

SEPARATE COVER ATTACHMENT (373 pages)

Item 9.3

Attachment 2 – Appendices to Internal Review Report

This attachment is separate to the main agenda and is numbered autonomously. If inserted into the main agenda, note that the numbering will then not be sequential.

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**Norman Waterhouse
Lawyers Section 270
Internal Review Report**

Appendix A

[REDACTED]

From: atholl bonner <[REDACTED]>
Sent: Wednesday, 6 March 2019 2:48 PM
To: Internal Review
Subject: Re: GC2018-09-01 BONNER

Many thanks Kathryn,

It is good to know this is progressing.

Just to be clear that whilst the March 2018 Council decision was reviewed in August 2018, it is the new traffic count undertaken in October 2018 that triggers the request for a further review of that decision. Had that data been presented to Council in March 2018 a different decision may have been arrived at, where Council were advise traffic was at around 500 vpd, only half that considered acceptable. This was the basis or my request for review that was not upheld in August, in that the traffic from Riviera Road is contributing to traffic volumes on Tangier Boulevard, that exceed those generally deemed acceptable for local streets -1,000vpd. Perhaps not by much, but given the connection Council allowed from the new development area in the early 2000's, greater volumes of traffic is favouring this back street short cut along an insubstantial rural road, requiring constant repair and the upgrade of which would diminish the amenity of the coastal reserve character, and indeed exacerbate the unsafe traffic pressure adjacent to the community facilities. The residents wish to see the traffic calmed and manged to discourage this route, making the main distributor and connector roads a preferable route.

Regards
Atholl Bonner
[REDACTED]

From: Internal Review <internalreview@onkaparinga.sa.gov.au>
Sent: Friday, 1 March 2019 2:26 PM
To: atholl bonner
Subject: RE: GC2018-09-01 BONNER

Dear Mr Bonner,

I apologise for the delay in getting back to you. This email seeks your clarification as the relevant decision to be reviewed.

You indicated in your email of 21 January 2019 that it is the Council decision of 20 March 2018 you wish to be reviewed.

Our preliminary assessment is that this decision cannot be further reviewed as a result of the subsequent internal review in August 2018 which upheld the decision. It may be more appropriate for you to seek a review of the officer decision to do nothing with the new traffic count data.

Would you kindly confirm whether you would prefer to proceed with your original request or with the more recent decision and we will process the matter accordingly.

Regards
Kathryn

Kathryn Brown
Internal Review Contact Officer
Team Leader, Corporate Governance
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au



From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 21 January 2019 4:21 PM
To: Internl Review
Subject: Re: GC2018-09-01 BONNER

Many thanks Kathryn,
Your attention to this matter is much appreciated.
My request is articulated in my emails below, sent 12th Dec 2018 and 14th Jan 2019, requesting that the decision made at Council in March 2018 and the subsequent August 2018 internal review be revisited. The most recent traffic count confirms through traffic from Riviera Road results in traffic volumes on Tangier Boulevard exceeding the 1,000 per day considered acceptable for such a street. This confirms that item 1 of the August 2018 internal review was incorrect in its response.

Council Road Network Plan policy confirms 'Local Streets' should be 'generally less than 1,000 per day'. The connection Council made from Riviera to Milford in 2004, is causing a peak of almost 1,200 per day at the top of Tangier. Meanwhile less than 400 vehicles per day from the new development uses the Lurline Boulevard to access the suburbs main distributor road network - Sellicks Beach Road and Justs Road (to be recategorised).

Council's motion in March 2018 was 'to nothing at this time'. We ask that Council treat Riviera Road to discourage rat running and stop wasting money on constant repairs caused by increased traffic volumes increasing over the last 15 years as the development has slowly built out, with at least 25% more still to come. This more recent traffic count bears out that item 1 of the August 2018 internal review was incorrect in its response. We also resist Council's urge to waste funds upgrading Riviera Road to carry this traffic. It would be much cheaper and safer to calm the traffic past the reserve and community facilities.

Regards
Atholl Bonner

From: Internl Review <internalreview@onkaparinga.sa.gov.au>
Sent: Tuesday, 15 January 2019 4:26 PM
To: [REDACTED]
Subject: GC2018-09-01 BONNER

Dear Mr Bonner,

I acknowledge receipt of your email dated 14 January 2019 (below) requesting reconsideration of the decision made by Council in March 2018 and the subsequent s270 internal review in August 2018. As the Internal Review Contact Officer it is part of my role to undertake a preliminary assessment to confirm the nature of your request and the specific decision of council for review.

Regards
Kathryn

Kathryn Brown
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: atholl bonner
Sent: Monday, 14 January 2019 10:43:29 AM (UTC+09:30) Adelaide
To: James Guy; city ops business; Mail Mail; Heath Newberry; Alison Hancock; Internal Review
Subject: Re: Tangier Boulevard & Riviera Road Traffic Count - 4693329/ks - Appeal for further review with new data

Heath & James,

Following our meeting on Riviera Road last September, you had said we may discuss traffic management once Council had further reviewed the movements from the new through the old survey area. We do look forward to the opportunity to meet or discuss this issue to assist in reaching a cost effective solution that will make the community a safer place that is not dominated by traffic.

Alison,

We were hopeful that the new traffic count data might have triggered a reconsideration of the decision made by Council in March 2018, and your subsequent internal review in August, as it validates the petition's proposition that through traffic on Riviera Road needs to be managed to avoid the cumulative volume exceeding 1,000 vpd at the upper end of Tangier.

This, combined with informal nature of Riviera Rd and proximity to community facilities should be enough to have Council intervene with a cost effective treatment to reduce the through traffic. It would be a shame to waste Council funds into road upgrades to cope with through traffic rather than direct traffic to Lurline Boulevard, built for the purpose. Further, we really do not want to see the loss of semi rural amenity offered adjacent to the reserve with investment in suburbanisation that is inappropriate for the old survey area.

Regards
Atholl Bonner



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Appendix B

From: atholl bonner [REDACTED]
Sent: Wednesday, 1 May 2019 10:30 AM
To: Sophia Pishas
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: Re: City of Onkaparinga - Section 270 Review
Sensitivity: Confidential

Thank you for your letter received by email yesterday. Once again I am pleased to learn this process is progressing, though respectfully suggest 3 days is hardly sufficient time to compile all data required to fully appreciate the circumstances and background that have led to my application for a 2nd review of the decision made at Council's March 2018 meeting at which I made a deputation in support of the community's petition to have traffic calming implemented on Rivera Road, Sellicks Beach.

(short I challenged the premise of the first internal review findings in August 2018, which led to a further traffic count in October 2018, that validated my concerns with the decision and review. Despite this Council again refused to take action to better manage the rat running traffic. This 2nd review questions the basis of Council's decision making including inaccuracies in the report presented to Council in March 2018. A different decision may have been arrived at had the report not overstated the work required and to manage understated traffic impact numbers. Councillors voted 9 to 6 to take no further action. Support from the local ward Councillor Wainwright's was lost due to leave of absence. This would have made the vote 9 to 7, requiring just one changed vote to result in an 8 to 8 tie, thereby activating the supportive Mayor's casting vote to break a deadlock. All hypothetical, but relevant in that the Council Officer's report presented inaccurate data that probably swayed at least some Councillors away from supporting what was suggested to be substantial investment to solve an issue that was not there. Director of City Operations, Kirk Richardson was very defensive of my allegation that his staff has misled Council. The August 2018 internal review was conducted by corporate governance and signed off by Kirk's fellow Director Corporate and City Services Alison Hancock, and therefore not independent with one division unlikely to overturn another's decisions.

Attached is just some of the email correspondence trails with Councillors, Mayor and Council Staff that go some way to describing the substance of the dispute. With more time further background and analysis can

be made available to assist with a fuller understanding of the discussion and dispute. I am of course not privy to data that may have been provided to you from Council in support of its decisions and responses to this issue.

Please advise if any further information or clarification is required.

Regards

Atholl Bonner

From: Sophia Pishas <SPishas@normans.com.au>

Sent: Tuesday, 30 April 2019 4:16 PM

To: [REDACTED]

Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'

Subject: City of Onkaparinga - Section 270 Review

Dear Mr Bonner

Please find attached correspondence in relation to the above matter for your attention.

Regards,

Sophia Pishas
Personal Assistant

**Norman
Waterhouse**
SINCE 1920 LANDSCAPE ARCHITECTS

Level 15, 45 Pirie Street, Adelaide SA 5000 • GPO Box 639, Adelaide SA 5001
T: 08 8210 1250 F: 08 8210 1234 W: www.normans.com.au

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[REDACTED]

From: atholl bonner [REDACTED]
Sent: Thursday, 2 May 2019 10:51 AM
To: Sophia Pishas
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: Re: City of Onkaparinga - Section 270 Review - 2nd May reposnse
Attachments: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response; Milford to Riviera.jpg; Re: Traffic Calming Riviera Road, Sellicks Beach; Sellicks Beach Development Plan 2002.png; Sellicks Beach Structure Plan 2006.png

Many thanks Sophia,

Additional time to review any further background data of relevance is much appreciated.

The seven emails and attachments selected and sent yesterday go some way to describing the sequence of events from June 2017 (first email now attached) as written request to Council to consider traffic calming on Riviera Road to discourage what the Manager of Assets acknowledged to be a rat run short cut. This followed many years of complaint from residents since new development was connected to the existing rural road, without improvement, resulting in ever increasing volumes of traffic rat running past the reserve threatening the safety of residents. This was done without a traffic management impact statement as is industry standard practice for such development approvals.

The ensuing 23 months have resulted in a significant investment of time and rate payers' funds in refuting there to be a problem that needs to be solved, even to the point of an implied threat to significantly upgrade the road to direct traffic rather than discourage traffic from using this short cut rather than making use of the connector road built by the developer connecting to the township main distributor road.

While Council's 2002 development plan (attached) showed no connection between the new development and Riviera Road, the 2006 Structure Plan (attached) showed a possible future extension and connection to Justs Road. This plan is no longer in City of Onkaparinga's current Development Plan, consolidated in Feb 2018, and no longer reflective of future planning for the township. Nevertheless this plan was identified as a justification for traffic using this unimproved short cut. The 2006 plan used sighted as reference to potential for significant and costly and unfunded improvements, in preference to a cost effective traffic reduction management, if only for short to medium term while suburb master planning progresses. Note that many other aspects of the 2006 structure plan are not reflective of the development since and planned for the township.

Regards
Atholl Bonner

From: Sophia Pishas <SPishas@normans.com.au>
Sent: Wednesday, 1 May 2019 2:59 PM
To: [REDACTED]
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: City of Onkaparinga - Section 270 Review

Dear Mr Bonner

Please find attached correspondence in relation to the above matter for your attention.

Regards,

Sophia Pishas
Personal Assistant



Level 15, 45 Pirie Street, Adelaide SA 5000 • GPO Box 639, Adelaide SA 5001
T: 08 8210 1250 F: 08 8210 1234 W: www.normans.com.au

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[REDACTED]

From: atholl bonner [REDACTED]
Sent: Wednesday, 17 April 2019 2:24 PM
To: Internl Review
Subject: Re: Section 270 Internal Review

Thanks for the update Kim,
Looking forward to hearing from the appointed reviewer and of course happy to provide any information or clarification as may be needed.

Regards
Atholl Bonner
[REDACTED]

From: Internl Review <internalreview@onkaparinga.sa.gov.au>
Sent: Wednesday, 17 April 2019 12:42 PM
To: [REDACTED]
Subject: Section 270 Internal Review

Dear Mr Bonner,

Just a quick email to update you on your matter.

We have appointed an External Reviewer to undertake this review and we anticipate that you will be contacted by the Reviewer in due course.

If you have any questions, please contact me.

Regards
Kim

Kim Vrankovic
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: atholl bonner [mailto:[REDACTED]]
Sent: Friday, 29 March 2019 3:46 PM
To: Internl Review
Subject: Re: Section 270 Internal Review

Many thanks Kim,
It is reassuring to know this issue is still receiving consideration
A simple and cost effective solution to this worsening rat run would be much appreciated by the community.
The road is not up to the job, while pedestrians remain vulnerable to traffic next to the reserve and community facilities.

Regards
Atholl Bonner

From: Internal Review <internalreview@onkaparinga.sa.gov.au>
Sent: Friday, 29 March 2019 3:16 PM
To: [REDACTED]
Subject: Section 270 Internal Review

Dear Mr Bonner,

This is just a courtesy email to let you know that your matter is still progressing.

We will provide further update during the course of the review.

We thank you for your patience.

Regards
Kim

Kim Vrankovic
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: atholl bonner [mailto:[REDACTED]]
Sent: Wednesday, 6 March 2019 2:48 PM
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The residents wish to see the traffic calmed and manged to discourage this route, making the main distributor and connector roads a preferable route.

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Boulevard to access the suburbs main distributor road network - Sellicks Beach Road and Justs Road (to be recategorised).

Council's motion in March 2018 was 'to nothing at this time'. We ask that Council treat Riviera Road to discourage rat running and stop wasting money on constant repairs caused by increased traffic volumes increasing over the last 15 years as the development has slowly built out, with at least 25% more still to come. This more recent traffic count bears out that item 1 of the August 2018 internal review was incorrect in its response. We also resist Council's urge to waste funds upgrading Riviera Road to carry this traffic. It would be much cheaper and safer to calm the traffic past the reserve and community facilities.

Regards
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From: Internal Review <internalreview@onkaparinga.sa.gov.au>
Sent: Tuesday, 15 January 2019 4:26 PM
To: [REDACTED]
Subject: GC2018-09-01 BONNER

Dear Mr Bonner,

I acknowledge receipt of your email dated 14 January 2019 (below) requesting reconsideration of the decision made by Council in March 2018 and the subsequent s270 internal review in August 2018. As the Internal Review Contact Officer it is part of my role to undertake a preliminary assessment to confirm the nature of your request and the specific decision of council for review.

Regards
Kathryn

Kathryn Brown
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: atholl bonner
Sent: Monday, 14 January 2019 10:43:29 AM (UTC+09:30) Adelaide
To: James Guy; city ops business; Mail Mail; Heath Newberry; Alison Hancock; Internal Review
Subject: Re: Tangier Boulevard & Riviera Road Traffic Count - 4693329/ks - Appeal for further review with new data

Heath & James,

Following our meeting on Riviera Road last September, you had said we may discuss traffic management once Council had further reviewed the movements from the new through the old survey area. We do look forward to the opportunity to meet or discuss this issue to assist in reaching a cost effective solution that will make the community a safer place that is not dominated by traffic.

Alison,

We were hopeful that the new traffic count data might have triggered a reconsideration of the decision made by Council in March 2018, and your subsequent internal review in August, as it validates the

petition's proposition that through traffic on Riviera Road needs to be managed to avoid the cumulative volume exceeding 1,000 vpd at the upper end of Tangier.

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Regards

Atholl Bonner

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Kathryn Brown
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168



From: atholl bonner

Sent: Monday, 14 January 2019 10:43:29 AM (UTC+09:30) Adelaide

To: James Guy; city ops business; Mail Mail; Heath Newberry; Alison Hancock; Internl Review

Subject: Re: Tangier Boulevard & Riviera Road Traffic Count - 4693329/ks - Appeal for further review with new data

Heath & James,

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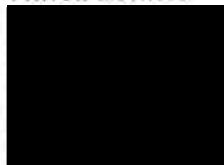
Alison,

We were hopeful that the new traffic count data might have triggered a reconsideration of the decision made by Council in March 2018, and your subsequent internal review in August, as it validates the petition's proposition that through traffic on Riviera Road needs to be managed to avoid the cumulative volume exceeding 1,000 vpd at the upper end of Tangier.

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Regards

Atholl Bonner



From: atholl bonner [REDACTED]

Sent: Wednesday, 12 December 2018 12:46 PM

To: city ops business; Mail Mail

Cc: 'Heath Newberry'; alison.hancock@onkaparinga.sa.gov.au; nicole.roberts@onkaparinga.sa.gov.au; Internl Review

Subject: Re: Tangier Boulevard & Riviera Road Traffic Count - 4693329/ks - Appeal for further review with new data

Thank you so much for the attention and response.

The community is of course very pleased to see the results of this more comprehensive traffic count. We are also most appreciative of the upgrades completed at the recreation facilities adjacent to Riviera Rd, which has resulted in a notable increase in use by children and families.

The connection of Milford Ave to Riviera Rd is now confirmed to be contributing almost 500 vehicles per day (vpd) to traffic on Tangier Boulevard, resulting in an average daily traffic volume of over 1,000 vpd, peaking at almost 1,200. We had hoped that this having being the subject of Council's internal review, would now substantiate the petitioner's claim, warranting further review, rather than dismissal that the traffic insufficiently exceeds the threshold of 1,000vpd.

We return once again to November 2017 statement from Matthew Morrissey

It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day).

The community would prefer that traffic is in some way discouraged from using Riviera as a *rat run*, past the community facilities, presenting an ever increasing danger to pedestrians, especially when Lurline Boulevard is made for the purpose to deliver the new development traffic directly to Sellicks Beach Road the suburb's main distributor road.

Section 8.1 of Council's 2016 Road Network Plan says speed humps are a treatment that will make a road less desirable and push traffic to other parts of the network

Regards

Atholl Bonner & 94% of residents living on Riviera & Tangier that petitioned the Council for action to calm traffic

From: city ops business <cityopsbusiness@onkaparinga.sa.gov.au>
Sent: Monday, 19 November 2018 1:40 PM
To: atholl bonner
Subject: RE: Riviera Road Traffic Count - 4693329/ks

Our reference: 4693329/ks

Dear Mr Bonner,

This email outlines detailed relating to the recent traffic counts undertaken on Riviera Road and Tangier Boulevard. The actual data from these counts is attached for your information, and is briefly summarised below.

Location	Average Vehicles Per Day (vpd)
1 Tangier Boulevard	1072
33 Tangier Boulevard	530
10 Riviera Road	495

The recent traffic counts are generally consistent with the analysis you have provided, with the exception that the count at 1 Tangier Boulevard indicates that the actual traffic volumes are lower than your theoretical estimate. The updated traffic counts confirm that the volumes currently experienced through this road corridor, as reflected in the recent counts, are reasonable and typical for a local street network, and (as previously advised) do not warrant the installation of any traffic management devices.

Our Road Network Plan 2016 – 2021 outlines the general traffic attributes used to determine the appropriate classification for a road, whereby local roads generally would experience traffic volumes of less than 1000 vehicles per day. We do recognise that a small portion of Tangier Boulevard (eastern end) would experience traffic volumes slightly greater than 1000 vpd, (up to nearly 1200) however this is not sufficient for us to consider reviewing the classification of this road corridor. (agreed, unwarranted unfunded unnecessary investment - better to direct traffic to road that can take the traffic)

We will continue to monitor traffic volumes throughout this region of Sellicks Beach and maintain Riviera Road to ensure it is trafficable. We will also continue with our current approach, which is to progress planning details in relation to the future upgrade of Riviera Road. (subject to CASIP consultation and funding noting the 2006 structure plan proposal to connect to justs is no longer in the current DP)

Regarding the dip which was recently removed, the traffic counts undertaken for Riviera Road indicate that this has not resulted in any increase in speeding along this road. This is demonstrated by the 85th percentile speed for Riviera Road remaining at 50km/h, which is consistent with the speed limit for this road (default urban speed limit is 50km/h) as well as the previous traffic data collected in October 2017. Further to this, the traffic data obtained in October 2017 indicated that there was, on average, 475 (actually reported as 494) vehicles per day using Riviera Road at that point in time. Our recent traffic count indicates only a very minor increase in traffic along Riviera Road of 20 vehicles per day. Over the coming years, we do not envision significant growth in traffic for Riviera Road and Tangier Boulevard given a majority of the residential development (development is only about 75% built out) within this region of Sellicks Beach is now well established.

We hope the above information helps you further understand council's position on this matter.

Any future enquires are to be directed to through our Customer Relations team on 8384 0666 or mail@onkaparinga.sa.gov.au and quote reference number 4693329.

Kind regards

Business Support Team
Assets and Technical Services
City Operations
Ph: 8384 0666



From: atholl bonner <[REDACTED]>
Sent: Monday, 8 October 2018 9:34 AM
To: city ops business; Mail Mail
Cc: HWainwright@onkaparinga.sa.gov.au
Subject: Re: Riviera road - maintenance

Thank you so much for the response and acknowledgement of the issues, although it is important to record that at no point have the residents requested a 'complete road upgrade', rather they have pointed out this would be an expensive, future and as yet unfunded response to the issue of rat running as opposed to the traffic calming measures that 94% of the residents on Riviera and Tangier have asked for.

The community looks forward to the analysis of the recent traffic survey.

Hazel,

I remain hopeful that the community will benefit from a transparent analysis of the survey data and not just a high level interpretation summary.

Regards
Atholl Bonner

From: city ops business <cityopsbusiness@onkaparinga.sa.gov.au>
Sent: Thursday, 4 October 2018 2:31 PM
To: atholl bonner
Subject: RE: Riviera road - maintenance

Our reference: 4693329/ks

Dear Mr Bonner,

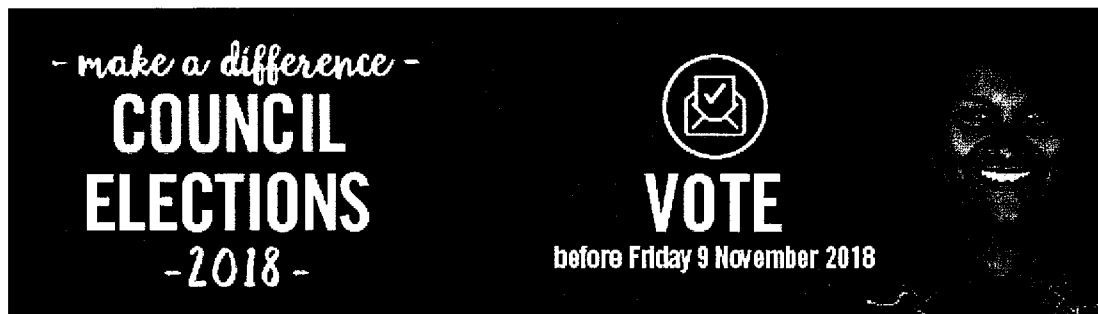
Thank you for your emails regarding Riviera Road, Sellicks Beach.

Please find attached a summary of the concerns raised and our responses.

All future requests should be directed to mail@onkaparinga.sa.gov.au which will then be forwarded to the relevant officers for action/response. This ensures correct record keeping of incoming mail.

Kind regards

Business Support Team
Assets and Technical Services
City Operations
Ph: 8384 0666



Authorised by Mark Dowd, CEO, City of Onkaparinga, Ramsay Place, Noarlunga Centre 5168.

From: atholl bonner [mailto: [REDACTED]]

Sent: Wednesday, 3 October 2018 12:27 PM

To: city ops business <cityopsbusiness@onkaparinga.sa.gov.au>; Heath Newberry <Heath.Newberry@onkaparinga.sa.gov.au>; James Guy <James.Guy@onkaparinga.sa.gov.au>; Markus Dunatov <Markus.Dunatov@onkaparinga.sa.gov.au>

Cc: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>; Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>; [REDACTED]

Subject: Re: Riviera road - maintenance

Hi Heath,

Yesterday we noticed traffic counters were removed from Tangier and Riviera after 11 days, that included two weekends and a public holiday. We are of course hopeful you will be able to share the daily results from each of the three counters, as this may reveal whether an 'intervention threshold' has been achieved.

Regards

Atholl Bonner
[REDACTED]

Also see below someone's post on Sellicks Community Facebook page in response to the dip being levelled on 27th August:

Yes so very dangerous! Best to walk on the on the side towards the oncoming traffic. For some unknown reason 2 weeks ago the council filled in the dip in Riviera Road near the community centre...it was the only thing that slowed the traffic! Now it is a just a race track for morning rush hour! And with Friday mornings playgroup at the Community Centre I'm afraid it's an accident just waiting to happen! Please stay safe!

From: atholl bonner <[REDACTED]>
Sent: Monday, 17 September 2018 1:35 PM
To: city ops business; 'Heath Newberry'; James.Guy@onkaparinga.sa.gov.au; Markus.Dunatov@onkaparinga.sa.gov.au
Cc: Kirk Richardson; Hazel Wainwright
Subject: Re: Riviera road - maintenance

Heath , James and Markus,

I wanted to thank you for your time in coming down to explain the further repair work being considered for Riviera Road.

As discussed, such work may only serve to encourage an ever increasing volume of traffic to feed along Riviera onto Tangier Boulevard. It is likely that, without properly funded reconstruction, this approach will fail and not improve safety, functionality, longevity or amenity of the asset. We ask that Council ceases from further investment in repairs and prefer that the cause of damage be addressed.

Riviera is not fit for the use to which it now being put.

Regarding my interpretation of the October 2017 traffic count - see attached my mark up of the plan Kirk provided to the Mayor to justify both Lurline and Rivera/ Tangier as a connections to main roads that included a long since abandoned proposal to extend Riviera direct to Justs as main thoroughfare. The annotation extrapolates the 494+398 trips from the new development, applying a modest 5.2 vpd for each dwelling, noting that GTA have applied 9 trips per day per dwelling for Aldinga Urban Lands. On this basis there could be at least 800vpd at the top of Tangier from around 55% of the old survey area, to which 494 have been added by linking Riviera to the new development, totalling 1,302.

Matthew Morrissey's response, 1st November 2017:

It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day).

I would welcome your further thoughts on this rationale and any other traffic count data you referred to.

Regards
Atholl Bonner

From: atholl bonner [mailto:[REDACTED]]
Sent: Thursday, 6 September 2018 1:17 PM
To: Kirk Richardson; Hazel Wainwright
Subject: Re: Riviera road - maintenance

Many thanks Kirk,

A meeting would be most welcome.

Hoping for notice to residents before further repair works to avoid the disruption that occurred on Monday 27th August while the stormwater dip was filled with the road blocked and bins uncollected until Thursday.

confirmed communities would be consulted ahead of CASIP upgrades.

Regards
Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Thursday, 6 September 2018 9:56 AM
To: atholl bonner; Hazel Wainwright
Subject: RE: Riviera road - maintenance

. hanks Atholl

The maintenance works will be required in any case.

I'm happy to have staff meet with you with regard to what a future upgrade will involve. The timing of the upgrade will be determined by the overall condition of the road and or the CASIP whichever occurs first.

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl:
www.onkaparingacity.com



From: atholl bonner [mailto:]
Sent: Monday, 3 September 2018 1:51 PM
To: Hazel Wainwright; Kirk Richardson
Subject: Re: Riviera road - maintenance

Recent rain shows that the work done to fill the dip at 16 Riviera, has impeded storm water run off, while there's still ponding at the gutter crown and potholes reopening just 8 weeks after repair. Riviera Road seems to be no more than a bitumen seal applied over an unmade road and never properly constructed, so likely to continue to fail; **perhaps good money after bad?** The road needs to be properly built to standard or have traffic reduced ahead of CASIP consultation, funding & sewers are in place over the next 5 to 10 years.

Is there any value in meeting to reconsider the extent and cost of shoulder reconstruction?

Regards
Atholl Bonner

From: atholl bonner <[REDACTED]>
Sent: Thursday, 30 August 2018 4:43 PM
To: Hazel Wainwright; Kirk Richardson
Subject: Re: Riviera road - maintenance

Many thanks for the advance notice.

Other work was completed on Monday to fill the dip in the road opposite 16 Riviera. This removed the only feature that slowed traffic which now speeds uninterrupted.

Regards
Atholl Bonner
[REDACTED]

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Wednesday, 29 August 2018 10:51:27 AM
To: Kirk Richardson; atholl bonner
Subject: RE: Riviera road - maintenance

Thanks for the update Kirk, regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au

From: Kirk Richardson
Sent: Wednesday, 29 August 2018 10:02 AM
To: atholl bonner
Cc: Hazel Wainwright
Subject: Riviera road - maintenance

Hi Atholl

Just a quick note to let you know that we will be undertaking some road shoulder maintenance along the road during September. This will improve the drainage and shoulder width which I noted on the evening of the recent meeting required attention.

The work will involve boxing out the shoulder, filling with rubble and reshaping.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: [8384 0581](tel:83840581)
Mbl: [REDACTED]
www.onkaparingacity.com

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[REDACTED]

From: atholl bonner [REDACTED]
Sent: Thursday, 30 August 2018 4:27 PM
To: Internl Review
Cc: Kirk Richardson; Hazel Wainwright
Subject: Re: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach
Attachments: Onkaparinga 2016-21 Road Network Plan Section 8.1.docx; 2018-08-22 - Council Internal Review Response.pdf

Many thanks Kathryn,

We retrieved the letter from the post office on Tuesday, the contents of which we note. The focus of attention remains on supporting the Council Officer's report and dismissing the questions raised, which are misunderstood or misinterpreted.

The review does not adequately address the three issues:

- (
1. did not consider that an extra 500 vpd from the the new development uses Riviera Road, adding to around 500 vpd already feeding onto Tangier Boulevard to Justs Road and exceeding 1,000 vpd. - not cumulative or plural with Lurline - but feeding into
 2. 65% of local streets may have similar traffic volumes, but I doubt 65% are so basic, narrow, adjacent to a reserve and below standard (6.2m wide with 1m shoulder on each side) to be carrying such volumes. Future upgrade remains far off and subject to as yet unfunded CASIP scheduled for 2022 to 2027 onwards and waiting for sewers.
 3. dismissed simple options, and costed only three more expensive road treatments clearly unwarranted at this location. The report said through traffic would continue because the inserted devices would not cause enough delay to make Lurline a more attractive route.

Section 8.1 of Council's 2016 Road Network Plan says speed humps are a treatment that will make a road less desirable and push traffic to other parts of the network, which is what should be done. Speed humps would push traffic to Lurline Boulevard, built for the additional traffic and carry it to Sellicks Beach Road, the township's main distributor road with the expectation that Justs Road is raised in the hierarchy to a collector street. This keeps Riviera open and an option for emergency, garbage and access to recreation facilities but in slowed and calm manner.

(. am left with no option other than to pursue a view from the Ombudsman.

Regards
Atholl Bonner

From: Internl Review <internalreview@onkaparinga.sa.gov.au>
Sent: Monday, 27 August 2018 11:31 AM
To: [REDACTED]
Subject: RE: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Dear Mr Bonner,

The internal review has been finalised and an outcome letter was sent to you via registered post last Thursday. I anticipate delivery will be today/ tomorrow.

Regards
Kathryn

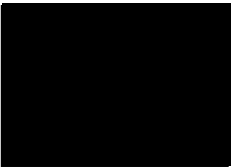
Kathryn Brown
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: atholl bonner
Sent: Monday, 27 August 2018 9:27:29 AM (UTC+09:30) Adelaide
To: Internl Review
Subject: Re: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Good Morning Nicole or Kathryn,
I wondered if there may have been some progress with this internal review?

Regards
Atholl Bonner



From: Internl Review <internalreview@onkaparinga.sa.gov.au>
Sent: Monday, 6 August 2018 1:38 PM
To: atholl bonner
Subject: RE: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Dear Mr Bonner,


Thank you for your email. Please note Kathryn is on annual leave at the moment and she has provided the details to me to progress the investigation during her absence.

We are continuing with your internal review request and I will update you once we are able to provide the outcome.

Regards
Nicole

Nicole Roberts
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: atholl bonner [mailto:
Sent: Monday, 6 August 2018 1:02 PM

To: Internal Review

Subject: Re: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Hi Kathryn,

Wondering if you have an expected time frame for this review?

Regards

Atholl Bonner

From: atholl bonner <[REDACTED]>

Sent: Monday, 9 July 2018 1:22 PM

To: Internal Review

Subject: Re: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Thank you Kathryn,

We have no complaint with the process. It is the information and data used and omitted from the report that we have an issue with.

(We maintain the report misled Councillors into the belief that the volume of traffic was not an issue and that the costs associated with calming would be excessive, resulting in the motion for no action to be carried 9 to 6.

The report:

- did not explain that 500 additional vehicles per day from the new development is adding to 500 already using Tangier Boulevard, thereby exceeding the 1,000 deemed a maximum for local streets,
- failed to note the inadequacy and overuse of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders,
- omitted to mention that Riviera Road is below Council's standard for local streets,
- dismissed simple cost effective solutions, presenting only costly and excessive road treatments deemed unwarranted and wasteful,

Regards

(Atholl Bonner

From: Internal Review <internalreview@onkaparinga.sa.gov.au>

Sent: Monday, 9 July 2018 11:26 AM

To: athollbonner <[REDACTED]>

Subject: RE: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Dear Mr Bonner,

I have reviewed your application and am seeking clarification to ensure the review is appropriately scoped.

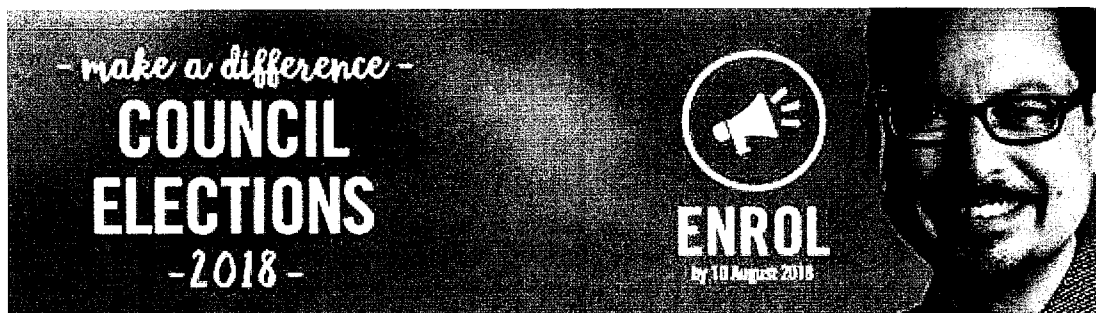
From your application you have requested a review of the Agenda item and associated Minutes which details the decision of the Council. A s270 internal review is essentially a process and merit review which enables council to reconsider the evidence relied on and any additional relevant information provided by you as the applicant.

Could you please confirm whether it is the processes followed and the information/ data used in the report that you wish to be reviewed or the Council decision as minuted for the 20 March 2018.

Regards
Kathryn

Kathryn Brown
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA



Authorised by Mark Dowd, CEO, City of Onkaparinga, Ramsay Place, Noarlunga Centre, 5168

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 2 July 2018 11:07 AM
To: Internal Review
Subject: Re: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Many thanks Kathryn,
Do let me know if you require any further information or clarification
Regards
Atholl Bonner

From: Internal Review <internalreview@onkaparinga.sa.gov.au>
Sent: Monday, 2 July 2018 9:29 AM
To: atholl bonner
Subject: GC2018-09 RE: Traffic calming Riviera Road Sellicks Beach

Dear Mr Bonner,

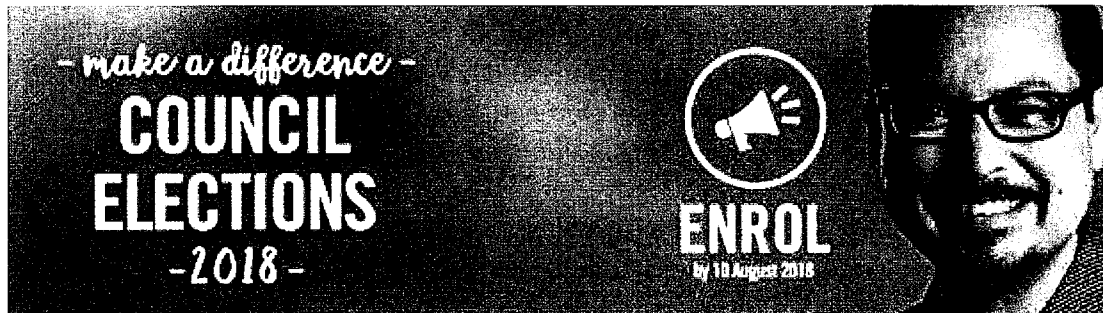
I acknowledge receipt of your request for a council decision as outlined in your email below dated 29 June 2018. Please note, as previously advised, Council will use its best endeavours to ensure that a review of the original decision will be completed in a timely manner.

Further information about the internal review procedure is available on our website www.onkaparingacity.com under complaint management.

Regards
Kathryn

Kathryn Brown
Internal Review Contact Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA



Authorised by Mark Dowd, CEO, City of Onkaparinga, Ramsay Place, Noarlunga Centre, 5168

From: atholl bonner [mailto:]
Sent: Friday, 29 June 2018 2:31 PM
To: Internal Review
Subject: Re: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Kathryn

Recent communications with Kirk Richardson, Director City Operations, have not resulted in intervention or action from Council that the community had hoped for, so we have no option other than request a formal review under section 270 of the Local Government Act 1999.

Specifically we would like a review of item 9.2 in the agenda and minutes of Council Meeting held on 20 March 2018, that resolved, that Council note the report in the agenda and determined that traffic calming devices or other interventions are not required at this time on Riviera Road.

We maintain the report presented to Council on 20th March 2018 misled Councillors into the belief that the volume of traffic was not an issue and that the costs associated with calming would be disproportionate and excessive for the location, resulting in the motion for no action, carried 9 to 6.

The report **did not** articulate that the 500 vpd from the the new development, (measured on Riviera Road) is in addition to around 500 vpd already using this road network up Tangier Boulevard to Justs Road; therefore exceeding the 1,000 vpd; deemed a maximum for local streets. The report failed to note the inadequacy of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders, none of which meets Council's standard for local streets, even in a rural location. It is also my view that the report too readily dismissed simple cost effective solutions proposed by the petitioner, in preference to expensive invasive road treatments, considered unwarranted and wasteful.

The email trails attached record Council staff responses to requests for clarification and the Mayor's for further explanation.

The map and 2006 structure plan side stepped the assertion that the report did not property present traffic counts or the rationale behind which traffic was allowed to take a short cut along an insubstantial road and dismissed the absence of a traffic impact report as part of the development assessment process.

This structure plan is redundant and no longer aligned DP 2017 planned residential development for Sellicks Beach. The rationale is also misaligned with Council's Road Network Plan 2016-21 in its road hierarchy (extracts attached). This clearly shows the only distributor road in Sellicks is Sellicks Beach Road and not currently Justs Road. So City Operations now propose to upgrade Justs Road to be a collector even though the Plan is only two years old. This would direct even more traffic to Justs through Riviera/Tangier with or without the or make a direct connection through private land and without funding that could be up to \$1 million, when traffic should be directed to the main roads and not fed through back road. This is basic road network planning errors that was not supported by a traffic management report at the time of allowing 225 dwellings to be inserted adjacent to 275 existing residences - that's over 80% increase.

The second email records the dialogue with Council in an effort to achieve a cost effective solution to better manage inappropriate traffic movements on Riviera Road. Having presented that there was not excessive traffic volume, Council's report offered three costed options to Councillors, each of which appeared expensive over reactions that Councillors would find it hard to support. Although six Councillors rejected the 'do nothing' option, nine were convinced that there was not a problem, and that even if there, it would require anything from \$35,000 to \$172,000 to fix. Clearly a disproportionate response to a minor issue

The issue is that traffic from new development is rat running through the old area. A road upgrade and connection may have been planned 12 years ago but never implemented and could cost anything up to \$1m. Those plans and connection are no longer aligned with current planning for the township that has shifted focus to Sellicks Beach Road.

The traffic should never have been connected and directed to this short cut - couple of pictures attached showing new road connection to old narrow road through most of the new development traffic feeds at speed past pedestrians.

We do not wish to see the short cut legitimized with expensive road upgrades.

We think it more reasonable to interrupt the traffic using Riviera Road to encourage it to use Lurline Boulevard to serve the purpose for which it was built with footpaths, bike lanes, pram ramps, sight lines and width to serve the 225 new houses rather than rat run that traffic along a 5 metre wide rural road with unmade shoulders that retain the character of the coastal community public reserve.

This would also present a safer environment for people using the community facilities .

We would be more than happy to provide any further clarification or pertinent information to assist with this review which we would hope may reverse the decision to do nothing at this time.

We are looking for simple cost effective traffic calming or redirection signs and line markings

Regards

Atholl Bonner & 94% of residents living on Riviera Road and Tangier Boulevard that petitioned the Council for action to remedy this road planning error

From: atholl bonner <[REDACTED]>
Sent: Monday, 18 June 2018 2:54 PM
To: Internal Review
Subject: Re: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Kathryn,

I have returned from holiday and now and am in a position to prepare a response which I hope to have ready to send to you, early next week.

Regards
Atholl Bonner

From: atholl bonner [REDACTED]
Sent: Tuesday, 22 May 2018 1:10 AM
To: Internl Review
Subject: Re: Traffic calming Riviera Road Sellicks Beach GC2018-09

So sorry not to have replied earlier Kathryn, we are currently overseas but not back until 15th June I had intended to look into the internal review process upon my return to determine if there is merit in pursuing the issue for further consideration
Your patience is appreciated
Regards
Atholl Bonner

From: Internl Review <internalreview@onkaparinga.sa.gov.au>
Sent: Monday, 21 May 2018 3:45:44 PM
To: 'athollbonner'
Subject: RE: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Mr Bonner,

I have not heard from you in relation to my email below and wish to let you know I intend to close my 'pending internal review' file.

You may still choose to lodge a request for internal review in accordance with the details provided in my earlier email.

Kind Regards
Kathryn

Kathryn Brown
Internal Review Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au



From: Internl Review
Sent: Thursday, 3 May 2018 4:11 PM
To: [REDACTED]
Subject: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Mr Bonner,

I have been asked to let you know about the internal review of a council decision process. Please refer to the attached letter which provides this detail.

Kind Regards
Kathryn

Kathryn Brown

Internal Review Officer

PO Box 1 | NOARLUNGA CENTRE SA 5168

Email: internalreview@onkaparinga.sa.gov.au



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Extract from City of Onkaparinga 2016-21 Road Network Plan

8.1 Traffic management

The local road network is often well connected with many alternative routes. If one road is treated (eg with speed humps for speeding issues) the treated road becomes less desirable as a traffic route. Surrounding roads that are often used to low traffic counts, can then find a sharp increase as they become a more attractive alternative route. Speeding cars and increased traffic volume could then become an issue on these alternative routes. As an overall principle, traffic issues should be treated and not relocated to other locations.

Local streets

Minimum requirements

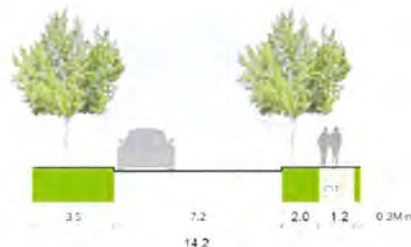
Urban

Type 1 - Preferred

This is preferred arrangement where the footpath is located away from the road.

Application

This road layout is preferred where the road is used for both vehicle and pedestrian traffic.



Rural

Minimum requirements

Type 1

Preferred

Application

This road layout is preferred where the road is used for both vehicle and pedestrian traffic.



Type 2

Preferred

Application

This road layout is preferred where the road is used for both vehicle and pedestrian traffic.



Future Classical Hierarchy

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2016-21 Road Network Plan
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Legend

- Expressway
- Arterial Primary Roads
- Arterial Secondary Roads
- Distributor Roads
- Rural Distributor Roads
- Collector Streets
- Rural Collector Streets
- Local Streets
- City of Onkaparinga Boundary
- Rivers / Reservoirs

Sellicks Beach Road –Distributor road & Riviera, Tangier, and Justs - Local streets

22nd August 2018

Mr Atholl Bonner

Dear Mr Bonner

I refer to your request for an internal review under section 270 of the *Local Government Act 1999* regarding 'the Council Report' (provided to Council for meeting on 20 March 2018- Item 9.2), where you allege council's administration misled Councillors into the belief that the volume of traffic was not an issue and that the costs associated with calming would be excessive, resulting in the motion for no action to be carried 9 to 6. Your complaint does not relate to the process but the information and data used/ not used in the Council Report.

Riviera Road, Sellicks Beach is the 'Subject Road'. I note your property is located at the

This review has been considered by a Panel including an internal Review Officer, Manager Corporate Information and the Director City and Corporate Services (officers not directly involved in making the decisions presented in the Council Report, which are the subject of this review).

The Panel has now completed its review, which has involved searching council's corporate record systems for relevant documentation, seeking a response from the relevant departments involved as well as consideration of the information you provided with your application. In assessing the information, the review panel has also taken into account the nature of the assertions made in your application and their seriousness.

The review has focused on the key issues identified by you:

Traffic survey data

1. Did not explain that 500 additional vehicles per day from the new development is adding to 500 already using Tangier Boulevard, thereby exceeding the 1,000 deemed a maximum for local streets.

Road condition

- 2a. Failed to note the inadequacy and overuse of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders.
- 2b. Omitted to mention that Riviera Road is below Council's standard for local streets.



City of Onkaparinga
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Facsimile (08) 8382 8744

Aberfoyle Park office
The Hub
Aberfoyle Park
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

Willunga office
St Peters Terrace
Willunga
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

Woodcroft office
175 Bains Road
Morphett Vale
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

Traffic management options

3. Dismissed simple cost effective solutions, presenting only costly and excessive road treatments deemed unwarranted and wasteful.

Findings

The findings of the Panel can be summarised as follows addressing each issue in turn:

1. Traffic Survey Data

I note the Council Report did not include the traffic total for both the Subject Road and Lurline Boulevard as a cumulative total. As the issue identified by you was only in relation to traffic volumes on Riviera Road, it appears appropriate that just the data for the Subject Road was presented in the Council report in question.

The volume of traffic using Riviera Road has been quantified independently so this data appears correct as presented. The figures for Lurline Boulevard do not necessarily directly impact on the volumes of traffic down Riviera Road.

Council's Road Network Plan (RNP) refers to a maximum for a local street of 'generally less than 1,000 vph'. This quantity is per street i.e. not plural nor a cumulative total for a number streets. The Subject Road traffic flow was reported by the traffic survey as below the 1,000 vpd. This information was correctly conveyed in the Council report.

2. Road Condition

Based on the data provided from the traffic flow, overuse may not have been identified by Council's administration in the Council Report as the data showed traffic flow for the Subject Road consistent with a Local Road.

Council's current aged data to 2018 shows 65% of Council's Local Roads have similar traffic volumes to that of the Subject Road. Council relied on data, which showed evidence that the Subject Road is not overused inconsistently with the Local Road classification in the RNP.

The second aspect to this complaint is the inadequacy of the road and the less than 5m wide character not being stated in the Council Report. Whilst the Council report did not identify the Subject Road specifically referencing that it was less than 5 metres, it did consider the 'Concerns raised by head petitioner' broken into 4 parts.

I refer to the extract below from the Council Report which considered the condition of the Subject Road:

Concerns raised by head petitioner	Action status
Conditions of Riviera Road and safety concerns for pedestrians	Our Maintenance team have repaired pot holes. Riviera Road is to be considered for an upgrade as part of the future planning work associated with the Coastal Areas Street Improvement project (Old Survey Areas)

The Council Report does acknowledge the road is dilapidated and due for repairs and that Council continues to maintain the Subject Road and proposes to upgrade it as identified in the Council report and in accordance with council's maintenance regime, ensuring it is safe and trafficable.

This is consistent with your statements made in correspondence by you dated 2 June 2017 that an upgrade to the Subject Road is not requested, which is repeated again in correspondence on 29 June 2018.

The condition of the Subject Road was recorded in the Council Report except the less than 5 metres wide character, which does not seem relevant as the ability of the Subject Road to accept the traffic volumes it was receiving was identified as 'fit for purpose' for a Local Road.

In addition, the Council Report stated in the 'Additional information' section that potential upgrades to the Subject Road in the future:

'...would include the road reconstruction (including widening to meet the minimum carriageway width for the proposed road hierarchy), provision of parking bays in the verge and installation of footpaths. A presentation of this project to the Elected Members is scheduled for 13 March 2018'.

These statements in the Report identified that the Subject Road is not to a high standard and is scheduled for consideration. However it is still maintained by council's administration that it is 'fit for purpose'.

3. Traffic management option

The Council Report considered a variety of traffic management treatment options:

- Raised platforms and mini roundabouts
- Speed humps
- Reprioritised T-intersection at Milford Avenue, Riviera and Maritime Roads
- Driveway link on Riviera Road only
- Driveway link on Riviera Road with one way slow points on Tangier Blvd
- One way slow points on Riviera Road and on Tangier Blvd
- Installation of spoon drain
- Not allowing traffic in to Riviera Road from Milford Avenue only allowing traffic to exit from Riviera Road

These range of traffic management options were included in the Council Report with validation next to each option as to whether the option was viable. Ultimately the Council Report concluded that:

'Based on the options listed in this report, it is expected that traffic will continue to use Riviera Road as a through route. Even if a device is in place, it is highly unlikely that motorists will encounter any delays, therefore making the route still attractive as compared to using Lurline Boulevard.'

These options provided by council's qualified and experienced officers in traffic management were considered and evaluated and assessed to still not result in traffic or road safety benefits/ improvements for the Subject Road.

In addition as stated in Council's RNP if one road is treated it often becomes less desirable as a traffic route, which then deflects traffic to other roads causing increases in traffic volumes on the other alternative routes.

Council's administration highlighted your preference for one way traffic along the Subject Road in the Council Report also included reference to one way traffic and that *'...the traffic management assessment concluded this treatment is not required given the current road network layout provides suitable and flexible access for local residents and emergency vehicles.'*

In addition the speed on the Subject Road was confirmed at 85% of vehicles complying with the 50kph speed limit, which is acceptable by road traffic standards.

The Council Report considered a variety of traffic management options, including your preferred traffic management treatment.

Conclusion

The Panel has undertaken a comprehensive review of the information available. The Council Report presented to the Council a broad range of information for consideration in relation to the Subject Road, with detailed explanation on infrastructure management.

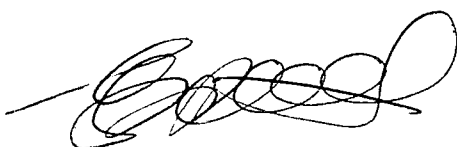
The Panel concludes that the information presented in the Council Report detailed information that was fair and adequate for the Council to consider and the accuracy of the information contained within the Council Report is therefore **upheld**.

I note that you may not have received a satisfactory outcome as you would hope for, however as stated in the Council Report, the Subject Road may be considered further in the future when it becomes a Collector Road (as was intended in the 2006 Sellicks Beach Structure Plan).

On balance and on the information available, I consider that the information provided by Council's administration to the Council in this matter was reasonable and lawful.

Please feel free to contact Nicole Roberts, Team Leader, Corporate Governance (Acting) (ph: 8384 0666) if you have any questions regarding this review or its outcome. You may also wish to contact the OmbudsmanSA office if you have concerns regarding the sufficiency of this review (ph: 8226 8699).

Yours sincerely,



Alison Hancock

Director Corporate & City Services

From: atholl bonner [REDACTED]
Sent: Friday, 29 June 2018 2:31 PM
To: Internl Review
Subject: Re: Traffic calming Riviera Road Sellicks Beach GC2018-09
Attachments: Sellicks Beach Structure Plan 2006.png; Sellicks Beach Enquiry.pdf; Re: Traffic Calming Riviera Road, Sellicks Beach; Re: Traffic Calming Riviera Road, Sellicks Beach; Onkaparinga Road Network Plan Map 2016-2021 - extract.pdf; Milford to Riviera.jpg; IMG_4583.JPG

Dear Kathryn

Recent communications with Kirk Richardson, Director City Operations, have not resulted in intervention or action from Council that the community had hoped for, so we have no option other than request a formal review under section 270 of the Local Government Act 1999.

Specifically we would like a review of item 9.2 in the agenda and minutes of Council Meeting held on 20 March 2018, that resolved, that Council note the report in the agenda and determined that traffic calming devices or other interventions are not required at this time on Riviera Road.

We maintain the report presented to Council on 20th March 2018 misled Councillors into the belief that the volume of traffic was not an issue and that the costs associated with calming would be disproportionate and excessive for the location, resulting in the motion for no action, carried 9 to 6.

The report **did not** articulate that the 500 vpd from the the new development, (measured on Riviera Road) is in addition to around 500 vpd already using this road network up Tangier Boulevard to Justs Road; therefore exceeding the 1,000 vpd; deemed a maximum for local streets. The report failed to note the inadequacy of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders, none of which meets Council's standard for local streets, even in a rural location. It is also my view that the report too readily dismissed simple cost effective solutions proposed by the petitioner, in preference to expensive invasive road treatments, considered unwarranted and wasteful.

The email trails attached record Council staff responses to requests for clarification and the Mayor's for further explanation.

The map and 2006 structure plan side stepped the assertion that the report did not properly present traffic counts or the rationale behind which traffic was allowed to take a short cut along an insubstantial road and dismissed the absence of a traffic impact report as part of the development assessment process.

This structure plan is redundant and no longer aligned DP 2017 planned residential development for Sellicks Beach. The rationale is also misaligned with Council's Road Network Plan 2016-21 in its road hierarchy (extracts attached). This clearly shows the only distributor road in Sellicks is Sellicks Beach Road and not currently Justs Road. So City Operations now propose to upgrade Justs Road to be a collector even though the Plan is only two years old. This would direct even more traffic to Justs through Riviera/Tangier with or without the or make a direct connection through private land and without funding that could be up to \$1 million, when traffic should be directed to the main roads and not fed through back road. This is basic road network planning errors that was not supported by a traffic management report at the time of allowing 225 dwelling to be inserted adjacent to 275 existing residences - that's over 80% increase.

The second email records the dialogue with Council in an effort to achieve a cost effective solution to better manage inappropriate traffic movements on Riviera Road. Having presented that there was not excessive traffic volume, Council's report offered three costed options to Councillors, each of which appeared expensive over reactions that Councillors would find it hard to support. Although six Councillors rejected the 'do nothing' option, nine were convinced that there was not a problem, and that even if there, it would require anything from \$35,000 to \$172,000 to fix. Clearly a disproportionate response to a minor issue

The issue is that traffic from new development is rat running through the old area.

A road upgrade and connection may have been planned 12 years ago but never implemented and could cost anything up to \$1m. Those plans and connection are no longer aligned with current planning for the township that has shifted focus to Sellicks Beach Road.

The traffic should never have been connected and directed to this short cut - couple of pictures attached showing new road connection to old narrow road through most of the new development traffic feeds at speed past pedestrians.

We do not wish to see the short cut legitimized with expensive road upgrades.

We think it more reasonable to interrupt the traffic using Riviera Road to encourage it to use Lurline Boulevard to serve the purpose for which it was built with footpaths, bike lanes, pram ramps, sight lines and width to serve the 225 new houses rather than rat run that traffic along a 5 metre wide rural road with unmade shoulders that retain the character of the coastal community public reserve.

This would also present a safer environment for people using the community facilities .

We would be more than happy to provide any further clarification or pertinent information to assist with this review which we would hope may reverse the decision to do nothing at this time.

We are looking for simple cost effective traffic calming or redirection signs and line markings

Regards

Atholl Bonner & 94% of residents living on Riviera Road and Tangier Boulevard that petitioned the Council for action to remedy this road planning error

From: atholl bonner <[REDACTED]>
Sent: Monday, 18 June 2018 2:54 PM
To: Internal Review
Subject: Re: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Kathryn,

I have returned from holiday and now and am in a position to prepare a response which I hope to have ready to send to you, early next week.

Regards
Atholl Bonner

From: atholl bonner <[REDACTED]>
Sent: Tuesday, 22 May 2018 1:10 AM
To: Internal Review
Subject: Re: Traffic calming Riviera Road Sellicks Beach GC2018-09

So sorry not to have replied earlier Kathryn, we are currently overseas but not back until 15th June I had intended to look into the internal review process upon my return to determine if there is merit in pursuing the issue for further consideration

Your patience is appreciated

Regards
Atholl Bonner

From: Internl Review <internalreview@onkaparinga.sa.gov.au>
Sent: Monday, 21 May 2018 3:45:44 PM
To: 'athollbonner _
Subject: RE: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Mr Bonner,

I have not heard from you in relation to my email below and wish to let you know I intend to close my 'pending internal review' file.

You may still choose to lodge a request for internal review in accordance with the details provided in my earlier email.

Kind Regards
Kathryn

Kathryn Brown
Internal Review Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

From: Internl Review
Sent: Thursday, 3 May 2018 4:11 PM
To: [REDACTED]
Subject: Traffic calming Riviera Road Sellicks Beach GC2018-09

Dear Mr Bonner,

I have been asked to let you know about the internal review of a council decision process. Please refer to the attached letter which provides this detail.

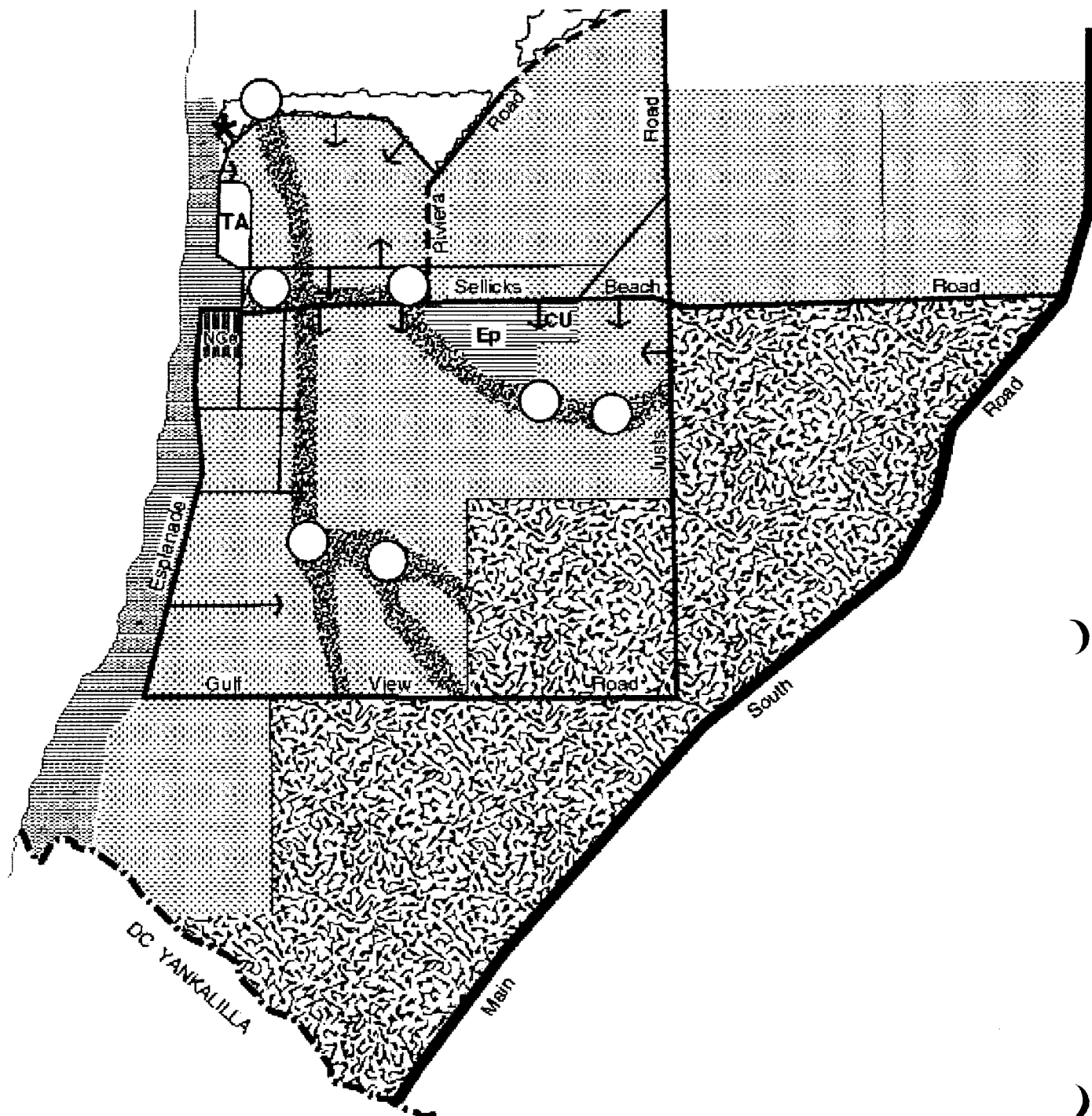
Kind Regards
Kathryn

Kathryn Brown
Internal Review Officer
PO Box 1 | NOARLUNGA CENTRE SA 5168
Email: internalreview@onkaparinga.sa.gov.au

ONKAPARINGA

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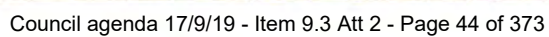
- Living
- NGC** Neighbourhood Centre
- Rural
- Metropolitan Open Space System
- Landscape Buffer / Reserve
- CU** Community Uses
- Coastal
- Ep** Primary School
- TA** Tourist Accommodation
- Effluent Pumping Station
- Proposed Flood Mitigation Works

- Primary Arterial Road
- Distributor Road
- Local Road
- Development Plan Boundary



0metres 200 400 600

ONKAPARINGA (CITY) **SELICKS BEACH** **STRUCTURE PLAN** **MAP Onka/1 (Overlay 1)** **ENLARGEMENT K**



[REDACTED]

From: atholl bonner [REDACTED]
Sent: Thursday, 28 June 2018 4:02 PM
To: Kirk Richardson
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Don Chapman; [REDACTED] Kelly Sambevski; [REDACTED] Bill Cirocco; Lorraine Rosenberg; Matthew Morrissey
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you Kirk,

I suggested your response to the Mayor could be misleading, as it was not entirely accurate and I remain of the opinion that the March report misled Councillors with facts and figures that were incomplete, hence I am preparing a submission for Kathryn to initiate a formal review.

And yes this is serious, given Council's oversight in assessing and managing the impact of a new residential development and its refusal to address an error.

A couple of points:

- The development added 225 dwellings to a residential precinct of 275 - 80% increase with over half the traffic using the old narrow road.
- Riviera's deterioration is due to overuse of an asset that is, as you have confirmed not fit for purpose, as Mark Dowd had stated to Councillor Wainwright, thereby dismissing any corrective measures.
- Council's 2017 Development Plan shows no reference to the 2006 Sellicks Structure plan to connect Riviera to Justs.
- This part of the community will vigorously oppose upgrading Riviera Road and a connection to Justs Road
- The traffic volumes need to be redirected and discouraged, not increased through very expensive upgrade and extension as an improved short cut

We, the community, will continue to work towards retaining the character of this coastal community and against suburbanisation and vehicular domination.

We welcome, well planned, sustainable integrated development, which this was not, but could be corrected to feed traffic to Sellicks Beach Road being the main artery that links future urban development and services - NOT a back door through Riviera Road.

Regards

Atholl Bonner and 94% of suffering residents living on Riviera Road and Tangier Boulevard

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Tuesday, 26 June 2018 2:50 PM
To: atholl bonner
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Don Chapman; [REDACTED] Kelly Sambevski; Bonner; Bill Cirocco; Lorraine Rosenberg; Matthew Morrissey
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

You continue to suggest we are being misleading. This is a serious accusation and I have provided you with the avenues to follow should you wish.

With respect to your previous email. As we have advised the subdivision some 20 years ago did not have a traffic management report I cannot comment on whether this was an oversight or that the engineering staff at that time investigated and believed it was not warranted.

Comments re below

Albany Way to Commercial Road. This subdivision you refer to is off a DPTI controlled access road and whilst Council requested through the master planning phase additional access points to Commercial road, due to sight lines DPTI refused this request.

As we have previously noted Riviera will need to be upgraded at some time in the future to provide for the necessary infrastructure. On a recent trip to Sellicks I noted that the seal and pavement on Riviera are reaching the end of their asset life. We will commence scoping what the future road upgrade entails for incorporation into our project and capital works program for consideration in future budgets.

Structure plans are by virtue concept and broad, but they do and have always identified Riviera as a future link. Details on the future of the deferred urban land will dictate a future design including the need or otherwise for the link to Justs road

Justs Road is in need of reconstruction due to the deterioration of the road pavement. You are correct that the traffic volumes have increased. A recent review of Justs road as part of the design investigation shows that traffic volumes have now exceeded 1000VPD and the road is functioning as a collector road and is currently a designated bus and tourist route in the RNP. On this basis the next revision of the RNP will reflect this change in classification. This is not uncommon when reviewing our road network given ongoing development of our city.

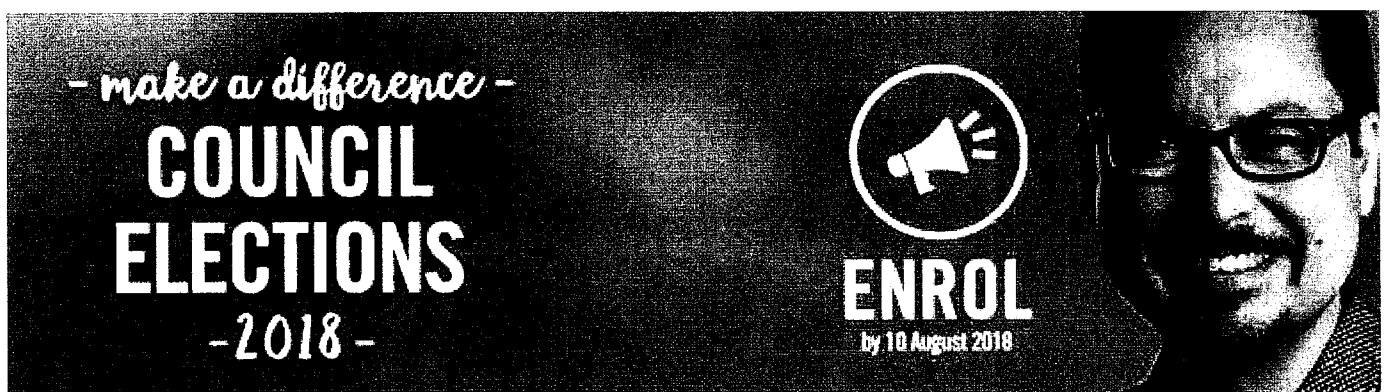
I will not be responding further on this matter and suggest that you contact Kathryn Brown from Council to have this reviewed independently or alternately the Ombudsman.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl: [REDACTED]

www.onkaparingacity.com



Authorised by Mark Dowd, CEO, City of Onkaparinga, Ramsay Place, Noarlunga Centre, 5168

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 25 June 2018 4:17 PM
To: Kirk Richardson; Lorraine Rosenberg; Matthew Morrissey
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Don Chapman; [REDACTED] Kelly Sambevski; [REDACTED]
[REDACTED] Bill Cirocco
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Kirk / Lorraine,

This could be misleading.

Lines on your map do not tell the whole story as it implies balance distribution through the road network which is not the case

My comments below in orange

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Wednesday, 2 May 2018 8:04 AM
To: Lorraine Rosenberg; Matthew Morrissey
Cc: atholl bonner; Hazel Wainwright; Paul Kirkham; Heath Newberry; Don Chapman; [REDACTED] Kelly Sambevski; [REDACTED]; Bill Cirocco
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Mayor Rosenberg

In direct response to your questions

- **Why this linkage is required or indeed important?** As per the latest council report: the report states *"Current road network arrangements within this area of Sellicks Beach are appropriate providing a flexible network for all users, including emergency vehicles."* Meaning if Lurline Blvd was the only entry and exit to the subdivision this would not be appropriate for emergency services in the case of a road blockage.

The petitioner offered closure as an option, but preferred calming, speed reduction or one way to better distribute the traffic .

The point being too much traffic is using the small reserve side lane while a lesser amount is using the purpose built boulevard with bike lanes, footpaths, pram ramps and good sight lines.

Council has number of recent sub divisions with only one entry and exit point - noteworthy is Albany Way to Commercial Road at Pedler Creek

- **Original plans did not seem to indicate it was to be used** all plans since the inception of the new development detail this connection including the approved land division plan and further structure plans undertaken in 2006 right through to the latest Road network plan 2016-2021. The 2006 structure plan shows Riviera as a connection road linking Just's road to Sellicks Beach road albeit the connection through to Just road would not be constructed until future development occurs and due to the relatively low traffic volumes in the residential environment. Refer attached plan.

The 2006 Structure Plan was a concept that has only loosely been followed in implementation - Riviera Road connection to Justs being one that was not followed through and would require compulsory acquisition of Primary industry land to connect to the deferred urban land which has ample frontage to Justs Road so requires no connection Riviera

- **Would we not be better trying to push traffic onto the main roads?** The current road network grid is transferring local traffic to the main roads. This is being achieved by residential / local roads connecting through to two main avenues being Riviera/Tangier road (creating the east west linkage) and Lurline Blvd (creating the north South connection) to the two main roads being Just's Road and Sellicks Beach Road. Refer attached plan. As previously noted Riviera Road will require upgrading at some time in the future, it has relatively low traffic volumes and a low speed environment at present.

Your marked up plan is at variance with Council's 2016-2021 Road Network Plan that shows Justs Road to be a local street not a main road. It is being used as such due to the dangerous junction Sellicks Beach Road makes with Main South Road. It is for this reason Riviera , Tangier is subject to rat running with up to 1000 vpd as it joins Justs Road, with only 400 vpd on the substantially superior road asset, Lurline Boulevard, that was built for the new development traffic to connect to the only Distributor road that is Sellicks Beach Road

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl: [REDACTED]
www.onkaparingacity.com



From: Lorraine Rosenberg
Sent: Sunday, 15 April 2018 5:40 PM
To: Matthew Morrissey
Cc: atholl bonner; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; [REDACTED] Kelly Sambevski; [REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Hi Matthew
Can I ask why this linkage is required or indeed important
Original plans did not seem to indicate it was to be used
Would we not be better trying to push traffic onto the main roads

Lorraine Rosenberg
Mayor
City of Onkaparinga

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On 13 Apr 2018, at 6:14 pm, Matthew Morrissey <Matthew.Morrissey@onkaparinga.sa.gov.au> wrote:

Dear Atholl Bonner,

Thanks for your recent suggestion in relation to reducing the speed limit along Riviera Road in Sellicks Beach.

Setting and signing of speed limits are undertaken in accordance with Australian Standards and managed by the Department of Planning, Transport and Infrastructure (DPTI). The standards state that all local urban roads are subject to the urban 50km/h speed limit and Riviera Road is therefore subject to the urban default speed limit.

The traffic counts recently conducted along Riviera Road do indicate that the 85%ile speed was recorded at 50km/h. The 85%ile speed is the speed that 85% of motorists travel at or below and is used by traffic engineers to determine whether any traffic management interventions are required. In this particular case, the 85%ile speeds are the same as the speed limit, that being 50km/h. This is considered reasonable, and as previously resolved by Council on 20 March 2018, "traffic calming devices or other interventions are not required at this time on Riviera Road".

Given the above, we will not pursue any investigations for a reduction of the speed limit along Riviera Road.

Any pedestrian improvements, such as footpaths to improve pedestrian safety along Riviera Road, will be undertaken as part of Councils "Coastal areas street improvements (old survey areas)" program over the coming years and community consultation will be undertaken at that time.

If you have any further enquiries in relation to setting of speed limits, or our "Coastal areas street improvements" program, please contact our customer relations team on (08) 8384 0666.

Regards,

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

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From: atholl bonner [mailto: [REDACTED]]
Sent: Wednesday, 11 April 2018 10:00 AM
To: Matthew Morrissey; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; Lorraine Rosenberg
Cc: [REDACTED] Kelly Sambevski; [REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you for your letter dated 29th March 2018, which asks that I, as head petitioner, communicate to all other signatories Council's decision that traffic calming is not required on Riviera Road at this time.

I am therefore distributing the attached, to inform petitioners of how and why their Council has arrived at this decision. This of course remains a great disappointment that our Council puts the 'flexible access' of traffic above the safety of the pedestrian community.

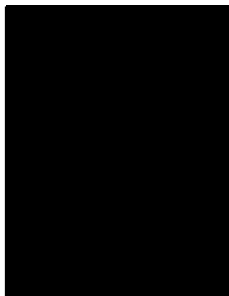
One further suggestion; consider the installation of signs to reduce the speed limit to 20 kph past the community facilities on Riviera Road. While there remains every possibility that some vehicles would exceed such a limit, some would obey, creating a safer environment for pedestrians, and others may consider alternative routes, thereby calming some and redirecting some. I wonder what the cost is to install traffic speed signs possibly on existing poles - not even \$1,000? Council could hardly be accused of wasting funds, while it would be credited with protecting its community.

Perhaps such a measure might need community consultation or information / notification, with notices placed advising of the measures implemented on the name of community / pedestrian safety.

We the community living on and those walking this rat run, continue to hope that something be done to calm the traffic, before there is a dreadful incident, that will be the responsibility of an unsupportive Council.

Regards

Atholl Bonner



I also note and welcome Council's intention to alter speed limits on Sellicks Beach Road and Justs Road.

From: Bonner, Atholl [REDACTED]
<[REDACTED]>

Sent: Thursday, 7 December 2017 12:11 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: [REDACTED]; 'Kelly Sambevski'; [REDACTED]; 'atholl bonner'; 'Heath Newberry'

Subject: RE: Riviera Road and Lurline Boulevard, Sellicks Beach

In summary, Council did not follow through on its 2006 Structure Plan,

- no connection made to Casino Boulevard,
- no through connection to Justs Road
- Riviera Road left as a rural road
- No upgrades to handle increased volumes
- Most of the development's traffic now running unsafely past reserve

Interestingly with this morning's house fire closing Sellicks Beach Road, we noticed no increase in traffic and yet it all had to use Riviera and Tangier to get out.

This is because most of it does anyway!

Please implement measures to better distribute the traffic from the new development correct this.

[cid:image020.png@01D3D34F.081705C0]

Regards

Atholl Bonner

From: Bonner, Atholl [REDACTED]

Sent: Wednesday, 6 December 2017 1:09 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: [REDACTED]; 'Kelly Sambevski'; [REDACTED]; 'atholl bonner'; 'Heath Newberry'

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you Matthew,

Your attention is appreciated and your rationale understood, but the matter is not final because you say it is.

You work to serve the community and cannot intimidate and blind this community with

policy and plans.

Rest assured we will continue to lead on behalf of the community that was let down by Council's decision reversal.

We will pursue all possible channels, until Council corrects this mistake.

1. Your 2006 Structure Plan did not proceed as drawn, other than a connection Riviera, and with no upgrade to take additional traffic
2. The planned connection to Casino Boulevard was not made. This would have better spread the traffic.
3. Council's planning has undeniably enabled a dangerous short cut where most of the traffic is using the secondary route.
4. Your 2002 development plan confirms no connection to Riviera as advised to residents at that time
5. There is now too much traffic using Riviera, going too fast with no provision for pedestrians around the community and recreation facilities.
6. Council permitted this road connection which is now a danger to the community.

This needs to be clammed down through better distribution of traffic being generated from the development area; a slow point, speed bumps or a one way treatment.

Alternatively, Council could do what should have been done with the developer at the time to integrate the insertion of 200 new dwellings through infrastructure investment,

1. Upgrading Riviera Road to cope with significant traffic increases,
2. Build a new road to Casino Boulevard
3. Connection to Palmero Street,
4. Stormwater management,
5. Street light upgrades
6. Signage.

But none of this was done and most of the traffic now rat runs through Riviera and Tangier.

So, spend hundreds of thousands on major upgrades or just few thousand to discourage rat running.

In short you should have had the developer pay for this, now Council has to deal with the consequences.

Riviera used to serve about 20 households and the community Hall, now it copes with almost 200 dwellings and is not fit for it. You, your director and CEO have this wrong – not fit for purpose by any measure, plan or policy you have thrown at us.

I refer you to Council's first assertion that Riviera road is adequate

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT)

You measured it to be averaging 496 while it is clearly a very basic local street – therefore not fit.

We will continue to lobby and petition Council by all means at our disposal until this is remedied.

Regards

Atholl Bonner

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 5 December 2017 1:43 PM
To: Bonner, Atholl [REDACTED]; Kirk Richardson; Hazel Wainwright; Paul Kirkham

Cc: [REDACTED] Kelly Sambevski; [REDACTED] 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Good afternoon Atholl,

Thank you for your emails, and whilst I appreciate your concern for this matter and taking a leading role in addressing this with Council, unfortunately in this case we have taken the issue as far as we can.

To date we have maintained our response based on the sound infrastructure management plans / standard in which we manage our road network, we must adhere to our policy position in all cases so as to navigate the complexity of our entire asset portfolio and unfortunately in this case the answer may not be the response that you have wished to hear.

What I can say, is the matter was reviewed in its entirety, it was questioned and escalated throughout the organisation and many hours invested reviewing the situation, undertaking traffic counts, and physical on ground line marking traffic works to try and assist with some of your concern. We hope that you acknowledge that we have not dismissed your concern.

You have noted in your last email that the connection of Riviera Road was a "Council error", what I can say from our review is that connecting our road network is a standard practice where we can, particularly when roads (which in the past) may have only had one entry and exit position. The reason we now do this is to achieve greater access for emergency services. We must also note that the creation of Lurline Blvd and the connection of Rivera Road to Lurline Blvd was contained in the Structure Plans of the City of Onkaparinga's Development Plan dating back to 2002 and 2006. Refer below extract.

This said, we will continue to monitor the traffic volumes over time in this area (as we do for all areas of the Council network) and review the road composition in line with the volumes and desired character in consultation with local residents.

[cid:image007.png@01D368F2.960E24C0]

We trust that this correspondence, whilst not necessarily meeting you desired outcome,

finalises the matter at this point in time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

[cid:image023.png@01D3D34F.081705C0]

From: Bonner, Atholl [REDACTED]
Sent: Thursday, 23 November 2017 11:35 AM
To: Kirk Richardson; Hazel Wainwright; Matthew Morrissey; Paul Kirkham
Cc: [REDACTED] Kelly Sambevski; [REDACTED] 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Matthew Kirk or Paul,

After another week, we had hoped for a reply, or at least acknowledgement.

We reassure you we are not for being dismissed, and remain resolute in having Council rectify its error in allowing a road connection to be made to Riviera Road.

Your reliance on traffic volume survey results does not consider pre-development volumes on Tangier Boulevard. The attached 2003 street map, shows the first stage of the

development with connection only to Sellicks Beach Road the township's distributor road and none to Casino, Palermo or Riviera.

[cid:image024.png@01D3D34F.081705C0]

[cid:image025.png@01D3D34F.081705C0]

Hazel,

The decision to make a road connection to Riviera really needs to be reversed. We vigorously dispute Mark Dowd's assertion that Riviera Road is fit for purpose, it is simply NOT (see picture below) and we don't want Council to waste money on major upgrades which would remove character and further encourage traffic. Let's direct the traffic to where it was designed to go – Lurline Boulevard not this small country lane.

[cid:image026.jpg@01D3D34F.081705C0]

Regards

Atholl [REDACTED] Bonner



From: Bonner, Atholl
Sent: Thursday, 16 November 2017 2:41 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Paul Kirkham'
Cc: 'Hazel Wainwright'; [REDACTED]; 'Kelly Sambevski'; [REDACTED]; 'atholl bonner'; 'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for your frank and pragmatic and yet none too helpful response Matthew.

Clearly Council has us residents at a disadvantage, we not being road network planners or asset managers, but we again urge further consideration and action.

This is a 15 year old and worsening mistake, brought about through a development approval oversight, that really should be remedied. We are simply not prepared to accept this and wait for future growth. Over 70% of the development is built out and the traffic feeding through Riviera to Tangier is already unreasonable for a road of this quality while Lurline goes underused. By no stretch of the imagination is this ok no matter how many numbers are used to blur the reality.

Picture below says it all – 1,000 words to follow

[cid:image027.png@01D3D34F.081705C0]

Little more than a country lane taking most of the traffic from the new estate!

(This photograph admirably demonstrates the inappropriateness of having so much traffic rat running Riviera/Tangier to Justs Road.

There is no way this can be considered acceptable! We hope to avoid the need for significant future investment in upgrading this stretch of basic rural road, which we believe would destroy some of the last remaining character in this old survey area and further encourage traffic to short cut – line of least resistance. We ask again that you look at simple Local Area Traffic Management treatment to discourage the use of this rat run.

Line marking, blisters, a couple of No Entry signs with Give Way on the other side right, all next to the existing street light.

[cid:image028.jpg@01D3D34F.081705C0][cid:image029.png@01D3D34F.081705C0]

(Perhaps lower down signs like recently done in a suburban situation.

[cid:image030.jpg@01D3D34F.081705C0]

We have been met with a barrage of numbers and justifications 500-1,000, 800-3,000, 2,000-20,000!

Your attention to, and reliance on, vpd numbers should not be an end in itself, especially as

you are now moving toward 'precinct planning'. We hoped for Council's consideration of correcting its earlier failure to adequately assess the traffic impacts brought about in approving the developer's land division that would, in time, introduce well over 200 new dwellings.

However, referring to Austroads Guide to Traffic Management Part 12 a full traffic impact assessment should have been done for a development of this size. Road network planning for low density residential dwellings on 8 – 10 vehicle trips per day would equate to 1,800 to 2,200vpd from the new development where we see an increasing number of 2, 3 and even 4 car households. If even 50% the new traffic to add to pre-existing volumes from half of the 270 residences in the old survey area, the top of Tangier could be handling over 2,000vpd adding to other traffic already on Justs Road – both being designated local roads.

With respect it is not reasonable to apply traffic volumes for urban areas, this being urban fringe in a rural township, albeit now in metropolitan Adelaide. Riviera Road does not meet your local street cross section minimum requirements for rural sealed roads (6.2m + 1m either side) let alone urban (7.2m + 3.5 either side). Riviera Road is little more than a lane.

There is too much traffic feeding into Tangier resulting in Justs Road behaving as a collector, or even distributor road, with probably 2,000 to 4,000 vpd – hence the excessive wear and dilapidation Council is having to fund. Curiously, your Road Network Plan shows only Sellicks Beach Road to be a distributor while the Esplanade and Norman Victory Parade are deemed collectors. This way out of kilter with actual traffic behaviour. A lot of traffic avoids the dangers of accessing Main South Road from Sellicks Beach Road as repeatedly noted in your Community Engagement feedback report. We'll happily lobby DPTI for line marking a filter lane to immediately improve safety at this location and better distribute Sellicks traffic, while we wait for 2020/21 State budget improvements.

Further analysis:

- Paul told us a local road should be able to handle up to 500 vpd.
- Riviera survey has almost 500vpd feeding into Tangier which serves a further another 200 dwellings from the old survey amounting to at least 1,000 vpd at the T junction with Justs with very high peak loads
- Riviera is not an average local road, being barely 5m wide at some points with unmade and dilapidated shoulders,
- The road surface and shoulders regularly fall into disrepair with volume and weight of traffic,
- Shoulders often fail with vehicles leaving the bitumen and further narrow trafficable space

- Potholes develop and reappear very quickly with a lot of commercial and heavier traffic
- Questionable specification to road sub base to sustain such volumes without reconstruction that could be avoided
- Pedestrians, with dogs and children often unaccompanied on bikes and scooters are forced off the hard surface into the muddy shoulders with passing traffic
- The road immediately abuts a major public reserve and community facilities attracting both additional traffic and pedestrians

Riviera scores highly on the prioritisation process matrix in Council's 2009 Road Network Plan – speed, volume, below standard, peak hour, trucks, activity generator. Similar could be said and applied from section 8.1 from the 2016 plan, especially if a precinct approach were adopted.

We fail to understand how Council cannot see the problem and remains unprepared to look at a quick and cost effective solution. We understand the conflicting priorities and challenges within Council and its budget constraints, but refuse to accept that this poor traffic planning cannot be easily rectified after over 15 years of a worsen situation. Whilst Onkaparinga is a large Council with a large budget and large demands, it also needs to take responsibility for and listen to its rate payer's needs. The additional 200 or more residences approved in the new development will attract in the order of \$300,000 per annum additional rate income for Council services. That would be \$4.5 million over 15 years! Please therefore fix this mistake with a few dollars of line marking and a couple of signs.

Council accepted assets of a reasonably high amenity value from the developer – including wide boulevards, stormwater management, median strips, pram ramps cycle lanes and ironically a traffic calming slow point within the development with very little internal traffic to slow being at the extremity of the area.

[cid:image031.jpg@01D3D34F.081705C0]

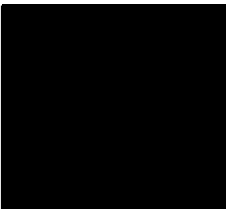
If any of you have read all of this, perhaps you may begin to appreciate how insulting it is to be told that current practices are deemed acceptable and that nothing will be done unless it gets worse. This is not a new issue, but one that has worsened over many years after Council originally advised the community that new roads from the development would NOT be connected to Riviera Road as is the case with Palermo and Casino. We are told that residents complained and protested at the time, to no avail and were worn down by Council's refusal into reluctant acceptance.

We leave it with you to decide if you wish to continue to ignore this not unreasonable resident request or do we have to resort to campaigns and lobbying , involving all manner of further attention rather than effect a simple remedy for the error made over 15 years ago.

Please do not ignore Sellicks Beach

Regards

Atholl [REDACTED] Bonner



From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 14 November 2017 1:59 PM
To: 'atholl bonner'; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; [REDACTED] Kelly Sambevski; [REDACTED] Bonner, Atholl (Renewal SA); Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

We appreciate your interest on the matter of traffic management along Riviera Road and Lurline Boulevard. As previously communicated to you, the traffic volumes are well within those of a local road. For clarification on the road hierarchy Road Network Plan (2016 - 2021) a local road in an urban environment can be expected to have between 500-1000 Vpd travelling upon it. Both Riviera and Lurline clearly have well below this limit and the speed environment at the 85% is shown to be very acceptable.

Further, a collector road in an urban environment is a road that can be expected to have between 800 - 3000 vpd and a distributor road in an urban environment is a road that can be expected to have 2000 – 20000 vpd travelling upon it with speeds generally at 60 kmph speed environment.

As a large city with over 1500 km of road we have many higher traffic management priorities to direct our resources toward at this time, we will continue to monitor and should growth in the area require further intervention it will be considered at that time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

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[cid:image033.png@01D3D34F.081705C0]

From: atholl bonner
Sent: Monday, 13 November 2017 3:44 PM
To: Matthew Morrissey; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; [REDACTED]; Kelly Sambevski; [REDACTED]; Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Hi Matthew, Paul or Kirk,

We were wondering if you have had an opportunity to review our response and reconsider Council's position.

The new development is undoubtedly directing a significant amount of traffic to the top of Tangier Boulevard onto Justs Road, where it would be exceeding your 1,000 vpd threshold. Referring to Onkaparinga Road Network Plan (2009) Tangier is being used as a collector road while Justs is more likely a distributor road. See attached

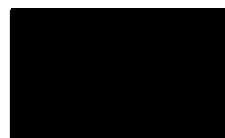
By any measure too much traffic is running along Riviera and up Tangier - we implore that you considered measures that would discourage this, and redirect traffic to Lurline. Every day we see potentially catastrophic vehicle pedestrian conflicts as traffic races along the narrow rural road nearby the community facilities.

Keep it simple and affordable with better traffic management and distribution.

We look forward to hearing from you.

Regards

Atholl & [REDACTED] Bonner



From: atholl bonner <[REDACTED]> [mailto:[REDACTED]]>
Sent: Thursday, 2 November 2017 1:34 PM
To: Matthew Morrissey
Cc: Hazel Wainwright; [REDACTED] Kirk Richardson; Kelly Sambevski; Paul Kirkham;
[REDACTED] Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for the prompt feedback and response Matthew,

We do of course welcome the safety improvements, which we hope will alleviate the perpetual corner conflicts and speed.

Seems that nobody is disputing that Riviera is being used as a short cut, the debate seems

to be whether the practice acceptable or could be improved upon. The survey results support our premise that the majority of traffic is running from the new development through the old survey area, though we are very surprised at the number recorded for Lurline, being at odds with our observations.

Paul Kirkham's response to our submission on 11th July confirmed that 500AADT is deemed reasonable for local streets. It seems that Riviera is just 6 below, with only 70% of the development built out. This will increase and must already be well over that as traffic feeds to the top of Tangier Boulevard. Almost 100 more vehicles per day use the basic rural road, rather than the boulevard built for the purpose with kerbs, gutters, footpaths, bike lanes, pram ramps and decent visibility splays and sight lines. We note that 85% within 50kph implies 15% is above on a rural old survey road in close proximity to Community facilities.

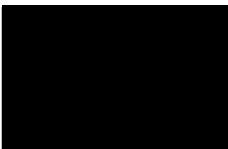
This has occurred because the Council accepted the developers decision to connect the new development to Riviera Road, despite Council having notified the community this was not planned. No connection was made to Casino or Palermo which would have shared the load across the existing road network. We now have most of, and an excessive and increasing volume of traffic using the back door rather than the front door gateway boulevard designed for the purpose.

Riviera Road is simply not fit for this purpose and we ask that you reconsider your conclusion that no further action is required. Attached is our original submission and a suggestion to assist in your review, with options to close, open or calm roads to better distribute the new traffic through the network.

We look forward to and welcome your further consideration.

Regards

Atholl [REDACTED] Bonner



From: Matthew Morrissey
<Matthew.Morrissey@onkaparinga.sa.gov.au<<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>

gov.au>>

Sent: Wednesday, 1 November 2017 3:19 PM

To: Atholl Bonner

Cc: Hazel Wainwright; Kirk Richardson; Kelly Sambevski; Paul Kirkham

Subject: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

You may have noticed the traffic counters in Lurline Boulevard and Riviera Road over the last few weeks which have been placed to gain a better understanding of the traffic flows in the area. The results for the traffic surveys have been completed (details below) and essentially have confirmed that the volume and speed of traffic using Riviera Road is within the acceptable range for a local road. It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day). Given the analysis, we are satisfied that the traffic volumes are within acceptable limits and no further action is required.

Street

Vehicles per Day

85 percentile speed

Riviera Road

494

50 kph

Lurline Boulevard

398

47 kph

Please note, the attached pavement marking scheme for Riviera Road/Tangier Boulevard will be implemented in the next few weeks to improve road safety at this intersection.

Thank you for your interest in this matter.

Kind regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: Description: Description:
OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

From: atholl bonner [mailto:atholl.bonner@onkaparinga.sa.gov.au]
Sent: Thursday, 5 October 2017 12:27 PM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

So sorry to be a pest Hazel, but we saw no signs of a survey last week

Is this still happening and will it assess our alleged overuse of Riviera and the under-use of Lurline

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 26 September 2017 9:03 AM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

My pleasure Atholl, regards Hazel

Sent from my iPhone

On 26 Sep 2017, at 8:47 am, atholl bonner

<[REDACTED]> wrote:

Forgot to say many thanks for getting the pot holes attended to.

Hoping surveys will be able to demonstrate vehicular movements through Riviera as compared to Lurline

From: atholl bonner <[REDACTED]>
Sent: Monday, 25 September 2017 9:59 AM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

No worries - sounds good

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Sunday, 24 September 2017 2:56 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I am happy to wait till we get the results from the survey before we pursue a petition, but will be led by you on this issue. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

[REDACTED]

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Friday, 22 September 2017 12:40 PM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Many thanks Hazel,

Great news it is being looked at more closely. A survey would need to compare use of Riviera against Lurline, as our concern is not about volume.

I recall Paul Kirkham's initial response

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision.

Average traffic probably does not reach 500 per day on Riviera, hence deemed 'fit for purpose'.

Most of the traffic rat runs our smaller rural road, with a lot less using the purpose built Lurline Boulevard, with pram ramps, median strip, footpaths and visibility splays (see attached). Hence the request is to redirect traffic to Lurline and/or discourage the over use of Riviera.

We don't want to be met with further rejection in a month's time if Riviera's numbers come

back less than 500 per day supposedly proving fit for purpose. This is about rat running.

Do you still want me to work on a petition or shall we wait for the numbers and report in October?

Regards

Atholl [REDACTED]
[REDACTED]

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 21 September 2017 8:52 PM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Atholl, I have managed to get a traffic survey happening next week and we should have the info in 4weeks. Cheers Hazel

Sent from my iPhone

On 20 Sep 2017, at 3:51 pm, atholl bonner

[REDACTED] >> wrote:

Many thanks for your time and efforts Hazel,

We are of course disappointed that consideration remains around 'fit for purpose', never in doubt that road is designated suitable for local traffic volumes. Rather it is the inequitable distribution of traffic on the road network. This has resulted in rat running overuse of, and damage to the less substantial asset (a basic rural road) and danger to pedestrians in and around the reserve and community facilities. The hope was simply to encourage and direct some traffic to Lurline Boulevard, which was built to serve the new development.

Your assistance and guidance with a petition would be much appreciated. Would this be to just directly affected residents on Riviera and Tangier (probably 30 or 40 dwellings)? We don't feel too comfortable door knocking, but could draft a simple document describing the issue, seeking comment and/or support. This could be for return to your PO Box or perhaps the Community Centre if there is a letterbox there? Or could the Council provide reply paid envelopes?

Understood on the potholes and perhaps you could remind Paul Kirkham of his undertaking to apply blisters at the intersection of Tangier and Riviera where a lot of traffic cuts the corner at speed. We see a lot of near misses between cars and danger to pedestrian due to speed and volume of traffic on this rat run.

Much appreciated

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 19 September 2017 1:19 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl [REDACTED]

I met with Mark and we discussed Riviera Road, whereby it was deemed 'fit for purpose' and therefore nothing will be done. I now suggest you go down the path of a petition and I am happy to assist if you need help with this. It will then be tabled at Council, whereby we can get a motion to make the road safe. (BTW I have submitted a request to get the road's potholes repaired), cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

[REDACTED]

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 18 September 2017 1:55 PM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel,

We wondered if our Sellicks traffic management issue got onto your agenda in discussion with Mark?

We are observing worsening pot holes with so much traffic and increased vehicle/pedestrian conflicts with community facilities use.

Regards

Atholl [REDACTED]

From: atholl bonner < [REDACTED] >
Sent: Monday, 11 September 2017 11:02 AM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel
There is a lot going around just now
Laid me up some of last week
Looking forward to hearing from you
Regards Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 11 September 2017 10:43:04 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, Mark was sick last week and we are catching up tomorrow. I'll let you know what transpires. Cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

[REDACTED]
(M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, 11 September 2017 10:15 AM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

(Hi Hazel
Wondered if your meeting with CEO went ahead last week and if you had time to raise this issue of Sellicks traffic management?
Many thanks
Regards
Atholl [REDACTED]

From: atholl bonner <[\[REDACTED\]](mailto:[REDACTED])>
Sent: Friday, 1 September 2017 12:40:59 PM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Brilliant,

Would be fabulous if Mark could see his way to supporting this as a safety and small community initiative.

Keep it simple and things get done

Thanks again hazel

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Friday, 1 September 2017 11:11 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I have a meeting with the CEO next week to discuss further. I'll let you know the outcome, cheers Hazel


Cr Hazel Wainwright

Wine Coast Ward

[REDACTED]

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [mailto:
Sent: Friday, 1 September 2017 9:34 AM
To: Hazel Wainwright
Cc: Deborah Bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

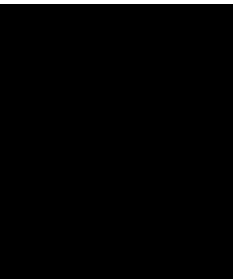
Thanks Hazel,

Just wondered if you may have had a chance in the last couple of weeks to make further enquirers of Council asset staff to determine a solution to this acknowledged management traffic issue.

Many thanks

Regards

Atholl  Bonner



From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Saturday, 19 August 2017 3:16 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

It was great to meeting you, I'll keep you in the loop regarding my enquiries. Kind regards
Hazel

Cr Hazel Wainwright

Wine Coast Ward

[REDACTED]

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Friday, 18 August 2017 12:15 PM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks for your time yesterday Hazel,

Your further enquiry of Council Assets staff to determine traffic management device(s) to limit use of the 'back door' rat run through Riviera Rd rather than the purpose built 'front entrance' at Lurline Boulevard is much appreciated.

Let me know if you need anything from me in further support of the request to reduce traffic on an unsuitable road in proximity to community and recreation facilities where pedestrians are regularly put in danger through the dominance, speed and volume of traffic, on what is a very narrow and basic rural road never intended or designed for this use.

Regards

Athol [REDACTED] Bonner

[REDACTED]

[REDACTED]

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 11:45 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Great, see you then

Cr Hazel Wainwright

Wine Coast Ward

[REDACTED]

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Tuesday, 15 August 2017 11:12 AM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

That would be wonderful Hazel.

Perhaps we could meet at where Milford Ave joins Riviera Rd at the top of Maritime Ave.

5pm Thursday 17th August

Many thanks again,

Regards

Atholl 

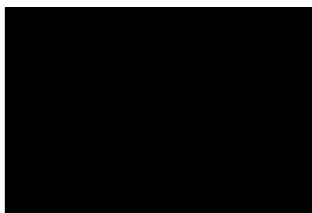
From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 10:50 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

I could meet you this Thursday at 5pm at Sellicks, if you like. Whereabouts is convenient?
Kind regards Hazel


Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Tuesday, 15 August 2017 10:03 AM
To: Hazel Wainwright

Cc: Karen Ingram; Heath Newberry; [REDACTED] Paul Kirkham
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Thank you so much for the prompt reply Hazel,

Your offer to meet is much appreciated. Were you thinking at Sellicks?

I work in the city through the week, but could take an early minute one day to be back south by say 5pm one afternoon if that suits?

Alternatively I could head to work a bit later one morning and meet at say 8am?

Otherwise I'd be happy to find a time and date that suits your movements.

Thanks again - we realize this is a small issue in the scheme of Council's overall asset management, but feel rectification of this legacy from the Prodec development is long overdue, having welcomed the attention and investment to remedy the waste treatment issues.

Regards

Atholl Bonner
[REDACTED]

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 14 August 2017 11:46 PM
To: atholl bonner; Paul Kirkham
Cc: Karen Ingram; Heath Newberry; Deborah Bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Atholl, I am happy to catch up with you to discuss further, just let me know what day and time is convenient. Kind regards Hazel

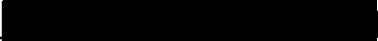

Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Monday, 14 August 2017 11:05 AM
To: Paul Kirkham; Hazel Wainwright
Cc: Karen Ingram; Heath Newberry; 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Your consideration and response is appreciated, albeit not what we might have hoped for.

Looking at the attached picture, it is clear that the new road (Milford) feeds to an old and basic rural style road (Riviera) that was never built or designed to take all the traffic from the new development, which Lurline was constructed for and seems to be very little used. The alignment is all wrong, no kerb, gutter or footpath - none of which is wanted for Riviera, as this would destroy the character of the location. So surely rather than consider investing significant funds on a future upgrade of the whole road, it would be better to effect modest investment to limit the traffic that uses what is acknowledged to be a rat run

Being neither a Road Network Planner nor a Traffic Engineer, I am of course not qualified to propose a solution to the problem that has resulted from Council's decision to allow this road connection to be made without a traffic impact statement or report required from the developer. I just noticed a simple device used to manage traffic in the city. and fail to see that signage, line marking and blisters are not suitable for a suburban context and vigorously disagree that the road network is not adversely by the current arrangement. We counted 15 pot holes already developing having been spray sealed only a few months ago and verge delapidation with passing vehicles frequently having to leave the sealed surfaces to avoid collision and/or pedestrians.

We thought Council might be able to identify a cost effective proposal to rectify the rat run Council has permitted along a basic rural road that is rapidly deteriorating. Many pedestrians with dogs and children using this route are in danger with so many Utes and SUV hurtling along this little road, rather than using Lurline Boulevard.

Hazel,

We would welcome your guidance on what avenues might be open to us in having this road network issue attended to, noting that Council approved this road connection that should never have been made. We find this inequitable and unreasonable. Our neighbours protested at the time of development works, now more than a decade later, the majority of the traffic uses Riviera Road and Tangier Boulevard with very little using Lurline Boulevard. This is both unfair and increasingly dangerous with many vehicles racing along Riviera, which is suffering structural damage inconsistent with its intended purpose.

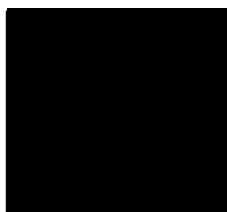
We really want something done immediately, even if temporary, to divert the traffic to the road built to serve the development - Lurline Boulevard. We see so much traffic thundering along this stretch with no room for pedestrians.


Continue to monitor, is a brush off and 'considered suitable for the time being' implies nothing is wrong.

We would appreciate your help correcting this development error suffered by the the community for over 10 years now and becoming increasingly intolerable and downright dangerous.

Regards

Atholl [REDACTED] Bonner





From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<mailto:PauKir@onkaparinga.sa.gov.au>>
Sent: Friday, 11 August 2017 9:55 AM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram; Heath Newberry
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Atholl,

Apologies first of all for the delay in finalising our discussion on the connection from Milford Avenue through to Riviera Road. The supplied information around using a line marking sign based solution was discussed and considered by both our Road Network Planner and Traffic Engineer.

We decided that this solution was not a suitable one based on the following

- a) The treatment used by ACC is designed out of need to control vehicle movements in a confined area and not a treatment that would be considered on a suburban street.
- b) The Road Network is not adversely affected by the current arrangement

Therefore we will continue to monitor the situation by doing some traffic counts, however the road arrangement as is is considered suitable for the time being.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263

Mob [REDACTED]
Fax (08) 8327 3041

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LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

Hi Atholl,

Thanks for your information this will help me when I have the discussion with our traffic engineer who is a bit inundated at the moment.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263
Mob [REDACTED]
Fax (08) 8327 3041

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

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LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 31 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram; [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul,

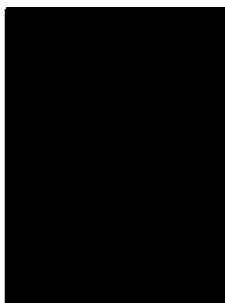
Whilst pondering our discussion last week about cost effective traffic management devices, I noticed from my lunch room window overlooking North Terrace, exactly such a device in place on Victoria Street that was implemented by the City of Adelaide and DPTI to manage traffic between Hindley Street and North Terrace following the tram extension. As you will see from the attached photographs this controls through traffic flows with the introduction of simple line marking, traffic blisters and signage. This situation is not dissimilar to the position we are discussing. Surely if this can be done in the the CBD, it would suffice for this long standing and worsening issue at Sellicks Beach. The Council needs to shift traffic volume to Lurline Boulevard to serve the purpose for which it was intended.

I am aware of Council budget allocation processes and am certain modest funds can be made available from capital or maintenance budgets for situations such as this.

I look forward to your further thoughts.

Regards

Atholl Bonner



From: atholl bonner < [REDACTED] >
Sent: Wednesday, 26 July 2017 3:14 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram; [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,

Approved response

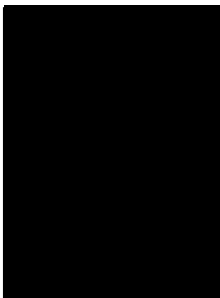
Many thanks for your time and our discussion this afternoon; your attention to the issue is much appreciated.


We remain hopeful that your traffic engineers can find a simple and cost effective solution to better distribute the increasing traffic volumes generated by the new development. I reiterate - hardly any traffic uses Lurline Boulevard while the vast majority uses Riviera and Tangier.

Looking forward to hearing from you.

Regards

Atholl Bonner



From: atholl bonner [mailto:
Sent: Tuesday, 25 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Glad to hear from you and will be available to discuss tomorrow at 2pm.

Hoping we can work something out.

Regards

Atholl



From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 25 July 2017 1:57 PM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Yes you have my email address correct. I have been doing some further investigation so as to be able to answer your questions more thoroughly.

As this is probably a more detailed exchange of information than can be discussed via email exchange I propose we have a phone discussion at a mutually convenient time. Would Wednesday 26 July at say 2:00pm suit yourself?

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263

Mob [REDACTED]

Fax (08) 8327 3041

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LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

[mailto: [REDACTED] >

Sent: Tuesday, 25 July 2017 12:59 PM

To: Paul Kirkham; Karen Ingram

Cc: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul / Karen,

Just wondered if you could confirm I have your email addresses correct, so I know my response of 13th July below, is being considered, and if there may be any further information I could provide to assist.

Many thanks

Regards

Atholl Bonner

From: atholl bonner < [REDACTED] >

Sent: Thursday, 20 July 2017 2:37 PM

To: PKirkham@onkaparinga.sa.gov.au<<mailto:PKirkham@onkaparinga.sa.gov.au>>;

PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>

Cc: KarIng@onkaparinga.sa.gov.au<<mailto:KarIng@onkaparinga.sa.gov.au>>

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Paul,

Having difficulty with email spelling format. The attempt below bounced back.

Regards

Atholl

From: atholl bonner <[REDACTED]>
Sent: Thursday, 20 July 2017 1:54 PM
To: Hazel Wainwright;
pkirkham@onkaparinga.sa.gov.au<<mailto:pkirkham@onkaparinga.sa.gov.au>>
Cc: kingram@onkaparinga.sa.gov.au<<mailto:kingram@onkaparinga.sa.gov.au>>; Deborah Bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

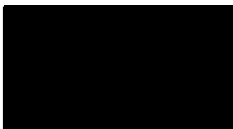
Hi Paul ,

I would welcome your consideration and response to my message below and attached plans.

Also my original enquiry sent 2nd June 2017 at the bottom of this trail and attachment for background.

Regards

Atholl Bonner



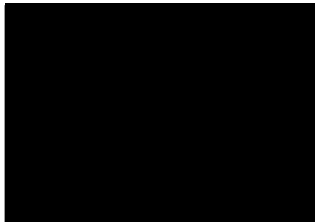
From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 20 July 2017 12:02 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, it maybe more prudent to engage with the responsible Council Officer and I am

happy to be included and involved. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

[Redacted]

Sent: Wednesday, 19 July 2017 12:47 PM

To: Hazel Wainwright

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Hazel,

Not sure if my response may have got swallowed up with other matters?

Should I perhaps engage directly with the responsible Council Officer or the Governance Officer?

Happy to discuss as may be deemed necessary so that the traffic volumes generated by the new development can be fairly shared across the road network.

Regards

Atholl

From: atholl bonner <[Redacted]>

Sent: Thursday, 13 July 2017 2:03 PM

To: Hazel Wainwright

Cc: [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Your assistance with our enquiry is much appreciated.

We are of course pleased to note that blisters and line-marking will be applied to the junction of Tangier and Riviera in an effort to reduce speeds at the corner. Our chief concern was more about traffic management rather than volumes, with the distribution of traffic from the new development favouring Riviera rather than Lurline. Improving Riviera would perpetuate the rat running, rather than redistribute some traffic to Lurline so it could perform the purpose for which it was designed. Riviera should never have been connected to Milford, but given it is, our question is, what can be done to discourage its overuse?

We would be happy to discuss further directly with Council officers or rely on your passing on our communication to assist in consideration of this issue to achieve a cost effective and timely resolution. Our comments are summarised below with marked up plans attached.

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

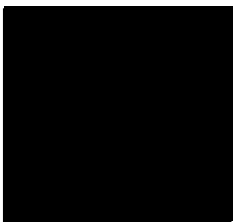
The original developer would have been required to lodge a traffic impact report to accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for you help.

Regards

Atholl [REDACTED] Bonner



From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 11 July 2017 12:01 PM
To: athollbonner
Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl and [REDACTED] This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind

regards Hazel

Cr Hazel Wainwright
Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

-----Original Message-----

From: Karen Ingram

Sent: Tuesday, 11 July 2017 11:53 AM

To: Hazel Wainwright

Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby

Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at
[REDACTED]

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl [REDACTED] Bonner please, regards
Hazel

Cr Hazel Wainwright

From: atholl bonner [mailto:[REDACTED]]
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman; Gail Kilby; Wayne Olsen; Hazel Wainwright
Cc: Bonner, Atholl [REDACTED]
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl [REDACTED] Bonner, [REDACTED]

From: Bonner, [REDACTED]
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home';
[REDACTED]

Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [REDACTED] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that let to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [REDACTED] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and lose the reserve front seaside character. Rather we would like Council's consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planning at the land division stage of the development.

Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards

Atholl Bonner

[REDACTED]

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Sophia Pishas

From: atholl bonner [REDACTED]
Sent: Monday, 25 June 2018 3:49 PM
To: Kirk Richardson; Matthew Morrissey; Paul Kirkham; Heath Newberry; Bill Cirocco; Lorraine Rosenberg; Hazel Wainwright; Don Chapman
Cc: [REDACTED] Kelly Sambevski; [REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you Kirk,

Whilst I appreciate that traffic impact report may not be a legal requirement, it is normal and good practice to enable Councils and DAC to assess land developments, especially of this size and more especially those inserted within existing residential zones, in the same way Councils assesses proposals impact on sewer, storm water, utilities, services and infrastructure.

You are doing this for a smaller development off Aldinga Beach Road and other across the Council area, why not for Sellicks Beach?

It is my view that this oversight has resulted in the inappropriate road connection that is being used by the majority of traffic to and from the new development - the impact of which is now unsustainable with over 70% of the lots built out.

I maintain that Council's traffic count did not compare like for like volumes at the entry points from distributor / collector roads. 400vpd use Lurline to access Sellicks Beach Road, while 500vpd from Riviera feeds to another 500 or so on Tangier onto Justs Road, defined in Council's 2016-21 Road Network Plan, as a local street and carrying way over 1,000 vpd.

Furthermore, I suggest the costed traffic calming options were overstated in the report to Council, resulting in 9 to 6 supporting no intervention. The vote may have been different if presented with correct counts and simpler cost effective options. Further consideration could be given to cost effective traffic calming through speed reduction, humps, or one way signage and line marking. We witness daily conflicts between traffic and with pedestrians, cycles and children, that we hope can be adverted through better traffic management that was neglected in assessing the development.

It seems I am left to pursue a formal review of this decision under section 270 of the Local Government Act, that will doubtless take up more time effort and resources or it could be within Council's power to effect a simple change for the benefit and safety of the community.

Regards
Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Thursday, 21 June 2018 9:05 PM
To: atholl bonner
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski; Matthew Morrissey; [REDACTED] Lorraine Rosenberg
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

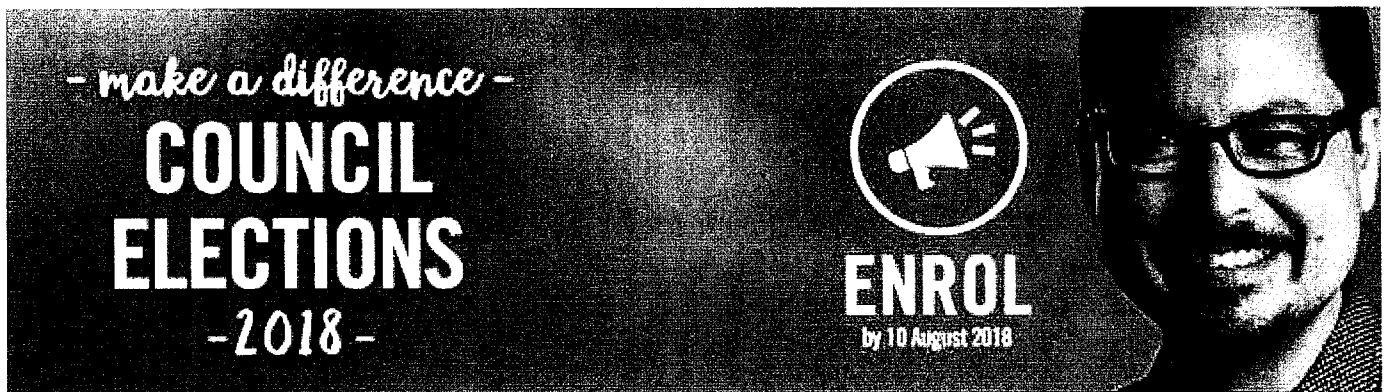
A traffic impact statement (TIS) is a specific tool used for the installation of traffic devices.

With regard to a traffic report or assessment it is my understanding that they are provided by developers at the request of local and/or state government but are not a legal requirement. We have not found any reference to one being undertaken for this development.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl: [REDACTED]
www.onkaparingacity.com



Authorised by Mark Dowd, CEO, City of Onkaparinga, Ramsay Place, Noarlunga Centre, 5168

From: atholl bonner [mailto:[REDACTED]]
Sent: Monday, 18 June 2018 2:48 PM
To: Kirk Richardson
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski; Matthew Morrissey; [REDACTED] Lorraine Rosenberg
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you Kirk,
Apologies for the delayed response, we are just back from leave.

Do we take this to mean the development may have been approved without a traffic impact statement or report?

I will follow up with your corporate governance team, as I remain of the opinion that the report misled Councillors in regard traffic volumes and exaggerated the costs of traffic management solutions through the omission of cost effective techniques.

Regards
Atholl

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Wednesday, 2 May 2018 8:06 AM

To: atholl bonner

Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski; Matthew Morrissey; [REDACTED] Lorraine Rosenberg

Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

I can confirm that we have not located any traffic management reports from a review of the archive files.

I have advised our corporate governance team of this matter and they will contact you to provide the details regarding the formal complaint process.

Regards

Kirk

Kirk Richardson

Director City Operations

h: (08) 8384 0581

Mbl: [REDACTED]

www.onkaparingacity.com



From: atholl bonner [mailto:[REDACTED]]

Sent: Thursday, 26 April 2018 4:04 PM

To: Kirk Richardson; Lorraine Rosenberg

Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski; Matthew Morrissey; [REDACTED]

Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you very much Kirk,

The absence of a traffic impact report on the insertion of 200 new dwellings into an established community is of great concern, demonstrating a lack of due diligence at the time, which has resulted in the current inappropriate use of the limited road network. While I'll look forward to the results of the archive retrieval search, I still do not believe you have addressed the Mayor's points

- **Why this linkage is required or indeed important?**
- **Original plans did not seem to indicate it was to be used**
- **Would we not be better trying to push traffic onto the main roads?**

Meanwhile, I maintain the report presented to Council on 20th March 2018 misled Councillors into a belief that the volume of traffic was not an issue and that the costs associated with calming would be disproportionate and excessive to the location, resulting in the motion for no action at this time to be carried 9 to 6.

The report **did not** articulate that the 500 vpd from the the new development, (measured on Riviera Road) is in addition to around 500 vpd already using this road network up Tangier Boulevard to Justs Road; therefore exceeding the 1,000 vpd; deemed a maximum for local streets. The report failed to note the inadequacy of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders, none of which meets Council's standard for local streets, even in a rural location. It is also my view that the report too

readily dismissed simple cost effective solutions, in preference to expensive invasive road treatments, considered unwarranted and wasteful.

I therefore am left with no option other than to pursue a formal complaint with Council's Corporate Governance Team, if you would be so kind as to direct me to the correct point of contact. I will also look into avenues available with the Ombudsman as an example of Council's refusal to protect its community from the pressures of increasing traffic.

In the meantime, I look forward to your response to the Mayor and a sight of a traffic impact statement or report from the developer that enabled Council and DAC to approve the sub division.

Regards

Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>

Sent: Tuesday, 24 April 2018 4:50 PM

To: atholl bonner

Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski; Lorraine Rosenberg; Matthew Morrissey; [REDACTED]

Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

Following the email below and your emails forwarded to me last week (that were to Bill Cirocco) I can advise that the 2002/3 application does not include a traffic report or any traffic related conditions within. I have requested an archive search of the original development file to check if any traffic documentation was provided as part of earlier advice. I expect this to be available by mid next week.

Irrespective my summary of the situation to date is that we have reasonably considered your information and suggestions but have concluded that we will need to agree to disagree on what the outcomes should be at this time.

At this time:

- Riviera Road currently has less than 500 vpd and does not require any intervention
- Riviera's traffic speed is very reasonable and requires no intervention
- Council has allowed for the upgrade of infrastructure within its long term financial plan at the appropriate time into the future

I reject any allegation that we have misled the council. If you have this opinion you should either lodge it as a formal complaint with Council's Corporate Governance team or with the Ombudsman so that your complaint can be independently assessed.

In the event that the historical development information provides any new information I will contact you again with an update.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581



From: atholl bonner [mailto:[REDACTED]]
Sent: Wednesday, 18 April 2018 1:11 PM
To: Kirk Richardson; Lorraine Rosenberg; Matthew Morrissey
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski;
[REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you very much for the reply Kirk,

Not sure that you have addressed Mayor Rosenberg's points

- Why this linkage is required or indeed important?
- Original plans did not seem to indicate it was to be used
- Would we not be better trying to push traffic onto the main roads?

TRAFFIC IMPACT STATEMENT...

At the outset of my enquiry last July, I asked Paul Kirkham if Council had a traffic impact report or statement that would have been required from the original developer proposing to add 200 new residences resulting in up to an additional 1,800 vehicle movements per day, noting that no link at all was originally proposed to Riviera Road.

No report was found, which is incongruous with the approach to the traffic that is rat running this insubstantial rural road, which far from typical of the surrounding streets, being barely even 5m with an unsealed hard shoulder adjacent to a reserve and community facilities. 50kph on this little road feels like 70 or 80 as it whizzes past pedestrians, kids and cycles in the road.

Only last week I once again asked Bill Cirocco if there was a traffic impact assessment done, in light of seeing the one produced by GTA for the current Aldinga Urban Lands DPA for Holmes Dyer.

To say future usage has not changed is not good enough 12 years on from the 2006 structure plan that does not reflect current road use or the development as built. No improvements were made to Riviera Road to take this traffic load and no link to Casino Boulevard. A minority of traffic uses Lurline Boulevard *'to push traffic onto the main roads'*.

I believe Council got this wrong some years back and needs to make amends now, in light of changes to the location of deferred urban, education and commercial zoning that will, in time, see Sellicks Beach Road widened and improved, guiding traffic to an improved junction at a duplicated Main South Road.

Instead of repeatedly rejecting that an issue exists, Council could actually do something cost effective to improve a community for residents' safety not just for traffic flow.

Instead it has spent an inordinate amount of time and resources in disputing there is a problem at all, and if there is, it is not Council's responsibility.

Even the traffic count deliberately misled, in reporting less than 500 vpd, where these add to 1,000 vpd at the top of the rat run before disgorging onto Just Road. While if something were to be done, Council's report further misled Councillors into believing solutions would cost between \$35,000 to \$172,100. Preferring to hold off until future upgrades to be the subject of community consultation in years to come, as part of an unfunded \$40 million coastal area street improvements and a decision on the installation of sewers. As such the future usage of the road remain a work in progress for almost 15 years, bearing in mind the proposed link to Justs Road requires the compulsory acquisition of private land.

So you see nothing but rejection and dismissal in the face of many moths of suggestions; closure one way, speed bumps, slow points, speed restriction.

Every time another reason why not to take action

Regards
Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Wednesday, 18 April 2018 11:04 AM
To: atholl bonner; Lorraine Rosenberg; Matthew Morrissey
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; [REDACTED]
Kelly Sambevski; [REDACTED]
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Thanks Atholl

In addition to Atholl's response the original intent of the future usage of the road has not changed.

Atholl I understand your thoughts re the reduction of speed limits. Unfortunately it is not as simple as a "Council trial" as noted below we are not the authorising body for speed limits.

Council is required to apply to DPTI for any change in speed limit with a supporting traffic impact statement. The traffic impact statement is set out in a structured way with criteria that is required to provided, supported with data. In this particular case, and from prior experiences a request would not meet DPTI's criteria for a speed lower than the 50km/h urban default limit. Of particular note is that when considering the setting of speed limits DPTI look for consistency within the surrounding road network speed limits. The surrounding residential streets are all typical of an 50km/h default urban limit.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl [REDACTED]
www.onkaparingacity.com



From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 16 April 2018 9:31 AM
To: Lorraine Rosenberg; Matthew Morrissey
Cc: Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; [REDACTED] Kelly Sambevski; [REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you Lorraine,
I was advised the link is required to maintain flexible access for vehicles, refuse collection and emergency vehicles.

Matthew,
Hence, our pursuit of cost effective calming with one way access or speed reduction.
The 50kph urban default is simply too fast for this basic road that barely meet your rural road standards.

Council's commonly reduce speeds to improve safety and discourage 'rat running'.
Surely we can trial such a speed reduction on safety grounds, in the hope of redirecting traffic that will in time prefer to use the main roads.

(.egards
Atholl Bonner

From: Lorraine Rosenberg <LRosenberg@onkaparinga.sa.gov.au>
Sent: Sunday, 15 April 2018 5:40 PM
To: Matthew Morrissey
Cc: atholl bonner; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry;
bill.cirocco@onkaparinga.sa.gov; Don Chapman; [REDACTED] Kelly Sambevski; [REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Hi Matthew
Can I ask why this linkage is required or indeed important
Original plans did not seem to indicate it was to be used
(.Would we not be better trying to push traffic onto the main roads

Lorraine Rosenberg
Mayor
City of Onkaparinga

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On 13 Apr 2018, at 6:14 pm, Matthew Morrissey <Matthew.Morrissey@onkaparinga.sa.gov.au> wrote:

Dear Atholl Bonner,

Thanks for your recent suggestion in relation to reducing the speed limit along Riviera Road in Sellicks Beach.

Setting and signing of speed limits are undertaken in accordance with Australian Standards

and managed by the Department of Planning, Transport and Infrastructure (DPTI). The standards state that all local urban roads are subject to the urban 50km/h speed limit and Riviera Road is therefore subject to the urban default speed limit.

The traffic counts recently conducted along Riviera Road do indicate that the 85th percentile speed was recorded at 50km/h. The 85th percentile speed is the speed that 85% of motorists travel at or below and is used by traffic engineers to determine whether any traffic management interventions are required. In this particular case, the 85th percentile speeds are the same as the speed limit, that being 50km/h. This is considered reasonable, and as previously resolved by Council on 20 March 2018, "traffic calming devices or other interventions are not required at this time on Riviera Road".

Given the above, we will not pursue any investigations for a reduction of the speed limit along Riviera Road.

Any pedestrian improvements, such as footpaths to improve pedestrian safety along Riviera Road, will be undertaken as part of Councils "Coastal areas street improvements (old survey areas)" program over the coming years and community consultation will be undertaken at that time.

If you have any further enquiries in relation to setting of speed limits, or our "Coastal areas street improvements" program, please contact our customer relations team on (08) 8384 0666.

Regards,

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

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[cid:image019.png@01D3D34F.081705C0]

From: atholl bonner [mailto:]
Sent: Wednesday, 11 April 2018 10:00 AM
To: Matthew Morrissey; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; Lorraine Rosenberg
Cc: Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you for your letter dated 29th March 2018, which asks that I, as head petitioner, communicate to all other signatories Council's decision that traffic calming is not required on Riviera Road at this time.

I am therefore distributing the attached, to inform petitioners of how and why their Council has arrived at this decision. This of course remains a great disappointment that our Council puts the 'flexible access' of traffic above the safety of the pedestrian community.

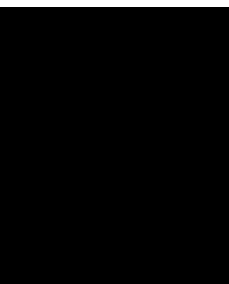
One further suggestion; consider the installation of signs to reduce the speed limit to 20 kph past the community facilities on Riviera Road. While there remains every possibility that some vehicles would exceed such a limit, some would obey, creating a safer environment for pedestrians, and others may consider alternative routes, thereby calming some and redirecting some. I wonder what the cost is to install traffic speed signs possibly on existing poles - not even \$1,000? Council could hardly be accused of wasting funds, while it would be credited with protecting its community.

Perhaps such a measure might need community consultation or information / notification, with notices placed advising of the measures implemented on the name of community / pedestrian safety.

We the community living on and those walking this rat run, continue to hope that something be done to calm the traffic, before there is a dreadful incident, that will be the responsibility of an unsupportive Council.

Regards

Atholl Bonner



I also note and welcome Council's intention to alter speed limits on Sellicks Beach Road and Justs Road.

From: Bonner, Atholl

Sent: Thursday, 7 December 2017 12:11 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: [REDACTED] 'Kelly Sambevski'; [REDACTED] 'Atholl Bonner'; 'Heath Newberry'
Subject: RE: Riviera Road and Lurline Boulevard, Sellicks Beach

In summary, Council did not follow through on its 2006 Structure Plan,

- no connection made to Casino Boulevard,
- no through connection to Justs Road
- Riviera Road left as a rural road
- No upgrades to handle increased volumes
- Most of the development's traffic now rat running unsafely past reserve

Interestingly with this morning's house fire closing Sellicks Beach Road, we noticed no increase in traffic and yet it all had to use Riviera and Tangier to get out.

This is because most of it does anyway!

Please implement measures to better distribute the traffic from the new development correct this.

[cid:image020.png@01D3D34F.081705C0]

Regards
Atholl Bonner

From: Bonner, Atholl [REDACTED]
Sent: Wednesday, 6 December 2017 1:09 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'
Cc: [REDACTED] 'Kelly Sambevski'; [REDACTED] 'Atholl Bonner'; 'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you Matthew,

Your attention is appreciated and your rationale understood, but the matter is not final because you say it is.

You work to serve the community and cannot intimidate and blind this community with policy and plans.

Rest assured we will continue to lead on behalf of the community that was let down by Council's decision reversal.

We will pursue all possible channels, until Council corrects this mistake.

1. Your 2006 Structure Plan did not proceed as drawn, other than a connection Riviera, and with no upgrade to take additional traffic
2. The planned connection to Casino Boulevard was not made. This would have better spread the traffic.
3. Council's planning has undeniably enabled a dangerous short cut where most of the traffic is using the secondary route.
4. Your 2002 development plan confirms no connection to Riviera as advised to residents at that time
5. There is now too much traffic using Riviera, going too fast with no provision for pedestrians around the community and recreation facilities.
6. Council permitted this road connection which is now a danger to the community.

This needs to be clammed down through better distribution of traffic being generated from the development area; a slow point, speed bumps or a one way treatment.

Alternatively, Council could do what should have been done with the developer at the time to integrate the insertion of 200 new dwellings through infrastructure investment,

1. Upgrading Riviera Road to cope with significant traffic increases,
2. Build a new road to Casino Boulevard
3. Connection to Palmero Street,
4. Stormwater management,
5. Street light upgrades
6. Signage.

But none of this was done and most of the traffic now rat runs through Riviera and Tangier.

So, spend hundreds of thousands on major upgrades or just few thousand to discourage rat

running.

In short you should have had the developer pay for this, now Council has to deal with the consequences.

Riviera used to serve about 20 households and the community Hall, now it copes with almost 200 dwellings and is not fit for it. You, your director and CEO have this wrong – not fit for purpose by any measure, plan or policy you have thrown at us.

I refer you to Council's first assertion that Riviera road is adequate

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT)

You measured it to be averaging 496 while it is clearly a very basic local street – therefore not fit.

We will continue to lobby and petition Council by all means at our disposal until this is remedied.

Regards

Atholl Bonner

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 5 December 2017 1:43 PM
To: Bonner, Atholl (Renewal SA); Kirk Richardson; Hazel Wainwright; Paul Kirkham
Cc: [REDACTED] Kelly Sambevski; [REDACTED] 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Good afternoon Atholl,

Thank you for your emails, and whilst I appreciate your concern for this matter and taking a leading role in addressing this with Council, unfortunately in this case we have taken the issue as far as we can.

To date we have maintained our response based on the sound infrastructure management plans / standard in which we manage our road network, we must adhere to our policy position in all cases so as to navigate the complexity of our entire asset portfolio and unfortunately in this case the answer may not be the response that you have wished to hear.

What I can say, is the matter was reviewed in its entirety, it was questioned and escalated throughout the organisation and many hours invested reviewing the situation, undertaking traffic counts, and physical on ground line marking traffic works to try and assist with some of your concern. We hope that you acknowledge that we have not dismissed your concern.

You have noted in your last email that the connection of Riviera Road was a "Council error", what I can say from our review is that connecting our road network is a standard practice where we can, particularly when roads (which in the past) may have only had one entry and exit position. The reason we now do this is to achieve greater access for emergency services. We must also note that the creation of Lurline Blvd and the connection of Rivera Road to Lurline Blvd was contained in the Structure Plans of the City of Onkaparinga's Development Plan dating back to 2002 and 2006. Refer below extract.

This said, we will continue to monitor the traffic volumes over time in this area (as we do for all areas of the Council network) and review the road composition in line with the volumes and desired character in consultation with local residents.

[cid:image007.png@01D368F2.960E24C0]

We trust that this correspondence, whilst not necessarily meeting you desired outcome, finalises the matter at this point in time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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[cid:image023.png@01D3D34F.081705C0]

From: Bonner, Atholl (Renewal SA) [mailto: [REDACTED]]
Sent: Thursday, 23 November 2017 11:35 AM
To: Kirk Richardson; Hazel Wainwright; Matthew Morrissey; Paul Kirkham
Cc: [REDACTED] Kelly Sambevski; [REDACTED] 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Matthew Kirk or Paul,

After another week, we had hoped for a reply, or at least acknowledgement.

We reassure you we are not for being dismissed, and remain resolute in having Council rectify its error in allowing a road connection to be made to Riviera Road.

Your reliance on traffic volume survey results does not consider pre-development volumes on Tangier Boulevard. The attached 2003 street map, shows the first stage of the development with connection only to Sellicks Beach Road the township's distributor road and none to Casino, Palermo or Riviera.

[cid:image024.png@01D3D34F.081705C0]

[cid:image025.png@01D3D34F.081705C0]

Hazel,

The decision to make a road connection to Riviera really needs to be reversed. We vigorously dispute Mark Dowd's assertion that Riviera Road is fit for purpose, it is simply NOT (see picture below) and we don't want Council to waste money on major upgrades which would remove character and further encourage traffic. Let's direct the traffic to where it was designed to go – Lurline Boulevard not this small country lane.

[cid:image026.jpg@01D3D34F.081705C0]

Regards

Atholl [REDACTED] Bonner



From: Bonner, Atholl [REDACTED]
Sent: Thursday, 16 November 2017 2:41 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Paul Kirkham'
Cc: 'Hazel Wainwright'; [REDACTED]; 'Kelly Sambevski'; [REDACTED]; 'atholl bonner'; 'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for your frank and pragmatic and yet none too helpful response Matthew.

Clearly Council has us residents at a disadvantage, we not being road network planners or asset managers, but we again urge further consideration and action.

This is a 15 year old and worsening mistake, brought about through a development approval oversight, that really should be remedied. We are simply not prepared to accept this and wait for future growth. Over 70% of the development is built out and the traffic feeding through Riviera to Tangier is already unreasonable for a road of this quality while Lurline goes underused. By no stretch of the imagination is this ok no matter how many numbers are used to blur the reality.

Picture below says it all – 1,000 words to follow

[\[cid:image027.png@01D3D34F.081705C0\]](#)

Little more than a country lane taking most of the traffic from the new estate!

This photograph admirably demonstrates the inappropriateness of having so much traffic rat running Riviera/Tangier to Justs Road.

There is no way this can be considered acceptable! We hope to avoid the need for significant future investment in upgrading this stretch of basic rural road, which we believe would destroy some of the last remaining character in this old survey area and further encourage traffic to short cut – line of least resistance. We ask again that you look at simple Local Area Traffic Management treatment to discourage the use of this rat run.

Line marking, blisters, a couple of No Entry signs with Give Way on the other side right, all next to the existing street light.

[\[cid:image028.jpg@01D3D34F.081705C0\]](#)[\[cid:image029.png@01D3D34F.081705C0\]](#)

Perhaps lower down signs like recently done in a suburban situation.

[\[cid:image030.jpg@01D3D34F.081705C0\]](#)

We have been met with a barrage of numbers and justifications 500-1,000, 800-3,000, 2,000-20,000!

Your attention to, and reliance on, vpd numbers should not be an end in itself, especially as you are now moving toward 'precinct planning'. We hoped for Council's consideration of correcting its earlier failure to adequately assess the traffic impacts brought about in

approving the developer's land division that would, in time, introduce well over 200 new dwellings.

However, referring to Austroads Guide to Traffic Management Part 12 a full traffic impact assessment should have been done for a development of this size. Road network planning for low density residential dwellings on 8 – 10 vehicle trips per day would equate to 1,800 to 2,200vpd from the new development where we see an increasing number of 2, 3 and even 4 car households. If even 50% the new traffic to add to pre-existing volumes from half of the 270 residences in the old survey area, the top of Tangier could be handling over 2,000vpd adding to other traffic already on Justs Road – both being designated local roads.

With respect it is not reasonable to apply traffic volumes for urban areas, this being urban fringe in a rural township, albeit now in metropolitan Adelaide. Riviera Road does not meet your local street cross section minimum requirements for rural sealed roads (6.2m + 1m either side) let alone urban (7.2m + 3.5 either side). Riviera Road is little more than a lane.

There is too much traffic feeding into Tangier resulting in Justs Road behaving as a collector, or even distributor road, with probably 2,000 to 4,000 vpd – hence the excessive wear and dilapidation Council is having to fund. Curiously, your Road Network Plan shows only Sellicks Beach Road to be a distributor while the Esplanade and Norman Victory Parade are deemed collectors. This way out of kilter with actual traffic behaviour. A lot of traffic avoids the dangers of accessing Main South Road from Sellicks Beach Road as repeatedly noted in your Community Engagement feedback report. We'll happily lobby DPTI for line marking a filter lane to immediately improve safety at this location and better distribute Sellicks traffic, while we wait for 2020/21 State budget improvements.

Further analysis:

- Paul told us a local road should be able to handle up to 500 vpd.
- Riviera survey has almost 500vpd feeding into Tangier which serves a further another 200 dwellings from the old survey amounting to at least 1,000 vpd at the T junction with Justs with very high peak loads
- Riviera is not an average local road, being barely 5m wide at some points with unmade and dilapidated shoulders,
- The road surface and shoulders regularly fall into disrepair with volume and weight of traffic,
- Shoulders often fail with vehicles leaving the bitumen and further narrow trafficable space
- Potholes develop and reappear very quickly with a lot of commercial and heavier traffic

- Questionable specification to road sub base to sustain such volumes without reconstruction that could be avoided
- Pedestrians, with dogs and children often unaccompanied on bikes and scooters are forced off the hard surface into the muddy shoulders with passing traffic
- The road immediately abuts a major public reserve and community facilities attracting both additional traffic and pedestrians

Riviera scores highly on the prioritisation process matrix in Council's 2009 Road Network Plan – speed, volume, below standard, peak hour, trucks, activity generator. Similar could be said and applied from section 8.1 from the 2016 plan, especially if a precinct approach were adopted.

We fail to understand how Council cannot see the problem and remains unprepared to look at a quick and cost effective solution. We understand the conflicting priorities and challenges within Council and its budget constraints, but refuse to accept that this poor traffic planning cannot be easily rectified after over 15 years of a worsen situation. Whilst Onkaparinga is a large Council with a large budget and large demands, it also needs to take responsibility for and listen to its rate payer's needs. The additional 200 or more residences approved in the new development will attract in the order of \$300,000 per annum additional rate income for Council services. That would be \$4.5 million over 15 years! Please therefore fix this mistake with a few dollars of line marking and a couple of signs.

Council accepted assets of a reasonably high amenity value from the developer – including wide boulevards, stormwater management, median strips, pram ramps cycle lanes and ironically a traffic calming slow point within the development with very little internal traffic to slow being at the extremity of the area.

[cid:image031.jpg@01D3D34F.081705C0]

If any of you have read all of this, perhaps you may begin to appreciate how insulting it is to be told that current practices are deemed acceptable and that nothing will be done unless it gets worse. This is not a new issue, but one that has worsened over many years after Council originally advised the community that new roads from the development would NOT be connected to Riviera Road as is the case with Palermo and Casino. We are told that residents complained and protested at the time, to no avail and were worn down by Council's refusal into reluctant acceptance.

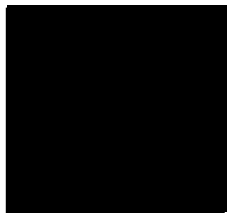
We leave it with you to decide if you wish to continue to ignore this not unreasonable

resident request or do we have to resort to campaigns and lobbying , involving all manner of further attention rather than effect a simple remedy for the error made over 15 years ago.

Please do not ignore Sellicks Beach

Regards

Atholl & [REDACTED] Bonner



From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 14 November 2017 1:59 PM
To: 'atholl bonner'; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; [REDACTED] Kelly Sambevski; [REDACTED] Bonner, Atholl
[REDACTED] Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

We appreciate your interest on the matter of traffic management along Riviera Road and Lurline Boulevard. As previously communicated to you, the traffic volumes are well within those of a local road. For clarification on the road hierarchy Road Network Plan (2016 - 2021) a local road in an urban environment can be expected to have between 500-1000 Vpd travelling upon it. Both Rivera and Lurline clearly have well below this limit and the speed environment at the 85% is shown to be very acceptable.

Further, a collector road in an urban environment is a road that can be expected to have

between 800 - 3000 vpd and a distributor road in an urban environment is a road that can be expected to have 2000 – 20000 vpd travelling upon it with speeds generally at 60 kmph speed environment.

As a large city with over 1500 km of road we have many higher traffic management priorities to direct our resources toward at this time, we will continue to monitor and should growth in the area require further intervention it will be considered at that time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

[cid:image033.png@01D3D34F.081705C0]

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 13 November 2017 3:44 PM
To: Matthew Morrissey; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; [REDACTED] Kelly Sambevski; [REDACTED]; Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Hi Matthew, Paul or Kirk,

We were wondering if you have had an opportunity to review our response and reconsider Council's position.

The new development is undoubtedly directing a significant amount of traffic to the top of Tangier Boulevard onto Justs Road, where it would be exceeding your 1,000 vpd threshold. Referring to Onkaparinga Road Network Plan (2009) Tangier is being used as a collector road while Justs is more likely a distributor road. See attached

By any measure too much traffic is rat running along Riviera and up Tangier - we implore that you considered measures that would discourage this, and redirect traffic to Lurline. Every day we see potentially catastrophic vehicle pedestrian conflicts as traffic races along the narrow rural road nearby the community facilities.

Keep it simple and affordable with better traffic management and distribution.

We look forward to hearing from you.

Regards

Atholl

From: atholl bonner <[REDACTED]>
Sent: Thursday, 2 November 2017 1:34 PM
To: Matthew Morrissey
Cc: Hazel Wainwright; [REDACTED]; Kirk Richardson; Kelly Sambevski; Paul Kirkham; [REDACTED]; Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for the prompt feedback and response Matthew,

We do of course welcome the safety improvements, which we hope will alleviate the perpetual corner conflicts and speed.

Seems that nobody is disputing that Riviera is being used as a short cut, the debate seems to be whether the practice acceptable or could be improved upon. The survey results support our premise that the majority of traffic is rat running from the new development

through the old survey area, though we are very surprised at the number recorded for Lurline, being at odds with our observations.

Paul Kirkham's response to our submission on 11th July confirmed that 500AADT is deemed reasonable for local streets. It seems that Riviera is just 6 below, with only 70% of the development built out. This will increase and must already be well over that as traffic feeds to the top of Tangier Boulevard. Almost 100 more vehicles per day use the basic rural road, rather than the boulevard built for the purpose with kerbs, gutters, footpaths, bike lanes, pram ramps and decent visibility splays and sight lines. We note that 85% within 50kph implies 15% is above on a rural old survey road in close proximity to Community facilities.

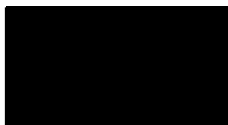
This has occurred because the Council accepted the developers decision to connect the new development to Riviera Road, despite Council having notified the community this was not planned. No connection was made to Casino or Palermo which would have shared the load across the existing road network. We now have most of, and an excessive and increasing volume of traffic using the back door rather than the front door gateway boulevard designed for the purpose.

Riviera Road is simply not fit for this purpose and we ask that you reconsider your conclusion that no further action is required. Attached is our original submission and a suggestion to assist in your review, with options to close, open or calm roads to better distribute the new traffic through the network.

We look forward to and welcome your further consideration.

Regards

Atholl :



From: Matthew Morrissey
<Matthew.Morrissey@onkaparinga.sa.gov.au<<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>>>

Sent: Wednesday, 1 November 2017 3:19 PM

To: [REDACTED]
Cc: Hazel Wainwright; [REDACTED] Kirk Richardson; Kelly Sambevski; Paul Kirkham
Subject: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

You may have noticed the traffic counters in Lurline Boulevard and Riviera Road over the last few weeks which have been placed to gain a better understanding of the traffic flows in the area. The results for the traffic surveys have been completed (details below) and essentially have confirmed that the volume and speed of traffic using Riviera Road is within the acceptable range for a local road. It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day). Given the analysis, we are satisfied that the traffic volumes are within acceptable limits and no further action is required.

Street

Vehicles per Day

85 percentile speed

Riviera Road

494

50 kph

Lurline Boulevard

398

47 kph

Please note, the attached pavement marking scheme for Riviera Road/Tangier Boulevard will be implemented in the next few weeks to improve road safety at this intersection.

Thank you for your interest in this matter.

Kind regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: Description: Description:
OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

From: atholl bonner [REDACTED]
Sent: Thursday, 5 October 2017 12:27 PM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

So sorry to be a pest Hazel, but we saw no signs of a survey last week

Is this still happening and will it assess our alleged overuse of Riviera and the under-use of Lurline

From: Hazel Wainwright

<HWainwright@onkaparinga.sa.gov.au<mailto:HWainwright@onkaparinga.sa.gov.au>>
Sent: Tuesday, 26 September 2017 9:03 AM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

My pleasure Atholl, regards Hazel

Sent from my iPhone

On 26 Sep 2017, at 8:47 am, atholl bonner

<[REDACTED]> wrote:

Forgot to say many thanks for getting the pot holes attended to.

Hoping surveys will be able to demonstrate vehicular movements through Riviera as compared to Lurline

From: atholl bonner <[REDACTED]>
Sent: Monday, 25 September 2017 9:59 AM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

No worries - sounds good

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<mailto:HWainwright@onkaparinga.sa.gov.au>>
Sent: Sunday, 24 September 2017 2:56 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Hi Atholl, I am happy to wait till we get the results from the survey before we pursue a petition, but will be led by you on this issue. Regards Hazel



Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Friday, 22 September 2017 12:40 PM
To: Hazel Wainwright
Cc: 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Many thanks Hazel,

Great news it is being looked at more closely. A survey would need to compare use of Riviera against Lurline, as our concern is not about volume.

I recall Paul Kirkham's initial response

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision.

Average traffic probably does not reach 500 per day on Riviera, hence deemed 'fit for purpose'.

Most of the traffic rat runs our smaller rural road, with a lot less using the purpose built Lurline Boulevard, with pram ramps, median strip, footpaths and visibility splays (see attached). Hence the request is to redirect traffic to Lurline and/or discourage the over use of Riviera.

We don't want to be met with further rejection in a month's time if Riviera's numbers come back less than 500 per day supposedly proving fit for purpose. This is about rat running.

Do you still want me to work on a petition or shall we wait for the numbers and report in October?

Regards

Atholl [REDACTED]
[REDACTED]

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 21 September 2017 8:52 PM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Atholl, I have managed to get a traffic survey happening next week and we should have the info in 4weeks. Cheers Hazel

Sent from my iPhone

On 20 Sep 2017, at 3:51 pm, atholl bonner

<[REDACTED]> wrote:

Many thanks for your time and efforts Hazel,

We are of course disappointed that consideration remains around 'fit for purpose', never in doubt that road is designated suitable for local traffic volumes. Rather it is the inequitable distribution of traffic on the road network. This has resulted in rat running overuse of, and damage to the less substantial asset (a basic rural road) and danger to pedestrians in and around the reserve and community facilities. The hope was simply to encourage and direct some traffic to Lurline Boulevard, which was built to serve the new development.

Your assistance and guidance with a petition would be much appreciated. Would this be to just directly affected residents on Riviera and Tangier (probably 30 or 40 dwellings)? We don't feel too comfortable door knocking, but could draft a simple document describing the issue, seeking comment and/or support. This could be for return to your PO Box or perhaps the Community Centre if there is a letterbox there? Or could the Council provide reply paid envelopes?

Understood on the potholes and perhaps you could remind Paul Kirkham of his undertaking

to apply blisters at the intersection of Tangier and Riviera where a lot of traffic cuts the corner at speed. We see a lot of near misses between cars and danger to pedestrian due to speed and volume of traffic on this rat run.

Much appreciated

Regards

Atholl

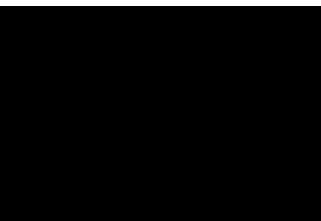
From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 19 September 2017 1:19 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl 

I met with Mark and we discussed Riviera Road, whereby it was deemed 'fit for purpose' and therefore nothing will be done. I now suggest you go down the path of a petition and I am happy to assist if you need help with this. It will then be tabled at Council, whereby we can get a motion to make the road safe. (BTW I have submitted a request to get the road's potholes repaired), cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 18 September 2017 1:55 PM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel,

We wondered if our Sellicks traffic management issue got onto your agenda in discussion with Mark?

We are observing worsening pot holes with so much traffic and increased vehicle/pedestrian conflicts with community facilities use.

Regards

Atholl [REDACTED]

From: atholl bonner <[REDACTED]>
Sent: Monday, 11 September 2017 11:02 AM
To: Hazel Wainwright
Cc: [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel
There is a lot going around just now
Laid me up some of last week
Looking forward to hearing from you
Regards Atholl

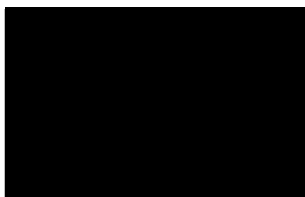
From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 11 September 2017 10:43:04 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, Mark was sick last week and we are catching up tomorrow. I'll let you know what

transpires. Cheers Hazel



Cr Hazel Wainwright


Wine Coast Ward





M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>
Sent: Monday, 11 September 2017 10:15 AM
To: Hazel Wainwright
Cc: 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel
Wondered if your meeting with CEO went ahead last week and if you had time to raise this issue of Sellicks traffic management?
Many thanks
Regards
Atholl 

From: atholl bonner < >
Sent: Friday, 1 September 2017 12:40:59 PM
To: Hazel Wainwright
Cc: 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Brilliant,

Would be fabulous if Mark could see his way to supporting this as a safety and small community initiative.

Keep it simple and things get done

Thanks again hazel

Regards

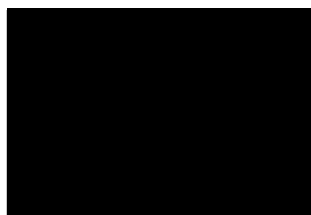
Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Friday, 1 September 2017 11:11 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I have a meeting with the CEO next week to discuss further. I'll let you know the outcome, cheers Hazel


Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Friday, 1 September 2017 9:34 AM

To: Hazel Wainwright

Cc: [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

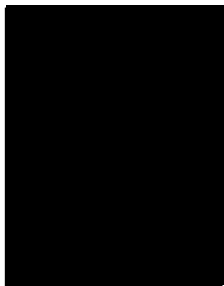
Thanks Hazel,

Just wondered if you may have had a chance in the last couple of weeks to make further enquirers of Council asset staff to determine a solution to this acknowledged management traffic issue.

Many thanks

Regards

Atholl [REDACTED] Bonner



From: Hazel Wainwright

<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>

Sent: Saturday, 19 August 2017 3:16 PM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Atholl,

It was great to meeting you, I'll keep you in the loop regarding my enquiries. Kind regards
Hazel



Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au <<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Friday, 18 August 2017 12:15 PM
To: Hazel Wainwright
Cc: 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

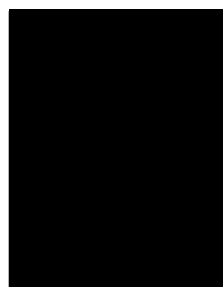
Many thanks for your time yesterday Hazel,

Your further enquiry of Council Assets staff to determine traffic management device(s) to limit use of the 'back door' rat run through Riviera Rd rather than the purpose built 'front entrance' at Lurline Boulevard is much appreciated.

Let me know if you need anything from me in further support of the request to reduce traffic on an unsuitable road in proximity to community and recreation facilities where pedestrians are regularly put in danger through the dominance, speed and volume of traffic, on what is a very narrow and basic rural road never intended or designed for this use.

Regards

Atholl  Bonner

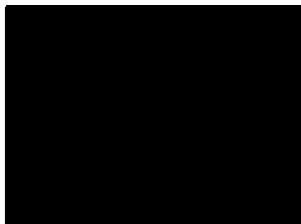


From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 11:45 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Great, see you then



Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Tuesday, 15 August 2017 11:12 AM
To: Hazel Wainwright
Cc: 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

That would be wonderful Hazel.

Perhaps we could meet at where Milford Ave joins Riviera Rd at the top of Maritime Ave.

5pm Thursday 17th August

Many thanks again,

Regards

Atholl 

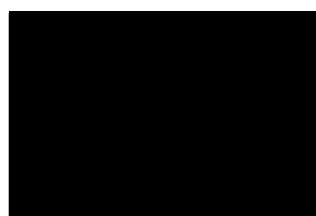
From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 10:50 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

(Hi Atholl,

I could meet you this Thursday at 5pm at Sellicks, if you like. Whereabouts is convenient?
Kind regards Hazel



Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Tuesday, 15 August 2017 10:03 AM
To: Hazel Wainwright
Cc: Karen Ingram; Heath Newberry;  Paul Kirkham
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,

Approved response

Thank you so much for the prompt reply Hazel,

Your offer to meet is much appreciated. Were you thinking at Sellicks?

I work in the city through the week, but could take an early minute one day to be back south by say 5pm one afternoon if that suits?

Alternatively I could head to work a bit later one morning and meet at say 8am?

Otherwise I'd be happy to find a time and date that suits your movements.

Thanks again - we realize this is a small issue in the scheme of Council's overall asset management, but feel rectification of this legacy from the Prodec development is long overdue, having welcomed the attention and investment to remedy the waste treatment issues.

Regards

Atholl Bonner



From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 14 August 2017 11:46 PM
To: atholl bonner; Paul Kirkham
Cc: Karen Ingram; Heath Newberry;
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

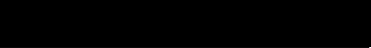

Hi Atholl, I am happy to catch up with you to discuss further, just let me know what day and time is convenient. Kind regards Hazel

Cr Hazel Wainwright



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:> 
Sent: Monday, 14 August 2017 11:05 AM
To: Paul Kirkham; Hazel Wainwright
Cc: Karen Ingram; Heath Newberry; 
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Your consideration and response is appreciated, albeit not what we might have hoped for.

Looking at the attached picture, it is clear that the new road (Milford) feeds to an old and basic rural style road (Riviera) that was never built or designed to take all the traffic from the new development, which Lurline was constructed for and seems to be very little used. The alignment is all wrong, no kerb, gutter or footpath - none of which is wanted for Riviera, as this would destroy the character of the location. So surely rather than consider investing significant funds on a future upgrade of the whole road, it would be better to effect modest investment to limit the traffic that uses what is acknowledged to be a rat run

Being neither a Road Network Planner nor a Traffic Engineer, I am of course not qualified to propose a solution to the problem that has resulted from Council's decision to allow this road connection to be made without a traffic impact statement or report required from the developer. I just noticed a simple device used to manage traffic in the city. and fail to see that signage, line marking and blisters are not suitable for a suburban context and vigorously disagree that the road network is not adversely by the current arrangement. We counted 15 pot holes already developing having been spray sealed only a few months ago and verge delapidation with passing vehicles frequently having to leave the sealed surfaces to avoid collision and/or pedestrians.

We thought Council might be able to identify a cost effective proposal to rectify the rat run Council has permitted along a basic rural road that is rapidly deteriorating. Many pedestrians with dogs and children using this route are in danger with so many Utes and SUV hurtling along this little road, rather than using Lurline Boulevard.

Hazel,

We would welcome your guidance on what avenues might be open to us in having this road network issue attended to, noting that Council approved this road connection that should never have been made. We find this inequitable and unreasonable. Our neighbours protested at the time of development works, now more than a decade later, the majority of the traffic uses Riviera Road and Tangier Boulevard with very little using Lurline Boulevard. This is both unfair and increasingly dangerous with many vehicles racing along Riviera, which is suffering structural damage inconsistent with its intended purpose.

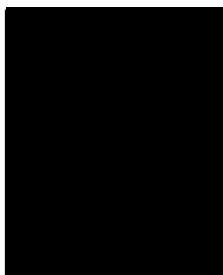
We really want something done immediately, even if temporary, to divert the traffic to the road built to serve the development - Lurline Boulevard. We see so much traffic thundering along this stretch with no room for pedestrians.

Continue to monitor, is a brush off and 'considered suitable for the time being' implies nothing is wrong.

We would appreciate your help correcting this development error suffered by the the community for over 10 years now and becoming increasingly intolerable and downright dangerous.

Regards

Atholl [REDACTED] Bonner



From: Paul Kirkham

<PauKir@onkaparinga.sa.gov.au<mailto:PauKir@onkaparinga.sa.gov.au>>

Sent: Friday, 11 August 2017 9:55 AM

To: atholl bonner

Cc: Hazel Wainwright; Karen Ingram; Heath Newberry

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Apologies first of all for the delay in finalising our discussion on the connection from Milford Avenue through to Riviera Road. The supplied information around using a line marking sign based solution was discussed and considered by both our Road Network Planner and Traffic Engineer.

We decided that this solution was not a suitable one based on the following

a) The treatment used by ACC is designed out of need to control vehicle movements in a confined area and not a treatment that would be considered on a suburban street.

b) The Road Network is not adversely affected by the current arrangement

Therefore we will continue to monitor the situation by doing some traffic counts, however the road arrangement as is is considered suitable for the time being.

Kind Regards

Paul Kirkham

Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263

Mob [REDACTED]

Fax (08) 8327 3041

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: OnkChop_Pink]<<http://www.onkaparinga.sa.gov.au/>>

[Description:
LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

Hi Atholl,

Thanks for your information this will help me when I have the discussion with our traffic engineer who is a bit inundated at the moment.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263
Mob [REDACTED]
Fax (08) 8327 3041

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: OnkChop_Pink]<<http://www.onkaparinga.sa.gov.au/>>

[Description:
LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [mailto: [REDACTED]]
Sent: Monday, 31 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram; [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul,

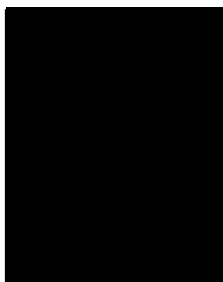
Whilst pondering our discussion last week about cost effective traffic management devices, I noticed from my lunch room window overlooking North Terrace, exactly such a device in place on Victoria Street that was implemented by the City of Adelaide and DPTI to manage traffic between Hindley Street and North Terrace following the tram extension. As you will see from the attached photographs this controls through traffic flows with the introduction of simple line marking, traffic blisters and signage. This situation is not dissimilar to the position we are discussing. Surely if this can be done in the the CBD, it would suffice for this long standing and worsening issue at Sellicks Beach. The Council needs to shift traffic volume to Lurline Boulevard to serve the purpose for which it was intended.

I am aware of Council budget allocation processes and am certain modest funds can be made available from capital or maintenance budgets for situations such as this.

I look forward to your further thoughts.

Regards

Atholl Bonner



From: atholl bonner < [REDACTED] >
Sent: Wednesday, 26 July 2017 3:14 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram; [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

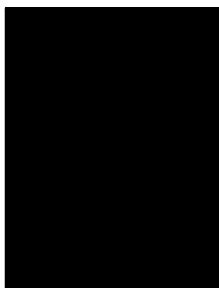
Many thanks for your time and our discussion this afternoon; your attention to the issue is much appreciated.


We remain hopeful that your traffic engineers can find a simple and cost effective solution to better distribute the increasing traffic volumes generated by the new development. I reiterate - hardly any traffic uses Lurline Boulevard while the vast majority uses Riviera and Tangier.

Looking forward to hearing from you.

Regards

Atholl Bonner



From: atholl bonner [mailto:
Sent: Tuesday, 25 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Glad to hear from you and will be available to discuss tomorrow at 2pm.

Hoping we can work something out.

Regards

Atholl



From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 25 July 2017 1:57 PM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Yes you have my email address correct. I have been doing some further investigation so as to be able to answer your questions more thoroughly.

As this is probably a more detailed exchange of information than can be discussed via email exchange I propose we have a phone discussion at a mutually convenient time. Would Wednesday 26 July at say 2:00pm suit yourself?

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263

Mob [REDACTED]

Fax (08) 8327 3041

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: OnkChop_Pink]<<http://www.onkaparinga.sa.gov.au/>>

[Description:
LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

[REDACTED]

Sent: Tuesday, 25 July 2017 12:59 PM

To: Paul Kirkham; Karen Ingram

Cc: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul / Karen,

Just wondered if you could confirm I have your email addresses correct, so I know my response of 13th July below, is being considered, and if there may be any further information I could provide to assist.

Many thanks

Regards

Atholl Bonner

From: atholl bonner <[REDACTED]>

Sent: Thursday, 20 July 2017 2:37 PM

To: PKirkham@onkaparinga.sa.gov.au<<mailto:PKirkham@onkaparinga.sa.gov.au>>;
PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>

Cc: KarIng@onkaparinga.sa.gov.au<<mailto:KarIng@onkaparinga.sa.gov.au>>

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Paul,

Having difficulty with email spelling format. The attempt below bounced back.

Regards

Atholl

From: atholl bonner <[REDACTED]>

Sent: Thursday, 20 July 2017 1:54 PM

To: Hazel Wainwright;

pkirkham@onkaparinga.sa.gov.au<<mailto:pkirkham@onkaparinga.sa.gov.au>>

Cc: kingram@onkaparinga.sa.gov.au<<mailto:kingram@onkaparinga.sa.gov.au>>; [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Hi Paul ,

I would welcome your consideration and response to my message below and attached plans.

Also my original enquiry sent 2nd June 2017 at the bottom of this trail and attachment for background.

Regards

Atholl Bonner



From: Hazel Wainwright

HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>

Sent: Thursday, 20 July 2017 12:02 PM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, it maybe more prudent to engage with the responsible Council Officer and I am happy to be included and involved. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

[Redacted] >

Sent: Wednesday, 19 July 2017 12:47 PM

To: Hazel Wainwright

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Hazel,

Not sure if my response may have got swallowed up with other matters?

Should I perhaps engage directly with the responsible Council Officer or the Governance Officer?

Happy to discuss as may be deemed necessary so that the traffic volumes generated by the new development can be fairly shared across the road network.

Regards

Atholl

From: atholl bonner <[Redacted]>

Sent: Thursday, 13 July 2017 2:03 PM

To: Hazel Wainwright

Cc: [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Your assistance with our enquiry is much appreciated.

We are of course pleased to note that blisters and line-marking will be applied to the junction of Tangier and Riviera in an effort to reduce speeds at the corner. Our chief concern was more about traffic management rather than volumes, with the distribution of traffic from the new development favouring Riviera rather than Lurline. Improving Riviera would perpetuate the rat running, rather than redistribute some traffic to Lurline so it could perform the purpose for which it was designed. Riviera should never have been connected to Milford, but given it is, our question is, what can be done to discourage its overuse?

We would be happy to discuss further directly with Council officers or rely on your passing on our communication to assist in consideration of this issue to achieve a cost effective and timely resolution. Our comments are summarised below with marked up plans attached.

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

The original developer would have been required to lodge a traffic impact report to

accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for you help.

Regards

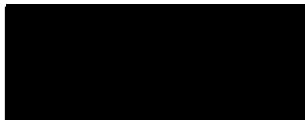
Atholl [REDACTED]

[REDACTED]

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 11 July 2017 12:01 PM
To: athollbonner@onkaparinga.sa.gov.au [REDACTED]
Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl [REDACTED], This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

-----Original Message-----

From: Karen Ingram

Sent: Tuesday, 11 July 2017 11:53 AM

To: Hazel Wainwright

Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby

Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or

via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at
[REDACTED]

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl and [REDACTED] please, regards
Hazel

Cr Hazel Wainwright

From: atholl bonner [mailto:[REDACTED]]
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman; Gail Kilby; Wayne Olsen; Hazel Wainwright
Cc: Bonner, Atholl [REDACTED]
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl [REDACTED] Bonner, [REDACTED]

From: Bonner, Atholl [REDACTED]
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home'; [REDACTED]
Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [REDACTED] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that let to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [REDACTED] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and lose the reserve front seaside character. Rather we would like Council's consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planning at the land division stage of the development.

Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards

Atholl Bonner
[REDACTED]

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Figure 1- Road Network Hierarchy Plan



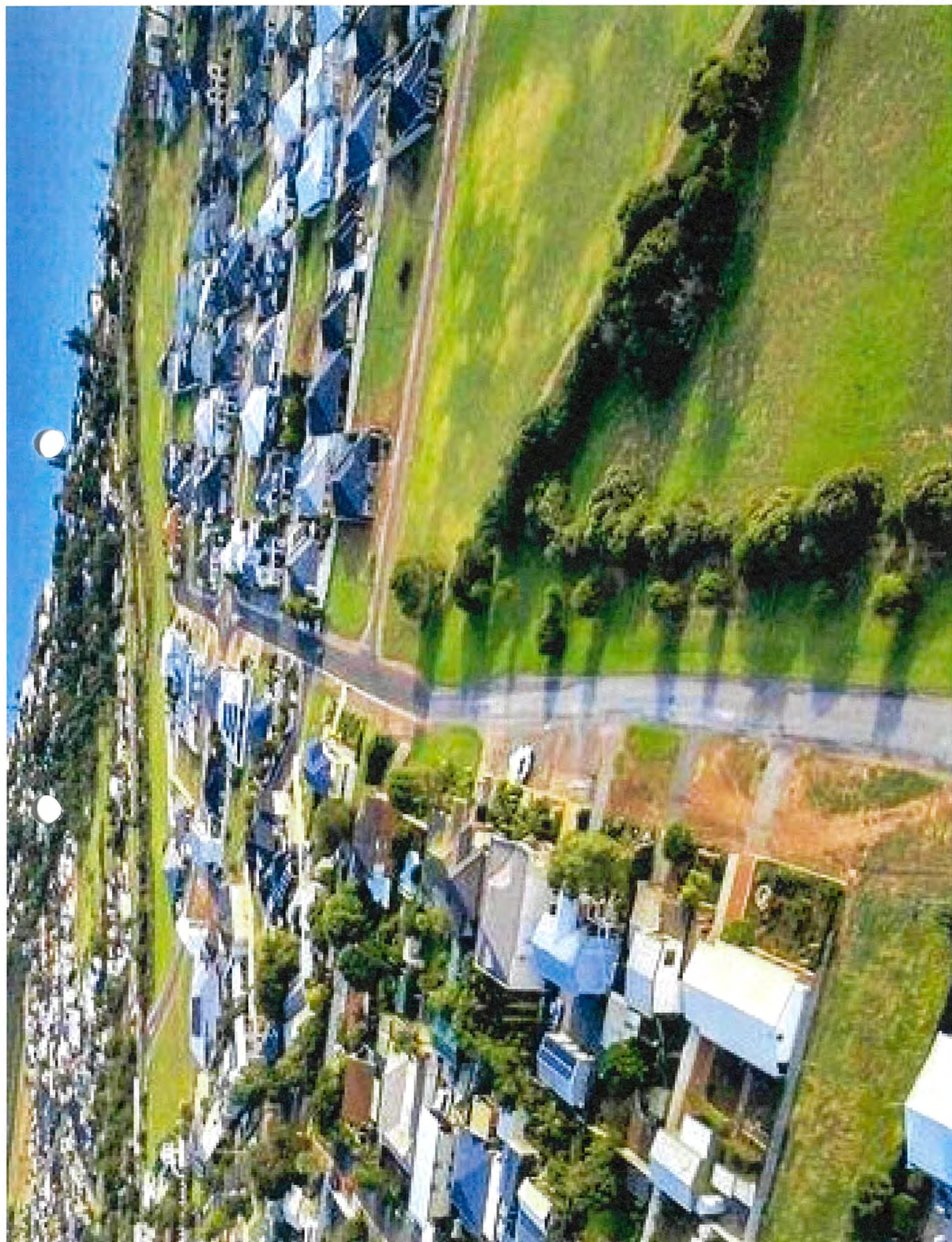


- State managed roads**
- Expressway
 - Arterial primary
 - Arterial secondary
- Council managed roads**
- Distributor
 - Collector
 - Local
 - Railway line
 - Major park/reserve
 - Urban area



CITY OF ONKAPARINGA







Sophia Pishas

From: Kirk Richardson [Kirk.Richardson@onkaparinga.sa.gov.au]
Sent: Wednesday, 2 May 2018 8:06 AM
To: atholl bonner
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED]
[REDACTED] Kelly Sambevski; Matthew Morrissey; [REDACTED] Lorraine Rosenberg
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

I can confirm that we have not located any traffic management reports from a review of the archive files.

I have advised our corporate governance team of this matter and they will contact you to provide the details regarding the formal complaint process.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl: [REDACTED]
www.onkaparingacity.com



From: atholl bonner [mailto:[REDACTED]]
Sent: Thursday, 26 April 2018 4:04 PM
To: Kirk Richardson; Lorraine Rosenberg
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; [REDACTED] Kelly Sambevski; Matthew Morrissey; [REDACTED]
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you very much Kirk,

The absence of a traffic impact report on the insertion of 200 new dwellings into an established community is of great concern, demonstrating a lack of due diligence at the time, which has resulted in the current inappropriate use of the limited road network. While I'll look forward to the results of the archive retrieval search, I still do not believe you have addressed the Mayor's points

- **Why this linkage is required or indeed important?**
- **Original plans did not seem to indicate it was to be used**
- **Would we not be better trying to push traffic onto the main roads?**

Meanwhile, I maintain the report presented to Council on 20th March 2018 misled Councillors into a belief that the volume of traffic was not an issue and that the costs associated with calming would be disproportionate and excessive to the location, resulting in the motion for no action at this time to be carried 9 to 6.

The report **did not** articulate that the 500 vpd from the the new development, (measured on Riviera Road) is in addition to around 500 vpd already using this road network up Tangier Boulevard to Justs Road; therefore exceeding the 1,000 vpd; deemed a maximum for local streets. The report failed to note the inadequacy of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders, none of which meets Council's standard for local streets, even in a rural location. It is also my view that the report too readily dismissed simple cost effective solutions, in preference to expensive invasive road treatments, considered unwarranted and wasteful.

I therefore am left with no option other than to pursue a formal complaint with Council's Corporate Governance Team, if you would be so kind as to direct me to the correct point of contact. I will also look into avenues available with the Ombudsman as an example of Council's refusal to protect its community from the pressures of increasing traffic.

In the meantime, I look forward to your response to the Mayor and a sight of a traffic impact statement or report from the developer that enabled Council and DAC to approve the sub division.

Regards

Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>

Sent: Tuesday, 24 April 2018 4:50 PM

To: atholl bonner

Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; Kelly Sambevski;

Lorraine Rosenberg; Matthew Morrissey;

Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

Following the email below and your emails forwarded to me last week (that were to Bill Cirocco) I can advise that the 2002/3 application does not include a traffic report or any traffic related conditions within. I have requested an archive search of the original development file to check if any traffic documentation was provided as part of earlier advice. I expect this to be available by mid next week.

Irrespective my summary of the situation to date is that we have reasonably considered your information and suggestions but have concluded that we will need to agree to disagree on what the outcomes should be at this time.

At this time:

- Riviera Road currently has less than 500 vpd and does not require any intervention
- Riviera's traffic speed is very reasonable and requires no intervention
- Council has allowed for the upgrade of infrastructure within its long term financial plan at the appropriate time into the future

I reject any allegation that we have misled the council. If you have this opinion you should either lodge it as a formal complaint with Council's Corporate Governance team or with the Ombudsman so that your complaint can be independently assessed.

In the event that the historical development information provides any new information I will contact you again with an update.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl:
www.onkaparingacity.com



From: atholl bonner [mailto: |
Sent: Wednesday, 18 April 2018 1:11 PM
To: Kirk Richardson; Lorraine Rosenberg; Matthew Morrissey
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you very much for the reply Kirk,

Not sure that you have addressed Mayor Rosenberg's points

- Why this linkage is required or indeed important?
- Original plans did not seem to indicate it was to be used
- Would we not be better trying to push traffic onto the main roads?

TRAFFIC IMPACT STATEMENT...

At the outset of my enquiry last July, I asked Paul Kirkham if Council had a traffic impact report or statement that would have been required from the original developer proposing to add 200 new residences resulting in up to an additional 1,800 vehicle movements per day, noting that no link at all was originally proposed to Riviera Road.

No report was found, which is incongruous with the approach to the traffic that is running this insubstantial rural road, which far from typical of the surrounding streets, being barely even 5m with an unsealed hard shoulder adjacent to a reserve and community facilities. 50kph on this little road feels like 70 or 80 as it whizzes past pedestrians, kids and cycles in the road.

Only last week I once again asked Bill Cirocco if there was a traffic impact assessment done, in light of seeing the one produced by GTA for the current Aldinga Urban Lands DPA for Holmes Dyer.

To say future usage has not changed is not good enough 12 years on from the 2006 structure plan that does not reflect current road use or the development as built. No improvements were made to Riviera Road to take this traffic load and no link to Casino Boulevard. A minority of traffic uses Lurline Boulevard *'to push traffic onto the main roads'*.

I believe Council got this wrong some years back and needs to make amends now, in light of changes to the location of deferred urban, education and commercial zoning that will, in time, see Sellicks Beach Road widened and improved, guiding traffic to an improved junction at a duplicated Main South Road.

Instead of repeatedly rejecting that an issue exists, Council could actually do something cost effective to improve a community for residents' safety not just for traffic flow.

Instead it has spent an inordinate amount of time and resources in disputing there is a problem at all, and if there is, it is not Council's responsibility.

Even the traffic count deliberately misled, in reporting less than 500 vpd, where these add to 1,000 vpd at the top of the rat run before disgorging onto Just Road. While if something were to be done, Council's report further misled Councillors into believing solutions would cost between \$35,000 to \$172,100. Preferring to hold off until future upgrades to be the subject of community consultation in years to come, as part of an unfunded \$40 million coastal area street improvements and a decision on the installation of sewers. As such the future usage of the road remain a work in progress for almost 15 years, bearing in mind the proposed link to Justs Road requires the compulsory acquisition of private land.

So you see nothing but rejection and dismissal in the face of many moths of suggestions; closure one way, speed bumps, slow points, speed restriction.

Every time another reason why not to take action

Regards
Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Wednesday, 18 April 2018 11:04 AM
To: atholl bonner; Lorraine Rosenberg; Matthew Morrissey
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; Kelly Sambevski;
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Thanks Atholl

In addition to Atholl's response the original intent of the future usage of the road has not changed.

Atholl I understand your thoughts re the reduction of speed limits. Unfortunately it is not as simple as a "Council trial" as noted below we are not the authorising body for speed limits.

Council is required to apply to DPTI for any change in speed limit with a supporting traffic impact statement. The traffic impact statement is set out in a structured way with criteria that is required to be provided, supported with data. In this particular case, and from prior experiences a request would not meet DPTI's criteria for a speed lower than the 50km/h urban default limit. Of particular note is that when considering the setting of speed limits DPTI look for consistency within the surrounding road network speed limits. The surrounding residential streets are all typical of an 50km/h default urban limit.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl:
www.onkaparingacity.com

From: atholl bonner [<mailto:atholl.bonner@onkaparinga.sa.gov.au>]
Sent: Monday, 16 April 2018 9:31 AM
To: Lorraine Rosenberg; Matthew Morrissey
Cc: Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov.au; Don Chapman; Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you Lorraine,
I was advised the link is required to maintain flexible access for vehicles, refuse collection and emergency vehicles.

Matthew,
Hence, our pursuit of cost effective calming with one way access or speed reduction.
The 50kph urban default is simply too fast for this basic road that barely meet your rural road standards.

Council's commonly reduce speeds to improve safety and discourage 'rat running'.
Surely we can trial such a speed reduction on safety grounds, in the hope of redirecting traffic that will in time prefer to use the main roads.

Regards
Atholl Bonner

From: Lorraine Rosenberg <LRosenberg@onkaparinga.sa.gov.au>
Sent: Sunday, 15 April 2018 5:40 PM
To: Matthew Morrissey
Cc: atholl bonner; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov.au; Don Chapman; Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Hi Matthew
Can I ask why this linkage is required or indeed important
Original plans did not seem to indicate it was to be used
Would we not be better trying to push traffic onto the main roads

Lorraine Rosenberg
Mayor
City of Onkaparinga

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On 13 Apr 2018, at 6:14 pm, Matthew Morrissey <Matthew.Morrissey@onkaparinga.sa.gov.au> wrote:

Dear Atholl Bonner,

Thanks for your recent suggestion in relation to reducing the speed limit along Riviera Road in Sellicks Beach.

Setting and signing of speed limits are undertaken in accordance with Australian Standards and managed by the Department of Planning, Transport and Infrastructure (DPTI). The standards state that all local urban roads are subject to the urban 50km/h speed limit and Riviera Road is therefore subject to the urban default speed limit.

The traffic counts recently conducted along Riviera Road do indicate that the 85%ile speed was recorded at 50km/h. The 85%ile speed is the speed that 85% of motorists travel at or below and is used by traffic engineers to determine whether any traffic management interventions are required. In this particular case, the 85%ile speeds are the same as the speed limit, that being 50km/h. This is considered reasonable, and as previously resolved by Council on 20 March 2018, "traffic calming devices or other interventions are not required at this time on Riviera Road".

Given the above, we will not pursue any investigations for a reduction of the speed limit along Riviera Road.

Any pedestrian improvements, such as footpaths to improve pedestrian safety along Riviera Road, will be undertaken as part of Councils "Coastal areas street improvements (old survey areas)" program over the coming years and community consultation will be undertaken at that time.

If you have any further enquiries in relation to setting of speed limits, or our "Coastal areas street improvements" program, please contact our customer relations team on (08) 8384 0666.

Regards,

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: Description: Description:
OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

[cid:image019.png@01D3D34F.081705C0]

From: atholl bonner [REDACTED]
Sent: Wednesday, 11 April 2018 10:00 AM
To: Matthew Morrissey; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; Lorraine Rosenberg
Cc: Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you for your letter dated 29th March 2018, which asks that I, as head petitioner,

communicate to all other signatories Council's decision that traffic calming is not required on Riviera Road at this time.

I am therefore distributing the attached, to inform petitioners of how and why their Council has arrived at this decision. This of course remains a great disappointment that our Council puts the 'flexible access' of traffic above the safety of the pedestrian community.

One further suggestion; consider the installation of signs to reduce the speed limit to 20 kph past the community facilities on Riviera Road. While there remains every possibility that some vehicles would exceed such a limit, some would obey, creating a safer environment for pedestrians, and others may consider alternative routes, thereby calming some and redirecting some. I wonder what the cost is to install traffic speed signs possibly on existing poles - not even \$1,000? Council could hardly be accused of wasting funds, while it would be credited with protecting its community.

Perhaps such a measure might need community consultation or information / notification, with notices placed advising of the measures implemented on the name of community / pedestrian safety.

We the community living on and those walking this rat run, continue to hope that something be done to calm the traffic, before there is a dreadful incident, that will be the responsibility of an unsupportive Council.

Regards

Atholl Bonner

I also note and welcome Council's intention to alter speed limits on Sellicks Beach Road and Justs Road.

From: Bonner, ,

<

Sent: Thursday, 7 December 2017 12:11 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'

Subject: RE: Riviera Road and Lurline Boulevard, Sellicks Beach

In summary, Council did not follow through on its 2006 Structure Plan,

- no connection made to Casino Boulevard,
- no through connection to Justs Road
- Riviera Road left as a rural road
- No upgrades to handle increased volumes
- Most of the development's traffic now rat running unsafely past reserve

Interestingly with this morning's house fire closing Sellicks Beach Road, we noticed no increase in traffic and yet it all had to use Riviera and Tangier to get out.

This is because most of it does anyway!

Please implement measures to better distribute the traffic from the new development correct this.

[\[cid:image020.png@01D3D34F.081705C0\]](#)

Regards

Atholl Bonner

From: Bonner, Atholl

Sent: Wednesday, 6 December 2017 1:09 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you Matthew,

Your attention is appreciated and your rationale understood, but the matter is not final because you say it is.

You work to serve the community and cannot intimidate and blind this community with policy and plans.

Rest assured we will continue to lead on behalf of the community that was let down by Council's decision reversal.

We will pursue all possible channels, until Council corrects this mistake.

1. Your 2006 Structure Plan did not proceed as drawn, other than a connection Riviera, and with no upgrade to take additional traffic
2. The planned connection to Casino Boulevard was not made. This would have better spread the traffic.
3. Council's planning has undeniably enabled a dangerous short cut where most of the traffic is using the secondary route.
4. Your 2002 development plan confirms no connection to Riviera as advised to residents at that time
5. There is now too much traffic using Riviera, going too fast with no provision for pedestrians around the community and recreation facilities.
6. Council permitted this road connection which is now a danger to the community.

This needs to be clammed down through better distribution of traffic being generated from the development area; a slow point, speed bumps or a one way treatment.

Alternatively, Council could do what should have been done with the developer at the time to integrate the insertion of 200 new dwellings through infrastructure investment,

1. Upgrading Riviera Road to cope with significant traffic increases,
2. Build a new road to Casino Boulevard
3. Connection to Palmero Street,
4. Stormwater management,
5. Street light upgrades
6. Signage.

But none of this was done and most of the traffic now rat runs through Riviera and Tangier.

So, spend hundreds of thousands on major upgrades or just few thousand to discourage rat running.

In short you should have had the developer pay for this, now Council has to deal with the consequences.

Riviera used to serve about 20 households and the community Hall, now it copes with almost 200 dwellings and is not fit for it. You, your director and CEO have this wrong – not fit for purpose by any measure, plan or policy you have thrown at us.

I refer you to Council's first assertion that Riviera road is adequate

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT)

You measured it to be averaging 496 while it is clearly a very basic local street – therefore not fit.

We will continue to lobby and petition Council by all means at our disposal until this is remedied.

Regards

Atholl Bonner

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]

Sent: Tuesday, 5 December 2017 1:43 PM

To: Bonner, Atholl

Kirk Richardson; Hazel Wainwright; Paul Kirkham

Cc: Kelly Sambevski; ; 'atholl bonner'; Heath Newberry

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Good afternoon Atholl,

Thank you for your emails, and whilst I appreciate your concern for this matter and taking a leading role in addressing this with Council, unfortunately in this case we have taken the issue as far as we can.

To date we have maintained our response based on the sound infrastructure management plans / standard in which we manage our road network, we must adhere to our policy position in all cases so as to navigate the complexity of our entire asset portfolio and unfortunately in this case the answer may not be the response that you have wished to hear.

What I can say, is the matter was reviewed in its entirety, it was questioned and escalated throughout the organisation and many hours invested reviewing the situation, undertaking traffic counts, and physical on ground line marking traffic works to try and assist with some of your concern. We hope that you acknowledge that we have not dismissed your concern.

You have noted in your last email that the connection of Riviera Road was a "Council error", what I can say from our review is that connecting our road network is a standard practice where we can, particularly when roads (which in the past) may have only had one entry and exit position. The reason we now do this is to achieve greater access for emergency services. We must also note that the creation of Lurline Blvd and the connection of Rivera Road to Lurline Blvd was contained in the Structure Plans of the City of Onkaparinga's Development Plan dating back to 2002 and 2006. Refer below extract.

This said, we will continue to monitor the traffic volumes over time in this area (as we do for all areas of the Council network) and review the road composition in line with the volumes and desired character in consultation with local residents.

[cid:image007.png@01D368F2.960E24C0]

We trust that this correspondence, whilst not necessarily meeting you desired outcome, finalises the matter at this point in time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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[Description: Description: Description: Description:
OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

[cid:image023.png@01D3D34F.081705C0]

From: Bonner, Atholl [mailto:]
Sent: Thursday, 23 November 2017 11:35 AM
To: Kirk Richardson; Hazel Wainwright; Matthew Morrissey; Paul Kirkham
Cc: Kelly Sambevski; 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Matthew Kirk or Paul,

After another week, we had hoped for a reply, or at least acknowledgement.

We reassure you we are not for being dismissed, and remain resolute in having Council rectify its error in allowing a road connection to be made to Riviera Road.

Your reliance on traffic volume survey results does not consider pre-development volumes on Tangier Boulevard. The attached 2003 street map, shows the first stage of the development with connection only to Sellicks Beach Road the township's distributor road and none to Casino, Palermo or Riviera.

[cid:image024.png@01D3D34F.081705C0]

[cid:image025.png@01D3D34F.081705C0]

Hazel,

The decision to make a road connection to Riviera really needs to be reversed. We vigorously dispute Mark Dowd's assertion that Riviera Road is fit for purpose, it is simply NOT (see picture below) and we don't want Council to waste money on major upgrades which would remove character and further encourage traffic. Let's direct the traffic to where it was designed to go – Lurline Boulevard not this small country lane.

[cid:image026.jpg@01D3D34F.081705C0]

Regards

Atholl

From: Bonner, Atholl
Sent: Thursday, 16 November 2017 2:41 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Paul Kirkham'
Cc: 'Hazel Wainwright'; 'Kelly Sambevski'; 'atholl bonner';
'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for your frank and pragmatic and yet none too helpful response Matthew.

Clearly Council has us residents at a disadvantage, we not being road network planners or

asset managers, but we again urge further consideration and action.

This is a 15 year old and worsening mistake, brought about through a development approval oversight, that really should be remedied. We are simply not prepared to accept this and wait for future growth. Over 70% of the development is built out and the traffic feeding through Riviera to Tangier is already unreasonable for a road of this quality while Lurline goes underused. By no stretch of the imagination is this ok no matter how many numbers are used to blur the reality.

Picture below says it all – 1,000 words to follow

[cid:image027.png@01D3D34F.081705C0]

Little more than a country lane taking most of the traffic from the new estate!

This photograph admirably demonstrates the inappropriateness of having so much traffic rat running Riviera/Tangier to Justs Road.

There is no way this can be considered acceptable! We hope to avoid the need for significant future investment in upgrading this stretch of basic rural road, which we believe would destroy some of the last remaining character in this old survey area and further encourage traffic to short cut – line of least resistance. We ask again that you look at simple Local Area Traffic Management treatment to discourage the use of this rat run.

Line marking, blisters, a couple of No Entry signs with Give Way on the other side right, all next to the existing street light.

[cid:image028.jpg@01D3D34F.081705C0][cid:image029.png@01D3D34F.081705C0]

Perhaps lower down signs like recently done in a suburban situation.

[cid:image030.jpg@01D3D34F.081705C0]

We have been met with a barrage of numbers and justifications 500-1,000, 800-3,000, 2,000-20,000!

Your attention to, and reliance on, vpd numbers should not be an end in itself, especially as you are now moving toward 'precinct planning'. We hoped for Council's consideration of correcting its earlier failure to adequately assess the traffic impacts brought about in approving the developer's land division that would, in time, introduce well over 200 new dwellings.

However, referring to Austroads Guide to Traffic Management Part 12 a full traffic impact assessment should have been done for a development of this size. Road network planning for low density residential dwellings on 8 – 10 vehicle trips per day would equate to 1,800 to 2,200vpd from the new development where we see an increasing number of 2, 3 and even 4 car households. If even 50% the new traffic to add to pre-existing volumes from half of the 270 residences in the old survey area, the top of Tangier could be handling over 2,000vpd adding to other traffic already on Justs Road – both being designated local roads.

With respect it is not reasonable to apply traffic volumes for urban areas, this being urban fringe in a rural township, albeit now in metropolitan Adelaide. Riviera Road does not meet your local street cross section minimum requirements for rural sealed roads (6.2m + 1m either side) let alone urban (7.2m + 3.5 either side). Riviera Road is little more than a lane.

There is too much traffic feeding into Tangier resulting in Justs Road behaving as a collector, or even distributor road, with probably 2,000 to 4,000 vpd – hence the excessive wear and dilapidation Council is having to fund. Curiously, your Road Network Plan shows only Sellicks Beach Road to be a distributor while the Esplanade and Norman Victory Parade are deemed collectors. This way out of kilter with actual traffic behaviour. A lot of traffic avoids the dangers of accessing Main South Road from Sellicks Beach Road as repeatedly noted in your Community Engagement feedback report. We'll happily lobby DPTI for line marking a filter lane to immediately improve safety at this location and better distribute Sellicks traffic, while we wait for 2020/21 State budget improvements.

Further analysis:

- Paul told us a local road should be able to handle up to 500 vpd.
- Riviera survey has almost 500vpd feeding into Tangier which serves a further another 200 dwellings from the old survey amounting to at least 1,000 vpd at the T junction with Justs with very high peak loads
- Riviera is not an average local road, being barely 5m wide at some points with unmade and dilapidated shoulders,
- The road surface and shoulders regularly fall into disrepair with volume and weight of traffic,
- Shoulders often fail with vehicles leaving the bitumen and further narrow trafficable

space

- Potholes develop and reappear very quickly with a lot of commercial and heavier traffic
- Questionable specification to road sub base to sustain such volumes without reconstruction that could be avoided
- Pedestrians, with dogs and children often unaccompanied on bikes and scooters are forced off the hard surface into the muddy shoulders with passing traffic
- The road immediately abuts a major public reserve and community facilities attracting both additional traffic and pedestrians

Riviera scores highly on the prioritisation process matrix in Council's 2009 Road Network Plan – speed, volume, below standard, peak hour, trucks, activity generator. Similar could be said and applied from section 8.1 from the 2016 plan, especially if a precinct approach were adopted.

We fail to understand how Council cannot see the problem and remains unprepared to look at a quick and cost effective solution. We understand the conflicting priorities and challenges within Council and its budget constraints, but refuse to accept that this poor traffic planning cannot be easily rectified after over 15 years of a worsen situation. Whilst Onkaparinga is a large Council with a large budget and large demands, it also needs to take responsibility for and listen to its rate payer's needs. The additional 200 or more residences approved in the new development will attract in the order of \$300,000 per annum additional rate income for Council services. That would be \$4.5 million over 15 years! Please therefore fix this mistake with a few dollars of line marking and a couple of signs.

Council accepted assets of a reasonably high amenity value from the developer – including wide boulevards, stormwater management, median strips, pram ramps cycle lanes and ironically a traffic calming slow point within the development with very little internal traffic to slow being at the extremity of the area.

[cid:image031.jpg@01D3D34F.081705C0]

If any of you have read all of this, perhaps you may begin to appreciate how insulting it is to be told that current practices are deemed acceptable and that nothing will be done unless it gets worse. This is not a new issue, but one that has worsened over many years after Council originally advised the community that new roads from the development would NOT be connected to Riviera Road as is the case with Palermo and Casino. We are told that residents complained and protested at the time, to no avail and were worn down by Council's refusal into reluctant acceptance.

We leave it with you to decide if you wish to continue to ignore this not unreasonable resident request or do we have to resort to campaigns and lobbying , involving all manner of further attention rather than effect a simple remedy for the error made over 15 years ago.

Please do not ignore Sellicks Beach

Regards

Atholl :

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 14 November 2017 1:59 PM
To: 'atholl bonner'; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; Kelly Sambevski; Bonner, Atholl
Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

We appreciate your interest on the matter of traffic management along Riviera Road and Lurline Boulevard. As previously communicated to you, the traffic volumes are well within those of a local road. For clarification on the road hierarchy Road Network Plan (2016 - 2021) a local road in an urban environment can be expected to have between 500-1000 Vpd travelling upon it. Both Rivera and Lurline clearly have well below this limit and the speed environment at the 85% is shown to be very acceptable.

Further, a collector road in an urban environment is a road that can be expected to have between 800 - 3000 vpd and a distributor road in an urban environment is a road that can be expected to have 2000 – 20000 vpd travelling upon it with speeds generally at 60 kmph speed environment.

As a large city with over 1500 km of road we have many higher traffic management priorities to direct our resources toward at this time, we will continue to monitor and should growth in the area require further intervention it will be considered at that time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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[\[cid:image033.png@01D3D34F.081705C0\]](#)

From: atholl bonner [<mailto:>
Sent: Monday, 13 November 2017 3:44 PM
To: Matthew Morrissey; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; Kelly Sambevski; Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Hi Matthew, Paul or Kirk,

We were wondering if you have had an opportunity to review our response and reconsider

Council's position.

The new development is undoubtedly directing a significant amount of traffic to the top of Tangier Boulevard onto Justs Road, where it would be exceeding your 1,000 vpd threshold. Referring to Onkaparinga Road Network Plan (2009) Tangier is being used as a collector road while Justs is more likely a distributor road. See attached

By any measure too much traffic is running along Riviera and up Tangier - we implore that you considered measures that would discourage this, and redirect traffic to Lurline. Every day we see potentially catastrophic vehicle pedestrian conflicts as traffic races along the narrow rural road nearby the community facilities.

Keep it simple and affordable with better traffic management and distribution.

We look forward to hearing from you.

Regards

Atholl

From: atholl bonner < >
Sent: Thursday, 2 November 2017 1:34 PM
To: Matthew Morrissey
Cc: Hazel Wainwright; Kirk Richardson; Kelly Sambevski; Paul Kirkham;
Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for the prompt feedback and response Matthew,

We do of course welcome the safety improvements, which we hope will alleviate the perpetual corner conflicts and speed.

Seems that nobody is disputing that Riviera is being used as a short cut, the debate seems to be whether the practice acceptable or could be improved upon. The survey results support our premise that the majority of traffic is running from the new development through the old survey area, though we are very surprised at the number recorded for Lurline, being at odds with our observations.

Paul Kirkham's response to our submission on 11th July confirmed that 500AADT is deemed reasonable for local streets. It seems that Riviera is just 6 below, with only 70% of the development built out. This will increase and must already be well over that as traffic feeds to the top of Tangier Boulevard. Almost 100 more vehicles per day use the basic rural road, rather than the boulevard built for the purpose with kerbs, gutters, footpaths, bike lanes, pram ramps and decent visibility splays and sight lines. We note that 85% within 50kph implies 15% is above on a rural old survey road in close proximity to Community facilities.

This has occurred because the Council accepted the developers decision to connect the new development to Riviera Road, despite Council having notified the community this was not planned. No connection was made to Casino or Palermo which would have shared the load across the existing road network. We now have most of, and an excessive and increasing volume of traffic using the back door rather than the front door gateway boulevard designed for the purpose.

Riviera Road is simply not fit for this purpose and we ask that you reconsider your conclusion that no further action is required. Attached is our original submission and a suggestion to assist in your review, with options to close, open or calm roads to better distribute the new traffic through the network.

We look forward to and welcome your further consideration.

Regards

Atholl

From: Matthew Morrissey

<Matthew.Morrissey@onkaparinga.sa.gov.au<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>>

Sent: Wednesday, 1 November 2017 3:19 PM

To:

Cc: Hazel Wainwright; : Kirk Richardson; Kelly Sambevski; Paul Kirkham

Subject: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

You may have noticed the traffic counters in Lurline Boulevard and Riviera Road over the last few weeks which have been placed to gain a better understanding of the traffic flows in the area. The results for the traffic surveys have been completed (details below) and essentially have confirmed that the volume and speed of traffic using Riviera Road is within the acceptable range for a local road. It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day). Given the analysis, we are satisfied that the traffic volumes are within acceptable limits and no further action is required.

Street

Vehicles per Day

85 percentile speed

Riviera Road

494

50 kph

Lurline Boulevard

398

47 kph

Please note, the attached pavement marking scheme for Riviera Road/Tangier Boulevard will be implemented in the next few weeks to improve road safety at this intersection.

Thank you for your interest in this matter.

Kind regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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[Description: Description: Description: Description:
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From: atholl bonner [<mailto:>]
Sent: Thursday, 5 October 2017 12:27 PM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

So sorry to be a pest Hazel, but we saw no signs of a survey last week

Is this still happening and will it assess our alleged overuse of Riviera and the under-use of Lurline

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 26 September 2017 9:03 AM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

My pleasure Atholl, regards Hazel

Sent from my iPhone

On 26 Sep 2017, at 8:47 am, atholl bonner

<

> wrote:

Forgot to say many thanks for getting the pot holes attended to.

Hoping surveys will be able to demonstrate vehicular movements through Riviera as compared to Lurline

From: atholl bonner <
Sent: Monday, 25 September 2017 9:59 AM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

No worries - sounds good

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Sunday, 24 September 2017 2:56 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I am happy to wait till we get the results from the survey before we pursue a petition, but will be led by you on this issue. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:](#)

Sent: Friday, 22 September 2017 12:40 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Many thanks Hazel,

Great news it is being looked at more closely. A survey would need to compare use of Riviera against Lurline, as our concern is not about volume.

I recall Paul Kirkham's initial response

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision.

Average traffic probably does not reach 500 per day on Riviera, hence deemed 'fit for purpose'.

Most of the traffic rat runs our smaller rural road, with a lot less using the purpose built Lurline Boulevard, with pram ramps, median strip, footpaths and visibility splays (see attached). Hence the request is to redirect traffic to Lurline and/or discourage the over use of Riviera.

We don't want to be met with further rejection in a month's time if Riviera's numbers come back less than 500 per day supposedly proving fit for purpose. This is about rat running.

Do you still want me to work on a petition or shall we wait for the numbers and report in October?

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 21 September 2017 8:52 PM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Atholl, I have managed to get a traffic survey happening next week and we should have the info in 4weeks. Cheers Hazel

Sent from my iPhone

On 20 Sep 2017, at 3:51 pm, atholl bonner

wrote:

Many thanks for your time and efforts Hazel,

We are of course disappointed that consideration remains around 'fit for purpose', never in doubt that road is designated suitable for local traffic volumes. Rather it is the inequitable distribution of traffic on the road network. This has resulted in rat running overuse of, and damage to the less substantial asset (a basic rural road) and danger to pedestrians in and around the reserve and community facilities. The hope was simply to encourage and direct some traffic to Lurline Boulevard, which was built to serve the new development.

Your assistance and guidance with a petition would be much appreciated. Would this be to just directly affected residents on Riviera and Tangier (probably 30 or 40 dwellings)? We don't feel too comfortable door knocking, but could draft a simple document describing the issue, seeking comment and/or support. This could be for return to your PO Box or perhaps the Community Centre if there is a letterbox there? Or could the Council provide reply paid envelopes?

Understood on the potholes and perhaps you could remind Paul Kirkham of his undertaking to apply blisters at the intersection of Tangier and Riviera where a lot of traffic cuts the corner at speed. We see a lot of near misses between cars and danger to pedestrian due to speed and volume of traffic on this rat run.

Much appreciated

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 19 September 2017 1:19 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl

I met with Mark and we discussed Riviera Road, whereby it was deemed 'fit for purpose' and therefore nothing will be done. I now suggest you go down the path of a petition and I am happy to assist if you need help with this. It will then be tabled at Council, whereby we can get a motion to make the road safe. (BTW I have submitted a request to get the road's potholes repaired), cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [mailto:;
Sent: Monday, 18 September 2017 1:55 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel,

We wondered if our Sellicks traffic management issue got onto your agenda in discussion with Mark?

We are observing worsening pot holes with so much traffic and increased vehicle/pedestrian conflicts with community facilities use.

Regards

Atholl ;

From: atholl bonner <
Sent: Monday, 11 September 2017 11:02 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel
There is a lot going around just now
Laid me up some of last week
Looking forward to hearing from you
Regards Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 11 September 2017 10:43:04 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, Mark was sick last week and we are catching up tomorrow. I'll let you know what transpires. Cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>]
Sent: Monday, 11 September 2017 10:15 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel
Wondered if your meeting with CEO went ahead last week and if you had time to raise this issue of Sellicks traffic management?
Many thanks
Regards
Atholl

From: atholl bonner <
Sent: Friday, 1 September 2017 12:40:59 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Brilliant,

Would be fabulous if Mark could see his way to supporting this as a safety and small community initiative.

Keep it simple and things get done

Thanks again hazel

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Friday, 1 September 2017 11:11 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I have a meeting with the CEO next week to discuss further. I'll let you know the outcome, cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

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From: atholl bonner [[mailto:](mailto:atholl.bonner@onkaparinga.sa.gov.au)]
Sent: Friday, 1 September 2017 9:34 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel,

Just wondered if you may have had a chance in the last couple of weeks to make further enquirers of Council asset staff to determine a solution to this acknowledged management traffic issue.

Many thanks

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Saturday, 19 August 2017 3:16 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

It was great to meeting you, I'll keep you in the loop regarding my enquiries. Kind regards

Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>

Sent: Friday, 18 August 2017 12:15 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks for your time yesterday Hazel,

Your further enquiry of Council Assets staff to determine traffic management device(s) to limit use of the 'back door' rat run through Riviera Rd rather than the purpose built 'front entrance' at Lurline Boulevard is much appreciated.

Let me know if you need anything from me in further support of the request to reduce traffic on an unsuitable road in proximity to community and recreation facilities where pedestrians are regularly put in danger through the dominance, speed and volume of traffic, on what is a very narrow and basic rural road never intended or designed for this use.

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 11:45 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Great, see you then

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>
Sent: Tuesday, 15 August 2017 11:12 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

That would be wonderful Hazel.

Perhaps we could meet at where Milford Ave joins Riviera Rd at the top of Maritime Ave.

5pm Thursday 17th August

Many thanks again,

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 10:50 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

I could meet you this Thursday at 5pm at Sellicks, if you like. Whereabouts is convenient?
Kind regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:](#)

Sent: Tuesday, 15 August 2017 10:03 AM
To: Hazel Wainwright
Cc: Karen Ingram; Heath Newberry; Paul Kirkham
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Thank you so much for the prompt reply Hazel,

Your offer to meet is much appreciated. Were you thinking at Sellicks?

I work in the city through the week, but could take an early minute one day to be back south by say 5pm one afternoon if that suits?

Alternatively I could head to work a bit later one morning and meet at say 8am?

Otherwise I'd be happy to find a time and date that suits your movements.

Thanks again - we realize this is a small issue in the scheme of Council's overall asset management, but feel rectification of this legacy from the Prodec development is long overdue, having welcomed the attention and investment to remedy the waste treatment issues.

Regards

Atholl Bonner

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 14 August 2017 11:46 PM
To: atholl bonner; Paul Kirkham
Cc: Karen Ingram; Heath Newberry;
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, I am happy to catch up with you to discuss further, just let me know what day and time is convenient. Kind regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>
Sent: Monday, 14 August 2017 11:05 AM
To: Paul Kirkham; Hazel Wainwright
Cc: Karen Ingram; Heath Newberry;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Your consideration and response is appreciated, albeit not what we might have hoped for.

Looking at the attached picture, it is clear that the new road (Milford) feeds to an old and basic rural style road (Riviera) that was never built or designed to take all the traffic from the new development, which Lurline was constructed for and seems to be very little used. The alignment is all wrong, no kerb, gutter or footpath - none of which is wanted for Riviera, as this would destroy the character of the location. So surely rather than consider investing significant funds on a future upgrade of the whole road, it would be better to effect modest investment to limit the traffic that uses what is acknowledged to be a rat run

Being neither a Road Network Planner nor a Traffic Engineer, I am of course not qualified to propose a solution to the problem that has resulted from Council's decision to allow this road connection to be made without a traffic impact statement or report required from the developer. I just noticed a simple device used to manage traffic in the city. and fail to see that signage, line marking and blisters are not suitable for a suburban context and vigorously disagree that the road network is not adversely by the current arrangement. We counted 15 pot holes already developing having been spray sealed only a few months ago

and verge delapidation with passing vehicles frequently having to leave the sealed surfaces to avoid collision and/or pedestrians.

We thought Council might be able to identify a cost effective proposal to rectify the rat run Council has permitted along a basic rural road that is rapidly deteriorating. Many pedestrians with dogs and children using this route are in danger with so many Utes and SUV hurtling along this little road, rather than using Lurline Boulevard.

Hazel,

We would welcome your guidance on what avenues might be open to us in having this road network issue attended to, noting that Council approved this road connection that should never have been made. We find this inequitable and unreasonable. Our neighbours protested at the time of development works, now more than a decade later, the majority of the traffic uses Riviera Road and Tangier Boulevard with very little using Lurline Boulevard. This is both unfair and increasingly dangerous with many vehicles racing along Riviera, which is suffering structural damage inconsistent with its intended purpose.

We really want something done immediately, even if temporary, to divert the traffic to the road built to serve the development - Lurline Boulevard. We see so much traffic thundering along this stretch with no room for pedestrians.

Continue to monitor, is a brush off and 'considered suitable for the time being' implies nothing is wrong.

We would appreciate your help correcting this development error suffered by the the community for over 10 years now and becoming increasingly intolerable and downright dangerous.

Regards

Atholl

From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>>
Sent: Friday, 11 August 2017 9:55 AM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram; Heath Newberry
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Apologies first of all for the delay in finalising our discussion on the connection from Milford Avenue through to Riviera Road. The supplied information around using a line marking sign based solution was discussed and considered by both our Road Network Planner and Traffic Engineer.

We decided that this solution was not a suitable one based on the following

- a) The treatment used by ACC is designed out of need to control vehicle movements in a confined area and not a treatment that would be considered on a suburban street.
- b) The Road Network is not adversely affected by the current arrangement

Therefore we will continue to monitor the situation by doing some traffic counts, however the road arrangement as is is considered suitable for the time being.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041

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Hi Atholl,

Thanks for your information this will help me when I have the discussion with our traffic engineer who is a bit inundated at the moment.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041

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LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

[al_business_plan.jsp>](#)

From: atholl bonner [[mailto:](#)
Sent: Monday, 31 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Paul,

Whilst pondering our discussion last week about cost effective traffic management devices, I noticed from my lunch room window overlooking North Terrace, exactly such a device in place on Victoria Street that was implemented by the City of Adelaide and DPTI to manage traffic between Hindley Street and North Terrace following the tram extension. As you will see from the attached photographs this controls through traffic flows with the introduction of simple line marking, traffic blisters and signage. This situation is not dissimilar to the position we are discussing. Surely if this can be done in the the CBD, it would suffice for this long standing and worsening issue at Sellicks Beach. The Council needs to shift traffic volume to Lurline Boulevard to serve the purpose for which it was intended.

I am aware of Council budget allocation processes and am certain modest funds can be made available from capital or maintenance budgets for situations such as this.

I look forward to your further thoughts.

Regards

Atholl Bonner

From: atholl bonner <
Sent: Wednesday, 26 July 2017 3:14 PM
To: Paul Kirkham

Cc: Hazel Wainwright; Karen Ingram;

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Many thanks for your time and our discussion this afternoon; your attention to the issue is much appreciated.

We remain hopeful that your traffic engineers can find a simple and cost effective solution to better distribute the increasing traffic volumes generated by the new development. I reiterate - hardly any traffic uses Lurline Boulevard while the vast majority uses Riviera and Tangier.

Looking forward to hearing from you.

Regards

Atholl Bonner

From: atholl bonner [<mailto:>

Sent: Tuesday, 25 July 2017 2:16 PM

To: Paul Kirkham

Cc: Hazel Wainwright; Karen Ingram

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

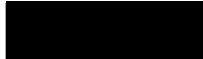
Many thanks Paul,

Glad to hear from you and will be available to discuss tomorrow at 2pm.

Hoping we can work something out.

Regards

Atholl



From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 25 July 2017 1:57 PM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Atholl,

Yes you have my email address correct. I have been doing some further investigation so as to be able to answer your questions more thoroughly.

As this is probably a more detailed exchange of information than can be discussed via email exchange I propose we have a phone discussion at a mutually convenient time. Would Wednesday 26 July at say 2:00pm suit yourself?

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041

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[Description:

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From: atholl bonner

[mailto:

Sent: Tuesday, 25 July 2017 12:59 PM

To: Paul Kirkham; Karen Ingram

Cc: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul / Karen,

Just wondered if you could confirm I have your email addresses correct, so I know my response of 13th July below, is being considered, and if there may be any further information I could provide to assist.

Many thanks

Regards

Atholl Bonner

From: atholl bonner <

Sent: Thursday, 20 July 2017 2:37 PM

To: PKirkham@onkaparinga.sa.gov.au<<mailto:PKirkham@onkaparinga.sa.gov.au>>;

PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>

Cc: KarIng@onkaparinga.sa.gov.au<<mailto:KarIng@onkaparinga.sa.gov.au>>

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Paul,

Having difficulty with email spelling format. The attempt below bounced back.

Regards

Atholl

From: atholl bonner < >
Sent: Thursday, 20 July 2017 1:54 PM
To: Hazel Wainwright;
pkirkham@onkaparinga.sa.gov.au<<mailto:pkirkham@onkaparinga.sa.gov.au>>
Cc: kingram@onkaparinga.sa.gov.au<<mailto:kingram@onkaparinga.sa.gov.au>>; [REDACTED]
[REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Hi Paul ,

I would welcome your consideration and response to my message below and attached plans.

Also my original enquiry sent 2nd June 2017 at the bottom of this trail and attachment for background.

Regards

Atholl Bonner

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 20 July 2017 12:02 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, it maybe more prudent to engage with the responsible Council Officer and I am happy to be included and involved. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

[<mailto:>

Sent: Wednesday, 19 July 2017 12:47 PM

To: Hazel Wainwright

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Hazel,

Not sure if my response may have got swallowed up with other matters?

Should I perhaps engage directly with the responsible Council Officer or the Governance Officer?

Happy to discuss as may be deemed necessary so that the traffic volumes generated by the new development can be fairly shared across the road network.

Regards

Atholl

From: atholl bonner < >>
Sent: Thursday, 13 July 2017 2:03 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Your assistance with our enquiry is much appreciated.

We are of course pleased to note that blisters and line-marking will be applied to the junction of Tangier and Riviera in an effort to reduce speeds at the corner. Our chief concern was more about traffic management rather than volumes, with the distribution of traffic from the new development favouring Riviera rather than Lurline. Improving Riviera would perpetuate the rat running, rather than redistribute some traffic to Lurline so it could perform the purpose for which it was designed. Riviera should never have been connected to Milford, but given it is, our question is, what can be done to discourage its overuse?

We would be happy to discuss further directly with Council officers or rely on your passing on our communication to assist in consideration of this issue to achieve a cost effective and timely resolution. Our comments are summarised below with marked up plans attached.

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

The original developer would have been required to lodge a traffic impact report to accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for you help.

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 11 July 2017 12:01 PM
To:
Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl and [REDACTED], This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

-----Original Message-----

From: Karen Ingram
Sent: Tuesday, 11 July 2017 11:53 AM
To: Hazel Wainwright
Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby
Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl Bonner please, regards
Hazel

Cr Hazel Wainwright

From: atholl bonner [<mailto:>]
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman; Gail Kilby; Wayne Olsen; Hazel Wainwright
Cc: Bonner, Atholl
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl

From: Bonner, Atholl (Renewal SA) [<mailto:>]
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home';
Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [REDACTED] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that led to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [REDACTED] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and lose the reserve front seaside character. Rather we would like Council's consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planned at the land division stage of the development.

Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards

Atholl Bonner

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From: atholl bonner
Sent: Thursday, 26 April 2018 4:04 PM
To: Kirk Richardson; Lorraine Rosenberg
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; Kelly Sambevski; Matthew Morrissey; I
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you very much Kirk,

The absence of a traffic impact report on the insertion of 200 new dwellings into an established community is of great concern, demonstrating a lack of due diligence at the time, which has resulted in the current inappropriate use of the limited road network. While I'll look forward to the results of the archive retrieval search, I still do not believe you have addressed the Mayor's points

- Why this linkage is required or indeed important?
- Original plans did not seem to indicate it was to be used
- Would we not be better trying to push traffic onto the main roads?

Meanwhile, I maintain the report presented to Council on 20th March 2018 misled Councillors into a belief that the volume of traffic was not an issue and that the costs associated with calming would be disproportionate and excessive to the location, resulting in the motion for no action at this time to be carried 9 to 6.

The report **did not** articulate that the 500 vpd from the the new development, (measured on Riviera Road) is in addition to around 500 vpd already using this road network up Tangier Boulevard to Justs Road; therefore exceeding the 1,000 vpd; deemed a maximum for local streets. The report failed to note the inadequacy of Riviera Road, being barely 5m wide with unsealed dilapidated shoulders, none of which meets Council's standard for local streets, even in a rural location. It is also my view that the report too readily dismissed simple cost effective solutions, in preference to expensive invasive road treatments, considered unwarranted and wasteful.

I therefore am left with no option other than to pursue a formal complaint with Council's Corporate Governance Team, if you would be so kind as to direct me to the correct point of contact. I will also look into avenues available with the Ombudsman as an example of Council's refusal to protect its community from the pressures of increasing traffic.

In the meantime, I look forward to your response to the Mayor and a sight of a traffic impact statement or report from the developer that enabled Council and DAC to approve the sub division.

Regards
Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>
Sent: Tuesday, 24 April 2018 4:50 PM
To: atholl bonner
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; Kelly Sambevski; Lorraine Rosenberg; Matthew Morrissey;
Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Hi Atholl

Following the email below and your emails forwarded to me last week (that were to Bill Cirroco) I can advise that the 2002/3 application does not include a traffic report or any traffic related conditions within. I have requested an archive search of the original development file to check if any traffic documentation was provided as part of earlier advice. I expect this to be available by mid next week.

Irrespective my summary of the situation to date is that we have reasonably considered your information and suggestions but have concluded that we will need to agree to disagree on what the outcomes should be at this time.

At this time:

- Riviera Road currently has less than 500 vpd and does not require any intervention
- Riviera's traffic speed is very reasonable and requires no intervention
- Council has allowed for the upgrade of infrastructure within its long term financial plan at the appropriate time into the future

I reject any allegation that we have misled the council. If you have this opinion you should either lodge it as a formal complaint with Council's Corporate Governance team or with the Ombudsman so that your complaint can be independently assessed.

In the event that the historical development information provides any new information I will contact you again with an update.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl:
www.onkaparingacity.com



From: atholl bonner [mailto:
Sent: Wednesday, 18 April 2018 1:11 PM
To: Kirk Richardson; Lorraine Rosenberg; Matthew Morrissey
Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; Bill Cirocco; Don Chapman; Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you very much for the reply Kirk,

Not sure that you have addressed Mayor Rosenberg's points

- Why this linkage is required or indeed important?
- Original plans did not seem to indicate it was to be used
- Would we not be better trying to push traffic onto the main roads?

TRAFFIC IMPACT STATEMENT...

At the outset of my enquiry last July, I asked Paul Kirkham if Council had a traffic impact report or statement that would have been required from the original developer proposing to add 200 new residences resulting in up to an additional 1,800 vehicle movements per day, noting that no link at all was originally proposed to Riviera Road.

No report was found, which is incongruous with the approach to the traffic that is rat running this insubstantial rural road, which far from typical of the surrounding streets, being barely even 5m with an unsealed hard shoulder adjacent to a reserve and community facilities. 50kph on this little road feels like 70 or 80 as it whizzes past pedestrians, kids and cycles in the road.

Only last week I once again asked Bill Cirocco if there was a traffic impact assessment done, in light of seeing the one produced by GTA for the current Aldinga Urban Lands DPA for Holmes Dyer.

To say future usage has not changed is not good enough 12 years on from the 2006 structure plan that does not reflect current road use or the development as built. No improvements were made to Riviera Road to take this traffic load and no link to Casino Boulevard. A minority of traffic uses Lurline Boulevard *'to push traffic onto the main roads'*.

I believe Council got this wrong some years back and needs to make amends now, in light of changes to the location of deferred urban, education and commercial zoning that will, in time, see Sellicks Beach Road widened and improved, guiding traffic to an improved junction at a duplicated Main South Road.

Instead of repeatedly rejecting that an issue exists, Council could actually do something cost effective to improve a community for residents' safety not just for traffic flow.

Instead it has spent an inordinate amount of time and resources in disputing there is a problem at all, and if there is, it is not Council's responsibility.

Even the traffic count deliberately misled, in reporting less than 500 vpd, where these add to 1,000 vpd at the top of the rat run before disgorge onto Just Road. While if something were to be done, Council's report further misled Councillors into believing solutions would cost between \$35,000 to \$172,100. Preferring to hold off until future upgrades to be the subject of community consultation in years to come, as part of an unfunded \$40 million coastal area street improvements and a decision on the installation of sewers. As such the future usage of the road remain a work in progress for almost 15 years, bearing in mind the proposed link to Just Road requires the compulsory acquisition of private land.

So you see nothing but rejection and dismissal in the face of many months of suggestions; closure one way, speed bumps, slow points, speed restriction.

Every time another reason why not to take action

Regards
Atholl Bonner

From: Kirk Richardson <Kirk.Richardson@onkaparinga.sa.gov.au>

Sent: Wednesday, 18 April 2018 11:04 AM

To: atholl bonner; Lorraine Rosenberg; Matthew Morrissey

Cc: Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov; Don Chapman; Kelly Sambevski

Subject: RE: Traffic Calming Riviera Road, Sellicks Beach

Thanks Atholl

In addition to Atholl's response the original intent of the future usage of the road has not changed.

Atholl I understand your thoughts re the reduction of speed limits. Unfortunately it is not as simple as a "Council trial" as noted below we are not the authorising body for speed limits.

Council is required to apply to DPTI for any change in speed limit with a supporting traffic impact statement. The traffic impact statement is set out in a structured way with criteria that is required to be provided, supported with data. In this particular case, and from prior experiences a request would not meet DPTI's criteria for a speed lower than the 50km/h urban default limit. Of particular note is that when considering the setting of speed limits DPTI look for consistency within the surrounding road network speed limits. The surrounding residential streets are all typical of an 50km/h default urban limit.

Regards

Kirk

Kirk Richardson
Director City Operations
Ph: (08) 8384 0581
Mbl:
www.onkaparingacity.com



From: atholl bonner [mailto:atholl.bonner@onkaparinga.sa.gov.au]
Sent: Monday, 16 April 2018 9:31 AM
To: Lorraine Rosenberg; Matthew Morrissey
Cc: Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry; bill.cirocco@onkaparinga.sa.gov.au; Don Chapman; Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you Lorraine,
I was advised the link is required to maintain flexible access for vehicles, refuse collection and emergency vehicles.

Matthew,
Hence, our pursuit of cost effective calming with one way access or speed reduction.
The 50kph urban default is simply too fast for this basic road that barely meet your rural road standards.

Council's commonly reduce speeds to improve safety and discourage 'rat running'.
Surely we can trial such a speed reduction on safety grounds, in the hope of redirecting traffic that will in time prefer to use the main roads.

Regards
Atholl Bonner

From: Lorraine Rosenberg <LRosenberg@onkaparinga.sa.gov.au>
Sent: Sunday, 15 April 2018 5:40 PM

To: Matthew Morrissey

Cc: atholl bonner; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry;

bill.cirocco@onkaparinga.sa.gov.au; Don Chapman;

Kelly Sambevski;

Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Hi Matthew

Can I ask why this linkage is required or indeed important

Original plans did not seem to indicate it was to be used

Would we not be better trying to push traffic onto the main roads

Lorraine Rosenberg

Mayor

City of Onkaparinga

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On 13 Apr 2018, at 6:14 pm, Matthew Morrissey <Matthew.Morrissey@onkaparinga.sa.gov.au> wrote:

Dear Atholl Bonner,

Thanks for your recent suggestion in relation to reducing the speed limit along Riviera Road in Sellicks Beach.

Setting and signing of speed limits are undertaken in accordance with Australian Standards and managed by the Department of Planning, Transport and Infrastructure (DPTI). The standards state that all local urban roads are subject to the urban 50km/h speed limit and Riviera Road is therefore subject to the urban default speed limit.

The traffic counts recently conducted along Riviera Road do indicate that the 85%ile speed was recorded at 50km/h. The 85%ile speed is the speed that 85% of motorists travel at or below and is used by traffic engineers to determine whether any traffic management interventions are required. In this particular case, the 85%ile speeds are the same as the speed limit, that being 50km/h. This is considered reasonable, and as previously resolved by Council on 20 March 2018, "traffic calming devices or other interventions are not required at this time on Riviera Road".

Given the above, we will not pursue any investigations for a reduction of the speed limit along Riviera Road.

Any pedestrian improvements, such as footpaths to improve pedestrian safety along Riviera Road, will be undertaken as part of Councils "Coastal areas street improvements (old survey areas)" program over the coming years and community consultation will be undertaken at that time.

If you have any further enquiries in relation to setting of speed limits, or our "Coastal areas street improvements" program, please contact our customer relations team on (08) 8384 0666.

Regards,

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

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[cid:image019.png@01D3D34F.081705C0]

From: atholl bonner [<mailto:>
Sent: Wednesday, 11 April 2018 10:00 AM
To: Matthew Morrissey; Kirk Richardson; Hazel Wainwright; Paul Kirkham; Heath Newberry;
bill.cirocco@onkaparinga.sa.gov; Don Chapman; Lorraine Rosenberg
Cc: Kelly Sambevski;
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach

Thank you for your letter dated 29th March 2018, which asks that I, as head petitioner, communicate to all other signatories Council's decision that traffic calming is not required on Riviera Road at this time.

I am therefore distributing the attached, to inform petitioners of how and why their Council has arrived at this decision. This of course remains a great disappointment that our Council puts the 'flexible access' of traffic above the safety of the pedestrian community.

One further suggestion; consider the installation of signs to reduce the speed limit to 20 kph past the community facilities on Riviera Road. While there remains every possibility that some vehicles would exceed such a limit, some would obey, creating a safer environment for pedestrians, and others may consider alternative routes, thereby calming some and redirecting some. I wonder what the cost is to install traffic speed signs possibly on existing poles - not even \$1,000? Council could hardly be accused of wasting funds, while it would be credited with protecting its community.

Perhaps such a measure might need community consultation or information / notification, with notices placed advising of the measures implemented on the name of community / pedestrian safety.

We the community living on and those walking this rat run, continue to hope that something be done to calm the traffic, before there is a dreadful incident, that will be the responsibility of an unsupportive Council.

Regards

Atholl Bonner

I also note and welcome Council's intention to alter speed limits on Sellicks Beach Road and Justs Road.

From: Bonner. Atholl

.

Sent: Thursday, 7 December 2017 12:11 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: [REDACTED] 'Kelly Sambevski'; [REDACTED] 'atholl bonner'; 'Heath Newberry'

Subject: RE: Riviera Road and Lurline Boulevard, Sellicks Beach

In summary, Council did not follow through on its 2006 Structure Plan,

- no connection made to Casino Boulevard,
- no through connection to Justs Road
- Riviera Road left as a rural road
- No upgrades to handle increased volumes
- Most of the development's traffic now rat running unsafely past reserve

Interestingly with this morning's house fire closing Sellicks Beach Road, we noticed no increase in traffic and yet it all had to use Riviera and Tangier to get out.

This is because most of it does anyway!

Please implement measures to better distribute the traffic from the new development

correct this.

[cid:image020.png@01D3D34F.081705C0]

Regards
Atholl Bonner

From: Bonner, Atholl ()
Sent: Wednesday, 6 December 2017 1:09 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'
Cc: 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you Matthew,

Your attention is appreciated and your rationale understood, but the matter is not final because you say it is.

You work to serve the community and cannot intimidate and blind this community with policy and plans.

Rest assured we will continue to lead on behalf of the community that was let down by Council's decision reversal.

We will pursue all possible channels, until Council corrects this mistake.

1. Your 2006 Structure Plan did not proceed as drawn, other than a connection Riviera, and with no upgrade to take additional traffic
2. The planned connection to Casino Boulevard was not made. This would have better spread the traffic.
3. Council's planning has undeniably enabled a dangerous short cut where most of the traffic is using the secondary route.
4. Your 2002 development plan confirms no connection to Riviera as advised to residents at that time
5. There is now too much traffic using Riviera, going too fast with no provision for pedestrians around the community and recreation facilities.
6. Council permitted this road connection which is now a danger to the community.

This needs to be clammed down through better distribution of traffic being generated from the development area; a slow point, speed bumps or a one way treatment.

Alternatively, Council could do what should have been done with the developer at the time to integrate the insertion of 200 new dwellings through infrastructure investment,

1. Upgrading Riviera Road to cope with significant traffic increases,
2. Build a new road to Casino Boulevard
3. Connection to Palmero Street,
4. Stormwater management,
5. Street light upgrades
6. Signage.

But none of this was done and most of the traffic now runs through Riviera and Tangier.

So, spend hundreds of thousands on major upgrades or just few thousand to discourage rat running.

In short you should have had the developer pay for this, now Council has to deal with the consequences.

Riviera used to serve about 20 households and the community Hall, now it copes with almost 200 dwellings and is not fit for it. You, your director and CEO have this wrong – not fit for purpose by any measure, plan or policy you have thrown at us.

I refer you to Council's first assertion that Riviera road is adequate

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT)

You measured it to be averaging 496 while it is clearly a very basic local street – therefore not fit.

We will continue to lobby and petition Council by all means at our disposal until this is remedied.

Regards

Atholl Bonner

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 5 December 2017 1:43 PM
To: Bonner, Atholl ; Kirk Richardson; Hazel Wainwright; Paul Kirkham
Cc: Kelly Sambevski; 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Good afternoon Atholl,

Thank you for your emails, and whilst I appreciate your concern for this matter and taking a leading role in addressing this with Council, unfortunately in this case we have taken the issue as far as we can.

To date we have maintained our response based on the sound infrastructure management plans / standard in which we manage our road network, we must adhere to our policy position in all cases so as to navigate the complexity of our entire asset portfolio and unfortunately in this case the answer may not be the response that you have wished to hear.

What I can say, is the matter was reviewed in its entirety, it was questioned and escalated throughout the organisation and many hours invested reviewing the situation, undertaking traffic counts, and physical on ground line marking traffic works to try and assist with some of your concern. We hope that you acknowledge that we have not dismissed your concern.

You have noted in your last email that the connection of Riviera Road was a “Council error”, what I can say from our review is that connecting our road network is a standard practice where we can, particularly when roads (which in the past) may have only had one entry and exit position. The reason we now do this is to achieve greater access for emergency services. We must also note that the creation of Lurline Blvd and the connection of Riviera Road to Lurline Blvd was contained in the Structure Plans of the City of Onkaparinga’s Development Plan dating back to 2002 and 2006. Refer below extract.

This said, we will continue to monitor the traffic volumes over time in this area (as we do for all areas of the Council network) and review the road composition in line with the volumes and desired character in consultation with local residents.

([\[cid:image007.png@01D368F2.960E24C0\]](#)

We trust that this correspondence, whilst not necessarily meeting you desired outcome, finalises the matter at this point in time.

Regards

(
Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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From: Bonner, Atholl (
Sent: Thursday, 23 November 2017 11:35 AM
To: Kirk Richardson; Hazel Wainwright; Matthew Morrissey; Paul Kirkham
Cc: Kelly Sambevski; 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Matthew Kirk or Paul,

After another week, we had hoped for a reply, or at least acknowledgement.

We reassure you we are not for being dismissed, and remain resolute in having Council rectify its error in allowing a road connection to be made to Riviera Road.

Your reliance on traffic volume survey results does not consider pre-development volumes on Tangier Boulevard. The attached 2003 street map, shows the first stage of the development with connection only to Sellicks Beach Road the township's distributor road and none to Casino, Palermo or Riviera.

[cid:image024.png@01D3D34F.081705C0]

[cid:image025.png@01D3D34F.081705C0]

Hazel,

The decision to make a road connection to Riviera really needs to be reversed. We vigorously dispute Mark Dowd's assertion that Riviera Road is fit for purpose, it is simply NOT (see picture below) and we don't want Council to waste money on major upgrades which would remove character and further encourage traffic. Let's direct the traffic to where it was designed to go – Lurline Boulevard not this small country lane.

[cid:image026.jpg@01D3D34F.081705C0]

Regards

Atholl

From: Bonner, Atholl
Sent: Thursday, 16 November 2017 2:41 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Paul Kirkham'
Cc: 'Hazel Wainwright'; 'Kelly Sambevski'; 'atholl bonner';
'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for your frank and pragmatic and yet none too helpful response Matthew.

Clearly Council has us residents at a disadvantage, we not being road network planners or asset managers, but we again urge further consideration and action.

This is a 15 year old and worsening mistake, brought about through a development approval oversight, that really should be remedied. We are simply not prepared to accept this and wait for future growth. Over 70% of the development is built out and the traffic feeding through Riviera to Tangier is already unreasonable for a road of this quality while Lurline goes underused. By no stretch of the imagination is this ok no matter how many numbers are used to blur the reality.

Picture below says it all – 1,000 words to follow

[\[cid:image027.png@01D3D34F.081705C0\]](#)

Little more than a country lane taking most of the traffic from the new estate!

This photograph admirably demonstrates the inappropriateness of having so much traffic rat running Riviera/Tangier to Justs Road.

There is no way this can be considered acceptable! We hope to avoid the need for significant future investment in upgrading this stretch of basic rural road, which we believe would destroy some of the last remaining character in this old survey area and further encourage traffic to short cut – line of least resistance. We ask again that you look at simple Local Area Traffic Management treatment to discourage the use of this rat run.

Line marking, blisters, a couple of No Entry signs with Give Way on the other side right, all next to the existing street light.

[cid:image028.jpg@01D3D34F.081705C0][cid:image029.png@01D3D34F.081705C0]

Perhaps lower down signs like recently done in a suburban situation.

[cid:image030.jpg@01D3D34F.081705C0]

We have been met with a barrage of numbers and justifications 500-1,000, 800-3,000, 2,000-20,000!

Your attention to, and reliance on, vpd numbers should not be an end in itself, especially as you are now moving toward 'precinct planning'. We hoped for Council's consideration of correcting its earlier failure to adequately assess the traffic impacts brought about in approving the developer's land division that would, in time, introduce well over 200 new dwellings.

However, referring to Austroads Guide to Traffic Management Part 12 a full traffic impact assessment should have been done for a development of this size. Road network planning for low density residential dwellings on 8 – 10 vehicle trips per day would equate to 1,800 to 2,200vpd from the new development where we see an increasing number of 2, 3 and even 4 car households. If even 50% the new traffic to add to pre-existing volumes from half of the 270 residences in the old survey area, the top of Tangier could be handling over 2,000vpd adding to other traffic already on Justs Road – both being designated local roads.

With respect it is not reasonable to apply traffic volumes for urban areas, this being urban fringe in a rural township, albeit now in metropolitan Adelaide. Riviera Road does not meet your local street cross section minimum requirements for rural sealed roads (6.2m + 1m either side) let alone urban (7.2m + 3.5 either side). Riviera Road is little more than a lane.

There is too much traffic feeding into Tangier resulting in Justs Road behaving as a collector, or even distributor road, with probably 2,000 to 4,000 vpd – hence the excessive wear and dilapidation Council is having to fund. Curiously, your Road Network Plan shows only Sellicks Beach Road to be a distributor while the Esplanade and Norman Victory Parade are deemed collectors. This way out of kilter with actual traffic behaviour. A lot of traffic avoids the dangers of accessing Main South Road from Sellicks Beach Road as repeatedly noted in

your Community Engagement feedback report. We'll happily lobby DPTI for line marking a filter lane to immediately improve safety at this location and better distribute Sellicks traffic, while we wait for 2020/21 State budget improvements.

Further analysis:

- Paul told us a local road should be able to handle up to 500 vpd.
- Riviera survey has almost 500vpd feeding into Tangier which serves a further another 200 dwellings from the old survey amounting to at least 1,000 vpd at the T junction with Justs with very high peak loads
- Rivera is not an average local road, being barely 5m wide at some points with unmade and dilapidated shoulders,
- The road surface and shoulders regularly fall into disrepair with volume and weight of traffic,
- Shoulders often fail with vehicles leaving the bitumen and further narrow trafficable space
- Potholes develop and reappear very quickly with a lot of commercial and heavier traffic
- Questionable specification to road sub base to sustain such volumes without reconstruction that could be avoided
- Pedestrians, with dogs and children often unaccompanied on bikes and scooters are forced off the hard surface into the muddy shoulders with passing traffic
- The road immediately abuts a major public reserve and community facilities attracting both additional traffic and pedestrians

Riviera scores highly on the prioritisation process matrix in Council's 2009 Road Network Plan – speed, volume, below standard, peak hour, trucks, activity generator. Similar could be said and applied from section 8.1 from the 2016 plan, especially if a precinct approach were adopted.

We fail to understand how Council cannot see the problem and remains unprepared to look at a quick and cost effective solution. We understand the conflicting priorities and challenges within Council and its budget constraints, but refuse to accept that this poor traffic planning cannot be easily rectified after over 15 years of a worsen situation. Whilst Onkaparinga is a large Council with a large budget and large demands, it also needs to take responsibility for and listen to its rate payer's needs. The additional 200 or more residences approved in the new development will attract in the order of \$300,000 per annum

additional rate income for Council services. That would be \$4.5 million over 15 years! Please therefore fix this mistake with a few dollars of line marking and a couple of signs.

Council accepted assets of a reasonably high amenity value from the developer – including wide boulevards, stormwater management, median strips, pram ramps cycle lanes and ironically a traffic calming slow point within the development with very little internal traffic to slow being at the extremity of the area.

[cid:image031.jpg@01D3D34F.081705C0]

If any of you have read all of this, perhaps you may begin to appreciate how insulting it is to be told that current practices are deemed acceptable and that nothing will be done unless it gets worse. This is not a new issue, but one that has worsened over many years after Council originally advised the community that new roads from the development would NOT be connected to Riviera Road as is the case with Palermo and Casino. We are told that residents complained and protested at the time, to no avail and were worn down by Council's refusal into reluctant acceptance.

We leave it with you to decide if you wish to continue to ignore this not unreasonable resident request or do we have to resort to campaigns and lobbying , involving all manner of further attention rather than effect a simple remedy for the error made over 15 years ago.

Please do not ignore Sellicks Beach

Regards

Atholl

From: Matthew Morrissey [mailto:Matthew.Morrissey@onkaparinga.sa.gov.au]
Sent: Tuesday, 14 November 2017 1:59 PM
To: 'atholl bonner'; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; I Kelly Sambevski; Bonner, Atholl
I ; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

We appreciate your interest on the matter of traffic management along Riviera Road and Lurline Boulevard. As previously communicated to you, the traffic volumes are well within those of a local road. For clarification on the road hierarchy Road Network Plan (2016 - 2021) a local road in an urban environment can be expected to have between 500-1000 Vpd travelling upon it. Both Rivera and Lurline clearly have well below this limit and the speed environment at the 85% is shown to be very acceptable.

Further, a collector road in an urban environment is a road that can be expected to have between 800 - 3000 vpd and a distributor road in an urban environment is a road that can be expected to have 2000 – 20000 vpd travelling upon it with speeds generally at 60 kmph speed environment.

As a large city with over 1500 km of road we have many higher traffic management priorities to direct our resources toward at this time, we will continue to monitor and should growth in the area require further intervention it will be considered at that time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

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[Description: Description: Description: Description:
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[cid:image033.png@01D3D34F.081705C0]

From: atholl bonner [mailto:
Sent: Monday, 13 November 2017 3:44 PM
To: Matthew Morrissey; Kirk Richardson; Paul Kirkham
Cc: Hazel Wainwright; Kelly Sambevski; ; Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Hi Matthew, Paul or Kirk,

We were wondering if you have had an opportunity to review our response and reconsider Council's position.

The new development is undoubtedly directing a significant amount of traffic to the top of Tangier Boulevard onto Justs Road, where it would be exceeding your 1,000 vpd threshold. Referring to Onkaparinga Road Network Plan (2009) Tangier is being used as a collector road while Justs is more likely a distributor road. See attached

By any measure too much traffic is running along Riviera and up Tangier - we implore that you considered measures that would discourage this, and redirect traffic to Lurline. Every day we see potentially catastrophic vehicle pedestrian conflicts as traffic races along the narrow rural road nearby the community facilities.

Keep it simple and affordable with better traffic management and distribution.

We look forward to hearing from you.

Regards

Atholl

From: atholl bonner <[REDACTED]>
Sent: Thursday, 2 November 2017 1:34 PM
To: Matthew Morrissey
Cc: Hazel Wainwright; [REDACTED]; Kirk Richardson; Kelly Sambevski; Paul Kirkham;
[REDACTED]; Atholl Work
Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for the prompt feedback and response Matthew,

We do of course welcome the safety improvements, which we hope will alleviate the perpetual corner conflicts and speed.

Seems that nobody is disputing that Riviera is being used as a short cut, the debate seems to be whether the practice acceptable or could be improved upon. The survey results support our premise that the majority of traffic is rat running from the new development through the old survey area, though we are very surprised at the number recorded for Lurline, being at odds with our observations.

Paul Kirkham's response to our submission on 11th July confirmed that 500AADT is deemed reasonable for local streets. It seems that Riviera is just 6 below, with only 70% of the development built out. This will increase and must already be well over that as traffic feeds to the top of Tangier Boulevard. Almost 100 more vehicles per day use the basic rural road, rather than the boulevard built for the purpose with kerbs, gutters, footpaths, bike lanes, pram ramps and decent visibility splays and sight lines. We note that 85% within 50kph implies 15% is above on a rural old survey road in close proximity to Community facilities.

This has occurred because the Council accepted the developers decision to connect the new development to Riviera Road, despite Council having notified the community this was not planned. No connection was made to Casino or Palermo which would have shared the load across the existing road network. We now have most of, and an excessive and increasing volume of traffic using the back door rather than the front door gateway boulevard designed for the purpose.

Riviera Road is simply not fit for this purpose and we ask that you reconsider your conclusion that no further action is required. Attached is our original submission and a

suggestion to assist in your review, with options to close, open or calm roads to better distribute the new traffic through the network.

We look forward to and welcome your further consideration.

Regards

Atholl

From: Matthew Morrissey
<Matthew.Morrissey@onkaparinga.sa.gov.au<<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>>>

Sent: Wednesday, 1 November 2017 3:19 PM

To: [athollbonner](#)

Cc: Hazel Wainwright; Kirk Richardson; Kelly Sambevski; Paul Kirkham

Subject: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

You may have noticed the traffic counters in Lurline Boulevard and Riviera Road over the last few weeks which have been placed to gain a better understanding of the traffic flows in the area. The results for the traffic surveys have been completed (details below) and essentially have confirmed that the volume and speed of traffic using Riviera Road is within the acceptable range for a local road. It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day). Given the analysis, we are satisfied that the traffic volumes are within acceptable limits and no further action is required.

Street

Vehicles per Day

85 percentile speed

Riviera Road

494

50 kph

Lurline Boulevard

398

47 kph

Please note, the attached pavement marking scheme for Riviera Road/Tangier Boulevard will be implemented in the next few weeks to improve road safety at this intersection.

Thank you for your interest in this matter.

Kind regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: Description: Description:
OnkChop_Purple]<<http://www.onkaparinga.sa.gov.au/>>

From: atholl bonner [<mailto:>]
Sent: Thursday, 5 October 2017 12:27 PM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

So sorry to be a pest Hazel, but we saw no signs of a survey last week

Is this still happening and will it assess our alleged overuse of Riviera and the under-use of Lurline

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 26 September 2017 9:03 AM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

My pleasure Atholl, regards Hazel

Sent from my iPhone

On 26 Sep 2017, at 8:47 am, atholl bonner

<

> wrote:

Forgot to say many thanks for getting the pot holes attended to.

Hoping surveys will be able to demonstrate vehicular movements through Riviera as compared to Lurline

From: atholl bonner <
Sent: Monday, 25 September 2017 9:59 AM

To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

No worries - sounds good

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Sunday, 24 September 2017 2:56 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Hi Atholl, I am happy to wait till we get the results from the survey before we pursue a petition, but will be led by you on this issue. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>
Sent: Friday, 22 September 2017 12:40 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Many thanks Hazel,

Great news it is being looked at more closely. A survey would need to compare use of Riviera against Lurline, as our concern is not about volume.

I recall Paul Kirkham's initial response

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision.

Average traffic probably does not reach 500 per day on Riviera, hence deemed 'fit for purpose'.

Most of the traffic rat runs our smaller rural road, with a lot less using the purpose built Lurline Boulevard, with pram ramps, median strip, footpaths and visibility splays (see attached). Hence the request is to redirect traffic to Lurline and/or discourage the over use of Riviera.

We don't want to be met with further rejection in a month's time if Riviera's numbers come back less than 500 per day supposedly proving fit for purpose. This is about rat running.

Do you still want me to work on a petition or shall we wait for the numbers and report in October?

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 21 September 2017 8:52 PM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Atholl, I have managed to get a traffic survey happening next week and we should have the info in 4weeks. Cheers Hazel

Sent from my iPhone

On 20 Sep 2017, at 3:51 pm, atholl bonner

<

· wrote:

Many thanks for your time and efforts Hazel,

We are of course disappointed that consideration remains around 'fit for purpose', never in doubt that road is designated suitable for local traffic volumes. Rather it is the inequitable distribution of traffic on the road network. This has resulted in rat running overuse of, and damage to the less substantial asset (a basic rural road) and danger to pedestrians in and around the reserve and community facilities. The hope was simply to encourage and direct some traffic to Lurline Boulevard, which was built to serve the new development.

Your assistance and guidance with a petition would be much appreciated. Would this be to just directly affected residents on Riviera and Tangier (probably 30 or 40 dwellings)? We don't feel too comfortable door knocking, but could draft a simple document describing the issue, seeking comment and/or support. This could be for return to your PO Box or perhaps the Community Centre if there is a letterbox there? Or could the Council provide reply paid envelopes?

Understood on the potholes and perhaps you could remind Paul Kirkham of his undertaking to apply blisters at the intersection of Tangier and Riviera where a lot of traffic cuts the corner at speed. We see a lot of near misses between cars and danger to pedestrian due to speed and volume of traffic on this rat run.

Much appreciated

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 19 September 2017 1:19 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl

I met with Mark and we discussed Riviera Road, whereby it was deemed 'fit for purpose'

and therefore nothing will be done. I now suggest you go down the path of a petition and I am happy to assist if you need help with this. It will then be tabled at Council, whereby we can get a motion to make the road safe. (BTW I have submitted a request to get the road's potholes repaired), cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

Sent: Monday, 18 September 2017 1:55 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel,

We wondered if our Sellicks traffic management issue got onto your agenda in discussion with Mark?

We are observing worsening pot holes with so much traffic and increased vehicle/pedestrian conflicts with community facilities use.

Regards

Atholl

From: atholl bonner <atholl.bonner@onkaparinga.sa.gov.au>

Sent: Monday, 11 September 2017 11:02 AM

To: Hazel Wainwright

Cc: [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Thanks Hazel

There is a lot going around just now

Laid me up some of last week

Looking forward to hearing from you

Regards Atholl

From: Hazel Wainwright

<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>

Sent: Monday, 11 September 2017 10:43:04 AM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Hi Atholl, Mark was sick last week and we are catching up tomorrow. I'll let you know what transpires. Cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [REDACTED]

Sent: Monday, 11 September 2017 10:15 AM

To: Hazel Wainwright

Cc

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Hi Hazel

Wondered if your meeting with CEO went ahead last week and if you had time to raise this issue of Sellicks traffic management?

Many thanks

Regards

Atholl

From: atholl bonner <
Sent: Friday, 1 September 2017 12:40:59 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Brilliant,

Would be fabulous if Mark could see his way to supporting this as a safety and small community initiative.

Keep it simple and things get done

Thanks again hazel

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Friday, 1 September 2017 11:11 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response -Sellicks Beach Traffic

Hi Atholl, I have a meeting with the CEO next week to discuss further. I'll let you know the

outcome, cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [[mailto:](#)]
Sent: Friday, 1 September 2017 9:34 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel,

Just wondered if you may have had a chance in the last couple of weeks to make further enquiries of Council asset staff to determine a solution to this acknowledged management traffic issue.

Many thanks

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Saturday, 19 August 2017 3:16 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Atholl,

It was great to meeting you, I'll keep you in the loop regarding my enquiries. Kind regards
Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>
Sent: Friday, 18 August 2017 12:15 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Many thanks for your time yesterday Hazel,

Your further enquiry of Council Assets staff to determine traffic management device(s) to limit use of the 'back door' rat run through Riviera Rd rather than the purpose built 'front entrance' at Lurline Boulevard is much appreciated.

Let me know if you need anything from me in further support of the request to reduce traffic on an unsuitable road in proximity to community and recreation facilities where pedestrians are regularly put in danger through the dominance, speed and volume of traffic, on what is a very narrow and basic rural road never intended or designed for this use.

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 15 August 2017 11:45 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Great, see you then

Cr Hazel Wainwright

Wine Coast Ward

P:

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>

Sent: Tuesday, 15 August 2017 11:12 AM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

That would be wonderful Hazel.

Perhaps we could meet at where Milford Ave joins Riviera Rd at the top of Maritime Ave.

5pm Thursday 17th August

Many thanks again,

Regards

Atholl

From: Hazel Wainwright

<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>

Sent: Tuesday, 15 August 2017 10:50 AM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

I could meet you this Thursday at 5pm at Sellicks, if you like. Whereabouts is convenient?
Kind regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>

Sent: Tuesday, 15 August 2017 10:03 AM

To: Hazel Wainwright

Cc: Karen Ingram; Heath Newberry; I

Paul Kirkham

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Thank you so much for the prompt reply Hazel,

Your offer to meet is much appreciated. Were you thinking at Sellicks?

I work in the city through the week, but could take an early minute one day to be back south by say 5pm one afternoon if that suits?

Alternatively I could head to work a bit later one morning and meet at say 8am?

Otherwise I'd be happy to find a time and date that suits your movements.

Thanks again - we realize this is a small issue in the scheme of Council's overall asset management, but feel rectification of this legacy from the Prodec development is long overdue, having welcomed the attention and investment to remedy the waste treatment issues.

Regards

Atholl Bonner

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Monday, 14 August 2017 11:46 PM
To: atholl bonner; Paul Kirkham
Cc: Karen Ingram; Heath Newberry; [REDACTED]
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, I am happy to catch up with you to discuss further, just let me know what day and time is convenient. Kind regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:>
Sent: Monday, 14 August 2017 11:05 AM
To: Paul Kirkham; Hazel Wainwright
Cc: Karen Ingram; Heath Newberry;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Your consideration and response is appreciated, albeit not what we might have hoped for.

Looking at the attached picture, it is clear that the new road (Milford) feeds to an old and basic rural style road (Riviera) that was never built or designed to take all the traffic from the new development, which Lurline was constructed for and seems to be very little used. The alignment is all wrong, no kerb, gutter or footpath - none of which is wanted for Riviera, as this would destroy the character of the location. So surely rather than consider investing significant funds on a future upgrade of the whole road, it would be better to effect modest investment to limit the traffic that uses what is acknowledged to be a rat run

Being neither a Road Network Planner nor a Traffic Engineer, I am of course not qualified to propose a solution to the problem that has resulted from Council's decision to allow this road connection to be made without a traffic impact statement or report required from the developer. I just noticed a simple device used to manage traffic in the city. and fail to see that signage, line marking and blisters are not suitable for a suburban context and vigorously disagree that the road network is not adversely by the current arrangement. We counted 15 pot holes already developing having been spray sealed only a few months ago and verge delapidation with passing vehicles frequently having to leave the sealed surfaces to avoid collision and/or pedestrians.

We thought Council might be able to identify a cost effective proposal to rectify the rat run Council has permitted along a basic rural road that is rapidly deteriorating. Many pedestrians with dogs and children using this route are in danger with so many Utes and SUV hurtling along this little road, rather than using Lurline Boulevard.

Hazel,

We would welcome your guidance on what avenues might be open to us in having this road network issue attended to, noting that Council approved this road connection that should never have been made. We find this inequitable and unreasonable. Our neighbours protested at the time of development works, now more than a decade later, the majority of the traffic uses Riviera Road and Tangier Boulevard with very little using Lurline Boulevard. This is both unfair and increasingly dangerous with many vehicles racing along Riviera, which is suffering structural damage inconsistent with its intended purpose.

We really want something done immediately, even if temporary, to divert the traffic to the road built to serve the development - Lurline Boulevard. We see so much traffic thundering along this stretch with no room for pedestrians.

Continue to monitor, is a brush off and 'considered suitable for the time being' implies nothing is wrong.

We would appreciate your help correcting this development error suffered by the the community for over 10 years now and becoming increasingly intolerable and downright dangerous.

Regards

Atholl

From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>>
Sent: Friday, 11 August 2017 9:55 AM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram; Heath Newberry
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Apologies first of all for the delay in finalising our discussion on the connection from Milford Avenue through to Riviera Road. The supplied information around using a line marking sign based solution was discussed and considered by both our Road Network Planner and Traffic Engineer.

We decided that this solution was not a suitable one based on the following

- a) The treatment used by ACC is designed out of need to control vehicle movements in a confined area and not a treatment that would be considered on a suburban street.
- b) The Road Network is not adversely affected by the current arrangement

Therefore we will continue to monitor the situation by doing some traffic counts, however the road arrangement as is is considered suitable for the time being.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8327 7263

Mob

Fax (08) 8327 3041

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[Description:
LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

Hi Atholl,

Thanks for your information this will help me when I have the discussion with our traffic engineer who is a bit inundated at the moment.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263

Mob [REDACTED]

Fax (08) 8327 3041

www.onkaparingacity.com<<http://www.onkaparingacity.com/>>

[Description: Description: OnkChop_Pink]<<http://www.onkaparinga.sa.gov.au/>>

[Description:
LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner [<mailto:atholl.bonner@onkaparinga.sa.gov.au>]
Sent: Monday, 31 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul,

Whilst pondering our discussion last week about cost effective traffic management devices, I noticed from my lunch room window overlooking North Terrace, exactly such a device in place on Victoria Street that was implemented by the City of Adelaide and DPTI to manage traffic between Hindley Street and North Terrace following the tram extension. As you will see from the attached photographs this controls through traffic flows with the introduction of simple line marking, traffic blisters and signage. This situation is not dissimilar to the position we are discussing. Surely if this can be done in the the CBD, it would suffice for this long standing and worsening issue at Sellicks Beach. The Council needs to shift traffic volume to Lurline Boulevard to serve the purpose for which it was intended.

I am aware of Council budget allocation processes and am certain modest funds can be made available from capital or maintenance budgets for situations such as this.

I look forward to your further thoughts.

Regards

Atholl Bonner

From: atholl bonner <[REDACTED]> >>
Sent: Wednesday, 26 July 2017 3:14 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks for your time and our discussion this afternoon; your attention to the issue is much appreciated.

We remain hopeful that your traffic engineers can find a simple and cost effective solution to better distribute the increasing traffic volumes generated by the new development. I reiterate - hardly any traffic uses Lurline Boulevard while the vast majority uses Riviera and Tangier.

Looking forward to hearing from you.

Regards

Atholl Bonner

From: atholl bonner [[mailto:](#)]
Sent: Tuesday, 25 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,

Glad to hear from you and will be available to discuss tomorrow at 2pm.

Hoping we can work something out.

Regards

Atholl

From: Paul Kirkham
<PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 25 July 2017 1:57 PM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Yes you have my email address correct. I have been doing some further investigation so as to be able to answer your questions more thoroughly.

As this is probably a more detailed exchange of information than can be discussed via email exchange I propose we have a phone discussion at a mutually convenient time. Would Wednesday 26 July at say 2:00pm suit yourself?

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management

City Operations/Assets

Ph (08) 8301 7263

Mob

Fax (08) 8327 3041

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[Description:
LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

|

Sent: Tuesday, 25 July 2017 12:59 PM

To: Paul Kirkham; Karen Ingram

Cc: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management,
Approved response

Hi Paul / Karen,

Just wondered if you could confirm I have your email addresses correct, so I know my response of 13th July below, is being considered, and if there may be any further information I could provide to assist.

Many thanks

Regards

Atholl Bonner

From: atholl bonner [REDACTED]
Sent: Thursday, 20 July 2017 2:37 PM
To: PKirkham@onkaparinga.sa.gov.au<<mailto:PKirkham@onkaparinga.sa.gov.au>>;
PauKir@onkaparinga.sa.gov.au<<mailto:PauKir@onkaparinga.sa.gov.au>>
Cc: KarIng@onkaparinga.sa.gov.au<<mailto:KarIng@onkaparinga.sa.gov.au>>
Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Paul,

Having difficulty with email spelling format. The attempt below bounced back.

Regards

Atholl

From: atholl bonner <[REDACTED]>
Sent: Thursday, 20 July 2017 1:54 PM
To: Hazel Wainwright;
pkirkham@onkaparinga.sa.gov.au<<mailto:pkirkham@onkaparinga.sa.gov.au>>
Cc: kingram@onkaparinga.sa.gov.au<<mailto:kingram@onkaparinga.sa.gov.au>>; [REDACTED]
[REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Hi Paul ,

I would welcome your consideration and response to my message below and attached plans.

Also my original enquiry sent 2nd June 2017 at the bottom of this trail and attachment for background.

Regards

Atholl Bonner

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Thursday, 20 July 2017 12:02 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, it maybe more prudent to engage with the responsible Council Officer and I am happy to be included and involved. Regards Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

[LGA_ABPengage2017_eSig]<http://onkaparingacity.com/onka/council/about_council/annual_business_plan.jsp>

From: atholl bonner

Sent: Wednesday, 19 July 2017 12:47 PM
To: Hazel Wainwright
Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management,

Approved response

Hi Hazel,

Not sure if my response may have got swallowed up with other matters?

Should I perhaps engage directly with the responsible Council Officer or the Governance Officer?

Happy to discuss as may be deemed necessary so that the traffic volumes generated by the new development can be fairly shared across the road network.

Regards

Atholl

From: atholl bonner
Sent: Thursday, 13 July 2017 2:03 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Your assistance with our enquiry is much appreciated.

We are of course pleased to note that blisters and line-marking will be applied to the junction of Tangier and Riviera in an effort to reduce speeds at the corner. Our chief concern was more about traffic management rather than volumes, with the distribution of traffic from the new development favouring Riviera rather than Lurline. Improving Riviera would perpetuate the rat running, rather than redistribute some traffic to Lurline so it could perform the purpose for which it was designed. Riviera should never have been connected to Milford, but given it is, our question is, what can be done to discourage its overuse?

We would be happy to discuss further directly with Council officers or rely on your passing on our communication to assist in consideration of this issue to achieve a cost effective and timely resolution. Our comments are summarised below with marked up plans attached.

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

The original developer would have been required to lodge a traffic impact report to accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for your help.

Regards

Atholl

From: Hazel Wainwright
<HWainwright@onkaparinga.sa.gov.au<<mailto:HWainwright@onkaparinga.sa.gov.au>>>
Sent: Tuesday, 11 July 2017 12:01 PM
To: [atholibonner](#)
Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au<<mailto:hwainwright@onkaparinga.sa.gov.au>>

-----Original Message-----

From: Karen Ingram
Sent: Tuesday, 11 July 2017 11:53 AM
To: Hazel Wainwright
Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby
Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such

there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl and Deborah Bonner please, regards
Hazel

Cr Hazel Wainwright

From: atholl bonner
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman: Gail Kilbv: Wavne Olsen: Hazel Wainwright
Cc: Bonner, Atholl
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl & [REDACTED]

From: Bonner, Atholl ([REDACTED])
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home';

Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [REDACTED] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that led to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [REDACTED] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and lose the reserve front seaside character. Rather we would like Council's consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planned at the land division stage of the development.

Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards

Atholl Bonner

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From: atholl bonner
Sent: Wednesday, 11 April 2018 10:00 AM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'; 'Heath Newberry'; bill.cirocco@onkaparinga.sa.gov; dchapman@onkaparinga.sa.gov.au; 'Lorraine Rosenberg'
Cc: Kelly Sambevski
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach
Attachments: Council Response, Report and Minutes 20 March 2018 .pdf; Council proposal for speed limit changes.JPG

Thank you for your letter dated 29th March 2018, which asks that I, as head petitioner, communicate to all other signatories Council's decision that traffic calming is not required on Riviera Road at this time.

I am therefore distributing the attached, to inform petitioners of how and why their Council has arrived at this decision. This of course remains a great disappointment that our Council puts the 'flexible access' of traffic above the safety of the pedestrian community.

One further suggestion; consider the installation of signs to **reduce the speed limit to 20 kph** past the community facilities on Riviera Road. While there remains every possibility that some vehicles would exceed such a limit, some would obey, creating a safer environment for pedestrians, and others may consider alternative routes, thereby calming some and redirecting some. I wonder what the cost is to install traffic speed signs possibly on existing poles - not even **\$1,000**? Council could hardly be accused of wasting funds, while it would be credited with protecting its community.

Perhaps such a measure might need community consultation or information / notification, with notices placed advising of the measures implemented on the name of community / pedestrian safety.

We the community living on and those walking this rat run, continue to hope that something be done to calm the traffic, before there is a dreadful incident, that will be the responsibility of an unsupportive Council.

Regards
Atholl Bonner

I also note and welcome Council's intention to alter speed limits on Sellicks Beach Road and Justs Road.

From: Bonner, Atholl
Sent: Thursday, 7 December 2017 12:11 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'
Cc: Kelly Sambevski; 'atholl bonner'; 'Heath Newberry'
Subject: RE: Riviera Road and Lurline Boulevard, Sellicks Beach

In summary, Council did not follow through on its 2006 Structure Plan,

- no connection made to Casino Boulevard,
- no through connection to Justs Road
- Riviera Road left as a rural road
- No upgrades to handle increased volumes

- Most of the development's traffic now rat running unsafely past reserve

Interestingly with this morning's house fire closing Sellicks Beach Road, we noticed no increase in traffic and yet it all had to use Riviera and Tangier to get out.

This is because most of it does anyway!

Please implement measures to better distribute the traffic from the new development correct this.



Regards
Atholl Bonner

From: Bonner, Atholl

Sent: Wednesday, 6 December 2017 1:09 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you Matthew,

Your attention is appreciated and your rationale understood, but the matter is not final because you say it is.

You work to serve the community and cannot intimidate and blind this community with policy and plans. Rest assured we will continue to lead on behalf of the community that was let down by Council's decision reversal. We will pursue all possible channels, until Council corrects this mistake.

1. Your 2006 Structure Plan did not proceed as drawn, other than a connection Riviera, and with no upgrade to take additional traffic
2. The planned connection to Casino Boulevard was not made. This would have better spread the traffic.
3. Council's planning has undeniably enabled a dangerous short cut where most of the traffic is using the secondary route.
4. Your 2002 development plan confirms no connection to Riviera as advised to residents at that time
5. There is now too much traffic using Riviera, going too fast with no provision for pedestrians around the community and recreation facilities.
6. Council permitted this road connection which is now a danger to the community.

This needs to be clammed down through better distribution of traffic being generated from the development area; a slow point, speed bumps or a one way treatment.

Alternatively, Council could do what should have been done with the developer at the time to integrate the insertion of 200 new dwellings through infrastructure investment,

1. Upgrading Riviera Road to cope with significant traffic increases,
2. Build a new road to Casino Boulevard
3. Connection to Palmero Street,
4. Stormwater management,
5. Street light upgrades
6. Signage.

But none of this was done and most of the traffic now rat runs through Riviera and Tangier. So, spend hundreds of thousands on major upgrades or just few thousand to discourage rat running. In short you should have had the developer pay for this, now Council has to deal with the consequences.

Riviera used to serve about 20 households and the community Hall, now it copes with almost 200 dwellings and is not fit for it. You, your director and CEO have this wrong – not fit for purpose by any measure, plan or policy you have thrown at us.

I refer you to Council's first assertion that Riviera road is adequate

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT)

You measured it to be averaging 496 while it is clearly a very basic local street – therefore **not fit**.

We will continue to lobby and petition Council by all means at our disposal until this is remedied.

Regards
Atholl Bonner

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 5 December 2017 1:43 PM
To: Bonner, Atholl; Kirk Richardson; Hazel Wainwright; Paul Kirkham
Cc: ; Kelly Sambevski; 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Good afternoon Atholl,

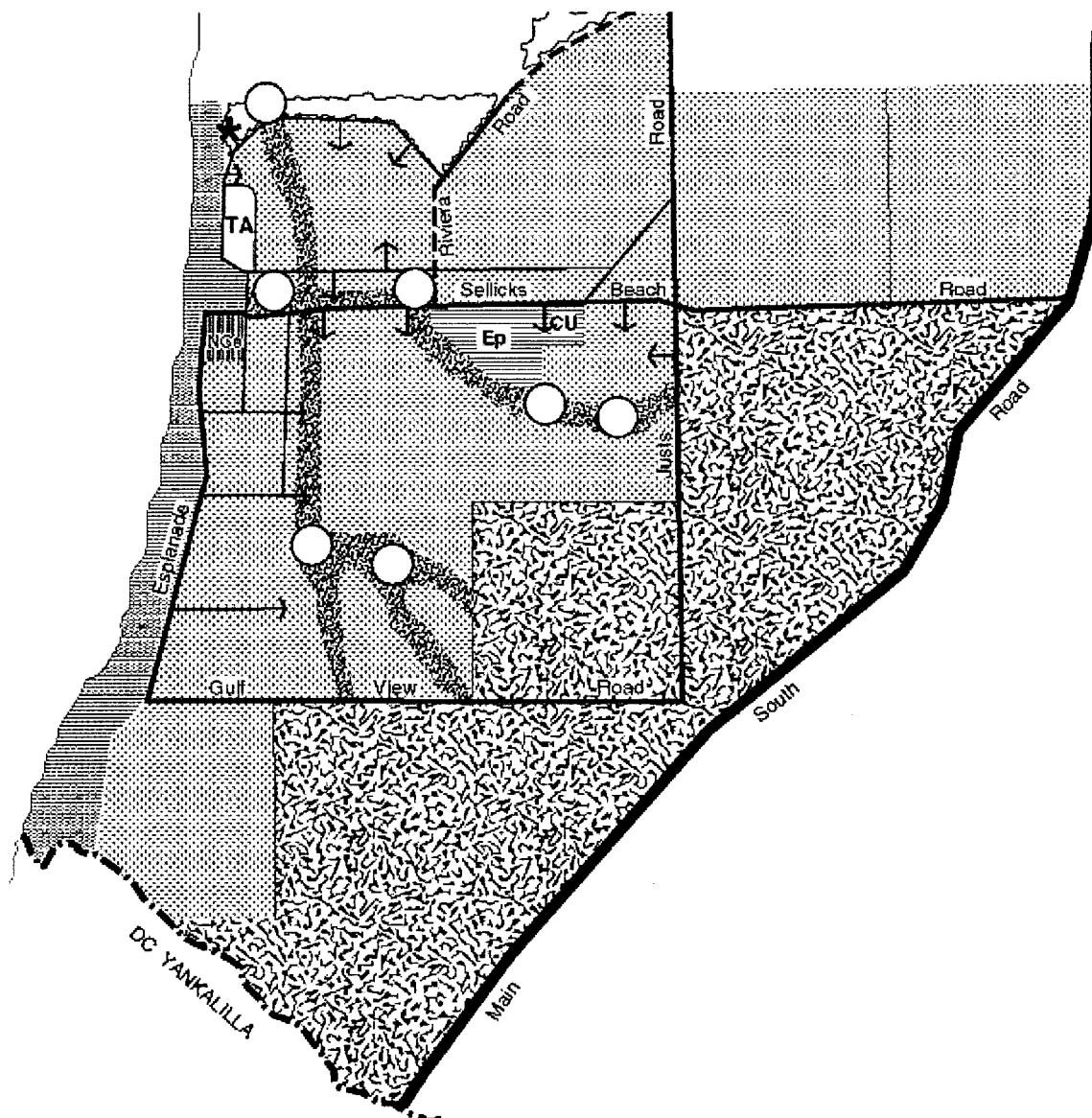
Thank you for your emails, and whilst I appreciate your concern for this matter and taking a leading role in addressing this with Council, unfortunately in this case we have taken the issue as far as we can.

To date we have maintained our response based on the sound infrastructure management plans / standard in which we manage our road network, we must adhere to our policy position in all cases so as to navigate the complexity of our entire asset portfolio and unfortunately in this case the answer may not be the response that you have wished to hear.

What I can say, is the matter was reviewed in its entirety, it was questioned and escalated throughout the organisation and many hours invested reviewing the situation, undertaking traffic counts, and physical on ground line marking traffic works to try and assist with some of your concern. We hope that you acknowledge that we have not dismissed your concern.

You have noted in your last email that the connection of Riviera Road was a "Council error", what I can say from our review is that connecting our road network is a standard practice where we can, particularly when roads (which in the past) may have only had one entry and exit position. The reason we now do this is to achieve greater access for emergency services. We must also note that the creation of Lurline Blvd and the connection of Rivera Road to Lurline Blvd was contained in the Structure Plans of the City of Onkaparinga's Development Plan dating back to 2002 and 2006. Refer below extract.

This said, we will continue to monitor the traffic volumes over time in this area (as we do for all areas of the Council network) and review the road composition in line with the volumes and desired character in consultation with local residents.



- Living
- Neighbourhood Centre
- Rural
- Metropolitan Open Space System
- Landscape Buffer / Reserve
- Community Uses
- Coastal
- Primary School
- Tourist Accommodation
- Effluent Pumping Station
- Proposed Flood Mitigation Works

- Primary Arterial Road
- Distributor Road
- Local Road
- Development Plan Boundary



0metres 200 400 600

ONKAPARINGA (CITY) **SELICKS BEACH** **STRUCTURE PLAN** **MAP Onka/1 (Overlay 1)** **ENLARGEMENT K**

Consolidated - 22 June 2006

We trust that this correspondence, whilst not necessarily meeting you desired outcome, finalises the matter at this point in time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com



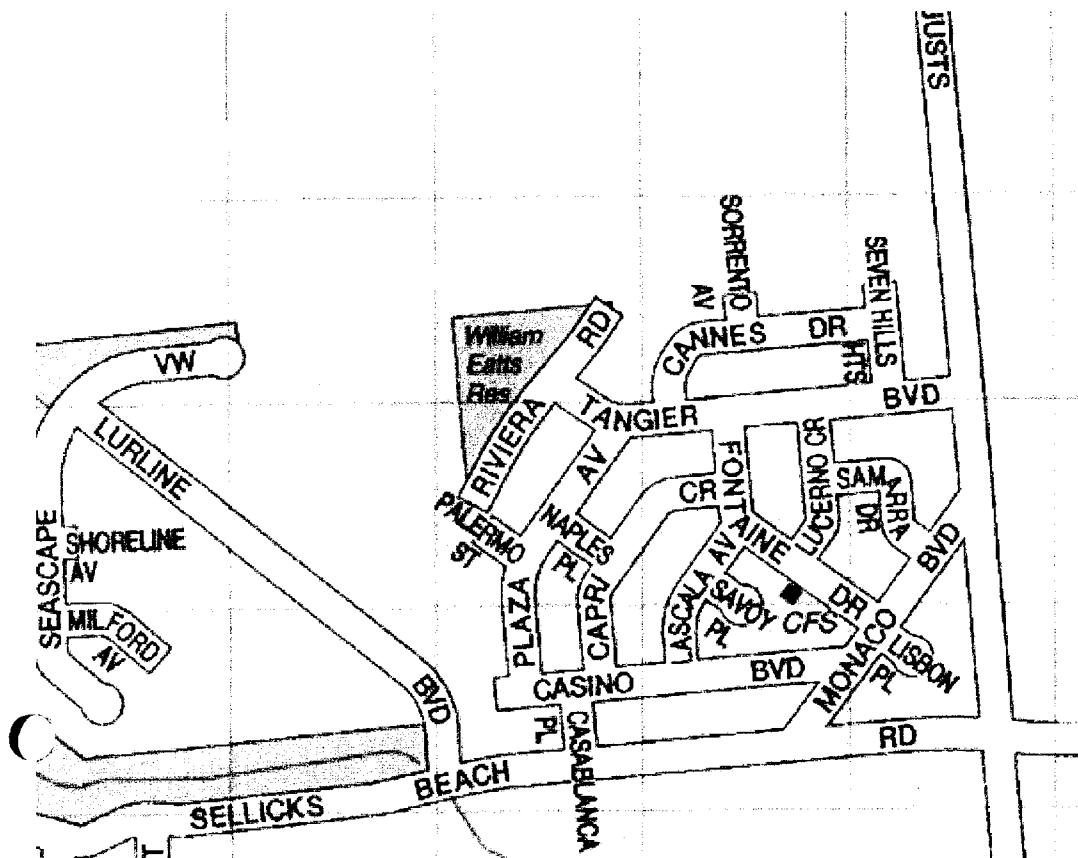
From: Bonner, Atholl
Sent: Thursday, 23 November 2017 11:35 AM
To: Kirk Richardson; Hazel Wainwright; Matthew Morrissey; Paul Kirkham
Cc: Kelly Sambevski; 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Matthew Kirk or Paul,

After another week, we had hoped for a reply, or at least acknowledgement.

We reassure you we are not for being dismissed, and remain resolute in having Council rectify its error in allowing a road connection to be made to Riviera Road.

Your reliance on traffic volume survey results does not consider pre-development volumes on Tangier Boulevard. The attached 2003 street map, shows the first stage of the development with connection only to Sellicks Beach Road the township's distributor road and none to Casino, Palermo or Riviera.



Hazel,

The decision to make a road connection to Riviera really needs to be reversed. We vigorously dispute Mark Dowd's assertion that Riviera Road is fit for purpose, it is simply NOT (see picture below) and we don't want Council to waste money on major upgrades which would remove character and further encourage traffic. Let's direct the traffic to where it was designed to go – Lurline Boulevard not this small country lane.



Regards
Atholl & Deborah Bonner

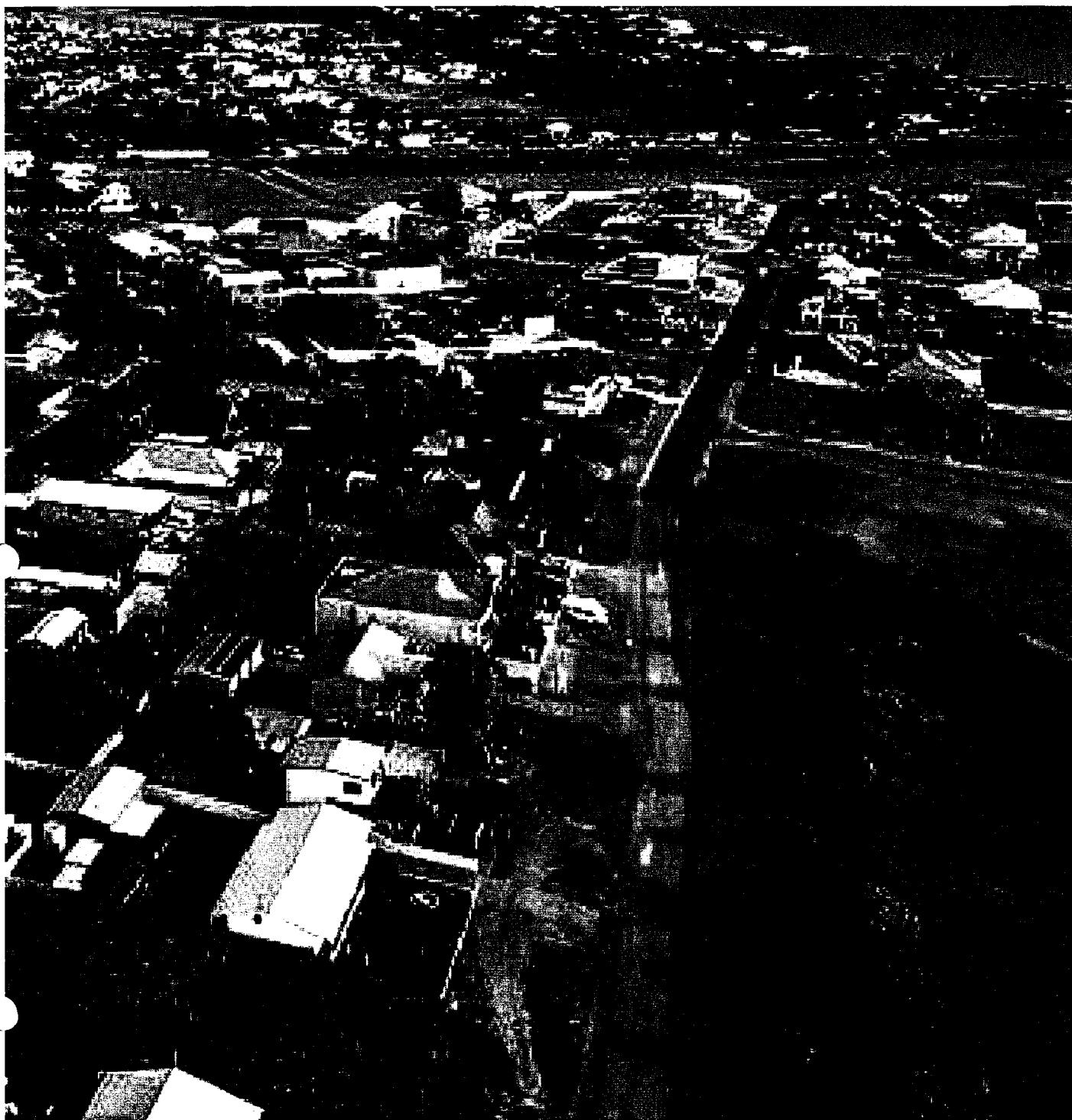
From: Bonner, Atholl (
Sent: Thursday, 16 November 2017 2:41 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Paul Kirkham'
Cc: 'Hazel Wainwright'; 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for your frank and pragmatic and yet none too helpful response Matthew.

Clearly Council has us residents at a disadvantage, we not being road network planners or asset managers, but we again urge further consideration and action.

This is a 15 year old and worsening mistake, brought about through a development approval oversight, that really should be remedied. We are simply not prepared to accept this and wait for future growth. Over 70% of the development is built out and the traffic feeding through Riviera to Tangier is already unreasonable for a road of this quality while Lurline goes underused. By no stretch of the imagination is this ok no matter how many numbers are used to blur the reality.

Picture below says it all – 1,000 words to follow

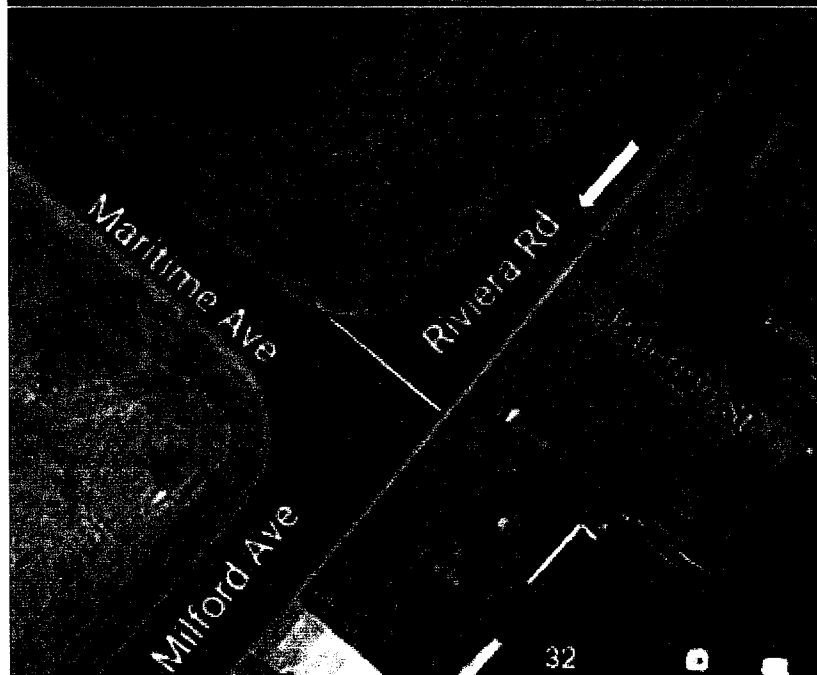


Little more than a country lane taking most of the traffic from the new estate!

This photograph admirably demonstrates the inappropriateness of having so much traffic rat running Riviera/Tangier to Justs Road.

There is no way this can be considered acceptable! We hope to avoid the need for significant future investment in upgrading this stretch of basic rural road, which we believe would destroy some of the last remaining character in this old survey area and further encourage traffic to short cut – line of least resistance. We ask again that you look at simple Local Area Traffic Management treatment to discourage the use of this rat run.

Line marking, blisters, a couple of No Entry signs with Give Way on the other side right, all next to the existing street light.



Perhaps lower down signs like recently done in a suburban situation.



We have been met with a barrage of numbers and justifications 500-1,000, 800-3,000, 2,000-20,000!

Your attention to, and reliance on, vpd numbers should not be an end in itself, especially as you are now moving toward 'precinct planning'. We hoped for Council's consideration of correcting its earlier failure to adequately assess the traffic impacts brought about in approving the developer's land division that would, in time, introduce well over 200 new dwellings.

However, referring to Austroads Guide to Traffic Management Part 12 a full traffic impact assessment should have been done for a development of this size. Road network planning for low density residential dwellings on 8 – 10 vehicle trips per day would equate to 1,800 to 2,200vpd from the new development where we see an increasing number of 2, 3 and even 4 car households. If even 50% the new traffic to add to pre-existing volumes from half of the 270 residences in the old survey area, the top of Tangier could be handling over 2,000vpd adding to other traffic already on Justs Road – both being designated local roads.

With respect it is not reasonable to apply traffic volumes for urban areas, this being urban fringe in a rural township, albeit now in metropolitan Adelaide. Riviera Road does not meet your local street cross section minimum requirements for rural sealed roads (6.2m + 1m either side) let alone urban (7.2m + 3.5 either side). Riviera Road is little more than a lane.

There is too much traffic feeding into Tangier resulting in Justs Road behaving as a collector, or even distributor road, with probably 2,000 to 4,000 vpd – hence the excessive wear and dilapidation Council is having to fund. Curiously, your Road Network Plan shows only Sellicks Beach Road to be a distributor while the Esplanade and Norman Victory Parade are deemed collectors. This way out of kilter with actual traffic behaviour. A lot of traffic avoids the dangers of accessing Main South Road from Sellicks Beach Road as repeatedly noted in your Community Engagement feedback report. We'll happily lobby DPTI for line marking a filter lane to immediately improve safety at this location and better distribute Sellicks traffic, while we wait for 2020/21 State budget improvements.

Further analysis:

- Paul told us a local road should be able to handle up to 500 vpd.
- Riviera survey has almost 500vpd feeding into Tangier which serves a further another 200 dwellings from the old survey amounting to at least 1,000 vpd at the T junction with Justs with very high peak loads

- Riviera is not an average local road, being barely 5m wide at some points with unmade and dilapidated shoulders,
- The road surface and shoulders regularly fall into disrepair with volume and weight of traffic,
- Shoulders often fail with vehicles leaving the bitumen and further narrow trafficable space
- Potholes develop and reappear very quickly with a lot of commercial and heavier traffic
- Questionable specification to road sub base to sustain such volumes without reconstruction that could be avoided
- Pedestrians, with dogs and children often unaccompanied on bikes and scooters are forced off the hard surface into the muddy shoulders with passing traffic
- The road immediately abuts a major public reserve and community facilities attracting both additional traffic and pedestrians

Riviera scores highly on the prioritisation process matrix in Council's 2009 Road Network Plan – speed, volume, below standard, peak hour, trucks, activity generator. Similar could be said and applied from section 8.1 from the 2016 plan, especially if a precinct approach were adopted.

We fail to understand how Council cannot see the problem and remains unprepared to look at a quick and cost effective solution. We understand the conflicting priorities and challenges within Council and its budget constraints, but refuse to accept that this poor traffic planning cannot be easily rectified after over 15 years of a worsen situation. Whilst Onkaparinga is a large Council with a large budget and large demands, it also needs to take responsibility for and listen to its rate payer's needs. The additional 200 or more residences approved in the new development will attract in the order of \$300,000 per annum additional rate income for Council services. That would be \$4.5 million over 15 years! Please therefore fix this mistake with a few dollars of line marking and a couple of signs.

Council accepted assets of a reasonably high amenity value from the developer – including wide boulevards, stormwater management, median strips, pram ramps cycle lanes and ironically a traffic calming slow point within the development with very little internal traffic to slow being at the extremity of the area.



If any of you have read all of this, perhaps you may begin to appreciate how insulting it is to be told that current practices are deemed acceptable and that nothing will be done unless it gets worse. This is not a new issue, but one that has worsened over many years after Council originally advised the community that new roads from the development would NOT be connected to Riviera Road as is the case with Palermo and Casino. We are told that residents complained and protested at the time, to no avail and were worn down by Council's refusal into reluctant acceptance.

We leave it with you to decide if you wish to continue to ignore this not unreasonable resident request or do we have to resort to campaigns and lobbying, involving all manner of further attention rather than effect a simple remedy for the error made over 15 years ago.

Please do not ignore Sellicks Beach

Regards
Atholl

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]

Sent: Tuesday, 14 November 2017 1:59 PM

To: 'atholl bonner'; Kirk Richardson: Paul Kirkham

Cc: Hazel Wainwright; Kelly Sambevski; [REDACTED] Bonner, Atholl
Newberry

Heath

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

We appreciate your interest on the matter of traffic management along Riviera Road and Lurline Boulevard. As previously communicated to you, the traffic volumes are well within those of a local road. For clarification on the road hierarchy Road Network Plan (2016 - 2021) a local road in an urban environment can be expected to have between 500-1000 Vpd travelling upon it. Both Rivera and Lurline clearly have well below this limit and the speed environment at the 85% is shown to be very acceptable.

Further, a collector road in an urban environment is a road that can be expected to have between 800 - 3000 vpd and a distributor road in an urban environment is a road that can be expected to have 2000 – 20000 vpd travelling upon it with speeds generally at 60 kmph speed environment.

As a large city with over 1500 km of road we have many higher traffic management priorities to direct our resources toward at this time, we will continue to monitor and should growth in the area require further intervention it will be considered at that time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com





From: atholl bonner [

Sent: Monday, 13 November 2017 3:44 PM

To: Matthew Morrissey; Kirk Richardson; Paul Kirkham

Cc: Hazel Wainwright; Kelly Sambevski; Atholl Work

Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Hi Matthew, Paul or Kirk,

We were wondering if you have had an opportunity to review our response and reconsider Council's position.

The new development is undoubtedly directing a significant amount of traffic to the top of Tangier Boulevard onto Justs Road, where it would be exceeding your 1,000 vpd threshold. Referring to Onkaparinga Road Network Plan (2009) Tangier is being used as a collector road while Justs is more likely a distributor road. See attached

By any measure too much traffic is running along Riviera and up Tangier - we implore that you considered measures that would discourage this, and redirect traffic to Lurline. Every day we see potentially catastrophic vehicle pedestrian conflicts as traffic races along the narrow rural road nearby the community facilities.

Keep it simple and affordable with better traffic management and distribution.

We look forward to hearing from you.

Regards

Atholl

From: atholl bonner

Sent: Thursday, 2 November 2017 1:34 PM

To: Matthew Morrissey

Cc: Hazel Wainwright; Kirk Richardson; Kelly Sambevski; Paul Kirkham;

Atholl Work

Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for the prompt feedback and response Matthew,
We do of course welcome the safety improvements, which we hope will alleviate the perpetual corner conflicts and speed.

Seems that nobody is disputing that Riviera is being used as a short cut, the debate seems to be whether the practice acceptable or could be improved upon. The survey results support our premise that the **majority** of traffic is running from the new development through the old survey area, though we are very surprised at the number recorded for Lurline, being at odds with our observations.

Paul Kirkham's response to our submission on 11th July confirmed that 500AADT is deemed reasonable for local streets. It seems that Riviera is just 6 below, with only 70% of the development built out. This will increase and must already be well over that as traffic feeds to the top of Tangier Boulevard. Almost 100 more vehicles per day use the basic rural road, rather than the boulevard built for the purpose with kerbs, gutters, footpaths, bike lanes, pram ramps and decent visibility splays and sight lines. We note that 85% within 50kph implies 15% is above on a rural old survey road in close proximity to Community facilities.

This has occurred because the Council accepted the developers decision to connect the new development to Riviera Road, despite Council having notified the community this was not planned. No connection was made to Casino or Palermo which would have shared the load across the existing road network. We now have most of, and an excessive and increasing volume of traffic using the back door rather than the front door gateway boulevard designed for the purpose.

Riviera Road is simply not fit for this purpose and we ask that you reconsider your conclusion that no further action is required. Attached is our original submission and a suggestion to assist in your review, with options to close, open or calm roads to better distribute the new traffic through the network. We look forward to and welcome your further consideration.

Regards
Atholl

From: Matthew Morrissey <Matthew.Morrissey@onkaparinga.sa.gov.au>
Sent: Wednesday, 1 November 2017 3:19 PM
To: athollbonner
Cc: Hazel Wainwright; [REDACTED]; Kirk Richardson; Kelly Sambevski; Paul Kirkham
Subject: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

You may have noticed the traffic counters in Lurline Boulevard and Riviera Road over the last few weeks which have been placed to gain a better understanding of the traffic flows in the area. The results for the traffic surveys have been completed (details below) and essentially have confirmed that the volume and speed of traffic using Riviera Road is within the acceptable range for a local road. It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day). Given the analysis, we are satisfied that the traffic volumes are within acceptable limits and no further action is required.

Street	Vehicles per Day	85 percentile speed
Riviera Road	494	50 kph
Lurline Boulevard	398	47 kph

Please note, the attached pavement marking scheme for Riviera Road/Tangier Boulevard will be implemented in the next few weeks to improve road safety at this intersection.

Thank you for your interest in this matter.

Kind regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com



From: atholl bonner [[mailto:](mailto:atholl.bonner@onkaparinga.sa.gov.au)]
Sent: Thursday, 5 October 2017 12:27 PM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

So sorry to be a pest Hazel, but we saw no signs of a survey last week
Is this still happening and will it assess our alleged overuse of Riviera and the under-use of Lurline

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 26 September 2017 9:03 AM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

My pleasure Atholl, regards Hazel

Sent from my iPhone

On 26 Sep 2017, at 8:47 am, atholl bonner <atholl.bonner@onkaparinga.sa.gov.au> wrote:
Forgot to say many thanks for getting the pot holes attended to.
Hoping surveys will be able to demonstrate vehicular movements through Riviera as compared to Lurline

From: atholl bonner <atholl.bonner@onkaparinga.sa.gov.au>
Sent: Monday, 25 September 2017 9:59 AM

To: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

No worries - sounds good

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Sunday, 24 September 2017 2:56 PM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I am happy to wait till we get the results from the survey before we pursue a petition, but will be led by you on this issue. Regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner |

Sent: Friday, 22 September 2017 12:40 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Many thanks Hazel,

Great news it is being looked at more closely. A survey would need to compare use of Riviera against Lurline, as our concern is not about volume.

I recall Paul Kirkham's initial response

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision.

Average traffic probably does not reach 500 per day on Riviera, hence deemed 'fit for purpose'.

Most of the traffic rat runs our smaller rural road, with a lot less using the purpose built Lurline Boulevard, with pram ramps, median strip, footpaths and visibility splays (see attached). Hence the request is to redirect traffic to Lurline and/or discourage the over use of Riviera.

We don't want to be met with further rejection in a month's time if Riviera's numbers come back less than 500 per day supposedly proving fit for purpose. This is about rat running.

Do you still want me to work on a petition or shall we wait for the numbers and report in October?

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Thursday, 21 September 2017 8:52 PM

To: atholl bonner

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Atholl, I have managed to get a traffic survey happening next week and we should have the info in 4weeks. Cheers Hazel

Sent from my iPhone

On 20 Sep 2017, at 3:51 pm, atholl bonner <athollbonner@hotmail.com> wrote:

Many thanks for your time and efforts Hazel,

We are of course disappointed that consideration remains around 'fit for purpose', never in doubt that road is designated suitable for local traffic volumes. Rather it is the inequitable distribution of traffic on the road network. This has resulted in rat running overuse of, and damage to the less substantial asset (a basic rural road) and danger to pedestrians in and around the reserve and community facilities. The hope was simply to encourage and direct some traffic to Lurline Boulevard, which was built to serve the new development.

Your assistance and guidance with a petition would be much appreciated. Would this be to just directly affected residents on Riviera and Tangier (probably 30 or 40 dwellings)? We don't feel too comfortable door knocking, but could draft a simple document describing the issue, seeking comment and/or support. This could be for return to your PO Box or perhaps the Community Centre if there is a letterbox there? Or could the Council provide reply paid envelopes?

Understood on the potholes and perhaps you could remind Paul Kirkham of his undertaking to apply blisters at the intersection of Tangier and Riviera

where a lot of traffic cuts the corner at speed. We see a lot of near misses between cars and danger to pedestrian due to speed and volume of traffic on this rat run.

Much appreciated

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Tuesday, 19 September 2017 1:19 PM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl [REDACTED]

I met with Mark and we discussed Riviera Road, whereby it was deemed 'fit for purpose' and therefore nothing will be done. I now suggest you go down the path of a petition and I am happy to assist if you need help with this. It will then be tabled at Council, whereby we can get a motion to make the road safe. (BTW I have submitted a request to get the road's potholes repaired), cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Monday, 18 September 2017 1:55 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel,

We wondered if our Sellicks traffic management issue got onto your agenda in discussion with Mark?

We are observing worsening pot holes with so much traffic and increased vehicle/pedestrian conflicts with community facilities use.

Regards

Atholl

From: atholl bonner <

Sent: Monday, 11 September 2017 11:02 AM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel

There is a lot going around just now

Laid me up some of last week

Looking forward to hearing from you

Regards Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Monday, 11 September 2017 10:43:04 AM

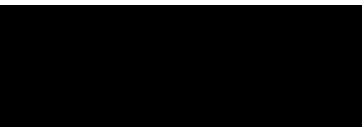
To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

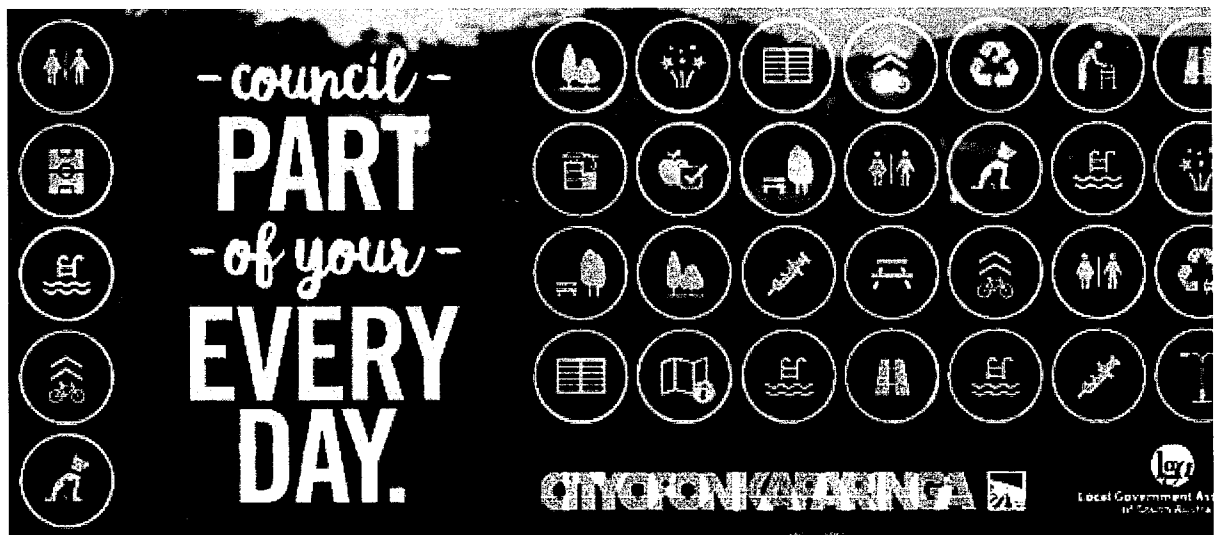
Hi Atholl, Mark was sick last week and we are catching up tomorrow. I'll let you know what transpires. Cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward



M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Monday, 11 September 2017 10:15 AM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel

Wondered if your meeting with CEO went ahead last week and if you had time to raise this issue of Sellicks traffic management?

Many thanks

Regards

Atholl

From: atholl bonner

Sent: Friday, 1 September 2017 12:40:59 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Brilliant,

Would be fabulous if Mark could see his way to supporting this as a safety and small community initiative.

Keep it simple and things get done

Thanks again hazel

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Friday, 1 September 2017 11:11 AM

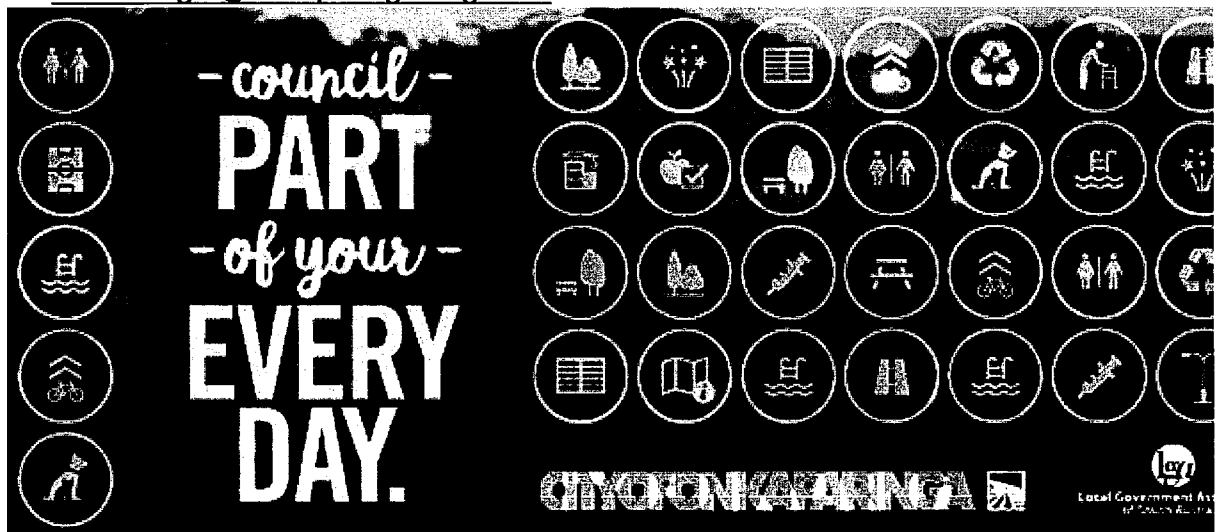
To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I have a meeting with the CEO next week to discuss further. I'll let you know the outcome, cheers Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Friday, 1 September 2017 9:34 AM

To: Hazel Wainwright

Cc: [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel,
Just wondered if you may have had a chance in the last couple of weeks to make further enquirers of Council asset staff to determine a solution to this acknowledged management traffic issue.
Many thanks
Regards
Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Saturday, 19 August 2017 3:16 PM

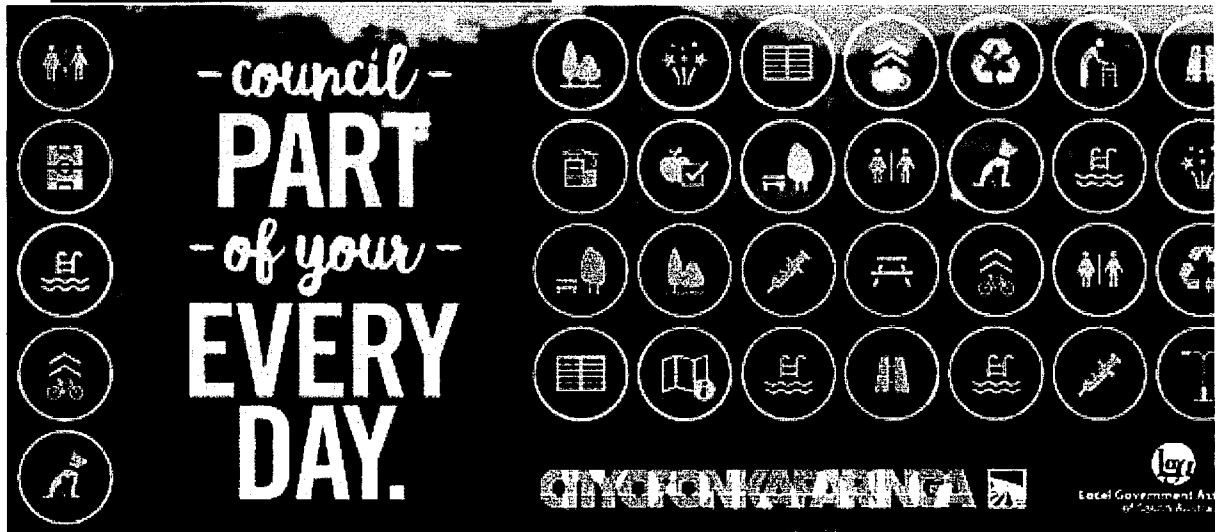
To: atholl bonner

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 15 August 2017 11:45 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Great, see you then

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Tuesday, 15 August 2017 11:12 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

That would be wonderful Hazel.
Perhaps we could meet at where Milford Ave joins Riviera Rd at the top of Maritime Ave.

5pm Thursday 17th August
Many thanks again,
Regards
Atholl

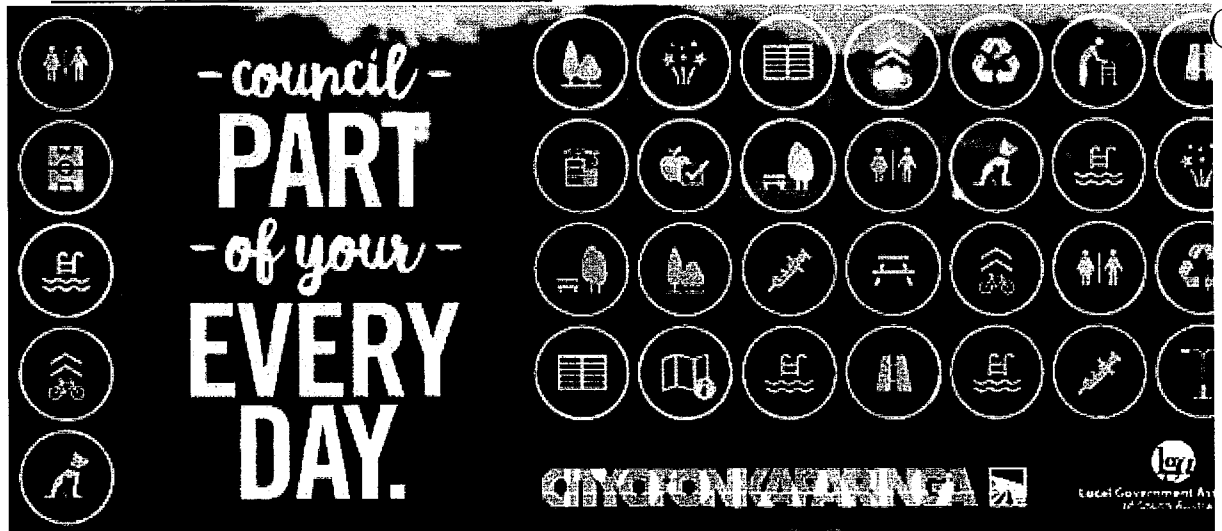
From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 15 August 2017 10:50 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

I could meet you this Thursday at 5pm at Sellicks, if you like. Whereabouts is convenient? Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Tuesday, 15 August 2017 10:03 AM
To: Hazel Wainwright
Cc: Karen Ingram; Heath Newberry; Paul Kirkham
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Thank you so much for the prompt reply Hazel,
Your offer to meet is much appreciated. Were you thinking at Sellicks?
I work in the city through the week, but could take an early minute one day to be back south by say 5pm one afternoon if that suits?
Alternatively I could head to work a bit later one morning and meet at say 8am?
Otherwise I'd be happy to find a time and date that suits your movements.
Thanks again - we realize this is a small issue in the scheme of Council's overall asset management, but feel rectification of this legacy from the

Prodec development is long overdue, having welcomed the attention and investment to remedy the waste treatment issues.

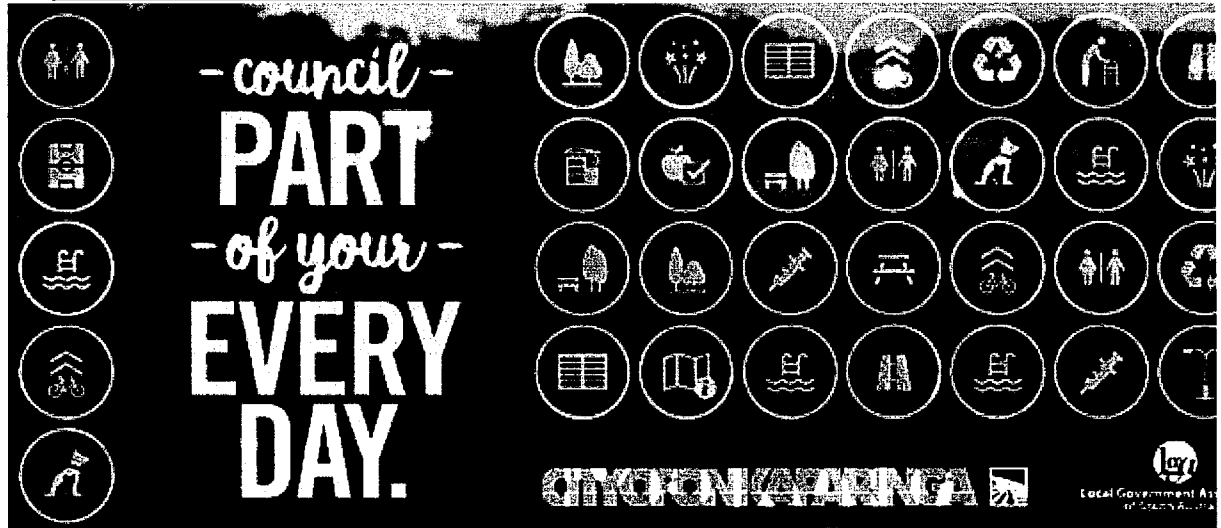
Regards
Atholl Bonner

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Monday, 14 August 2017 11:46 PM
To: atholl bonner; Paul Kirkham
Cc: Karen Ingram; Heath Newberry;
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, I am happy to catch up with you to discuss further, just let me know what day and time is convenient. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Monday, 14 August 2017 11:05 AM
To: Paul Kirkham; Hazel Wainwright
Cc: Karen Ingram; Heath Newberry;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,
Your consideration and response is appreciated, albeit not what we might have hoped for.

Looking at the attached picture, it is clear that the new road (Milford) feeds to an old and basic rural style road (Riviera) that was never built or designed to take all the traffic from the new development, which Lurline was constructed for and seems to be very little used. The alignment is all wrong, no kerb, gutter or footpath - none of which is wanted for Riviera, as this would destroy the character of the location. So surely rather than consider investing significant funds on a future upgrade of the whole road, it would be better to effect modest investment to limit the traffic that uses what is acknowledged to be a rat run

Being neither a Road Network Planner nor a Traffic Engineer, I am of course not qualified to propose a solution to the problem that has resulted from Council's decision to allow this road connection to be made without a traffic impact statement or report required from the developer. I just noticed a simple device used to manage traffic in the city. and fail to see that signage, line marking and blisters are not suitable for a suburban context and vigorously disagree that the road network is not adversely by the current arrangement. We counted 15 pot holes already developing having been spray sealed only a few months ago and verge delapidation with passing vehicles frequently having to leave the sealed surfaces to avoid collision and/or pedestrians.

We thought Council might be able to identify a cost effective proposal to rectify the rat run Council has permitted along a basic rural road that is rapidly deteriorating. Many pedestrians with dogs and children using this route are in danger with so many Utes and SUV hurtling along this little road, rather than using Lurline Boulevard.

Hazel,

We would welcome your guidance on what avenues might be open to us in having this road network issue attended to, noting that Council approved this road connection that should never have been made. We find this inequitable and unreasonable. Our neighbours protested at the time of development works, now more than a decade later, the majority of the traffic uses Riviera Road and Tangier Boulevard with very little using Lurline Boulevard. This is both unfair and increasingly dangerous with many vehicles racing along Riviera, which is suffering structural damage inconsistent with its intended purpose.

We really want something done immediately, even if temporary, to divert the traffic to the road built to serve the development - Lurline Boulevard. We see so much traffic thundering along this stretch with no room for pedestrians.

Continue to monitor, is a brush off and 'considered suitable for the time being' implies nothing is wrong.

We would appreciate your help correcting this development error suffered by the the community for over 10 years now and becoming increasingly intolerable and downright dangerous.

Regards
Atholl

From: Paul Kirkham <PauKir@onkaparinga.sa.gov.au>
Sent: Friday, 11 August 2017 9:55 AM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram; Heath Newberry
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Apologies first of all for the delay in finalising our discussion on the connection from Milford Avenue through to Riviera Road. The supplied information around using a line marking sign based solution was discussed and considered by both our Road Network Planner and Traffic Engineer.

We decided that this solution was not a suitable one based on the following

- a) The treatment used by ACC is designed out of need to control vehicle movements in a confined area and not a treatment that would be considered on a suburban street.
- b) The Road Network is not adversely affected by the current arrangement

Therefore we will continue to monitor the situation by doing some traffic counts, however the road arrangement as is is considered suitable for the time being.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management
City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041
www.onkaparingacity.com





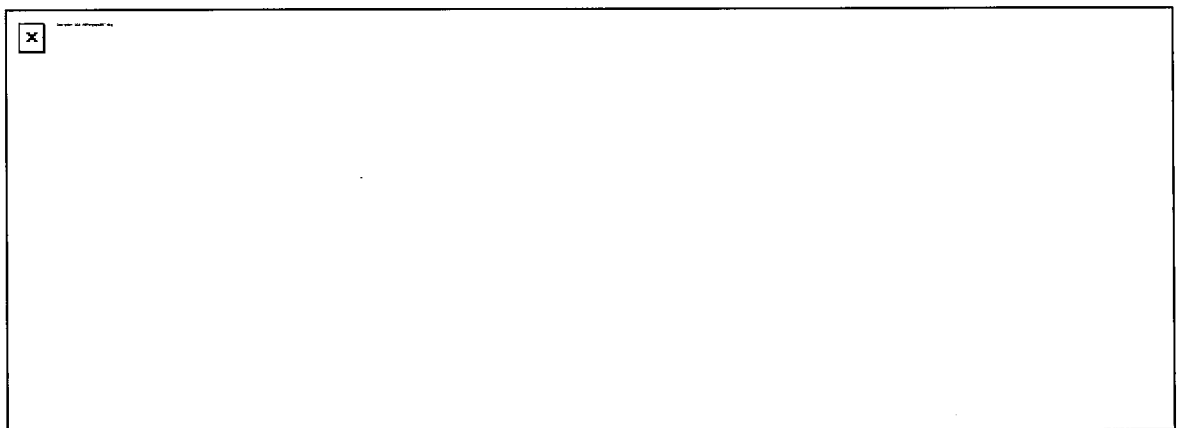
Hi Atholl,

Thanks for your information this will help me when I have the discussion with our traffic engineer who is a bit inundated at the moment.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management
City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041
www.onkaparingacity.com



From: atholl bonner
Sent: Monday, 31 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul,

Whilst pondering our discussion last week about cost effective traffic management devices, I noticed from my lunch room window overlooking North Terrace, exactly such a device in place on Victoria Street that was implemented by the City of Adelaide and DPTI to manage traffic between Hindley Street and North Terrace following the tram extension. As you will see from the attached photographs this controls through traffic flows with the introduction of simple line marking, traffic blisters and signage. This situation is not dissimilar to the position we are discussing. Surely if this can be done in the the CBD, it would suffice for this long standing and worsening issue at Sellicks Beach. The Council needs to shift traffic volume to Lurline Boulevard to serve the purpose for which it was intended. I am aware of Council budget allocation processes and am certain modest funds can be made available from capital or maintenance budgets for situations such as this.

I look forward to your further thoughts.

Regards

Atholl Bonner

From: atholl bonner

Sent: Wednesday, 26 July 2017 3:14 PM

To: Paul Kirkham

Cc: Hazel Wainwright; Karen Ingram;

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks for your time and our discussion this afternoon; your attention to the issue is much appreciated.

We remain hopeful that your traffic engineers can find a simple and cost effective solution to better distribute the increasing traffic volumes generated by the new development. I reiterate - hardly any traffic uses Lurline Boulevard while the vast majority uses Riviera and Tangier. Looking forward to hearing from you.

Regards

Atholl Bonner

From: atholl bonner

Sent: Tuesday, 25 July 2017 2:16 PM

To: Paul Kirkham

Cc: Hazel Wainwright; Karen Ingram

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,
Glad to hear from you and will be available to discuss tomorrow at 2pm.
Hoping we can work something out.
Regards
Atholl

From: Paul Kirkham <PauKir@onkaparinga.sa.gov.au>
Sent: Tuesday, 25 July 2017 1:57 PM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Yes you have my email address correct. I have been doing some further investigation so as to be able to answer your questions more thoroughly.

As this is probably a more detailed exchange of information than can be discussed via email exchange I propose we have a phone discussion at a mutually convenient time. Would Wednesday 26 July at say 2:00pm suit yourself?

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management
City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041
www.onkaparingacity.com





From: atholl bonner]

Sent: Tuesday, 25 July 2017 12:59 PM

To: Paul Kirkham; Karen Ingram

Cc: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul / Karen,

Just wondered if you could confirm I have your email addresses correct, so I know my response of 13th July below, is being considered, and if there may be any further information I could provide to assist.

Many thanks

Regards

Atholl Bonner

From: atholl bonner <

Sent: Thursday, 20 July 2017 2:37 PM

To: PKirkham@onkaparinga.sa.gov.au; PauKir@onkaparinga.sa.gov.au

Cc: KarIng@onkaparinga.sa.gov.au

Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Paul,

Having difficulty with email spelling format. The attempt below bounced back.

Regards

Atholl

From: atholl bonner ·

Sent: Thursday, 20 July 2017 1:54 PM

To: Hazel Wainwright; pkirkham@onkaparinga.sa.gov.au

Cc: kingram@onkaparinga.sa.gov.au; [REDACTED]

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Hi Hazel,
Not sure if my response may have got swallowed up with other matters?
Should I perhaps engage directly with the responsible Council Officer or the Governance Officer?
Happy to discuss as may be deemed necessary so that the traffic volumes generated by the new development can be fairly shared across the road network.
Regards
Atholl

From: atholl bonner <
Sent: Thursday, 13 July 2017 2:03 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,
Your assistance with our enquiry is much appreciated.
We are of course pleased to note that blisters and line-marking will be applied to the junction of Tangier and Riviera in an effort to reduce speeds at the corner. Our chief concern was more about traffic management rather than volumes, with the distribution of traffic from the new development favouring Riviera rather than Lurline. Improving Riviera would perpetuate the rat running, rather than redistribute some traffic to Lurline so it could perform the purpose for which it was designed. Riviera should never have been connected to Milford, but given it is, our question is, what can be done to discourage its overuse?

We would be happy to discuss further directly with Council officers or rely on your passing on our communication to assist in consideration of this issue to achieve a cost effective and timely resolution. Our comments are summarised below with marked up plans attached.

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera

and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

The original developer would have been required to lodge a traffic impact report to accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic

of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for your help.

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 11 July 2017 12:01 PM
To: athollbonner
Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au

-----Original Message-----

From: Karen Ingram
Sent: Tuesday, 11 July 2017 11:53 AM
To: Hazel Wainwright
Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby
Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at

[REDACTED]

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl : Bonner
please, regards Hazel

Cr Hazel Wainwright

From: atholl bonner
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman; Gail Kilbv: Wavne Olsen: Hazel Wainwright
Cc: Bonner, Atholl
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl

From: Bonner, Atholl
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home';
Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [redacted] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that led to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [redacted] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and lose the reserve front seaside character. Rather we would like Council's

consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planning at the land division stage of the development.

Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards
Atholl Bonner

29 March 2018

POSTED 3/4/18
RECEIVED 6/4/18

Dear Mr Bonner

Resolution — Riviera Road, Sellicks Beach

I refer to the council resolution dated 20 March 2018 requesting:

1. *That the agenda report be noted.*
2. *That Council determine that traffic calming devices or other interventions are not required at this time on Riviera Road.*
3. *That the head petitioner be notified of Council's decision.*

A copy of the full report responding to the details of your petition can be viewed on our website at: www.onkaparingacity.com

As head petitioner we ask that you notify all other signatories of Council's decision.

Should you wish to discuss this matter further please contact me on 8384 0666 or mail@onkaparinga.sa.gov.au

Yours sincerely



Bill Cirocco
Senior Traffic Engineer



City of Onkaparinga
PO Box 1
Livingstone Centre
5004 Adelaide Hills
www.onkaparinga.sa.gov.au

Nearmelange office
PO Box 100
Aurora Hills Centre
Telephone 08 8384 1511
Facsimile 08 8384 1544

Aberfoyle Park office
The Hub
Gardenside Drive
Livingstone Hills 5038
Telephone 08 8382 6744
Facsimile 08 8382 6744

Wilunga office
Lakeside Centre
Wilunga
Telephone 08 8384 0666
Facsimile 08 8382 6744

Woodcroft office
171 Bowden Road
Morphettville
Telephone 08 8384 0666
Facsimile 08 8382 6744

Petition Request for Traffic Calming Measures on Riviera Road, Sellicks Beach

As the head petitioner, I am required to advise of Council's decision on the issue for which you petitioned. Meeting minute 9.2 resolved (9 to 6), that nothing need be done at this time to reduce or calm traffic on Riviera Road / Tangier Boulevard.

January's Council meeting supported Councillor Wainwright's motion that a report be prepared investigating costed options in response to our petition, in which 94% of respondents asked that something be done to calm, redirect or better distribute traffic.

Council has invested significant time, effort and money in rejecting that there is a traffic network problem and yet there are ever increasing volumes *rat running* along the barely sealed narrow rural road that is Riviera Road past the reserve and up Tangier Boulevard.

As a petitioner you can of course further respond to Council or provide feedback to the report author;

Senior Traffic Engineer, Bill Cirocco on 8384 0175 Bill.Cirocco@onkaparinga.sa.gov.au or,
Manager Assets & Technical Services, Matthew Morrissey on 8384 0604
Matthew.Morrissey@onkaparinga.sa.gov.au

My deputation at the March Council meeting was dismissed, in preference to do nothing, where there is, evidence that traffic is using a narrow road not fit for the purpose it was intended, while Lurline Boulevard is an under-utilised access to the new estate. With almost 500 vehicles per day from Riviera adding to those already using Tangier, it is more than likely traffic at the junction with Justs Road exceeds the 1,000 per day that Council deems acceptable for these roads categorised as *local streets*.

Council's report appears to overstate the complexity and cost to calm, deter and redistribute traffic, with four options costed at between \$35,000 and \$172,100, and speed-humps rejected due to cost, lighting, road impact damage and noise. The one way entrance proposal described in attachment 5, is also rejected on the basis that it would limit flexible access for local residents and emergency vehicles. As such traffic is free *rat run* back streets, even if it is a danger to community and pedestrians.

In conclusion, section 7 of Council's report goes on to consider, not only allowing this short cut, but spending considerable funds upgrading it to a *collector road* by extending Riviera Road to connect to Justs Road, making it a main entry point to Sellicks Beach suitable for up to 3,000 vehicles per day. Even Justs Road is yet to be designated a *collector road*, with only Sellicks Beach Road, defined a main *distributor road* to take traffic to Main South Road, a route few use due to the dangerous junction outside the Victory Hotel. Main South Road improvements between Seaford to Sellicks should be prioritised to attend to this with slip lanes and filters extended from Perth Street, thereby getting Sellicks traffic to use the road network according to the Council's planned road hierarchy (refer to Onkaparinga Road Network Plan 2016-2012).

It will be imperative that Council consult the community on such road network planning, as what is now a short-cut would, in all likelihood, become the main thoroughfare to Sellicks and as a result lose the semi-rural coastal settlement characteristics of this old survey area. While, development is to be welcomed and encouraged, it must not be at the expense of lifestyle, that seems all too often to be dominated by traffic rather than pedestrians, cycles, kids and dogs alongside a reserve and community hall and facilities.

Council's development structure plan for the area (attachment 6) shows the 2006 concept has, in many respects, not been adhered to; dotted lines to Riviera, connection to Justs (across a corner of private land), other roads never connected, Lurline to Casino up to Monaco, Milford to Palermo, thereby lacking allow the flexible access and creating the *rat run*. Furthermore, planning for the area has moved on from this concept with no tourist accommodation, different road and stormwater and effluent layouts, while the education and commercial uses are no longer planned opposite Casablanca, but are now to be on the corner of Justs and Sellicks Beach Road.

I propose to respond to Council's refusal to do nothing 'at this time', with a request that they at least spend a few dollars reducing the speed limit past the reserve. Even though many vehicles are likely to exceed the limit, some may obey and others may consider alternative routes. We hope to see something done to calm and reduce the *rat run*, before there is a dreadful incident, that I will lay responsibility at the feet of an ineffective and unsupportive Council.

Regards
Atholl Bonner

9.2 Update - Petition Request for traffic calming measures Riviera Road, Sellicks Beach

MOVED Cr Greaves.

- 1. That the agenda report be noted.*
- 2. That Council determine that traffic calming devices or other interventions are not required at this time on Riviera Road.*
- 3. That the head petitioner be notified of Council's decision.*

Seconded by Cr Gunn.

Cr Themeliotis resumed her seat in the Chamber at 8.01pm.

Cr Deakin MOVED that the question be adjourned until a further report is presented to Council.

Seconded by Cr Swann.

LOST

Cr Hennessy MOVED that the MOTION be PUT.

Seconded by Cr Olbrich.

CARRIED

The MOTION was PUT and CARRIED.

Cr Chapman called a DIVISION and the decision was set aside.

For:

<i>Cr Nicholls</i>	<i>Cr Bray</i>	<i>Cr Brown</i>	<i>Cr Gunn</i>	<i>Cr Merritt</i>
<i>Cr Hennessy</i>	<i>Cr Themeliotis</i>	<i>Cr Greaves</i>	<i>Cr Olbrich</i>	

Against:

<i>Cr Chapman</i>	<i>Cr Deakin</i>	<i>Cr Kilby</i>	<i>Cr Swann</i>	<i>Cr Schulze</i>
<i>Cr Holtham</i>				

CARRIED

9.2 Update - Petition Request for traffic calming measures Riviera Road, Sellicks Beach

This is an update on a previously reported subject, concept or issue.

Manager: Matthew Morrissey, Manager Assets and Technical Services

Report Author: Bill Crocco, Senior Traffic Engineer

Contact Number: 8384 0175

- Attachments:
1. Traffic Device Option 1 (1 page)
 2. Traffic Device Option 2 (1 page)
 3. Traffic Device Option 3 (1 page)
 4. Traffic Device Option 4 (1 page)
 5. Proposed treatment by Head Petitioner (1 page)
 6. 2006 Sellicks Beach Structure Plan (1 page)

1. Purpose

This report provides an update response to a petition to install traffic calming devices on Riviera Road, Sellicks Beach to be considered by Council.

2. Recommendations

1. That the agenda report be noted.
2. That Council determine that traffic calming devices or other interventions are not required at this time on Riviera Road.
3. That the head petitioner be notified of Council's decision.

3. Background

At its meeting of 30 January 2018 Council received a petition containing thirty three (33) signatures from seventeen (17) residences requesting traffic calming devices be installed on Riviera Road, Sellicks Beach to reduce traffic speeds and encourage better traffic distribution.

It was resolved:

1. That the petition be received.
2. That council staff do a report to be presented by March 2018 on road calming systems on Riviera Road, Sellicks Beach and their associated costs.
3. That the head petitioner be notified of Council's decision.

Below is a summary of the concerns raised by the head petitioner and actions we have undertaken to date.

Concerns raised by head petitioner	Action status
Safety concerns associated with vehicles cutting the corner of Riviera Road and Tangier Boulevard.	New pavement bar and line marking scheme was implemented at the intersection to improve vehicle safety.
High traffic volumes along Riviera Road and the inequitable distribution of traffic throughout this region of Sellicks Beach (rat running).	Traffic counts were undertaken to gauge the level of traffic. Results indicated that existing volumes are well within council's service level for local streets, ie. less than 1000vpd. Current road network arrangements within this area of Sellicks Beach are appropriate providing a flexible network for all users, including emergency vehicles.
Condition of Riviera Road and safety concerns for pedestrians.	Our Maintenance team have repaired pot holes. Riviera Road is to be considered for an upgrade as part of future planning work associated with the Coastal Areas Street Improvement project (Old Survey Areas).
Council acceptance of the original subdivision that allowed the Riviera Road connection to be made with Lurline Boulevard.	The connection of the Riviera Road to Lurline Boulevard was highlighted within the 2002 Structure Plan and administered via the sub-division approval process in 2003.

Traffic management assessment

In June 2017 the head petitioner raised safety concerns associated with 'vehicles cutting the corner of Riviera Road and Tangier Boulevard with many near collisions'. A traffic assessment of this site resulted in the installation of pavement bars (yellow lumps) on Tangier Boulevard to discourage corner cutting in November 2017.

A further assessment was undertaken after the traffic counts were conducted and when reviewing the traffic counts on Riviera Road, the 85 %ile speed was 50km/h which is consistent with the existing 50km/h urban default limit. The 85%ile speed is the speed that 85% of motorists travel at or below and is used by traffic engineers to determine whether any traffic management interventions are required. The investigation in this particular case identified that traffic management devices would not be installed based on the recorded speeds.

We received and noted the traffic volumes using Lurline Boulevard and Riviera Road. It was claimed that traffic from within the adjoining subdivision wanting to access Justs Road, utilised Riviera Road and Tangier Boulevard as an alternative route. Irrespective, the vehicle volumes of 494 vehicles per day on Riviera Road are considered low for a local street and below the 1000 vehicles per day (vpd) as stated in our Road Network Plan 2016-2021 (RNP).

On Riviera Road, through traffic can expect to encounter a vehicle approaching in the opposite direction on average once every 90 seconds in the peak hour and once

every four minutes in the off peak periods. On this basis if a traffic calming device was considered at this location through traffic would not be delayed by oncoming traffic and traffic management devices will not be a deterrent for the traffic using the road.

When deciding the appropriate traffic management treatments that deter motorists using Riviera Road as a through road, many factors need to be considered. These include traffic volumes, speeds, crashes, function of the street and the effects and likely benefits of the devices.

To install only one device on Riviera Road would not be a sufficient deterrent for motorists. Devices would need to be placed in series (multiple) to be effective, which is a requirement of the Australian Standards and Austroads Guidelines. This would result in devices extending onto Tangier Boulevard.

Traffic management options

Raised platforms and mini roundabouts were considered, however were not considered due to their high installation costs.

The use of speed humps (must be used in series) are no longer considered a viable treatment due to the high cost of installation, pavement reinforcement and street lighting requirements to meet current design standards. There is also often negative feedback received from residents regarding the constant noise of vehicles braking and accelerating along the street.

These four traffic device options have been developed, however should they be adopted, any proposed traffic management devices will require engagement with affected and surrounding residents.

Option	Treatment	Consequence/outcome	Cost
1	Reprioritised T-intersection at Milford Avenue, Riviera and Maritime Roads (attachment 1)	<ul style="list-style-type: none"> Traffic that is currently travelling straight through along Riviera Road (Milford Avenue) will be required to give way to traffic from Maritime Avenue. It is expected that traffic travelling along Riviera Road and Milford Avenue will not be inconvenienced by the change in priority due to the low traffic volumes and lack of oncoming traffic. 	\$35,000
2	Driveway link on Riviera Road only (attachment 2)	<ul style="list-style-type: none"> Its purpose is to discourage through traffic. Based on the current traffic volumes it is not likely to have a significant impact on the through traffic. Full time parking restrictions will be required in front of the affected houses. 	\$88,400
3	Driveway link on Riviera Road with one way slow points on Tangier	<ul style="list-style-type: none"> Its purpose is to discourage through traffic. Based on the current traffic volumes it is not likely to have a 	\$172,100

	Boulevard (attachment 3)	significant impact on the through traffic. <ul style="list-style-type: none"> Full time parking restrictions will be required in front of the affected houses. 	\$129,900
4	One way slow points on Riviera Road and on Tangier Boulevard (attachment 4)	<ul style="list-style-type: none"> Its purpose is to discourage through traffic. Based on the current traffic volumes it is not likely to have a significant impact on the through traffic. Full time parking restrictions will be required in front of the affected houses. 	

All options have no traffic or road safety benefits and are high cost with low impact at this time given the low traffic volumes and speeds

Two other options have also been suggested and considered, one is installation of a spoon drain across Riviera Road to further slow traffic. If a spoon drain was installed, it would impact the run off of the stormwater across the road and would likely cause a traffic hazard. Spoon drains are not traffic management devices as described in Australian Standards and Austroads Guidelines.

In July 2017 the head petitioner also suggested the option of not allowing traffic in to Riviera Road from Milford Avenue and only allowing traffic to exit from Riviera Road (attachment 5). The traffic management assessment concluded that this treatment is not required given the current road network layout provides suitable and flexible access for local residents and emergency vehicles.

Summary

The aim of installing any traffic management device is to either reduce high vehicle speeds or deter the use of the street where traffic volumes markedly exceed the function of the street. The speeds on Riviera Road are at or below expected for a local street and the traffic volumes are well below the 1000 vehicles per day as indicated as acceptable in our RNP.

The one lane traffic management devices that have been described as options 2, 3 and 4 are designed to 30km/h and are only effective if through vehicles need to stop and queue for oncoming traffic.

As stated earlier in the report, through traffic on Riviera Road can expect to encounter a vehicle approaching in the opposite direction on average once every 90 seconds in the peak hour and once every four minutes in the off peak periods. Through traffic will therefore not be delayed by oncoming traffic and although having to slow for the traffic management devices this will not be a deterrent for the traffic using the road.

The 2006 Sellicks Beach Structure Plan (attachment 6) shows that in the future Riviera Road may become a collector road. The traffic management treatments listed in this report may need to be removed in the future to allow for the proper function of this proposed collector road.

Based on the options listed in this report, it is expected that traffic will continue to use Riviera Road as a through route. Even if a device is in place, it is highly unlikely

that motorists will encounter any delays, therefore making the route still attractive as compared to using Lurline Boulevard. It is therefore recommended that no traffic management devices be installed as there will be no traffic or road safety benefits in installing any of the proposed schemes.

4. Financial Implications

The already actioned installation of the pavement bars at the intersection of Tangier Boulevard and Riviera Road has been an investment of \$1,000.

If one of the projects mentioned in the report were considered, our Project and Capital Works resource prioritisation score would rank this a low priority.

The implication of installing a traffic management treatment that is not effective can then cause enquiries on other local streets with similar conditions. With 65% of our urban local streets having similar traffic volumes to Riviera Road, this has the potential to create unrealistic expectations or demands from the community.

This will have long term financial plan implications by altering the already Council endorsed level of service to a low threshold.

5. Service Alignment Results

Council's endorsed position as detailed in our Road Network Plan 2016 – 2021, is that local streets have a threshold of 1000 (vpd). This is outlined in table 4 General Traffic Attribute's table on page 29 of the RNP.

Our level of service as endorsed in the RNP can be summarised as follows:

Road safety concerns	Level of service - RNP	Riviera Road	Treatment required
Crashes	Traffic management 8.1 (page 46)	None	None
Speed	Local street – 50km/h	85 th ile speed 50 km/h	None
Traffic volumes	< 1000 vpd	494 vpd	None

In conclusion, Riviera Road as currently configured meets our level of service for the above concerns. Following analysis of the data, it is considered that no intervention is required at this time. The traffic data does not support the need for intervention particularly as there is no evidence of thresholds exceeding the allowable traffic volume or speed.

6. Risk and Opportunity Management

Risk	Mitigation
Identify	
Traffic volumes increase	Undertake a baseline study and modelling to determine appropriate interventions in accordance with the Road Network Plan. Monitor urban growth and undertake periodic traffic

	studies. However, there is a limited level of infill in this catchment area and traffic volumes will plateau.
Financial risk if council alters the current service provision	Maintain Council endorsed policy positions for the road network and service levels.
Road safety is compromised	Review road design and install traffic management treatments

Opportunity	
Identify	Maximising the opportunity
Review of the road network when new developments are proposed	Possible infrastructure cost sharing by developers
Clarify our level of service for traffic management	By formalising our assessment of traffic management issues against the RNP and Australian standards and guidelines.

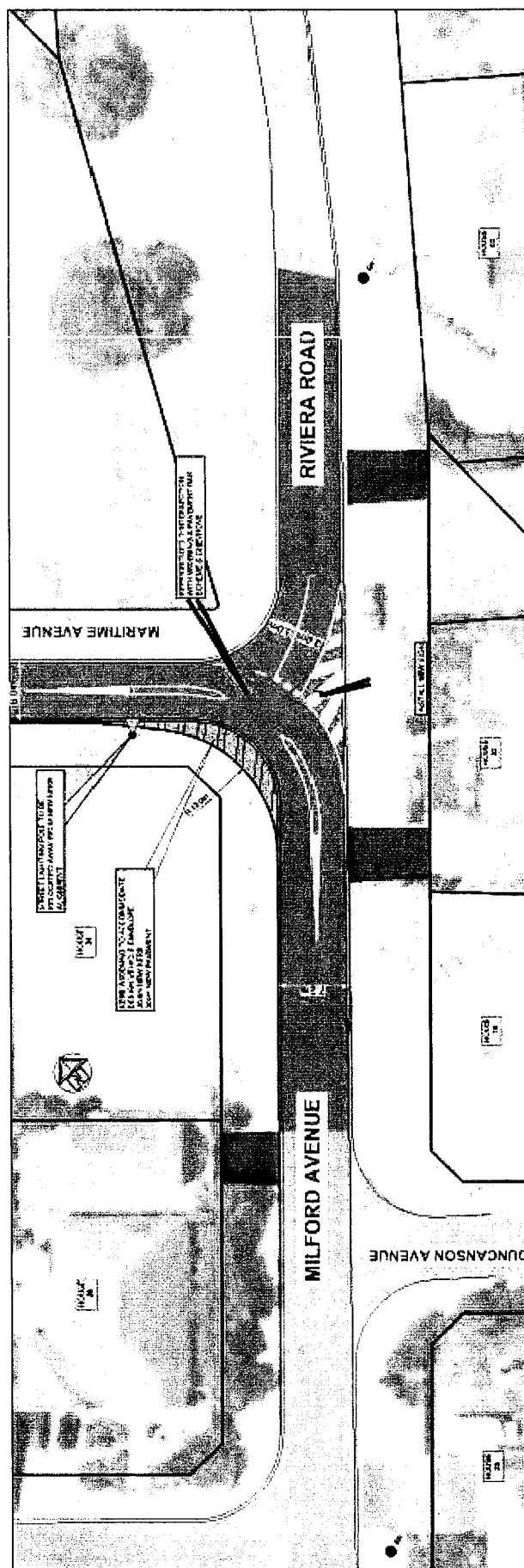
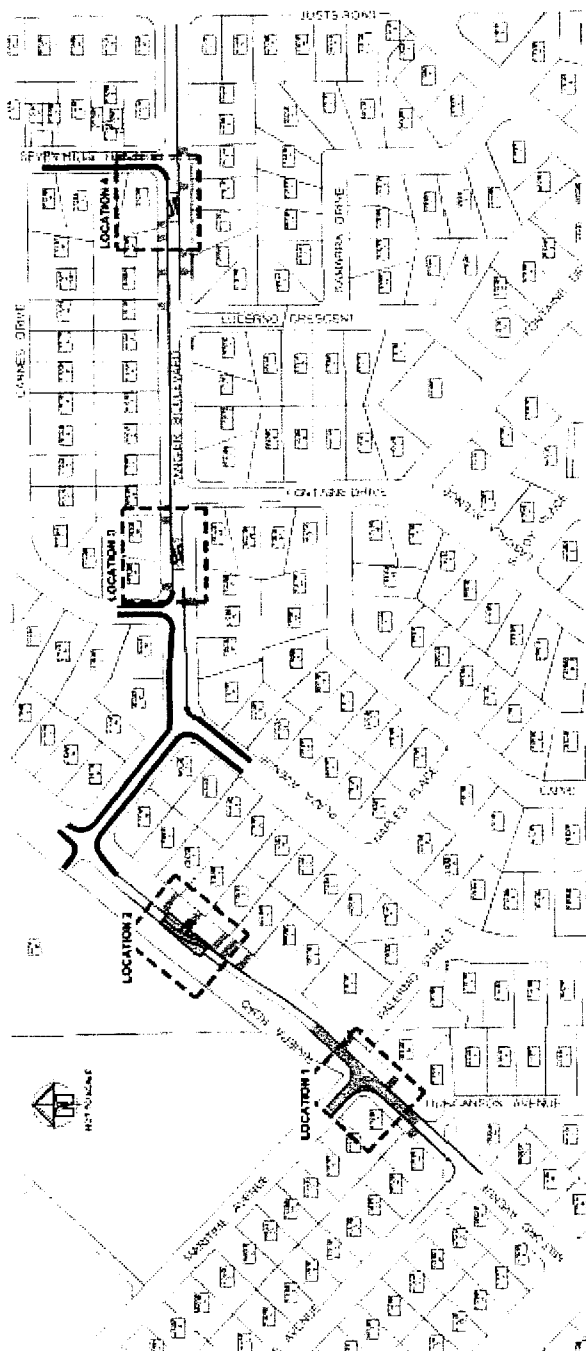
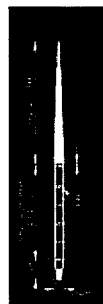
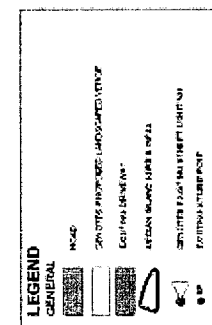
7. Additional information

Coastal areas street improvements (old survey areas)

Council has identified a long term project to improve the streets in the coastal areas of Port Willunga, Aldinga Beach and Sellicks Beach. Streets in these areas have a range of infrastructure matters that require significant funds (estimated at over \$40 million) to rectify. The long term financial plan includes provision to address the infrastructure matters in these areas in a coordinated manner over the next 10-15 years as budgets allow.

The project will include consideration of the roads, drainage, footpaths and street trees which will require designing upgrades to improve the area. An important aspect of the project is that the street design should respond to the existing street character while addressing the key access, stormwater and lighting requirements. Initial planning will focus on those areas most in need or where we can coordinate the upgrade works with other planned works (such as planned road renewals). The process will involve consultation with property owners.

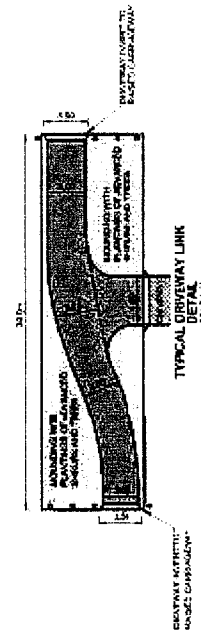
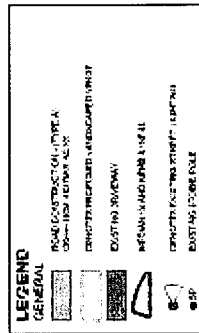
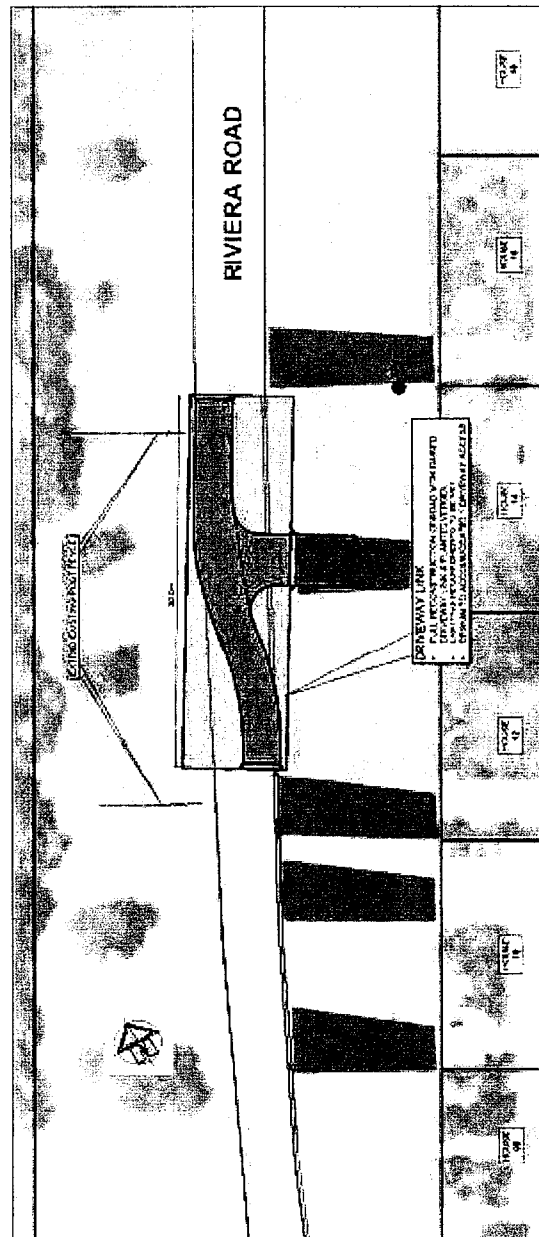
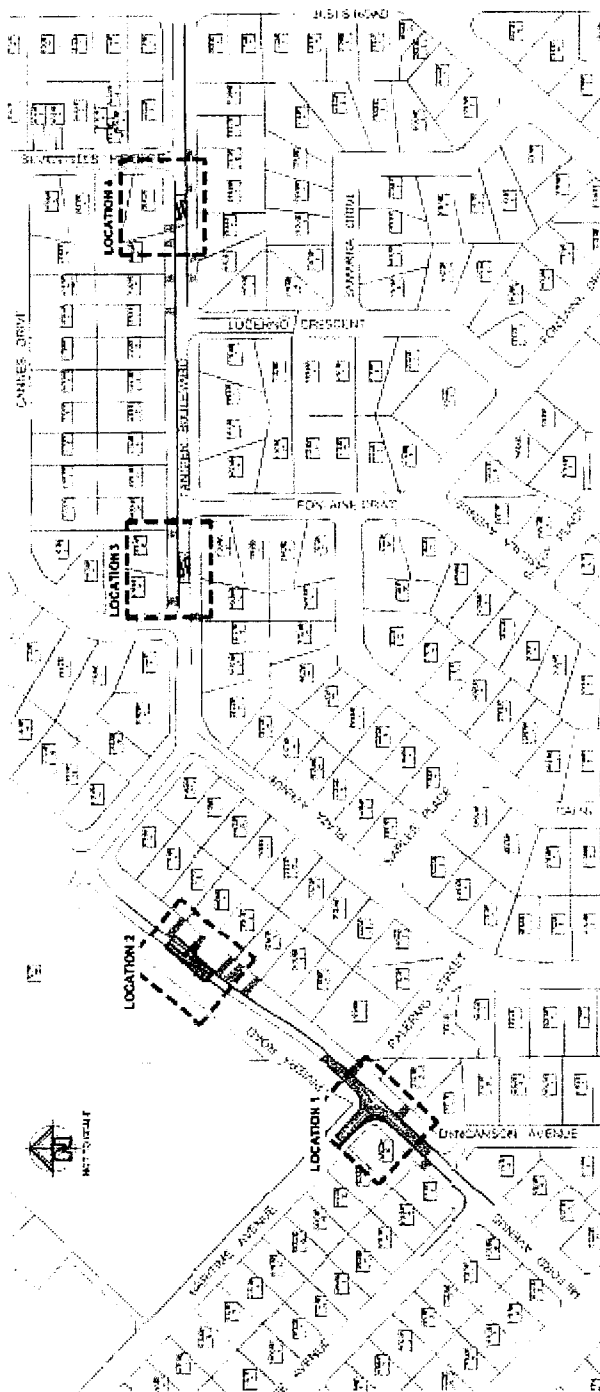
Riviera Road, Sellicks Beach is proposed to be considered as part of this project and this upgrade would need to take into account the potential future role of Riviera Road as a collector road that connects to Justs Road. Potential upgrades for this road would include the road reconstruction (including widening to meet the minimum carriageway width for the proposed road hierarchy), provision of parking bays in the verge and installation of footpaths. A presentation of this project to the Elected Members is scheduled for the 13 March 2018.



PROPOSED TRAFFIC CONTROL SCHEMES

RIVIERA ROAD
SELICKS BEACH
CONCEPT



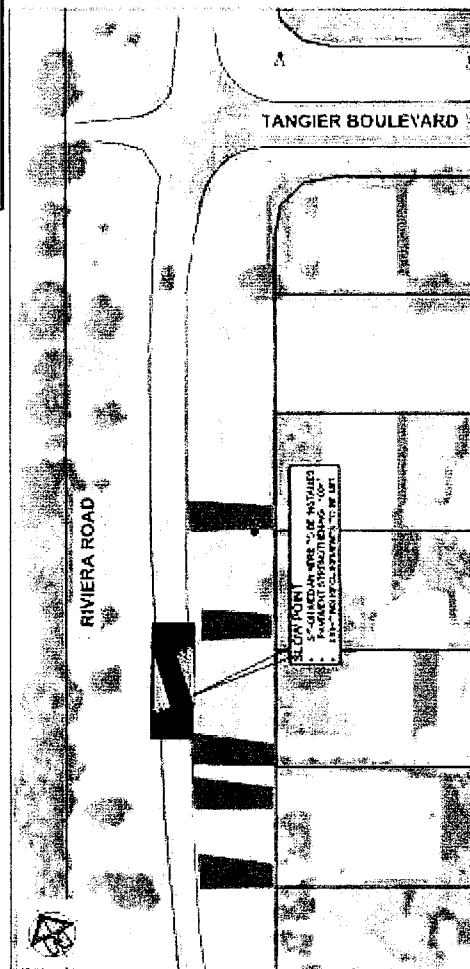
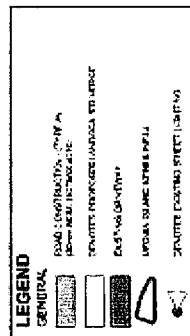
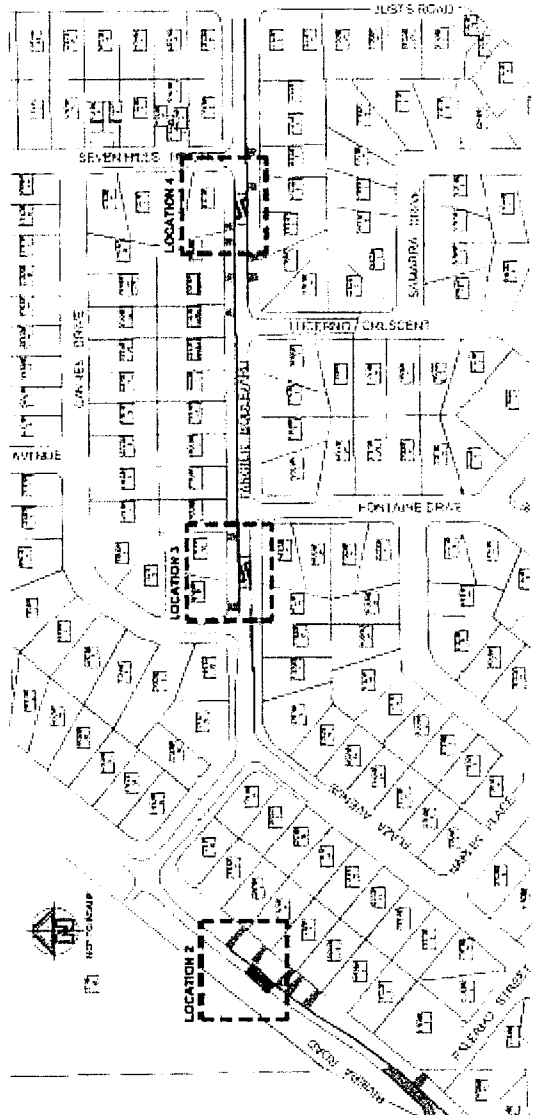


PROPOSED TRAFFIC CONTROL SCHEMES

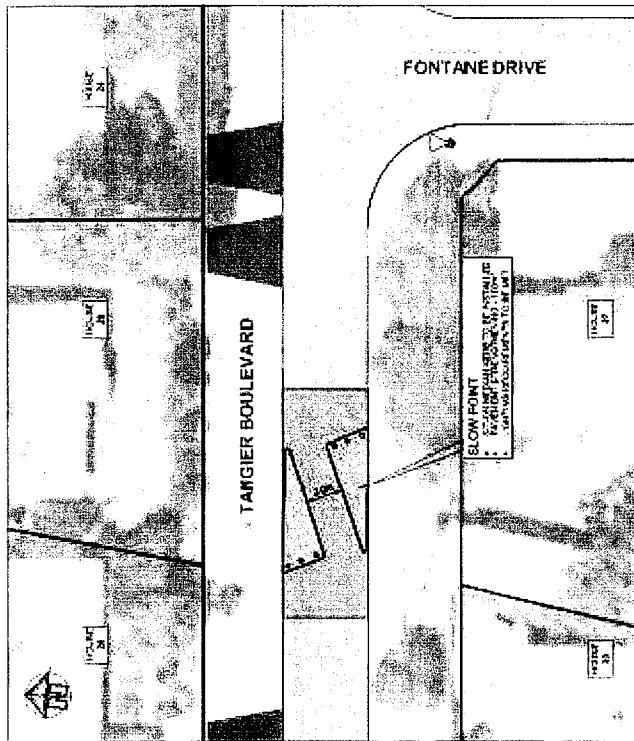
RIVIERA ROAD
SELICKS BEACH
CONCEPT

OPTION 2 / DRIVEWAY LINK

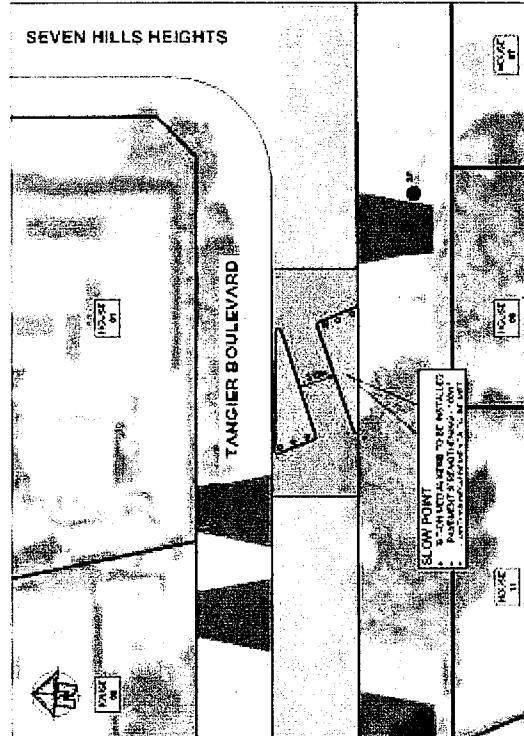




LOCATION 2
PROPOSED SLOW POINT
SCALE 1:100



LOCATION 3
PROPOSED SLOW POINT
SCALE 1:100



LOCATION 4
PROPOSED SLOW POINT
SCALE 1:100

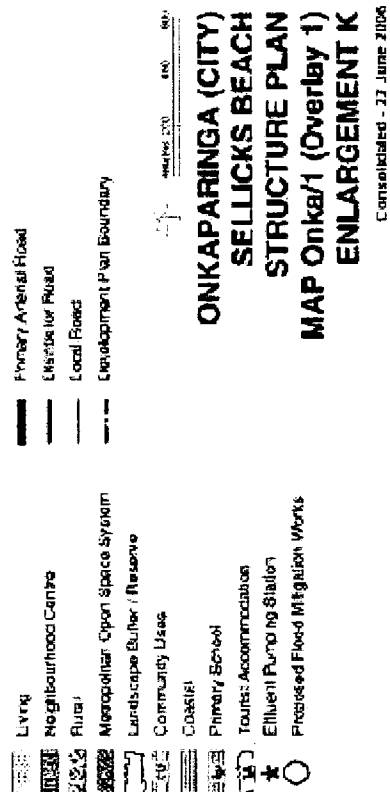
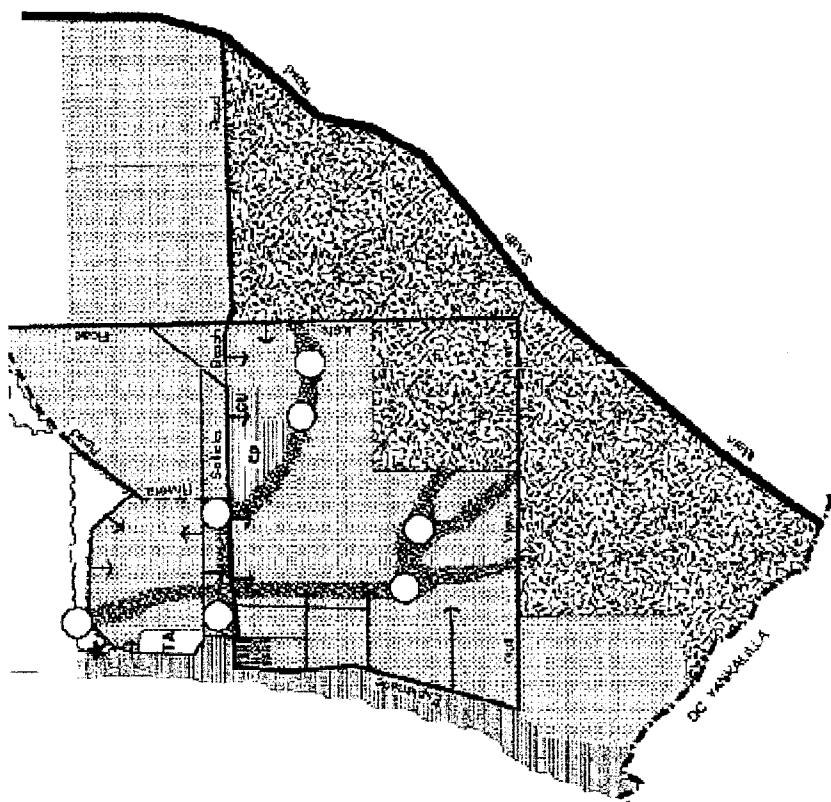
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SELICKS BEACH
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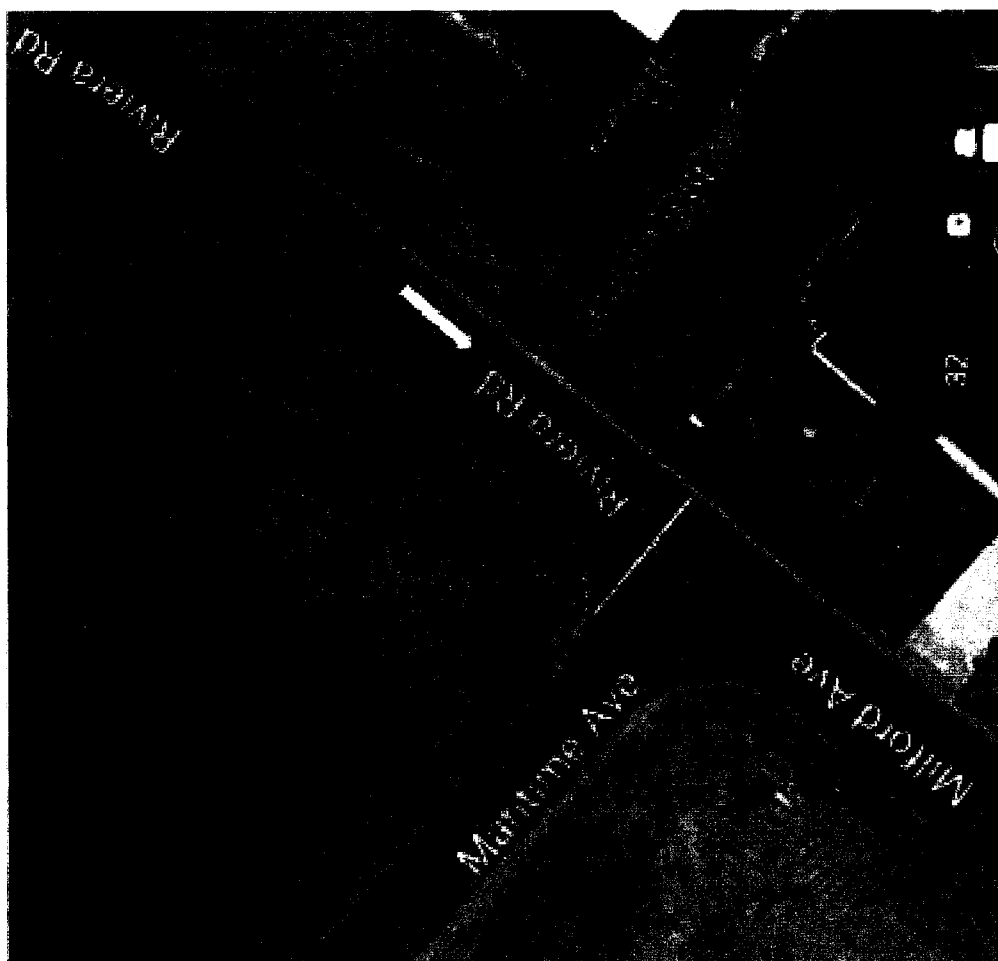


OPTION 4 / SLOW POINTS

ATTACHMENT 6



Attachment 5



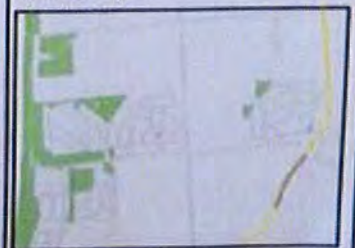


Sellicks Beach Road

Speed Zones

- ←→ Existing 50km/h
- ←→ Existing 80km/h
- ←→ Proposed 60km/h

Locality Map



From: atholl bonner [:]
Sent: Thursday, 2 May 2019 10:51 AM
To: Sophia Pishas
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: Re: City of Onkaparinga - Section 270 Review - 2nd May reposnse
Attachments: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response; Milford to Riviera.jpg; Re: Traffic Calming Riviera Road, Sellicks Beach; Sellicks Beach Development Plan 2002.png; Sellicks Beach Structure Plan 2006.png

Many thanks Sophia,

Additional time to review any further background data of relevance is much appreciated.

The seven emails and attachments selected and sent yesterday go some way to describing the sequence of events from June 2017 (first email now attached) as written request to Council to consider traffic calming on Riviera Road to discourage what the Manager of Assets acknowledged to be a rat run short cut. This followed many years of complaint from residents since new development was connected to the existing rural road, without improvement, resulting in ever increasing volumes of traffic rat running past the reserve threatening the safety of residents. This was done without a traffic management impact statement as is industry standard practice for such development approvals.

The ensuing 23 months have resulted in a significant investment of time and rate payers' funds in refuting there to be a problem that needs to be solved, even to the point of an implied threat to significantly upgrade the road to direct traffic rather than discourage traffic from using this short cut rather than making use of the connector road built by the developer connecting to the township main distributor road.

While Council's 2002 development plan (attached) showed no connection between the new development and Riviera Road, the 2006 Structure Plan (attached) showed a possible future extension and connection to Justs Road. This plan is no longer in City of Onkaparinga's current Development Plan, consolidated in Feb 2018, and no longer reflective of future planning for the township. Nevertheless this plan was identified as a justification for traffic using this unimproved short cut. The 2006 plan used sighted as reference to potential for significant and costly and unfunded improvements, in preference to a cost effective traffic reduction management, if only for short to medium term while suburb master planning progresses. Note that many other aspects of the 2006 structure plan are not reflective of the development since and planned for the township.

Regards
Atholl Bonner

From: Sophia Pishas <SPishas@normans.com.au>
Sent: Wednesday, 1 May 2019 2:59 PM
To: 'athollbonner@hotmail.com'
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: City of Onkaparinga - Section 270 Review

Dear Mr Bonner

Please find attached correspondence in relation to the above matter for your attention.

Regards,

Sophia Pishas
Personal Assistant



Level 15, 45 Pirie Street, Adelaide SA 5000 • GPO Box 639, Adelaide SA 5001
T: 08 8210 1250 F: 08 8210 1234 W: www.normans.com.au

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From: atholl bonner |
Sent: Thursday, 20 July 2017 1:55 PM
To: Hazel Wainwright; pkirkham@onkaparinga.sa.gov.au
Cc: kingram@onkaparinga.sa.gov.au; [REDACTED]
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response
Attachments: Lurline Development traffic management 2017-07.pdf; Sellicks Beach Development traffic management - 2017-06.docx

Many thanks Hazel,

Hi Paul ,
I would welcome your consideration and response to my message below and attached plans.

Also my original enquiry sent 2nd June 2017 at the bottom of this trail and attachment for background.

Regards
Atholl Bonner

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Thursday, 20 July 2017 12:02 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, it maybe more prudent to engage with the responsible Council Officer and I am happy to be included and involved. Regards Hazel

 **Dr Hazel Wainwright**
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

The original developer would have been required to lodge a traffic impact report to accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for you help.

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Tuesday, 11 July 2017 12:01 PM

To: [athollbonne](#)

Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl ; This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au

-----Original Message-----

From: Karen Ingram

Sent: Tuesday, 11 July 2017 11:53 AM

To: Hazel Wainwright

Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby

Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at [REDACTED]

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl and [REDACTED] please, regards Hazel

Cr Hazel Wainwright

From: atholl bonner
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman; Gail Kilbv: Wavne Olsen: Hazel Wainwright
Cc: Bonner, Atholl
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl

From: Bonner, Atholl
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home'
Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [REDACTED] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that let to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [REDACTED] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and loose the reserve front seaside character. Rather we would like Council's consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planning at the land division stage of the development.

Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards

Atholl Bonner



Suggested location for one way restriction at junction of old and new development



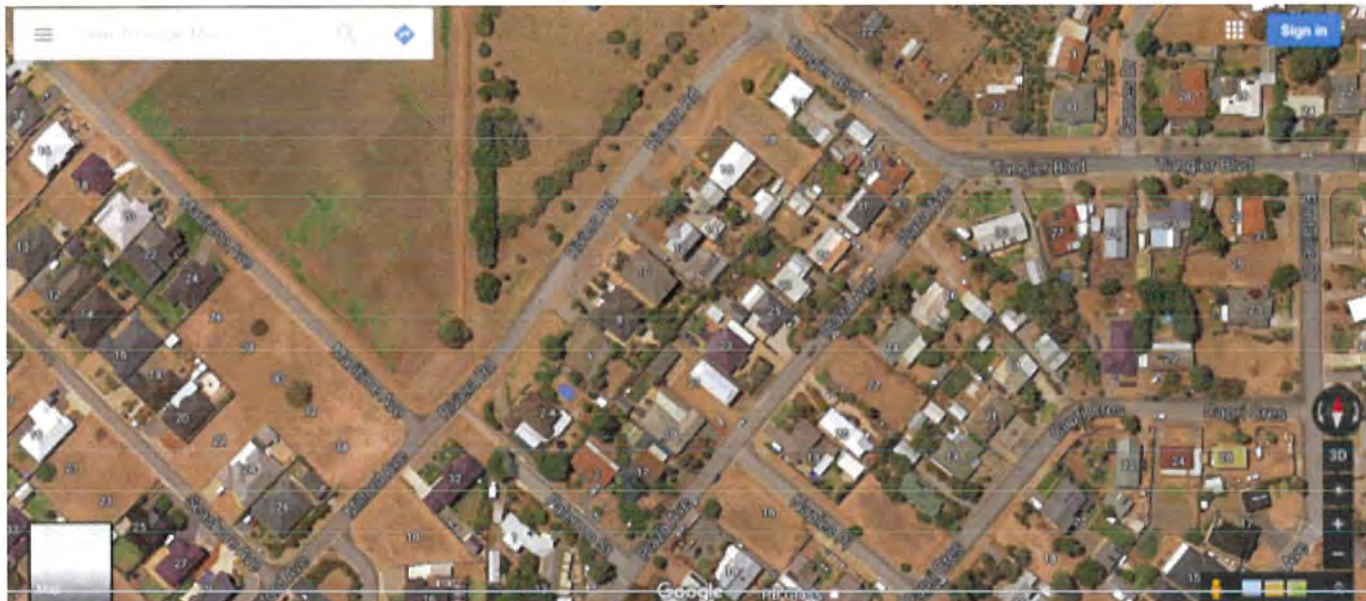
- Restrict traffic from Milford to Riviera with traffic blisters (yellow blocks), line marking
- Signage in both directions – one-way and no-entry
- Existing street light at this location
- Allows traffic from Riviera to Milford and Maritime
- Refuse collection from South side of Riviera – no reversing required

New and existing development Traffic Impact and Management



North of Sellicks Beach Road

- New development now approximately 70% built out with over 150 additional households,
- Pre-existing development of 270 houses and 30 vacant lots,
- Traffic from existing households was shared through Tangier Bvd, Monaco Bvd and Sellicks Beach Rd to exit the township on Justs Rd,
- Post development, 150 more households are predominantly using Riviera/Tangier, doubling traffic, with even more at peak times and summer seasons,
- Lurline Bvd is little used, although designed to connect the new development traffic to Sellicks Beach Rd,
- Milford Ave connection to Riviera Rd unsuitable for traffic volumes,
- Palermo Street closed to Riviera Rd,
- Casino Bvd not connected to Lurline Bvd,
- Frequent speed and conflicts at Riviera / Tangier junction - traffic cutting corner and confused with community facility traffic and pedestrians,
- Almost all traffic from the new development saves 400m, 'rat running' Riviera Rd / Tangier Bvd to Justs, rather than using Lurline Bvd, with width, kerbs, stormwater management and bicycle lanes for traffic to Sellicks Beach Rd and Justs to exit township



Riviera Road - connector road, 'rat-run' or reserve front lane?



Junction at Milford, Maritime Riviera and Palermo

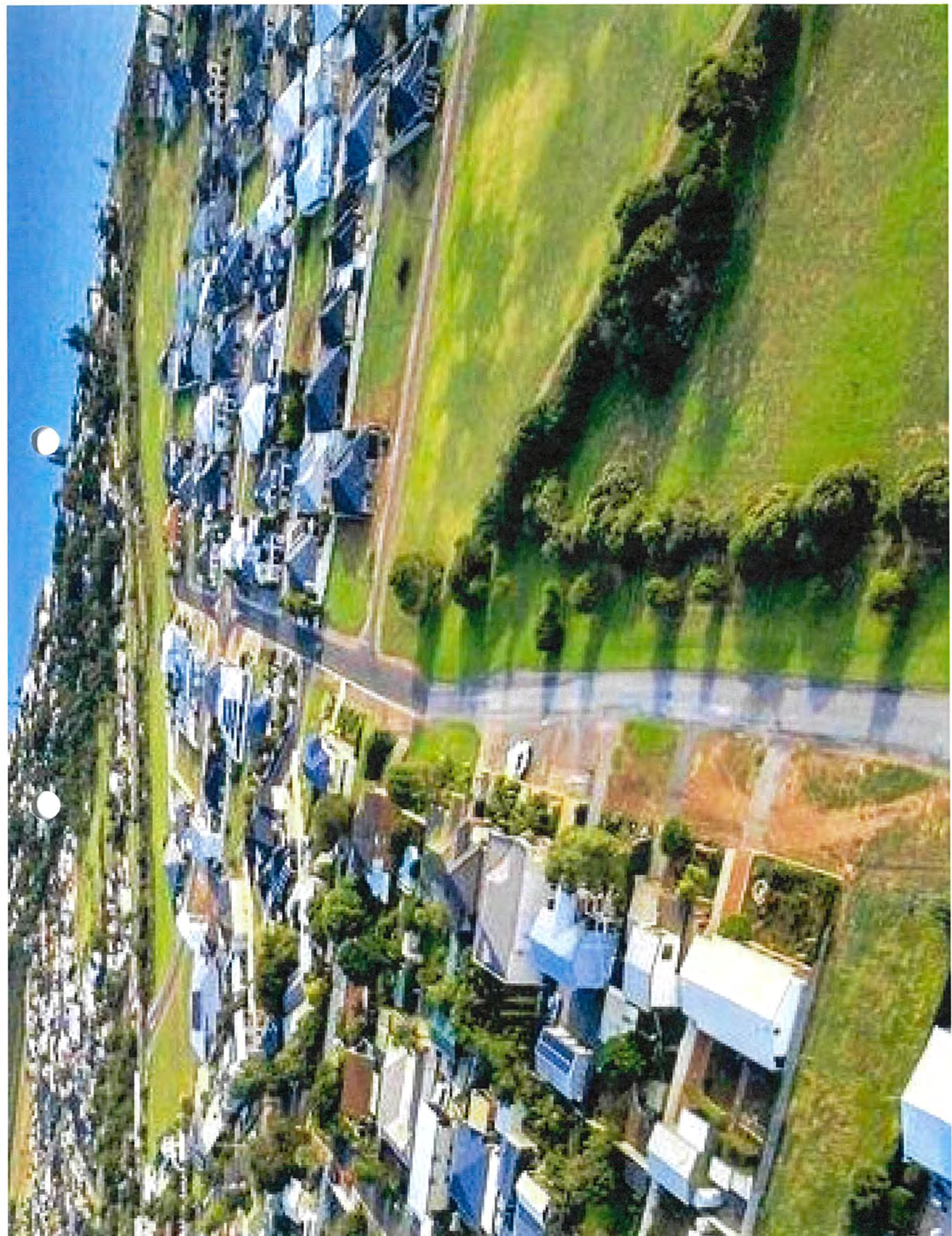
Options and points to consider:

- Maintain connection to Riviera with traffic calming measures
- Riviera Road without kerb and gutter worth retention being reflective of the township seaside character
- Potential to disconnect Riviera and Milford
- Riviera could connect to Palermo to avoid dead end and reversing refuse collection
- Milford and Maritime remain connected to Lurline roundabout
- An upgrade of Riviera would be inappropriate and encourage over use
- Traffic calming may detract such use or a disconnect at Milford



- Recent real estate aerial photo demonstrates the inadequacy of Riviera Road to serve the new development
- Very little traffic from the new development uses Lurline Bvd as was intended
- Riviera Rd retains character of the location fronting reserve with pedestrian connections to recreation facilities and beach
- Lurline Bvd junction at Sellicks Beach Rd is designed to current standards to handle traffic volumes from new development while Riviera Rd is not, especially at the cross roads to Tangier Bvd and the Community Centre





From: atholl bonner
Sent: Wednesday, 11 April 2018 10:00 AM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'; 'Heath Newberry'; bill.cirocco@onkaparinga.sa.gov; dchapman@onkaparinga.sa.gov.au; 'Lorraine Rosenberg'
Cc: ; 'Kelly Sambevski'; '
Subject: Re: Traffic Calming Riviera Road, Sellicks Beach
Attachments: Council Response, Report and Minutes 20 March 2018 .pdf; Council proposal for speed limit changes.JPG

Thank you for your letter dated 29th March 2018, which asks that I, as head petitioner, communicate to all other signatories Council's decision that traffic calming is not required on Riviera Road at this time.

I am therefore distributing the attached, to inform petitioners of how and why their Council has arrived at this decision. This of course remains a great disappointment that our Council puts the 'flexible access' of traffic above the safety of the pedestrian community.

One further suggestion; consider the installation of signs to **reduce the speed limit to 20 kph** past the community facilities on Riviera Road. While there remains every possibility that some vehicles would exceed such a limit, some would obey, creating a safer environment for pedestrians, and others may consider alternative routes, thereby calming some and redirecting some. I wonder what the cost is to install traffic speed signs possibly on existing poles - not even **\$1,000**? Council could hardly be accused of wasting funds, while it would be credited with protecting its community.

Perhaps such a measure might need community consultation or information / notification, with notices placed advising of the measures implemented on the name of community / pedestrian safety.

We the community living on and those walking this rat run, continue to hope that something be done to calm the traffic, before there is a dreadful incident, that will be the responsibility of an unsupportive Council.

Regards
Atholl Bonner

I also note and welcome Council's intention to alter speed limits on Sellicks Beach Road and Justs Road.

From: Bonner, Atholl
Sent: Thursday, 7 December 2017 12:11 PM
To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'
Cc: 'I'; 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'
Subject: RE: Riviera Road and Lurline Boulevard, Sellicks Beach

In summary, Council did not follow through on its 2006 Structure Plan,

- no connection made to Casino Boulevard,
- no through connection to Justs Road
- Riviera Road left as a rural road
- No upgrades to handle increased volumes

- Most of the development's traffic now rat running unsafely past reserve

Interestingly with this morning's house fire closing Sellicks Beach Road, we noticed no increase in traffic and yet it all had to use Riviera and Tangier to get out.

This is because most of it does anyway!

Please implement measures to better distribute the traffic from the new development correct this.



Regards
Atholl Bonner

From: Bonner, Atholl

Sent: Wednesday, 6 December 2017 1:09 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Hazel Wainwright'; 'Paul Kirkham'

Cc: 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you Matthew,

Your attention is appreciated and your rationale understood, but the matter is not final because you say it is.

You work to serve the community and cannot intimidate and blind this community with policy and plans.
Rest assured we will continue to lead on behalf of the community that was let down by Council's decision reversal.
We will pursue all possible channels, until Council corrects this mistake.

1. Your 2006 Structure Plan did not proceed as drawn, other than a connection Riviera, and with no upgrade to take additional traffic
2. The planned connection to Casino Boulevard was not made. This would have better spread the traffic.
3. Council's planning has undeniably enabled a dangerous short cut where most of the traffic is using the secondary route.
4. Your 2002 development plan confirms no connection to Riviera as advised to residents at that time
5. There is now too much traffic using Riviera, going too fast with no provision for pedestrians around the community and recreation facilities.
6. Council permitted this road connection which is now a danger to the community.

This needs to be clammed down through better distribution of traffic being generated from the development area; a slow point, speed bumps or a one way treatment.

Alternatively, Council could do what should have been done with the developer at the time to integrate the insertion of 200 new dwellings through infrastructure investment,

1. Upgrading Riviera Road to cope with significant traffic increases,
2. Build a new road to Casino Boulevard
3. Connection to Palmero Street,
4. Stormwater management,
5. Street light upgrades
6. Signage.

But none of this was done and most of the traffic now rat runs through Riviera and Tangier.
So, spend hundreds of thousands on major upgrades or just few thousand to discourage rat running.
In short you should have had the developer pay for this, now Council has to deal with the consequences.

Riviera used to serve about 20 households and the community Hall, now it copes with almost 200 dwellings and is not fit for it. You, your director and CEO have this wrong – not fit for purpose by any measure, plan or policy you have thrown at us.

I refer you to Council's first assertion that Riviera road is adequate

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT)

You measured it to be averaging 496 while it is clearly a very basic local street – therefore **not fit**.

We will continue to lobby and petition Council by all means at our disposal until this is remedied.

Regards
Atholl Bonner

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]
Sent: Tuesday, 5 December 2017 1:43 PM
To: Bonner, Atholl; Kirk Richardson; Hazel Wainwright; Paul Kirkham
Cc: Kelly Sambevski; 'atholl bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Good afternoon Atholl,

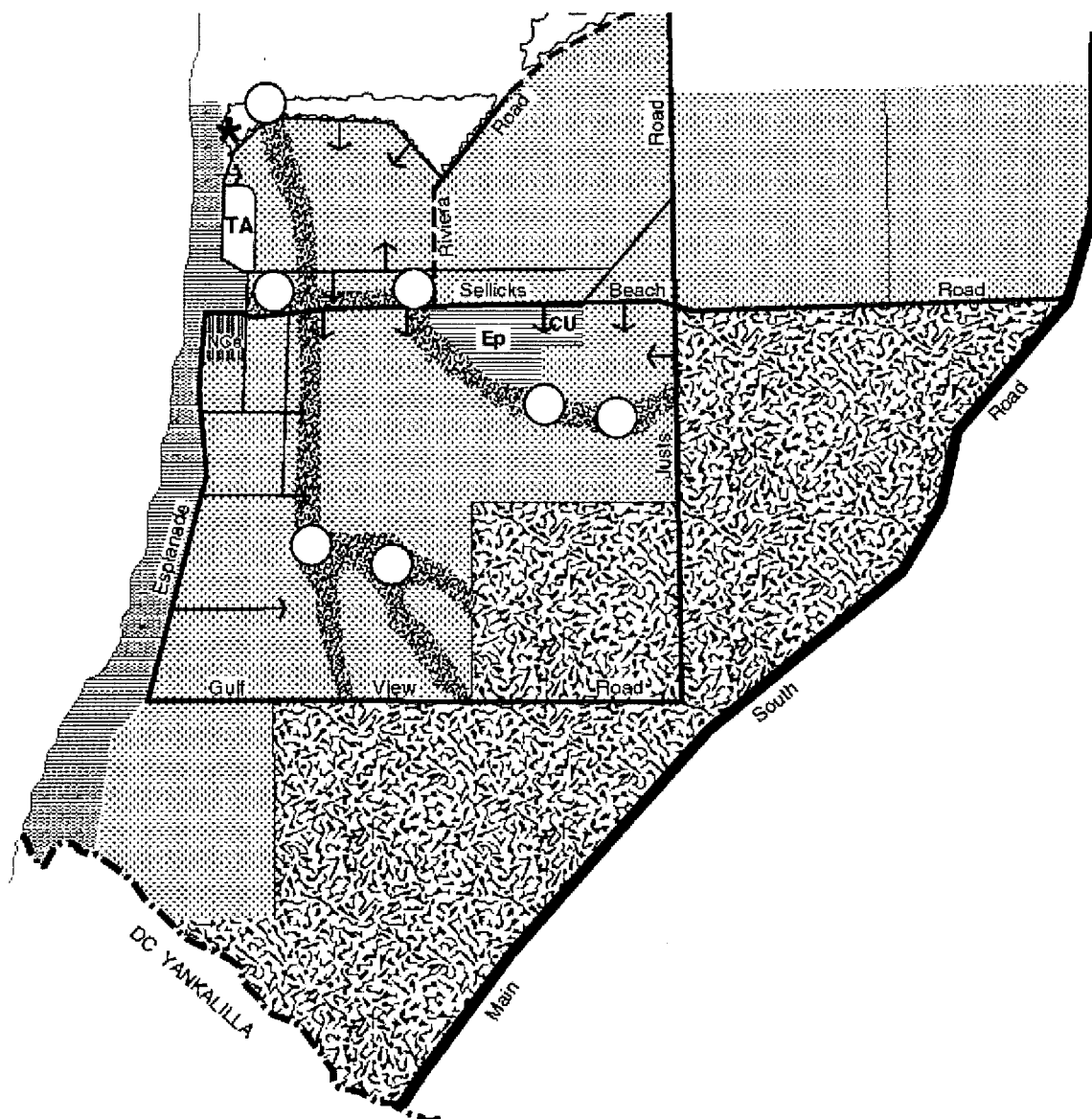
Thank you for your emails, and whilst I appreciate your concern for this matter and taking a leading role in addressing this with Council, unfortunately in this case we have taken the issue as far as we can.

To date we have maintained our response based on the sound infrastructure management plans / standard in which we manage our road network, we must adhere to our policy position in all cases so as to navigate the complexity of our entire asset portfolio and unfortunately in this case the answer may not be the response that you have wished to hear.

What I can say, is the matter was reviewed in its entirety, it was questioned and escalated throughout the organisation and many hours invested reviewing the situation, undertaking traffic counts, and physical on ground line marking traffic works to try and assist with some of your concern. We hope that you acknowledge that we have not dismissed your concern.

You have noted in your last email that the connection of Riviera Road was a "Council error", what I can say from our review is that connecting our road network is a standard practice where we can, particularly when roads (which in the past) may have only had one entry and exit position. The reason we now do this is to achieve greater access for emergency services. We must also note that the creation of Lurline Blvd and the connection of Rivera Road to Lurline Blvd was contained in the Structure Plans of the City of Onkaparinga's Development Plan dating back to 2002 and 2006. Refer below extract.

This said, we will continue to monitor the traffic volumes over time in this area (as we do for all areas of the Council network) and review the road composition in line with the volumes and desired character in consultation with local residents.



- Living
- Neighbourhood Centre
- Rural
- Metropolitan Open Space System
- Landscape Buffer / Reserve
- Community Uses
- Coastal
- Primary School
- Tourist Accommodation
- Effluent Pumping Station
- Proposed Flood Mitigation Works

- Primary Arterial Road
- Distributor Road
- Local Road
- Development Plan Boundary



0metres 200 400 600

ONKAPARINGA (CITY) **SELICKS BEACH** **STRUCTURE PLAN** **MAP Onka/1 (Overlay 1)** **ENLARGEMENT K**

Consolidated - 22 June 2006

We trust that this correspondence, whilst not necessarily meeting your desired outcome, finalises the matter at this point in time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com



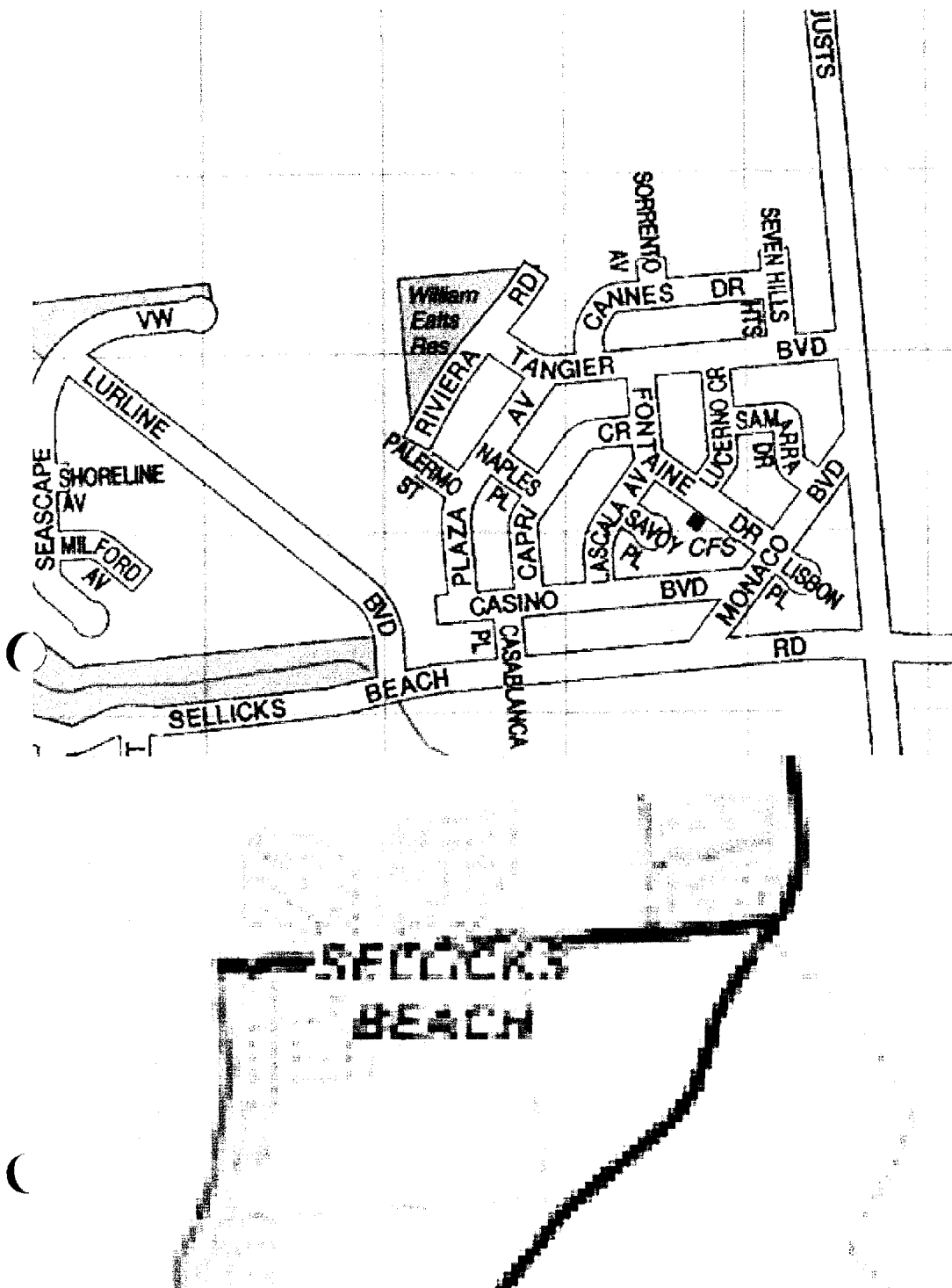
From: Bonner, Athol
Sent: Thursday, 23 November 2017 11:35 AM
To: Kirk Richardson; Hazel Wainwright; Matthew Morrissey; Paul Kirkham
Cc: Kelly Sambevski; 'Athol Bonner'; Heath Newberry
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Matthew Kirk or Paul,

After another week, we had hoped for a reply, or at least acknowledgement.

We reassure you we are not for being dismissed, and remain resolute in having Council rectify its error in allowing a road connection to be made to Riviera Road.

Your reliance on traffic volume survey results does not consider pre-development volumes on Tangier Boulevard. The attached 2003 street map, shows the first stage of the development with connection only to Sellicks Beach Road the township's distributor road and none to Casino, Palermo or Riviera.



Hazel,

The decision to make a road connection to Riviera really needs to be reversed. We vigorously dispute Mark Dowd's assertion that Riviera Road is fit for purpose, it is simply NOT (see picture below) and we don't want Council to waste money on major upgrades which would remove character and further encourage traffic. Let's direct the traffic to where it was designed to go – Lurline Boulevard not this small country lane.



Regards
Atholl

From: Bonner, Atholl

Sent: Thursday, 16 November 2017 2:41 PM

To: 'Matthew Morrissey'; 'Kirk Richardson'; 'Paul Kirkham'

Cc: 'Hazel Wainwright'; 'Kelly Sambevski'; 'atholl bonner'; 'Heath Newberry'

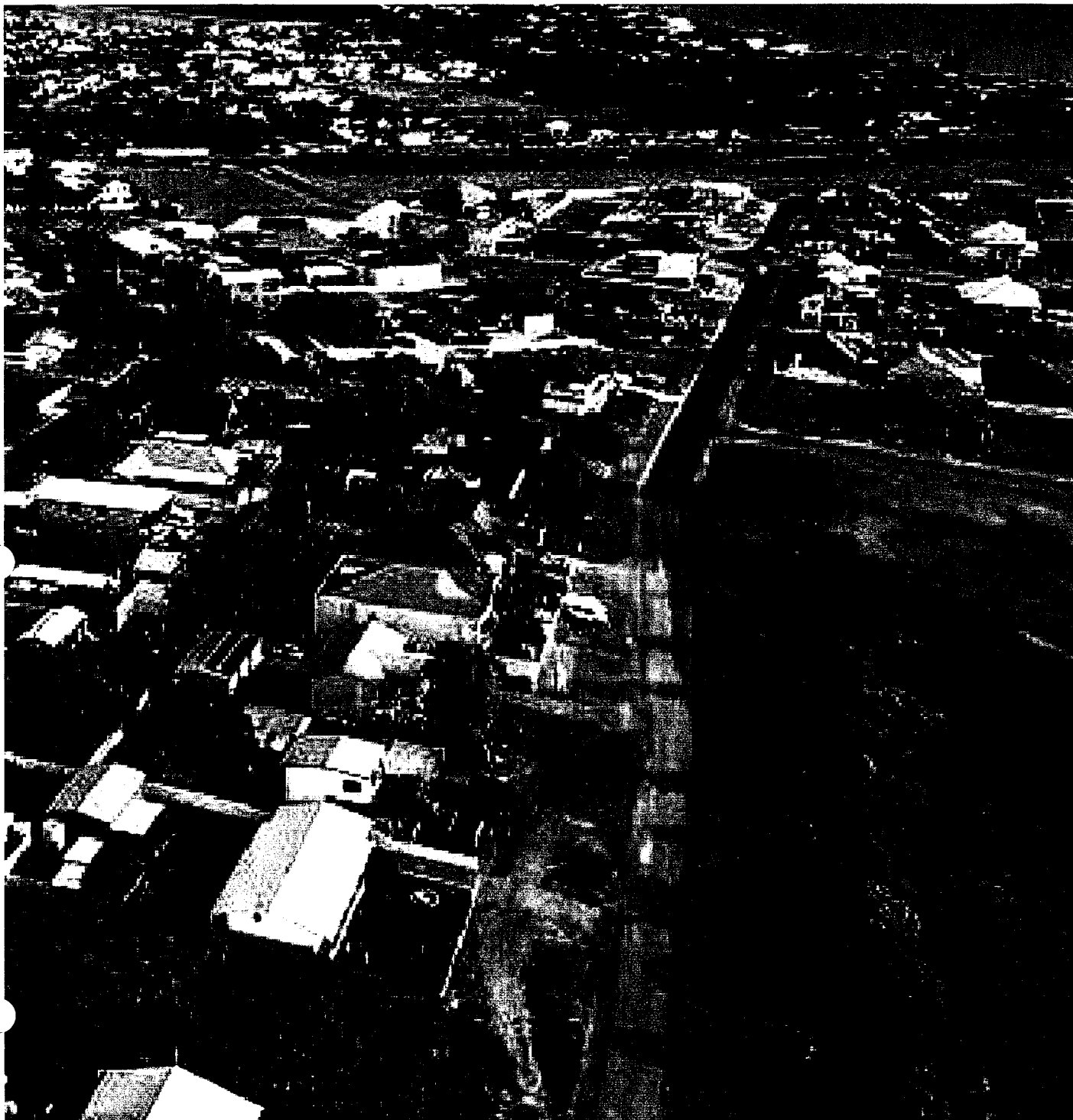
Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for your frank and pragmatic and yet none too helpful response Matthew.

Clearly Council has us residents at a disadvantage, we not being road network planners or asset managers, but we again urge further consideration and action.

This is a 15 year old and worsening mistake, brought about through a development approval oversight, that really should be remedied. We are simply not prepared to accept this and wait for future growth. Over 70% of the development is built out and the traffic feeding through Riviera to Tangier is already unreasonable for a road of this quality while Lurline goes underused. By no stretch of the imagination is this ok no matter how many numbers are used to blur the reality.

Picture below says it all – 1,000 words to follow

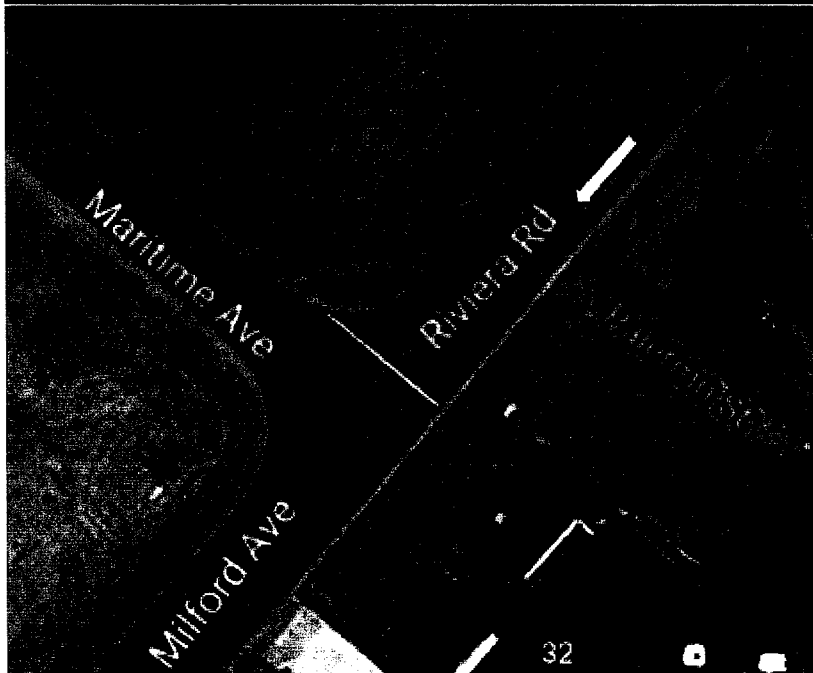
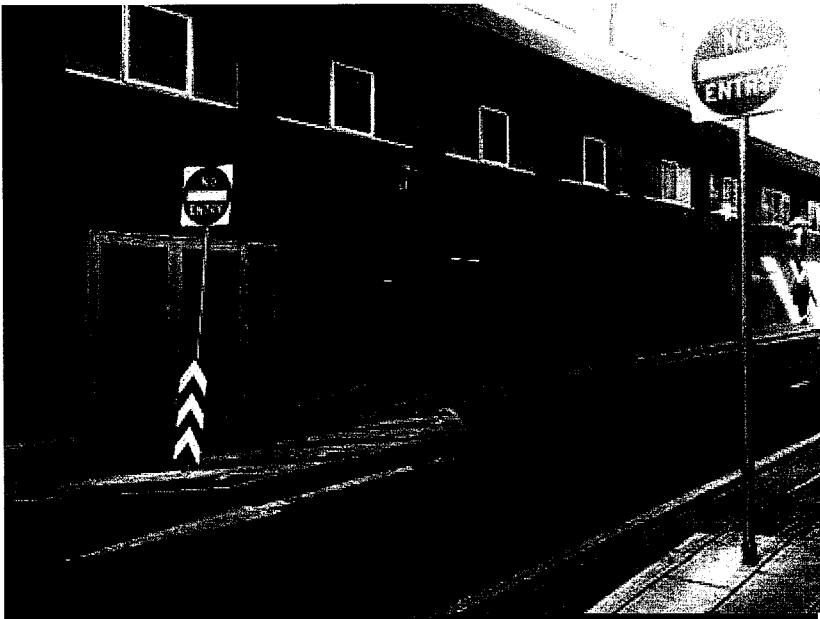


Little more than a country lane taking most of the traffic from the new estate!

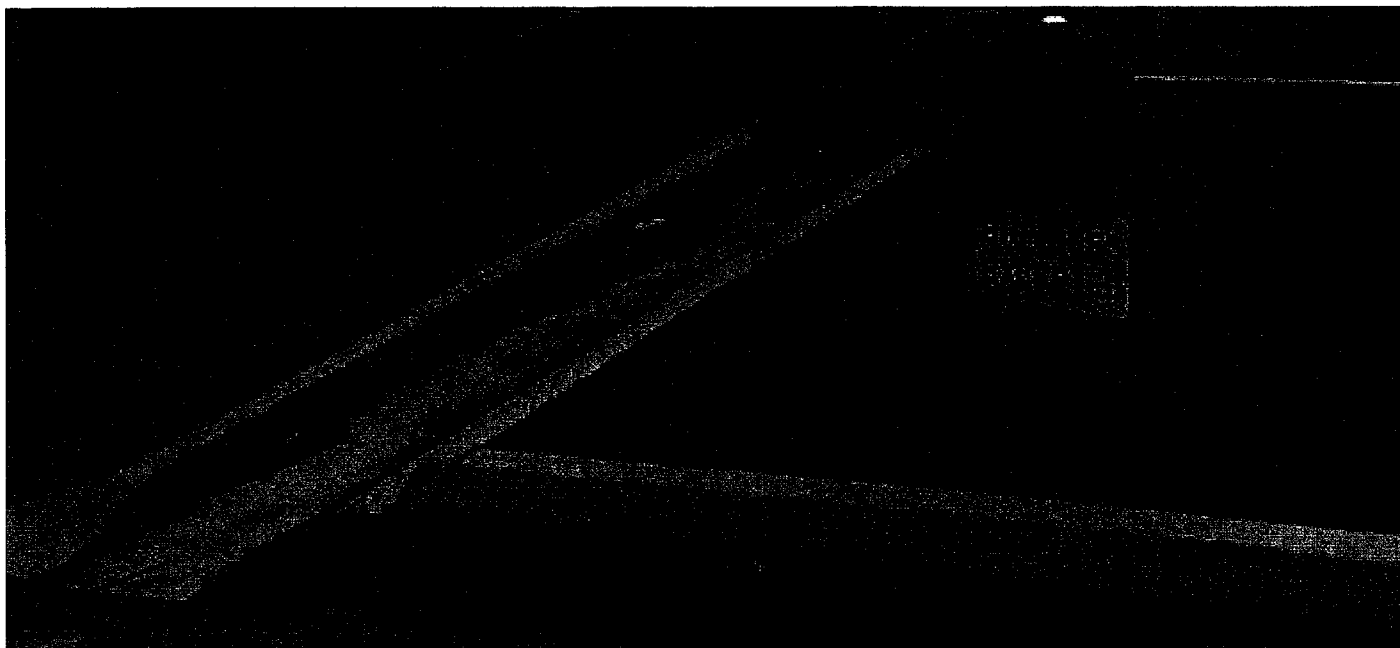
This photograph admirably demonstrates the inappropriateness of having so much traffic rat running Riviera/Tangier to Justs Road.

There is no way this can be considered acceptable! We hope to avoid the need for significant future investment in upgrading this stretch of basic rural road, which we believe would destroy some of the last remaining character in this old survey area and further encourage traffic to short cut – line of least resistance. We ask again that you look at simple Local Area Traffic Management treatment to discourage the use of this rat run.

Line marking, blisters, a couple of No Entry signs with Give Way on the other side right, all next to the existing street light.



Perhaps lower down signs like recently done in a suburban situation.



We have been met with a barrage of numbers and justifications 500-1,000, 800-3,000, 2,000-20,000!

Your attention to, and reliance on, vpd numbers should not be an end in itself, especially as you are now moving toward 'precinct planning'. We hoped for Council's consideration of correcting its earlier failure to adequately assess the traffic impacts brought about in approving the developer's land division that would, in time, introduce well over 200 new dwellings.

However, referring to Austroads Guide to Traffic Management Part 12 a full traffic impact assessment should have been done for a development of this size. Road network planning for low density residential dwellings on 8 – 10 vehicle trips per day would equate to 1,800 to 2,200vpd from the new development where we see an increasing number of 2, 3 and even 4 car households. If even 50% the new traffic to add to pre-existing volumes from half of the 270 residences in the old survey area, the top of Tangier could be handling over 2,000vpd adding to other traffic already on Justs Road – both being designated local roads.

With respect it is not reasonable to apply traffic volumes for urban areas, this being urban fringe in a rural township, albeit now in metropolitan Adelaide. Riviera Road does not meet your local street cross section minimum requirements for rural sealed roads (6.2m + 1m either side) let alone urban (7.2m + 3.5 either side). Riviera Road is little more than a lane.

There is too much traffic feeding into Tangier resulting in Justs Road behaving as a collector, or even distributor road, with probably 2,000 to 4,000 vpd – hence the excessive wear and dilapidation Council is having to fund. Curiously, your Road Network Plan shows only Sellicks Beach Road to be a distributor while the Esplanade and Norman Victory Parade are deemed collectors. This way out of kilter with actual traffic behaviour. A lot of traffic avoids the dangers of accessing Main South Road from Sellicks Beach Road as repeatedly noted in your Community Engagement feedback report. We'll happily lobby DPTI for line marking a filter lane to immediately improve safety at this location and better distribute Sellicks traffic, while we wait for 2020/21 State budget improvements.

Further analysis:

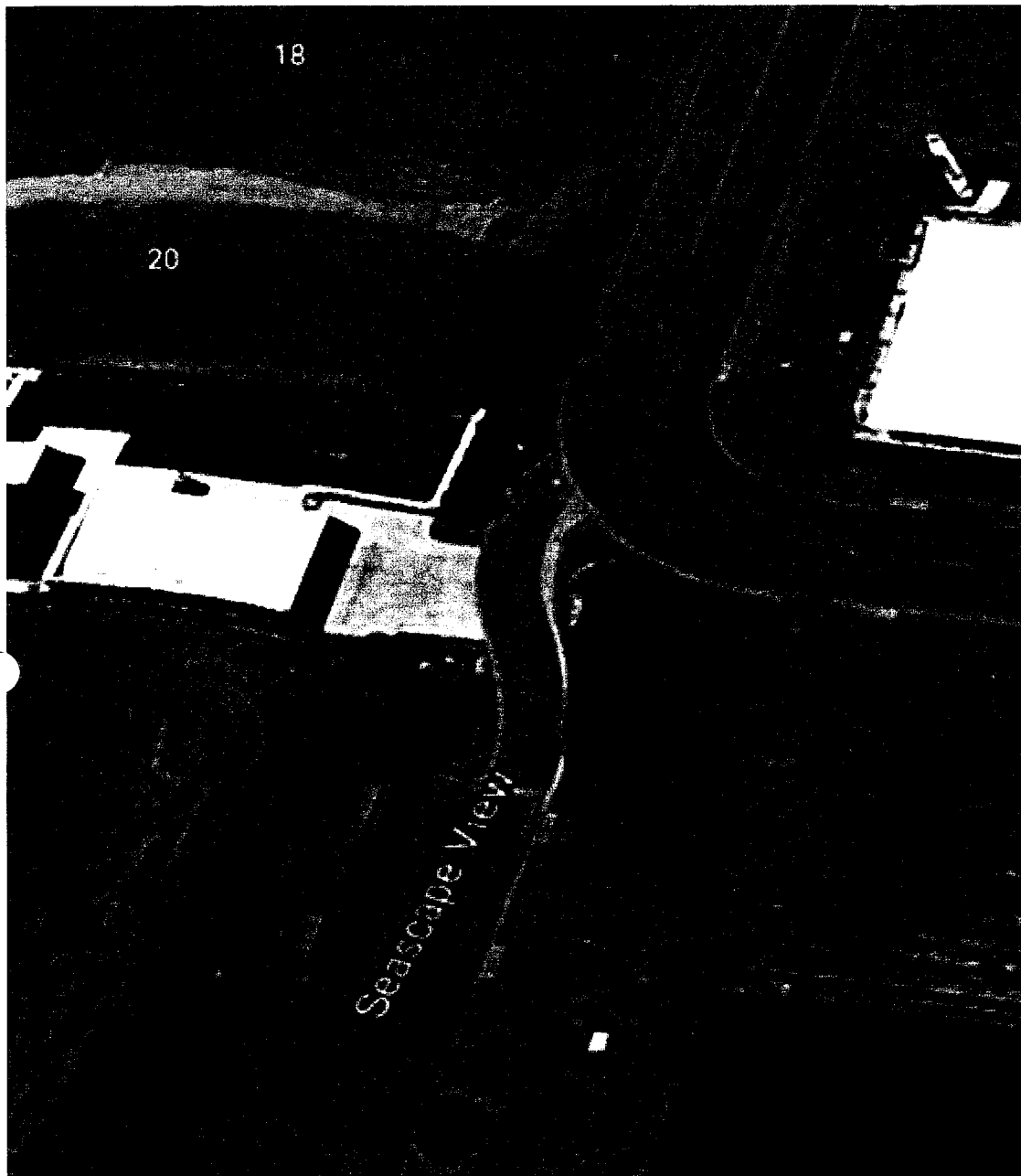
- Paul told us a local road should be able to handle up to 500 vpd.
- Riviera survey has almost 500vpd feeding into Tangier which serves a further another 200 dwellings from the old survey amounting to at least 1,000 vpd at the T junction with Justs with very high peak loads

- Riviera is not an average local road, being barely **5m** wide at some points with unmade and dilapidated shoulders,
- The road surface and shoulders regularly fall into disrepair with volume and weight of traffic,
- Shoulders often fail with vehicles leaving the bitumen and further narrow trafficable space
- Potholes develop and reappear very quickly with a lot of commercial and heavier traffic
- Questionable specification to road sub base to sustain such volumes without reconstruction that could be avoided
- Pedestrians, with dogs and children often unaccompanied on bikes and scooters are forced off the hard surface into the muddy shoulders with passing traffic
- The road immediately abuts a major public reserve and community facilities attracting both additional traffic and pedestrians

Riviera scores highly on the prioritisation process matrix in Council's 2009 Road Network Plan – speed, volume, below standard, peak hour, trucks, activity generator. Similar could be said and applied from section 8.1 from the 2016 plan, especially if a precinct approach were adopted.

We fail to understand how Council cannot see the problem and remains unprepared to look at a quick and cost effective solution. We understand the conflicting priorities and challenges within Council and its budget constraints, but refuse to accept that this poor traffic planning cannot be easily rectified after over 15 years of a worsen situation. Whilst Onkaparinga is a large Council with a large budget and large demands, it also needs to take responsibility for and listen to its rate payer's needs. The additional 200 or more residences approved in the new development will attract in the order of \$300,000 per annum additional rate income for Council services. That would be \$4.5 million over 15 years! Please therefore fix this mistake with a few dollars of line marking and a couple of signs.

Council accepted assets of a reasonably high amenity value from the developer – including wide boulevards, stormwater management, median strips, pram ramps cycle lanes and ironically a traffic calming slow point within the development with very little internal traffic to slow being at the extremity of the area.



if any of you have read all of this, perhaps you may begin to appreciate how insulting it is to be told that current practices are deemed acceptable and that nothing will be done unless it gets worse. This is not a new issue, but one that has worsened over many years after Council originally advised the community that new roads from the development would NOT be connected to Riviera Road as is the case with Palermo and Casino. We are told that residents complained and protested at the time, to no avail and were worn down by Council's refusal into reluctant acceptance.

We leave it with you to decide if you wish to continue to ignore this not unreasonable resident request or do we have to resort to campaigns and lobbying , involving all manner of further attention rather than effect a simple remedy for the error made over 15 years ago.

Please do not ignore Sellicks Beach

Regards
Atholl

From: Matthew Morrissey [<mailto:Matthew.Morrissey@onkaparinga.sa.gov.au>]

Sent: Tuesday, 14 November 2017 1:59 PM

To: 'atholl bonner'; Kirk Richardson; Paul Kirkham

Cc: Hazel Wainwright;
Newberry

Kelly Sambevski;

Bonner, Atholl (

Heath

Subject: RE: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

We appreciate your interest on the matter of traffic management along Riviera Road and Lurline Boulevard. As previously communicated to you, the traffic volumes are well within those of a local road. For clarification on the road hierarchy Road Network Plan (2016 - 2021) a local road in an urban environment can be expected to have between 500-1000 Vpd travelling upon it. Both Rivera and Lurline clearly have well below this limit and the speed environment at the 85% is shown to be very acceptable.

Further, a collector road in an urban environment is a road that can be expected to have between 800 - 3000 vpd and a distributor road in an urban environment is a road that can be expected to have 2000 – 20000 vpd travelling upon it with speeds generally at 60 kmph speed environment.

As a large city with over 1500 km of road we have many higher traffic management priorities to direct our resources toward at this time, we will continue to monitor and should growth in the area require further intervention it will be considered at that time.

Regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com





From: atholl bonner

Sent: Monday, 13 November 2017 3:44 PM

To: Matthew Morrissey; Kirk Richardson; Paul Kirkham

Cc: Hazel Wainwright; ; Kelly Sambevski; Atholl Work

Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Hi Matthew, Paul or Kirk,

We were wondering if you have had an opportunity to review our response and reconsider Council's position.

The new development is undoubtedly directing a significant amount of traffic to the top of Tangier Boulevard onto Justs Road, where it would be exceeding your 1,000 vpd threshold. Referring to Onkaparinga Road Network Plan (2009) Tangier is being used as a collector road while Justs is more likely a distributor road. See attached

By any measure too much traffic is running along Riviera and up Tangier - we implore that you considered measures that would discourage this, and redirect traffic to Lurline. Every day we see potentially catastrophic vehicle pedestrian conflicts as traffic races along the narrow rural road nearby the community facilities.

Keep it simple and affordable with better traffic management and distribution.

We look forward to hearing from you.

Regards

Atholl

From: atholl bonner

Sent: Thursday, 2 November 2017 1:34 PM

To: Matthew Morrissey

Cc: Hazel Wainwright; Kirk Richardson; Kelly Sambevski; Paul Kirkham;

Atholl Work

Subject: Re: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Thank you for the prompt feedback and response Matthew,
We do of course welcome the safety improvements, which we hope will alleviate the perpetual corner conflicts and speed.

Seems that nobody is disputing that Riviera is being used as a short cut, the debate seems to be whether the practice acceptable or could be improved upon. The survey results support our premise that the **majority** of traffic is rat running from the new development through the old survey area, though we are very surprised at the number recorded for Lurline, being at odds with our observations.

Paul Kirkham's response to our submission on 11th July confirmed that 500AADT is deemed reasonable for local streets. It seems that Riviera is just 6 below, with only 70% of the development built out. This will increase and must already be well over that as traffic feeds to the top of Tangier Boulevard. Almost 100 more vehicles per day use the basic rural road, rather than the boulevard built for the purpose with kerbs, gutters, footpaths, bike lanes, pram ramps and decent visibility splays and sight lines. We note that 85% within 50kph implies 15% is above on a rural old survey road in close proximity to Community facilities.

This has occurred because the Council accepted the developers decision to connect the new development to Riviera Road, despite Council having notified the community this was not planned. No connection was made to Casino or Palermo which would have shared the load across the existing road network. We now have most of, and an excessive and increasing volume of traffic using the back door rather than the front door gateway boulevard designed for the purpose.

Riviera Road is simply not fit for this purpose and we ask that you reconsider your conclusion that no further action is required. Attached is our original submission and a suggestion to assist in your review, with options to close, open or calm roads to better distribute the new traffic through the network. We look forward to and welcome your further consideration.

Regards
Atholl

From: Matthew Morrissey <Matthew.Morrissey@onkaparinga.sa.gov.au>
Sent: Wednesday, 1 November 2017 3:19 PM
To: athollbonner
Cc: Hazel Wainwright; Kirk Richardson; Kelly Sambevski; Paul Kirkham
Subject: Traffic surveys - Riviera Road and Lurline Boulevard, Sellicks Beach

Dear Atholl,

You may have noticed the traffic counters in Lurline Boulevard and Riviera Road over the last few weeks which have been placed to gain a better understanding of the traffic flows in the area. The results for the traffic surveys have been completed (details below) and essentially have confirmed that the volume and speed of traffic using Riviera Road is within the acceptable range for a local road. It could be argued that the Lurline Boulevard traffic is using the Riviera Road route as a short cut however the degree to which this is happening is below the intervention threshold for action (>1000 vehicles per day). Given the analysis, we are satisfied that the traffic volumes are within acceptable limits and no further action is required.

Street	Vehicles per Day	85 percentile speed
Riviera Road	494	50 kph
Lurline Boulevard	398	47 kph

Please note, the attached pavement marking scheme for Riviera Road/Tangier Boulevard will be implemented in the next few weeks to improve road safety at this intersection.

Thank you for your interest in this matter.

Kind regards

Matthew Morrissey
Manager Assets and Technical Services
City Operations
Ph (08) 8384 0604
www.onkaparingacity.com



From: atholl bonner |
Sent: Thursday, 5 October 2017 12:27 PM
To: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

So sorry to be a pest Hazel, but we saw no signs of a survey last week
Is this still happening and will it assess our alleged overuse of Riviera and the under-use of Lurline

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 26 September 2017 9:03 AM
To: atholl bonner
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

My pleasure Atholl, regards Hazel

Sent from my iPhone

On 26 Sep 2017, at 8:47 am, atholl bonner <atholl.bonner@onkaparinga.sa.gov.au> wrote:

Forgot to say many thanks for getting the pot holes attended to.
Hoping surveys will be able to demonstrate vehicular movements through Riviera as compared to Lurline

From: atholl bonner
Sent: Monday, 25 September 2017 9:59 AM

To: Hazel Wainwright

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

No worries - sounds good

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Sunday, 24 September 2017 2:56 PM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, I am happy to wait till we get the results from the survey before we pursue a petition, but will be led by you on this issue. Regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Friday, 22 September 2017 12:40 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Many thanks Hazel,
Great news it is being looked at more closely. A survey would need to compare use of Riviera against Lurline, as our concern is not about volume.
I recall Paul Kirkham's initial response

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision.

Average traffic probably does not reach 500 per day on Riviera, hence deemed 'fit for purpose'.

Most of the traffic rat runs our smaller rural road, with a lot less using the purpose built Lurline Boulevard, with pram ramps, median strip, footpaths and visibility splays (see attached). Hence the request is to redirect traffic to Lurline and/or discourage the over use of Riviera.

We don't want to be met with further rejection in a month's time if Riviera's numbers come back less than 500 per day supposedly proving fit for purpose. This is about rat running.

Do you still want me to work on a petition or shall we wait for the numbers and report in October?

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Thursday, 21 September 2017 8:52 PM

To: atholl bonner

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Atholl, I have managed to get a traffic survey happening next week and we should have the info in 4weeks. Cheers Hazel

Sent from my iPhone

On 20 Sep 2017, at 3:51 pm, atholl bonner wrote:

Many thanks for your time and efforts Hazel,

We are of course disappointed that consideration remains around 'fit for purpose', never in doubt that road is designated suitable for local traffic volumes. Rather it is the inequitable distribution of traffic on the road network. This has resulted in rat running overuse of, and damage to the less substantial asset (a basic rural road) and danger to pedestrians in and around the reserve and community facilities. The hope was simply to encourage and direct some traffic to Lurline Boulevard, which was built to serve the new development.

Your assistance and guidance with a petition would be much appreciated. Would this be to just directly affected residents on Riviera and Tangier (probably 30 or 40 dwellings)? We don't feel too comfortable door knocking, but could draft a simple document describing the issue, seeking comment and/or support. This could be for return to your PO Box or perhaps the Community Centre if there is a letterbox there? Or could the Council provide reply paid envelopes?

Understood on the potholes and perhaps you could remind Paul Kirkham of his undertaking to apply blisters at the intersection of Tangier and Riviera

where a lot of traffic cuts the corner at speed. We see a lot of near misses between cars and danger to pedestrian due to speed and volume of traffic on this rat run.

Much appreciated

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Tuesday, 19 September 2017 1:19 PM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl

I met with Mark and we discussed Riviera Road, whereby it was deemed 'fit for purpose' and therefore nothing will be done. I now suggest you go down the path of a petition and I am happy to assist if you need help with this. It will then be tabled at Council, whereby we can get a motion to make the road safe. (BTW I have submitted a request to get the road's potholes repaired), cheers Hazel

Cr Hazel Wainwright

Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Monday, 18 September 2017 1:55 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel,
We wondered if our Sellicks traffic management issue got onto your agenda in discussion with Mark?
We are observing worsening pot holes with so much traffic and increased vehicle/pedestrian conflicts with community facilities use.
Regards
Atholl

From: atholl bonner
Sent: Monday, 11 September 2017 11:02 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Thanks Hazel
There is a lot going around just now
Laid me up some of last week
Looking forward to hearing from you
Regards Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Monday, 11 September 2017 10:43:04 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Atholl, Mark was sick last week and we are catching up tomorrow. I'll let you know what transpires. Cheers Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Monday, 11 September 2017 10:15 AM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Hi Hazel

Wondered if your meeting with CEO went ahead last week and if you had time to raise this issue of Sellicks traffic management?

Many thanks

Regards

Atholl

From: atholl bonner

Sent: Friday, 1 September 2017 12:40:59 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Brilliant,

Would be fabulous if Mark could see his way to supporting this as a safety and small community initiative.

Keep it simple and things get done

Thanks again hazel

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>

Sent: Friday, 1 September 2017 11:11 AM

To: atholl bonner

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response -Sellicks Beach Traffic

Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

It was great to meeting you, I'll keep you in the loop regarding my enquiries.
Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner

Sent: Friday, 18 August 2017 12:15 PM

To: Hazel Wainwright

Cc:

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks for your time yesterday Hazel,
Your further enquiry of Council Assets staff to determine traffic management device(s) to limit use of the 'back door' rat run through Riviera Rd rather than the purpose built 'front entrance' at Lurline Boulevard is much appreciated. Let me know if you need anything from me in further support of the request to reduce traffic on an unsuitable road in proximity to community and recreation facilities where pedestrians are regularly put in danger through the dominance, speed and volume of traffic, on what is a very narrow and basic rural road never intended or designed for this use.

Regards

Atholl :

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 15 August 2017 11:45 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Great, see you then

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Tuesday, 15 August 2017 11:12 AM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

That would be wonderful Hazel.
Perhaps we could meet at where Milford Ave joins Riviera Rd at the top of Maritime Ave.

5pm Thursday 17th August
Many thanks again,
Regards
Atholl i

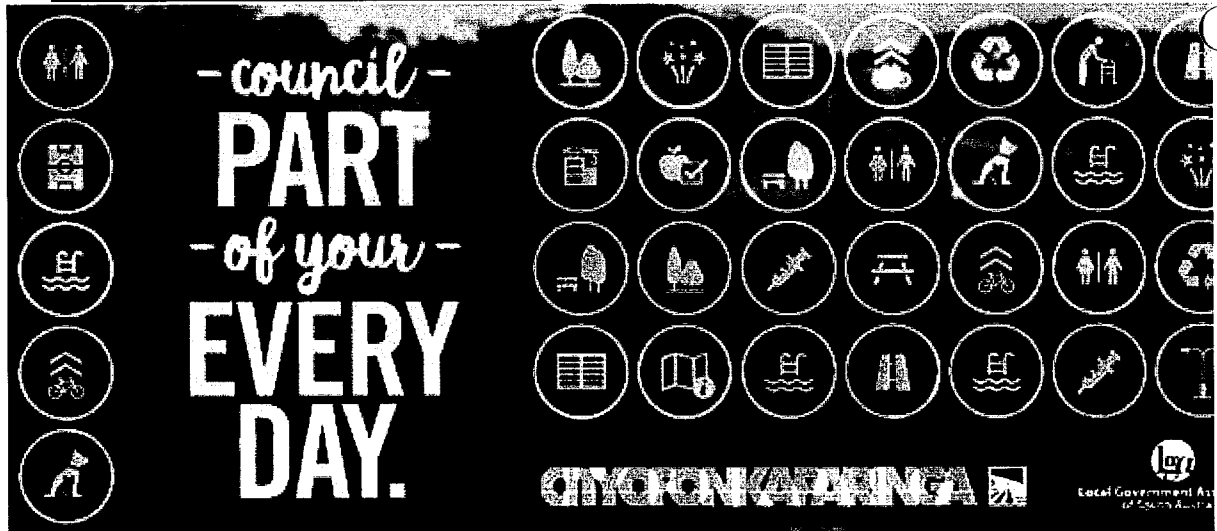
From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 15 August 2017 10:50 AM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

I could meet you this Thursday at 5pm at Sellicks, if you like. Whereabouts is convenient? Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Tuesday, 15 August 2017 10:03 AM
To: Hazel Wainwright
Cc: Karen Ingram; Heath Newberry; Paul Kirkham
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Thank you so much for the prompt reply Hazel,
Your offer to meet is much appreciated. Were you thinking at Sellicks?
I work in the city through the week, but could take an early minute one day to be back south by say 5pm one afternoon if that suits?
Alternatively I could head to work a bit later one morning and meet at say 8am?
Otherwise I'd be happy to find a time and date that suits your movements.
Thanks again - we realize this is a small issue in the scheme of Council's overall asset management, but feel rectification of this legacy from the

Prodec development is long overdue, having welcomed the attention and investment to remedy the waste treatment issues.

Regards
Atholl Bonner

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Monday, 14 August 2017 11:46 PM
To: atholl bonner; Paul Kirkham
Cc: Karen Ingram; Heath Newberry;
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, I am happy to catch up with you to discuss further, just let me know what day and time is convenient. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Monday, 14 August 2017 11:05 AM
To: Paul Kirkham; Hazel Wainwright
Cc: Karen Ingram; Heath Newberry; I
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,
Your consideration and response is appreciated, albeit not what we might have hoped for.

Looking at the attached picture, it is clear that the new road (Milford) feeds to an old and basic rural style road (Riviera) that was never built or designed to take all the traffic from the new development, which Lurline was constructed for and seems to be very little used. The alignment is all wrong, no kerb, gutter or footpath - none of which is wanted for Riviera, as this would destroy the character of the location. So surely rather than consider investing significant funds on a future upgrade of the whole road, it would be better to effect modest investment to limit the traffic that uses what is acknowledged to be a rat run

Being neither a Road Network Planner nor a Traffic Engineer, I am of course not qualified to propose a solution to the problem that has resulted from Council's decision to allow this road connection to be made without a traffic impact statement or report required from the developer. I just noticed a simple device used to manage traffic in the city. and fail to see that signage, line marking and blisters are not suitable for a suburban context and vigorously disagree that the road network is not adversely by the current arrangement. We counted 15 pot holes already developing having been spray sealed only a few months ago and verge delapidation with passing vehicles frequently having to leave the sealed surfaces to avoid collision and/or pedestrians.

We thought Council might be able to identify a cost effective proposal to rectify the rat run Council has permitted along a basic rural road that is rapidly deteriorating. Many pedestrians with dogs and children using this route are in danger with so many Utes and SUV hurtling along this little road, rather than using Lurline Boulevard.

Hazel,

We would welcome your guidance on what avenues might be open to us in having this road network issue attended to, noting that Council approved this road connection that should never have been made. We find this inequitable and unreasonable. Our neighbours protested at the time of development works, now more than a decade later, the majority of the traffic uses Riviera Road and Tangier Boulevard with very little using Lurline Boulevard. This is both unfair and increasingly dangerous with many vehicles racing along Riviera, which is suffering structural damage inconsistent with its intended purpose.

We really want something done immediately, even if temporary, to divert the traffic to the road built to serve the development - Lurline Boulevard. We see so much traffic thundering along this stretch with no room for pedestrians.

Continue to monitor, is a brush off and 'considered suitable for the time being' implies nothing is wrong.

We would appreciate your help correcting this development error suffered by the the community for over 10 years now and becoming increasingly intolerable and downright dangerous.

Regards
Atholl

From: Paul Kirkham <PauKir@onkaparinga.sa.gov.au>
Sent: Friday, 11 August 2017 9:55 AM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram; Heath Newberry
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Apologies first of all for the delay in finalising our discussion on the connection from Milford Avenue through to Riviera Road. The supplied information around using a line marking sign based solution was discussed and considered by both our Road Network Planner and Traffic Engineer.

We decided that this solution was not a suitable one based on the following

- a) The treatment used by ACC is designed out of need to control vehicle movements in a confined area and not a treatment that would be considered on a suburban street.
- b) The Road Network is not adversely affected by the current arrangement

Therefore we will continue to monitor the situation by doing some traffic counts, however the road arrangement as is is considered suitable for the time being.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management
City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041
www.onkaparingacity.com





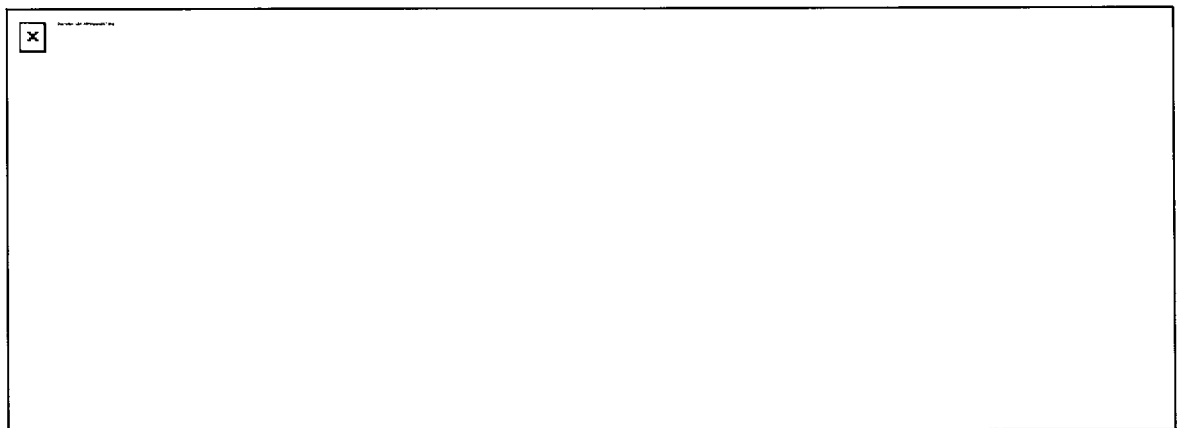
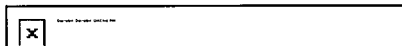
Hi Atholl,

Thanks for your information this will help me when I have the discussion with our traffic engineer who is a bit inundated at the moment.

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management
City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041
www.onkaparingacity.com



From: atholl bonner
Sent: Monday, 31 July 2017 2:16 PM
To: Paul Kirkham
Cc: Hazel Wainwright; Karen Ingram;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul,

Whilst pondering our discussion last week about cost effective traffic management devices, I noticed from my lunch room window overlooking North Terrace, exactly such a device in place on Victoria Street that was implemented by the City of Adelaide and DPTI to manage traffic between Hindley Street and North Terrace following the tram extension. As you will see from the attached photographs this controls through traffic flows with the introduction of simple line marking, traffic blisters and signage. This situation is not dissimilar to the position we are discussing. Surely if this can be done in the the CBD, it would suffice for this long standing and worsening issue at Sellicks Beach. The Council needs to shift traffic volume to Lurline Boulevard to serve the purpose for which it was intended.

I am aware of Council budget allocation processes and am certain modest funds can be made available from capital or maintenance budgets for situations such as this.

I look forward to your further thoughts.

Regards

Atholl Bonner

From: atholl bonner

Sent: Wednesday, 26 July 2017 3:14 PM

To: Paul Kirkham

Cc: Hazel Wainwright; Karen Ingram;

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks for your time and our discussion this afternoon; your attention to the issue is much appreciated.

We remain hopeful that your traffic engineers can find a simple and cost effective solution to better distribute the increasing traffic volumes generated by the new development. I reiterate - hardly any traffic uses Lurline Boulevard while the vast majority uses Riviera and Tangier. Looking forward to hearing from you.

Regards

Atholl Bonner

From: atholl bonner

Sent: Tuesday, 25 July 2017 2:16 PM

To: Paul Kirkham

Cc: Hazel Wainwright; Karen Ingram

Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Paul,
Glad to hear from you and will be available to discuss tomorrow at 2pm.
Hoping we can work something out.
Regards
Atholl

From: Paul Kirkham <PauKir@onkaparinga.sa.gov.au>
Sent: Tuesday, 25 July 2017 1:57 PM
To: atholl bonner
Cc: Hazel Wainwright; Karen Ingram
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl,

Yes you have my email address correct. I have been doing some further investigation so as to be able to answer your questions more thoroughly.

As this is probably a more detailed exchange of information than can be discussed via email exchange I propose we have a phone discussion at a mutually convenient time. Would Wednesday 26 July at say 2:00pm suit yourself?

Kind Regards

Paul Kirkham
Team Leader Infrastructure Asset Management
City Operations/Assets

Ph (08) 8301 7263
Mob
Fax (08) 8327 3041
www.onkaparingacity.com





From: atholl bonner
Sent: Tuesday, 25 July 2017 12:59 PM
To: Paul Kirkham; Karen Ingram
Cc: Hazel Wainwright
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Paul / Karen,
 Just wondered if you could confirm I have your email addresses correct, so I know my response of 13th July below, is being considered, and if there may be any further information I could provide to assist.
 Many thanks
 Regards
 Atholl Bonner

From: atholl bonner <
Sent: Thursday, 20 July 2017 2:37 PM
To: PKirkham@onkaparinga.sa.gov.au; PauKir@onkaparinga.sa.gov.au
Cc: KarIng@onkaparinga.sa.gov.au
Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Paul,
 Having difficulty with email spelling format. The attempt below bounced back.
 Regards
 Atholl

From: atholl bonner
Sent: Thursday, 20 July 2017 1:54 PM
To: Hazel Wainwright; pkirkham@onkaparinga.sa.gov.au
Cc: kingram@onkaparinga.sa.gov.au;
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,

Hi Paul ,
I would welcome your consideration and response to my message below and attached plans.

Also my original enquiry sent 2nd June 2017 at the bottom of this trail and attachment for background.

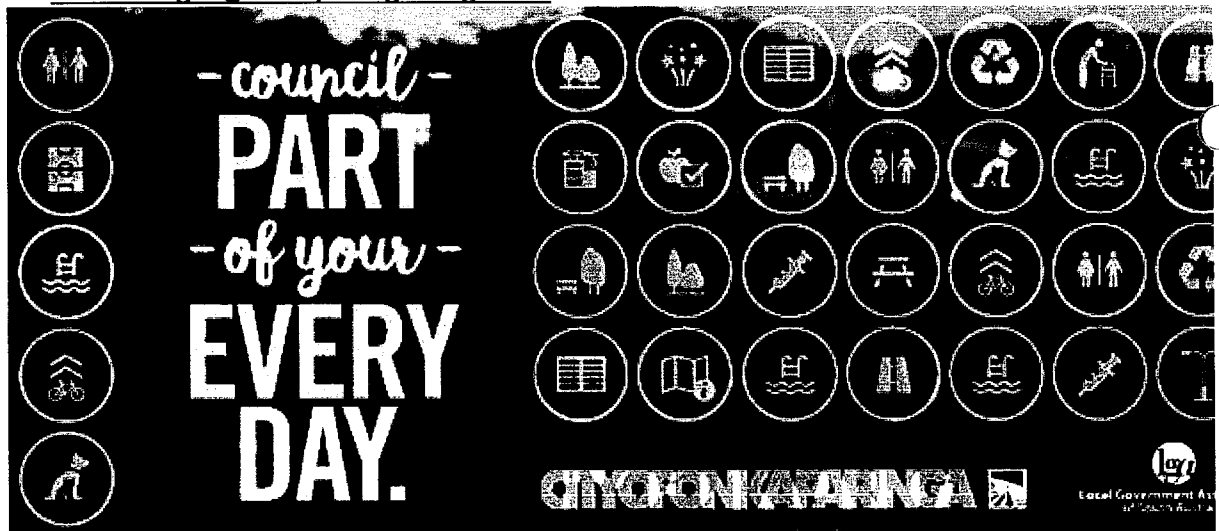
Regards
Atholl Bonner

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Thursday, 20 July 2017 12:02 PM
To: atholl bonner
Subject: RE: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl, it maybe more prudent to engage with the responsible Council Officer and I am happy to be included and involved. Regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au



From: atholl bonner
Sent: Wednesday, 19 July 2017 12:47 PM
To: Hazel Wainwright
Subject: Fw: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Hazel,
Not sure if my response may have got swallowed up with other matters?
Should I perhaps engage directly with the responsible Council Officer or the Governance Officer?
Happy to discuss as may be deemed necessary so that the traffic volumes generated by the new development can be fairly shared across the road network.
Regards
Atholl

From: atholl bonner
Sent: Thursday, 13 July 2017 2:03 PM
To: Hazel Wainwright
Cc:
Subject: Re: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Many thanks Hazel,
Your assistance with our enquiry is much appreciated.
We are of course pleased to note that blisters and line-marking will be applied to the junction of Tangier and Riviera in an effort to reduce speeds at the corner. Our chief concern was more about traffic management rather than volumes, with the distribution of traffic from the new development favouring Riviera rather than Lurline. Improving Riviera would perpetuate the rat running, rather than redistribute some traffic to Lurline so it could perform the purpose for which it was designed. Riviera should never have been connected to Milford, but given it is, our question is, what can be done to discourage its overuse?

We would be happy to discuss further directly with Council officers or rely on your passing on our communication to assist in consideration of this issue to achieve a cost effective and timely resolution. Our comments are summarised below with marked up plans attached.

We acknowledge that traffic volume on Riviera Road is within that considered acceptable for local streets, albeit a 'basic rural style of road'. Our issue is that, in practice, the road network does not equitably distribute the additional traffic generated from the Lurline development. It is our observation that the vast majority of that traffic 'rat-runs' through Riviera

and Tangier rather than using Lurline Boulevard, a significantly better quality asset, built to serve the new residential development.

It is for this reason that we request that changes be made to the network that services the new development, as the current flow distribution is unintended and unacceptable. We would like consideration of traffic blisters, line marking and signage to alter the connection between Milford Avenue and Riviera Road to operate in just one east west direction (see attached plan). Such traffic management techniques are cost effective and would improve the distribution of the increasing traffic generated from the new housing development. Refuse collection would not be impacted, as collection is only required from the South side of Riviera Road. It is noteworthy that traffic directed to Lurline has far better sight-lines on Sellicks Beach Road, as well cycle lanes, pram ramps, refuge island to safely handle traffic volumes generated from the new development and pedestrians. Riviera and Tangier have none of this, and yet carries the vast majority of the new development's traffic, including a lot of heavy construction traffic and sewage waste trucks.

The original developer would have been required to lodge a traffic impact report to accompany the land division development application. This report would have determined the amenity of the street infrastructure that resulted the median strips, roundabouts, footpaths and cycle lane that serve the new residences, feeding traffic to Sellicks Beach Road. The quality of the development and its infrastructure is commendable, but not being used, with traffic predominately using Riviera and Tangier for access and egress. I would ask that the decision to connect Milford to Riviera be reviewed in light of current traffic patterns now that the development is significantly built out. The intent may have been to share and distribute additional traffic generated, whereas what is happening is that almost all traffic uses Riviera Road.

Lastly we do not wish for funding that would 'improve' the 'basic rural style of road' that is Riviera Road as that would firstly, further encourage the rat running and secondly have an adverse impact on the amenity and aesthetic

of the reserve frontage of this old survey area. This would, in our opinion, be the worst possible outcome, which we would strongly oppose with community support.

We look forward to hearing from you and thanks again for your help.

Regards

Atholl

From: Hazel Wainwright <HWainwright@onkaparinga.sa.gov.au>
Sent: Tuesday, 11 July 2017 12:01 PM
To: athollbonner
Subject: FW: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Hi Atholl and [REDACTED] This is the response from staff regarding your traffic volume concern at Sellicks. If you would like to pursue further, please let me know so I can assist. Kind regards Hazel

Cr Hazel Wainwright
Wine Coast Ward

M: hwainwright@onkaparinga.sa.gov.au

-----Original Message-----

From: Karen Ingram
Sent: Tuesday, 11 July 2017 11:53 AM
To: Hazel Wainwright
Cc: Mark Dowd; Wayne Olsen; Don Chapman; Gail Kilby
Subject: Request: 1336584, Elected Member Req Infrastructure Asset Management, Approved response

Dear Councillor Wainwright,

The following information has been provided by Paul Kirkham, Team Leader Infrastructure Asset Management in response to concerns from Mr Atholl Bonner regarding traffic management along Riviera Road, Sellicks Beach.

The volume of vehicle traffic through Riviera Road and Tangier Boulevard are well within the range that is reasonable for functional local streets (less than 500 AADT) even though as mentioned it does act as a rat-run for the Lurline Subdivision. The network of Riviera Road and Tangier Boulevard is sufficient and currently services the area adequately and as such there are no plans to implement any restrictions to the network at this stage throughout this area of Sellicks Beach.

We have investigated the intersection of Riviera Road/Tangier Boulevard and in order to address concerns relating to corner cutting and help reduce speeds on the approaches to the intersection, we will install a new pavement bar scheme (yellow blocks and line marking). This work will be programmed into our annual traffic operational work for the 2017-18 financial year.

We will also continue to maintain the road in its current formation, to ensure it is safe and trafficable.

In addition to this, as part of our Long Term Financial Plan, funding has been identified to consider our approach to the old survey areas throughout our council region. Riviera Road is part of the old survey area of Sellicks Beach which has a basic rural style of road. This project will investigate the future style and form of streets within these areas, including roads, footpaths, street lighting and stormwater treatment (including kerbing) requirements. This project will progress over the next few years and include community engagement to help determine community expectations in relation to the level of infrastructure to be delivered.

This would be a good opportunity to consider the issues raised by Mr Bonner in more detail and update traffic counts, we would welcome his input as part of this process.

If you, or Mr Bonner, wish to discuss this matter further please contact us on 8384 0666 or via EM Enquiry.

I will leave it to you to provide this information to Mr and Mrs Bonner at

Karen Ingram
Governance Officer
8384 0678

ENQUIRY

From: Hazel Wainwright
Sent: Monday, 26 June 2017 12:24 PM
To: Em enquiry
Subject: FW: Sellicks Beach Traffic Management your ref - 4603141/lp Hi Karen,

Can I please have this issue followed up for Atholl and Bonner
please, regards Hazel

Cr Hazel Wainwright

From: atholl bonner
Sent: Monday, 26 June 2017 12:20 PM
To: Don Chapman; Gail Kilby; Wayne Olsen; Hazel Wainwright
Cc: Bonner, Atholl
Subject: Re: Sellicks Beach Traffic Management your ref - 4603141/lp

My apologies in advance for pursuing Councillor intervention, but I don't seem to be getting anywhere with my inquiries, since an acknowledgement on 6th June.

Not sure which ward Councillor may have particular regard for issues relating to Sellicks Beach or traffic management, but hoped one of you may be able to prompt a response to consider our traffic management issue referred to below and in the attached.

Regards, Atholl

From: Bonner, Atholl
Sent: Friday, 2 June 2017 12:12 PM
To: Mail Mail
Cc: 'Atholl at Home';
Subject: Sellicks Beach Traffic Management

We would be pleased if our enquiry could be directed to the relevant officer to consider and respond.

Having been resident at [REDACTED] Sellicks Beach for 18 months now, we have taken time to observe traffic movement patterns in the area, taking into consideration seasonal changes. We are concerned at the volume of traffic from the Prodec development using Riviera Road and Tangier Boulevard to access Justs Road in journeys to and from the township. It is apparent that the developer was required to construct Lurline Boulevard to a standard to deliver the development's traffic volume in a safe manner to Sellicks Beach Road, with median strips, cycle lanes and good visibility splays. We are of course unaware of the Council's decision making process that let to Milford Avenue being connected to Riviera Road, with no connection made to either Palermo Street or Casino Boulevard, both with undeveloped road reserves, but ask that the current situation be reviewed given the increased traffic volume resulting from the development progressing towards being 75% built out.

In course of my work at [REDACTED] I am conversant with issues that relate to traffic flows and volumes to consider rubbish collection, avoidance of dead ends, distribution of traffic, visibility splays, provision for pedestrian and road design standards. Riviera Road would appear to be below standard, despite recent line marking and bitumen repairs. We are not asking that the road be improved, as this would only encourage the current traffic volumes and loose the reserve front seaside character. Rather we would like Council's

consideration of cost effective options that would aim to discourage the use of Riviera Road and better direct traffic to make use of Lurline Boulevard as would have been planning at the land division stage of the development.

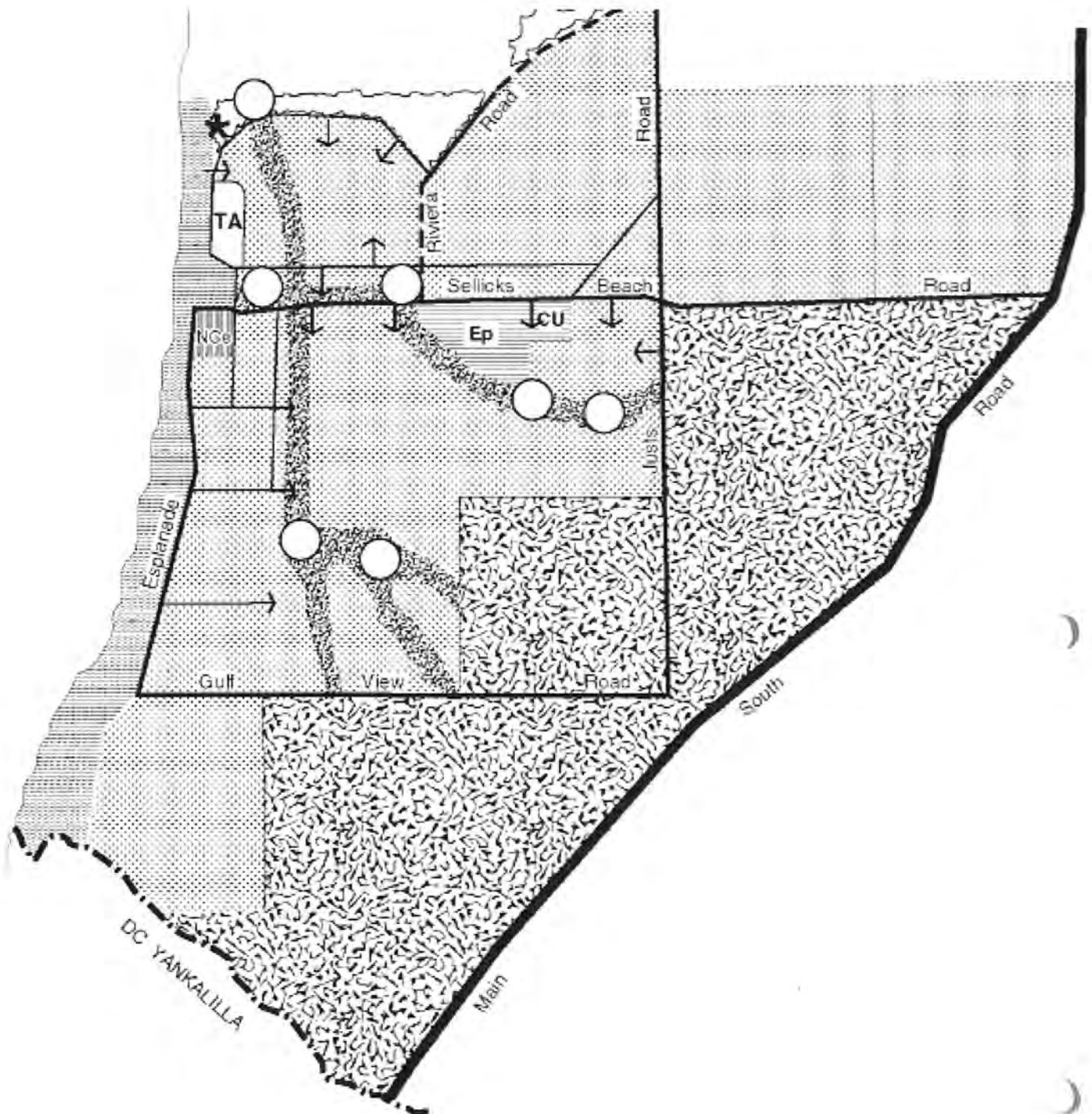
Being resident on the corner, we are ideally placed to observe traffic movements and have noted a significant number of vehicles cutting the corner from Riviera to Tangier with many near collisions. This is exacerbated with traffic to the recreational and community facilities, both vehicular and pedestrian.

We repeat and urge that this is not a plea to upgrade Riviera Road, rather a request that traffic from the Prodec development be prevented or discouraged from using this route to access Justs Road. Traffic will generally use the line of least resistance, so would hope that could be Lurline Boulevard, as it was planned for the purpose.

The attached document contains a number of maps and dot points that we would ask you to consider for further discussion. We look forward to hearing from you.

Regards

Atholl Bonner



- Living
- Neighbourhood Centre
- Rural
- Metropolitan Open Space System
- Landscape Buffer / Reserve
- Community Uses
- Coastal
- Primary School
- Tourist Accommodation
- Effluent Pumping Station
- Proposed Flood Mitigation Works

- Primary Arterial Road
- Distributor Road
- Local Road
- Development Plan Boundary



0metres 200 400 600

ONKAPARINGA (CITY) **SELICKS BEACH** **STRUCTURE PLAN** **MAP Onka/1 (Overlay 1)** **ENLARGEMENT K**

From: atholl bonner [
Sent: Monday, 20 May 2019 10:04 AM
To: Felice D'Agostino
Subject: Re: City of Onkaparinga - Section 270 Review - 20th May response

Many thanks Felice,

I understood that your last communication extended response time to 8th May.

It is my hope that emails and attachments sent to Sophia Pishas, 1st May and 2nd May 2019, were sufficient to describe the sequence of events that led to Council's decision to take no action to reduce traffic volumes using a local street short cut as a main access to and from Sellicks Beach. The premise of this appeal being that the March 2018 decision was arrived at with inaccurate and misleading data. Further prosecution of the argument through 2018 led to Council's review the results of which validated excessive vehicular use of this route, but still without action.

Petitioners allege this excessive traffic is a danger to pedestrians using the route past a reserve with community facilities which encourages children at play. Riviera Road remains undeveloped, retaining the coastal old survey character, being narrow, without kerbs, gutters or footpaths, and in effect a road shared between vehicles and pedestrians; a road type that DPTI generally reduces speeds to 10kph where pedestrians are required to share the carriageway.

Furthermore the road requires constant repairs from Council due to it never having been constructed for the purpose to which it is now put, having only a thin top coat bitumen seal that is unable to survive traffic volumes that have increased with the adjacent new residential development using the road.

What said the community does not wish to see the investment of Council funds on constant repairs, nor on substantial upgrades that would be required to make the road fit for the purpose to which is now subject. Preference is to retain the semi rural character of the coastal reserve and avoid the suburbanisation of the old survey area, simply to facilitate greater vehicular movements. The new development area benefits from an appropriately sized and constructed boulevard connection to the main road network, and yet Council's October 2018 traffic count, clearly shows the majority of traffic is using this back road. This practice could and should be cost effectively discouraged with the implementation of reduced speed limits, speed humps and signage and not the construction of expensive major road chicane treatments as was presented in Council march 2018 report, implying a cost of up to \$170,000 to solve an issue that was claimed to be within tolerance.

It is our hope that your review will find that the Council has in this instance failed to appropriately respond local community safety and amenity concerns that could easily be rectified to avoid further wasted time and cost.

We remain hopeful that traffic flows do not continue to take priority over community safety.

Regards
Atholl Bonner

From: Felice D'Agostino <FD'Agostino@normans.com.au>
Sent: Friday, 17 May 2019 3:30 PM
To: 'athollbonne'
Subject: RE: City of Onkaparinga - Section 270 Review - 2nd May reposnse

Dear Mr Bonner

Can you please confirm if you will be providing us with any further information and if so when we can expect to receive same.

Regards
Felice D'Agostino
Principal

**Norman
Waterhouse**
SINCE 1920 LAWYERS

Level 15, 45 Pirie Street, Adelaide SA 5000 • GPO Box 639, Adelaide SA 5001
T: 08 8210 1202 M: 0423 301 204 F: 08 8210 1234 W: <http://www.normans.com.au>
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From: Sophia Pishas
Sent: Thursday, 2 May 2019 10:58 AM
To: Felice D'Agostino
Subject: FW: City of Onkaparinga - Section 270 Review - 2nd May reposnse

From: atholl bonner
Sent: Thursday, 2 May 2019 10:51 AM
To: Sophia Pishas
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: Re: City of Onkaparinga - Section 270 Review - 2nd May reposnse

Many thanks Sophia,
Additional time to review any further background data of relevance is much appreciated.
The seven emails and attachments selected and sent yesterday go some way to describing the sequence of events from June 2017 (first email now attached) as written request to Council to consider traffic calming on Riviera Road to discourage what the Manager of Assets acknowledged to be a rat run short cut. This followed many years of complaint from residents since new development was connected to the existing rural road, without improvement, resulting in ever increasing volumes of traffic rat running past the

reserve threatening the safety of residents. This was done without a traffic management impact statement as is industry standard practice for such development approvals.

The ensuing 23 months have resulted in a significant investment of time and rate payers' funds in refuting there to be a problem that needs to be solved, even to the point of an implied threat to significantly upgrade the road to direct traffic rather than discourage traffic from using this short cut rather than making use of the connector road built by the developer connecting to the township main distributor road.

While Council's 2002 development plan (attached) showed no connection between the new development and Riviera Road, the 2006 Structure Plan (attached) showed a possible future extension and connection to Justs Road. This plan is no longer in City of Onkaparinga's current Development Plan, consolidated in Feb 2018, and no longer reflective of future planning for the township. Nevertheless this plan was identified as a justification for traffic using this unimproved short cut. The 2006 plan used sighted as reference to potential for significant and costly and unfunded improvements, in preference to a cost effective traffic reduction management, if only for short to medium term while suburb master planning progresses. Note that many other aspects of the 2006 structure plan are not reflective of the development since and planned for the township.

Regards
Atholl Bonner

From: Sophia Pishas <SPishas@normans.com.au>
Sent: Wednesday, 1 Mar 2019 2:59 PM
To: 'athollbonner'
Cc: 'Kim.Vrankovic@onkaparinga.sa.gov.au'
Subject: City of Onkaparinga - Section 270 Review

Dear Mr Bonner

Please find attached correspondence in relation to the above matter for your attention.

Regards,

Sophia Pishas
Personal Assistant

**Norman
Waterhouse**
SINCE 1920 LAWYERS

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Appendix C

From: atholl bonner
Sent: Wednesday, 10 July 2019 2:39 PM
To: Sophia Pishas; Felice D'Agostino
Subject: Re: City of Onkaparinga - Section 270 Review

Many thanks Sophia,

Having read your preliminary report, I have a few points and comments. Whilst comprehensive and thorough your report contains a few misconceptions, misunderstandings and inaccuracies that I would hope to see corrected before you finalise. Please refer to my response attached with original petition to Council with supporting mapping and marked up of map provided by Director Kirk Richardson to Mayor which incorrectly describes the road network and hierarchy according to Council's current RNP.

Regards

Atholl Bonner

From: Sophia Pishas <SPishas@normans.com.au>
Sent: Monday, 8 July 2019 11:54 AM
To: 'athollbonner'
Subject: City of Onkaparinga - Section 270 Review

Dear Mr Bonner

Please find attached Preliminary Section 270 Report for your information. I will send through Attachment B in an email to follow as it is quite large.

Once you have had an opportunity to consider the Report and attachments, please provide any comments to Ms Felice D'Agostino before close of business on Monday, 15 July 2019.

Regards,

Sophia Pishas
Personal Assistant

**Norman
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Whilst acknowledging facts and Council's position it seems to dismiss my points as uninformed. I am an architect that now manages residential redevelopment projects for [REDACTED] and am conversant with the processes policies and procedures that appertain to this situation. In 2017 I took this issue up on behalf of long-suffering neighbours who had been pushed back by Council on numerous occasions over the last 10 to 15 years. One in particular died later that year leaving his widow to sign the petition for Council to do something. As such I have a very personal commitment to fulfil a promise.

My chief assertion is that Councillors were misled in March 2018 through the officer's report presentation of incomplete data, that led to an uninformed decision for no further action.

The thrust of this dispute is that Riviera is a barely sealed country lane, that is subjected to increasing volumes of traffic that threatens the safety of pedestrian and cyclists in proximity of reserve and community facilities.

Petition wording and accompanying mapping that described the new road connect to the old road taking all the new traffic short-cutting

Petition wording submitted to Council:

Heavy traffic volumes on Riviera Road in proximity to Sellicks Hall and recreation facilities is creating an unsafe environment shared between vehicles and pedestrians. This hazard needs to be addressed by Council, as it is an accident waiting to happen. Our community needs to feel secure so their children can walk to the area safely without dodging traffic using the road as a shortcut to Justs Road.

Implement traffic calming measures on Riviera Road, such as speed humps, to reduce traffic speeds and encourage a better distribution of traffic through the road network by using Lurline Boulevard, Sellicks Beach Road and Just Road.

Council has refused to redirect traffic to more suitable purpose built roads constructed for the new residential development and waged a lengthy and costly campaign centred on numbers and standards, each of which I have systematically addressed, as they attempt to avoid dealing with a situation of its own making.

Council's self-managed internal review in August 2018 dismissed my assertion and upheld the decision. After much lobbying and explanation on my part, Council agreed to a more comprehensive recount of traffic volumes in October 2018 which collected traffic volume data on a precinct basis rather than those taken in October 2017 which only considered on Lurline and Riviera, confirming both well within 1,000 vpd deemed satisfactory for local streets.

7.1.3 purports the 'applicant is most particularly concerned with the amenity of the area' whereas safety was the prime consideration of the January 2017 petition given the insubstantial nature of Riviera Road without kerbs, footpaths, cycle lanes etc and having to carry traffic that would be better directed to Lurline Boulevard, having those features to safely carry traffic from the new development.

4.3.2 refers to page 46 of RNP confirming that 'traffic issues should be treated not relocated to other locations' is an absolute in traffic planning to cater for growing volumes. However, this issue was created through Council's failure to adequately assess the impact of significant residential development at the time of application early in 2000's. Traffic management plans and impact statements are normal practice and yet Council seems unable to determine why the development was connected to Riviera Road, and having done so not taken responsibility for the impact of that network connection, that would in time require the upgrade of the Riviera Road to safely carry a massive increase in traffic. The community has inherited the legacy of that failure, with increasing

traffic volumes over the years as the development has been built out such that more uses this road than the boulevard that was built of the purpose.

As such, in this instance, traffic should be treated to correct a traffic planning error. Council could at great cost reconstruct Riviera Road to improve it to safely carry traffic, disconnect the road or apply simple calming treatments to encourage traffic to use the boulevard that directly connects to the main distributor road, Sellick Beach Road.

9.2 - Points out that 'Council staff are employed to provide expert, professional advice based on skills and experience'. On a number of occasions, I have had to argue some fundamentals of traffic management to Council staff, including the above and most recently explaining the concept that traffic feeding through Riviera is contributing to excessive volumes at the top end of Tangier. I marked up a plan (attached below) explaining to Council's traffic engineers the dynamic of Riviera through traffic feeding to Tangier despite Heath Newbury's refusal accept this consequence. With my 30 years of residential development experience and I found Council staff to be dismissive, evasive and patronising in this matter. A number of other members of the community have approached Council, seeking intervention to address the dangerous rat running on Riviera Road. Each dismissed or going without response.

9.3.1.1 - The two submissions may be similar but are not the same and so should not be consider together; one is about damage sustained from increasing traffic the other about it's features to perform the function it is being asked to perform.

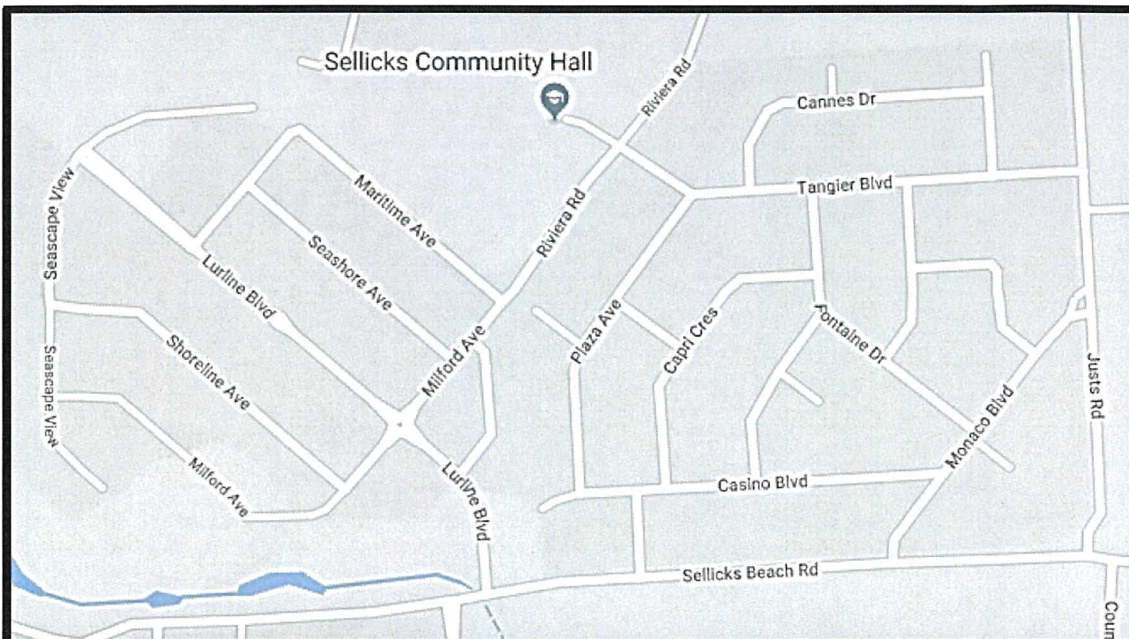
9.3.1.2 - The constant repairs were corroborated in August 2018 by Heath Newbury, James Guy and Kirk Richardson, confirming that Riviera Road was attracting usually high maintenance. This reoccurring dilapidation is due to heavy use of an insubstantial road surface with limited life, as it was never re-constructed with sufficient sub base when connected to take new development traffic, rather it has the thinnest top coat reseal, that is periodically spay sealed and patched.

9.3.1.4 - Missed the point that, while below 500vpd the road is barely wide enough, with no footpaths, kerbs, gutters, bike lanes or pram ramps it presents a safety hazard to the community. Rather than spend money on it which could destroy its character, better to divert traffic to Lurline which is built to move the traffic to the main road.

9.3.2.1 - Lurline is agreed to be underutilised, and yet carries the similar traffic volume as a narrow strip of bitumen, Riviera, while the roads are vast different in their built form, even if those volumes are deemed satisfactory for a local street. The fact remains that the through traffic on Riviera Road contributes to that on Tangier Boulevard tipping it over a volume deemed satisfactory. Such a situation may have to be tolerated across the Council's road network, but this situation is a condition that Council's original network design failure caused and should be corrected.

9.4.1 refers to an average or 1,072 whereas a peak is nearer 1,200 vpd and increasing with development building and increased permeant residential population and car use, as verified by Council sewer volume measurements. Unfortunately this once again focuses consideration on the numbers which gives justification for no action rather than corrective action needed to better distribute traffic to suitable roads.

Do you support the introduction of traffic calming measures to reduce traffic volumes on Riviera Road in proximity of the Sellicks Community Hall and the William Eatts Reserve recreation facilities?

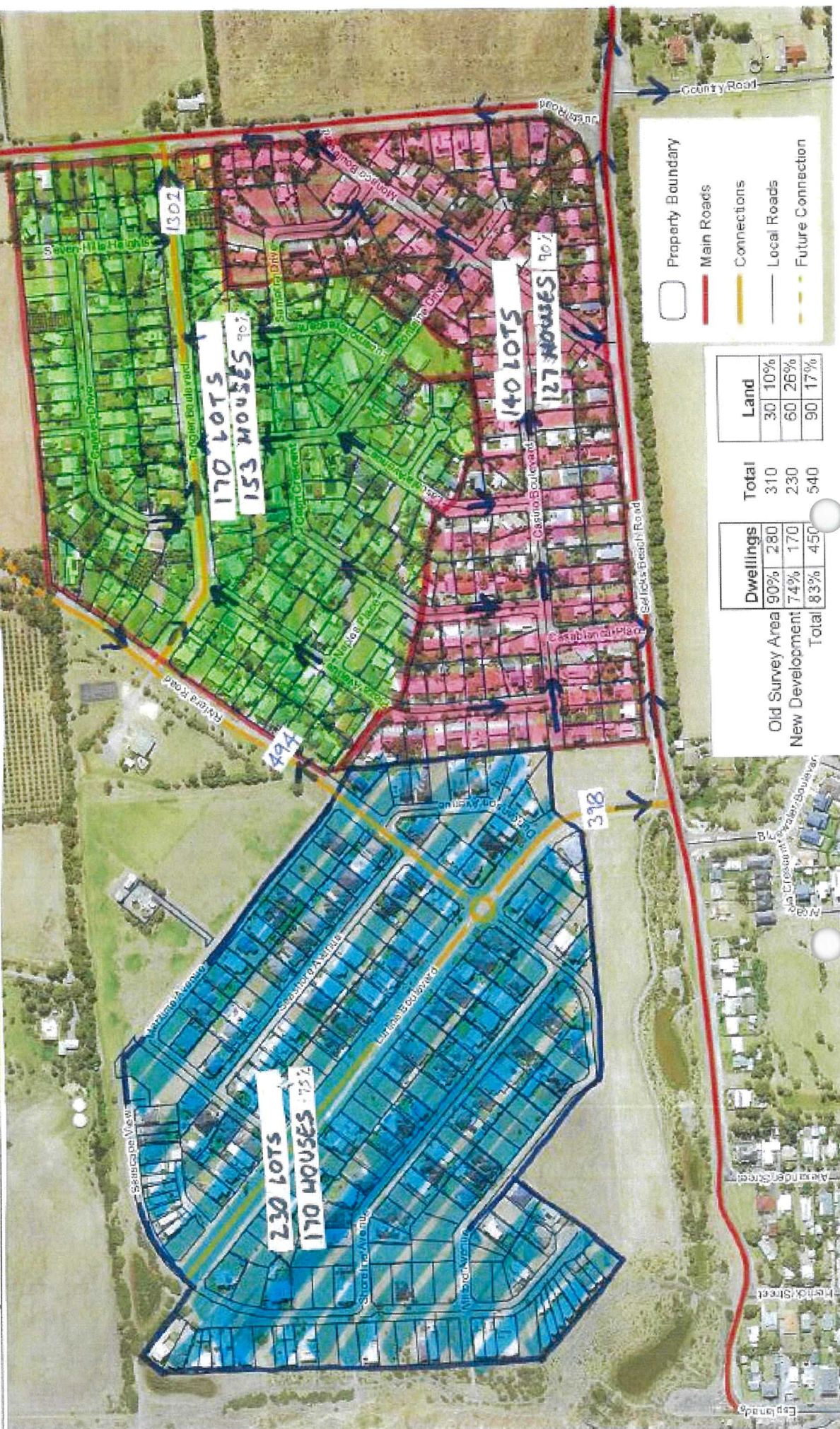


Existing Road Network



Milford Avenue to Riviera Road

New Development	Combined Totals	Old Survey Area
Lots 230	540	310 Lots
75% - Dwellings 170	450	280 Dwellings - 90%
October 2017 vpd per dwelling 5.2 x		x 5.2 Estimated vpd/dwelling based on Lurline/Riviera count
Total vpd from new development 892 =	2361	= 1469 Total vpd from old survey
	Vpd distribution	
October 2017 Average vpd to Lurline 398		661 45% vpd to Monaco/Justs or Sellicks Beach Road
October 2017 Average vpd to Tangier 494	1302	808 55% vpd to Tangier



Petition

To the Mayor and Councillors of the City of Onkaparinga

Petition contact person: Atholl [REDACTED] Bonner

Telephone: [REDACTED]

Address: Riviera Road, Sellicks Beach

Email: [REDACTED]

Date: 15th December 2017

The petition of: *(identify the individuals or group, eg 'residents of the City of Onkaparinga')*

Residents of the Sellicks Beach Community

Draws attention of the Council: *(identify the circumstances of the case)*

Heavy traffic volumes on Riviera Road in proximity to Sellicks Hall and recreation facilities is creating an unsafe environment shared between vehicles and pedestrians. Our community deserves to feel secure so that they and their children can walk in safety without dodging traffic using the road as a shortcut to Justs Road.

The petitioners therefore request that the Council: *(outline the action that the Council should or should not take)*

Implement traffic calming measures on Riviera Road, such as speed humps, to reduce traffic speeds and encourage a better distribution of traffic through the road network by using Lurline Boulevard, Sellicks Beach Road and Just Road.

This hazard needs to be urgently addressed by Council, as it is an accident waiting to happen.

Name	Address	Signature

Implement traffic calming measures on Riviera Road, Sellicks Beach

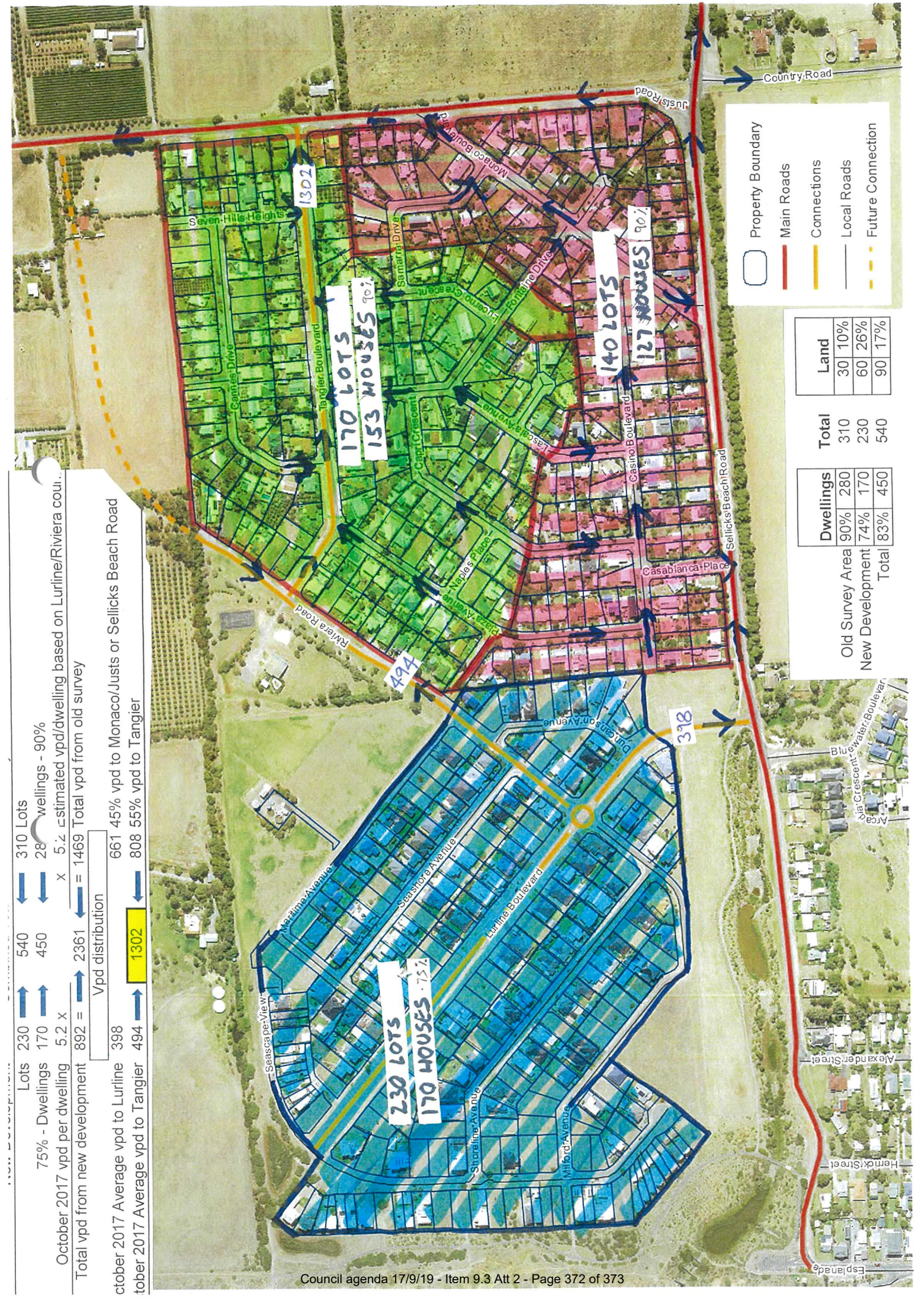
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(Identify the details of the petition on each page)

Implement traffic calming measures on Riviera Road, Sellicks Beach

Name	Address	Signature
(
(

Attach additional sheets as required



- Property Boundary
- Main Roads
- Connections
- Local Roads
- Future Connection

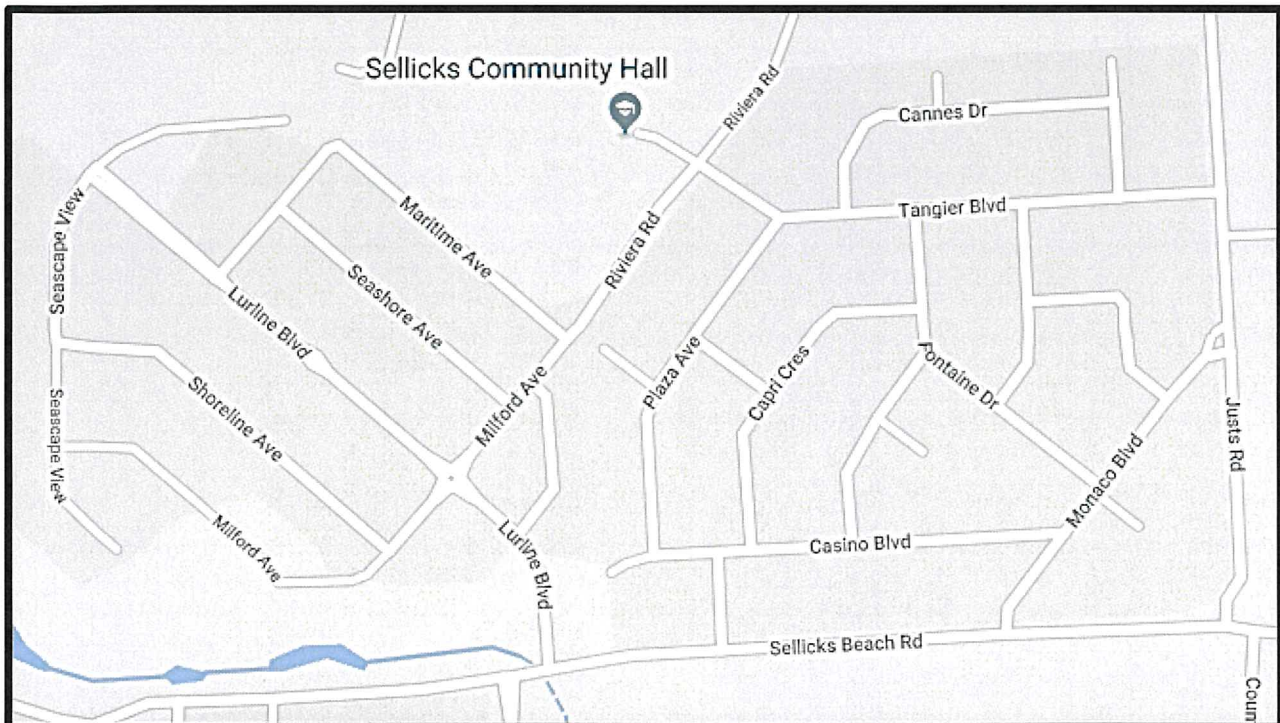
Land	Total
30	10%
60	26%
90	17%

Dwellings	Total
90%	310
74%	280
83%	170
	450

Old Survey Area	New Development	Total
90%	74%	83%
280	170	450

October 2017 vpd per dwelling 5.2 x 75% - Dwellings 170 540 310 Lots
 Total vpd from new development 892 = 2361 = 1469 Total vpd from old survey
 October 2017 Average vpd to Lurline 398
 October 2017 Average vpd to Tangier 494 1302
 661 45% vpd to Monaco/Justs or Sellicks Beach Road
 808 55% vpd to Tangier

Do you support the introduction of traffic calming measures to reduce traffic speed and volumes on Riviera Road in proximity of the Sellicks Community Hall and the William Eatts Reserve recreation facilities?



Existing Road Network



Milford Avenue to Riviera Road