

ITEM 16 B-DOUBLE ROUTE APPLICATION FOR MITCHELL ROAD, FROM SYDNEY PARK ROAD TO FOUNTAIN STREET, ALEXANDRIA

FILE NO: S045260

SUMMARY

This report assesses the implications of Council approving a B-Double Route on a local residential street in Alexandria. Council has delegated authority to approve B-Double Route applications and the City assessed the route in accordance with the Roads and Traffic Authority's Guidelines. The report recommends that Council refuse the B-Double Route application based on the impact as outlined in this report.

RECOMMENDATION

It is resolved that Council refuse the application for SCT Logistics to operate a B-Double truck route along Mitchell Road, between Sydney Park Road and Fountain Street, to obtain access to the Mitchell Road Industrial Park at 149-163 Mitchell Road, Alexandria.

ATTACHMENTS

Attachment A: Sydney Traffic Committee Meeting Minutes 15 February 2006 Item 12.1.

Attachment B: Location Diagram.

BACKGROUND

1. Council has delegated authority to approve B-Double Route applications and the City assessed the route in accordance with the Roads and Traffic Authority's Guidelines.
2. STC Logistics, Altona, Melbourne, has applied to the City for Mitchell Road, between Sydney Park Road and Fountain Street, Alexandria, to become a B-Doubles route to allow the organisation to operate B-Double trucks on this road to service their depot in the Mitchell Road Industrial Estate at 149-163 Mitchell Road. Mitchell Road is a Classified Local Road for which the City of Sydney is the road Authority.
3. At its meeting on 15 February 2006, the Sydney Traffic Committee rejected a proposed B-Double Route for Mitchell Road between Sydney Park Road and Fountain Street for the following reasons:
 - (a) The residential housing along Mitchell Road is made up of medium density, high density and terrace houses. Currently, residents already suffer from the vibrations and noise from increasing vehicle movements along Mitchell Road. The residential amenity will be compromised if B-Doubles use Mitchell Road.
 - (b) Mitchell Road is a classified "Local Road" between Fountain Street and Sydney Park Road and traffic calming features have been installed throughout this section of the street under the Alexandria Local Area Traffic Management scheme. Some of these features include traffic islands, roundabouts and raised thresholds that were designed to discourage through-traffic, including trucks, and reduce vehicle speeds. The majority of these treatments are unsuitable for large vehicles to negotiate without damage to the device.
 - (c) Currently, a 3-tonne load limit is imposed on all the residential streets on either side of Mitchell Road, except Copeland Street and Fountain Street. Also, a 3-tonne load limit is imposed on Mitchell Road from 7pm to 6am between Sydney Park Road and Henderson Road, except the section between Copeland Street and Fountain Street.
 - (d) The "swept path" B-Doubles is too large to negotiate two small radii roundabouts at the intersection of Ashmore Street/Mitchell Road and Maddox Street/Mitchell Road, which were installed as part of the Alexandria LATM.
 - (e) The swept path is too large for the left-turns from Sydney Park Road into Mitchell Road and Fountain Street into Mitchell Road and B-Doubles would be forced to cross the centreline into the path of oncoming traffic when turning.
 - (f) Council initially rejected the Development Application for this premises but the decision was overturned by the Land and Environment Court on 15 September 1995. The amended determination only allows semi-trailers to operate to this site.

KEY IMPLICATIONS

4. If a B-Double route is established along Mitchell Road between Sydney Park Road and Fountain Street, Alexandria, any B-double truck will be able to use the road as a through link between two Classified State Roads. This has the potential to increase the number of trucks using the street and increase both noise and vibration through residential dwellings along this street.

FINANCIAL IMPLICATIONS

5. There are no direct financial costs associated with this report. However, the City's road maintenance costs would increase because of constant repair work needed for traffic calming devices damaged by these large vehicles continually driving over them.

RELEVANT LEGISLATION

6. B-Double trucks are restricted access vehicles which operate according to national regulations which are implemented in New South Wales under *The Road Transport (Mass, Loading and Access) Regulation 1996*. These regulations establish the regime for the Minister for Roads to specify areas and routes on which restricted access vehicles can travel.
7. In January 1999 the Minister for Roads delegated authority to Council those functions relating to the specification of areas and routes in or on which are to operate vehicles which meet the definitions of "B-double" or "road train" in the Regulation.
8. This delegation is limited to local and regional roads within the City of Sydney, can only be exercised by the Council and not a sub-delegate such as a council officer, and must be exercised in accordance with the "*Route Assessment Guideline for B-Doubles and Road Trains*" prepared by the Roads and Traffic Authority.
9. The Roads and Traffic Authority guidelines only apply to new route assessments and require Council's Traffic Committee to make a recommendation to the Council.
10. Council's Traffic Committee is an advisory committee only and has no decision making powers. If a Council intends not to exercise its delegated power, the Minister may exercise the power.

CRITICAL DATES / TIME FRAMES

11. The Roads and Traffic Authority requires Councils to determine B-Double Route applications within 40 working days of receiving an application.

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