



Friends of Willunga Basin inc.

PO Box 710 Willunga 5172 Chair Geoff Hayter Secretary David Gill ph 08 85562289 info@fowb.net

Attn: Andrew Queisser

City of Onkaparinga

mail@onkaparinga.sa.gov.au

22nd April 2020

RE: Aldinga - Willunga Cycleway

Dear Andrew,

Friends of Willunga Basin (FOWB) has long supported the need for a safe and attractive cycling and walking route between Aldinga Township and Willunga. We have promoted this idea over many years, including in various discussions with you. We are thus pleased to see this latest consultation, which represents formal recognition by Council of the need for an agreed plan to establish a cycleway along a specific route – although we are aware that there is no funding at this time.

Cycling is an extremely popular activity in this district, with huge benefits to health and to tourism, in addition to a role for an increasing number of people for normal commuting and shopping reasons. Access to Willunga from the north is excellent with off and on road options. The route to Aldinga from Willunga is a notable exception – as, for that matter, is a safe route from Aldinga to Seaford. Walking is also a very popular recreational activity.

FOWB has long highlighted the importance of a route that is not only much safer than the present situation but one that is also aesthetically pleasing. Cycling on a variety of quiet back roads, passing rural properties and historic buildings, is both a stark and delightful contrast to a 6 km (from the western edge of Willunga) straight run right alongside a busy road carrying quite heavy traffic travelling at 80 km per hour. If we are to attract increasing numbers of cyclists and walkers to travel between Willunga and Aldinga, the aesthetics of the route are important. Thus we reject Option 3.

More than this though, Option 3 is also rejected because at its western end it feeds directly into the exceedingly dangerous intersection at the corner of Aldinga and the soon to be duplicated Main South Road.

As against Option 3, Option 1 has an improved aesthetic but is diminished by passing beside the odourous and unattractive Peats Soils facility, which also generates significant truck movements. Further, this route still requires an extensive (almost 3 km) run along Aldinga Road. The roadworks proposed around the Victor Harbor Road overpass in Willunga would be a great improvement on the present situation creating much improved safety.

FOWB believes that elements of Option 2 could be incorporated into Option 1, by using California Road to link to Little Road, then returning to Flour Mill Road by Adey Road. Although this adds 1.5 km to the route it is far more scenic and would clearly be more attractive visitors.

Alternatively, and at a modest additional cost, Pethick Rd could be used to establish a link to Little Rd. FOWB would be interested to understand the cost differential between this approach, which would obviate the need for 3 km of new trail along-side Aldinga Rd.

In the longer term, we see a trail which connects from Little Rd into the heart of Willunga, under Victor Harbor Rd and via Norman Rd. In this regard, we suggest that Council's consultation material incorrectly marks down Option 2 on account of its not having connection to Willunga when Norman Rd does just that.

Above all else though, FOWB believes that a critical element in a cycling/walking route between the two townships is a safe crossing of Main South Road. Traffic flow has vastly increased in recent years – hence the pending duplication – and will increase again with the completion of the new Aldinga R-12 School, the duplicated road, expanded housing (up to 900 dwellings) adjacent Old Aldinga and increased development further south on Fleurieu Peninsula,.

A cycleway, of itself, will also greatly expand the number of people needing to cross. The present bike crossing at the Port Rd roundabout is both difficult and dangerous. Traffic heading south on Main South Rd slows only slightly for the roundabout and the sightline of approaching traffic is compromised by the sloping land. The roundabout also has the effect of smoothing the traffic flow, meaning that at heavy traffic times there are few gaps for a pedestrian/cyclist to cross, promoting risk taking behaviour.

As an aside, we also note that the reconfiguration of the eastern end of Port Rd in recent years makes no provision for cyclists, so having crossed Main South Rd, there is nothing to do but ride on the footpath. In all, the proposed arrangements at this intersection need a complete re-think.

FOWB would like to discuss a possible alternative to the underpass idea previously discussed with Council staff – being that a considerably cheaper option could be implemented during the construction of the duplicated South Rd carriageways. We believe that creating a 'cut and cover' underpass closer to the roundabout' rather than at the site of greatest height of the embankment' should be evaluated as an option for a safe crossing.

As it is currently presented, we believe that Option 1 is an unsatisfactory and unacceptable solution which will create material risks to its users at the Main South Rd/Port Rd intersection.

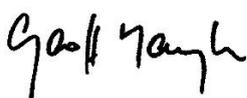
We would welcome the opportunity to discuss this with you and perhaps someone from DPTI in a teleconference meeting.

In summary therefore, FOWB:

- completely supports the creation of a 'proper' bikeway and pedestrian trail from Willunga to Aldinga, which it sees as significant local infrastructure, and urges Council to seek funding for its early creation;
- rejects Option 3 as being boring, unpleasant and, at its western end, dangerous; and
- asserts that a safe crossing at (and preferably under) Main South Rd is absolutely critical and that Option 1 does not currently provide a satisfactory or acceptable solution in this regard.

We look forward to ongoing discussion with Council on this excellent initiative.

Yours faithfully,



Geoff Hayter, Chair Friends of Willunga Basin