

**WS040: ASSESMENT OF ROAD PROJECT - LAKE SEPPINGS DRIVE –
VERSION TWO**

Land Description : Road Reserve – Lake Seppings Drive
Proponent : City of Albany
Owner : City of Albany
Attachments : Nil
Responsible Officer(s): : Executive Director Works and Services (M Thomson)

Responsible Officer’s Signature:



STRATEGIC IMPLICATIONS

1. This item relates to the following elements of the [City of Albany Strategic Community Plan 2023](#) and the [Corporate Business Plan 2013-2017](#):
 - a. **Key Theme:** 2. Clean, Green and Sustainable
 - b. **Strategic Objective:** 2.2. To maintain and renew city assets in a sustainable manner.
 - c. **Strategic Initiative:** By scheduling maintenance, servicing and renewal in a timely manner that maximise the life and performance of infrastructure.

Maps and Diagrams:



In Brief:

- Council deferred the Lake Seppings Drive construction project in order to investigate the construction of a single lane access to affected properties.
- Analysis of traffic count data and revised costs has been undertaken and is presented to Council for endorsement.

RECOMMENDATION

**WS040: COMMITTEE RECOMMENDATION
VOTING REQUIREMENT: SIMPLE MAJORITY**

THAT Council:

1. **ENDORSE** traffic analysis and revised cost estimates for the construction of a **single lane access** and provide feedback to affected residents.
2. **CONSIDER** the Lake Seppings Drive construction project, as detailed in this report, for inclusion in the 2014/15 budget.

WS040: COMMITTEE RECOMMENDATION

MOVED: COUNCILLOR GREGSON
SECONDED: COUNCILLOR DOWLING

THAT the Responsible Officer Recommendation be ADOPTED.

CARRIED 4-0

WS040: RESPONSIBLE OFFICER RECOMMENDATION

THAT Council:

1. ENDORSE traffic analysis and revised cost estimates for the construction of a single lane access and provide feedback to affected residents.
2. CONSIDER the Lake Seppings Drive construction project, as detailed in this report, for inclusion in the 2014/15 budget.

BACKGROUND

2. In 2013, the City made an allocation in the budget to construct a minimum standard two lane sealed road along the correct alignment in the road reserve.
3. A site survey was undertaken to collect information on existing utilities and services located in the road reserve. A preliminary design to test the selected route was determined, with existing water and sewer services largely affecting the road placement. Test holes were excavated mechanically to determine suitability of existing ground materials, to facilitate pavement design. Waste materials were discovered as shallow as 100mm below the existing ground level, and throughout the entirety of the planned alignment. Substantial void cavities were identified, which would require significant over-excavation to remove.

4. The extent of waste material was unknown at the time of setting the budget. Consequently, the discovery of the material has increased the anticipated construction costs considerably. With estimated construction costs of \$300,000 the City is not able to deliver the two lane option within the current budget. The alternative option to construct a single lane access to affected properties, which is closed to through traffic, and can most likely be achieved within an acceptable variance of the budgeted amount.

DISCUSSION

5. Analysis of traffic count data obtained in January/February 2013 indicates that there are on average 100 vehicles per day (VPD) that use the unsealed section of Lake Seppings Drive between Anzac Road and Drew Street. However 30% of these vehicles are local residents accessing their properties or people accessing the reserve who do not travel the entire length of road. Of the 70 vehicles that travel through the site there are on average three trucks per day.
6. Two thirds of the through traffic (both cars & trucks) is made up of vehicles travelling from Drew Street towards Hanson Street. This means that half of the traffic does not make the return trip along Lake Seppings Drive but travels by an alternate route. This could partially be explained by the fact that Drew Lane is one-way and provides an alternative route in this direction.
7. These low levels of through-traffic numbers along with the large proportion of one-way trips supports the proposal to close Lake Seppings Drive to through traffic.
8. 70 vehicles per day (through traffic) during the peak summer season is a relatively low count for a connecting road and this number is anticipated to be significantly less during the winter period with many drivers avoiding the road opting for a sealed route keeping vehicles clean.
9. By way of comparison the alternate route via Greenshields Street, Mira Mar Road, and McLeod Street carries around 400 vehicles per day, and the route via Seymour Street carries around 1000 vehicles per day.
10. This analysis does not indicate or warrant the construction of a permanent sealed two land road.
11. Closing the through road and providing a single lane surfaced access to properties along with installing bollard fencing will eliminate the dust nuisance and restrict hoon activities which has been the main complaint of residents.
12. In addition to the construction of a single lane access way the City plans to form a parking area opposite Anzac Road for those wishing to access the reserve. The Drew Lane / Drew Street intersection will also need to be adjusted to restrict vehicles entering from Drew Street and 'No Through Road' signage will need to be installed at appropriate locations.
13. By reducing the scope of the project estimated costs would be in the vicinity of \$150,000 which is within an acceptable variance of the original 2013/14 budget allocation of \$120,000.

GOVERNMENT & PUBLIC CONSULTATION

- 14. Residents have been consulted throughout the process and have been informed of the site condition issues which have delayed progress. With the full-scale project unlikely to proceed there has been feedback that a more limited scope of works may be acceptable.
- 15. City staff intends to inform the local residents with respect to the proposed project moving forward, following endorsement by Council. Feedback will be sought and if necessary further discussed during the budget process.

STATUTORY IMPLICATIONS

- 16. Nil.

POLICY IMPLICATIONS

- 17. Nil.

RISK IDENTIFICATION & MITIGATION

- 18. The risk identification and categorisation relies on the City's [Enterprise Risk Management Framework](#).

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<i>Construct minimum standard through road and have cost blow outs through pavement failure.</i>	<i>Possible</i>	<i>Moderate</i>	<i>Medium</i>	<i>Reduce traffic loading by making access way only and strengthen pavement by the use of reinforced concrete.</i>
<i>Construct minimum width through road and increase likelihood of head-on accidents.</i>	<i>Possible</i>	<i>Major</i>	<i>High</i>	<i>Make access way only and minimize traffic numbers and speeds.</i>

FINANCIAL IMPLICATIONS

- 19. The City has adopted its Long Term Financial Plan covering 2013/14 to 2022/23 last financial year, and for each subsequent year the various capital works projects are to be reviewed to ensure long term financial sustainability that will allow the aspirations of the community to be matched with the City's capacity to deliver these outcomes in a prudent and responsible manner.
- 20. The City allocated \$120,000 in its 2013/14 budget which has subsequently been transferred to other projects. Endorsement of a single lane access-way closed to through traffic will require an allocation of \$150,000 in the 2014/15 budget in order for the project to proceed before the end of the calendar year.

LEGAL IMPLICATIONS

- 21. Not applicable.

ENVIRONMENTAL CONSIDERATIONS

- 22. No clearing of native vegetation is required.

ALTERNATE OPTIONS

23. The alternative options are to do nothing at this time, or to proceed with the construction of a minimum standard two lane sealed road at an inflated cost of \$300,000 plus and defer other projects.

SUMMARY CONCLUSION

24. The preferred option based on site conditions, traffic analysis, and cost estimates is to provide a single lane rear access to properties backing on the Lake Seppings Drive road reserve which will be closed to through traffic.

Consulted References	:	Nil
File Number (Name of Ward)	:	RD.PLA.1 (Breaksea Ward)
Previous Reference	:	OCM 25/02/14 – Report Item WS028