

OC952020 Moved: Cr Carol Schofield
 Seconded: Cr Marilyn Henderson

That Council receive and note the report on the Draft Bridge Terrace Masterplan.

CARRIED

OC962020 Moved: Cr Marilyn Henderson
 Seconded: Cr Bryan Littlely

That Council undertake community consultation on the Bridge Terrace Masterplan, concept options 1 and 2 in accordance with Council's Consultation Policy.

CARRIED

OC972020 Moved: Cr Carol Schofield
 Seconded: Cr Andrew Robertson

That the feedback from the consultation on the Bridge Terrace Masterplan Concept Options be presented in a further report to Council.

CARRIED UNANIMOUSLY

Commentary

Following the resolution of Council on 24 February 2020 the two concepts for the Bridge Terrace Masterplan were placed on public display in accordance with Council Policy, opening on 5 March 2020 and Closing on 27 March 2020. Concept 1 is provided as Attachment A, and Concept 2 as Attachment B. The consultation included a mail out to nearby residents and landowners in Bridge Terrace, notification in the Victor Harbor Times, Council website, Facebook page and Victor Viewpoint. Council also held an open on-site consultation on Tuesday 17 March 2020, from 4pm to 6pm, with approximately 20 members of the public including nearby residents in attendance.

The feedback was directed via the Yoursay engagement. The full responses received are summarised in Attachment C with comments and clarification where necessary. A statistical report on the 42 Yoursay responses is provided as Attachment D under separate cover. The 42 responses received via Yoursay are provided in Attachment E under separate cover. Feedback received separately from the Bridge Terrace residents is provided as Attachment F, Victor Harbor Yacht Club Attachment G, and Feedback from Porter and Bechervaise as Attachments H and I respectively.

The Yoursay participants were asked a series of questions which are summarised below.

How do you use Bridge Terrace recreation area, with walking cycling or informal exercise receiving 37 responses, and visiting the beach 31, and 14 for social activities.

The question on the various features of the two concepts received a broad range of responses, with the highest received for improved pathways for pedestrians and cyclists (34), additional landscaping and upgraded irrigation (24), upgraded beach access (22) and drinking fountain (20).

What is your preferred concept, with 27(67.5%) favouring Concept 2 and 13 (32.5%) favouring Concept 1.

Concept 2 is clearly favoured from the responses received, but a number of issues were raised which still need to be resolved in terms of conflicts with Sea Rescue and the Victor Harbor Yacht Club. It would seem the main concern is related to formalised parking in the area in front of the Sea Rescue and Yacht Club. While this parking would help to formalise this area, it is not necessary to achieve the passage of the Encounter Bikeway. Removal of this formalised car parking in this area from Concept 2 would alleviate many of the concerns expresses in regard to Concept 2. This is the direction of the recommendation for Council resolution.

The Yacht Club submission also discussed concern with impact on their lease area. A copy of the lease plan is provided at Attachment J. It should be noted that Concept 2 does not impact on the lease area, however if Option 1 was to proceed negotiation with the Yacht Club would need to be considered. This could be done as part of the lease negotiations, as the current lease expires on 30 June 2020.

RISK ASSESSMENT

The following risks have been assessed in accordance with Council's Risk Management Framework and Policy:

Socio Political, Community Issues / Reputation – There is a possible Risk to Council's reputation if the design does not meet community need and expectation. The broad consultation on the Masterplan options will help to reduce this level of risk to Council. This risk is assessed as **low**.

Employee Safety/Public Safety – There is a possible risk to public safety if the design does not ensure public safety and compliance with Australian Standards and the Disability Discrimination Act and Regulations. By ensuring any re-design is in keeping with Australian Standards and relevant legislation will reduce this level of risk. This risk is assessed as **low**.

REFERENCES

City of Victor Harbor Community Plan 2036 and Strategic Directions 2016-2020

Objective 2 - Attractive Lifestyle and inclusive community

- Approach 2.3 Provide and maintain open space and recreation facilities
 - Strategy 2.3.1 Provide and maintain a range of facilities to meet the needs of the whole community and encourage active recreation.
 - Strategy 2.3.2 Implement the recommendations in the Victor Harbor Recreation and

Open Space Strategy to ensure sport and recreation facilities meet demand.

Strategy 2.3.6 Implement the recommendations of the Victor Harbor Local Area Bicycle Plan (2016).

Objective 5 - An innovative Council Empowering the Community

- Approach 5.1 Cultivate and demonstrate community leadership
 - Strategy 5.1.1 Decision making is transparent, and complies with legislative and policy requirements.
 - Strategy 5.1.3 Build leadership within the community
- Approach 5.2 Encourage active citizenship and community pride
 - Strategy 5.2.4 Engage with the broader community to seek their views and expectations
- Approach 5.3 Provide effective and efficient levels of service delivery
 - Strategy 5.3.1 Support continuous improvement, innovation and excellence in service delivery

Other references used:

- Victor Harbor Recreation and Open Space Strategy 2017
Key Actions: Continue to undertake path and landscape improvements along the Encounter Bikeway, particularly focusing on connectivity and ease of use.
- Victor Harbor Local Area Bicycle Plan 2016
Strategy 4.1 Off Road Paths: Upgrade existing and develop new local recreational cycling opportunities on off-road paths.
- Yacht Club to Bridge Terrace:
 - Provide a new alignment through the reserve.
 - Provide a separated bike lane at the northern end of Bridge Terrace. (Further Discussion provided in Resource Document, s. 4.2.5)

BUDGET IMPLICATION

There are sufficient funds in Job #63379 Foot/Bike Strategies for the purpose of undertaking further amendments to the Masterplan for Bridge Terrace at a cost of \$2,000.

Current Budget	=	\$30,000
Less Expenditure to date	=	\$10,321
Less Report Expenditure	=	\$ 2,000
Budget Remaining	=	\$17,679

No additional funds are required.

This report seeks a resolution from Council to allocate \$40,000 in the draft 2020/21 Capital Budget to support this project.

CONSULTATION

Director Environment and Infrastructure – Glenn Sanford

Starclub Field Officer – Jeremy Bell

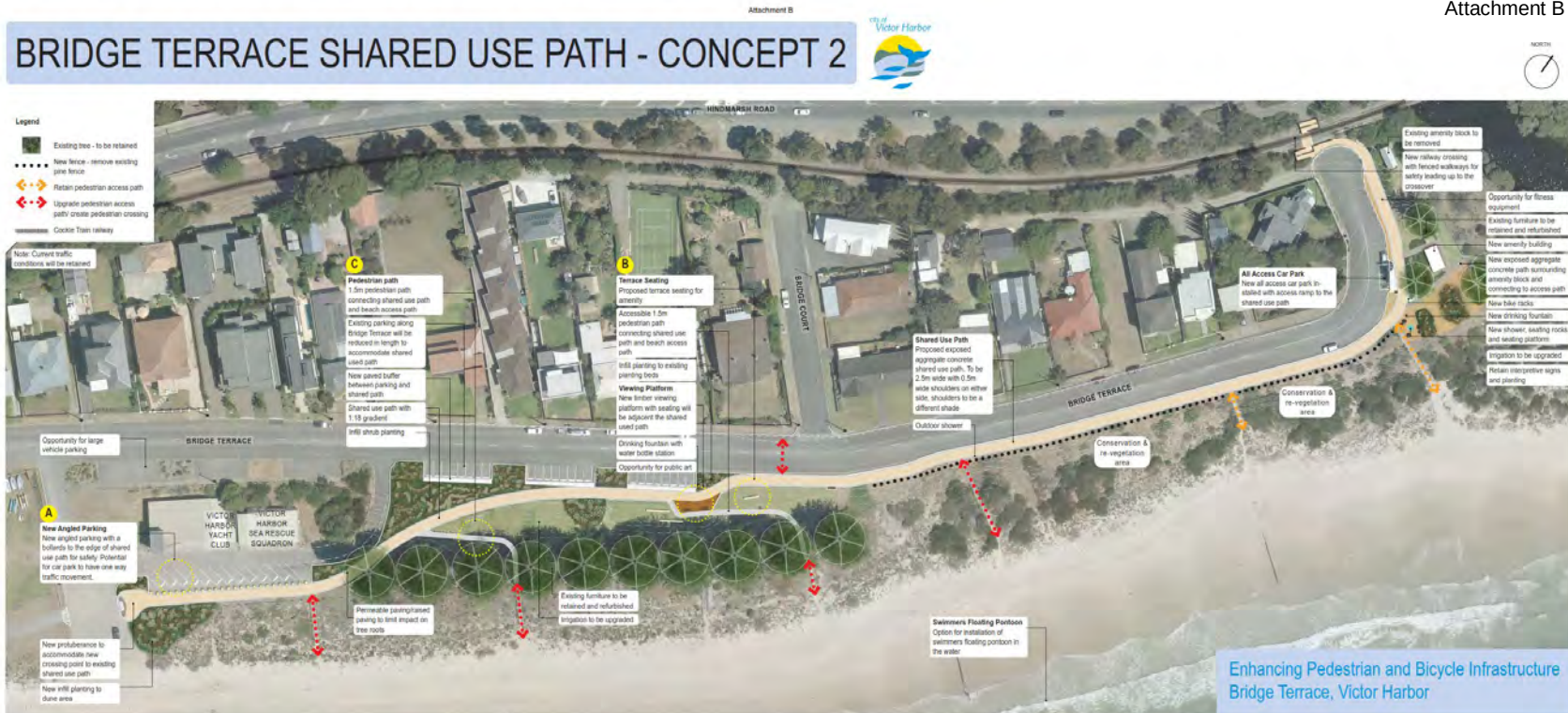
Communications Officer – Michelle James

Greenhill Engineers – Amy Prince (Principle Landscape Architect)

Community - Meeting Bridge Terrace Tuesday 17 March 2020, from 4pm to 6pm

Community Consultation – Broad Community and Bridge Terrace residents and landowners





Outcomes

The draft Concept Plans show the extension of the shared use path along Bridge Terrace.

This project aims to create:

- ✓ Extend the existing shared use path along Bridge Terrace, in front of the Victor Harbor Sea Rescue Squadron and Yacht Club and linking to the shared use path to the West of the Yacht club. The aim is to create a safe and accessible recreational link for all
- ✓ Create new pedestrian paths through the reserve and upgrade existing beach access connections
- ✓ New seating options and viewing platform for amenity and recreational use
- ✓ Improve existing parking along Bridge Terrace
- ✓ New beach shower with additional seating options
- ✓ New amenity block
- ✓ New parking in front of Victor Harbor Yacht Club

Have your say

To find out more or provide feedback on this proposal visit the City of Victor Harbor Civic Centre at 1 Bay Road, Victor Harbor or go to www.victorharbor.sa.gov.au/bridgeterrace.

Share your thoughts before XXX.

BRIDGE TERRACE MASTERPLAN OPTIONS – CONSULTATION FEEDBACK SUMMARY

COMMUNITY FEEDBACK	COMMENT OR CLARIFICATION
No need for any change, don't need to fix what isn't broken	Recommendation from Bike Strategy to reduce risk of vehicle / bike accidents and to improve the experience of the Encounter Bikeway
Safety concern with bikes riding along pathway above reserve, safer on roadway	As above
Reserve and adjacent beach very well used and pathway would reduce safety for pedestrians crossing pathway	This occurs in many places without safety concerns
Cyclists currently enjoy riding on roadway	Some cyclists prefer riding on roadway, but not suited to many other riders
Protect natural beauty of the reserve, beach and the sea, not erecting fences which would affect this.	The designs take this into account with fence style having minimal impact on vistas
Number of timber walkways are reduced restricting options for access to the beach	Only one of seven beach accesses closed in this area.
Assist disabled access by improving quality of grass and timber walkways not intrusive indirect pathways	Improving and maintaining grass quality would help some access but not many others
Suggest money better spent on other sections of the Encounter Bikeway	Priorities set from Bike Strategy, but Council can reprioritise if necessary
Concern choice of one option or other without opportunity to choose neither option	Comments still allowed neither option to be selected as some did
Concern with speed of bikes in this area and need for speed restriction on pathway	Not seen as feasible to enforce. Riders need to ride to conditions and respect other users
Need to widen beach accesses	Agreed some of the beach accesses are currently quite narrow, consider widening some of the accesses.
Option 2 – if car park sealed consider drainage	Would be considered as part of detailed design
Believe bike riders will not use Bridge Terrace if roadway narrowed and shared path installed	This may be the case for some riders, but they will still have a choice to use the shared path, Bridge Terrace, or Hindmarsh Road.
Concern width of roadway will be reduced too much making it not suitable for boats, caravans and large 4 wheel drive vehicles	The road width will still cater for larger vehicle access where needed
In favour of current low post & rail fencing not higher fencing, and keeping signage down low	No comment or clarification required
support a sealing of the existing footpath on the southern side of Bridge Terrace so prams and the disabled can use the thoroughfare	No comment or clarification required
in favour of a link between the upgraded footpath and the beachfront path adjacent to the existing skate park where the gradient would be much less than tackling the gradient around the yacht club	Understand this relates to bringing a path through the Youth Park/Croquet Club car park and then along the existing footpath

Option 2 speed restrict by bylaw the speed of cyclists down the ramp from the road level	Unlikely to be practical, but can be investigated
Concern about a new shared path next to a low speed pedestrian, pram & wheelchair / mobility scooter beach reserve which is a destination for young & extended family picnicking	No comment or clarification required
VHYC. Concern from Yacht club of Encounter Bikeway traversing the Yacht Club Lease area	The Yacht Club Lease Area was not impacted on by the original concept nor Option 2, but Option 1 if progressed would need to be discussed with the VH Yacht Club as part of Lease renewal discussions. The current lease expires on 30 June 2020.
VHYC. Concept 1 - Yacht Club concern with loss of lawn area by boat house used for washing down equipment	Would need to be discussed further with Yacht Club if Concept 1 is advanced
VHYC. Concept 2 – VH Yacht Club concern with area in front of Sea Rescue Squadron – should remain no parking	Should be discussed with Sea Rescue Squadron representatives
VHYC. VH Yacht Club not supportive of either Concept 1 or Concept 2	No comment or clarification required
VHHC. Doubt that this is a suitable location for a floating pontoon as shore break up to 1m	Site for pontoon to be considered further
1. Prefers Concept 2 as the Bikeway flows better from existing path and overall more appealing.	No comment or clarification required
2. Like improved pathways for both pedestrians and cyclist, upgraded beach access and bike racks	No comment or clarification required
2. Prefer Option 2 as it will look better going through the park	No comment or clarification required
3. Pathway is quite close to the beach, much nicer way to walk/cycle into town instead of Hindmarsh Road which is noisy and busy.	No comment or clarification required
4. Option 2 keeps pedestrians and bikes away from most of yacht club traffic, only crossing path for launching boats.	No comment or clarification required
4. Concern Option 1 is not DDA compliant making it difficult for elderly and people with disabilities.	Agreed the steep ramp is not ideal from a compliance and ease of use perspective
4. Like path under the shade of the trees in Concept 2	Only marginally under shade
4. Like swimmers floating pontoon and additional landscaping and upgraded irrigation	No comment or clarification required
5. Option 2 doesn't reduce car parking, gets walkers to the beach and provides one way direction for car parking by Sea Rescue.	No comment or clarification required
5. Suggest extra planting to hide Sea Rescue roof, underground power, sealing Yacht Club Car Park and beach access	Additional to concept, but could be value adds to the project.
5. Like grassed area, quiet, safe for families and kids with swimming pontoon and drinking fountain	No comment or clarification required
6. Like the features of Concept 2 including gentle slope across corner of reserve, Bike racks, improved	No comment or clarification required

car parking, upgraded beach access, additional landscaping and irrigation, exercise equipment, public art opportunities, beach showers, improved pathways, seating, pontoon, drinking fountain.	
6. Concern with safety of Option 1 crossing the yacht club entrance roadway/driveway.	This option does increase conflict with vehicles coming down the access road
7. Like the features of Concept 2 including gentle slope across corner of reserve, improved car parking, upgraded beach access, exercise equipment, beach showers, improved pathways, seating, pontoon, drinking fountain.	No comment or clarification required
8. Like the features of Concept 2 including gentle slope across corner of reserve, upgraded beach access, additional landscaping and irrigation, improved pathways, seating, pontoon.	No comment or clarification required
8. Would like to see lighting along the pathway	This has been considered and should be part of detailed design
9. Like the features of Concept 2 including gentle slope across corner of reserve, Bike racks, improved car parking, upgraded beach access, additional landscaping and irrigation, exercise equipment, public art, beach showers, improved pathways, seating, pontoon, drinking fountain, new fencing, new railway crossing.	No comment or clarification required
9. There is currently a poor connection between the main street precinct and the foreshore. The concept two will help to activate the space, rather than skirting around it on the footpath.	No comment or clarification required
10. Like the additional landscaping and upgraded irrigation, improved pathways and beach showers	No comment or clarification required
10. Prefer Option 1 as it doesn't cut through the reserve area and doesn't interfere with the area in front of the Yacht Club & Sea Rescue building. It provides additional safe shared pathway for users who would choose to travel on the section of Bridge Terrace above the Croquet Club.	I understand this to relate to walkers on the footpath above the Yacht Club and Croquet Club connecting to the pathway along the top of the Sea Rescue in Concept 1
10. At the SW end of the Yacht Club where the proposed pathway turns down from Bridge Terrace to meet the existing pathway, it would be beneficial to include an extension of the pathway parallel with Bridge Terrace to the existing roadway leading down to the Yacht Club. This approx. 15 metre extension, probably in different colour concrete, would allow pathway users a practical access to the section of Bridge Terrace above the Croquet Club to the railway crossing at Grantley Ave. Also, there is an existing light pole at the NE end of the Yacht Club which is very close to the proposed pathway which would be quite unsightly and possibly a hazard. This could be replaced with a proper light pole, possibly with solar panels/batteries, and placed in a more suitable	This additional footpath connection sounds reasonable to provide connection to the existing gravel path above the Yacht Club and Croquet Club to the Youth Park, and then a crossing to Grantley Avenue. This is beyond the scope of this project but worth considering in the broader context. Lighting and possible removal of poles would be considered as part of the detailed design

position. Everything else seems very satisfactory and should be a pleasant enhancement.	
11. Likes drinking fountain and water bottle station, more seating, bike racks, additional landscaping and upgraded irrigation, improved pathways for both pedestrians and cyclists, beach showers	No comment or clarification required
11. Option 1 has better safety alongside the road rather than in front of the sea rescue squadron where vehicles must have access.	No comment or clarification required
11. The site marked in concept 2 for possible large vehicle parking is an inappropriate location.	Not sure why. This comment reflected changing 90deg parking to parallel parking creating an opportunity for longer vehicles such as boat trailers
12. Likes More seating, improved pathways, swimmers pontoon, beach showers, drinking fountain, additional landscaping and upgraded irrigation, exercise equipment	No comment or clarification required
12. Prefers Option 1 as I use the bike path every week riding to work so I like that it is along the roadside	No comment or clarification required
13. Likes the park right on the beach where you can have picnics on the lawn, kids can play and I walk my dog there most days.	No comment or clarification required
13. Prefer Option 1 as there is no loss of car parking and no interference for the Sea Rescue access to their shed and no interference to the yacht club. The improvements will be great as this is a well-used foreshore space.	Option 1 has reduced car parking above VH Yacht club boat house and Sea Rescue. Option 2 does not change this 90deg parking so no loss of parking. Appreciate concerns re angled parking in front of Sea Rescue.
13. Likes additional landscaping and upgraded irrigation, seating, public art, beach showers, upgraded beach access, improved pathways	No comment or clarification required
14. Prefers Concept 2 and likes swimmers pontoon and upgraded beach access	No comment or clarification required
15. Prefers Concept 2 with shared path in front of Yacht Club and fronts the beach. Keep landscaping natural with local plantings	Landscaping would be using local indigenous species.
16. Prefers Concept 2 with shared path in front of Yacht Club	No comment or clarification required
16. Likes bike racks, improved car parking, upgraded beach access, additional landscaping and irrigation, exercise equipment, public art, beach showers, improved pathways, seating, pontoon, drinking fountain, new fencing, new railway crossing.	No comment or clarification required
17. Prefers Concept 2 with shared path in front of Yacht Club, feels the path must go on the beach side of the yacht club	No comment or clarification required
17. Suggests the railway crossing should be an automated gate instead of the dismount as is a pain to dismount and walk through a maze with such a small number of trains.	Will need to discuss with designers and consider viability of automated options.

18. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways, upgraded beach access, beach showers, water bottle station and swimmers floating pontoon	No comment or clarification required
18. Likes that concept 2 has no impact on parking spaces and is closer to the water so would have a better outlook.	No comment or clarification required
19. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways and inclusion of a water bottle station.	No comment or clarification required
19. Feels the view of the Bay and surrounds would be fantastic with Concept 2. Feels it is safer option with less slope and not running alongside a road way.	No comment or clarification required
20. Prefers Concept 2 with shared path in front of Yacht Club, likes the beach showers, water bottle station, exercise equipment, improved pathways, and upgraded beach access.	No comment or clarification required
20. Likes that Concept 2 keeps kids off the road, users can enjoy being closer to the beach. Feels the bikeway should be continued under the road to link up with the pedestrian bridge.	Not sure what road is meant here as the pedestrian bridge is on the same side of Hindmarsh Road.
21. Prefers Concept 2 with shared path in front of Yacht Club, likes the swimmers pontoon, water bottle station, upgraded beach access, and improved pathways, exercise equipment, beach showers, bike rack.	No comment or clarification required
21. Likes that Concept 2 is safer, as children are away from road side. Likes the gentle slope. Would like flexibility or availability for there to be a kiosk or food truck for summer activities. Believes it's a very beautiful, unutilised area, with no nearby food or drink options.	This could be considered to provide a space near Bridge Point.
22. Prefers Concept 2 with shared path in front of Yacht Club, likes the new railway crossing, the swimmers pontoon, exercise equipment and water bottle station.	No comment or clarification required
22. Feels Concept 2 is a safer choice for children and families, crossing only one yacht/car traffic way.	No comment or clarification required
23. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways, upgraded beach access, bike racks and water bottle station.	No comment or clarification required
23. Feels Concept 2 has a better walkway for family's who live in area, while still maintaining car parks for visitors.	No comment or clarification required
24. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways and swimmers pontoon.	No comment or clarification required
24. Believes Concept 2 is safer as only crosses the yacht club access once. Requests "normal" concrete	Current proposal is exposed aggregate concrete.

or bitumen is used rather than intricate paving (that seems to have to get pulled up in a few years)	
25. Prefers Concept 1 with the shared path (Encounter Bikeway) running along the roadside, likes the improved parking, the bike racks, beach showers and additional landscaping.	No comment or clarification required
25. Prefers the path alignment which traverses the northern side of the Yacht Club and Sea Rescue buildings as it directs people away from the Yacht Club & Sea Rescue squadron carpark and doesn't impact on the reserve's open space aspect as much as concept 2. Does not agree with other proposed developments such as the 1.5m pedestrian path, the timber viewing platform & terrace seating as detailed in diagram B. Believes there is opportunity in the corner of the Yacht Club & Sea Rescue squadron carpark to provide 1 or 2 disabled permit car park spaces.	No comment or clarification required
26. Suggests we save the monies as there are far more important issues than this project. Does not want another path put through the grassed area, advises there is already a path through the grassed area further east.	Not sure what path is referred to through the grassed area to the east?
27. Prefers Concept 2 with shared path in front of Yacht Club, likes the public art opportunities, water bottle station, new railway crossing, improved pathways, bike racks, and upgraded beach access.	No comment or clarification required
27. Feels it is a great idea and will provide better use of this area, and will encourage more people to be active and safe.	No comment or clarification required
28. Prefers Concept 1 with the shared path (Encounter Bikeway) running along the roadside.	No comment or clarification required
28. Likes Concept 1 as it redirects cyclists and walkers away from the areas used by the Yacht Club and Sea Rescue Squadron and feels it presents a safer option for both cyclists and pedestrians.	No comment or clarification required
29. Prefers Concept 1 with the shared path (Encounter Bikeway) running along the roadside, likes the upgraded beach access, the new railway crossing and improved pathways.	No comment or clarification required
29. Believes with Concept 1 there is far less opportunity for an accident to occur when carrying out Sea Rescue activities. Also is less likely that visitors will take Sea Rescue Members car parks, preventing the boats from being accessed / launched / retrieved.	No comment or clarification required
30. Neither options preferred, wants pedestrians only path as cyclists are aggressive where there is shared use. Believes the Hindmarsh Road bike path is adequate, cyclists don't need Bridge Terrace.	Shared paths work in other areas provided they are a reasonable width. There is not a bike path on Hindmarsh Road

Likes the swimmers pontoon	
31. Prefers Concept 2 with shared path in front of Yacht Club, likes the swimmers pontoon, improved pathways, water bottle station, upgraded beach access, beach showers and new railway crossing.	No comment or clarification required
31. Feels Concept 2 is plain common sense - if you don't put the shared path opposite the existing path people will simply ride and walk up the driveway in front of the yacht club and sea rescue.	No comment or clarification required
Suggests a cantilever path or timber decking is considered to allow you to go out over the steep embankment. Advises this is done a lot on the coast in eastern states. Would be disappointed if the amenity building was constructed of the same material as the one on the sea front behind the Newland Church, feels this is already deteriorating as these products can't cope with salt air.	This would be an expensive option to consider, but would reduce impact on road width if this was a major concern
32. Prefers Concept 1 with the shared path (Encounter Bikeway) running along the roadside, likes the improved pathways, upgraded beach access, more seating, beach showers, water bottle station, improved car parking	No comment or clarification required
32. Feels Concept 1 minimises intrusion on open grassed area, and improves amenity and streetscape of Bridge Terrace.	No comment or clarification required
Feels electricity along Bridge Terrace should be underground as per the roads either end of Bridge Terrace to really upgrade and beautify the streetscape.	This is not necessary for this project, but could be considered as part of future prioritisation of undergrounding power
Suggests more seating and picnic tables are really needed.	Can be accommodated in detailed design
Feels the path should be a walking path not a shared path for pedestrian safety reasons.	The Encounter Bikeway is a shared path and not reasonable to have some sections where bikes are not permitted
33. Prefers Concept 1 with the shared path (Encounter Bikeway) running along the roadside, likes the improved pathways.	No comment or clarification required
33. Is concerned with the bikeway being 2.5 metres wide the parking will reduce parking to one side of the road as it will be too narrow.	The design allows for parking both sides of Bridge Terrace as is currently the case
Feels in that case there will be constant cars parked in front of houses increasing noise i.e. doors slamming/dogs barking.	There will be no change to car parking along the roadside

Feels fencing should be minimal, not an eyesore – present post fencing is fine.	The proposed fence is unobtrusive design to disappear in the view
34. Prefers Concept 1 with the shared path (Encounter Bikeway), likes the water bottle station, more seating, beach showers, improved pathways and additional landscaping.	No comment or clarification required
34. The front of the Yacht Club is a rigging area for the sail training boats, the Yacht Club shed in which these boats are stored is also the storage site for 4 support power boats which require equipping and checking before entering the water and again on being returned to the shed. This can only be done in front of the shed and is part of the safety requirements.	Suggest formalised parking in this area needs to be reviewed in light of the comments and further discussed with the Yacht Club
The Sea Rescue Shed which is marked out for car parking on the plan, is already a restricted parking area and should not be included in the number of public car parks in the plan.	This should be further discussed with Sea Rescue to determine a reasonable parking layout.
If the Master Plan is really thinking for the future it would not be planning a bike track through a work area	The Encounter Bikeway currently runs through this area. The plans seek to formalise the pathway and help to reduce conflict
The Bridge Terrace bike track should not join the present frontage bike/ walkway until after the Croquet Club.	This would involve the pathway crossing three driveways and traversing the Croquet Club/Youth Park car park. This would appear a much busier route
35. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways, more seating and upgraded beach access.	No comment or clarification required
35. Liked that Concept 2 keeps walkers off park lawns.	
Feels a fence and locked gates to give rescue squadron and yachts access to sea should be included, otherwise cars will park blocking access.	Not quite sure where this refers to, but formalising the car parking will assist in managing where cars park
36. Prefers Concept 2 with shared path in front of Yacht Club.	No comment or clarification required
36. The Committee of VH RSL request with some urgency that Council seriously consider an extension to Plan 2, by replacing the suggested 'conservation and re-vegetation area' with a more formal grassed area - to allow catering for future tourist activities e.g. The Sailing Club NYE event to be staged at this location, instead of the currently favoured Soldiers Memorial Gardens.	This proposal to replace the coastal dune vegetation with lawn is unlikely to be viable given native vegetation and coastal protection issues.
37. Prefers Concept 1 with the shared path (Encounter Bikeway), likes the exercise equipment, improved pathways, beach showers and additional landscaping.	No comment or clarification required

37. Like that Concept 1 has the shared pathway near the road, and the grassed area and trees maintained. Would like to see outdoor gym equipment installed in this park, as there is none on that side of Victor.	Outdoor Gym equipment has been identified at Bridge Point, but location could equally be in Bridge Terrace Reserve
38. Prefers Concept 1 with the shared path (Encounter Bikeway), likes the improved pathways, new railway crossing and additional landscaping.	No comment or clarification required
38. Likes that Concept 1 has less paved area. Concerned the carparks in front of the boat sheds will restrict movement of boats/trailers and cause a hazard. Requests more shade in the area.	I don't think there is much difference in paved area. This should be further discussed with Yacht Club and Sea Rescue There would appear to be reasonable shade in the reserve, but could be added to car parking areas
39. Prefers Concept 2 with shared path in front of Yacht Club, likes the additional landscaping, improved pathways, water bottle station, new railway crossing.	No comment or clarification required
39. Likes that Concept 2 takes up less land, and only crosses the boat launching area once. Likes that this option is less steep. Feels the pedestrian crossing needs to be a wombat crossing. Would only support an upgraded rail crossing if it was wider & easier to use. A gated rail crossing should be considered. Suggests a 40km speed limit along Bridge Terrace.	No comment or clarification required This can be further investigated in terms of viability This could be recommended to DPTI as part of the redevelopment
40. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways, improved car parking, swimmers pontoon, upgraded beach access, bike racks, water bottle station, new fencing,	No comment or clarification required
40. Likes that Concept 2 allows disabled people / people who are wheelchair/walker bound to easily access the area.	No comment or clarification required
41. Prefers Concept 2 with shared path in front of Yacht Club, likes the new railway crossing, the improved pathways and the additional landscaping.	No comment or clarification required
41. Likes Concept 2 continuity of travel for bikes, wheelchairs, scooters, prams, walkers and dogs with 1:18 gradient. Creates less speed build up with lower gradient coming back. The whole concept looks tidier in keeping with the area.	No comment or clarification required
42. Neither concept should be considered, it is a want not a need. It works as it is.	No comment or clarification required

43. Prefers Concept 2 with shared path in front of Yacht Club, likes the improved pathways, upgraded beach access, new fencing and exercise equipment.	
43. Feels Concept 2 creates safer walking from the continuation of the current path in front of the Yacht clubhouse to the reserve. Finds the installation of exercise equipment appealing.	

To Glen Sanford
(Director of Environment and Infrastructure)
Mayor & Councillors
City of Victor Harbor
/ 3 / 2020

INFRA-20-007
Attachment F
EFL

RECEIVED
CITY OF VICTOR HARBOR
BY: _____
14 APR 2020

The Bridge Terrace Master Plan

Further to your letter of 4th March 2020 and enclosures, and further also to the on-site consultation conducted by the Council on 17th March, we write to express our opposition to the shared pathway proposed by Concepts 1 and 2 of the Plan, and particularly the section of the pathway that would run alongside the Bridge Terrace Reserve. Our reasons are as follows:

(1) Ever since the northern end of Bridge Terrace was closed a long time ago, cyclists have consistently used it for safe and convenient passage. Given that each of the concepts proposes a shared pathway between Bridge Terrace and the Reserve for both cyclists and pedestrians, we believe that, for reasons of safety and convenience, cyclists would choose to ignore the pathway and continue to use the roadway. And in the event that some cyclists would choose to use the pathway, it should be recognised that many bicycles are likely to lack bells or other warning devices, and that the pathway would sometimes provide little or no opportunity to veer to the left or the right. Especially would that be so if, as often occurs on Bridge Terrace, pedestrians were to be either walking together, or pushing a child in a pusher, or walking a dog on a lead. So the risk of collision and injury on the pathway would be significant.

(2) Even if either of the concepts is adopted, it should still be assumed that ratepayers, visitors, schools and other community groups would want to use the Reserve and/or the adjacent beach as frequently as they have done in the past. The beach is one of the best and one of the few readily accessible swimming beaches in the region, and persons needing to access the reserve and/or the beach from the carpark or the roadway would have to cross the

pathway. So the safety of those persons, many of whom would be children, would be at significant risk. Especially given that cyclists on a dedicated pathway would sometimes be travelling at speed and not taking the care that they would on a public roadway.

(3) Notwithstanding the plan adopted by the Council in September 2016 in relation to the Encounter Bikeway to relocate the Bikeway off roadways to avoid conflicts with vehicles, the point which should be made is that safe, convenient and conflict-free passage has long been enjoyed by cyclists who use the Bridge Terrace section of the Bikeway.

(4) The primary concern of the Council should be to protect rather than develop the natural beauty of the Reserve, the Norfolk Island pines, the coastal vegetation, the beach and the sea. This natural beauty would be significantly affected by the fences proposed for part of the shared pathway.

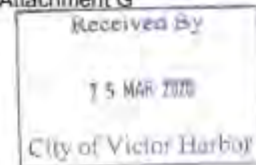
(5) As already mentioned, the beach on Bridge Terrace is one of the best and one of the few readily accessible swimming beaches in the region. Yet both concepts of the Plan have reduced the number of timber walkways providing immediate access to the beach. Surely this should not be allowed to happen?

(6) The point in paragraph (5) above is made also with the interests of the disabled in mind. Disabled persons are often seen on the Reserve and walking their dogs on the beach. If there is a need to improve the quality of the grass and timber walkways giving them direct passage from the car park to the reserve and the beach, surely that could be achieved much less intrusively, and without the long and indirect path shown on the plans of both concepts.

(7) Given that the Plan does nothing to enhance the enjoyment of cyclists, and given also its negative consequences, especially with respect to safety, should not the money to be spent on the Plan be applied to other sections of the Encounter Bikeway in need? And indeed, why make any change at all for cyclists who use Bridge Terrace? In other words, if it ain't broke, please don't fix it.

(8) Finally, and with respect to paragraph (7) above, the Bridge Terrace Master Plan the subject of the letter of 4th March, and the survey form to be completed by 27th March, both show that the Council intended that the focus of the consultation process should be, and only be, a choice between Concept 1 and Concept 2. So, at least until the on-site meeting on 17th March, all those who were opposed to both concepts and in favour of the status quo were effectively disenfranchised by the Council from the consultation process.

Attachment G



The Bridge Terrace Master Plan

Thank you for the opportunity to provide feedback on the plan.

I am the Senior Instructor at the Victor Harbor Yacht Club and the plan has significant impacts on the site. It is this capacity which I make my comments.

Firstly the area concerned is currently leased to the Victor Harbor Yacht Club to conduct its activities. This has been ongoing for over 60 years. It would appear that the lease has been completely ignored by those preparing these concept plans.

Concept 1

I have marked the area concerned with 2.

This is a sloping area adjacent to the boat house of the Victor Harbor Yacht Club. It is an area of lawn which we use to rig and unrig our junior training boats. We are able to lay out the equipment on the lawn when setting up and washing down following sailing.

To have a pathway running through the area is unacceptable.

Concept 2

I have marked the area concerned with 1.

This is the area immediately in front of the Boatshed and the Sea Rescue Squadron.

By placing the pathway and the car parking area there it will be very difficult to manoeuvre the rescue boats stored in the shed, especially if cars are parked in the bays.

At times there are 4 support craft and tow vehicles in this area.

In addition the rescue boats are prepared and washed down in this area.

Having the car parks in front of the Sea Rescue squadron ignores the current situation where parking is not allowed in front of the building so that the boats can be removed.

At the moment operating in this shared area is difficult when conducting classes as vehicles, bikes, scooters, and board riders often ignore common sense when moving through the area. This concept will concentrate the traffic even more.

At the moment we are able to work around the shared area situation. At times it is difficult but not unmanageable. Activities at the Club can be up to four or five days of the week.

For the above reasons both of the plans are not acceptable for the safe operation of the activities at the club.

I also note that there is an option for a floating pontoon for swimmers in the area of the groynes. Once again I doubt those preparing the concept plans have any idea of the sea conditions which we experience in that area from time to time. The shore break can, at times, be up to one metre. Not sure how the system would accommodate that.

Ian Porteous
Senior Instructor
Australasian Sailing Discover Sailing Centre
Victor Harbor Yacht Club

Bridge Terrace Master Plan

Your Say Victor Harbor



Bridge Terrace Master Plan Concept Options

The City of Victor Harbor has prepared two options for re-alignment of the Encounter Bikeway along Bridge Terrace. Both of the concepts have a reduced impact on the useable open space in Bridge Terrace, which is highly valued by residents within the street and the broader community.

Please use the feedback form below to provide Council with your feedback.

Note: All feedback received may be published in a Council agenda.

Name

(Required)

Ian Porteous

Address

Would you support?

☐ Yes

☐ No

What best describes you

(Choose only one)

- ☒ City of Victor Harbor resident
- ☐ City of Victor Harbor non-resident ratepayer
- ☐ Visitor
- ☐ Business
- ☒ Community group or organisation

Bridge Terrace Master Plan

Your Say Victor Harbor

How do you use the Bridge Terrace recreation area?

(Choose all that apply)

- ☐ Walking, cycling or informal exercise
- ☐ Formal exercise class
- ☐ Visit the beach
- ☐ Social activities
- ☐ School camps or aquatic activities
- ☒ Other (please specify)

What do you like most about the Bridge Terrace Foreshore area?

BRIDGE TERRACE MASTER PLAN - CONCEPT 1



- Outcomes:**
The draft Concept Plans show the extension of the shared use path along Bridge Terrace.
- This project aims to:
- ✓ Extend the existing shared use path along Bridge Terrace and link into the shared use path to the West of the Yacht Club. The aim is to create a safe and accessible recreational link for all
 - ✓ Create new pedestrian paths through the reserves and upgrade existing beach access connections
 - ✓ New seating options and viewing platforms for amenity and recreational use
 - ✓ Improve existing parking along Bridge Terrace
 - ✓ New beach shower with additional seating options
 - ✓ New amenity block

Brian Doman

From: James Porter
Sent: Thursday, 26 March 2020 3:06 PM
To: City of Victor Harbor
Subject: IREC20911120 - INFR14.20.007 - Bridge Terrace Masterplan Submission

Dear Victor Harbor Council,

I write to make a supplementary submission to that I have made in a joint submission with Mr Chris Lee.

The issues I raise particularly relate to the Eastern end of Bridge Tce beyond Bridge Court. I make the following points as a result of the meeting with Councillors on Tuesday 17 March.

Cycling community feedback

I can find no support from the biking community who use Bridge Tce for any of the changes proposed.

In fact I have been inundated with opposition from users including reports of deep concern from the Goolwa bike riders.

Bike riders have advised me that the Council proposal will drive bike riders away from Bridge Terrace and they will use the paths alongside the main road

Beautiful wide Bridge Tce with marked bike signs is considered one of the safest and most enjoyable parts of the bike path.

The bikers believe putting in a "joint use" path and narrowing the road will make it dangerous for cyclists and pedestrians alike. This is contrary to good planning.

Road width

The existing pedestrian pathway outside my residence at 8 Bridge Terrace on the southern side of the road is 1.16m wide.

The Council proposal is for a path 2.5m wide plus 0.5m wide shoulders on both sides making the total width 3.5m.

Further the Council made clear they do not want to infringe on the sand dunes and the current path is bounded by the dunes so that means the width of the roadway will be reduced by 2.3m.

The summer season is high demand for carparks with boats, cars, caravans and the grey nomad's big 4-wheel drive vehicle parked on both sides of the roadway. The proposed path will reduce the thoroughfare to 2.5-2.7 m on either side of the centre line. In my experience this will lead to single lane traffic as people are concerned for their side mirrors, especially caravan operators and others with extended mirrors who come to our area to enjoy one of the best children friendly beaches on the South Coast.

Narrowing Bridge Terrace will create a high risk road for the visitors and residents, as the beautiful safe Bridge Terrace boulevard becomes a dangerous traffic nightmare for drivers, pedestrians and bikers alike.

A Council response that whatever is done will meet Australian standards entirely misses the point. Standards are not the minimal benchmark against which a Council should make its decisions. It would be disastrous to replace the beautiful beachfront boulevard with what may be appropriate for a minimum roadway width for a back alley in a suburb. Surely Council's role is to protect existing assets not destroy them.

Safety with aesthetics

The current Bridge Terrace boulevard is known as a safe, quiet, no through road with an excellent child friendly beach.

Many pedestrians come to the area from both ends of Bridge Terrace and down Bridge Court and safely traverse the road.

I am in favour of the current fencing which is a low post and rail to keep people on the footpaths adjacent to the road and out of the fragile sand dunes .

I am strongly opposed to any higher fencing as it will seriously visually detract from the natural beauty of the area. Such a move would also be inconsistent with Council policy which has very sensibly removed signs on poles in the area in recognition of the visual pollution they cause and Council is to be congratulated for putting such signs (as when dogs are allowed on the beach) low down on the post and rail fence to preserve the ambience of the area.

I support a sealing of the existing footpath on the southern side of Bridge Terrace so prams and the disabled can use the thoroughfare.

I am in favour of a link between an upgraded footpath and the beachfront path adjacent to the existing skate park where the gradient would be much less than tackling the gradient around the yacht club.

Leaving Bridge Terrace as it is the safest and best option.

Yours sincerely,

James Porter ,

Attachment I

Brian Doman

From: City of Victor Harbor
Sent: Tuesday, 17 March 2020 9:22 AM
To: 'Harry Bechervaise'
Subject: OREC11652120 - INFR14.20.007 - RE: Bridge Tce

Dear Harry

Thank you for your feedback.

I will forward through to Brian Doman who is managing this project.

Glenn

Regards,

Glenn Sanford
Director Environment and Infrastructure Services

City of Victor Harbor
1 Bay Road, Victor Harbor SA 5211

Phone: 08 8551 0500
Email: localgov@victor.sa.gov.au
www.victor.sa.gov.au

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

From: Harry Bechervaise
Sent: Monday, 16 March 2020 2:27 PM
To: Glenn Sanford
Subject: Bridge Tce

Glenn..I hope to get to meeting tmoro afternoon..I'm currently in a moon boot & use a wheelchair to get around (as I did when preparing the Hervey Bay Foreshore Access Tourism Strategy years ago)...just a few questions; I am assuming Option 2 allows wheelchair access around the front of Yacht club ,Sea Rescue but don't you need to speed restrict by bylaw the speed of cyclists down the ramp from the road level?...In fact the shared path past the parking /landscape park reserve where families are crossing needs speed restriction?.....Option 2 appears to only facilitate wheelchair access to the picnic table family area by paved path half way up the 1:20 ramp...why not allow wheelchair access from the flat car park in front of SeaRescue by flat path direct to the picnic tables..? At the end of paved pedestrian paths the thru dune landscape pedestrian ways need to be

1

wide enough for 2 people, with an offset seating area at the end next to the beach so that 2 people can sit (1 in wheelchair) with enough space for others to pass by onto the sand.....

Option 2 appears to formalise the Yacht club/Sea Rescue carpark as 1 way with marked car spaces...does this mean paving & if so where will the drainage points be & where drained to?

Speed of cyclists seems to be an unresolved issue; the illustration of shared path only shows pedestrians..You already have bicycle lanes on the road to accommodate thru cyclists who can travel at road speeds in a fairly low trafficked no thru road residential street...do u really want to introduce an unlimited speed cycle way into a new shared path next to a low speed pedestrian, pram & wheelchair/ mobility scooter beach reserve which is a destination for young & extended family picnicking? Regards...Hoping to get there tmoro.....Harry B

Sent from my iPad

