



FREQUENTLY ASKED QUESTIONS

PIGGOTT RANGE ROAD and UPPER PENNEYS HILL ROAD INTERSECTION UPGRADE

What is the project about?

The project, funded through the Australian Government's Black Spot road safety program, will upgrade the intersection of Piggott Range Road and Upper Penneys Hill Road where a history of crashes has occurred involving vehicles colliding with roadside hazards.

The available crash data shows that vehicles are losing control as they travel through the intersection, and colliding with roadside hazards after departing from the roadway.

It is anticipated that work will commence and be completed in the 2023-24 financial year.

What work is being undertaken?

The work will include:

- changing the intersection priority so that, the southern section of Piggott Range Road will need to give way to traffic travelling between Upper Penneys Hill Road and the north-eastern section of Piggott Range Road
 - reconfiguring the intersection so that it meets in more of a T-arrangement
 - widening the roadside shoulders
 - potential guardrails to protect vehicles from roadside hazards if required to protect vehicles from roadside hazards.
 - removal of trees.
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Are trees being removed as part of the work?

Our design process has revealed that some trees must be removed for the intersection upgrade to proceed. Investigations have revealed the following impact:

- Seven (7) trees of various size protected by the Native Vegetation Act (1991), including:
 - Two (2) trees with a circumference between 2-3 metres
 - Five (5) other trees with a circumference less than 2 metres.

Removing trees to facilitate a project is always a last resort.

We understand the importance and value that trees bring to the amenity of residents, the environment and local wildlife. However, due to layout of the site this upgrade cannot be completed without tree removals.

During construction, other factors may be identified to limit the removal of trees and all efforts will be made to retain as many trees as possible.



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Is there an approval process to remove trees?

The removal of any trees identified as being protected by the Native Vegetation Act (1991) must be approved by the Native Vegetation Council through a formal process. This sometimes involves a separate public consultation process administered by the Native Vegetation Council however this project is not at a scale that typically requires this process.

Whilst all affected trees for this project only require approval for removal through the Native Vegetation Council, we will still report feedback from the community engagement to Council due to the strong community interest where the removal of trees is proposed.

How will local wildlife be protected?

An assessment on wildlife habitat will be undertaken for the project and any roadside habitat located within the work zone will be protected or relocated to safe areas.

Will more trees be planted?

Yes, more trees will be planted to replace those that are removed.

All of the impacted trees require approval for their removal under the Native Vegetation Act (1991) which requires the planting of new trees and/or other restorative works to offset the impact of their removal on a like-for-like basis.

These new trees will be planted along with other associated environmental restoration works upon completion of the project.

Where will the new trees be planted?

Council has two existing approved offset planting sites at Christie Creek and Glenloth Reserve where new trees will be planted. These two offset planting sites are approved by the Native Vegetation Council (NVC).

An alternative option is to pay compensation directly to NVC who will then use these funds to implement on-ground works to offset the impacts of vegetation clearances. As Council has no control where these funds will be expended, it is our preference to offset the impacts of vegetation clearances within our own offset planting sites.



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Will the project impact Aboriginal heritage sites?

Council has lodged a search of the Register of Aboriginal Sites and Objects with Aboriginal Affairs and Reconciliation.

Any risks identified will be managed using Council's Kurna Cultural Heritage Management for Excavation Works Procedure.

What other safety interventions are proposed for the area?

Separate to this Black Spot road safety project, council has recently applied to the State Government's Department for Infrastructure and Transport (DIT) to reduce the speed limit of this section of Upper Penneys Hill Road from 80km/h to 60km/h.

This request for a reduced speed limit is in response to concerns raised by a number of residents regarding the speed of vehicles travelling along the road network through the Onkaparinga Hills and surrounding areas.

We have recently received in principle agreement from DIT to reduce the speed limit on Upper Penneys Hill Road, with further information and engagement on this proposal soon to be available on Your Say Onkaparinga at www.onkaparingacity.com/yoursay.

What else is being done to improve safety on other sections of Piggott Range Road?

There is a separate Black Spot road safety project on Piggott Range Road at Easton Road which addresses the busiest section of this road. This project will upgrade a 700 metre section of the road where a history of crashes has occurred on either side of Easton Road.

Further information on this project is available via the following Your Say page - <https://yoursay.onkaparinga.sa.gov.au/piggot-range-road-safety-upgrade>.

Will any existing roadside memorials be impacted?

Council recognises that family and friends sometimes choose to honour a road victim's memory by erecting a roadside memorial.

This road safety upgrade proposes to address a road that has experienced a fatality and we are aware of one existing roadside memorial.

Where a memorial may need to be relocated, council will attempt to contact family members and/or friends of the victim to ensure they are included in the consultation process.



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How is this project being funded?

The City of Onkaparinga has been successful in its bid as part of the Australian Government's Black Spot funding program.

Projects funded through the Black Spot program are 100% government funded and are administered by the State Government's Department for Infrastructure and Transport (DIT). In assessing projects for Black Spot funding, the frequency and types of crashes, costs involved to improve the location and the benefit to the community for the remedial treatment are considered.

When will work commence?

It is anticipated that proposed work will commence and be completed in the 2023-24 financial year.

We will notify the community prior to any work starting.

Where can I get more information and/or provide feedback?

For all the information, and to comment on this project, please visit the Your Say Onkaparinga project page at: www.onkaparingacity.com/yoursay.
