

ITEM 5. B-DOUBLE TRUCK ROUTE CHANGES - ALEXANDRIA**FILE NO: S075840****SUMMARY**

This report recommends Council approve changes to the existing B-double truck routes, particularly related to vehicle lengths, in sections of Bourke Road, Collins Street and William Street, Alexandria.

Existing truck routes in Alexandria currently allow access for a mixture of 23 metre and 25 metre B-double trucks.

A B-double is defined as a vehicle combination of a prime mover towing two semitrailers. The prime mover and the two semitrailers are connected by two turntable assemblies. The main distinguishing feature of a B-double truck is the double articulation.

The Roads and Traffic Authority has advised the City that 23 metre B-double trucks are being phased out, as the 25 metre B-double trucks are safer for turning and negotiating roundabouts.

The Bourke Road Cycleway which opened for use earlier this year separates cyclists from other vehicle traffic, including B-double trucks. An independent Road Safety Audit of the cycleway did not raise any safety issues about the current operation of B-double trucks.

If approved, there would be a standard 25 metre B-double truck route in Bourke Road between Gardeners Road and Collins Street, and also in Collins Street to O'Riordan Street.

This report also recommends the removal of the redundant 23 metre B-double truck routes in Collins Street between O'Riordan and William Streets, and William Street between Collins and Beaconsfield Streets.

Bourke Road, Collins Street and William Street are classified as local roads and the Minister for Roads has delegated authority to the Council to approve and remove B-double truck routes on local roads.

On 21 April 2010, the Sydney Traffic Committee endorsed the proposed changes to the B-double truck routes along Bourke Road, Collins Streets and William Streets, Alexandria.

RECOMMENDATION

It is resolved that Council approve the:

- (A) changes to the B-double truck routes, from 23 metre trucks to 25 metre trucks in Bourke Road between Doody and Collins Streets, and in Collins Street between Bourke Road and O'Riordan Street;
- (B) removal of the redundant 23 metre B-double truck route in Collins Street, between O'Riordan and William Streets, and William Street between Collins and Beaconsfield Streets;

- (C) following conditions for B-double truck access to the development site at 90-96 Bourke Road, via Bourke Road and Collins Streets:
- (1) Entry to the site is from a driveway on the southern side of Collins Street;
 - (2) Exit from the site is by a left turn only onto Bourke Road;
 - (3) A maximum of one load only, not exceeding 37 tonnes can be delivered each week. The delivery is restricted to Monday to Friday, between 10.00am and 3.00pm;
 - (4) Within the site there must be sufficient space to manoeuvre the B-double trucks, to allow entry and exit in a forward direction at all times; and
 - (5) All loading and unloading must only occur within the site, and not on the public way at any time.

ATTACHMENTS

Attachment A: Existing and proposed changes to B-double Truck Routes

Attachment B: Sydney Traffic Committee Minutes of 21 April 2010 – Item 42

BACKGROUND

1. Bourke Road Alexandria is currently approved for two different lengths of B-double trucks. The section from Gardeners Road to Doody Street is currently approved for 25 metre trucks and the section from Doody Street to the Perry Park Weighbridge is approved for 23 metre trucks.
2. In 2009, Council approved a Development Application for 90-96 Bourke Road (D/2008/682), including a basement car park for 250 vehicles, as well as retailing and warehouse units. The Development Application proposed to use 25 metre B-double trucks on Bourke Road to make deliveries to the site.
3. The section of Bourke Road and Collins Street adjacent to the site only has approval for use by 23 metre B-double trucks.
4. Development Consent Condition 41 requires the developer to make a separate application for approval to operate 25 metre long B-double trucks. Construction on the approved development has not yet commenced.
5. The City has now received an application for a 25 metre B-double truck route for 90-96 Bourke Road via Gardeners Road, Bourke Road and Collins Street.
6. The proposed change to 25 metre B-double truck routes along Bourke Road and Collins Street were assessed using the Roads and Traffic Authority's (RTA) Route Assessment Guidelines for Restricted Access Vehicles (B-double trucks).
7. The report also recommends the removal of the redundant 23 metre B-double truck routes in Collins Street, between O'Riordan and William Streets, and William Street, between Collins and Beaconsfield Streets.
8. Bourke Road, between Gardeners Road and Green Square, is a local road under the control of Council. The City's Bourke Road Cycleway opened for use earlier this year along the western side of Bourke Road from Gardeners Road to Green Square.

KEY IMPLICATIONS

B-double Truck Route Assessment

9. The change from 23 metre B-double trucks to 25 metre B-double trucks was assessed in accordance with the RTA's Guidelines, which includes lane widths, vehicle turning paths and the suitability of the proposed loading dock area.
10. The preferred lane width for use by B-double trucks in Bourke Road is 3.25 metres. The RTA's Guidelines allow a route to be approved when some short sections do not meet the preferred lane width, such as the short sections at the new Bourke Road bus stops.
11. Deliveries to the development at 90-96 Bourke Road are to be restricted to Monday to Friday, between 10.00am and 3.00pm, to avoid the morning and afternoon peak traffic flows. A maximum of one load only not exceeding 37 tonnes can be delivered each week.

12. The City engaged an independent consultant to carry out a Road Safety Audit of the constructed cycleway, which did not raise any issues relating to the current operation of B-double trucks along Bourke Road. Allowing 25 metre B-double trucks to use the proposed sections of Bourke Road and Collins Street will not impose a greater risk to cyclists due to the cycleway and low frequency of the larger trucks.
13. The existing 23 metre B-double truck route along Collins and William Streets from O’Riordan to Beaconsfield Streets is now redundant as the Kwikasair Depot has ceased operation in Beaconsfield Street.
14. Land on both sides of Beaconsfield and William Streets has been re-zoned to mixed use, which is not anticipated to be served by B-double trucks.

Environmental

15. B-double trucks are subject to vehicle and operating conditions over and above those imposed on conventionally articulated vehicles, contributing to improved safety and environmental performance.
16. The RTA has advised the City that 23 metre B-double trucks are being phased out, as 25 metre B-double trucks are safer for turning and negotiating roundabouts.

Economic

17. Two B-double trucks are equivalent to three conventionally articulated trucks, thereby reducing total lane occupation, accident exposure and environmental impact, while improving transport productivity.
18. Reducing the number of articulated vehicles used by industry and businesses will reduce the cost of transportation.

BUDGET IMPLICATIONS

19. There are no budget implications applicable to this report.

RELEVANT LEGISLATION

20. Under the *Road Transport (Mass, Loading and Access) Regulation 1996*, the Minister for Roads is legislatively responsible to approve areas and routes for B-double trucks.
21. The Minister for Roads has delegated authority to Council to approve and remove B-double truck routes on local roads.
22. Council is required to assess the suitability of proposed B-double truck routes in accordance with the RTA’s Route Assessment Guidelines for Restricted Access Vehicles. Once a section of road is approved as a B-double truck route, it can then be used by other B-double trucks without the need for further approval.
23. “*Restricted access vehicle*” is defined as a single motor vehicle or a combination which alone, or together with any load, exceeds one or more of the following limits:
 - (a) a mass limit prescribed in the *Road Transport (Mass, Loading and Access) Regulation 1996*;

- (b) one or more of the following dimension limits:
 - (i) a width of 2.5 metres;
 - (ii) a height of 4.3 metres but not exceeding 4.6 metres;
 - (iii) a length of 12.5 metres in the case of a single motor vehicle or 19 metres in the case of a combination; or
 - (iv) any other dimension limit prescribed in the *Road Transport (Mass, Loading and Access) Regulation 1996* or the *Road Transport (Vehicle Registration) Regulation 1998*.
- 24. A B-double is defined as a vehicle combination consisting of a prime mover towing two semitrailers. The prime mover and the two semi trailers are connected by two turntable assemblies. The main distinguishing feature of a B-double truck is the double articulation.

CRITICAL DATES / TIME FRAMES

- 25. To commence construction on site at 90-96 Bourke Road, Alexandria, the developer requires Council's approval to operate 25 metre B-double trucks.

OPTIONS

- 26. Council could refuse to approve the change, which is not recommended as the RTA advises that 23 metre B-double trucks are being phased out, and as a 25 metre B-double truck is a safer unit for turning and negotiating roundabouts.

PUBLIC CONSULTATION

- 27. On 21 April 2010, the Sydney Traffic Committee endorsed the proposed 25 metre B-double truck route along Bourke Road between Doody and Collins Streets, and Collins Street between Bourke Road and O'Riordan Street (Attachment B).
- 28. The Sydney Traffic Committee also endorsed removal of the redundant 23 metre B-double truck routes in Collins Street between O'Riordan and William Streets, and William Street from O'Riordan to Beaconsfield Streets (Attachment B).

GARRY HARDING

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