

**lismore**  city council

# Walking, Cycling and Micromobility Strategy 2024 - 2034





**Lismore City Council acknowledges the Wadjabal Wiabal people of the Bundjalung Nation, traditional custodians of the land and waters on which we work. We honour their unique cultural and spiritual relationship to the land and waters, and their continuing and rich contribution to Lismore. We pay our respects to elders and community leaders past, present, and emerging.**



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# Introduction

**The Lismore Walking, Cycling and Micromobility Strategy ('the strategy') is a 10-year plan that aims to increase the number of active transport journeys made by people of all ages and abilities.**

The focus is to develop key connections and extensions that enhance the way people move around Lismore's urban areas. The strategy will guide future investment and maintenance of Lismore's walking and cycling infrastructure and support grant applications.

The need for the strategy was identified in the Sport and Recreation Plan to 2024 which recommended Council *'Prepare a Walking and Cycling Strategy to encourage increased participation in walking and cycling for recreation, commuting and fitness'*.

The strategy has been developed in accordance with community feedback and aligns with a range of strategic objectives in State and Local plans<sup>1</sup>. It provides a strategic approach for the provision of infrastructure, education and other initiatives that meets the needs of the community.

## **The purpose of this strategy is to:**

- Identify and create a connected and safe network of active transport routes
- Encourage increased participation in walking, cycling and other forms of micromobility for recreation, commuting and fitness within and around Lismore
- Create a positive culture of walking, cycling and other forms of 'micromobility' throughout the Lismore LGA
- Enhance connections to the future Northern Rivers Rail Trail for both local participation and economic benefit
- Improve the amenity and accessibility of local neighbourhoods by facilitating active transport

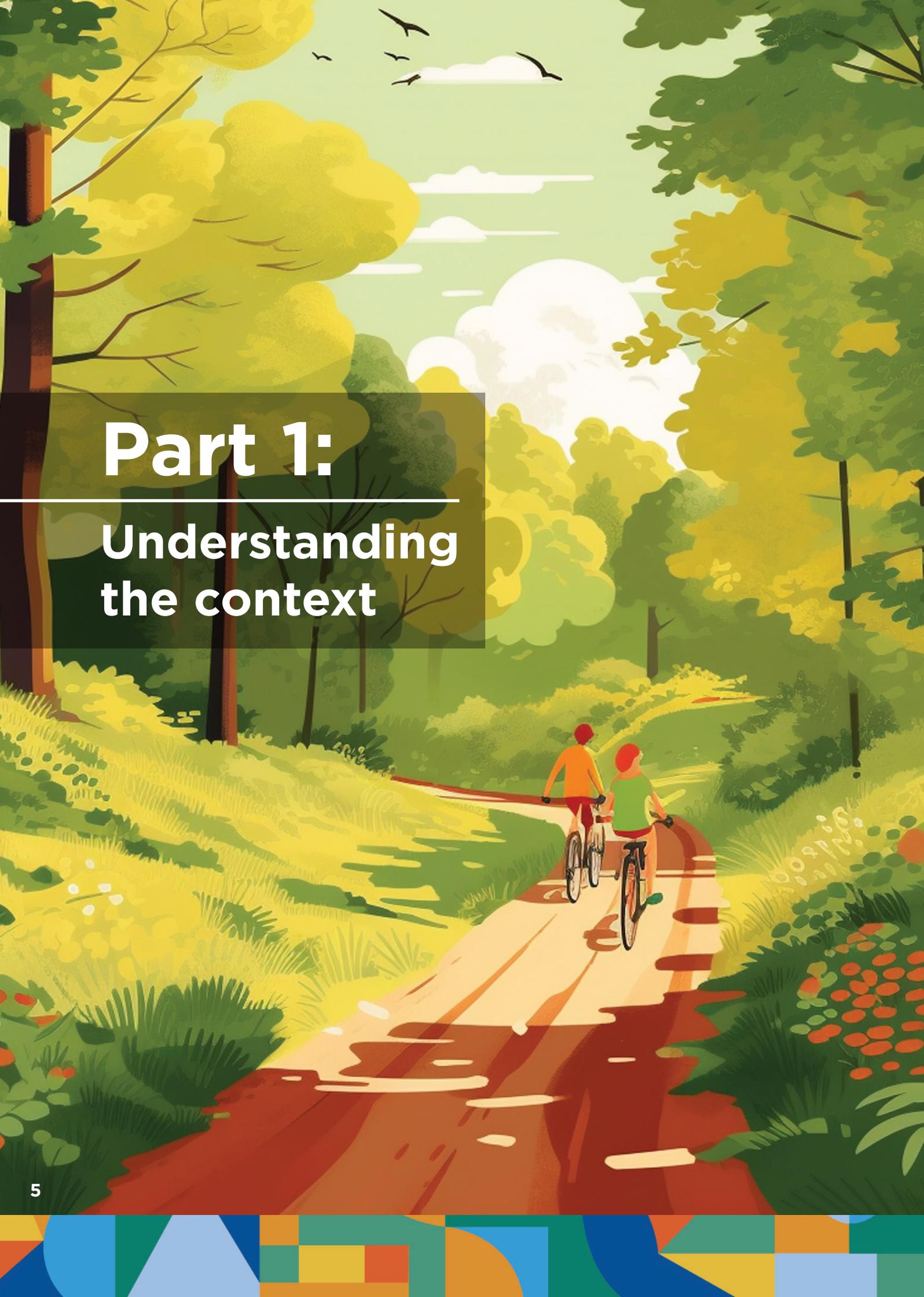
Implementation of the strategy will be undertaken in accordance with identified priorities as funding and other resources become available. The strategy will be periodically reviewed with updates made annually to reflect the completion of projects and funding status.

The strategy updates and replaces the Lismore Cycleway Plan (2011) and the Pedestrian Access and Mobility Plan (2011).

## **The strategy aligns with the:**

- Open Space Strategy 2024-2034
- Sport and Recreation Plan to 2024
- Disability Inclusion Action Plan





# Part 1:

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## Understanding the context

# Benefits of walking and cycling

There are a range of well documented mental and physical health benefits to individuals that regularly participate in walking and cycling activities, as well as social, environmental, and economic benefits to society in reducing our dependence on motor vehicles for transport and increasing all forms of active transport.

## Physical Health Benefits

- Regular physical activity helps to prevent and manage heart disease, type- 2 diabetes, and some forms of cancer.
- 2.5 – 5 hours per week of moderate physical activity helps to prevent unhealthy weight gain and can help with weight loss as well as improving blood pressure, cholesterol and blood sugar levels and helps to maintain strong muscles and bones.

## Mental Health Benefits

- Physical activity can improve mental health outcomes including reducing symptoms of depression and anxiety and can enhance thinking, learning and overall well-being.
- Time spent in nature improves mental health.

## Social Benefits

- Walking and Cycling increases the opportunities for social interactions between people, contributing to feelings of social connectedness and a sense of community.
- Increased walking, cycling and micromobility facilities allow increased travel choices for those who might have limited options due to low rates of car ownership.

## Environmental Benefits

- Walking and cycling are zero-emissions forms of transport. Switching one trip per day from car driving to cycling can reduce your carbon footprint by 0.5 tonnes per year.
- Decreasing car trips has a positive impact on air and water quality and reduces urban congestion.
- Time spent in nature helps people to understand and feel connected to the natural environment.

## Economic Benefits (For Individuals)

- Walking and cycling are the most cost-effective transport options for individuals.
- The cost of buying and maintaining a bike is around 1% of buying and maintain a car.

## Economic benefits (For everyone)

- Increased participation in physical activity is linked to increased workplace productivity, reduced absenteeism and reduced costs on the health system
- Every \$1 spent on cycleways returns \$5 in health and reduced congestion benefits.
- Attracting cycling and walking tourists has been identified as a key opportunity for Lismore businesses.



# Developing the plan

**This plan has been developed through iterative consultation with the community and extensive internal consultation within Lismore City Council.**

Community engagement was undertaken through Council's 'Your Say' page from November 2021 to February 2022 which resulted in 361 survey responses, several written responses and 66 'place-based' comments on the interactive map. The survey results showed that safety is the number one barrier to greater participation in both walking and cycling activities. There was a strong desire to see dedicated, scenic, shaded and safe facilities to be delivered, specifically along the rail trail corridor and along the river.

Information gathered from this process provided local insights that has helped to identify missing links and priorities that were incorporated into the draft Strategy.

Further community engagement was undertaken through Council's 'Your Say' page from August to September 2023 when the The draft Walking, Cycling and Micromobility Strategy was published.

Feedback from the community was generally positive with some suggestions for additional urban pathways which have been incorporated where appropriate into the relevant action plans set within the Strategy. Feedback received from the village and/or rural communities also indicated the desire for footpaths and cycleways. Upon review, it became evident to Lismore City Council that village connections need to be further investigated.

The identification and design of walking, cycling and micromobility infrastructure for village and rural communities will be considered and planned at a place-based scale, for example through the generation of village masterplans. As such, the action plans currently included in the Walking, Cycling and Micromobility Strategy are for Lismore's urban areas. Once village masterplans have been completed the strategy will be updated with the addition of a corresponding action plan for that village.

The strategy was developed concurrently with a new Open Space Strategy. Findings from a review of Council's open spaces by consultants @Leisure Planners has also informed the development of this strategy.



## Key comments from community feedback

I will be more interested in cycling if we have a rail trail

Rail trails, dog friendly walking tracks & parks.

As many paths as possible, especially for children and young children like my grandchildren - so that they can easily navigate to and around the CBD

Dedicated bike paths away from traffic.

Better bike paths that connect and places to store bikes

More shared bike / pedestrian pathways please in and around town also.

Pathways that are dual pedestrian and walkway. Large enough so wheelchairs can access both ways. Then link them so travel from suburb to suburb is possible.

The Rail Trail will encourage me to be more active

Clear, well signed walking paths.

More scenic paths along the riverbank.

Places around town to securely lock and leave a bike.

I would love to cycle everywhere but would not unless proper designated cycleways.

Please plan for safe bike access to the start of future rail trail.

Pathways or trails that are safe and maintained that are not in busy narrow roads

More bike storage/parking at shopping centres and public venues.

More loops and interconnecting trails / paths



## Barriers

**To increase participation in walking and cycling, it is helpful to understand what the barriers are so Council can develop strategies and programs to help overcome them. Commonly identified barriers were:**

**Safety:** Concerns about sharing the road with motor vehicles is a significant barrier to many people cycling.

**Physical constraints:** Lismore's location adjacent to the Bruxner Highway / Ballina Road presents a physical challenge for walkers and cyclists in negotiating heavy traffic volumes. Similarly, the Wilsons River and Leycester Creek present a geographical constraint as river crossing points are limited and existing bridges generally cater to vehicles and pedestrians, but not cyclists.

**Topography:** Lismore's urban area is characterised by steep hills. Lismore Heights, parts of Girards Hill, East Lismore and Goonellabah all have considerable topographical challenges for walkers and cyclists.

**Climate:** Lismore's subtropical climate mean heat, humidity and rain can often be deterrents to walking and cycling.

**Convenience:** The convenience of using a private vehicle, even for short trips, often becomes a habit for many car owners.



# Opportunities

There are several opportunities for Lismore to grow the number and frequency of bike riders and walkers in our community. These include:

## Northern Rivers Rail Trail

The Northern Rivers Rail Trail (NRRT) is a proposed 130-kilometre recreational walking and cycling trail within the disused rail corridor from Casino to Murwillumbah.

Approximately 35 km of the line runs through the Lismore LGA, from Bentley to Booyong. The NRRT represents an enormous opportunity to create a safe, attractive path across the Lismore urban area and beyond to the surrounding region.

The project is being constructed in stages as State and Federal funding is made available and will deliver a range of economic benefits from increased tourism visitation, as well as providing an off-road shared pathway for residents to safely explore and commute between the towns and villages across the region.

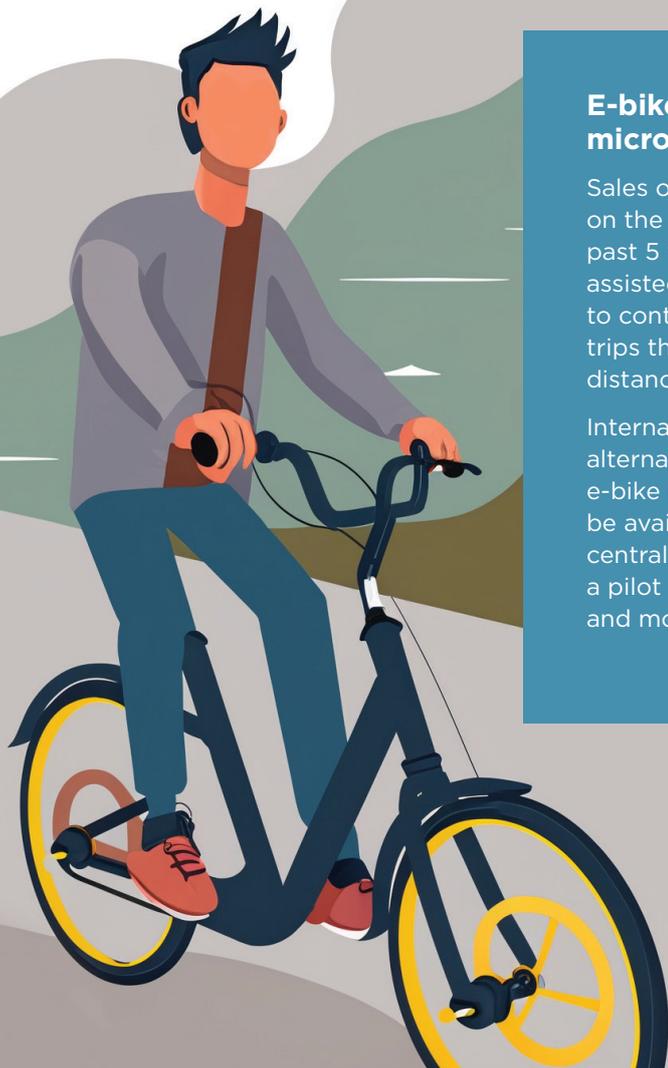
**NOTE: Construction of the NRRT is a major infrastructure project that will require separate funding to the actions identified within this strategy.<sup>2</sup>**



## E-bikes and other micromobility technologies

Sales of e-bikes in Australia rose between 100-200%, depending on the region in 2021 and sales have increased by 800% in the past 5 years. The uptake of e-bikes and other forms of electrically assisted personal transport in the coming decades is expected to continue to grow and will allow more people to undertake trips that may otherwise be considered too difficult because of distance and/or steep topography.

International examples have shown that e-bikes can be a practical alternative to the car for some people. Council will investigate an e-bike project with the aim to involve several bikes that would be available for hire. It would allow users to travel between two central areas of Lismore City. It is envisaged that if successful after a pilot period, the initiative would be expanded, creating a greener and more convenient transport network for the city.



# Understanding the different needs of the community

People of different ages, abilities, fitness levels and interests utilise walking and cycling facilities in different ways. This strategy aims to provide walking and cycling networks that meet the needs of all ages and abilities in Lismore’s urban areas.



## Types of Cyclists

Type of Cyclist	Characteristics	Preferred Riding environment
Non-cyclist & potential cyclists	Rarely or never ride but have the potential to ride with encouragement and the right environment.	Cycleways, shared paths and very low volume residential streets. May be more open to cycling with an e-bike.
Primary school students	Little knowledge of road rules. May require supervision.	Cycleways, shared paths, footpaths (where permitted), parks and/or learn to ride circuits and very low volume residential streets.
Secondary school students	Varying skill and confidence levels.	On and off-road facilities, or footpaths where available.
Local commuters	Vary in age and fitness levels. Use bikes to get to a specific destination such as local shops and markets, friends’ houses, work or study and other short trips. May carry bags of shopping etc.	On and off-road facilities or footpaths where available. Local commuters will ride with vehicle traffic for short distances, generally preferring low volume / low stress roads.
Sporting	May be individuals or in groups and will ride longer distances. A trip does not serve a transport purpose and is primarily taken for recreation and/or fitness reasons.	Will generally avoid very high traffic roads and seek out smooth riding surfaces. Generally, will not utilise bike paths and shared paths because the speed of sporting cyclists poses a risk to other users.
Mountain biking	Recreational riders seeking off-road adventure paths.	Prefer off-road and natural settings such as bushland and purpose-built facilities.

## Types of Walkers

Type of Walker	Characteristics	Preferred Walking environment
Vulnerable	Includes seniors, people living with a disability, young children, parents with prams.	Walking surfaces need to be smooth and wide with adequate ramps, suitable road crossing facilities and periodic resting areas.
Utility	Vary in age and fitness level. Walking of short distances (up to 10 minutes) is undertaken for specific purposes such as getting to shops and markets, friends' houses, medical appointments, work, or study etc.	Footpaths, walking tracks and shared paths.
Recreational	Vary in age and fitness level. Includes all types of recreational walking whereby the walking is undertaken for its own sake. Includes tourist / nature trails, dog walkers, and those walking for various health and social reasons.	Footpaths, walking tracks and shared paths, often linked to green spaces and other open spaces. Amenities such as seating and shade are highly valued.
Fitness	Vary in age and levels of fitness. Walking is undertaken to get the heart rate up and provide a level of cardio aerobic exercise.	Footpaths, walking tracks and shared paths, often linking to green spaces and other open spaces. Greater distances and timeframes than recreational walks.

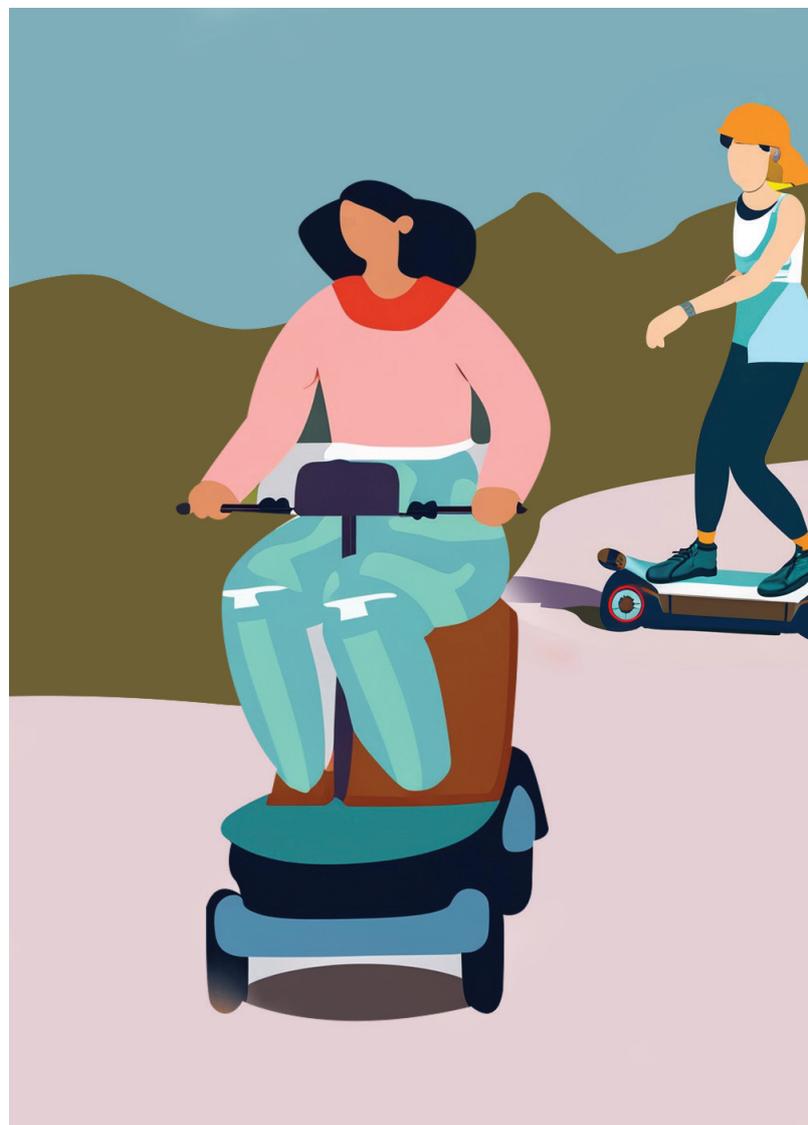
## ‘Micromobility’ - Other users of walking and cycling facilities

The term ‘micromobility’ was first used in 2017 and is increasingly being used by transport planners around the world to describe a diverse range of lightweight vehicles that are usually (but not always) motor assisted and operated by a single person, with speeds less than 25km/h.

Sometimes referred to as Personal Mobility Devices (PMDs), they are generally regarded as part of the solution to addressing traffic congestion and will be a growth area for transport choices in the coming decades.

With an ageing population, the use of electric powered PMDs such as mobility scooters is likely to increase significantly in Lismore in the coming years. As e-bikes come down in price and become more common, they are also likely to increase the number of people who choose cycling as a preferred form of transport for a greater number of trips. Other emerging technologies such as share bikes, electric scooters, electric skateboards, and other e-riders such as Segways will also play a role in how people move around the urban environment. ‘Old-school’ technologies such as skateboards, roller skates and rollerblades also have a part to play in making ‘active’ transport ‘fun’ transport and our planning for new facilities needs to reflect and consider all these mode options.

In this document where there are references to cycling, cycleways, or bike riders, then it is implied that other forms of micromobility are included as well.



## Mountain Bike Facilities

Lismore City Council’s Mountain bike facilities are limited to the tracks at Captain Rous Park (Goonellabah) and Nesbitt Park (South Lismore) which also includes an adjacent BMX pump track.

Purpose-built mountain bike facilities at Duck Creek (Ballina Shire) and New Italy (Richmond Valley), along with fire trails and other tracks within Nightcap National Park and other nearby National Parks and State Forest areas provide excellent opportunities for off-road adventure riding within a short distance of Lismore.

Council will work with the NSW National Parks & Wildlife Service to improve access and education around regional mountain bike opportunities.

An illustration of a man and a woman jogging in a park. The man is in the foreground, wearing a teal and black athletic shirt and black shorts. The woman is slightly behind him, wearing a red and white athletic top and light blue shorts. They are running on a path with trees and flowers in the background. A semi-transparent grey box is overlaid on the left side of the image, containing the text.

# Part 2:

## Vision and Strategic Objectives

# Vision

**“People of all ages and abilities will access safe, connected and attractive options for walking, cycling and micromobility.”**



As well as providing a safe and connected network, it is important that facilities are comfortable and attractive to encourage people to use them. Community feedback and literature from around the globe tells us that the motivation to walk or cycle is largely influenced by the experience people have had (or will have) on their journey. Supporting infrastructure, access, community, and knowledge play a significant role in contributing to a positive user experience.

The following objectives will provide direction on how the vision will be achieved.

## Objectives:



### Safe and Connected Infrastructure:

Plan, deliver and maintain a well-connected network of walking and cycling paths that reach key destinations.



### Encourage Participation:

Encouraging a positive culture of walking and cycling through promotion and education initiatives as well as ‘on-the-ground’ infrastructure and amenity improvements.



### Innovative Initiatives:

Pilot projects that support the growth of walking, cycling and micromobility.



### Value For Money:

Monitor the benefits of walking and cycling from a health, economic and tourism perspective.



## Objective 1 - Safe and Connected Infrastructure

**Plan, deliver and maintain a well-connected network of walking, cycling and shared paths that reach key destinations.**

### What we will do:

- 1.1** Complete missing links within the existing network to connect schools, recreation, and key community facilities.
- 1.2** Develop and implement the Walking, Cycling and Micromobility Infrastructure Action Plans.<sup>3</sup>
- 1.3** Implement best practice design principles during detailed design stage.<sup>4</sup>
- 1.4** With all major road works, assess the suitability of cycle, shared path, or footpath addition.
- 1.5** Monitor and assess the need for crossings, refuges, or other traffic calming measures to better meet the safety needs of pedestrians and cyclists.
- 1.6** Develop a lighting improvement program for high traffic areas for night-time demand that caters for both personal and road safety.
- 1.7** Prepare and implement a way-finding signage program that includes educational (historical or biodiversity aspects), instructional (how to use the path) and/or directional advice (distance to key destinations such as toilets, water, and points of interest).
- 1.8** Advocate and seek funding for stage 2 of the Northern Rivers Rail Trail.

<sup>3</sup> See Part 3: Walking, Cycling and Micromobility Infrastructure Action Plans

<sup>4</sup> Design guidelines: The NSW Government's Movement and Place Framework aims to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places. It provides guidelines and design toolkits for practitioners, including Transport for NSW Cycleway Design Toolbox (2020) and Walking Space Guide (2020). These guides along with Austroads Guide to Road Design Part A - Paths for Walking and Cycling (2021) or any updated design guidelines will be considered at the detailed design stage to ensure best practice is delivered. Northern Rivers Local Government: Cycleway and Pathway Design (2013), provides guidance to Northern Rivers Councils.





## Objective 2 - Encourage Participation

**Encouraging a positive culture of walking and cycling through promotion and education initiatives as well as 'on-the-ground' infrastructure and amenity improvements.**

### What we will do:

- 2.1** Provide bicycle parking racks at key destinations such as community facilities, recreation hubs and tourist attractions.
- 2.2** In conjunction with the Open Space Strategy, investigate and identify multiple use sites suitable for perimeter paths that could accommodate walkers and/or beginner riders that encourages multigenerational activity.
- 2.3** Support the delivery of bike training workshops such as bike safety, bike maintenance, introduction to e-bikes, and bike buddies' programs.
- 2.4** Promote the benefits of walking, cycling and micromobility in reducing greenhouse gasses, providing sustainable use of transport, individual health, and financial benefits.
- 2.5** Development of a pocket map, linked to the Visit Lismore website, that will display the key linkages. The map would be distributed to key sites around the city and villages.
- 2.6** Provide seating located at convenient distances along the network (approximately every 2km) in an urban area and located where there is shade and comfort.
- 2.7** Assess shade coverage along key routes and prioritise works to reduce the impact of heat, providing a more comfortable user experience.
- 2.8** Monitor and assess the need for other supporting infrastructure that will help to improve the attractiveness and safety of the network through the provision of mid or end of trip facilities such as electric charging stations and water refill stations.





## Objective 3 - Innovative Initiatives

**Pilot projects that support the growth of walking, cycling and micromobility.**

### What we will do:

- 3.1** Develop a boutique cycling event (or events) that promotes cycling within the city and takes in the scenery and unique vistas of our villages.
- 3.2** To encourage visitation, develop and pilot a Bike Friendly Accreditation program that aims to support businesses to become recognised as bike friendly.<sup>5</sup>
- 3.3** Investigate the feasibility of an e-bike project that would allow users to hire bikes and travel between central areas of Lismore City.
- 3.4** Work with the NSW National Parks & Wildlife Service to improve access and education around regional mountain bike opportunities.
- 3.5** Participate in suitable initiatives being developed by State or Federal government that could improve the cycling, walking or micromobility experience for residents.

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<sup>5</sup> Bike Friendly Accreditation - This accreditation would allow businesses to be promoted due to their offering of cyclist friendly facilities, such as the provision of bike racks, maintenance stations, outdoor seating and/or water refill stations.





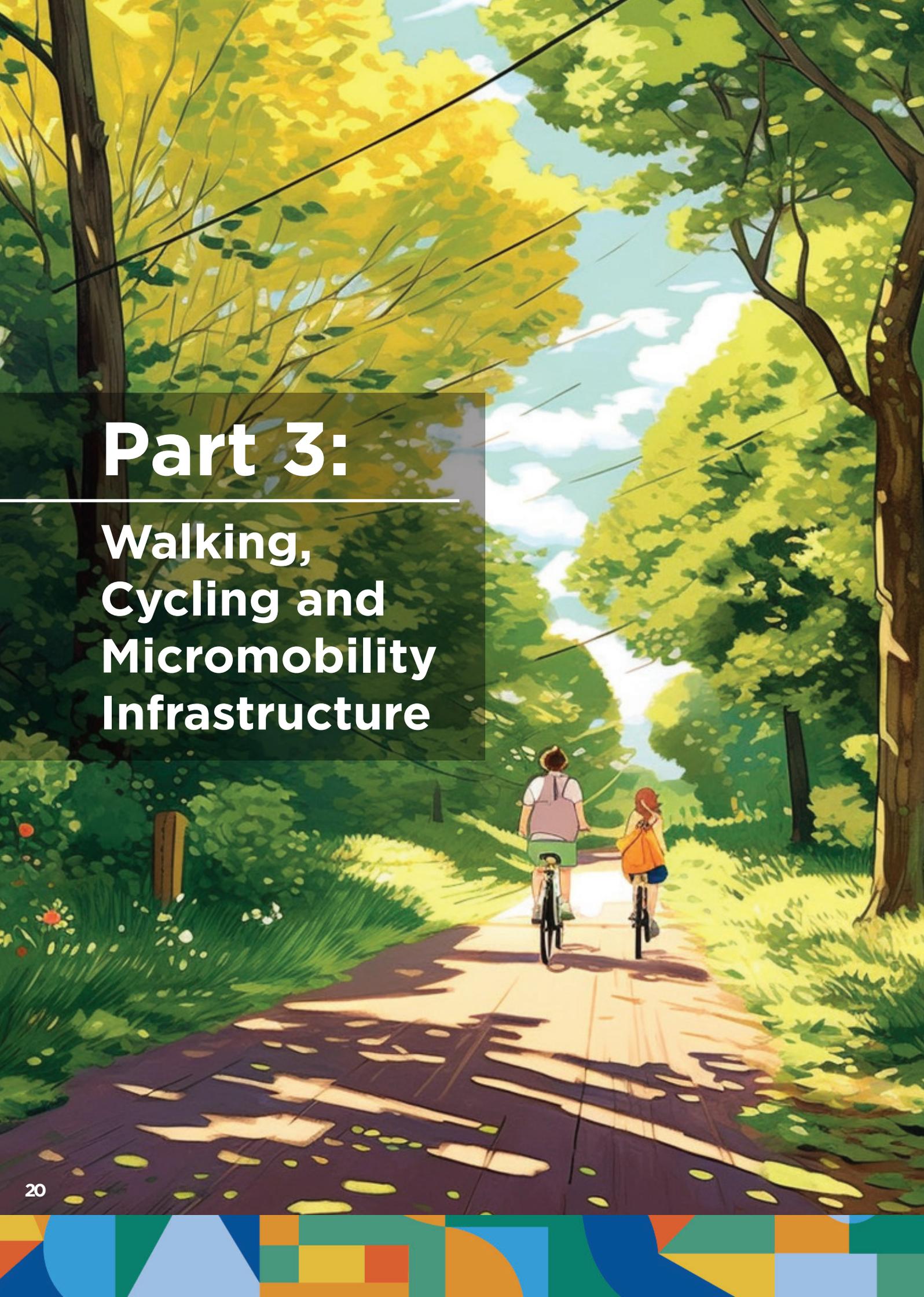
## Objective 4 - Value for Money

**Infrastructure and non-infrastructure initiatives are fit for purpose and provide community benefit.**

### What we will do:

- 4.1** Highlight the benefits of walking, cycling and micromobility from a health, economic and tourism perspective utilising research, local data, economic and social impact assessments.
- 4.2** Promote and market new infrastructure projects and highlight the travel choices they provide to the community.
- 4.3** Seek periodic community feedback regarding programs, initiatives, and infrastructure.



An illustration of a paved path winding through a lush green forest. Two people are cycling away from the viewer on the path. The person in front is wearing a light purple shirt and green shorts, and the person behind is wearing a red shirt and blue shorts. The path is flanked by tall grasses and various trees with vibrant green and yellow foliage. The sky is bright blue with soft white clouds. The overall scene is bright and sunny, suggesting a pleasant day for outdoor activities.

# Part 3:

## Walking, Cycling and Micromobility Infrastructure

# Types of Walking, Cycling and Micromobility Infrastructure



## Cycleway - On road

**Intended User:** Cyclists.

**Description and design requirements:**

Separated from other vehicles by road markings. May be located between parked cars and moving traffic lanes.

- Best Practice width (one way) 1.2m.

## Shared Zone

**Intended User:** Shared between all road users with priority given to pedestrians.

**Description and design requirements:**

On road facility in a low-speed, traffic environment (10km/h speed limit). Unsuitable for roads that carry a significant amount of through traffic.

- Requires traffic calming (speed humps), signage and landscape features at intersections to indicate a change in street environment.



## Shared Path

**Intended User:** Off road facility shared between cyclists, pedestrians and other forms of micromobility.

**Description and design requirements:**

Separated from vehicle traffic.

- Best Practice width 3m.

# Types of Walking, Cycling and Micromobility Infrastructure



## Footpaths

**Intended User:** For the exclusive use of pedestrians.

### Description and design requirements:

The width of footpaths will vary from 1.5m (for very low volumes in residential streets) to 4.5m in high activity main streets. Transport for NSW guidelines require design consideration for passing zones and users with wheelchairs, mobility devices, prams, pets and other limits to mobility.

## Walking Tracks

**Intended User:** Recreational walkers.

### Description and design requirements:

Dedicated tracks for walkers within parks and other green spaces etc.

Can vary in width and material depending on site conditions.



## Pedestrian Crossings

**Intended User:** Pedestrian crossing points on road.

### Description and design requirements:

Pedestrian crossings vary but are designed to provide safe access at the most vulnerable points of the network – where pedestrians and vehicles intersect. Common crossing typologies include:

- Zebra crossing (painted stripes on road).
- Raised 'wombat' crossings (raised and painted).
- Pedestrian refuges – an 'island' provided in between traffic lanes where pedestrians can wait.

# Funding Sources and Determining Priorities

Implementation of the strategy will require significant funding from a range of sources.

Grant funding opportunities for walking, cycling and micromobility projects are available to Council through various State and Federal Government initiatives, usually on an annual basis, but also from time to time for targeted initiatives.

Council is also able to fund some projects internally through the collection of Section 7.11 Developer Contributions, which are funds collected from developers for the provision of new public infrastructure.

Funding will be sought and allocated to projects based upon the priorities outlined in the table below. In general, works will be undertaken according to their priority, however other considerations such as grant funding criteria, physical constraints, efficiency of works programs (i.e. works being undertaken in the surrounding area) may at times result in lower priority projects being undertaken earlier.

Priority Category	Description
<b>High</b>	<ul style="list-style-type: none"><li>• Provides a high level of connectivity to key attractors. Greater emphasis is placed upon schools, commercial precincts, and recreational facilities</li><li>• Addresses an identified and significant safety issue</li><li>• Is expected to facilitate a high level increase in walking and cycling activity</li><li>• Significantly improves access or amenity</li></ul>
<b>Medium</b>	<ul style="list-style-type: none"><li>• Provides some level of connectivity between residential areas and key attractors</li><li>• Addresses an identified safety issue</li><li>• Is expected to facilitate a moderate increase in walking and cycling activity</li><li>• Will moderately improve access or amenity</li></ul>
<b>Low</b>	<ul style="list-style-type: none"><li>• Connects a residential area to a key attractor</li><li>• Addresses a safety concern</li><li>• Is expected to facilitate a low level increase in walking and cycling activity</li><li>• Will provide some improvement to access or amenity</li></ul>

The action plans for each area have categorised the works status as follows:

**F = Funded**

The project has funding at the time the strategy was written.

**U = Unfunded: Requires Further Planning**

Further on-ground investigations, design work and securing of funding required.

# Infrastructure Action Plans

**At the heart of the strategy is an action plan for new facilities, divided into key urban precincts within the Lismore Local Government Area.**

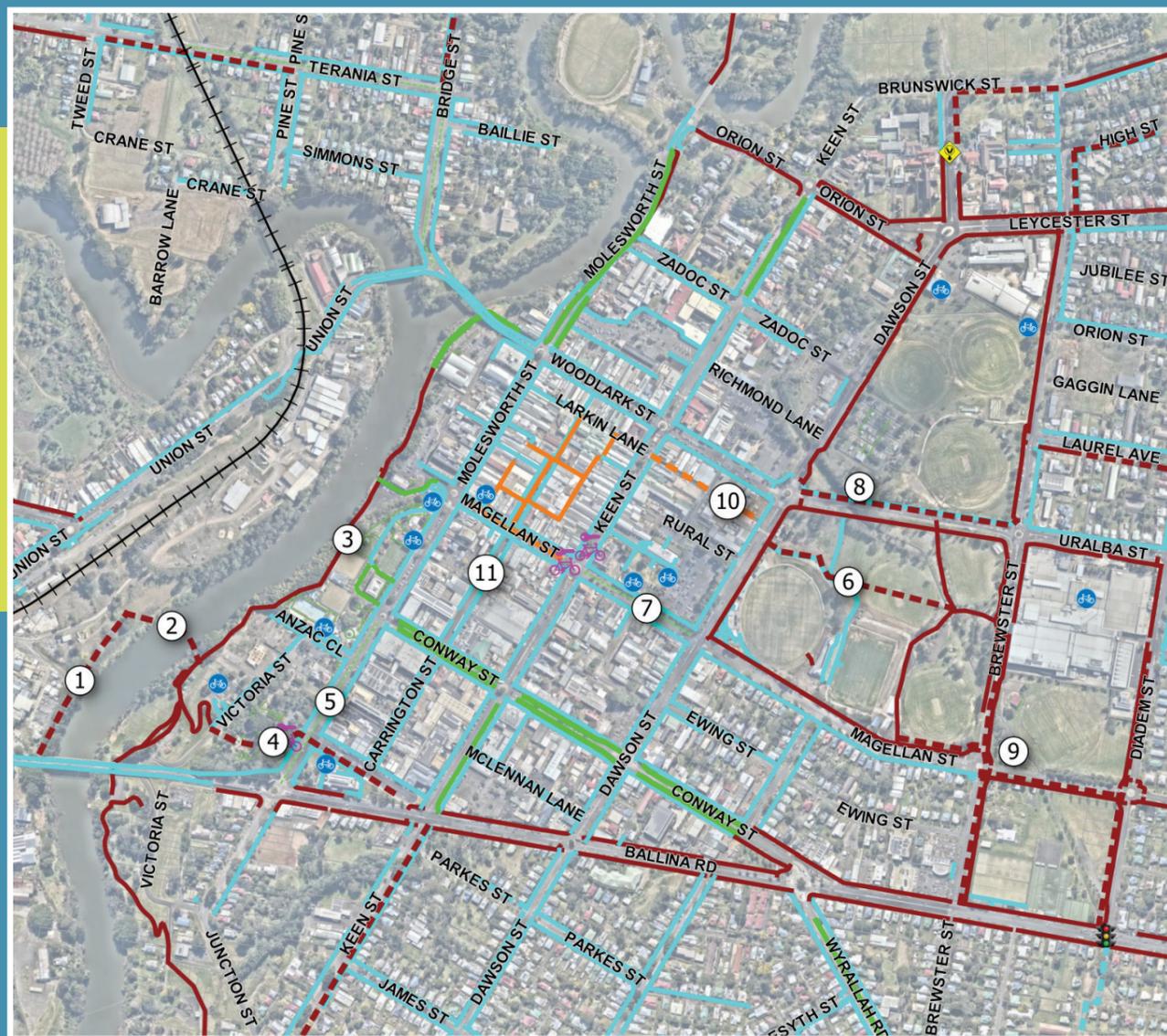
For each precinct a map and associated table shows the proposed upgrades and connections.

**Priority for infrastructure projects will be given to plans that facilitate access to and between:**

- recreation areas, sporting facilities, green spaces, and the Rail Trail
- shopping and medical precincts
- schools and other education facilities
- public transport nodes
- residential areas



# CBD and surrounds



## Walking and Cycleways

### LEGEND

#### Features

- Traffic Lights
- Underpass
- Properties
- Future Rail Trail

#### Existing

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking

#### Proposed

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking
- Numbers refer to action plan



## Key Attractors and Existing Environment

The CBD and surrounding areas are the heart of Lismore and home to many of the area's major attractors including a range of commercial, community, sporting, recreational, cultural, and educational facilities. A shared path along the eastern side of the Wilsons River provides an off-road environment for recreational walking and cycling. Wide covered footpaths, laneways and pedestrian crossings generally provide for adequate walking facilities throughout the CBD's commercial core. Shared paths along Magellan and Uralba Streets provide pedestrian and cycle access to the Lismore Square and Lismore Park's sport and recreation facilities, with shared paths and on-road cycleways providing connectivity to residential areas.

## Identified Missing Links

- As the commercial and cultural heart of Lismore, connectivity to the CBD from all other areas is a key priority of the strategy.
- The Wilson River provides a scenic traffic-free environment to facilitate walking and cycling with a loop walk on either side of the river and a pedestrian bridge linking the CBD to South Lismore identified in the Shaping the Lismore CBD (2019) and Bridge to Bridge Vision (2017) reports.
- The Lismore Park Plan of Management (2020) and associated Lismore Parklands Masterplan identify the need for improved walking and cycling facilities between Lismore Shopping Square and the CBD.
- Linking the riverside pathway to Spinks Park

## Action Plan - CBD

No.	Location	Description	Length (m)	STATUS
1	Western side of Wilsons River	Shared Path from the Ballina St Bridge extending to the edge of the Railway land to link up with future Lismore Station Rail Trail embellishments.	325m	U
2	River Crossing - Location TBA	Pedestrian / Cycle Bridge connecting South Lismore Railway Station land to the CBD.	110m	U
3	Southern end of Rowing Club Car Park	New stairs with bicycle wheeling ramps to replace existing wooden stairs.	100m	U
4	Bounty St upgrade including a link from City Hall to the river via Heritage Park	Shared Path	450m	F
5	Molesworth St	On-road cycle lanes on each side of the road from Ballina Rd to Conway St.	300m	F
6	Lismore Square to CBD	Shared Pathway through Lismore Park	385m	U
7	Magellan St	On-road cycle lanes on either side of the road from Dawson St to Keen St.	205m	F
8	Uralba St	Widen footpath to create Shared Path on northern side between Dawson St and Brewster St.	350m	F
9	Magellan St	Widen existing paths to 2.5m from Magellan St Scout Hall to Brewster St on Northern side, and then between Brewster St to Diadem St on southern side.	200m	F
10	Larkin Lane (East)	Implementation of a shared zone on Larkin Lane from Keen St to Dawson St to facilitate greater foot traffic from the Back Alley Gallery and Keen St to Lismore Park.	200m	U
11	Bike Parking	New Bike Parking facilities at Heritage Park, Carrington St, Keen St & Woodlark St.	NA	NA

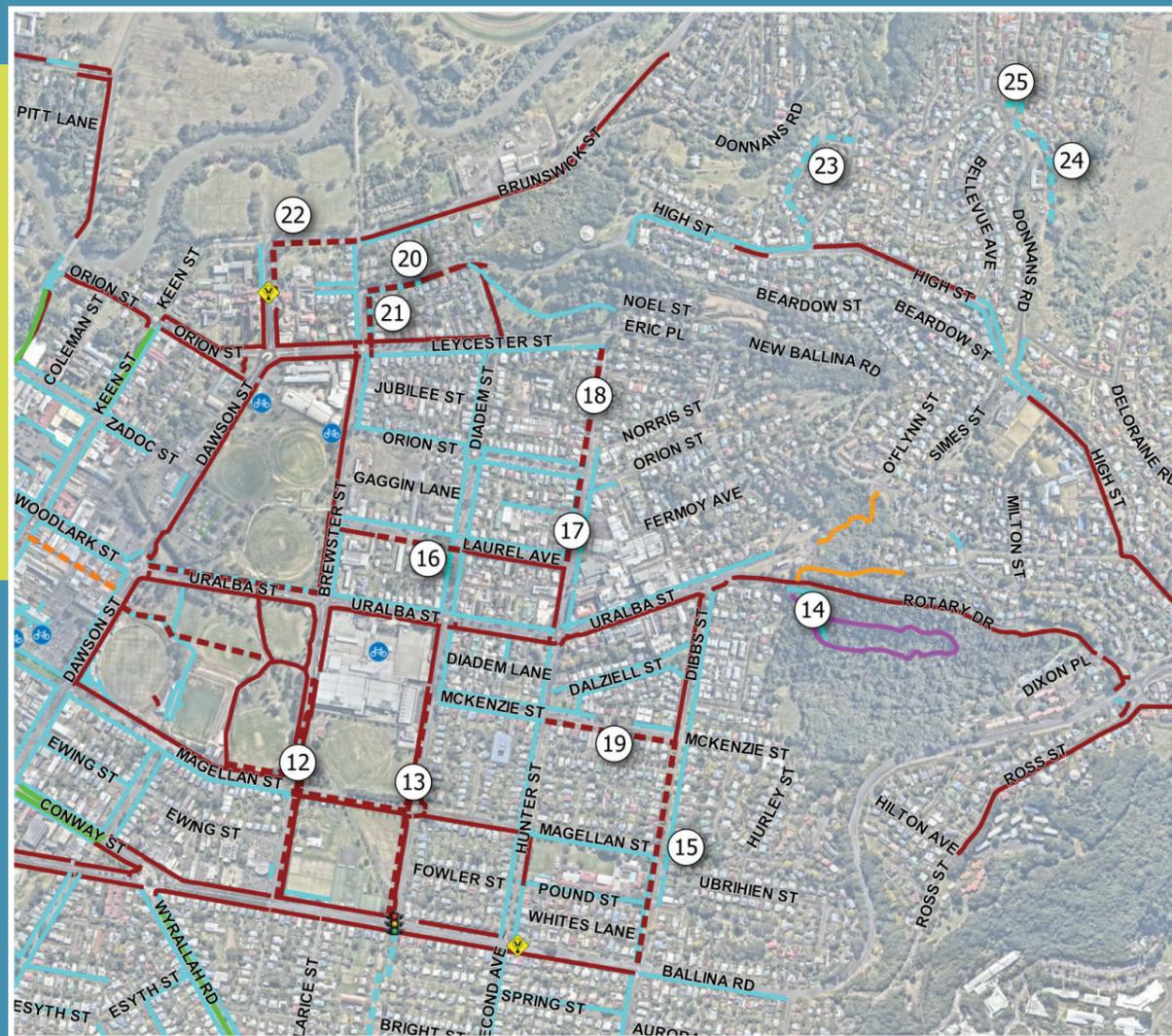
#### F = Funded

The project has funding at the time the strategy was written.

#### U = Unfunded: Requires Further Planning

Further on-ground investigations, design work and securing of funding required.

# Lismore Heights and Health Precinct



## Walking and Cycleways

**LEGEND**

**Features**

- Traffic Lights
- Underpass
- Properties
- Claude Riley Track
- Rotary Park Track

**Existing**

- Cycleway
- Footpath
- Shared Path
- Bike Parking

**Proposed**

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Numbers refer to action plan



## Key Attractors and Existing Environment

The residential areas around Lismore Base Hospital and extending up into Lismore Heights are located within proximity to key attractors including health services, Lismore Square, Lismore Park and the CBD. Parts of this area are characterised by steep slopes that make walking and cycling challenging.

Recreational walking tracks are located within the Claude Riley Reserve and Rotary Park, but the terrain means they are not accessible to anyone with any form of mobility impairment. A walking path is also located within Elizabeth Gardens.

## Identified Missing Links

- As a key growth area for higher density residential living, improving walking and cycling access between Lismore Base Hospital and associated health facilities, the Lismore Square, CBD and residential areas is a high priority.

## Action Plan - Lismore Heights and Health Precinct

No.	Location	Description	Length (m)	STATUS
12	Brewster St	Widening of the path to create a Shared Path from Ballina Road to Lismore Square	450m	U
13	Diadem St	Widening the path from Ballina Road to Lismore Square to create a shared path.	450 m	U
14	Rotary Park	Renewal of the raised walking track at the entry to Rotary Park and a small footbridge over the creek.	50m	F
15	Dibbs St	Widen and extend footpath from Ballina Rd to Dalzeil St to create a Shared Path.	600m	U
16	Laurel Ave	New Shared Path to create continuous link from Hunter St to Brewster St.	170m	U
17	Hunter St	Widen footpath to create a Shared Path from Laurel Ave to Orion St.	160m	U
18	Hunter St	New Shared Path from Orion St to Leicester St.	250m	U
19	Mckenzie St	New shared path from Hunter St to Dibbs St on south side.	265m	U
20	High St	Widen footpath from 31 High St to Hindmarsh St and new Shared Path to create a link to Elizabeth Gardens.	200m	U
21	Hindmarsh St	Widen footpath to create Shared Path from Leicester St on eastern side.	105m	U
22	Brunswick St & Dawson St	Extend Shared Path on Brunswick St from Hindmarsh St to the Dawson St pedestrian underpass.	300m	U
23	Oakeshott	New footpath along Oakeshott St to Cooling St to connect with High St existing path.	350m	U
24	Maluta Place	New footpath from Maluta Place to Kareela Park	500m	U
25	Kareela Park	Investigate safe pathways to connect residents to Kareela Park.	TBC	U

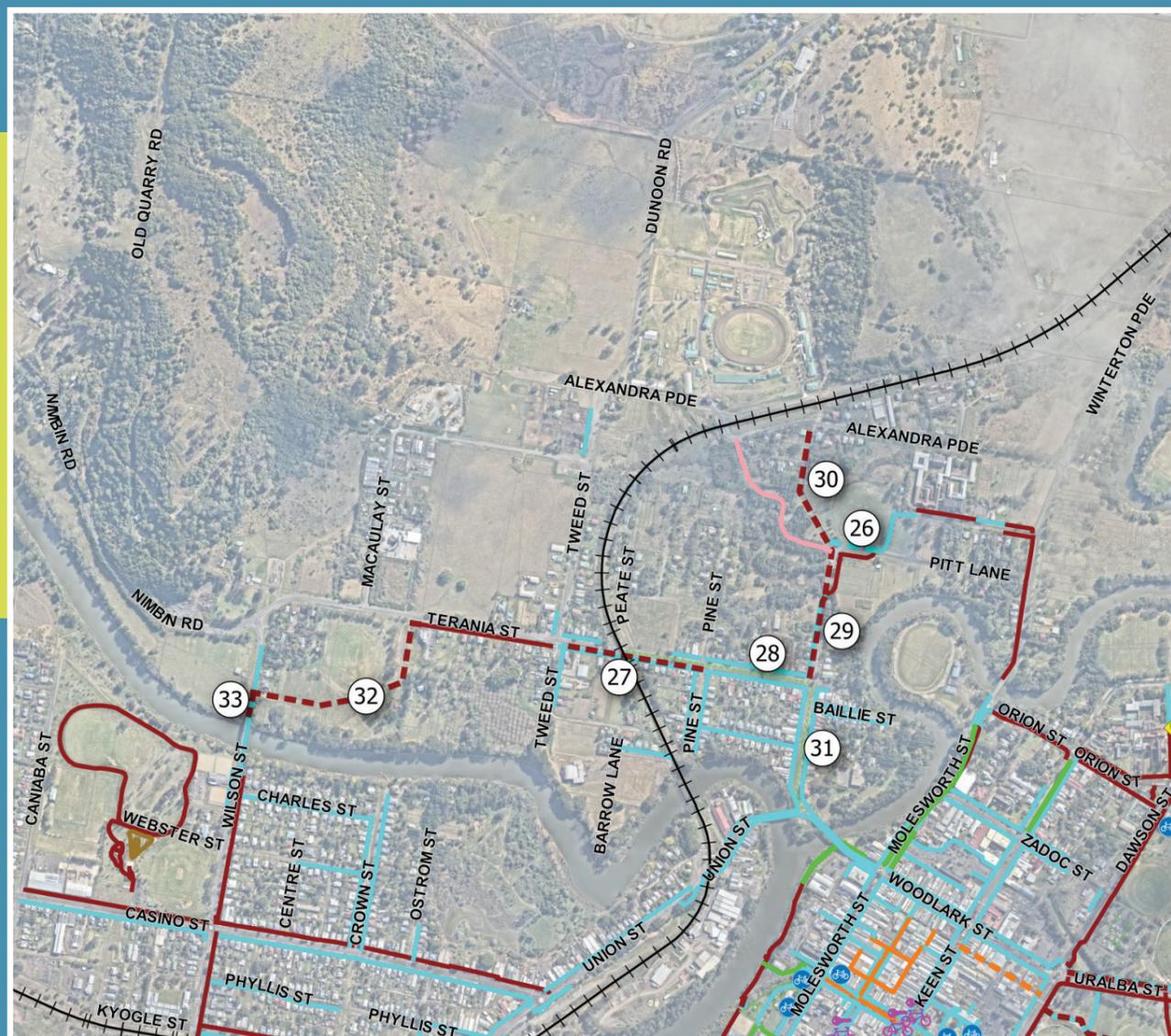
**F = Funded**

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**U = Unfunded: Requires Further Planning**

Further on-ground investigations, design work and securing of funding required.

# North Lismore



## Walking and Cycleways

### LEGEND

#### Features

- Underpass
- Properties
- Slaters Creek Track
- Mountain Bike Track
- Future Rail Trail

#### Existing

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking

#### Proposed

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking
- Numbers refer to action plan



## Key Attractors and Existing Environment

Lismore is located at the junction of the Wilsons River and Leycester Creek. The area north of Leycester Creek and west of the Wilsons River includes a mix of residential, commercial, and other attractions that are within a short distance of the CBD. However, the high flood risk of this area will see Council pursue a policy of planned retreat for some residential areas in North Lismore and the long-term use of this land is likely to be better suited for recreational open space and revegetation.

There will be a significant increase to the population further north in the coming years as the North Lismore Plateau residential development is realised.

## Identified Missing Links

- The Northern Rivers Rail Trail (NRRT) provides an opportunity to create a path to St John's College Woodlawn that would allow off-road cycling within 5km of the CBD.
- The NRRT provides a link from South Lismore to the Lismore Showgrounds and on to Currie Park.
- CBD to Showgrounds via Bridge St.
- Terania Street / Arthur Park to Nesbitt Park Mountain bike track.

*Please note - further planning work will be undertaken as some residential parts of North Lismore are depopulated. New open space areas may be created and a need to include additional paths may be included in an updated version of this strategy.*

## Action Plan - North Lismore

No.	Location	Description	Length (m)	STATUS
26	Pitt St	Connect existing Pitt St path to Bridge St.	100m	U
27	Terania St	Widen footpath to create a Shared path from Pine St to Tweed St (Connecting to existing Shared Path)	310m	U
28	Terania St	On-road cycle lane from Bridge St to Railway crossing on northern side of the road and from Bridge St to Pine St on south side of the road as part of 'off-track' link for rail trail connection.	225m	U
29	Bridge St	Widen path to create a shared path from Terania St to Slaters Creek crossing as part of 'off-track' link for rail trail connection.	190m	U
30	Bridge St	New shared path and/or on -road cycle lane from Slaters Creek crossing to Alexandra Pde as part of 'off-track' link for rail trail connection.	420m	U
31	Bridge St	On-road cycle lanes on both sides of the road from Terania St to the Union St roundabout.	270m	U
32	Arthur Park	New Shared Path to connect Terania St to Wilson St (through the park, exiting via Griffiths St).	525m	U
33	Wilson St.	Widening footpath on Wilson St from Griffith St to the bridge.	30m	U

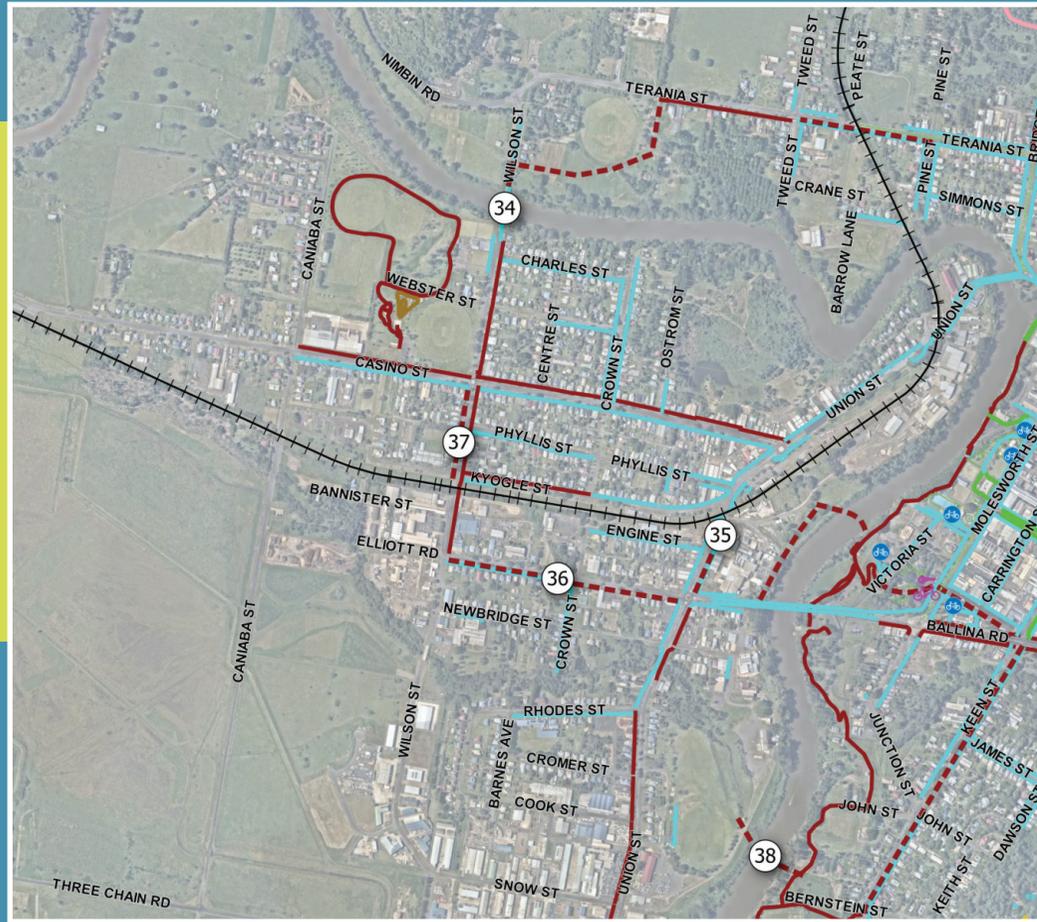
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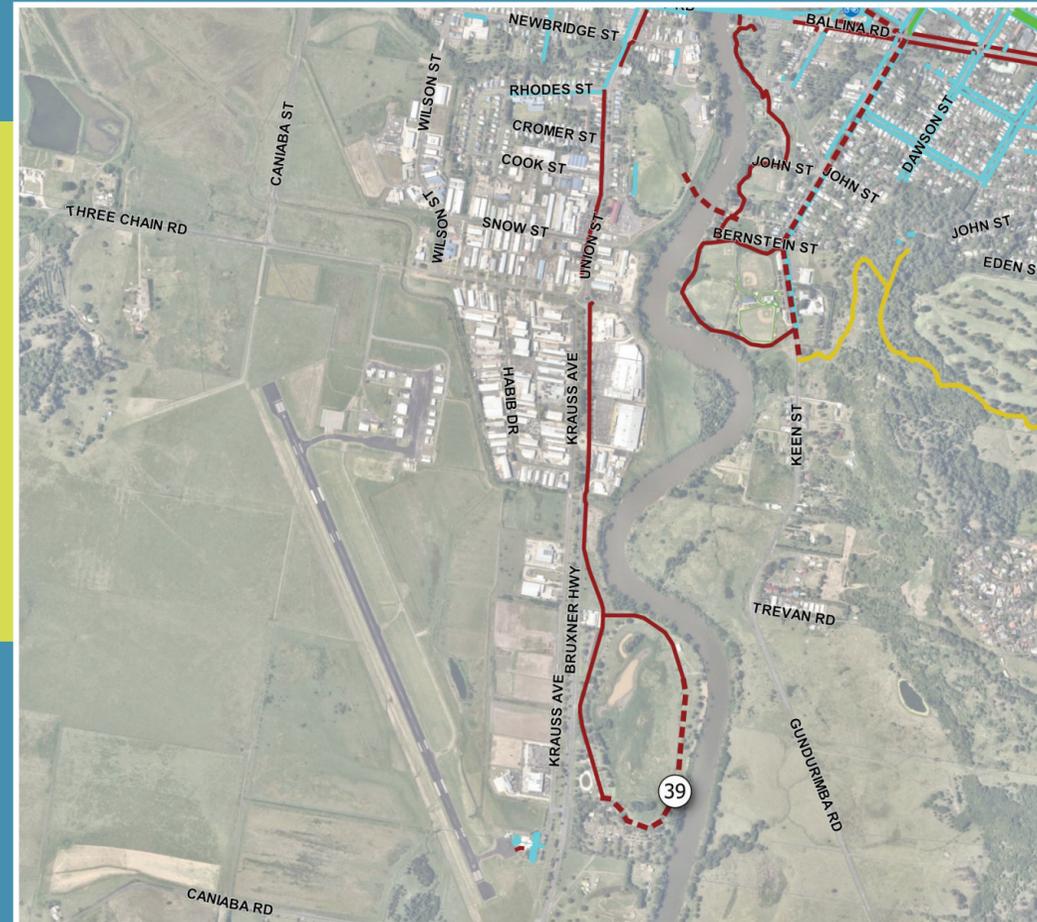
#### U = Unfunded: Requires Further Planning

Further on-ground investigations, design work and securing of funding required.

# South Lismore



# South Lismore & Loftville



## Key Attractors and Existing Environment

South Lismore contains a mix of residential houses, commercial premises, and extensive industrial areas. The main commercial precinct is located around Union and Casino Streets with the old Hurford's site on the river evolving into a new mix-used business precinct.

Parts of South Lismore are also subject to high flood risk with poor evacuation opportunities in a major flood event which may see some residential areas depopulated and converted to other uses in the long-term.

Nesbitt Park contains both BMX and mountain bike facilities as well as a shared path around the playing fields. Shared Paths along Casino Street and Wilson St create linkages to the commercial area and the South Lismore Public School.

The Lismore Railway Station in South Lismore will become a major destination point along the Northern Rivers Rail Trail and will be transformed into a hub featuring a range of dining options and other attractions, with the Two Mates Brewery located a short distance away on Engine Street.

## Identified Missing Links

- NRRT link to North Lismore and beyond.
- Connectivity from South Lismore to the CBD
- Develop a cycling and walking loop around Lismore Lake by extending the shared path.

*Please note - further planning work will be undertaken as some residential parts of South Lismore are depopulated. New open space areas may be created and a need to include additional paths may be included in an updated version of this strategy.*

## Action Plan - South Lismore/Loftville

No.	Location	Description	Length (m)	STATUS
34	Wilson St bridge	Investigate cost and feasibility of an additional separated pedestrian / cycle lane on the existing bridge.	120m	U
35	Union St	Widen Path on Eastern side from Elliott Rd to railway line to create a shared path.	210m	U
36	Elliott Rd	New shared path from Union St to Crown St and widen path from Crown St to Wilson St to link up with existing shared path.	580m	U
37	Edward Street	New shared path along the full length of Edward St (formed and unformed road) from Kyogle St through to Casino St.	200m	U
38	Pedestrian Bridge	Proposed future bridge to link Riverside Park to Albert Park	200m	U
39	Lismore Lake	Lismore Lake loop - shared path circuit around the lake for walking/cycling.	600m	U

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Further on-ground investigations, design work and securing of funding required.

## Walking and Cycleways

**LEGEND**

**Features**

- Properties
- Slaters Creek Track
- Mountain Bike Track
- Wilson's Walking Track
- Future Rail Trail

**Existing**

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking

**Proposed**

- Cycleway
- Footpath
- Shared Path
- Bike Parking
- Numbers refer to action plan



## Walking and Cycleways

**LEGEND**

**Features**

- Properties
- Wilson's Walking Track

**Existing**

- Cycleway
- Footpath
- Shared Path
- Bike Parking

**Proposed**

- Cycleway
- Footpath
- Shared Path
- Bike Parking
- Numbers refer to action plan

# Girards Hill and East Lismore



## Key Attractors and Existing Environment

Girards Hill and East Lismore are densely populated residential areas south of Ballina Road. It is home to Southern Cross University and St Vincent's Hospital as well the Wyrallah Road shopping precinct. Parts of Girards Hill and East Lismore are characterised by steep slopes that make walking and cycling challenging.

The Wilson Walking Trail provides a recreational trail from Robinson Lookout to Albert Park and around the golf course. There is also a shared path / walking trail around Albert Park baseball fields and a shared path along the river from Riverside Park to John Street in Girards Hill.

## Identified Missing Links

- Riverside Park to Albert Park baseball facilities along the river
- Links to Albert Park Public School
- Future Pedestrian Crossing on Ballina Rd, subject to government funding.
- Upgrades to Wade Park pathways and linkages, including access and egress to the park

## Action Plan - Girards Hill and East Lismore

No.	Location	Description	Length (m)	STATUS
40	Keen St	Widen path to create a shared path from Ballina Rd to Albert Park School, and Wilsons Walking Track.	1.1km	U
41	Parkes St	Extend path at the west end of Parkes St, with Disability compliant access to Barnard Park.	100m	U
42	First Ave	Extend footpath from bridge to Esmonde St	370 m	U
43	Wyrallah Rd / Dalley St intersection	Investigate boundary adjustment with property at 1 Dalley St to improve safety issues at blind corner.	NA	U
44	Barham St	Connect Barham Street at the existing bus stop (western side) to Wyrallah Road.	230m	F
45	Amaroo Pl	New footpath linking Wilson Walking Trail to existing path	50m	U
46	Nielson St	Widen footpath to create a Shared Pathway from Dalley St to Elizabeth St.	820m	U
47	Wade Park	Upgrade pathways within park and new paths to access the park.	NA	U

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**U = Unfunded: Requires Further Planning**

Further on-ground investigations, design work and securing of funding required.

## Walking and Cycleways

### LEGEND

#### Features

- Traffic Lights
- Underpass
- Properties
- Claude Riley Track
- Rotary Park Track
- Wilsons Walking Track
- Future Rail Trail

#### Existing

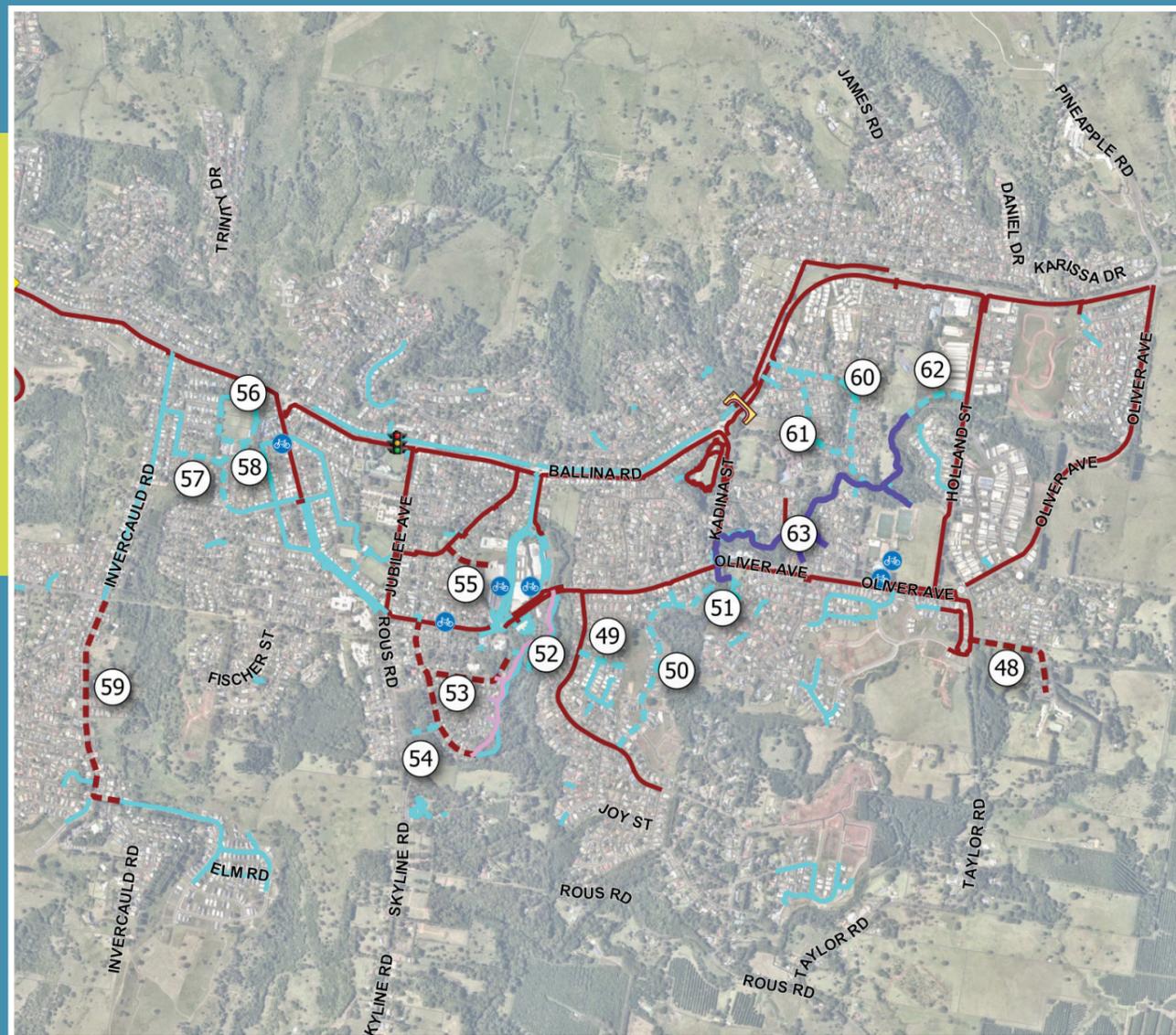
- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking

#### Proposed

- Cycleway
- Footpath
- Shared Path
- Shared Zone
- Bike Parking
- Numbers refer to action plan



# Goonellabah



## Walking and Cycleways

### LEGEND

#### Features

- Traffic Lights
- Underpass
- Properties
- Tucki Arboretum Track
- Tucki Tucki Ck Track

#### Existing

- Footpath
- Shared Path
- Bike Parking

#### Proposed

- Footpath
- Shared Path
- Numbers refer to action plan



## Key Attractors and Existing Environment

Goonellabah is a large and expanding residential area that has the Bruxner Highway (Ballina Road) running through its spine and is characterised by steep slopes in many areas. These conditions make walking and cycling a challenge in many parts but there are also many attractors and short trips that may be undertaken.

A shared path runs along Ballina Road from Pineapple Road to the Rotary Drive roundabout.

A pedestrian overpass is provided directly north of Kadina High School and Kadina Park and a pedestrian underpass is located at the Gallagher Dve / Kellas St intersection.

Recreational walking tracks are provided along Tucki Tucki Creek, including Birdwing Butterfly Walk.

## Identified Missing Links

- GSAC / Shopping Precinct to Goonellabah Public School
- Formalise connections along Tucki Tucki Creek
- Eastwood residential estate to Invercauld Drive

## Action Plan - Goonellabah

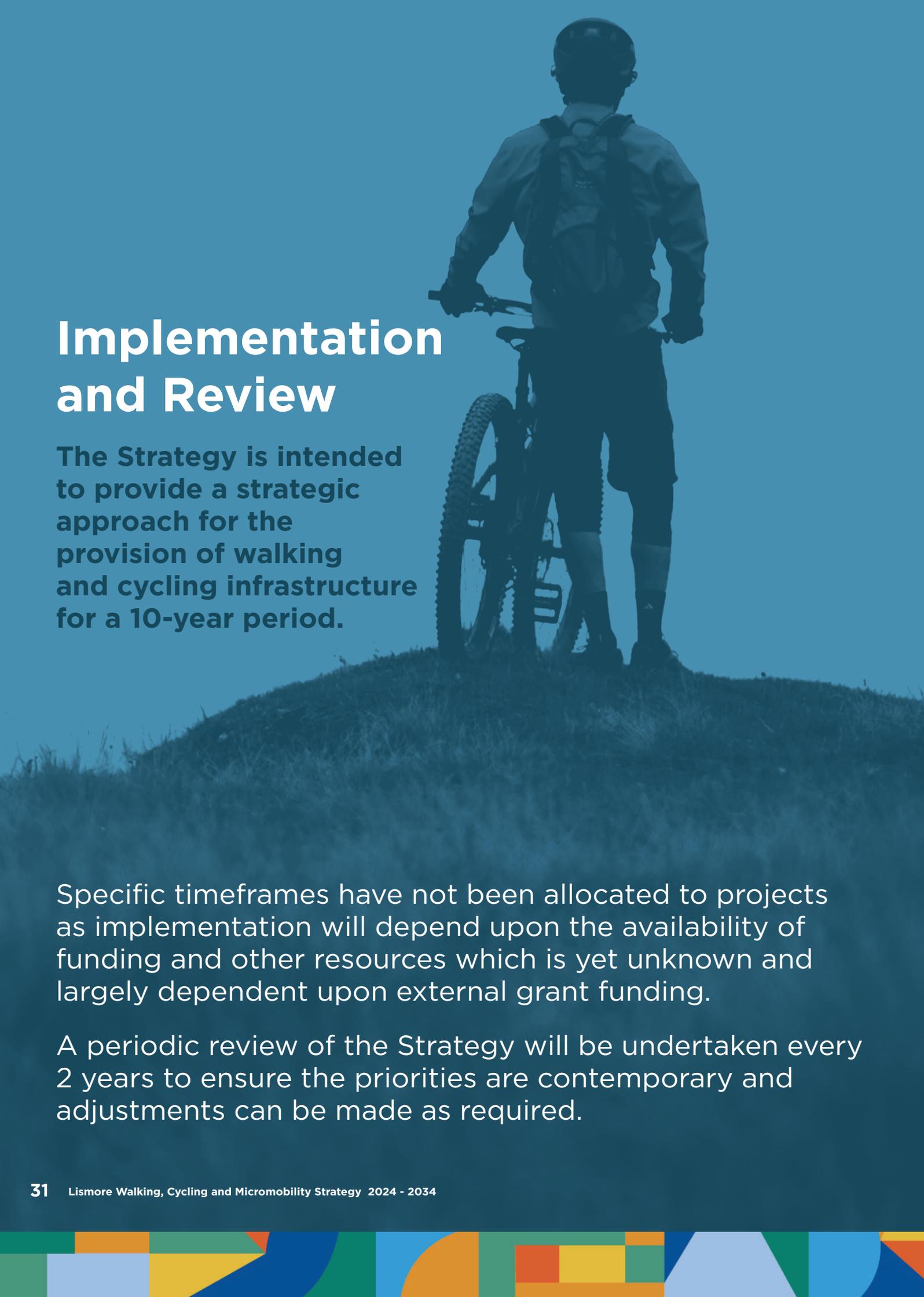
No.	Location	Description	Length (m)	STATUS
48	Blue Hills Ave	Connect Blue Hills to Taylor Road	550m	U
49	Apo St	Path for length of Apo St	250m	U
50	Just St	Path along the length of Just St	800m	U
51	Just St/Brettmark St	Investigate path to connect Tucki-Tucki Walking Track	TBC	U
52	Cambridge Dr to Oliver Ave	Formalise Arboretum path that leads to Cambridge Dr	50m	U
53	Phillip St & Cambridge Dr	Shared Path from Phillip Street (at Arboretum track) to Oliver Ave. Cambridge Dr to connect with Phillip Street and Oliver Avenue	1.5km	U
54	Phillip St to Hamley Rd	Path from Phillip St to Hamley Rd connecting Arboretum track to Captain Rous Park	260m	U
55	Eggins Pl	Create new shared path connecting McDermott Ave to the laneway adjacent to shopping centre	160m	U
56	Clifford Park	Perimeter path around Clifford Park	450m	U
57	Norwood Ave	Footpath connecting existing paths from Clifford St to Pleasant St along Norwood Ave	1.2km	U
58	Cassia Cres	Footpath along Cassia Cres to Clifford Park connecting to Norwood Ave	400m	U
59	Invercauld Rd / Sawyers Ave	Connect existing footpath from Florence St to Invercauld Rd (to Cynthia Wilson Drive) as a Shared Path	900m	U
60	Pindari Crescent	Ballina Rd/Bruxner through to Tucki Tucki Creek track.	700m	U
61	Allambie Drive	From Pindari Cr through to Platypus Park	500m	U
62	Holland St	Complete Tucki Tucki Creek track through to Holland St	285m	U
63	Tucki Tucki Creek Track	Improve linkage paths within and from Tucki Tucki Creek Track	NA	U

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Further on-ground investigations, design work and securing of funding required.



# Implementation and Review

**The Strategy is intended to provide a strategic approach for the provision of walking and cycling infrastructure for a 10-year period.**

Specific timeframes have not been allocated to projects as implementation will depend upon the availability of funding and other resources which is yet unknown and largely dependent upon external grant funding.

A periodic review of the Strategy will be undertaken every 2 years to ensure the priorities are contemporary and adjustments can be made as required.

## Appendix 1

# Northern Rivers Rail Trail

**The Northern Rivers Rail Trail (NRRT) is a proposed 130-kilometre recreational walking and cycling trail within the disused rail corridor from Casino to Murwillumbah.**

The project is to be constructed in stages as funding becomes available and is expected to deliver a range of economic benefits from increased tourism visitation as well as providing an off-road shared pathway for residents to safely explore and commute to towns and villages across the region.

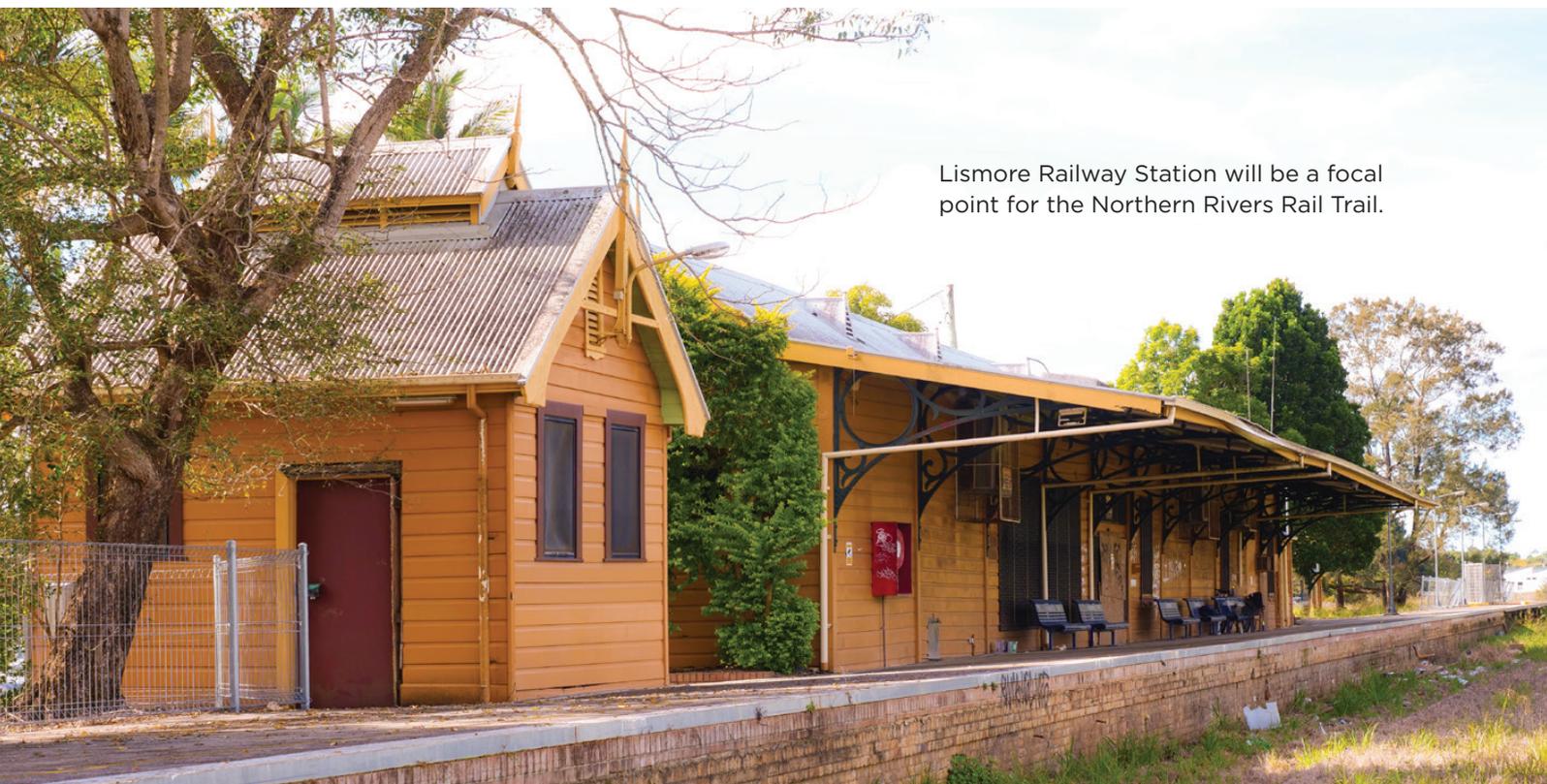
The project will involve the construction of a 3m-5m wide walking/cycling pathway in the old railway corridor. The Rail Trail will be for the local community to use for getting to school, work, and sport, for shopping and recreation and for visitors seeking either a new way to experience the region's scenery, food and culture or a more adventurous experience. It will provide Northern Rivers' residents and visitors with a first-class facility for recreational walking and cycling in one of Australia's most stunning landscapes.

Lismore City Council has been successful in receiving grant funding for the construction of the Bentley to Lismore (Station) section of 16.3 km, which will complete the major link from Casino to Lismore (total length 29.7 km). It is anticipated that construction of this link will be completed in 2024.

The next section from Lismore to Eltham (15.5km) will create a local link from South Lismore to the Lismore Showgrounds and beyond. The preferred route is on the railway formation, however the 1.6km section from Union Street to the Showgrounds includes five heritage listed bridges and alternative on-road options will be considered if the bridge repair work required is cost prohibitive.

The Rail Trail will be the focal point for connectivity to all areas of Lismore. This strategy has considered improved connections to and from key areas along the route, including access to and from the Lismore Railway station at South Lismore. The Lismore Railway station and shunting yards will play a critical role in developing a multi-purpose parkland site village to capitalise on rail trail traffic. A planned pedestrian bridge across the Wilsons River will bring trail users to the heart of Lismore.

**NOTE:** *Construction of the NRRT is not included in the Action Plan of this strategy as funding and resourcing will be sought and allocated separately.*



Lismore Railway Station will be a focal point for the Northern Rivers Rail Trail.



**Above:** Proposed Stages of the Northern Rivers Rail Trail

# Strategic Alignment

The Lismore Walking and Cycling Strategy will facilitate the delivery of a range of policy objectives from both State and Local Government strategic plans including:

## Future Transport Strategy 2056

**Future Transport 2056 is the State Government's 40-year plan guiding transport investment in NSW.**

It includes a goal of 'supporting the growth and vibrancy of regional cities by making them places where people want to walk and cycle', with a target of increasing walking from 4%-8% and cycling from 2%-5% of all trips. It also includes specific reference to the development of the Northern Rivers Rail Trail.

## Northern Rivers Regional Transport Plan

**The Northern Rivers Regional Transport Plan outlines a range of short, medium, and long-term actions and projects for the region. It includes the following relevant actions:**

- **Support proposals** to investigate walking and cycling trails including disused rail lines – supporting investigations into the feasibility of the Casino to Murwillumbah rail line for a walking a cycling trail.
- **Roll Out the Walking Communities Program** – provides dedicated funding to help local governments improve walking infrastructure within two kilometres of catchment centres and transport interchanges.
- **Connecting Centres Cycling Program** - working with councils and other stakeholders to identify bicycle network gaps and pinch points within 5km of regional towns and to help councils complete and promote local cycle networks.
- **Improve Information** about walking and cycling routes and facilities – promoting the benefits of active transport.
- **Improve opportunities for walking and cycling** – a specific action for the Lismore area is the implementation of better facilities for walking and cycling including cycle parking facilities at transport interchanges, centres, schools and hospitals and the opportunity for Council to seek funding for new links.

## North Coast Regional Plan 2041

**The North Coast Regional Plan (NCRP) is the overarching land use planning strategy for the region and sets out the vision, goals, and directions of the NSW Government for the North Coast region.**

**The plan includes Objective 16 to 'Increase active and public transport usage' and a range of measures to promote walking and cycling as a preferred choice of transport, including:**

- Providing a legible, connected, and accessible network of pedestrian and cycling facilities.

## Lismore Regional City Action Plan 2036

**The Regional City Action Plan (RCAP) provides detailed goals and objectives for the development of Lismore that supports the goals of the NCRP. It includes an objective to 'Encourage active transport and advances in transport technology' and the following actions:**

- Provide legible, connected and accessible pedestrian and cycling paths and facilities
- Provide for easy and safe pedestrian movements
- Develop incentives that encourage public and active transport use in centres
- Provide high quality cycle paths, tracks and trails
- Provide high quality walkable routes between key nodes of schools, employment and learning hubs and the city centre

## Appendix 2

### Lismore Community Strategic Plan (Imagine Lismore)

**The Community Strategic Plan (CSP) is a requirement under the Local Government Act 1993 and sets out a 10-year plan for the delivery of Council services that reflects the community's priorities and aspirations.**

It feeds into a four-year delivery program (the length of a council term) and a one year operational plan (budget) that provide specific details of Council's programs, projects and events.

A key objective of the CSP is that 'Our community is connected and convenient' and an identified strategy is to;

- Provide footpaths, cycle ways and pedestrian access that is safe and serviceable.

### Lismore Local Strategic Planning Statement (Inspire Lismore 2040)

**The Local Strategic Planning Statement (LSPS) is a requirement of the Environmental Planning and Assessment Act 1979 and provides the basis for strategic land use planning.**

It identifies planning priorities, strategies and actions that have been developed in consultation with the community. Planning Priority 2 is to 'Create a city and villages that support active and healthy living'. Strategic outcomes are to provide:

- An open spaces network that links to pedestrian / cycleways and enhances existing open spaces assets including those identified as Urban Green Corridors
- Enhanced opportunities for walking and cycling.

The LSPS includes a short-term action to investigate the feasibility and funding opportunities of 'The Loop' walking / cycling track along both sides of the Wilsons River as identified in the Bridge-to-Bridge report.

### Lismore Sport & Recreation Plan to 2024

**The Sport and Recreation Plan 2011 was updated in 2020 and identified a range of goals and priority actions for the development of sport and recreation facilities including:**

- Enhance sport and recreation within villages, particularly walking / cycling, park improvements, Nimbin Pool, and Rainbow Walking Trail (Nimbin).
- Prepare a Walking and Cycling Strategy to encourage increased participation in walking and cycling for recreation, commuting and fitness.
- Support planning and development of the Casino to Eltham Rail Trail as a high priority for economic development, participation in walking and cycling and generation of associated business opportunities.
- Deliver economic benefit by improving the walkability and cyclability of the CBD and villages (actions to be identified in the Walking and Cycling Strategy)

### Disability Inclusion Action Plan -2022 - 2026

**Lismore City Council's Disability Inclusion Action Plan (DIAP) is a four-year framework outlining the key strategies and actions to be delivered by Council in its commitment to disability access and inclusion within the Lismore Local Government Area (LGA).**

