



Hawkesbury City Council

ordinary
meeting
supplementary
business
paper

date of meeting: 11 December 2012
location: council chambers
time: 6:30 p.m.

ORDINARY MEETING

Table of Contents

Meeting Date: 11 December 2012

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
	SECTION 4 - Reports for Determination	3
	SUPPLEMENTARY REPORTS	3
Item: 231	IS - Re-Test B Double Route Application at Beaumont Avenue, North Richmond	3

ORDINARY MEETING

Table of Contents

Meeting Date: 11 December 2012

SECTION 4 - Reports for Determination

SUPPLEMENTARY REPORTS

Item: 231 IS - Re-Test B Double Route Application at Beaumont Avenue, North Richmond

Previous Item: Item 2.1, LTC (13 August 2012)

REPORT:

Executive Summary

Council has received an application to enable 25m "B-Double" trucks to access the Hanna Match site via Beaumont Avenue, North Richmond.

Following various trials and tests the use is considered satisfactory and in accordance with the relevant legislation and regulations, this report recommends approval of the route, and the gazettal process to give this effect.

Background

An application to operate 25 metre long B-Doubles to access the Hanna Match Australia Pty Ltd Site from Beaumont Avenue, North Richmond was considered by the Local Traffic Committee at its meeting on 13 August 2012 with the following recommendation:

"That the application to operate 25 metre long B-Doubles not be supported along the route of Terrace Road and Beaumont Avenue, North Richmond, to provide access into both No. 24 Bells Line of Road (access via Beaumont Avenue) and No. 32 Beaumont Avenue, as the stipulated route has been assessed as NOT Complying in accordance with the "Route Assessment Guidelines for Restricted Access Vehicles (May 2002)" issued by the Roads and Maritime Services - RMS (formerly RTA)."

The application was not supported as the 25m long B-Double failed to negotiate the following manoeuvres;

- Right turn from Beaumont Avenue into Gate 1 (No. 24 Bells Line of Road): The manoeuvre was only possible by utilising the full width of the road, including the northern kerb parking lane. With parked vehicles in the northern kerb parking lane, this manoeuvre would be further hindered.
- Left Turn out of Gate 1 (No. 24 Bells Line of Road) into Beaumont Avenue: The manoeuvre was only possible by crossing onto the opposite side of the road over the notional centre line. The exit speed was restricted with this manoeuvre. With parked vehicles in the northern kerb parking lane, this manoeuvre would be further hindered.

At the time of the field trial on 6 July 2012, the applicant indicated that the Site was being redeveloped with a new exit point to be provided at a point further west along Beaumont Avenue.

These works have been completed with widening of the entry point as well. As a result of the development of the Site, a Re-test of the site was undertaken on 30 November 2012.

This report is being submitted to Council to conform with the delegation given to Council under Section 264A (7) of the Roads Act, 1993.

Discussion

ORDINARY MEETING

Meeting Date: 11 December 2012

Terrace Road from Bells Line of Road to Beaumont Avenue and Beaumont Avenue from Terrace Road to its end are not approved for B-Double vehicles.

Assessment of B-Double routes is undertaken in accordance with the “Route Assessment Guidelines for Restricted Access Vehicles (May 2002)” issued by the Roads and Maritime Services - RMS (formerly RTA). Under the Guidelines, minimum standards are provided for lane and shoulder widths for B-Double routes. These widths are assessed in correlation with the given AADT for the relevant road. This assessment is based only on Council roads and not RMS roads:

- For an AADT of 100 to 500; 7.0 metre formation on straight alignment, with assessment to be based on traffic, gradient, lane width, sight distances and other relevant factors.
- For an AADT of 500 to 2000; the minimum lane width required is 3.0 metres with 1.0 metre shoulders. Total minimum road formation required = 8.0 metres.
- For an AADT of 2000 to 6000; the minimum lane width required is 3.0 metres with 1.2 metre shoulders. Total minimum road formation required = 8.4 metres.

Table 1: Proposed 25 metre long B-Double Route Data – HCC Roads

Road/Location	Road Section	Total Road Width (Seal + K&G)	K&G / Shoulder	AADT (year)
Terrace Road	Bells Line of Road (BLOR) to Beaumont Avenue	13.10 metres	K&G on south-eastern side, with gravel shoulder on north-western side and K&G only near the Kerb Return at BLOR.	4149(1995)
Beaumont Avenue	Terrace Road to Chainage 80.0 metres	6.90 metres	K&G on northern side, with gravel shoulder on southern side.	1585(2006)
	Chainage 80.0 metres to chainage 205 metres – Gate 1 (first Access Point)	10.70 metres		
	Chainage 205.0 metres to Chainage 335.0 metres – Gate 2 (second Access Point)	10.00 metres		

The speed limit for Terrace Road is 60 kph and the speed limit for Beaumont Avenue is 50 kph.

The available total road widths along the proposed route do satisfy the minimum requirements set out in the Guidelines. The section of Beaumont Avenue for a length of 80.0 metres from Terrace Road is within the acceptable limits of the road formation width, as there is a considerable width of unsealed shoulder on the southern side of the road.

Currently Semi-trailer vehicles operate along this route, as specific approval for this class of vehicle is not required. The applicant states that the proposal to operate B-Doubles is to reduce the effective vehicle trips.

ORDINARY MEETING

Meeting Date: 11 December 2012

A Field trial was undertaken on 30 November 2012. The RMS regional freight route co-ordinator was present on site with a Council representative during the field trial. During the previous field trial on 6 July 2012, the 25 metre B-Double successfully negotiated the intersections of Bells Line of Road, Terrace Road and Beaumont Avenue, These intersection were not re-tested. The field trial was undertaken only for the Entry and Exit points along Beaumont Avenue to the site (24 Bells Line of Road, North Richmond).

During the field trial, it was observed that the 25m long B-Double successfully negotiated the following manoeuvres;

- Right turn from Beaumont Avenue into the Entry Gate at the Eastern end of the frontage along Beaumont Avenue (No. 24 Bells Line of Road).
- Left Turn out of the Exit Gate at the Western end of the frontage into Beaumont Avenue (No. 24 Bells Line of Road): The manoeuvre was undertaken without crossing onto the opposite side of the road over the notional centre line. The exit speed was restricted with this manoeuvre. The only issue with the vehicle exiting the site is the rear of the vehicle was tracking across the unsealed shoulder (southern side of Beaumont Avenue) with the potential to damage the road pavement edge and shoulder area. To protect the pavement edge and shoulder area, a length of 20 metres of road shoulder (between the edge of pavement and table drain and west of the exit gate) is required to be constructed with a suitable pavement and sealed.

The Applicant indicated that they would be willing to undertake the necessary pavement works west of the exit gate to ensure the integrity of the road pavement and shoulder in Beaumont Avenue.

Based on the field trial undertaken and the re-developed configuration of the Site, the application to operate 25 metre long B-Doubles is supported along:

- Terrace Road between Bells Line of Road and Beaumont Avenue, North Richmond, and,
- Beaumont Avenue between Terrace Road and the Entry Gate into No. 24 Bells Line of Road (access via Beaumont Avenue) for an approximate distance of 200 metres.

In accordance with the "Route Assessment Guidelines for Restricted Access Vehicles (May 2002)" issued by the Roads and Maritime Services - RMS (formerly RTA), the stipulated route has been assessed as Complying.

RECOMMENDATION:

That:

1. Council delegate to the General Manager its authority under the Ministers delegation pursuant to Section 264A(7) of the Roads Act, 1993 and to approve the application to operate 25 metre long B-Doubles is supported along the route of;
 - Terrace Road, North Richmond between Bells Line of Road and Beaumont Avenue, and;
 - Beaumont Avenue, North Richmond, between Terrace Road and the Entry Gate into No. 24 Bells Line of Road (access via Beaumont Avenue) for an approximate distance of 200 metres

As the stipulated route has been assessed as Complying in accordance with the "Route Assessment Guidelines for Restricted Access Vehicles (May 2002)" issued by the Roads and Maritime Services - RMS (formerly RTA).

ORDINARY MEETING

Meeting Date: 11 December 2012

2. The Roads and Maritime Services be advised to undertake the Gazettal of the B-Double route outlined in Item 1 subject to the applicant undertaking road shoulder construction works for a length of 20 metres in a westerly direction commencing at the western edge of the Exit Gate along the southern side of Beaumont Avenue (No. 24 Bells Line of Road) or lodgement of a Bank Guarantee for \$7,000 as security for competition of these works within three months. The works are to include the necessary pavement and sealing of the road shoulder (in accordance with Council's DCP) between the edge of the centralised sealed pavement and table drain. The pavement and seal is to be undertaken to the satisfaction of the Manager of Construction and Maintenance.

ATTACHMENTS:

AT - 1 B-Double Route Assessment – 30 November 2012.

ORDINARY MEETING

Meeting Date: 11 December 2012

AT 1 - B-Double Route Assessment – 30 November 2012

B-DOUBLE ROUTE ASSESSMENT

Route:

Origin

Address: The route includes:

- Bells Line of Road (RMS) from the North Richmond Bridge (RMS) – crossing the Hawkesbury River, travelling north-west, turning right into Terrace Road, right into Beaumont Avenue, North Richmond.

Destination

Address:

- No. 24 Bells Line of Road, North Richmond - Access from Beaumont Avenue, North Richmond.
 - Entry Gate at Eastern end of Frontage
 - Exit Gate at Western end of frontage.

A completed application form showing route details is attached.

This is to certify that the assessment criteria checklist has been ticked and comments provided as appropriate.

My assessment of the inspected route against the Guidelines is that the route is

suitable overall _____
not suitable overall _____

Regional Freight Route Co-ordinator Responsible for the Route Assessment:

Name: Jane Crescini

Signature: [Signature]

Date: 30/11/2012

ORDINARY MEETING

Meeting Date: 11 December 2012

CLAUSE NO	ASSESSMENT CRITERIA	Y E S	N O	COMMENTS
A3.1	Assessor is personally familiar with B-Double operations and regulations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
A3.2	ENVIRONMENT AND COMMUNITY AMENITY			N/A
A3.2.1	Noise Considered views of local community in noise sensitive areas.			Not a noise sensitive area. No additional noise due to B-Doubles replacing Semi-trailers.
A3.2.2	Community Amenity Considered local community concerns			N/A Industrial area. Currently trucks use this route.
A3.3	DIMENSIONAL CAPACITY			
A3.3.1	Lane and Shoulder Widths Lane and shoulder widths meet desirable standards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
A3.3.2	Vehicle Swept Path Requirements Geometry of corners, roundabouts, intersections, and other traffic management devices adequately accommodates B-Double swept path.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
A3.3.3	Railway Level Crossings and Adjacent Intersections Signal warning time allows clearance of B-Doubles, or, if passive control, sight distances adequate for B-Doubles.			N/A
	B-Double can clear the crossing/intersection before having to stop at adjacent intersection.			N/A

ORDINARY MEETING

Meeting Date: 11 December 2012

CLAUSE NO	ASSESSMENT CRITERIA	Y E S	N O	COMMENTS
A3.3.4	Terminals Applicant to ensure suitability of terminal. Entry and exit in the forward direction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Terminal tested during field trial.
A3.4	ROAD SAFETY AND TRAFFIC MANAGEMENT			
A3.4.1	Overtaking Opportunities - Rural Areas Overtaking opportunities meet the requirements of the route.			N/A
A3.4.2	Sight Distances Safe Intersection Sight Distances are met.	<input type="checkbox"/>	<input type="checkbox"/>	
A3.4.3	Traffic Signals Green time satisfactory.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bells Line of Road and Terrace Road.
A3.4	STRUCTURAL CAPACITY Bridges are structurally capable of carrying B-Doubles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A No Bridges along the HCC section of the route. Only RMS
		<input type="checkbox"/>	<input type="checkbox"/>	

Other issues:

Should a trial of the route be undertaken? yes **Undertaken on 30 November 2012 (Previous trial failed on 6 July 2012)**
no

Work required to overcome obstacles to route approval:

Assessment of low volume road not included in the checklist: **N/A**
- TERRACE RD - BELLS LINE OF ROAD TO BEAUMONT AVENUE
road: BEAUMONT AVE TO N^o 24 satisfactory not satisfactory

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 11 December 2012



ordinary
meeting

end of
supplementary
business
paper

This business paper has
been produced
electronically to reduce
costs, improve efficiency
and reduce the use of
paper. Internal control
systems ensure it is an
accurate reproduction of
Council's official copy of
the business paper.