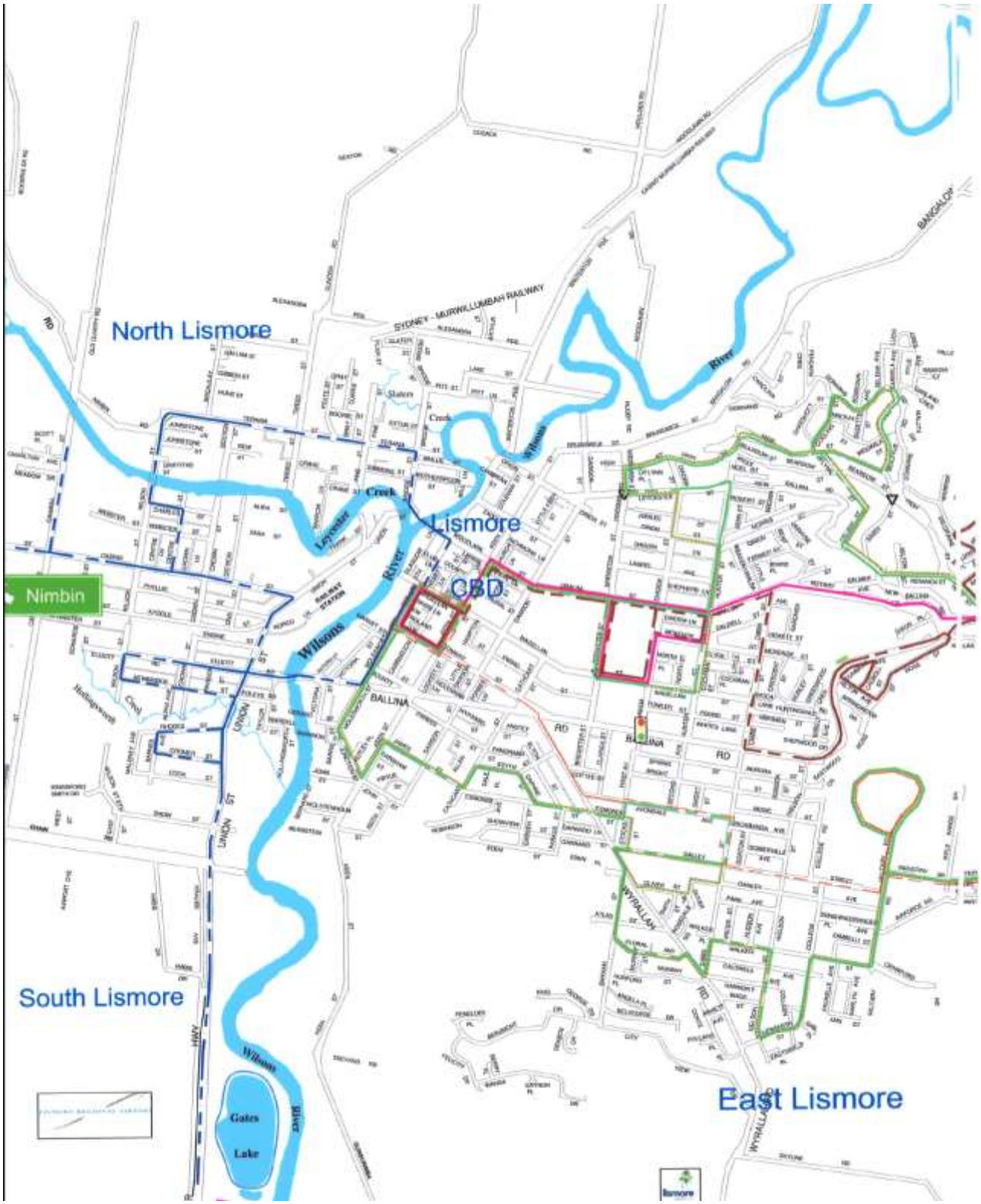
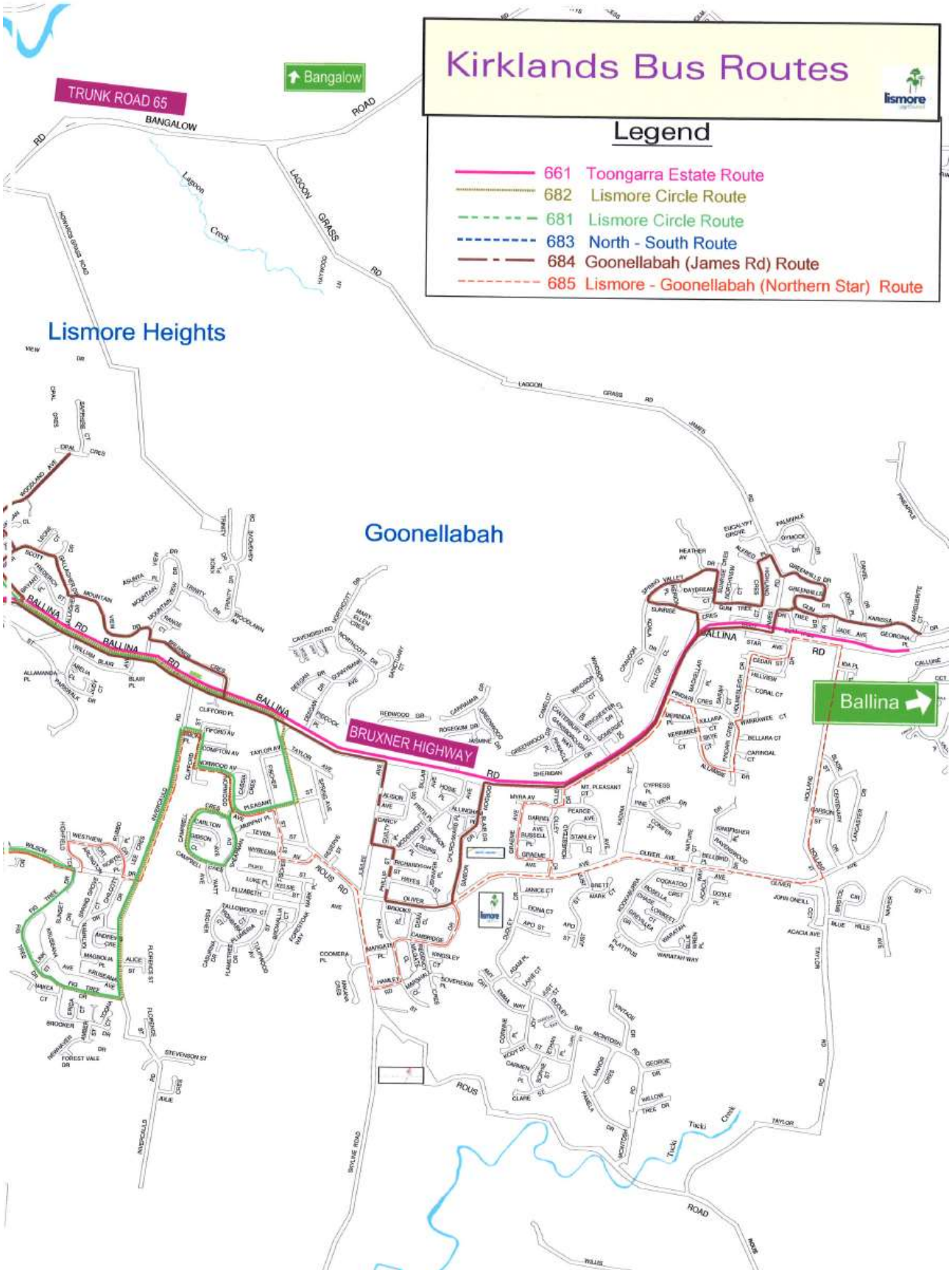


Figure 3.3 (a) Public Transport: Kirklands Bus Routes


Kirklands Bus Routes
lismore
Legend
661 Toongarra Estate Route
682 Lismore Circle Route
681 Lismore Circle Route
683 North - South Route
684 Goonellabah (James Rd) Route
685 Lismore - Goonellabah (Northern Star) Route
Bangalow
TRUNK ROAD 65
BANGALOW ROAD
Lismore Heights
Goonellabah
BRUXNER HIGHWAY
Ballina
BALLINA RD
LAGOON GRASS RD
ROUS RD
Lagoon Creek
Tuckombil Canal

Part 4. Research Review and Data Collection

4.1 Literature Review

The following documents were reviewed in the development of the 2011 Lismore City Council Pedestrian Access and Mobility Plan:

- How to Prepare a Pedestrian Access and Mobility Plan
  (Roads and Traffic Authority NSW)
- Lismore City Council Pedestrian Access and Mobility Plan (2003)
- Lismore City Council Access and Inclusion Plan
  (2010 - 2014)
- Lismore City Council Delivery Plan (2010 - 2014)
- Lismore City Council Cycleway Strategy Plan (2007)
  currently under review
- Sight Line
  Designing Better Streets for People with Low Vision
  (CABE – Commission for Architecture and the Built Environment)
- Local Government Pedestrian Access and Mobility Plans including:
  - Ballina Shire Council PAMP (2010)
  - Kyogle Council PAMP (2009)
  - Warringah Council PAMP (under construction)

4.2 Traffic and Pedestrian Data

In analysing pedestrian crash data it was determined that of the 41 crashes that occurred in the Lismore urban area over a five year period, 65% of those crashes occurred on state or major arterial roads, exemplifying the relationship between high volume traffic areas and pedestrians in the road environment. It is therefore essential to ensure that areas that have both high vehicle and pedestrian traffic have adequate facilities and crossing opportunities to ensure the safety of pedestrians.

4.3 Pedestrian Crash Data

Pedestrian crash data received from the Roads and Traffic Authority (RTA) from the period 2004 to 2009 was plotted onto Council's mapping system and analysed to identify locations where there have been multiple crashes involving pedestrians. When assessing crash data the following factors have been taken into consideration:

- location,
- age,
- weather,
- time of day and
- gender.

The following summarises the results obtained from RTA crash data.

Total crashes
Within the PAMP study area there were a total of 40 pedestrian crashes recorded between 2004 and 2009.

Gender
60% of pedestrian casualties within the study area were male and 27.5% were female. The gender of the pedestrian was unknown in 12.5% of cases.

Age
Listed below is the representation in pedestrian casualties by age in the study area over a five year period:

- Children (1–17 years) - 22.5%
- Young adults (18-25 years) - 20%
- Adults (26–59 years) - 30%
- Elderly (60 years and over) - 17.5%
- Unknown – 10%

Weather
The majority (80%) of crashes occurred on dry, fine days.

Time of day
Over half (52.5%) of the accidents occurred during the day.

Details of the pedestrian crashes recorded during the period July 2004 to June 2009 are represented further in the following table.

Figure 4.3 (a) Pedestrian Crash Data 2004-2009 Lismore Urban Area

Degree of Accident	Street	From Object	Suburb	Weather	Road Accident Movement	Age	Gender
Injury	Atlas St	Wyrallah Rd	LISMORE	Fog/Mist	Pedestrian: Driveway	75	Male
Injury	Brewster St	Orion St	LISMORE	Fine	Pedestrian: Far Side	11	Female
Injury	Bridge St	Union St	LISMORE	Overcast	Pedestrian: Playing, working, lying , standing on road	16	Female
Injury	Brunswick St	Helicopter Base	LISMORE	Overcast	Pedestrian: Walking with traffic	43	Female
Injury	Bruxner Hwy	Dawson St	LISMORE	Fine	Pedestrian: Far side	15	Male
Fatal	Bruxner Hwy	High St	LISMORE HEIGHTS	Fine	Pedestrian: Walking with traffic	24	Male
Injury	Bruxner Hwy	Brewster St	LISMORE	Fine	Pedestrian: Playing / working / standing on road	29	Male
Injury	Bruxner Hwy	Molesworth St	LISMORE	Fine	Pedestrian: Playing, working, lying , standing on road	50	Male
Injury	Bruxner Hwy	Brewster St	LISMORE	Fine	Pedestrian: Far side	52	Male
Fatal	Bruxner Hwy	Loftville Bridge	SOUTH LISMORE	Raining	Pedestrian: Walking with traffic	61	Not Stated
Injury	Bruxner Hwy	High St	LISMORE	Fine	Pedestrian: Far Side	82	Male
Injury	Bruxner Hwy	Dawson St	LISMORE	Fine	Pedestrian: Far side	Not Stated	Male
Injury	Conway St	Molesworth St	LISMORE	Raining	Pedestrian: Far side	18	Male
Injury	Conway St	Molesworth St	LISMORE	Fine	Pedestrian: Near Side	21	Male
Injury	Conway St	Cathcart St	LISMORE	Fine	Pedestrian: Playing / working / standing on road	22	Male
Injury	Conway St	Keen St	LISMORE	Fine	Pedestrian: Near Side	36	Male
Injury	Dalley St	Gorton Ave	EAST LISMORE	Fine	Pedestrian: Walking with traffic	16	Male
Injury	Dawson St	Rural St	LISMORE	Fine	Pedestrian: Playing / working / standing on road	18	Male
Injury	Dawson St	Larkin Lane	LISMORE	Raining	Pedestrian: Far Side	23	Male
Injury	Dawson St	Orion St	LISMORE	Fine	Pedestrian: Near Side	31	Not Stated
Fatal	Dawson St	Zadoc St	LISMORE	Raining	Pedestrian: Playing / working / standing on road	36	Female
Injury	DIADEM ST	McKenzie St	LISMORE	Fine	Pedestrian: Far side	41	Female
Injury	Duke St	Fischer St	GOONELLABAH	Fine	Pedestrian: Walking with traffic	74	Male
Injury	Duke St	Mark Pl	GOONELLABAH	Fine	Pedestrian: Other Pedestrian	Not Stated	Male
Injury	Gordon Blair Dve	Bruxner Hwy	GOONELLABAH	Fine	Pedestrian: Near side	7	Male
Fatal	Graeme Ave	D A Olley Dr	GOONELLABAH	Fine	Pedestrian: Other	34	Not Stated
Injury	Keen St	Magellan St	LISMORE	Raining	Pedestrian: Near Side	3	Female
Injury	Keen St	Zadoc St	LISMORE	Fine	Pedestrian: Near side	17	Female

Degree of Accident	Street	From Object	Suburb	Weather	Road Accident Movement	Age	Gender
Injury	Molesworth St	Magellan St	LISMORE	Fine	Pedestrian: Other	63	Female
Injury	Terania St	Bridge St	NORTH LISMORE	Fine	Pedestrian: On Footpath / Median	38	Female
Injury	Union St	Casino St	SOUTH LISMORE	Fine	Pedestrian: Near Side	11	Male
Injury	Union St	Casino St	SOUTH LISMORE	Fine	Pedestrian: Far side	73	Female
Injury	Union St	Casino St	SOUTH LISMORE	Overcast	Pedestrian: Far Side	77	Male
Injury	Union St	Bridge St	NORTH LISMORE	Raining	Pedestrian: Near side	Not Stated	Male
Injury	Uralba St	Dibbs St	LISMORE	Fine	Pedestrian: Near Side	1	Male
Injury	Uralba St	Dawson St	LISMORE	Raining	Pedestrian: Facing Traffic	19	Male
Injury	Woodlark St	Dawson St	LISMORE	Fine	Pedestrian: Near Side	25	Male
Injury	Woodlark St	Keen St	LISMORE	Fine	Pedestrian: Near Side	30	Not Stated
Injury	Woodlark St	Keen St	LISMORE	Fine	Other Parking Accident	Not Stated	Female
Injury	Wyrallah Rd	Ballina Rd	LISMORE	Fine	Pedestrian: Near Side	50	Not Stated

Pedestrian Crash Clustering

The RTA defines a crash cluster as any location up to 100m long whereby three or more crashes occur within a five year period.

Within the study area there is one pedestrian crash cluster that has been identified at the intersection of Union and Casino Street, South Lismore. There are three crashes that have occurred in close proximity to this intersection, all of which involved pedestrians from a vulnerable user group (one child and two elderly persons). All three pedestrians were injured whilst crossing Union Street and were struck by a vehicle.

Further analysis of this crash data has failed to determine an obvious reason for the crashes occurring as the data shows that there was no error such as distraction or excessive speed made by the driver of the vehicle in any of the cases, and all of the accidents occurred in dry weather.

The marked pedestrian crossing on Union Street at this location has been analysed and it has been determined that to improve pedestrian safety and accessibility the crossing should be relocated 20m east and blisters installed on either side to provide both pedestrians and vehicles greater sight distance and protection. Currently the crossing leads pedestrians into a driveway at one end, and into a drain with no kerb ramp at the other. Improvements highlighted in the Works Program should work to improve safety and accessibility in this area.

Pedestrian crashes outside the study area

During the period July 2004 and June 2009 there were nine pedestrian crashes outside of the designated study area, five of which occurred in the village of Nimbin. The remainder were in other rural villages including Clunes, Corndale, Richmond Hill and Rosebank.

4.4 Opportunities and Constraints

Opportunities exist to:

- Maintain a coordinated approach to the works identified in the PAMP with capital road works programs, maintenance programs and other Council plans such as the Cycleway Plan and Sport and Recreation Plan through an annual review.
- Integrate PAMP projects with future commercial, residential and recreational developments.
- Identify new footpaths required through the route audit and consultation process, seeking funding where feasible.

Constraints faced include:

- The conflict of pedestrians and cyclists on steep sections of shared pathways where cyclists gain excessive speed.
- The steep topography of the area, despite the construction of footpaths and shared pathways people are deterred from walking because of the hills in the area.
- The contour of the land which restricts facilities that could be installed to improve accessibility because the grade is too steep and therefore suitable access is not always achievable.
- Limited road width which in some areas has impacted on the pedestrian facilities that could be installed.
- Obstructions in the footpath network such as telephone poles, power poles and phone boxes which inhibit access for people with vision impairments.
- The use of shared pathways in place of new footpaths is not the best option for people with mobility, vision or hearing impairments, as they are often placed in conflict with cyclists who travel at a much faster pace.
- Large drains that limit the space available and required for footpaths and pedestrian facilities.
- Residential parking bays along road verges which prohibit the construction of pathways.
- A lack of resources to construct new footpaths which would improve continuity and provide the Lismore area with a more comprehensive pedestrian network.

4.5 Design Standards

Relevant design standards used to assist the construction of items in the Works Program include:

- AS 1742 Manual of Uniform Traffic Control Devices
- AS 1428 Design for access and mobility
- AS 1742 Traffic Control Devices Part 9 Bicycles
- AS 2890.3 Bicycle Parking Facilities
- Austroads Guide to Road Design 2009 Part 6A: Pedestrian and Cyclist Paths
- Austroads Guide to Road Design 2009 Part 3: Geometric Road Design
- Austroads Guide to Road Design 2009 Part 4: Intersections and Crossings
- Austroads Guide to Road Design 2009 Part 4B: Roundabouts
- Austroads Guide to Traffic Management 2007 Part 6: Intersections, Interchanges

Part 5. Public Consultation

5.1 Method

As part of the public consultation process, major stakeholders were identified and a written letter was distributed including maps of the study areas showing the existing and shared pathway network. The key stakeholders identified included

- schools,
- aged care facilities,
- sporting groups,
- local clubs,
- disability services and
- health services in the Lismore area.

In particular there was an identified need to consult with the Lismore Access Committee whose aim is to focus on accessibility in the Lismore area. This group was consulted via a presentation at their bi-monthly meeting and written correspondence including an invitation to participate in the PAMP review by making submissions.

A media release was distributed prior to the commencement of the community consultation period and mid-way through the consultation period. This media release attracted attention from local radio stations including ABC North Coast, ZZZ FM and 2LM radio.

The media coverage also included articles in the Northern Rivers Echo throughout the consultation period providing information and inviting community members to make submissions.

During the Consultation period a total of 42 responses were received, which included;

- (22) on-line surveys
- (8) written responses
  including Guide Dogs NSW/ACT, NSW Health and the Lismore Vision Impaired Support Group
- (3) emailed responses
- (2) telephone responses
- (7) verbal responses from residents, staff and the Access Committee

Of the key stakeholders identified and contacted as part of the process, a total of six organisations provided a response in some form.

Access improvements identified around schools as a result of field audits were discussed with Principals to ensure they were in agreement with the issues, and that all relevant information was acquired.

Prior to the draft PAMP document being released on public exhibition, workshops were conducted with the Assets and Infrastructure Policy Advisory Group, the Sustainable Environment Policy Advisory Group, the Sport and Recreation Policy Advisory Group and Lismore City Councillors, providing an overview of the review and an opportunity to provide feedback prior to the final draft being produced. The draft PAMP document was placed on public exhibition for a period of 28 days, in which time further opportunity was provided for community members to provide their feedback on the plan and ensure their concerns were addressed. Identified stakeholders were notified in writing of the public exhibition period and further consultation was conducted with the Lismore Access Committee. The 28 day Public exhibition period was advertised in the City News section of

the Northern Rivers Echo and a media release was distributed which resulted in the Northern rivers Echo publishing a news article on the exhibition period of the PAMP. The draft document was available in hard copy for the public to view at the CBD Centre and the Customer Contact Centre at Goonellabah, as well as on Council's website.

Part 6. PAMP Routes

6.1 Route Selection

Route selection of the 2011 PAMP is based largely on that of the original PAMP document, which aimed to form a cohesive pathway system connecting major pedestrian generators and attractors throughout the study area.

Minor additions have been made to this route selection based on new commercial and residential developments, information received through the community consultation process and observations made during field audits. A concerted effort has also been made to incorporate routes within Council's Cycleway Plan where appropriate.

6.2 Route Prioritisation Methodology

The routes selected have been classified as either high or medium priority dependant on their location. Routes within or leading to the Central Business District have been deemed as high priority due to the concentrated pedestrian usage in the area.

Medium priority has been given to routes that are typically adjacent to schools or aged care facilities which attract pedestrian activity. In some cases high priority works could be required along a medium priority route. These routes are shown in *Figure 6.2 (a) Route Priority Map.*

6.3 Opportunities and Constraints

As a result of route audits and community consultation, the following opportunities have been identified:

- To create safe and appropriate pedestrian facilities at the Coleman and Fawcett Bridges, linking North and South Lismore with the CBD.
- To ensure a continuous route throughout the Lismore City area with safe and accessible crossing points at all intersections in and around the CBD.
- To provide a safe link from Southern Cross University and the East Lismore shopping precinct via appropriate routes and a crossing facility at Ballina Road to the CBD.
- To create appropriate pedestrian facilities and crossing points along Conway Street as part of the three staged road upgrade scheduled to commence in 2011.
- To create safe and accessible pedestrian networks around schools and Aged Care Facilities.

The following constraints have been identified:

- Lack of footpaths in residential areas due to a lack of available funding limits continuity and decreases safety for pedestrians.
- The Ballina / Wyrallah Rd Roundabout, this intersection has been identified as dangerous and inaccessible by pedestrians due to the grade of the kerb ramps and the high volume of traffic which make it extremely difficult to cross Ballina Road.
- Facilities built to redundant standards, although roundabouts with refuges and associated paths and kerb ramps were built to relevant standards when constructed, those standards have changed and they are now far too narrow, not aligned correctly and steep at the kerb.
- Ballina Road essentially divides Lismore as there is a lack of safe and sufficient crossing facilities along this busy Highway. Despite some progress being made since the development of the initial PAMP report through the construction of an underpass at Gallagher Road, and the existing underpass at Second Avenue, there remains a long stretch of highway that cannot be easily or safely crossed, particularly for people with mobility or vision impairments, particularly between Dawson and Molesworth Streets which bound the CBD.
- Utilities such as Telstra pits, electricity poles, and storm water drains are often obstacles of the best pathway route, and are expensive to relocate making them a major constraint to overcome should there be no other viable route options.
- The lower lying areas of Lismore are flood prone and therefore facilities need to be built to be able to withstand an influx of water. High rainfall levels also lead to drainage issues and impede access.
- Insufficient maintenance levels resulting in poor path conditions and overgrown vegetation which impede access.

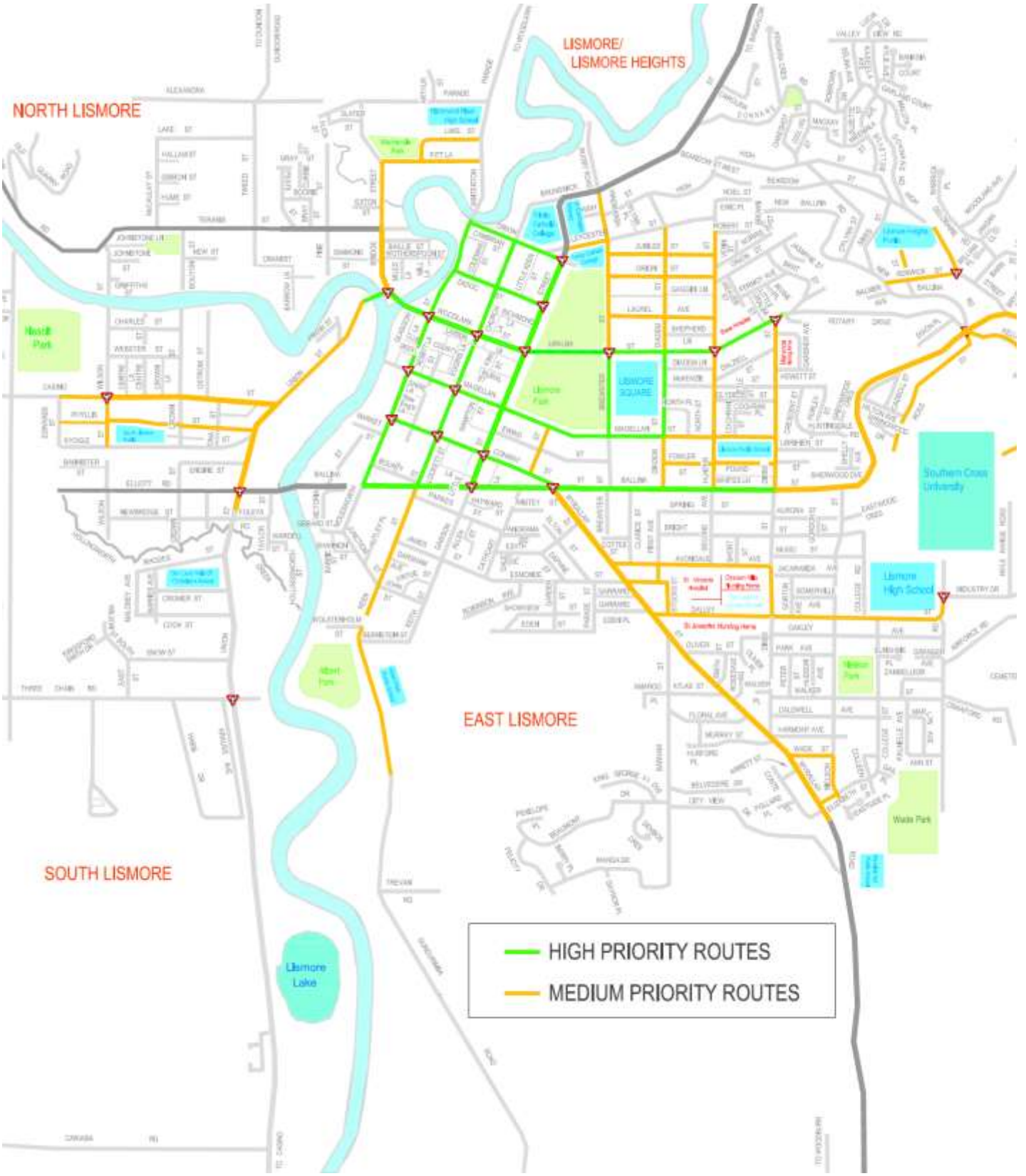
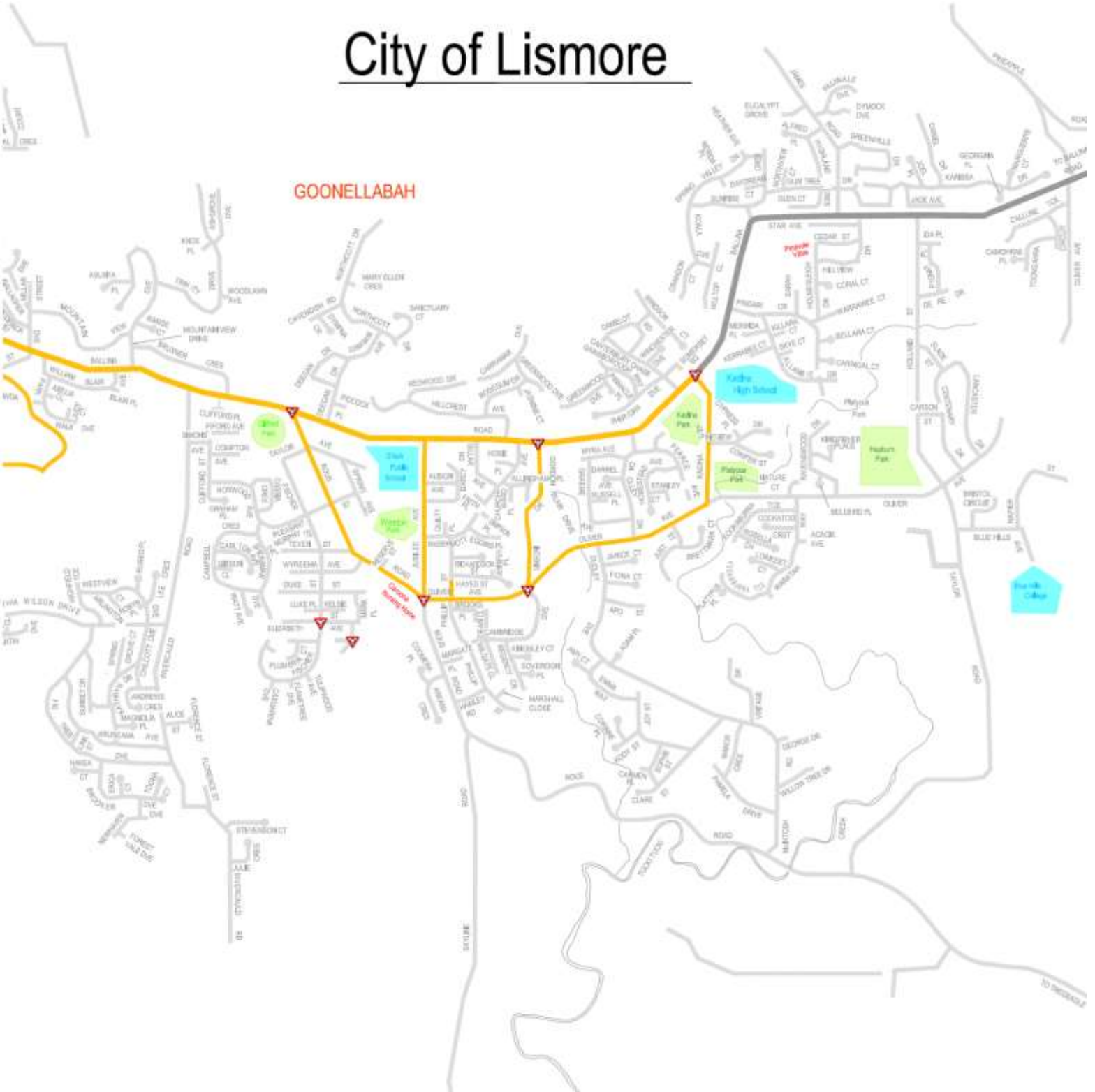


Figure 6.2 (a) Route Priority Map


City of Lismore
GOONELLABAH

Part 7. Audits

7.1 Pedestrian Route Audit Process

Pathways along the high priority routes were audited on foot and observations made on the kerb ramps, crossing facilities, path condition and accessibility of the current facilities.

In addition, routes within the medium priority areas around schools and locations identified through community feedback were also audited to determine the improvements required. Initial audits identified problem areas and photos were taken to document issues.

All issues identified through this route audit process were detailed, and an assessment was carried out with engineering staff to determine the works required to improve facilities at identified locations and identify constraints which may limit the proposed works. These requirements were then costed and prioritised using the RTA's Works Prioritisation Methodology to form the new PAMP Works Program.

7.2 Cost estimate for typical items

Cost estimates were provided by Council's engineering staff using the following table as a basis for estimates. These estimates do not account for constraints such as poor drainage, bad grades or the elimination of current infrastructure which all impact on the overall cost of each job.

The table below outlines the estimated cost for standard items outlined in the new PAMP Works Program.

Item	Estimated cost
Standard refuge island	$7,500
3m kerb ramp	$1,250
Concrete	$110 per m^2
Refuge island signage	$800
Checker plate	$250 per m^2 including installation

Figure 7.2(a) Cost estimates for typical Work Items

7.3 Works Prioritisation Methodology

All locations assessed in the physical audit process were put through the *Weighted Criteria Scoring System for PAMP Works Prioritisation* as determined by the RTA. A copy of this scoring system is shown in the following table.

Weighted Criteria Scoring System for PAMP Works Prioritisation
(example only)

CATEGORY	CRITERIA	PERFORMANCE CONDITIONS(1)	SCORE(2)
Land Use	Number of attractors/ generators (locations)	more than 5 locations	10
		3-5 locations	(8)
		1-2 locations	5
		0 locations	0
	Land use type	schools	10
		commercial/retail	8
		residential	(5)
		other	0
	Proximity to generators/ attractors	less than 250 metres	10
		>250-500 metres	(8)
		>500-1000 metres	5
		>1000 metres	0
	Future development with attractors/ generators	high	5
		medium	(3)
		low	1
Traffic Impact	Road hierarchy	State road	15
		Regional road	10
		local road	(8)
		special use	5
		other	0
Safety	Identified hazardous area (from consultation)	high	10
		medium	8
		low	(5)
		none	0
	Identified pedestrian crashes (reported to police or local knowledge) as a 3 year average	>3 reported crashes per year	15
		3 reported crashes per year	(10)
		2 reported crashes per year	8
		1 reported crashes per year	5
		0 reported crashes per year	0
Facility Benefits	Demonstrated path	high usage	10
		medium usage	8
		low usage	(5)
		not demonstrated	0
Continuity of routes	Addition to existing facility	link up footpath	10
		extension of footpath	(8)
		add to devices	5
		other	0
Priority	Pedestrian route hierarchy	high	(5)
		medium	3
		low	1
		WORK TOTAL SCORE (3)	**65**

Figure 7.3(a) Weighted Criteria Scoring System for PAMP Works Prioritisation

The request for a new footpaths listing has also been taken into account as part of the PAMP review process despite there being no funding available for new footpaths within Council's budget.

The Proposed New Footpaths listing has been prioritised using the same system as the PAMP Works Program with the inclusion of additional criteria to account for the socio economic status of each particular area. As mentioned, these items will not be funded through the PAMP and currently do not receive any funding through Council's annual budget; however the listing provides a platform to apply for external funding.

This listing is based on the road hierarchy and the notion that all collector roads should have footpaths on at least one side of the road. In addition, footpaths listed within the Section 94 Contributions Plan, as well as those requested by the community during the consultation phase have been added to this list and prioritised accordingly. The cost of the program for Proposed New Footpaths is estimated at $3.56 million.

See Appendix D: Proposed New Footpaths

7.4 Physical Works Schedule

Works prioritised through the *Weighted Criteria Scoring System for PAMP Works Prioritisation* process have been formulated into the PAMP Works Program which is the physical works schedule for Council staff. This priority listing also assists with any funding applications required to complete PAMP works.

There are a total of 88 items listed, of which 42 have been deemed high priority. Based on today's cost estimates, the total cost of the works program is an estimated $1.3 million plus an additional $1 million allocated for the construction of an underpass at Ballina Road / Star Avenue, which would be funded through additional funding grants.

Part 8. Funding sources and implementation of the PAMP

The PAMP Works Program will be reviewed on an annual basis ensuring that Council's other Capital Works Programs are taken into consideration when applying for additional funding. It is proposed that the PAMP be reviewed after a 5 year period to ensure the Works Program has maintained its relevance. Whilst attempts will be made to complete all of the items outlined in the Works Program, the volume and associated costs of the Program will impact on the amount of work that is realistically achievable and will take into account funding available over this period of time.

Whilst all suggestions received from the community were carefully considered, some items were not included in the final PAMP Works Program as they were deemed to be of low priority, or were not feasible due to the large scale and associated costs involved.

Other items have been referred to the Maintenance Program, Proposed New Footpath listing or the Cycleway Plan where relevant, which have all been reviewed in conjunction with the PAMP.

Part 9. Monitoring the PAMP Program

The PAMP is monitored by the Urban Works Engineer with assistance from Council's Road Safety Officer ensuring funding submissions are made to assist with the annual construction of PAMP projects. It is imperative to the future of the program that the works completed are well documented and any adjustments made are noted for future reference.

Part 10. Summary and Recommendations

10.1 Conclusions

The study concludes that there is an opportunity for improvement in the pedestrian network of the Lismore area.

The major concerns, as expressed by the community and through field audits include:

- a lack of suitable crossing facilities along Ballina Road,
- pedestrian and traffic conflicts at major intersections,
- roundabouts in and around the CBD and
- a lack of footpaths in general.

These concerns generally disrupt the pedestrian network. Despite some improvements to enable access from one side of Ballina Road to the other there are still lengthy stretches that do not provide safe crossing opportunities, particularly for vulnerable pedestrian groups such as children, the elderly, people with vision or mobility impairments and people pushing prams. Recommendations made by GTA Consultants in their audit of Ballina Road from

The bridges surrounding the CBD have also raised concerns as they do not currently provide sufficient pedestrian access and are congested traffic areas, particularly the Fawcett and Coleman Bridges. These issues have been addressed through the Works Program and prioritised accordingly.

Given that Council does not currently have a program or funding available for new footpaths, any new pathways constructed will be shared paths and will be funded through the Cycleways Plan. However, this has raised concerns from vulnerable user groups who feel it is hazardous for pedestrians and cyclists to share the same space given the high speeds of some cyclists.

Issues for people with vision impairments have been raised throughout the study and particular reference has been made to power poles in the CBD blending in with the streetscape along with the steel wire installed between pedestrian fencing. These issues will be addressed through the following recommendations or more specifically in the Works Program.

10.2 Recommendations

It is integral to the success of the PAMP program that it be closely monitored by the Urban Works Engineer and included as part of the design process for all Capital Works Programs, ensuring the best use of resources and minimising disruption to residents and businesses. It is recommended that Council should allocate its resources in accordance with the priority listing in the Works Program, and that the following further recommendations be considered:

- Ensure continuity between the PAMP and Cycleway programs with construction to be planned cohesively.

- The priority listing for the Works Schedule is to be maintained and updated accurately and include details by the Urban Works Engineer in consultation with the Road Safety Officer.

- The Access Committee with support from Council lobby relevant agencies responsible for the services causing access issues on the footpaths to determine an appropriate outcome to improve visibility and access in the future. These services (primarily electricity and telecommunication) are not governed by Lismore City Council, and therefore issues related to them cannot be overcome by Council alone.
- The visibility of steel pedestrian fencing is to be improved through the installation of stainless steel visibility strips as the fencing acts to keep pedestrians on the safest path of travel, away from vehicles but is a hazard for the vision impaired.
- The installation of new footpaths and pedestrian facilities are considered as part of all relevant development applications, particularly new subdivisions.
- The provision of safer and more accessible crossing points across Ballina Road continue to be pursued with the RTA until a desirable outcome is achieved.
- Traffic lights are considered as an alternative to busy roundabouts, particularly along Ballina Road which would assist the traffic issues and allow for safe pedestrian crossing facilities across the major highway, particularly for vulnerable pedestrians.
- The installation of tactiles is considered in all relevant PAMP projects for installation at the time of construction rather than having to be retro fitted.
- Funding opportunities are to be investigated for the installation of new stretches of footpath, given the large number of residential streets that do not provide a safe pedestrian facility separated from vehicles.
- A review is to be undertaken of the existing footpaths to determine the maintenance and renewal required as several locations have very poor surface conditions.
- Vegetation surrounding footpaths is to be monitored and maintained to a greater standard as currently there are locations whereby drains are inadequate due to overgrown vegetation which impedes access.
- The warrant for a pedestrian crossing is to be investigated on Fawcett Bridge once the current facilities have been upgraded.
- Investigations be made into how to improve pedestrian access at the Northern end of Carrington Street which will impact on the traffic flow of the area.

Part 11. PAMP Works Program 2011

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
1	**CNR WYRALLAH & BALLINA RD (ALL)**	Kerb ramps are steep and narrow and do not cater for all users	Improve pedestrian access on kerb ramps	SE cnr - widen existing kerb ramp to 4m, new ramp extending across corner to better grade ($2m^2$)fencing (19m), new 3m kerb ramp in Wyrallah , NE cnr - 2 x 3m kerb ramps, widen path extension ($7m^2$)	$15,000	Access	State	Completed
2	**CNR DAWSON AND MAGELLAN SOUTH**	Kerb ramp is extremely steep and has large lip	SW - Replace existing kerb ramp, may require drain cover, align with refuge.	SW cnr - 4m block, $8m^2$ check plate, fill in existing kerb ramps with 8m concrete	$5,300	Access	State	Completed
3	**BALLINA ROAD AND MOLESWORTH STREET**	There is not a sufficient and safe means of crossing the Highway between Dawson Street and Molesworth Street, which leads pedestrians from East Ballina to the CBD.	Signalised crossing or marked pedestrian crossing point(s) need to be installed at this location to enable pedestrians a safe crossing facility	An audit was conducted in June 2011 and recommendations made to address the identified pedestrian safety issues at this intersection were for the installation of traffic signals. This recommendation will be presented to Council and the RTA for immediate consideration	TBC	Safety / Continuity / Access	State	
4	**BALLINA RD NTH SIDE WEST OF KEEN**	Missing section of pathway hinders access for pedestrians	Install 2.0m wide 80m long concrete path to adjoin existing pathway along this road	Construct 2m wide path to link the existing pathway - 80m long	$19,000	Access / Continuity	State	Completed
5	**CARRINGTON ST - northern end**	Sub-standard route from Magellan to Woodlark, pedestrians forced onto road	Footpath, kerb ramps, alter traffic flow to one lane only to allow for pedestrian access	Re-design road environment to have one way lane of traffic and allow for a 2.5m footpath to be constructed on the Western side. Re-seal road and tidy existing road edging	$80,000	Safety / Continuity / Access	Local	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
6	**CNR MAGELLAN AND KEEN EAST**	Pedestrians using old kerb ramps which leads them to cross in the intersection	Remove redundant kerb ramps	Close off 3m of kerb, extend fencing 13m (bollards and wire)	$12,050	Safety	Local	Completed
7	**CNR KEEN AND MAGELLAN SOUTH**	Pedestrians to be prevented from crossing right on intersection	SE cnr - pedestrian fencing required	2 x chevrons at refuge island, 17m of fencing (bollards & wire). Close in 6m^2 of concrete and 6m of kerb at redundant refuge point. Hot mix to maintain road inside refuge island	$17,550	Safety	Local	Bollards Installed Wire to be Added
8	**CNR URALBA AND DAWSON EAST**	No safe crossing point	Refuge blister, kerb ramps x 2, reflectors, refuge warning sign	Complete pedestrian refuge island, chevrons, 2 x 3m kerb ramps, widen 10m path extension	$12,500	Safety	State	Completed
9	**CNR WOODLARK & KEEN**	Pedestrians crossing too close to intersection	Extend fencing to re-direct pedestrians	NE - install 17m of fencing (bollards and wire), new 3m kerb ramp	$16,900	Safety	Local	
10	**KEEN AND ZADOC ST (NTH)**	No safe crossing point for pedestrians	Pedestrian refuge required	Install pedestrian refuge and blisters on Western Side adjacent to Fig tree	$17,000	Safety	Local	
11	**CNR DAWSON AND BALLINA (ALL)**	Gap in refuge island is too narrow for people in wheelchairs or mobility scooters or people with prams to utilise	Widen refuge, align kerb ramps and ensure kerb ramps are sufficient. Remove any kerb ramps that will no longer be used	Cut island back, new bitumen, relocate signs x 4, 6 x regrade kerb ramps and splay to get 1 in 12 on all legs of intersection. Ensure all kerb ramps are aligned on both sides of the road at each crossing point and all refuges meet current standards	$28,600	Access / Safety	State	This intersection has been recommended in a recent audit for the installation of traffic signals in the interest of pedestrian safety. This is being presented to the RTA for consideration

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
12	**UNION ST APPROACH TO COLEMAN BRIDGE**	Lack of sufficient access from South and North Lismore to the CBD	Path extension, refuge and reflectors and 2 x kerb ramps	Standard refuge, signage, path extension from ramp to bridge on nth side ($72m^2$) and 30m of fencing, 3m kerb ramp on sth side with $6m^2$ path extension.	$19,150	Access / Continuity	Regional	Completed
13	**CNR CONWAY AND DAWSON (EAST)**	No safe crossing point when heading north / south - very busy intersection	Install refuge and blisters, reflectors and 2 x kerb ramps to link with existing pathway and no parking signs to enable access to kerb ramps	New pedestrian refuge and signage	9,000	Safety / Continuity / Access	State	To coincide with capital works - road reconstruction program
14	**CNR CONWAY AND DAWSON (WEST)**	No safe crossing point when heading north / south - very busy intersection	Install refuge and blisters, reflectors and 2 x kerb ramps to link with existing pathways, install No Parking signs to prevent cars blocking access. Remove existing kerb ramps if become redundant	New pedestrian refuge and signage	$11,500	Safety / Continuity / Access	State	To coincide with capital works - road reconstruction program
15	**CNR DAWSON CONWAY (SOUTH)**	no safe crossing point, very busy intersection	refuge blister, reflectors, new kerb ramp to east and align with refuge	New pedestrian refuge and signage	$3,900	Safety	State	To coincide with capital works - road reconstruction program
16	**CNR CONWAY AND KEEN EAST (CENTRELINK)**	No reflectors, bad visibility, little protection	Extend refuge blisters, new reflectors	New refuge blisters, reflectors	$3,900	Safety / Visibility	Local	To coincide with capital works - road reconstruction program
17	**CNR CONWAY AND KEEN WEST**	Current blisters are small and offer little pedestrian protection from traffic on busy road	Extend refuge blisters, new reflectors	New refuge blisters, reflectors	$3,900	Safety	Local	To coincide with capital works - road reconstruction program

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
18	**CNR KEEN AND CONWAY NORTH**	Current blisters are small and offer little pedestrian protection from traffic on busy road	Extend refuge blisters, new reflectors	New refuge blisters, reflectors	$3,900	Safety	Local	To coincide with capital works - road reconstruction program
19	**CNR KEEN AND CONWAY SOUTH**	Current blisters are small and offer little protection from traffic on a busy road	Extend refuge blisters, new reflectors	New refuge blisters, reflectors	$3,900	Safety	Local	To coincide with capital works - road reconstruction program
20	**CNR MAGELLAN AND MOLESWORTH WEST**	Kerb ramp steep all around corner, no layback area	West - adjust kerb ramp at crossing point	Remove bollard - 5th from SW cnr, install 3m kerb ramp	$5,000	Access	Local	
21	**BALLINA RD NEAR CNR OF MOLESWORTH ST**	Lighting of the path in this area is very poor as it veers away from the road and there are several trees blocking any potential light from the street lights	Install adequate lighting along this section of the path	Install five bollard lights along this section of path and join power from existing street lighting and along path to each of the lights	$15,000	Safety	State	
22	**ENTRANCE TO FAWCETT BRIDGE**	No continuity, narrow kerb ramp, stairs disable access, loose rail	Create access to cross bridge from North to South	2 x 3.6m kerb ramps on bridge next to light post approx 30m from intersection. Investigate warrant for pedestrian crossing in the future	$5,500	Safety / Access	Local	Completed
23	**CNR WOODLARK & MOLESWORTH - S WEST AT ENTRANCE TO FAWCETT BRIDGE**	Kerb ramps are insufficient and not aligned, steep incline to bridge	Close redundant kerb ramps and construct new kerb ramp to standards aligned with bridge access	Close off 2 x kerb ramps, install 3m overhead check plate, ac to grade, extend guard rail 1m, extend kerbing on bridge from painted line up to existing kerbing	$8,000	Safety / Access	Local	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
24	**CNR WOODLARK & MOLESWORTH - N WEST AT ENTRANCE TO FAWCETT BRIDGE**	Steep grade from bridge to kerb across Glasgow Lane	Alter kerb ramps or height of road	Ramp 50m^2 from bridge to path, close 3m of kerb ramp	$19,000	Safety / Access	Local	
25	**BALLINA RD EAST OF MOLESWORTH ST**	Break in median without proper refuge or kerb ramps - pedestrians may walk along the road to access kerb ramps and need to be discouraged from crossing at this location	Fill in gap in median	Fill concrete median	$600	Safety	State	
26	**CNR ESMONDE ST & STOCKS ST**	Pedestrians forced onto the road in conflict with traffic which is already navigating a narrow bridge. Elderly pedestrians us the bridge frequently.	No path over drain	Footbridge and associated path extensions and kerb ramp to Stocks street, Install 300m^2 of concrete path along Stocks Street linking retirement village to Dalley Street	$48,000	Access, safety and continuity	Local	
27	**UNION ST PEDESTRIAN CROSSING, STH OF CASINO ST**	Kerb ramp not suitable, dips into drain	Blisters with 3m kerb ramps both sides	Relocate pedestrian refuge 20m East adjacent to existing garden bed blister. Install blister with checker plate on Nth side and relocate refuge, 8m^2 of concrete on Sth side including kerb ramp	$15,000	Access / Safety	Regional	
28	**CNR KEEN ST AND BALLINA RD (NTH)**	Existing median blocks the path of pedestrians and increases likelihood of collision between vehicles and pedestrians	Install pedestrian refuge back from the intersection in line with existing path extensions and kerb ramps.	Fill kerb on NE corner, re-construct kerb ramps on East and West, re-construct path extension 30m^2 across entrance of petrol station, construct standard refuge in line with path extensions with signage	$14,300	Access / Safety	State	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
29	**CONWAY AT BALLINA RD END - refuge at Conway / Ballina Rd roundabout**	Poor access, kerb lips unsatisfactory at kerb and at blister	Modify kerb ramp and blister to remove lip	Widen refuge point on minor island and re-grade, widen and re-grade 3m kerb ramp on northern side	$5,800	Access / Safety	Local	To coincide with capital works - road reconstruction program
30	**CNR CONWAY AND CARRINGTON (w)**	Pedestrians use path that leads to road and raised island instead of pedestrian crossing	pedestrian barrier	Extend garden bed 6m to act as pedestrian barrier	$3,100	Safety	Local	
31	**CARRINGTON ST NEAR CORNER OF CONWAY**	Pedestrians crossing at intersection which conflicts with turning vehicles. No island refuge to allow crossing one lane of traffic at a time	Refuge blisters, kerb ramps x 2, remove existing kerb ramps, reflectors	2 x 3m kerb ramps, 12m^2 footpath replacement and surface treatment, lose 2 car parks on East, 1 car park on west, relocate signage, NW cnr - 20m of fencing, refuge island and chevrons	$29,240	Safety / Visibility	Local	
32	**CNR URALBA & BREWSTER**	Students use crossing point frequently, is unsafe	Pedestrian crossing near this intersection, or reflectors added to existing refuge	re-do lead island 12m kerb, 6m^2 concrete and 2 x chevrons	$5,000	Safety	Local	
33	**CNR BREWSTER & URALBA NTH**	No formal refuge island, busy intersection and path leads to cross at this point	Install standard pedestrian refuge and signage	Add refuge island 5m^2 concrete, 12m kerb and chevrons	$5,000	Safety	Local	
34	**BREWSTER ST AT SQUARE**	Difficult for pedestrians to cross safely as is a busy traffic area	Investigate warrant for pedestrian crossing south of middle entrance to the Square	30m^2 concrete blisters, 2 x 3m kerb ramps, signage and paint	$7,700		Local	
35	**CNR DALLEY WYRALLAH**	Difficult for pedestrians to cross safely as is a busy traffic area	Install pedestrian refuge at three legs of new roundabout and required kerb ramps	Refuges at new roundabout	$22,500	Safety / Access	Local	Roundabout Installed

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
36	**LISMORE CBD**	Wire fencing is not visible to people with vision impairments or children and needs to be made more obvious	Install splitters to increase visibility with reflectors stuck to them	Install stainless steel visibility strips - 2 per span on all wire fencing in the CBD area and include reflector stickers to enhance visibility	$20,000	Safety	Local	Completed
37	**BROWNS CREEK CARPARK - AND AMENITIES ACCESS**	Kerb ramp near disabled car parking space is steep and does not provide suitable access	Re-construct kerb ramp to standard	Concrete around amenities block - 70m^2 concrete and repair kerb, install kerb ramps on Northern and Southern approach to amenities block,	$10,000	Access	Local	Completed
38	**BROWNS CREEK CARPARK DISABLED PARKING**	Kerb ramps are not accessible and parking spaces are not close to disabled access laneway	Re-locate disabled car parking spaces and reconstruct kerb ramps	Relocate disabled parking spaces to West in line with disabled access point. Make "No Parking" space in line with laneway and access to toilet block. Reconstruct kerb ramp between laneway and what will be the "No Parking" area	$5,500	Access	Local	Completed
39	**CNR BREWSTER AND LAUREL AVE**	Path does not link to refuge adequately	Fix road surface, extend concrete from path to road edge to align with refuge (crossing from sports fields to McDonalds)	Replace 34m^2 section of sunken path, install 10m barrier to keep pedestrians on path not in car park area, path extension to refuge point	$10,100	Access / Safety	Local	
40	**BRIDGE ST APPROACH TO COLEMAN BRIDGE**	Lack of safe access to, pedestrians having to negotiate three way traffic in middle of intersection	Refuge blister, links to existing paths	Cut splitter island to make refuge and asphalt base, signs, 3m kerb ramp on west, widen footpath (8m^2)	$4,430	Access, Continuity	Regional	Completed

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
41	**FAWCETT BRIDGE APPROACH TO COLEMAN BRIDGE**	Lack of safe access, pedestrians having to negotiate three way traffic in middle of intersection	Create access through guard rails on both sides, new kerb ramps on both sides, refuge island with blisters and signage	Cut guard rail and extend by one panel towards Bridge St, 3m kerb ramp on nth side, cut 3m gap in splitter island and asphalt base, remove 1 panel of guard rail on sth side and put in 1.5m^2 of concrete to tidy path	$4,150	Access / Safety	Regional	Completed
42	**BALLINA / UNION / ELLIOT RD RD INTERSECTION**	Gap in refuge island is too narrow for people in wheelchairs or mobility scooters or people with prams to utilise	Widen refuge, align kerb ramps and ensure kerb ramps are sufficient. Remove any kerb ramps that will no longer be used	Cut island back, new bitumen, relocate signs x 4, 6 x regrade kerb ramps and splay to get 1 in 12 on all legs of intersection	$23,000	Safety / Access	State	
43	**CNR KEEN ST AND BALLINA RD (STH)**	Existing median blocks the path of pedestrians and increases likelihood of collision between vehicles and pedestrians. Kerb ramps on both sides are steep	Remove median and install standard pedestrian refuge with signage back from intersection with path extensions and 3m kerb ramps on either side. Remove redundant kerb ramps to ensure pedestrians cross at the correct location	Close off kerb ramp on Western corner and two on eastern corner, construct 4m^2 path extension and kerb ramp on West side, 7m^2 path extension and kerb ramp on East side. Construct standard refuge with signage between path extensions	$12,500	Access / Safety	State	
44	**BALLINA ROAD - STAR AVENUE**	Lack of safe crossing opportunities to get from one side of the highway to the other	Install overpass / underpass	Install overpass / underpass across highway	$1,000,000	Safety / Access	State	As per Section 94 Contributions Plan. This item would not be funded through general PAMP funding and would require additional grant funding to be constructed

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
45	**BALLINA ROAD - INVERCAULD ROAD INTERSECTION**	Lack of safe crossing opportunities to get from one side of the highway to the other	Crossing facility required	Intersection proposed for traffic signals which will provide pedestrians with a safe means of crossing the highway whilst traffic is stopped.	n/a	Safety / Access	State	As per Section 94 Contributions Plan
46	**CONWAY MID KEEN AND DAWSON (FARMER CHARLIES)**	strip of grass 2m wide between footpath and kerbside blisters to cross via refuge	concrete extension from path to kerbside blisters	Install 10m^2 concrete on both sides of the road	$2,100	Access	Local	To coincide with capital works - road reconstruction program
47	**BREWSTER ST BETWEEN RICHARDS AND BLARE OVALS**	Both sports fields used by Workers football club, children crossing frequently between the two	Pedestrian refuge between Richards and Blaire ovals where shared path crosses road	Install small refuge between existing kerb ramps with chevrons and line marking	$3,100	Safety	Local	
48	**CNR GORTON & DALLEY ST**	Steps reduce access and are very dangerous as are not always seen, are unexpected	Remove steps, build ramp	remove steps and existing barrier, install new rail barrier around cnr, widen footpath 15m^2 to join driveway in Gorton. East - 3m kerb ramp, 20m^2 path extension	$14,250	Safety / Access	Local	
49	**BALLINA RD EAST OF KEEN ST**	There is a break in the median along Ballina Rd without kerb ramps either side or proper signage. It is not safe to encourage pedestrians to cross here	Remove gap in median	Fill concrete median	$600	Safety	State	
50	**CONWAY AND CATHCART**	New kerb ramp - remove overhead	Replace kerb ramp	install 3m kerb ramp	$2,100	Access	Local	
51	**CNR BALLINA RD AND JUBILEE (WEST)**	Old kerb ramp leads pedestrians across rd too close to busy intersection	Pedestrian fencing and removal of redundant kerb ramp	Install 17m pedestrian fencing on West and east cnr. Fill redundant kerb ramp on West side.	$6,250	Safety	State	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
52	**KEEN AND ORION**	No refuge point for pedestrians to get from path on East to path on West	Pedestrian refuge	Install standard refuge with signage in Keen Street	$7,500		Local	
53	**BALLINA RD OVERPASS NEAR KADINA HIGH SC.**	Steps only to access from NE end of overpass	Replace steps with ramp	Construct ramp in place of the steps	$250,000	Access	State	
54	**MAGELLAN STREET AND HAMPTON LANE**	East - no kerb ramp, West - kerb has large lip and is too steep	New kerb ramps x 2 on both sides of Hampton Lane	2 x 3m kerb ramps	$5,500	Access / Continuity	Local	
55	**MILITARY RD - NORTHERN END**	Insufficient kerb ramps and path is in very poor condition	Replace kerb ramps near entrance to Public works on both sides	2 x 3m kerb ramps, $2m^2$ concrete on either side = $4m^2$ in total	$3,400	Safety / Access	Local	Part of cycleways plan to re-do this section of pathway
56	**HINDMARSH ST - TRINITY BUS INTERCHANGE**	Path is not wide enough and is insufficient in wet weather	Widen path to school boundary and improve drainage	Widen path approx 3m for the length of the interchange (225m) and improve drainage	$80,000	Safety / Access	Local	
57	**HINDMARSH FROM LAUREL TO ORION**	lack of continuity (missing link)	Construct footpath - 170m long to link existing paths	Install $340m^2$ of concrete path and 4 x 3m kerb ramps (at 1 at Laurel, 2 at Gaggin and 1 at Orion)	$37,400	Continuity	Local	
58	**CNR HUNTER & POUND ST**	Kerb ramp dangerous and has caused people to trip in the past	Kerb ramp insufficient	re-grade ramp and put 5m rail each side, paint pedestrian crossings on Hunter and Flower	$4,500		Local	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
59	**CNR URALBA & HUNTER ST West and East**	No safe crossing point across busy road, high pedestrian traffic area	Refuge blisters and kerb ramps required, and possibly pedestrian fencing	Install standard pedestrian refuge on all legs of the roundabout	$30,000	Safety	Local	
60	**CNR WYRALLAH, DIBBS, HARMONY, MURRAY**	No safe crossing pt from west to east, with shops, shared path and PO Box as attractors	Pedestrian refuge from Murray to Harmony	Install 3m kerb ramp at Murray, 150m footpath to Floral, 3m kerb ramp. Install standard refuge and signage on Wyrallah rd between Murray and Floral in front of #171 Wyrallah rd, 2 x 3m kerb ramps on both sides and path extensions	$43,300	Access	Regional	
61	**CNR ORION AND MOLESWORTH ST**	Lack of safe crossing for school students	pedestrian refuge, pedestrian fencing directing pedestrians away from intersection to access path on bridge	Install 53 m gal fencing around cnr	$19,875	Safety	Local	
62	**BRIDGE ST NEAR PITT STREET**	Shared path crosses from East to West and is a safety concern as students have nearly came into contact with vehicles that were not aware they would be crossing at this location.	Refuge point and/or signage	Install "Children Crossing" and "Crossing Ahead" signs on both sides of the road to warn motorists that children cross in the area. Road is too narrow for a refuge	$1,000	Safety	Local	
63	**PITT ST NEAR RICHMOND RIVER HIGH SCHOOL**	Similar to Bridge Street, there is no warning for motorists that students will be crossing from one side of the road to the other	Refuge point and/or signage	Install "Children Crossing" and "Crossing Ahead" signs on both sides of the road to warn motorists that children cross in the area. Road is too narrow for a refuge	$1,000	Safety		
64	**OLIVER AVE NEAR KADINA ST**	Path ends on North at bus stop and does not provide safe crossing opportunity to path on South	Install pedestrian refuge	Install standard refuge with signage in front of bus stop	$7,500			

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
65	**CNR COLLEGE AND DALLEY ST**	Install new kerb ramp	No kerb ramp on path	Kerb ramp and path extension 8m2 on Western side where asphalt is	$5,000	Access	Local	
66	**CNR DALLEY AND COLLEGE STREET**	Existing kerb ramp at pedestrian crossing is steep and has large lip	New kerb ramp	New kerb ramp to better grade 5m^2 concrete	$4,650	Access	Local	
67	**CNR DIBBS ST & DALLEY ST. (SOUTH SIDE)**	Insufficient space for standard refuge due to bus use of area, however is a busy pedestrian crossing area	Kerb ramps and island refuge	2 x 3m kerb ramps, paint splitter island to create visual separation point for pedestrian and vehicles	$3,100	Safety / Access	Local	
68	**CNR DIBBS & DALLEY NORTH**	Kerb ramps steep on both sides, crossing point has no protection and goes across intersection	New kerb ramps, path extension away from intersection with island refuge and reflectors, blisters	East - replace 20m of footpath to new level, 3m kerb ramp, 6m footpath, 20x10m retaining wall, 20m pedestrian fence on corner West - 3m kerb ramp, close off existing kerb ramp at corner, 20m pedestrian fence on corner	$15,800	Access	Local	
69	**CNR DALLEY & DIBBS EAST**	No safe crossing point across Dibbs Street	refuge, kerb extensions, kerb ramps, reflectors	44m^2 of footpath, 2 x 3m kerb ramps, 15m^2 footpath extension, standard refuge and signage	$16,700	Safety	Local	
70	**DALLEY AND NIELSON (EAST AND WEST)**	no safe crossing pt, busy area with elderly, students and residents	refuge, blisters, reflectors	2x3m kerb ramp, 36m^2 concrete path, path extensions, pedestrian refuge (modified width)	$13,600	Access	Local	
71	**JUBILEE AVE - front of Goonellabah School**	Steps require guard rail - currently a safety hazard	Install guard rail at steps and tidy up edges as they are hazardous	2m hand rail either side of steps, 32m of rail along footpath on top side and low side of stairs, repair steps	$10,000	Safety	Local	
72	**ORION ST - CNR DAWSON**	Path does not extend to road side, limiting access to the centre island	Extend path to road verge	Construct 6m^2 path extension	$700		State	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
73	**ROUS RD CNR OLIVER RD**	Steep kerb ramps and lips	Replace kerb ramps at front of Caroona Nursing home - in conjunction with roundabout reconstruction 2011 / 2012	2 x 3m kerb ramps	$2,500		Regional	To tie in with reconstruction of roundabout
74	**NIELSON AND DALLEY (NORTH & STH)**	No safe crossing point, busy area with elderly, students and residents	Refuge, blisters, reflectors	Paint splitter island between signage and roundabout - insufficient width to create standard refuge due to bus access	$950	Safety	Local	
75	**LAKE ST. OPP. RICHMOND RIVER HIGH SC. OPP. SCHOOL ON S/EAST**	No path at drop off area, pedestrian forced onto road	New pathway on school side of the road to link to existing path opp.	Extend path on school side 16m^2, 4m^2 checker plate	$2,760	Safety / Access	Local	
76	**ALBERT PARK SCHOOL - KEEN ST**	Steps from path to school entrance dangerous	Railing	Install railing on both sides of steps and tidy concrete	$3,000	Access	Local	
77	**MILITARY RD - DALLEY TO ANN**	Uneven surface, asphalt driveways lifting, cracking	Replace surface at various driveways along path	#105 and 107 - 5m^2 concrete, 115, 123 and 127 - 8m2 concrete each, 141 - 6m^2 concrete	$4,000	Safety / Access	Local	
78	**MILITARY RD ANN ST - WADE PARK**	Pedestrians / cyclists are forced onto Ann sty to enter via the gate in conflict with vehicles	Extend path to link with path inside the park	60m^2 of concrete surrounding amenities block and linking to path inside park, 3m kerb ramp to access concrete area from end of path on Ann sty	$7,250	Continuity / Access	Local	
79	**JUBILEE AVE - DROP OFF ZONE**	Path does not extend to road edge, grass verge is worn and would be inaccessible in wet weather	Concrete path extension and kerb ramp to enable disabled access	Install 12m^2 of concrete extension, tidy up kerb and install appropriate tactiles	$2,050	Access	Local	
80	**CNR DIBBS AND POUND ST**	Kerb ramp has large lip and is too steep	Replace 4m kerb ramp to standard	Replace 4m kerb ramp	$1,500			

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
81	**DIXON STREET AND ROTARY DVE**	Pedestrian utilising the path along Rotary Dve have to cross Dixon Place which is wide and awkward and therefore puts them in possible conflict with vehicles	Install pedestrian refuge to calm traffic and give pedestrians a staged crossing point, amend kerb ramps to standard	Install standard refuge back from intersection. Re-align concrete path away from intersection and remove existing path extensions. Construct new pathway from bus shelter across access road to align with refuge on Western side. Line marking as per design drawings.	$15,000	Safety	Local	
82	**FIRST AVENUE - PEDESTRIAN BRIDGE**	Difficult for people with vision impairment to navigate	Extend guard rails	Flared guard rail extensions on both ends, install concrete path from bridge to hwy (45m) and bridge to road edge (24m)	$15,800	Safety / Access	Local	
83	**CNR HIGH / NEW BALLINA / ROTARY AND BALLINA RD**	Lack of access between High Street and Rotary Dve enabling access to the hospital	New path to provide access between High St and New Ballina Rd	25m path in island from Rotary Dve to New Ballina Rd and 2 x 3m kerb ramps. 40m path in island from New Ballina Rd to Access Drive off New Ballina and 2 x 3m kerb ramps. 50m path from end of access way to existing path on High St. Pedestrian refuge on Rotary Dve between Dixon and New Ballina Rd.	$35,300	Continuity	State	
84	**CNR DIBBS AND MACKENZIE EAST**	continue concrete path to road edge	Concrete path extension	Install 10m^2 concrete to extend path to road on both sides	$1,100	Access	Local	
85	**CNR OAKLEY AND MILITARY RD**	lack of continuity, makes access difficult	Path extension	1m^2 of concrete ramp extension	$950.00	Access	Local	

	LOCATION	ISSUES	CONSIDERATIONS	ACTION	ESTIMATED COST	REASON	ROAD	COMMENTS
86	**CNR PHILLIPS & OLIVER AV.**	Path leads pedestrians to cross too close to intersection		Ramp path down Phillips away from intersection (48m^2), remove existing kerb ramps, 2 x 3m kerb ramps, small refuge, extend 2m path down to cnr of Hayes where childcare is (200m^2)	$34,800	Safety	Local	
87	**CATHCART AND EWING**	Footpath stops short of road surface leaving a section of grass between where the path finishes and the road begins	Extend footpath to road edge on both sides	4m^2 concrete path extension on south side and 3m^2 on north side of road	$500.00	Access	Local	
88	**CNR HOLLAND & SLADE ST**	No safe crossing point to access playgroup and industrial estate	Install pedestrian refuge (when paths have been constructed)	Install pedestrian refuge and kerb ramps once cycleway has been constructed	$6,500	Safety	Local	To tie in with Cycleway Construction

Appendices

Appendix A: PAMP Works Program Location Diagrams

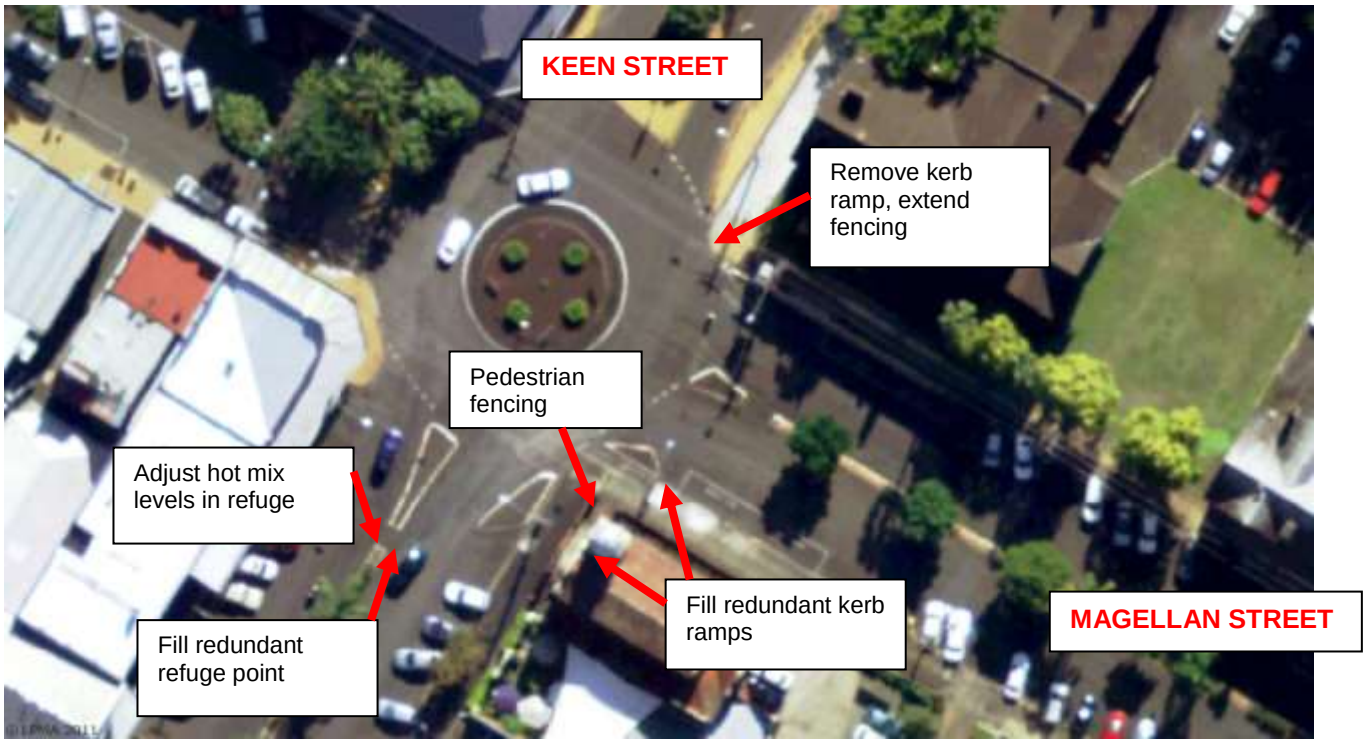
Items 1 and 28: Ballina and Wyrallah Road

Item 2: Dawson and Magellan Streets

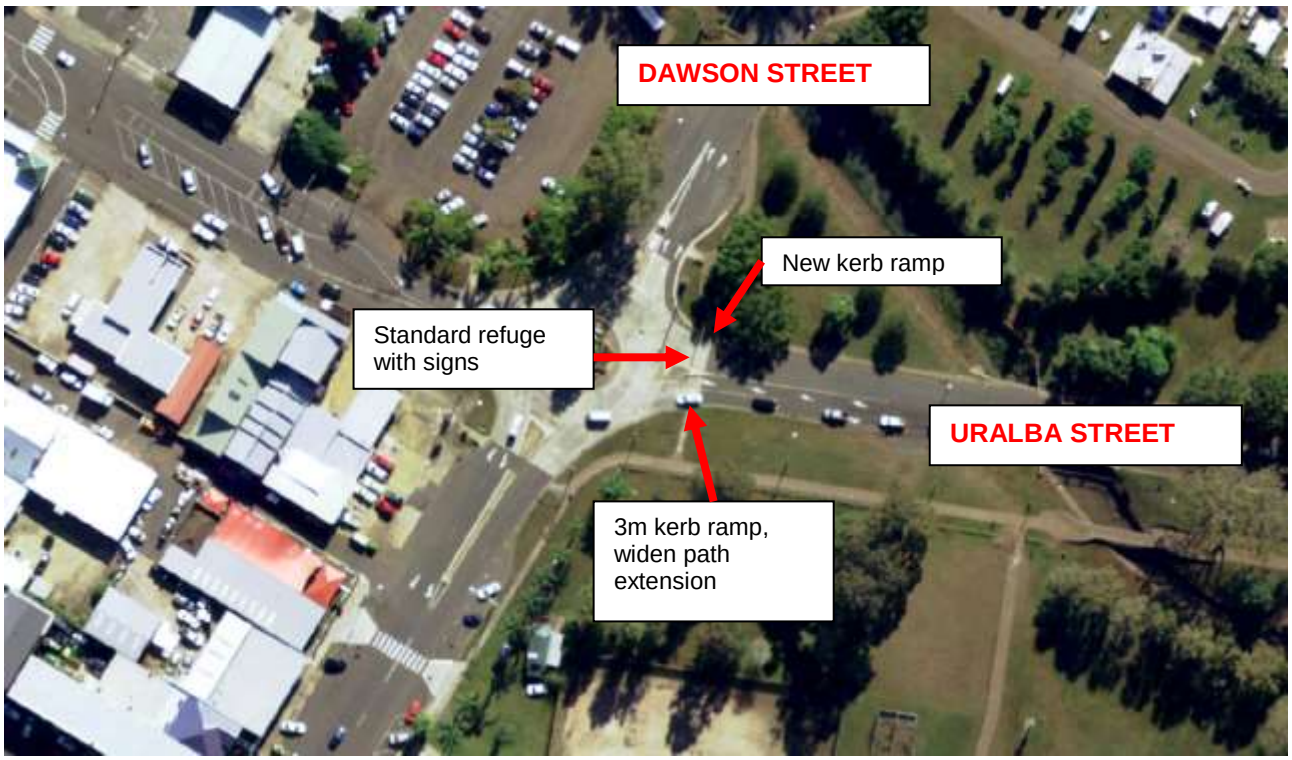
Items 3, 21 and 25: Ballina Road and Molesworth Street

Item 4: Ballina Road West of Keen Street

Item 5: Carrington Street (northern end)



Items 6 and 7: Keen and Magellan Streets



Item 8: Dawson and Uralba Streets

Item 9: Woodlark and Keen Streets

Item 10: Keen and Zadoc Streets

Item 11: Dawson Street and Ballina Road

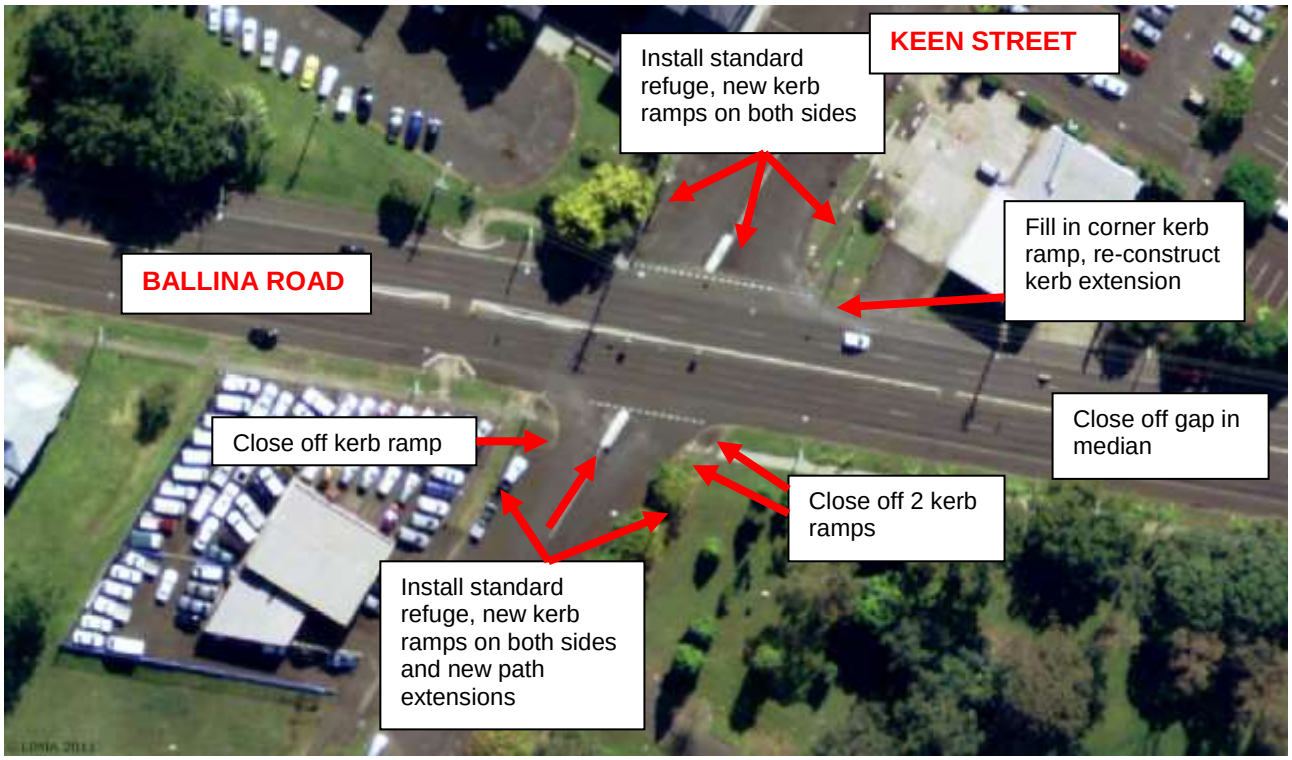
Item 12: Union Street approach to Coleman Bridge

Items 13, 14 and 15: Conway and Dawson Streets

Items 16, 17, 18 and 19: Conway and Keen Streets

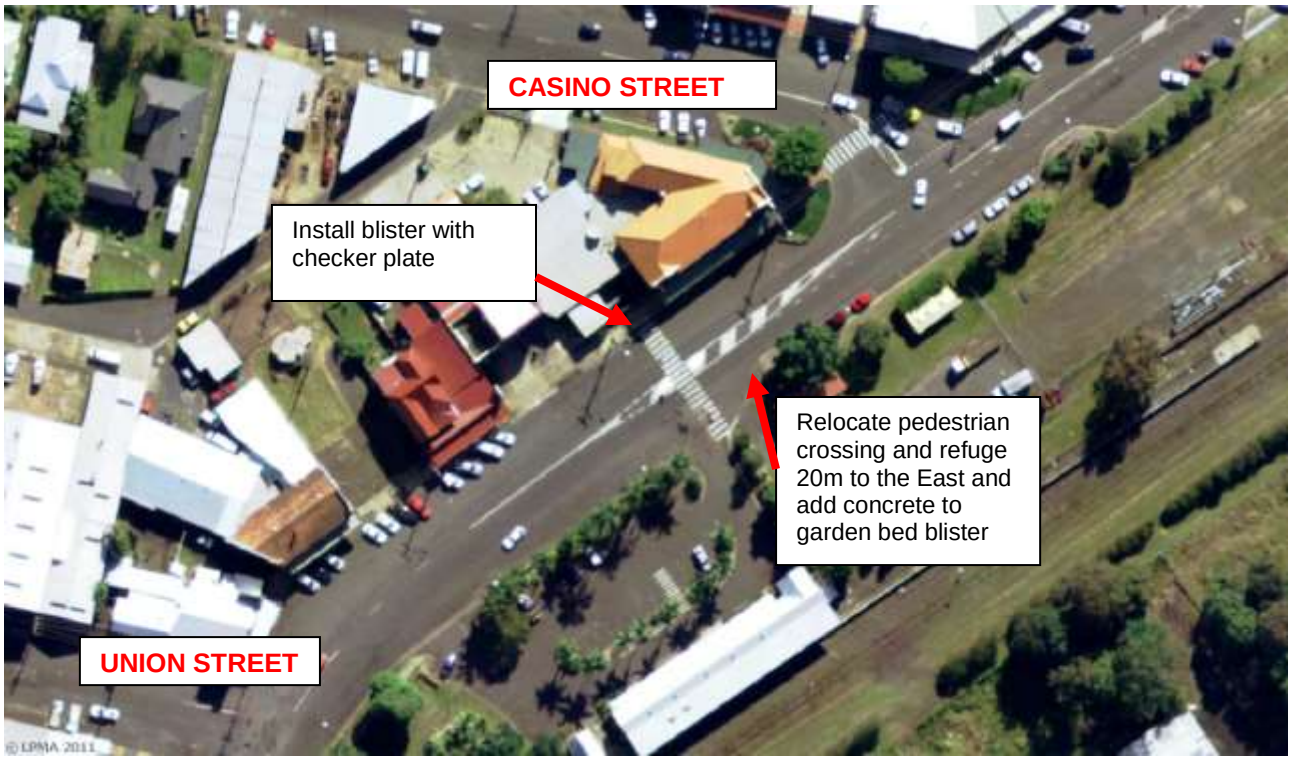
Item 20: Magellan and Molesworth Streets

Items 22, 23 and 24: Entrance to Fawcett Bridge



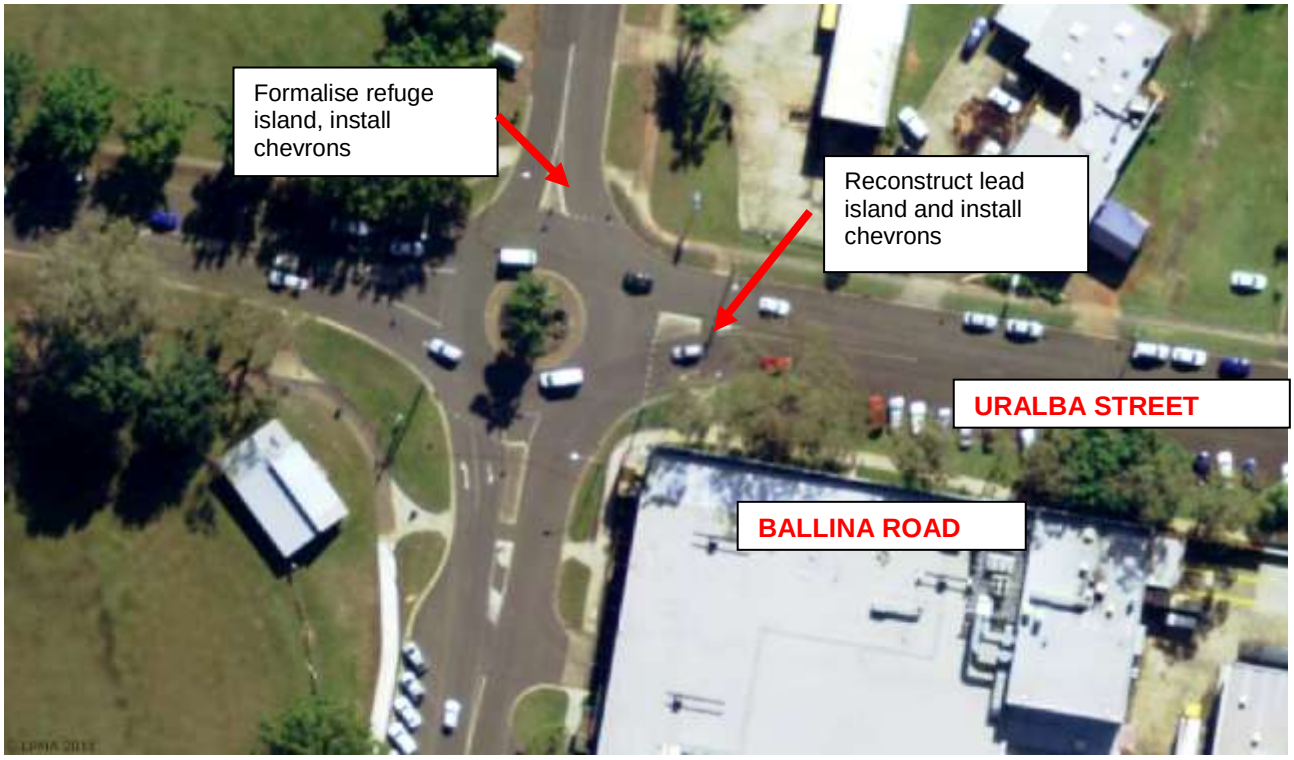
Items 28, 43 and 49: Ballina Road and Keen Street

Item 26: Esmonde and Stocks Streets

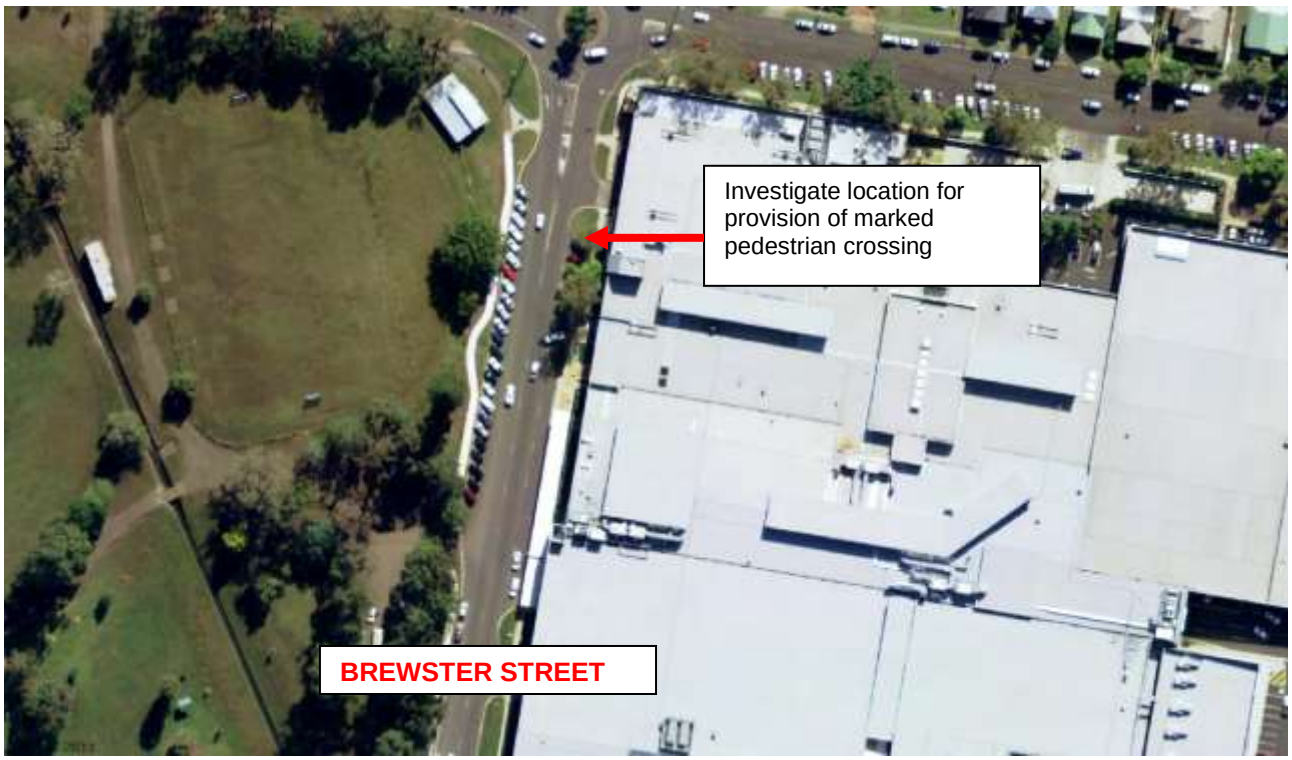


Item 27: Union Street Pedestrian Crossing

Items 30 and 31: Conway and Carrington Streets

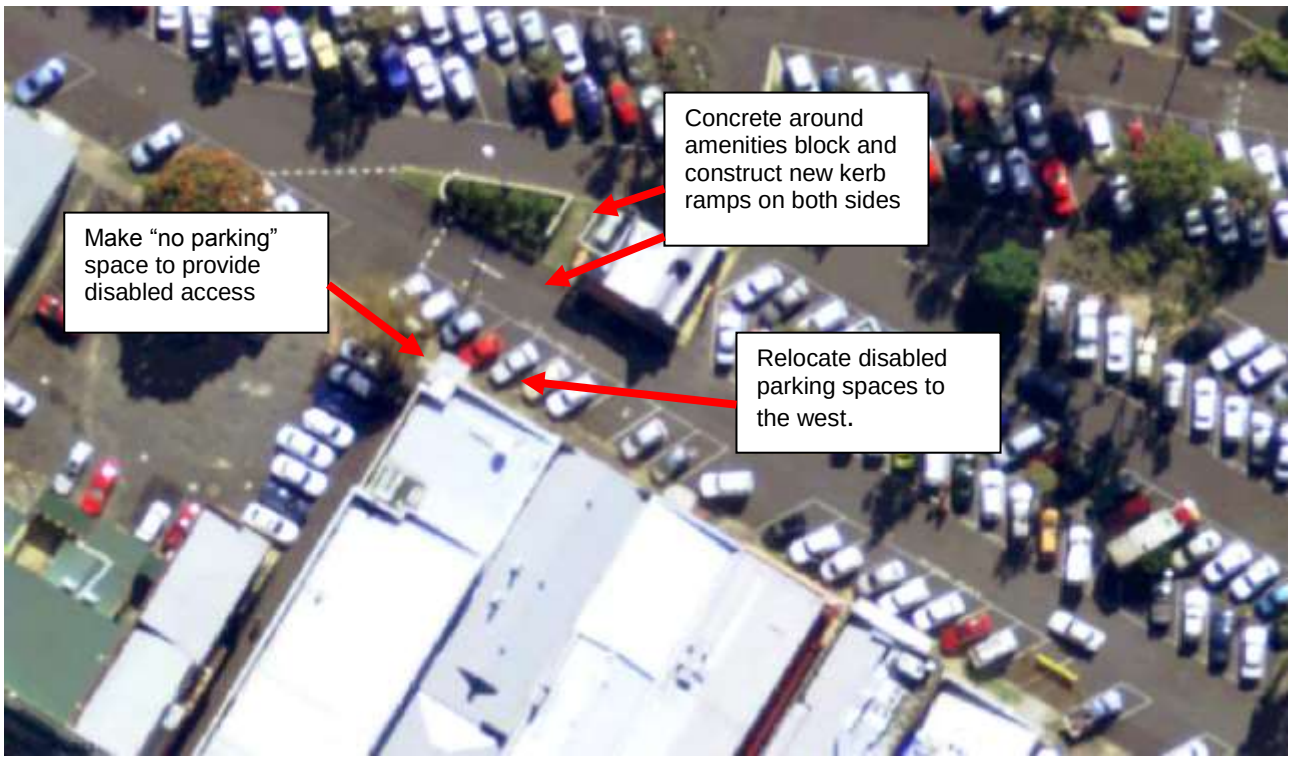


Items 32 and 33: Brewster and Uralba Streets



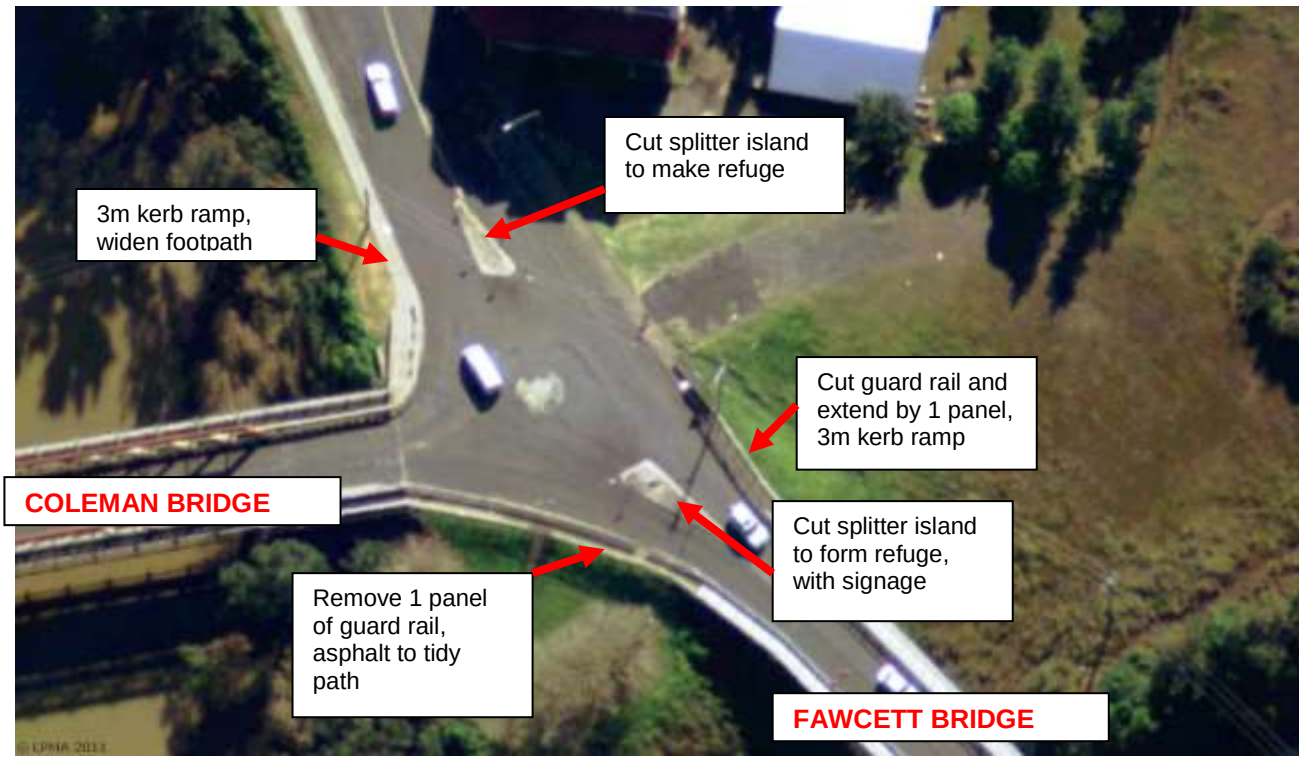
Item 34: Brewster Street at Lismore Square

Item 35: Dalley and Wyrallah Rd

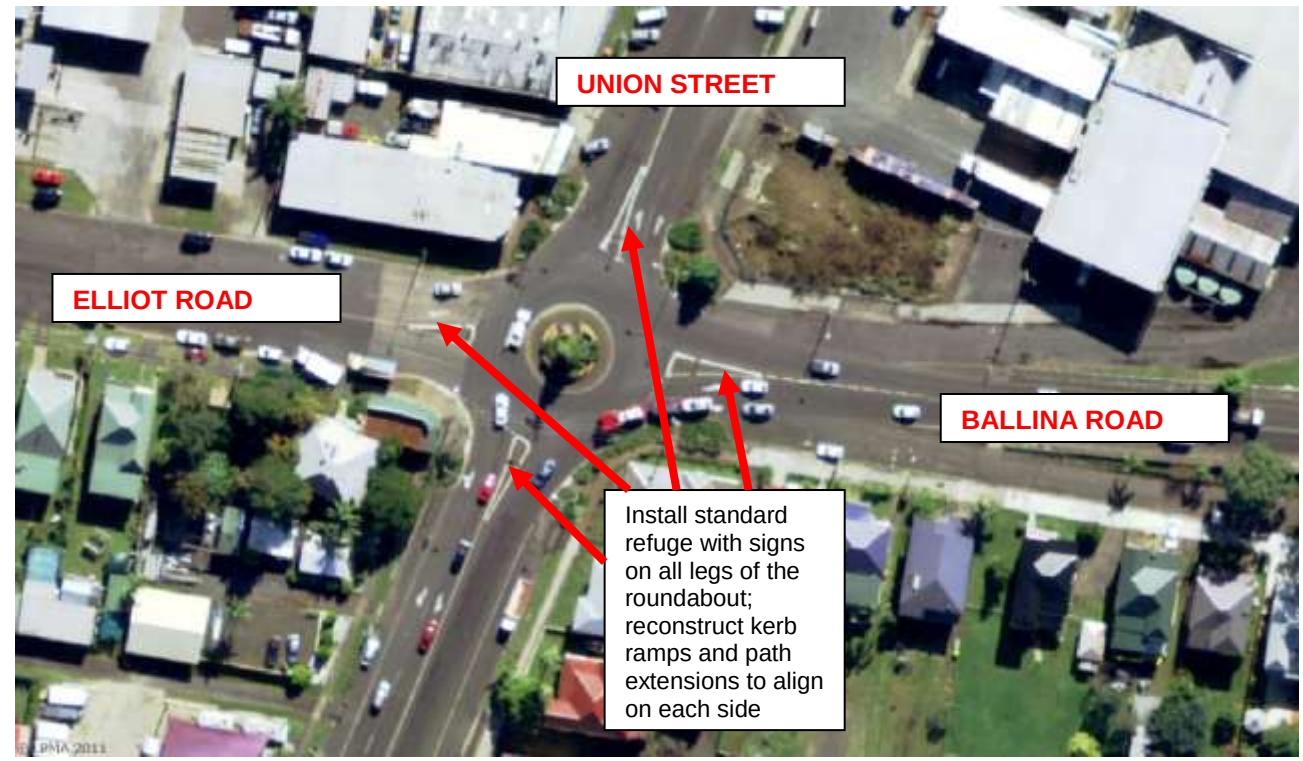


Items 37 and 38: Browns Creek Car Park

Item 39: Brewster and Laurel Streets



Items 40 and 41: Coleman and Fawcett Bridges



Item 42: Ballina Road and Union Street

Item 44: Ballina Road / Star Avenue

Item 45: Ballina and Invercauld Roads

Item 46: Conway mid Keen and Dawson Streets

Item 47: Brewster Street between Blair and Richards Ovals

Item 48: Gorton and Dalley Streets

Item 50: Conway and Cathcart Streets

Item 51: Jubilee Avenue and Ballina Road

Item 52: Keen and Orion Streets

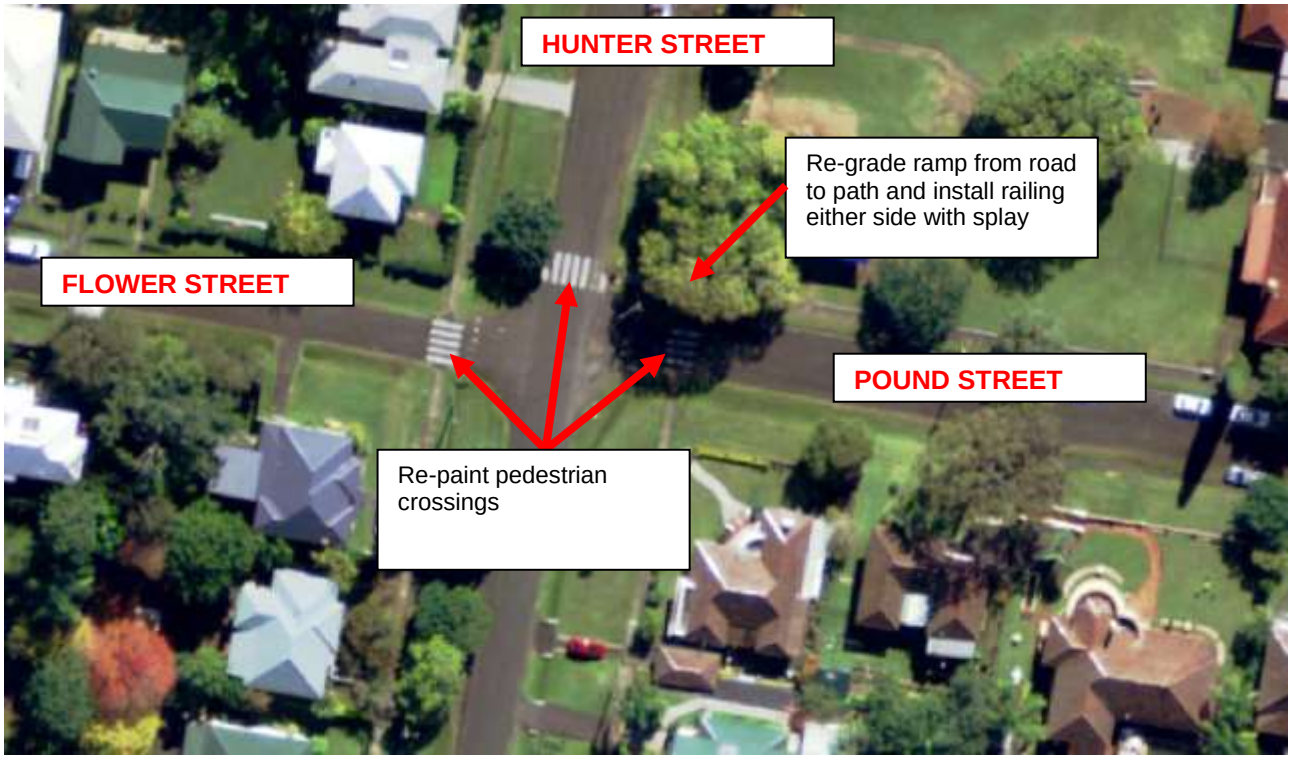
Item 53: Kadina Street Overpass

Item 54: Magellan Street and Hampton Lane

Item 55: Military Road

Item 56: Hindmarsh Street Bus Interchange

Item 57: Hindmarsh Street

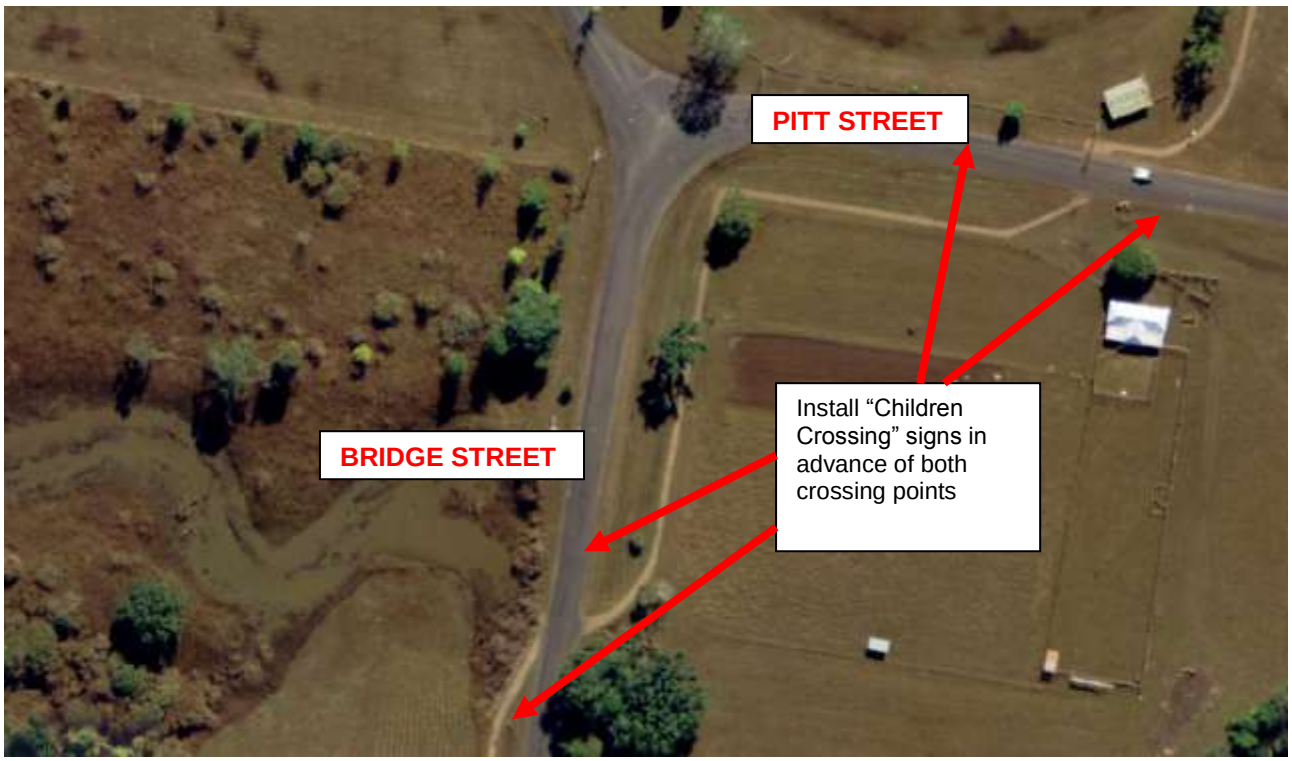


Item 58: Hunter and Pound Streets

Item 59: Uralba and Hunter Streets

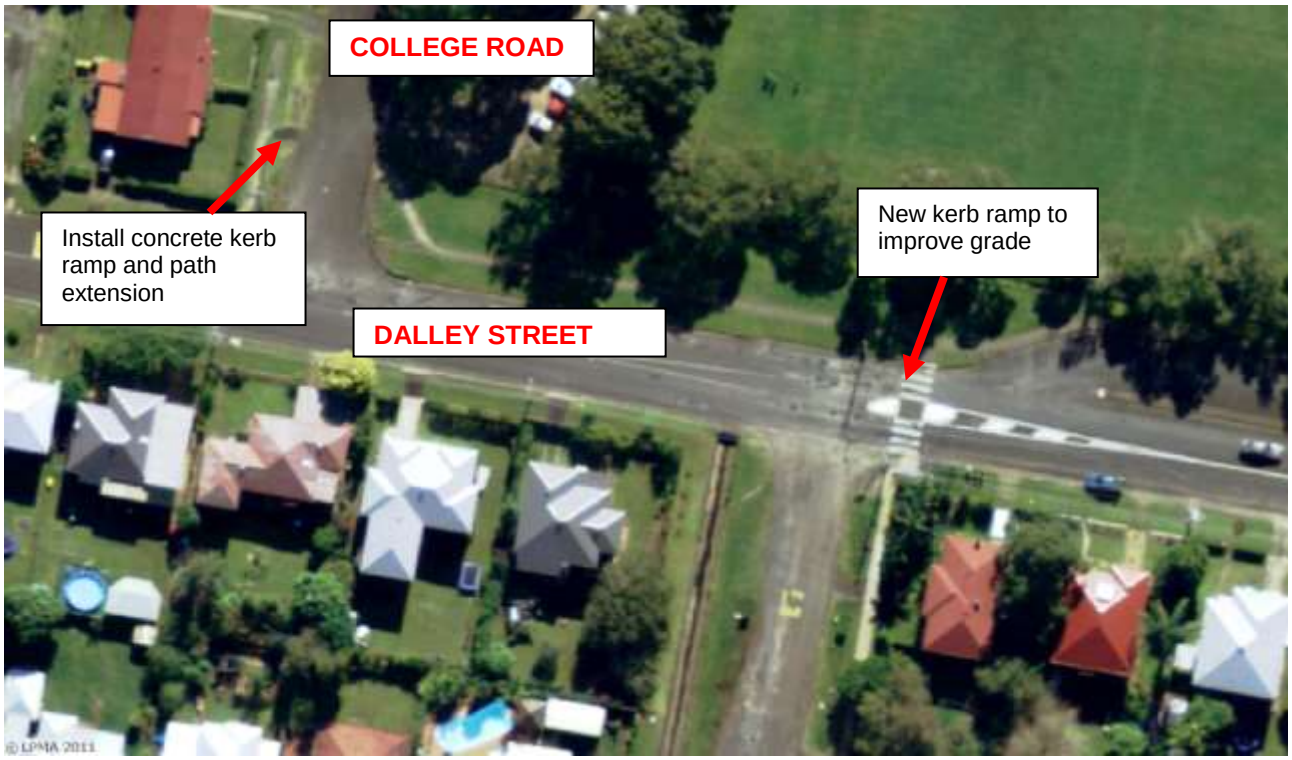
Item 60: Wyrallah Road and Dibbs Streets

Item 61: Molesworth and Orion Streets

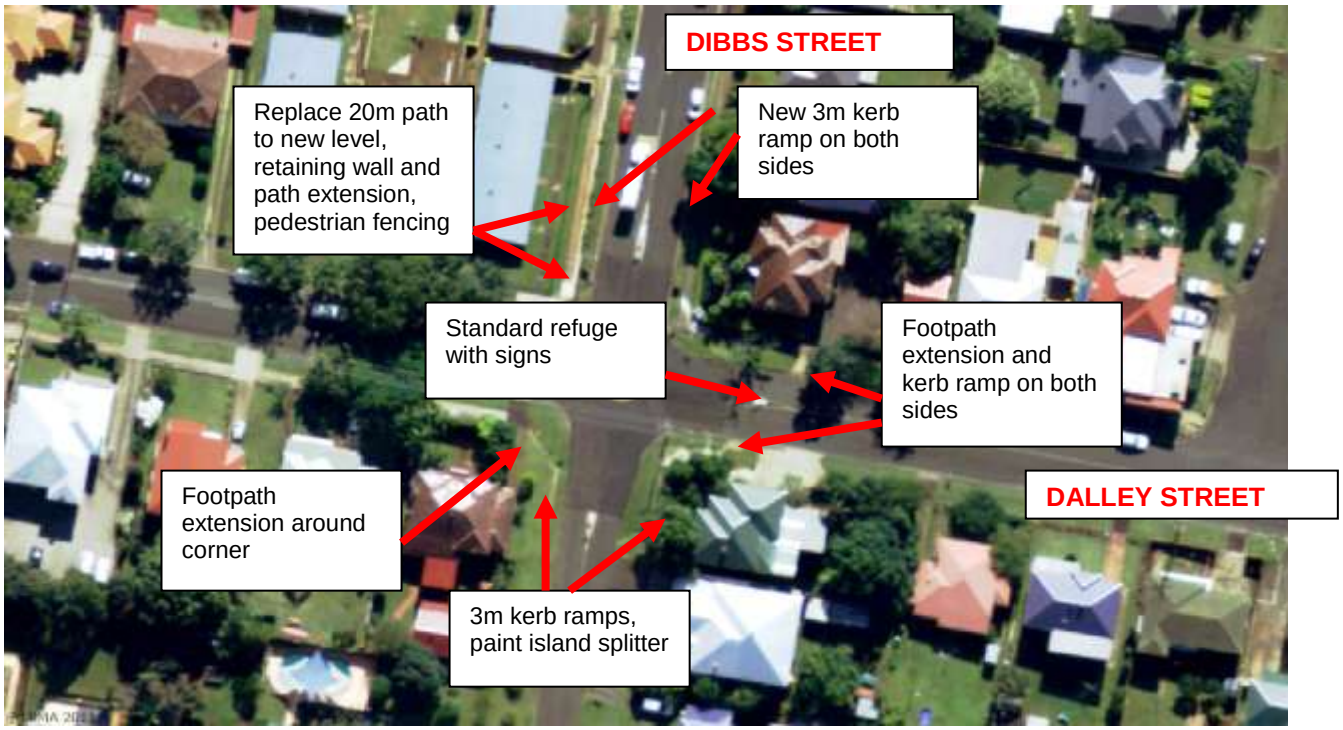


Items 62 and 63: Pitt and Bridge Streets

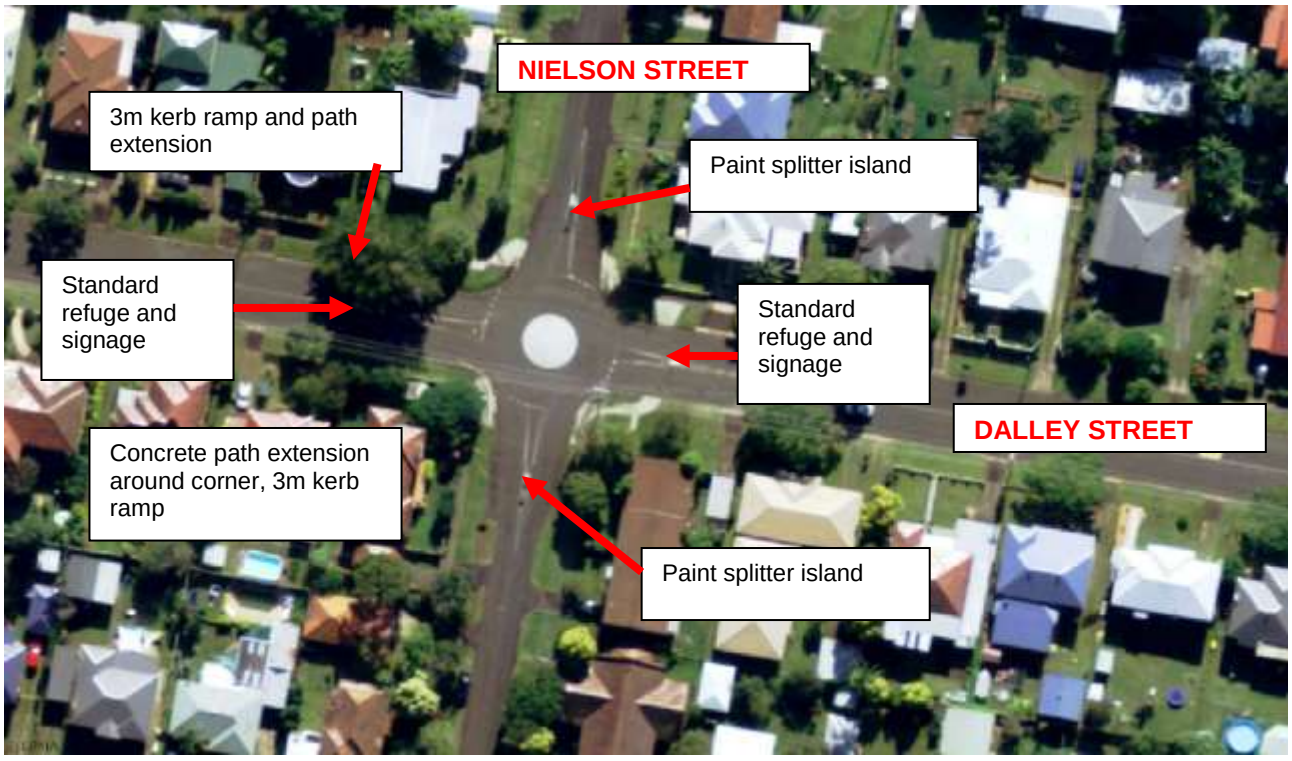
Item 64: Oliver Avenue bus stop



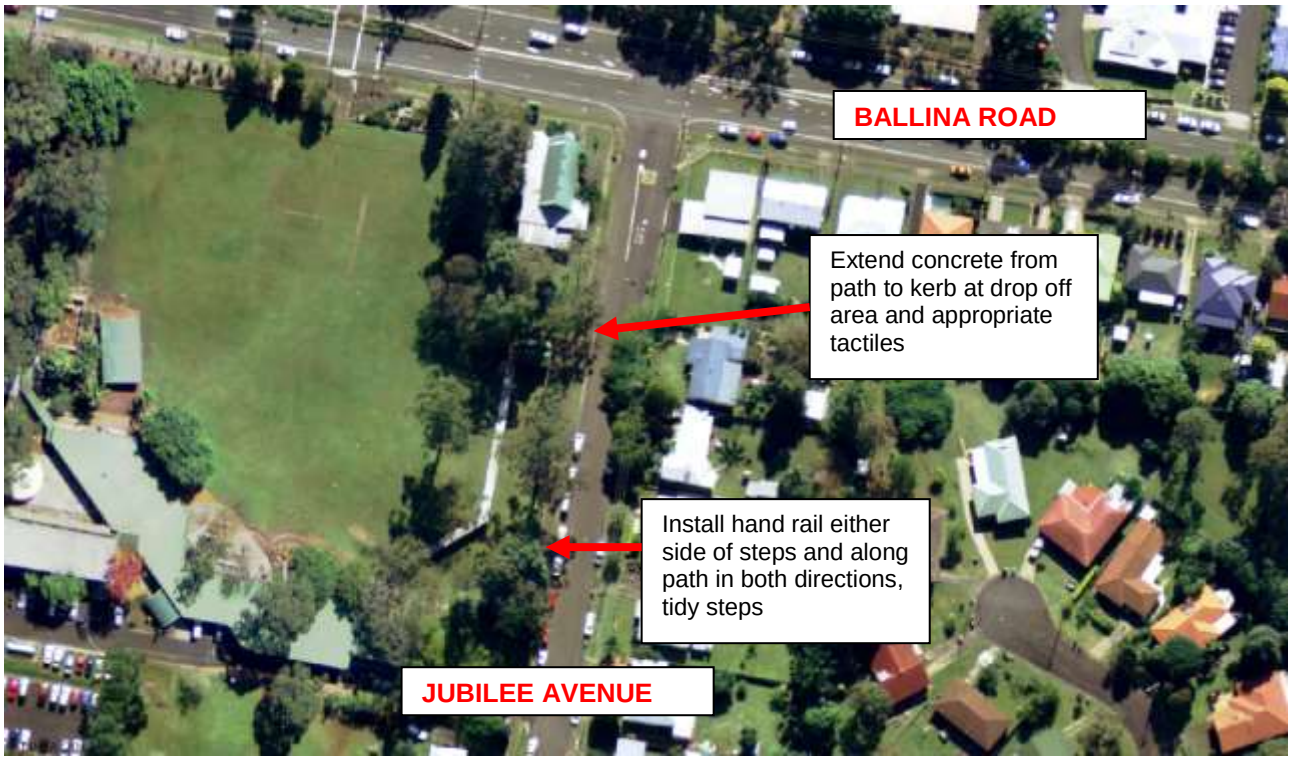
Items 65 and 66: College and Dalley Streets



Items 67, 68 and 69: Dibbs and Dalley Streets



Items 70 and 74: Dalley and Nielson Streets



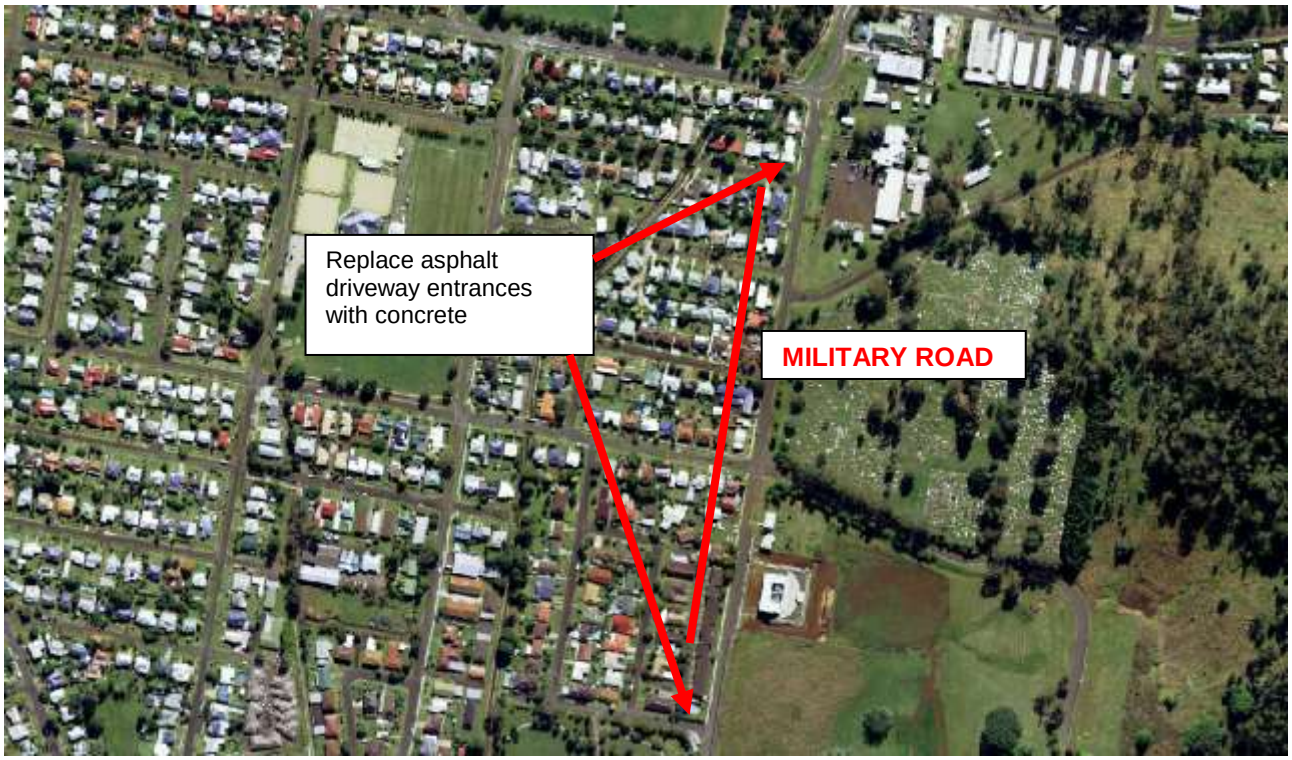
Items 71 and 79: Jubilee Street – Goonellabah Primary School

Item 72: Orion and Dawson Streets

Item 73: Rous and Oliver Roads

Item 75: Lake Street Richmond River High School

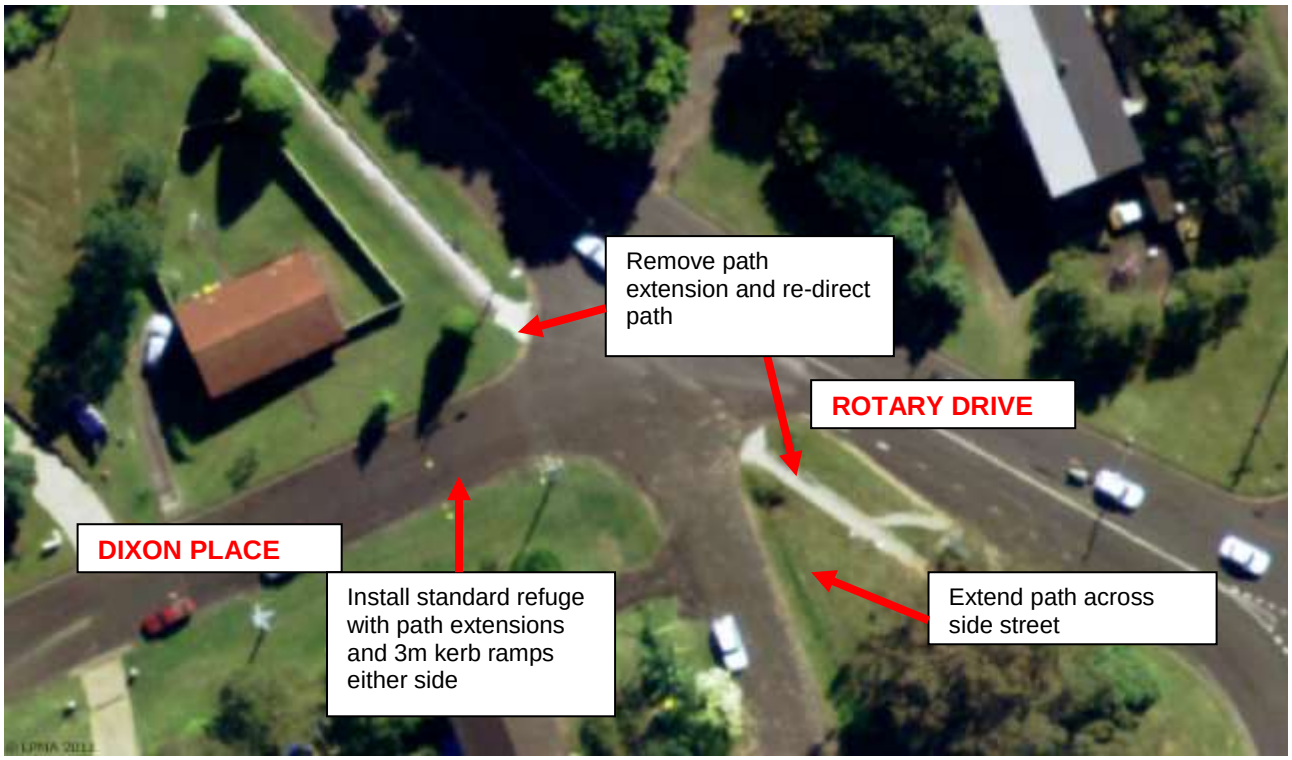
Item 76: Keen Street Albert Park School



Item 77: Military Road

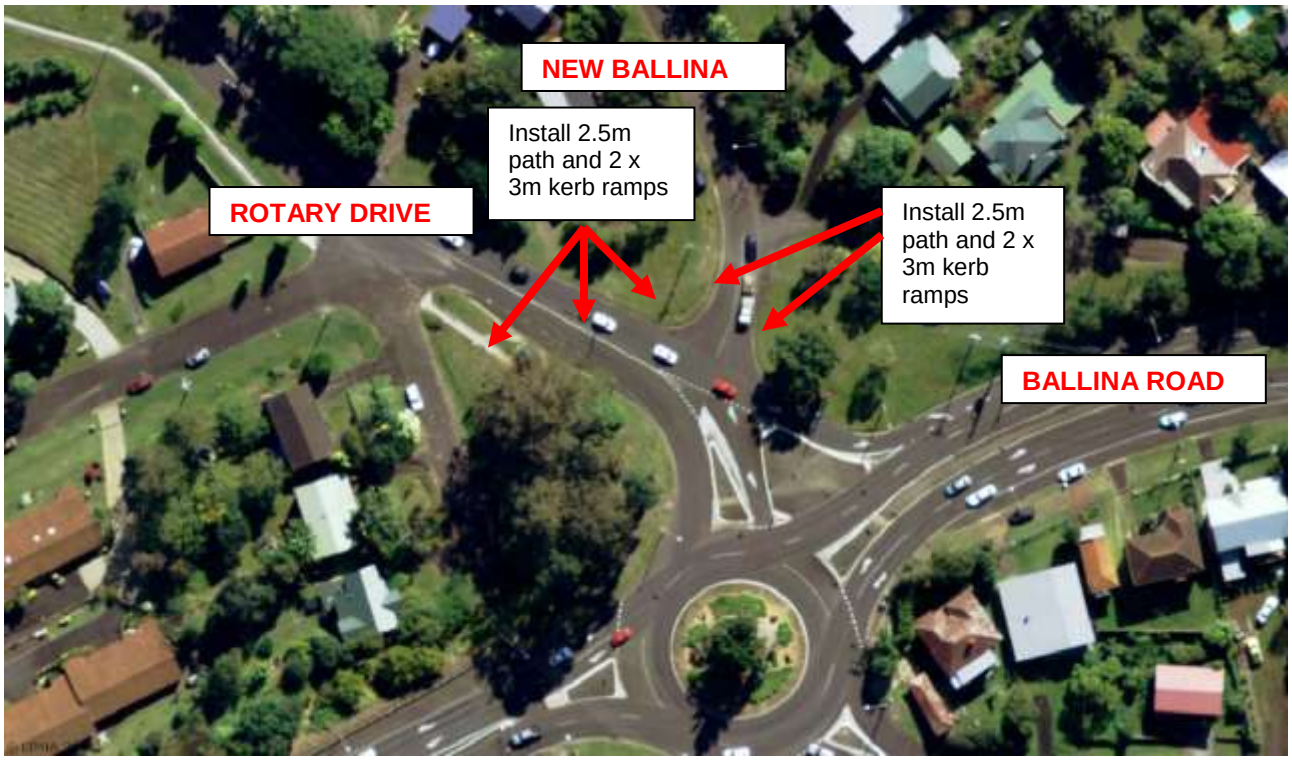
Item 78: North East Entrance to Wade Park

Item 80: Dibbs and Pound Streets



Item 81: Dixon Place and Rotary Drive

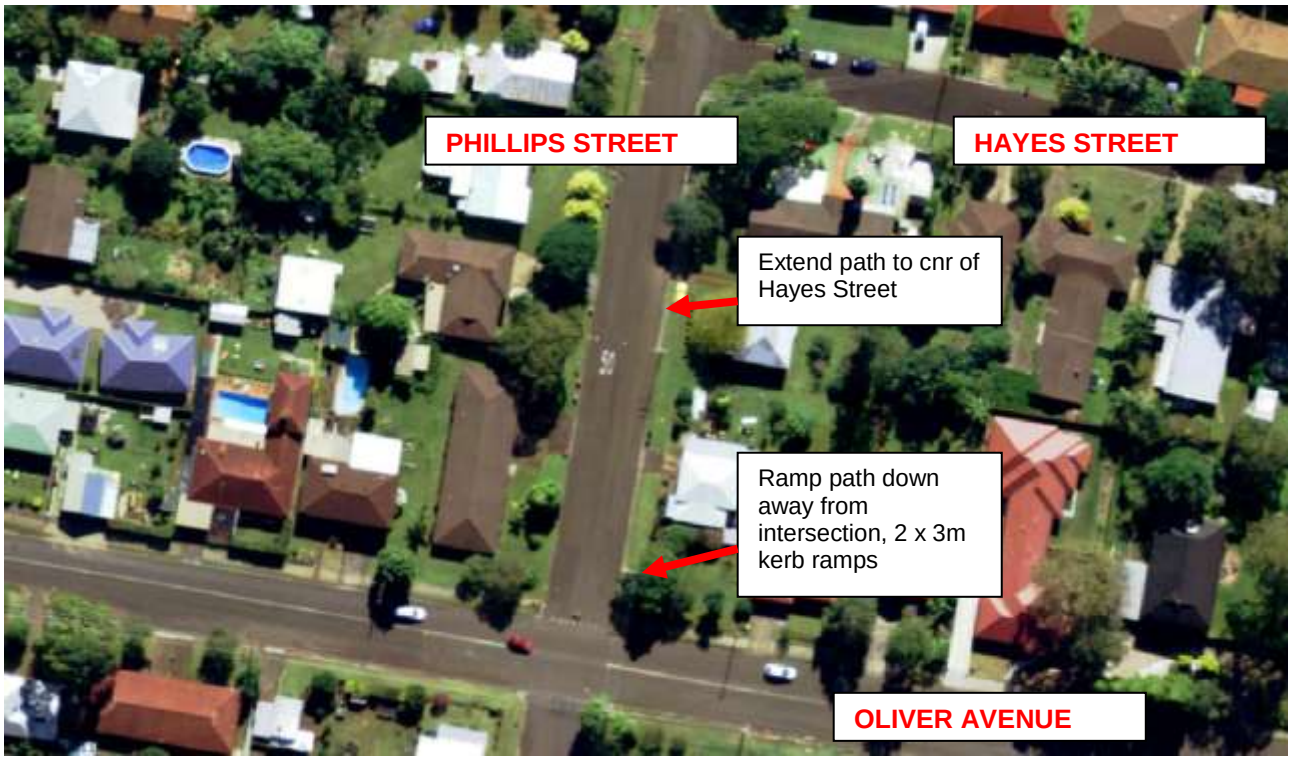
Item 82: First Avenue Pedestrian Bridge



Item 83: New Ballina Road and Rotary Drive

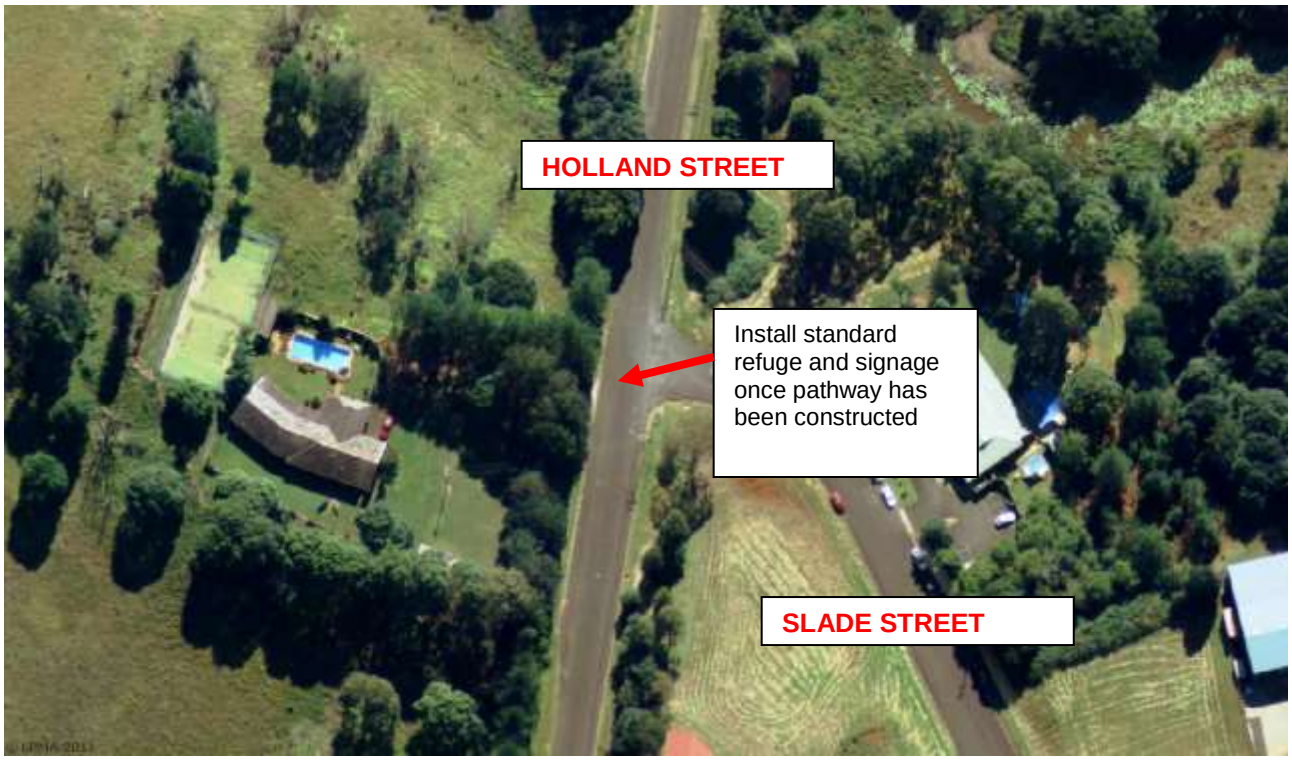
Item 84: Dibbs and Mackenzie Streets

Item 85: Oakley Avenue and Military Road



Item 86: Phillips Street and Oliver Avenue

Item 87: Cathcart and Ewing Streets



Item 88: Holland and Slade Streets

Appendix B: PAMP 2003 – Completed Works

ITEM	LOCATION	ACTION	PRIORITY	ESTIMATED COST	COMMENTS
1	**BALLINA BRIDGE - S/W**		82	2,500	Asphalt used to eliminate step
2	**CNR CONWAY & DAWSON**	New refuge	81	7,000	2009/2010 - Refuge installed to the North
3	**CONWAY FROM DAWSON TO BALLINA**	New footpath 100m long 2m wide (100*2*60 = 12,000)	81	12,000	Completed as part of Aldi development
4	**WYRALLAH RD OPPOSITE SCHOOL TO CONTE ST**	New footpath 135m long 2m wide (135x2x70 = $20,000)	80	20,000	
5	**BALLINA ST KELLAS TO GALLAGER**	Underpass	81	750,000	Completed 2003
6	**CNR BALLINA ST ROTARY DRIVE**	Use Underpass	81		Underpass installed
7	**CNR WOODLARK & MOLESWORTH - NORTH**	Extend 2 blisters 2*7,000, Modify Refuge 4,000	79	18,000	
8	**CNR WOODLARK & MOLESWORTH - EAST**	2 new kerb ramps 2*3,000, Modify median 2,000, remove kerb ramp 1,000	79	9,000	
9	**CNR WOODLARK & MOLESWORTH - SOUTH**	2 kerb extensions + refuge	79	20,000	
10	**CNR WOODLARK DAWSON - SOUTH**	Signs, New kerb ramp + 55 sqm paving	77	6,475	No reflectors - maintenance
11	**CNR WOODLARK DAWSON - NORTH**	Refuge and modify kerb return	77	22,000	2007/2008
12	**CNR WOODLARK & KEEN - NORTH**	Relocate 1 ramp, modify 1 ramp	76	6,000	2007/2008
13	**CNR WOODLARK & KEEN - EAST**	Relocate 1 ramp, fill in old ramp	76	3,000	
14	**CNR WOODLARK & KEEN - SOUTH**	Extend kerb ramp E, new ramp W	76	5,500	
15	**CNR WOODLARK & KEEN - WEST**	2 new kerb ramps, fill in old	76	6,600	
16	**DAWSON ST BETWEEN MAGELLAN & WOODLARK**	New footpath inc. kerb ramps, 250m long 1.5 m wide	75	22,500	Path on West side

ITEM	LOCATION	ACTION	PRIORITY	ESTIMATED COST	COMMENTS
17	**CNR MAGELLAN & KEEN - NORTH**	Relocate 1 ramp, shorten median	74	3,500	
18	**CNR MAGELLAN & KEEN - EAST & SOUTH**	East 2*2500 South2*2500+1000, Relocate kerb ramp and modify 1 - E, Relocate 2 kerb ramps, mod median	74	11,000	2009/2010. South complete. East requires attention as pedestrians are crossing at old kerb ramps. Removal of old ramps and directional fencing required.
19	**CNR MOLESWORTH & CONWAY - NORTH**	6*2000 modify kerb ramps	74	12,000	
20	**CNR MOLESWORTH & CONWAY - EAST**	Sign	74	200	Reflectors in place
21	**CNR MOLESWORTH & MAGELLAN - NORTH**	2 kerb extensions 1 refuge ($7,000)	74	20,000	
22	**CNR MOLESWORTH & MAGELLAN - SOUTH**	Kerb Ramp ($1,500)kerb extensions ($10,000) & 1 refuge ($8,000)	74	19,500	Kerb ramps OK
23	**CNR BREWSTER (W) & URALBA (N)**	New blister	72	4,000	Kerb extension OK
24	**URALBA BETWEEN BREWSTER & DIADEM**	New footpath 240m long , 2m wide (240*2*60=28800)	72	28,800	As part of cycleways program
25	**DIADEM BEHIND KMART**		72	2,500	
27	**CNR CARRINGTON & CONWAY - EAST**	2*2500 kerb ramps	69	5,000	2009/2010
28	**CNR CARRINGTON & CONWAY -WEST**	Modify kerb ramp	69	2,500	2009/2010. Refuge has been realigned on East side not West, however there is a pedestrian crossing on West side 30m from intersection
29	**CONWAY AT POST OFFICE**	2 signs	69	500	This is a pedestrian crossing with appropriate signage

ITEM	LOCATION	ACTION	PRIORITY	ESTIMATED COST	COMMENTS
30	**CNR MOLESWORTH & MARKET**	Kerb ramp to replace gutter bridge N $4,000, Mod kerb and new ramp S - $7000	69	11,000	Include Market St on 2011 PAMP - new kerb ramp required at southern side on cnr of Molesworth.
31	**BALLINA ST OPP HUNGRY JACKS**	Refurb driveways to use as access	69	3,500	
32	**DALLEY ST SCHOOL CROSSING**	Kerb ramp & relocate drainage pit	65	5,000	okay
33	**CNR MILITARY RD & DALLEY ST (SOUTH)**		65	150	No obstruction
34	**CNR BALLINA RD & KADINA S/W**		64	1,000	Fencing erected
35	**CNR GARRARD ST & WYRALLAH RD**	Hot mix and paint	61	2,400	Completed as part of road upgrade
36	**CNR BREWSTER & MAGELLAN**	Small bridge 4m long	60	6,000	
37	**CNR BRIDGE ST & BAILIE ST**	Kerb ramp ($2,500) and signage ($500)	60	3,000	2009/2010. Pedestrian crossing relocated as part of road reconstruction
38	**UNION ST. REFUGE AT X-ING**		57	1,500	All reflectors in place
39	**LAUREL AV.**	New path 440m long, 2m wide (440*2 *60)	57	52,800	Shared path installed
40	**CNR AVONDALE AV. & FIRST ST (SOUTH)**		55		No obstruction
41	**CNR ROADS ST & BARNS AV. (WEST)**		55	250	No faded sign
42	**CNR WILSON ST & CASINO ST**		55	10,000	Completed during road upgrade

ITEM	LOCATION	ACTION	PRIORITY	ESTIMATED COST	COMMENTS
43	**CNR PHYLLIS ST. & WILSON ST (EAST)**		55	500	Could not see obscured traffic sign
44	**PHYLLIS ST FRONT OF SCHOOL**		55	500	No faded sign
45	**CNR CASINO ST. & WILSON ST (EAST)**		55	5,000	2009/2010
46	**WILSON ST. OPP. SCHOOL**		55	500	No faded sign
47	**MAGELLAN ST**				Refuges installed at new roundabouts as part of road upgrade
48	**MAGELLAN - DAWSON TO KEEN**	Fixed			Surface OK
49	**AVONDALE AV. DIBBS ST**			250	No faded sign
50	**MOLESWORTH END CONWAY**	Construct new ramp and kerbing	77	$10,000	2010/2011
51	**CNR MOLESWORTH & MAGELLAN**	Install pedestrian fencing	74	$12,000	2010/2011
52	**KEEN (MID MAGELLAN CONWAY)**	Reconstruct kerbside blister	69	$4,200	2010/2011
53	**CNR WYRALLAH RD & AVONDALE AVE (S)**	Install kerb ramps	66	$5,000	2010/2011
54	**CNR WYRALLAH RD & AVONDALE AVE (N)**	Widen new ramps and improve alignment	66	$5,000	2010/2011
55	**WYRALLAH RD SCHOOL X-CROSSING**	Reconstruct 4m kerb ramp at pedestrian crossing	64	$5,000	2010/2011

Appendix C: Identified Maintenance Items

LOCATION	ISSUES	ACTION REQUIRED
CNR KEEN & CONWAY	No refuge warning signs	Install signs
CNR URALBA ST AND DIADEM ST (ALL)	Chevrons missing	Replace chevrons - 4 required at time of inspection
MOLESWORTH STREET REFUGE AT BOUNTY RD	Chevrons faded	New Chevrons (2) required
CNR CONWAY AND CARRINGTON (E)	No chevrons at new refuge	Install chevrons (2)
CONWAY - OUTSIDE TAFE	Pavers lifting on footpath	Ensure surface safe
CNR KEEN & CONWAY	All refuges - no refuge waring signs	Install signs
MAGELLAN STREET NEAR DAWSON ON NORTH SIDE	Lift in footpath due to tree roots	
MOLESWORTH STREET ENTRANCE TO BROWNS STREET CARPARK	Footpath uneven either side of driveways, large cracks	Patch pathway
MOLESWORTH STREET - NTH OF BROWNS CK CARPARK	Gravel spilling down driveway onto footpath	
CNR MILITARY RD & INDUSTRY DRIVE	Chevrons badly faded	Replace chevrons
WYRALLAH RD S/ DALLEY ST	No refuge warning sign prior to refuge	Install warning signs
MILITARY RD - NTH OF DALLEY	Large cracks in pavement	Repair pathway (is part of cycleway plan)
WYRALLAH RD - DIBBS - DALLEY	Vegetation hanging over path	Parks and Gardens staff to assess
KOOKABURRA AVE THROUGH PARK ADJOINING OLIVER AVE	Mown grass is always left on the path making it extremely slippery. Also path is badly cracked - needs repair	Parks and Gardens staff to assess
CNR OLIVER AVE & WARATAH WAY	Lump of concrete waste left on footpath - safety hazard	Remove lump of concrete waste
DIADEM ST - BETWEEN MAGELLAN & SVC STATION	3m section of path becomes covered in water, blocks access	Maintenance required - drainage from path to pit
CNR COLLEGE & OAKLEY	Access blocked by vegetation growing at entrance to path	Dig out grass and adjust with hot mix to provide access to the road
MOLESWORTH ST - PEDESTRIAN CROSSING	Cracked tactiles require attention	Fix tactile paving
CNR CARRINGTON & NESBITT LN	Pavers have sunk, trip hazard	Sunken pavers require raising
CNR CARRINGTON & CONWAY STH	Poor drainage at intersection	Drainage issues require addressing
BRIDGE STREET - NEAR FAWCETT BRIDGE	Footpath badly cracked and damaged	Repair path
KEEN STREET - ALBERT PARK SCHOOL	Vegetation growing in drain along road verge, forcing water to pool on the roads edge	Parks and Gardens staff to assess - clear vegetation along drains at path extensions and along sides and in cracks along path itself
KEEN ST - BASKETBALL STADIUM	Replace badly cracked section of footpath	Footpath maintenance
BALLINA RD - ROUS TO GORDON BLAIR DVE	Shrubs growing across footpaths, vegetation obscures vision of traffic	Parks and Gardens staff to investigate
MOLESWORTH ST - CBD BLOCK	Chunks of concrete around underlying joints, lack of cleaning has resulted in mouldy, urine smelling footpaths	Footpath maintenance, cleaning

Appendix D: Proposed New Footpaths

Item	Location	From	To	Length	Est. Cost	Source	Prioritisation Score
1	BALLINA RD	Kadina St Overpass	James St	960	129600	Community Feedback	71
2	BALLINA RD	Rous Rd	Gallagher	1230	166050	Community Feedback	70
3	RENWICK ST	High St	New Ballina Rd	320	43200	Community Feedback	67
4	MILTON ST	Renwick	School	140	18900	Community Feedback	67
5	DIBBS ST	Wyrallah Rd	Dalley St	530	71550	Community Feedback	65
6	FIRST AVE	Avondale Ave	Esmonde St	70	9450	Community Feedback / Sec 94	65
7	DONNANS RD	Deloraine St	Cooling St	900	121500	Road Hierarchy - Collector Road	64
8	DIBBS ST	Mackenzie	Uralba	285	38475	Community Feedback	63
9	LITTLE KEEN ST	Orion	Zadoc	205	27675	Community Feedback	63
10	CANIABA ST	Casino St	Charlton Ave	450	60750	Sec 94	61
11	EWING STREET	Dawson St	Brewster St	540	72900	Community Feedback	60
12	HUNTER ST	Orion St	Leycester St	250	33750	Road Hierarchy - Collector Road	59
13	JUBILEE ST LISMORE	Brewster St	Hunter St	475	64125	Road Hierarchy - Local Road	53
14	MACKENZIE ST	Dibbs St	Hunter St	270	36450	Sec 94	53
15	PHYLLIS ST	Union St	Crown St	320	43200	Sec 94	53
16	WYREEMA AVE	Rous Rd	Fisher St	190	25650	Road Hierarchy - Collector Road	51

Item	Location	From	To	Length	Est. Cost	Source	Prioritisation Score
17	FISHER ST	Wyreema Ave	End	840	113400	Road Hierarchy - Collector Road	51
18	SHEARMAN DR	Pleasant St	End	440	59400	Road Hierarchy - Collector Road	51
19	NORWOOD AVE	Clifford St	Pleasant St	390	52650	Road Hierarchy - Collector Road	51
20	BARHAM ST	Wyrallah Rd	City View Dr	770	103950	Road Hierarchy - Collector Road / Community Feedback	51
21	JOHN ST	Keen St	North	210	28350	Previous PAMP	50
22	UBRIHIEN ST	Dibbs St	Shelley Ave	330	44550	Community Feedback	50
23	BARR SCOTT DR	Gallagher Dr	High St	360	48600	Road Hierarchy - Collector Road / Community Feedback	49
24	WALKER ST	Dibbs St	Nielson St	280	37800	Road Hierarchy - Collector Road	49
25	NEWBRIDGE ST	Union St	Wilson St	560	75600	Community Feedback	48
26	ESMONDE ST	Cathcart St	Wyrallah Rd	630	85050	Road Hierarchy - Collector Road / Sec 94	45
27	MOUNTAIN VIEW DR	Ballina Rd	Trinity Dr	380	51300	Road Hierarchy - Collector Road	43
28	JAMES RD	Ballina Rd	End	460	62100	Road Hierarchy - Collector Road	42
29	BRUXNER CRES	Ballina Rd	Mountain View Dr	510	68850	Road Hierarchy - Collector Road	42

Item	Location	From	To	Length	Est. Cost	Source	Prioritisation Score
30	GALLAGHER DR	Ballina Rd	Barr Scott Dr	340	45900	Road Hierarchy - Collector Road	41
31	DEEGAN DR	Ballina Rd	Sunnybank Ave	280	37800	Road Hierarchy - Collector Road	40
32	DONNANS RD	Cooling St	Brunswick St	670	90450	Road Hierarchy - Collector Road	40
33	O'FLYNN ST	High St	New Ballina Rd	570	76950	Community Feedback	37
34	ELTON ST	Esmonde St	Esyth St	230	31050	Sec 94	35
35	SUNNYBANK AVE	Deegan Dr	Northcott Dr	200	27000	Road Hierarchy - Collector Road	34
36	INVERCAULD RD	Cynthia Wilson Dr	End	800	108000	Road Hierarchy - Collector Road	34
37	FIGTREE DR	Cynthia Wilson Dr	Invercauld Rd	1100	148500	Road Hierarchy - Collector Road	32
38	CITY VIEW DR	Barham St	Wyrallah Rd	910	122850	Road Hierarchy - Collector Road	32
39	BRUXNER HWY - OLIVER AVE - RICHMOND HILL RD	Oliver Ave	Richmond Hill Rd	715	96525	Community Feedback	31
40	BALLINA RD - CBD TO RICHMOND HILL	Carolina St	Richmond Hill / Boatharbour Rd	4500	607500	Community Feedback	31
41	PINDARI	Ballina Rd	Holmesleigh	370	49950	Road Hierarchy - Collector Road / Sec 94	30
42	HOLMESLEIGH	Pindari Cr	Cedar	360	48600	Road Hierarchy - Collector Road	30

Item	Location	From	To	Length	Est. Cost	Source	Prioritisation Score
43	CEDAR	Holmesleigh	Hillview	185	24975	Road Hierarchy - Collector Road	30
44	HILLVIEW DR	Cedar	Ballina Rd	90	12150	Road Hierarchy - Collector Road / Sec 94	30
45	ALLAMBIE DR	Pindari Cr	Kerrabee Ct	145	19575	Sec 94	30
46	KERRABEE CT	Allambie Dve	Kadina High	130	17550	Sec 94	30
47	PINDARI CR	Warrawee Ct	Allambie Dr	250	33750	Sec 94	30
48	CANTERBURY CHASE	Ballina Rd	Camelot Rd	390	52650	Road Hierarchy - Collector Road	29
49	MCINTOSH RD	Dudley Dr	Rous Rd	900	121500	Road Hierarchy - Collector Road	23

Appendix E: Community Consultation Letter to stakeholders

21 February 2011

Dear

Have your say on Council's Pedestrian Access and Mobility Plan (2011 – 2014)

Lismore City Council is currently conducting a review of its Pedestrian Access and Mobility Plan (PAMP), and is seeking input from the community on how we can enhance the pedestrian network of the Lismore Local Government Area.

The PAMP is a comprehensive strategy that focuses on creating safe and convenient pedestrian networks for the whole community and encompasses an extensive Works Program.

The current PAMP was produced by Council in 2003 and the review of the PAMP will involve analysis of this existing documentation, incorporating the development of a new Works Program.

The PAMP is governed by guidelines set by the Roads and Traffic Authority (RTA) and Council will use this methodology in conjunction with the Lismore City Council Delivery Plan (2010 – 2014) to conduct the review of the PAMP.

In accordance with RTA guidelines, the PAMP aims to:

- Enhance pedestrian facilities, placing emphasis on busy areas,
- Improve access for mobility impaired groups in the community, including older persons,
- Create safe and convenient crossing opportunities on major roads,
- Reduce injuries involving pedestrians and
- Create links with other transport services to achieve an integrated land use and transport facilities network.

Council has achieved approximately sixty percent of the existing PAMP Works Program and any outstanding works will be re-examined as part of the review process for inclusion in the updated PAMP (2011 – 2014).

Community feedback is essential to the review process, and you can ensure you have your say by considering the following questions:

- Can you identify any troublesome locations within the PAMP study areas in relation to safety or accessibility?
- Are you able to identify any routes that you travel frequently that may highlight a *"missing link"* in the pathway network?
- Can you identify any specific locations within the PAMP study area where the existing pedestrian facilities (i.e. footpath, refuge, kerb ramp) are unsuitable or insufficient?

All suggestions are welcome and maps have been included of the study area to assist you in demonstrating your ideas.

Please note that the study area for the PAMP encompasses Lismore's Central Business District (CBD), Lismore Heights, North Lismore, South Lismore, East Lismore and Goonellabah.

You can provide your feedback on the Pedestrian Access and Mobility Plan in the following ways:

- by providing a response in writing to Lismore City Council using the envelope provided
  ** please include any maps you deem relevant*
- by visiting our website and completing the on-line response form under *"Have your Say"* at www.lismore.nsw.gov.au
- or by delivering your response in person to the Lismore City Council Corporate Centre at 43 Oliver Avenue, Goonellabah OR to the Lismore City Council CBD Office at 53 Magellan Street, Lismore.

A copy of the current PAMP document can be found on Council's website www.lismore.nsw.gov.au

Submissions close at 4.30pm on **Monday, 28 March 2011**.

Should you have any further enquiries regarding this matter, please contact Lismore City Council's Customer Contact Centre on 1300 87 83 87.

Yours faithfully

Danielle McAtee
Project Officer – Road Safety

Enclosed: Maps x 7

Appendix F: Community Consultation – Media release 1

Media Release

To: All Media

For: Tuesday 22 February 2011

CALLING ALL RESIDENTS TO 'HAVE YOUR SAY'

Lismore City Council is currently conducting a review of its Pedestrian Access and Mobility Plan (PAMP) and wants to hear what you have to say!!!

The PAMP is a comprehensive strategy that focuses on creating safe and convenient pedestrian networks for the whole community.

According to Lismore City Council's Road Safety Project Officer Danielle McAtee, the PAMP aims to enhance pedestrian facilities, ensure pedestrian safety and improve pedestrian access, particularly for people with mobility restrictions.

Ms McAtee said, "Local knowledge and information about Lismore's pedestrian network is integral to the review process.

"We are very interested in hearing from our residents, finding out what streets and routes people travel, what are the possible missing links in the network and what Council can do to improve their safety, access and mobility."

The current PAMP was produced by Council in 2003. Council has achieved approximately 60% of that Works Program, the majority of which was deemed as high priority. Any outstanding works will be re-examined for inclusion in the revised PAMP (2011-2014).

The current PAMP is available on Council's website along with maps of the study area which encompasses Lismore's Central Business District (CBD), Lismore Heights, North Lismore, South Lismore, East Lismore and Goonellabah.

The community can provide their feedback on the PAMP by visiting Council's website and completing the on-line response form under *"Have your Say"* at www.lismore.nsw.gov.au.

Alternatively, feedback can be provided on the PAMP review in the following ways:

- by providing a response in writing to *"PAMP feedback"* PO Box 23A Lismore NSW 2480
- by delivering a written response in person to the Lismore City Council Corporate Centre at 43 Oliver Avenue, Goonellabah **OR** to the Lismore City Council CBD Office at 53 Magellan Street, Lismore.
- by contacting Lismore City Council via phone on 1300 87 83 87

Submissions on the PAMP review will close at 4.30pm on **Monday 28 March 2011**.

For more information on the PAMP please visit the Lismore City Council website or contact Lismore City Council, phone: 1300 87 83 87.

Enquiries to: *Danielle McAtee (Road Safety Project Officer, Lismore City Council) ph 6625 0440 OR Lisa Marshall (Road Safety Officer, Lismore City Council) ph 6625 0426 or 0427 665 240*

Appendix G: Community Consultation – Media release 2

Media Release

To: All Media

For: Tuesday 15 March 2011

LET YOUR VOICE BE HEARD
'HAVE YOUR SAY' ON LISMORE'S PATHWAYS

Now is the chance to **'Have your Say'**, Lismore City Council wants to hear what you have to say about the pathway network in and around Lismore.

Council is currently conducting a review of its Pedestrian Access and Mobility Plan (PAMP), a comprehensive strategy that focuses on creating safe and convenient pedestrian networks for the whole community.

The PAMP review entails a physical assessment of the existing pathway network in conjunction with information provided by the community on areas that require attention.

Lismore City Council's Road Safety Project Officer Danielle McAtee said, "Whilst Council Officers have been out walking the paths and assessing various safety issues we understand the importance of local knowledge and the invaluable information that can only be provided by the people that utilise the pathway network, or travel a particular route where there is a lack of pedestrian facilities. Therefore, we are encouraging all members of the Lismore community to take this opportunity to have their voice heard."

The PAMP provides a platform from which to apply for funding for the construction of pedestrian facilities, and outlines a prioritised list of works that will be incorporated into Council's Works Program over the next four years.

Ms McAtee said, "Council has already received several submissions and with submissions closing on the 28th March, 2011 now is the time to provide your comments. The process is easy, provide your response online via the Lismore City Council website, send a written response to Council in the mail or talk to any of Council's friendly customer contact staff."

"This is your opportunity to have some input, whether you live, work, study, or simply need to get around Lismore", Danielle said.

For more information on the PAMP please visit the Lismore City Council website or contact Lismore City Council, phone: 1300 87 83 87.

Ends…

Enquiries to: *Danielle McAtee (Road Safety Project Officer, Lismore City Council) ph 6625 0440 OR Lisa Marshall (Road Safety Officer, Lismore City Council) ph 6625 0426 or 0427 665 240*

Further Information on the PAMP
The study area for the PAMP review includes Lismore's Central Business District (CBD), Lismore Heights, North Lismore, South Lismore, East Lismore and Goonellabah and maps of these areas can be found on Council's website along with the current PAMP document which was produced by Council in 2003.

Feedback on the PAMP can be provided by visiting Council's website and completing the on-line response form under *"Have your Say"* at www.lismore.nsw.gov.au.

Alternatively, feedback can be provided on the PAMP review in the following ways:

- by providing a response in writing to *"PAMP feedback"* PO Box 23A Lismore NSW 2480
- by delivering a written response in person to the Lismore City Council Corporate Centre at 43 Oliver Avenue, Goonellabah **OR** to the Lismore City Council CBD Office at 53 Magellan Street, Lismore.
- by contacting Lismore City Council via phone on 1300 87 83 87

Submissions on the PAMP review will close at 4.30pm on **Monday 28 March 2011.**

Appendix H: Community Consultation - Newspaper Clipping

The Echo- Thursday March 24th 2011

Have your say on pathways

Lismore City Council wants to hear what you have to say about the pathway network in and around Lismore.

Council is currently conducting a review of its Pedestrian Access and Mobility Plan (PAMP), a comprehensive strategy that focuses on creating safe and convenient pedestrian networks for the whole community.

People have until next Monday, March 28, to provide comments online via the Lismore City Council website *www.lismore.nsw.gov.au*, or send a written response to Council.

Appendix I: Summary of Community Feedback

Street	Issue
Oliver Avenue	Missing link from Goonellabah Sports Club to housing estates accessed from Holland Drive
Holland Drive	Missing link from Goonellabah Sports Club to housing estates accessed from Holland Drive
Ballina Road and Wyrallah Rd	No safe crossing point
Ewing Street	Footpath required due to high pedestrian traffic traversing between the CBD and the Square / Lismore Park
Cnr Brewster and Laurel Streets	No safe crossing facility for students heading to MacDonald's
Pedestrian Crossing in Leycester Street	Pedestrian crossing should be removed and replaced with tunnel or overhead bridge as it causes traffic congestion into Brewster Street and prevents students from getting to class on time.
cnr Uralba and Brewster Street	No visible crossing point for students to cross from Brewster street to Lismore Square on the opposite side of the road. Students dodge cars and is very unsafe
cnr Woodlark and Molesworth	Crossing at entrance to Fawcett Bridge is "hair raising" and pedestrians are forced to cross the intersection right on the bridge
Dudley Drive	Footpath required - busy road that now services additional residences and school children use this road as the bus route travels along it. Also a thoroughfare for residents in this estate to walk to the Goonellabah shopping complex and GSAC.
Barr Scott Drive	Steep, narrow and uneven surface. Palm trees a hazard fro pedestrians. Traffic island is "weed infested", path does not extend along the length of the road and it is used by school children and the elderly
Renwick Street	Access way to Lismore Heights Public School - pathways required
Milton Street	Access way to Lismore Heights Public School - pathways required
Rotary Drive - shared pathway	Dangerous for pedestrians as cyclists pick up speed travelling downhill

Street	Issue
Ballina Road and Wyrallah Rd	Bike lanes do not extend through the roundabout and there is no safe crossing point
Ballina Rd between Diadem Street and the Ballina Bridge	No cycle access along the road or from Ballina Road into the CBD
Ross Street from SCU to Ballina Road	Request for a safe and not too steep route from the rear of SCU past the college accommodation and along Ross Street to Ballina Road
Bangalow Road	Missing link in the network from CBD to Richmond Hill Road
Bruxner Hwy	From Goonellabah to the Richmond Hill turn off - missing link
Ballina Road and Wyrallah Rd	Stretch along Ballina rd required especially East of Dibbs Street
General	General problem of safe routes along the major roads in and out of town
Elliot Road	Footpath and pedestrian crossing required
Newbridge Street	Footpath required for its full length
General	Develop bike lanes around town
General	Safe crossings along Diadem, Brewster, Dawson and Uralba Streets
General	Educate the community and create a culture where cycling and walking is preferable to driving short distances. Reward cyclists and walkers
Kellas St, Rotary Dve, Ballina Rd roundabout	Troublesome in relation to safety and accessibility

Street	Issue
Oliver Avenue	Needs a route for its full length
Bruxner Hwy	Route required on west side of hwy north of the overpass. Overpass is not utilised due to this route missing
Little Keen Street	No footpaths, kerb and gutter and the road is in very bad condition. Dangerous for children who use it as an access coming from St Carthages and who play in the park.
Orion Street	School crossing required to Cathedral near corner of Keen and Little Keen Streets.
O'Flynn Street	Footpath required as it is inaccessible in its entirety
New Ballina / Rotary Dve	Crossing point required to access shared pathway from New Ballina Road
Ballina Rd between Diadem Street and the Ballina Bridge	Crossing point required near Dawson or Keen Streets
Esmonde, First and Diadem Streets	Important arterial linking Wyrallah road shopping complex with Ballina Road and the CBD
First Avenue	Pedestrian bridge across drain requires extension to the railing on both sides
CBD	Pedestrian / cycle zone around the block enclosed by Magellan, Molesworth, Keen and Woodlark as pedestrians are constantly dodging traffic
Military Road	Path is uneven and steep - does not allow access for wheelchair users
General	Concern of pedestrians and cyclists using same space
Diadem Street	Shared path between Magellan Street and Woolworths Service Station 3m section becomes covered in water and blocks access

Street	Issue
Cnr Dalley and Gorton Ave	Steps are a serious hazard
9 Pound St opp East Lismore Public School	Embankment is dangerous, people have fallen and is 2m high
Wyrallah Rd	Cycle lane is too close to parked cars on one side and too close to busy traffic on other, conflicts with traffic at intersections, too short to be of much use
Drain from Dalley St Dawson Street	Cover and use as shared pathway linking East Lismore, SCU with the CBD
Dudley Drive	New footpath - is used by children, students and residents to access shops, GSAC etc and is dangerous that
Ballina Rd Rous Rd to Millar St	Northern side - no footpath and no crossing point to safely access path on other side of the road
Riverside behind Molesworth St	A riverside circle route between the two bridges for recreational use would be of great benefit and utilise the beauty of the river
First Avenue - between Avondale Ave and Stocks St	Footpath required
Dibbs St - Dalley St to Wyrallah Rd	Footpath required
Ballina Rd - Rous Rd to Gordon Blair Dve	Shrubs growing across footpaths, vegetation obscures vision of traffic. More refuges required
Molesworth St - CBD block	Chunks of concrete around underlying joints, lack of cleaning has resulted in mouldy, urine smelling footpaths
Leycester St along Elizabeth Gardens	Missing link
Ballina Rd between Lismore and Goonellabah	Missing link

Street	Issue
Wyrallah Rd new Garry's five ways	Intersection of Dibbs and Murray - no path on south side, no crossing point to access shop
Wyrallah Rd Floral to Conte	Path required
Ballina Rd	Path required between Second Ave and Nielsen St - high usage evident
Dibbs St - Wyrallah Rd to Dalley St	Access very poor
cnr Hunter and Pound	Dangerous lip, has caused a fall
Barham St - Wyrallah Rd to Floral Ave	No footpath connecting to the bus stop
Wyrallah Rd	Cycle lane should be extended to connect Ballina Rd with the Public School
Access to showgrounds	Should be improved for cyclists
Conway St	Footpaths are not pedestrian friendly, few options to cross
Dibbs St	Missing footpaths
Wyrallah Rd	Kerb ramps are either non-existent or are not aligned with the footpath
Wyrallah Rd	Shared path should extend past the school
Roundabouts	Pedestrian movement is impeded - look alternatives

Street	Issue
Uralba and Dawson	Roundabout creates barrier on major route to CBD
Uralba and Brewster	Roundabout creates barrier between bus exchange and Square
Molesworth and Woodlark	Very problematic at entrance to Fawcett bridge
Ballina Rd	Lack of safe crossing opportunities
Ballina Rd	Missing section of path between Brewster and Diadem
Community Garden - cnr Brewster and Magellan St	Path through the garden to enable disabled access
Carrington St	Tiles slippery near neighbourhood centre
Casino Street	Extend shared pathway to Nesbitt Park
Wilson Street	Over bridge to Terania St needs addressing
path joining Kookaburra Tce to Oliver Ave via park	Grass and weed left after mowing - becomes slippery, requires maintenance
Cnr Oliver Ave and Waratah Way	Lump of waste concrete and large stone next to path - hazardous
Dibbs St	Path required from McKenzie St to Uralba Street on West side as many people park their cars in this area and walk up to the hospital

Appendix J: PAMP Works Program - Prioritisation Criteria

			LAND USE				LAND USE	TRAFFIC IMPACT			SAFETY	FACILITY BENEFITS	CONTINUITY OF ROUTES	PRIORITY	TOTAL
	Location	Action	Number of Attractors/ Generators (10)	Land Use Type (10)	Proximity to Generators/ Attractors (10)	Future Development with Attractors/ Generators (5)	Total (35)	Road Hierarchy (15)	Identify Hazardous Areas (10)	Identify Pedestrian Crashes (15)	Total (25)	Demonstrated Path (10)	Addition to Existing Facility (10)	Pedestrian Route Hierarchy (5)	Max: 100
1	CNR WYRALLAH & BALLINA RD (ALL)	SE cnr - widen existing kerb ramp to 4m, new ramp extending across corner to better grade (2m^2)fencing (19m), new 3m kerb ramp in Wyrallah , NE cnr - 2 x 3m kerb ramps, widen path extension (7m^2)	10	8	10	5	33	15	10	5	15	8	5	5	81
2	CNR DAWSON AND MAGELLAN SOUTH	SW cnr - 4m block, 8m^2 check plate, fill in existing kerb ramps with 8m concrete	10	8	10	5	33	15	10	0	10	10	5	5	78
3	BALLINA ROAD AND MOLESWORTH STREET	An audit was conducted in June 2011and recommendations made to address the identified pedestrian safety issues at this intersection were for the installation of traffic signals. This recommendation will be presented to Council and the RTA for immediate consideration	10	8	10	5	33	15	10	5	15	5	5	5	78
4	BALLINA RD NTH SIDE WEST OF KEEN	Install 2.5m wide 120m long concrete path to adjoin existing pathway along this road	8	8	10	3	29	15	10	0	10	8	10	5	77
5	CARRINGTON ST - northern end	Re-design road environment to have one lane of traffic and allow for a 2m footpath to be constructed	10	8	10	5	33	8	10	0	10	10	10	5	76
6	CNR MAGELLAN AND KEEN EAST	close off 3m of kerb, extend fencing 13m (bollards and wire)	10	8	10	5	33	8	10	5	15	10	5	5	76
7	CNR KEEN AND MAGELLAN SOUTH	2 x chevrons at refuge island, 17m of fencing (bollards & wire). Close in 6m^2 of concrete and 6m of kerb at redundant refuge point. Hot mix to maintain road inside refuge island	10	8	10	5	33	8	10	5	15	10	5	5	76
8	CNR URALBA AND DAWSON EAST	complete pedestrian refuge island, chevrons, 2 x 3m kerb ramps, widen 10m path extension	10	8	10	5	33	8	10	5	15	10	5	5	76
9	CNR WOODLARK & KEEN	NE - install 17m of fencing (bollards and wire), new 3m kerb ramp	10	8	10	5	33	10	8	5	13	10	5	5	76
10	KEEN AND ZADOC ST (NTH)	Install standard pedestrian refuge with blister and standard kerb ramp on west side	10	8	10	5	33	8	10	5	15	10	5	5	76

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11	CNR DAWSON AND BALLINA (ALL)	Cut island back, new bitumen, relocate signs x 4, 6 x regrade kerb ramps and splay to get 1in 12 on all legs of intersection. Remove 4m^2 of paving on NE cnr and replace with extended garden bed	8	8	10	3	29	15	8	8	16	5	5	5	75
12	UNION ST APPROACH TO COLEMAN BRIDGE	Standard refuge, signage, path extension from ramp to bridge on nth side (72m^2) and 30m of fencing, 3m kerb ramp on sth side with 6m^2 path extension.	10	8	10	3	31	10	8	5	13	8	10	3	75
13	CNR CONWAY AND DAWSON (EAST)	New pedestrian refuge and signage	10	8	10	3	31	15	8	0	8	10	5	5	74
14	CNR CONWAY AND DAWSON (WEST)	New pedestrian refuge and signage	10	8	10	3	31	15	8	0	8	10	5	5	74
15	CNR DAWSON CONWAY (SOUTH)	New pedestrian refuge and signage	10	8	10	3	31	15	8	0	8	10	5	5	74
16	CNR CONWAY AND KEEN EAST (CENTRELINK)	New refuge blisters, reflectors	10	8	10	5	33	8	8	5	13	10	5	5	74
17	CNR CONWAY AND KEEN WEST	New refuge blisters, reflectors	10	8	10	5	33	8	8	5	13	10	5	5	74
18	CNR KEEN AND CONWAY NORTH	New refuge blisters, reflectors	10	8	10	5	33	8	8	5	13	10	5	5	74
19	CNR KEEN AND CONWAY SOUTH	New refuge blisters, reflectors	10	8	10	5	33	8	8	5	13	10	5	5	74
20	CNR MAGELLAN AND MOLESWORTH WEST	Remove bollard - 5th from SW cnr, install 3m kerb ramp	10	8	10	5	33	8	8	5	13	10	5	5	74
21	BALLINA RD NEAR CNR OF MOLESWORTH ST	Install adequate lighting along this section of the path	10	8	10	3	31	15	10	0	10	8	5	5	74
22	ENTRANCE TO FAWCETT BRIDGE	2 x 3.6m kerb ramps on bridge next to light post approx 30m from intersection. Investigate warrant for pedestrian crossing in the future	10	8	10	5	33	10	10	0	10	10	5	5	73
23	CNR WOODLARK & MOLESWORTH - S WEST AT ENTRANCE TO FAWCETT BRIDGE	Close off 2 x kerb ramps, install 3m overhead check plate, ac to grade, extend guard rail 1m, extend kerbing on bridge from painted line up to existing kerbing	10	8	10	5	33	10	10	0	10	10	5	5	73

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24	CNR WOODLARK & MOLESWORTH - N WEST AT ENTRANCE TO FAWCETT BRIDGE	ramp 50m2 from bridge to path, close 3m of kerb ramp	10	8	10	5	33	10	10	0	10	10	5	5	73
25	BALLINA RD EAST OF MOLESWORTH ST	Fill in gap in median	8	8	10	3	29	15	10	5	15	8	5	0	72
26	CNR ESMONDE ST & STOCKS ST	Footbridge and associated path extensions and kerb ramp to Stocks st, Install 300m^2 of concrete path along Stocks Street linking retirement village to Dalley Street	7	8	10	1	26	10	10	0	15	8	10	3	72
27	UNION ST PEDESTRIAN CROSSING, STH OF CASINO ST	Relocate pedestrian refuge 20m East adjacent to existing garden bed blister. Install blister with checker plate on Nth side and relocate refuge, 8m^2 of concrete on Sth side including kerb ramp	10	8	10	1	29	10	10	10	20	5	5	3	72
28	CNR KEEN ST AND BALLINA RD (NTH)	Install standard pedestrian refuge with signage, fill in existing path extension at corner of intersection on both sides so that one further back will be utilised. Re-locate "No bike or roller-skating" pavement paint to the CBD side of the path extension	10	8	10	3	31	15	8	0	8	8	5	5	72
29	CONWAY AT BALLINA RD END - refuge at Conway / Ballina Rd roundabout	Widen refuge point on minor island and re-grade, widen and re-grade 3m kerb ramp on northern side	8	8	10	3	29	8	8	0	16	8	5	5	71
30	CNR CONWAY AND CARRINGTON (w)	Extend garden bed 6m to act as pedestrian barrier	10	8	10	5	33	8	10	0	10	10	5	5	71
31	CARRINGTON ST NEAR CORNER OF CONWAY	2 x 3m kerb ramps, 12m^2 footpath replacement and surface treatment, lose 2 car parks on East, 1car park on west, relocate signage, NW cnr - 20m of fencing, refuge island and chevrons	10	8	10	5	33	8	10	0	10	10	5	5	71

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32	CNR URALBA & BREWSTER	re-do lead island 12m kerb, 6m^2 concrete and 2 x chevrons	10	8	10	5	33	8	10	0	10	10	5	5	71
33	CNR BREWSTER & URALBA NTH	Add refuge island 5m^2 concrete, 12m kerb and chevrons	10	8	10	5	33	8	10	0	10	10	5	5	71
34	BREWSTER ST AT SQUARE	30m^2 concrete blisters, 2 x 3m kerb ramps, signage and paint	10	8	10	5	33	8	10	0	10	10	5	5	71
35	CNR DALLEY WYRALLAH	Refuges at new roundabout	10	10	10	5	35	10	10	0	10	8	5	3	71
36	LISMORE CBD	Install stainless steel visibility strips - 2 per span on all wire fencing in the CBD area and include reflector stickers to enhance visibility	10	8	10	5	33	8	10	0	10	10	5	5	71
37	BROWNS CREEK CARPARK - AND AMMENITIES ACCESS	Concrete around ammenities block - 70m2 concrete and repair kerb, install kerb ramps on Northern and Southern approach to ammenities block,	10	8	10	3	31	5	10	0	10	10	10	5	71
38	BROWNS CREEK CARPARK DISABLED PARKING	Relocate disabled parking spaces to West in line with disabled access point. Make "No Parking" space in line with laneway and access to toilet block. Reconstruct kerb ramp between laneway and what will be the "No Parking" area	10	8	10	3	31	5	10	0	10	10	10	5	71
39	CNR BREWSTER AND LAUREL AVE	replace 34m^2 section of sunken path, install 10m barrier to keep pedestrians on path not in car park area, path extension to refuge pt	10	8	10	3	31	8	10	0	10	8	8	5	70
40	BRIDGE ST APPROACH TO COLEMAN BRIDGE	Cut splitter island to make refuge and asphalt base, signs, 3m kerb ramp on west, widen footpath (8m^2)	10	8	10	3	31	10	8	5	13	8	5	3	70
41	FAWCETT BRIDGE APPROACH TO COLEMAN BRIDGE	Cut guard rail and extend by one panel towards Bridge St, 3m kerb ramp on nth side, cut 3m gap in splitter island and asphalt base, remove 1panel of guard rail on sth side and put in 15m^2 of concrete to tidy path	10	8	10	3	31	10	8	5	13	8	5	3	70

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42	BALLINA / UNION / ELLIOT RD RD INTERSECTION	Cut island back, new bitumen, relocate signs x 4, 6 x regrade kerb ramps and splay to get 1in 12 on all legs of intersection	10	8	10	3	31	15	8	0	8	8	5	3	70
43	CNR KEEN ST AND BALLINA RD (STH)	Remove median and install standard pedestrian refuge with signage back from intersection with path extensions and 3m kerb ramps on either side. Remove redundant kerb ramps to ensure pedestrians cross at the correct location	8	8	10	3	29	15	10	0	10	8	5	3	70
44	BALLINA ROAD - STAR AVENUE	Install overpass across highway	8	5	10	3	26	15	10	0	10	5	10	3	69
45	BALLINA ROAD - INVERCAULD ROAD INTERSECTION	Intersection proposed for traffic signals which will provide pedestrians with a safe means of crossing the highway whilst traffic is stopped.	8	5	10	3	26	15	10	0	10	5	10	3	69
46	CONWAY MID KEEN AND DAWSON (FARMER CHARLIES)	Install 10m^2 concrete on both sides of the road	10	8	10	3	31	8	5	5	10	10	5	5	69
47	BREWSTER ST BETWEEN RICHARDS AND BLARE OVALS	Install small refuge between existing kerb ramps with chevrons and line marking	10	8	10	5	33	8	10	0	10	8	5	5	69
48	CNR GORTON & DALLEY ST	remove steps and existing barrier, install new rail barrier around cnr, widen footpath 15m^2 to join driveway in Gorton. East - 3m kerb ramp, 20m^2 path extension	8	10	10	1	29	8	10	5	15	8	5	3	68
49	BALLINA RD EAST OF KEEN ST	Fill gap in median with 3m^2 of concrete	8	8	10	3	29	15	10	0	10	8	5	0	67
50	CONWAY AND CATHCART	install 3m kerb ramp	8	8	10	3	29	8	5	5	10	10	5	5	67
51	CNR BALLINA RD AND JUBILEE (WEST)	Install 17m pedestrian fencing on West and east cnr. Fill redundant kerb ramp on West side.	5	10	10	1	26	15	10	0	10	8	5	3	67
52	KEEN AND ORION	Install standard refuge with signage in Keen Street	10	10	10	3	33	8	8	0	8	8	5	5	67

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53	BALLINA RD OVERPASS NEAR KADINA HIGH SC.		5	10	10	3	28	15	5	0	5	8	8	3	67
54	MAGELLAN STREET AND HAMPTON LANE	2 x 3m kerb ramps	10	8	10	5	33	8	5	0	5	10	5	5	66
55	MILITARY RD - NORTHERN END	2 x 3m kerb ramps, 2m^2 concrete on either side = 4m^2 in total	8	10	10	3	31	8	8	0	8	10	5	3	65
56	HINDMARSH ST - TRINITY BUS INTERCHANGE	Widen path approx 3m for the length of the interchange (225m) and improve drainage	8	10	10	3	31	8	8	0	8	10	5	3	65
57	BREWSTER FROM LAUREL TO ORION	Install 340m^2 of concrete path and 4 x 3m kerb ramps (at 1at Laurel, 2 at Gaggin and 1at Orion)	8	10	10	3	31	8	8	0	8	8	5	5	65
58	CNR HUNTER & POUND ST	re-grade ramp and put 5m rail each side, paint pedestrian crossings on Hunter and Flower	10	8	10	3	31	8	5	0	5	5	10	5	64
59	CNR URALBA & HUNTER ST West and East	Install standard pedestrian refuge on all legs of the roundabout	5	10	10	3	28	8	10	0	10	10	5	3	64
60	CNR WYRALLAH, DIBBS, HARMONY, MURRAY	Install 3m kerb ramp at Murray, 150m footpath to Floral, 3m kerb ramp. Install standard refuge and signage on Wyrallah rd between Murray and Floral in front of #171 Wyrallah rd, 2 x 3m kerb ramps on both sides and path extensions	8	8	10	3	29	8	8	0	8	8	5	5	63
61	CNR ORION AND MOLESWORTH ST	Install 53 m gal fencing around cnr	8	5	10	1	24	8	10	0	10	8	10	3	63
62	BRIDGE ST NEAR PITT STREET	Install Children Crossing and "Crossing Ahead" signs on both sides of the road to warn motorists that children cross in the area. Road is too narrow for a refuge	5	10	10	3	28	8	10	0	10	8	5	3	62
63	PITT ST NEAR RICHMOND RIVER HIGH SCHOOL	Install Children Crossing and "Crossing Ahead" signs on both sides of the road to warn motorists that children cross in the area. Road is too narrow for a refuge	5	10	10	3	28	8	10	0	10	8	5	3	62
64	OLIVER AVE NEAR KADINA ST	Install standard refuge with signage in front of bus stop	5	10	10	3	28	8	5	0	5	8	10	3	62

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65	CNR COLLEGE & DALLEY ST	Kerb ramp and path extension 8m² on Western side where asphalt is	8	10	10	1	29	8	8	0	8	8	5	3	61
66	CNR DALLEY AND COLLEGE STREET	New kerb ramp to better grade 5m² concrete	8	10	10	1	29	8	8	0	8	8	5	3	61
67	CNR DIBBS ST & DALLEY ST. (SOUTH SIDE)	2 x 3m kerb ramps, paint splitter island to create visual separation point for pedestrian and vehicles	8	10	10	1	29	8	8	0	8	8	5	3	61
68	CNR DIBBS & DALLEY NORTH	East - replace 20m of footpath to new level, 3m kerb ramp, 6m footpath, 20x10m retaining wall, 20m pedestrian fence on corner West - 3m kerb ramp, close off existing kerb ramp at corner, 20m pedestrian fence on corner	8	10	10	1	29	8	8	0	8	8	5	3	61
69	CNR DALLEY & DIBBS EAST	44m² of footpath, 2 x 3m kerb ramps, 15m² footpath extension, standard refuge and signage	8	10	10	1	29	8	8	0	8	8	5	3	61
70	DALLEY AND NIELSON (EAST AND WEST)	2x3m kerb ramp, 36m² concrete path, path extensions, pedestrian refuge (modified width)	8	10	10	1	29	8	5	0	5	8	8	3	61
71	JUBILEE AVE - front of Goonellabah School	2m hand rail either side of steps, 32m of rail along footpath on top side and low side of stairs, repair steps	5	10	10	1	26	8	10	0	10	8	5	3	60
72	ORION ST - CNR DAWSON	Construct 6m² path extension	8	10	10	3	31	8	0	0	0	8	8	5	60
73	ROUS RD CNR OLIVER RD	2 x 3m kerb ramps	8	8	10	5	31	10	5	0	5	5	5	3	59
74	NIELSON AND DALLEY (NORTH & STH)	Paint splitter island between signage and roundabout - insufficient width to create standard refuge due to bus access	8	10	10	1	29	8	5	0	5	8	5	3	58
75	LAKE ST. OPP. RICHMOND RIVER HIGH SC. OPP. SCHOOL ON S/EAST	Extend path on school side 16m², 4m² checker plate	5	10	10	1	26	8	5	0	5	8	8	3	58
76	ALBERT PARK SCHOOL - KEEN ST	Install railing on both sides of steps and tidy concrete	5	10	10	3	28	8	5	0	5	8	5	3	57

			LAND USE				LAND USE	TRAFFIC IMPACT			SAFETY	FACILITY BENEFITS	CONTINUITY OF ROUTES	PRIORITY	TOTAL
	Location	Action	Number of Attractors/ Generators (10)	Land Use Type (10)	Proximity to Generators/ Attractors (10)	Future Development with Attractors/ Generators (5)	Total (35)	Road Hierarchy (15)	Identify Hazardous Areas (10)	Identify Pedestrian Crashes (15)	Total (25)	Demonstrated Path (10)	Addition to Existing Facility (10)	Pedestrian Route Hierarchy (5)	Max: 100
77	MILITARY RD - DALLEY TO ANN	#105 and 107 - 5m2 concrete, 115, 123 and 127 - 8m2 concrete each, 141- 6m2 concrete	8	10	10	1	29	8	8	0	8	8	0	3	56
78	MILITARY RD ANN ST - WADE PARK	60m^2 of concrete surrounding amenities block and linking to path inside park, 3m kerb ramp to access concrete area from end of path on Ann sty	5	5	10	1	21	8	5	0	5	8	10	3	55
79	JUBILEE AVE - DROP OFF ZONE	Install 12m^2 of concrete extension, tidy up kerb and install appropriate tactiles	5	10	10	1	26	8	5	0	5	8	5	3	55
80	CNR DIBBS AND POUND ST	Replace 4m kerb ramp	5	10	10	1	26	8	5	0	5	8	5	3	55
81	DIXON STREET AND ROTARY DVE	Install pedestrian refuge to calm traffic and give pedestrians a staged crossing point, amend kerb ramps to standard	8	5	5	3	21	10	10	0	10	8	5	1	55
82	FIRST AVENUE - PEDESTRIAN BRIDGE	Flared guard rail extensions on both ends, install concrete path from bridge to hwy (45m) and bridge to road edge (24m)	5	5	8	1	19	8	10	0	10	5	8	1	51
83	CNR HIGH / NEW BALLINA / ROTARY AND BALLINA RD	25m path in island from Rotary Dve to New Ballina Rd and 2 x 3m kerb ramps. 40m path in island from New Ballina Rd to Access Drive off New Ballina and 2 x 3m kerb ramps. 50m path from end of access way to existing path on High St.	5	5	0	1	11	15	5	0	5	5	10	3	49
84	CNR DIBBS AND MACKENZIE EAST	Install 10m^2 concrete to extend path to road on both sides	5	8	10	1	24	8	0	0	0	8	5	3	48
85	CNR OAKLEY AND MILITARY RD	1m2 of concrete ramp extension	5	5	8	1	19	8	5	0	5	8	5	3	48
86	CNR PHILLIPS & OLIVER AV.	Ramp path down Phillips away from intersection (48m^2), remove existing kerb ramps, 2 x 3m kerb ramps, small refuge, extend 2m path down to cnr of Hayes where childcare is (200m^2)	5	5	5	5	20	8	5	0	5	5	5	3	46
87	CATHCART AND EWING	4m^2 concrete path extension on south side and 3m^2 on north side of road	5	5	10	3	23	8	0	0	0	5	5	3	44
88	CNR HOLLAND & SLADE ST	Install pedestrian refuge and kerb ramps once cycleway has been constructed	5	5	10	3	23	8	5	0	5	5	0	3	44

Appendix K: Proposed New Footpath – Prioritisation Criteria

				LAND USE				LAND USE	TRAFFIC IMPACT	SAFETY		SAFETY	FACILITY BENEFITS	CONTINUITY OF ROUTES	PRIORITY	STATUS	TOTAL
Item	Location	From	To	Number of Attractors/ Generators	Land Use Type	Proximity to Generators/ Attractors	Future Development with Attractors/ Generators		Road Hierarchy	Identify Hazardous Areas	Identify Pedestrian Crashes		Demonstrated Path	Addition to Existing Facility	Pedestrian Route Hierarchy	Socio Economic Status	Prioritisation Score
1	BALLINA RD	Kadina St Overpass	James St	5	10	10	3	28	15	5	0	5	8	10	3	2	71
2	BALLINA RD	Rous Rd	Gallagher	5	5	8	3	21	15	10	0	10	8	10	3	3	70
3	RENWICK ST	High St	New Ballina Rd	5	10	10	1	26	10	8	0	8	8	10	3	2	67
4	MILTON ST	Renwick	School	5	10	10	1	26	10	8	0	8	8	10	3	2	67
5	DIBBS ST	Wyrallah Rd	Dalley St	10	10	8	3	31	8	8	0	8	5	8	3	2	65
6	FIRST AVE	Avondale Ave	Esmonde St	8	8	10	3	29	8	0	0	5	8	10	3	2	65
7	DONNANS RD	Deloraine St	Cooling St	5	10	10	1	26	8	10	0	10	5	10	3	2	64
8	DIBBS ST	Mackenzie	Uralba	8	8	10	5	31	8	5	0	5	5	8	3	3	63
9	LITTLE KEEN ST	Orion	Zadoc	8	10	10	1	29	8	8	0	5	5	10	3	3	63
10	CANIABA ST	Casino St	Charlton Ave	8	8	10	3	29	10	0	0	0	8	8	3	3	61
11	EWING STREET	Dawson St	Brewster St	8	5	10	3	26	8	5	0	5	5	10	3	3	60
12	HUNTER ST	Orion St	Leycester St	8	8	10	3	29	8	0	0	0	8	8	3	3	59
13	JUBILEE ST LIS	Brewster St	Hunter St	8	5	10	3	26	8	0	0	0	5	10	1	3	53
14	MACKENZIE ST	Dibbs St	Hunter St	8	5	10	3	26	8	0	0	0	5	10	1	3	53
15	PHYLLIS ST	Union St	Crown St	5	5	10	1	21	8	0	0	0	8	10	3	3	53
16	WYREEMA AVE	Rous Rd	Fisher St	5	5	10	1	21	8	0	0	0	8	10	1	3	51
17	FISHER ST	Wyreema Ave	End	5	5	10	1	21	8	0	0	0	8	10	1	3	51
18	SHEARMAN DR	Pleasant St	End	5	5	10	1	21	8	0	0	0	8	10	1	3	51
19	NORWOOD AVE	Clifford St	Pleasant St	5	5	10	1	21	8	0	0	0	8	10	1	3	51

				LAND USE				LAND USE	TRAFFIC IMPACT	SAFETY		SAFETY	FACILITY BENEFITS	CONTINUITY OF ROUTES	PRIORITY	STATUS	TOTAL
Item	Location	From	To	Number of Attractors/ Generators	Land Use Type	Proximity to Generators/ Attractors	Future Development with Attractors/ Generators		Road Hierarchy	Identify Hazardous Areas	Identify Pedestrian Crashes		Demonstrated Path	Addition to Existing Facility	Pedestrian Route Hierarchy	Socio Economic Status	Prioritisation Score
20	BARHAM ST	Wyrallah Rd	City View Dr	8	5	10	3	26	8	0	0	0	5	10	1	1	51
21	JOHN ST	Keen St	North	5	5	8	3	21	8	0	0	0	5	10	3	3	50
22	UBRIHIEN ST	Dibbs St	Shelley Ave	5	5	10	1	21	8	10	0	0	8	8	3	2	50
23	BARR SCOTT DR	Gallagher Dr	High St	5	5	8	1	19	8	5	0	0	8	10	3	1	49
24	WALKER ST	Dibbs St	Nielson st	8	5	10	3	26	8	0	0	0	0	10	3	2	49
25	NEWBRIDGE ST	Union St	Wilson St	8	5	10	1	24	8	0	0	0	0	10	3	3	48
26	ESMONDE ST	Cathcart St	Wyrallah Rd	8	5	10	1	24	8	0	0	0	0	10	1	2	45
27	MOUNTAIN VIEW DR	Ballina Rd	Trinity Dr	5	5	5	3	18	8	0	0	0	5	10	1	1	43
28	JAMES RD	Ballina Rd	End	5	5	8	3	21	8	0	0	0	0	10	1	2	42
29	BRUXNER CRES	Ballina Rd	Mountain View Dr	5	5	5	3	18	8	0	0	0	5	8	1	2	42
30	GALLAGHER DR	Ballina Rd	Barr Scott Dr	5	5	10	1	21	8	0	0	0	0	10	1	1	41
31	DEEGAN DR	Ballina Rd	Sunnybank Ave	5	5	8	1	19	8	0	0	0	0	10	1	2	40
32	DONNANS RD	Cooling St	Brunswick St	5	5	5	1	16	8	5	0	5	0	8	1	2	40
33	O'FLYNN ST	High St	New Ballina Rd	5	5	5	1	16	8	5	0	5	5	0	1	2	37
34	ELTON ST	Esmonde St	Esyth St	8	5	10	1	24	8	0	0	0	0	0	1	2	35
35	SUNNYBANK AVE	Deegan Dr	Northcott Dr	5	5	5	1	16	8	0	0	0	0	8	1	1	34
36	INVERCAULD RD	Cynthia Wilson Dr	End	5	5	0	5	15	8	0	0	0	0	8	1	2	34
37	FIGTREE DR	Cynthia Wilson Dr	Invercauld Rd	5	5	0	3	13	8	0	0	0	0	8	1	2	32

				LAND USE				LAND USE	TRAFFIC IMPACT	SAFETY		SAFETY	FACILITY BENEFITS	CONTINUITY OF ROUTES	PRIORITY	STATUS	TOTAL
Item	Location	From	To	Number of Attractors/ Generators	Land Use Type	Proximity to Generators/ Attractors	Future Development with Attractors/ Generators		Road Hierarchy	Identify Hazardous Areas	Identify Pedestrian Crashes		Demonstrated Path	Addition to Existing Facility	Pedestrian Route Hierarchy	Socio Economic Status	Prioritisation Score
38	CITY VIEW DR	Barham St	Wyrallah Rd	5	5	10	1	21	8	0	0	0	0	0	1	2	32
39	BRUXNER HWY - OLIVER AVE - RICHMOND HILL	Oliver Ave	Richmond Hill Rd	5	0	0	3	8	15	5	0	5	0	0	1	2	31
40	BALLINA RD - CBD TO RICHMOND HILL	Carolina St	Richmond Hill / Boatharbour Rd	5	0	0	3	8	15	5	0	5	0	0	1	2	31
41	PINDARI	Ballina Rd	Holmesleigh	5	5	8	1	19	8	0	0	0	0	0	1	2	30
42	HOLMESLEIGH	Pindari Cr	Cedar	5	5	8	1	19	8	0	0	0	0	0	1	2	30
43	CEDAR	Holmesleigh	Hillview	5	5	8	1	19	8	0	0	0	0	0	1	2	30
44	HILLVIEW DR	Cedar	Ballina Rd	5	5	8	1	19	8	0	0	0	0	0	1	2	30
45	ALLAMBIE DR	Pindari Cr	Kerrabee Ct	5	5	8	1	19	8	0	0	0	0	0	1	2	30
46	KERRABEE CT	Allambie dr	Kadina High	5	5	8	1	19	8	0	0	0	0	0	1	2	30
47	PINDARI CR	Warrawee Ct	Allambie Dr	5	5	8	1	19	8	0	0	0	0	0	1	2	30
48	CANTERBURY CHASE	Ballina Rd	Camelot Rd	5	5	8	1	19	8	0	0	0	0	0	1	1	29
49	MCINTOSH RD	Dudley Dr	Rous Rd	5	5	0	3	13	8	0	0	0	0	0	1	1	23