



## Heavy Vehicle National Law

### Heavy Vehicle Stated Maps – Amendment Notice 2018 (No.2)

#### Statutory Instrument Series:

#### Stated Maps – Amendment Notice

##### 1 Authorising provision

This Notice is made under:

- a) Section 174 of the Heavy Vehicle National Law as applied in each participating jurisdiction; or
- b) Section 18 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation as applied in each participating jurisdiction.

##### 2 Purpose

The purpose of this Notice is to amend stated maps for vehicles at the request of road managers.

##### 3 Commencement Date

The amendments take effect 28 days after publication.

##### 4 Title

This Notice may be cited as the Heavy Vehicle Stated Maps – Amendment Notice 2018 (No.2)

##### 5 Application

This Notice applies in all participating jurisdictions.

##### 6 Amendments

The specified networks in Column 2 of Schedule 1 to this Notice are amended as specified in Column 4 for the Road Manager's reasons shown in Column 5.

Dated: 26 April 2018

Roger Garcia  
*A/Executive Director Network Access*  
**National Heavy Vehicle Regulator**

**Schedule 1: Table of Amended Routes**

<b>COLUMN 1 Authorising Provision</b>	<b>COLUMN 2 Network</b>	<b>COLUMN 3 Locality</b>	<b>COLUMN 4 Changes to Route</b>	<b>COLUMN 5 Road Manager Reasons for Change</b>
s174 HVNL	Victoria B-Double Route & PBS Level 2A Network	Brimbank City Council	Linda Street, Sunshine (from Judge Street to Market Road)	Linda Street between Judge St and Market Rd cannot accommodate larger classes of vehicles to negotiate (to enter and exit) Linda Street, at Judge Street and at Market Road, without causing damage to council assets, abutting the road carriageway.
s174 HVNL	Tasmania 25/26m B-Double & Class 3 Truck and Dog Trailer Combination	Devonport City Council	Bay Drive, Quoiba/Spreyton (between Quoiba waster transfer station entrance south to Mersey Main Road)	<p>The northern part of Bay Drive retains access and provides adequate access to the Waste Transfer station. The southern section of Bay Drive traverses through recreational facilities and is less suitable for this type of heavy vehicles.</p> <p>Use of this vehicle on the southern section of Bay Drive would result in:</p> <p>(a) adverse effect on the community arising from noise, emissions or traffic congestion, and</p> <p>(b) risk to public safety arising from heavy vehicle use</p> <p>There are no industrial locations on the southern section of Bay Drive, and consequently removal of this access is not expected to adverse impacts on heavy vehicle industry.</p> <p>No identified business will be impacted and alternative routes are available in these areas.</p>

COLUMN 1 Authorising Provision	COLUMN 2 Network	COLUMN 3 Locality	COLUMN 4 Changes to Route	COLUMN 5 Road Manager Reasons for Change
s174 HVNL	Tasmania 25/26m B-Double & Class 3 Truck and Dog Trailer Combination	Devonport City Council	Brooke Street, East Devonport (between Pardoe Street and Tarleton Street)	<p>This section of Brooke Street no longer provides connection to port or industrial location, and traverses through residential and recreational locations.</p> <p>Use of this vehicle on this road would result in:</p> <p>(a) adverse effect on the community arising from noise, emissions or traffic congestion, and</p> <p>(b) risk to public safety arising from heavy vehicle use</p> <p>Because there are no industrial locations on this section, removal of this access is not expected to adverse impacts on heavy vehicle industry.</p> <p>No identified business will be impacted and alternative routes are available in these areas.</p>
s174 HVNL	Tasmania 25/26m B-Double & Class 3 Truck and Dog Trailer Combination	Devonport City Council	Stephen Street, East Devonport (between Wright Street and Tarleton Street)	<p>The road manager has added Douglas Street, East Devonport to this network which provides a parallel heavy vehicle route to Stephen Street which is being removed. Access over Douglas Street is preferred because it provides access to a freight transport company location, and is a more direct connection between port entrance and Wright Street, and is the HML / IML route.</p> <p>Continued use of this vehicle on Stephen Street would result in:</p> <p>(a) adverse effect on the community arising from noise, emissions or traffic congestion, and</p> <p>(b) risk to public safety arising from heavy vehicle use</p> <p>Removal of Stephen Street from the network is not expected to have adverse impacts on heavy vehicle industry.</p> <p>No identified business will be impacted and alternative routes are available in these areas.</p>

COLUMN 1 Authorising Provision	COLUMN 2 Network	COLUMN 3 Locality	COLUMN 4 Changes to Route	COLUMN 5 Road Manager Reasons for Change
s174 HVNL	Tasmania 25/26m B-Double, IML Network, HML Network & Class 3 truck and Dog Trailer Combination	Central Coast Council	Short Street, Ulverstone (from Jetty Street to Marion Street)  Marion Street, Ulverstone	The roads being removed no longer provide access to industry locations and are through residential areas.  Use of these combinations on these roads would result in:  (a) adverse effect on the community arising from noise, emissions or traffic congestion, and  (b) risk to public safety arising from heavy vehicle use  Removal of this access is expected to have no impact on heavy vehicle industry.
s174 HVNL	Tasmania 25/26m B-Double, IML Network, HML Network & Class 3 truck and Dog Trailer Combination	Central Coast Council	Waverley Road, Ulverstone (from Kimberley Road to Merinda Drive)  Merinda Drive, Ulverstone	The roads being removed no longer provide access to industry locations and are through residential areas.  Use of these combinations on these roads would result in:  (a) adverse effect on the community arising from noise, emissions or traffic congestion, and  (b) risk to public safety arising from heavy vehicle use  Removal of this access is expected to have no impact on heavy vehicle industry.
s174 HVNL	Tasmania 25/26m B-Double & Class 3 truck and Dog Trailer Combination	Circular Head Council	Montagu Road, Smithton (between East Esplanade and Mella Road)	The road manager has provided an alternative and more suitable route for access for 26m B-doubles onto Montagu Road via Mella Road, which will also be suitable for HML access. The change will result in a reduction  (a) in the adverse effect on the community arising from noise, emissions or traffic congestion, and  (b) in risk to public safety arising from heavy vehicle use by re-routing these heavy vehicles from the built up residential areas on the existing route to the more suitable new route which is not through a built up area.  No identified business will be impacted and alternative routes will be available in these areas.

COLUMN 1 Authorising Provision	COLUMN 2 Network	COLUMN 3 Locality	COLUMN 4 Changes to Route	COLUMN 5 Road Manager Reasons for Change
s174 HVNL	Tasmania 25/26m B-Double, IML Network, HML Network & Class 3 truck and Dog Trailer Combination	Brighton Council	Andrew Street, Brighton (Brighton Road to Munday Street) Ford Road, Brighton (Brighton Road to Tea Tree Road)	<p>The Midland Highway now bypasses Brighton township, with the section of road through Brighton being renamed Brighton Road and changing from management by Department of State Growth to Brighton Council. This change resulted in the old section (Brighton Road) being removed from the B-double network.</p> <p>The Brighton Council road manager is removing Ford Road and a section of Andrew Street because they are through a residential area and no longer form part of a usable road link for this class of heavy vehicle.</p> <p>The road manager is adding William Street, Munday Street and a section of Brighton Road to the B-double network which will establish a new preferred route to replace the previous Andrew Street connection, and provides a connection to industry locations accessed off Munday Street.</p> <p>Use of this combinations on Ford Street and the section of Andrew Street being removed would result in:</p> <p>(a) adverse effect on the community arising from noise, emissions or traffic congestion, and</p> <p>(b) risk to public safety arising from heavy vehicle use</p> <p>Because there are no industrial locations on this section, removal of this access is not expected to adverse impacts on heavy vehicle industry.</p>

COLUMN 1 Authorising Provision	COLUMN 2 Network	COLUMN 3 Locality	COLUMN 4 Changes to Route	COLUMN 5 Road Manager Reasons for Change
s174 HVNL	Tasmania 25/26m B-Double, IML Network, HML Network & Class 3 truck and Dog Trailer Combination	Burnie City Council	Smith Street, Wivenhoe (Section south of intersection with Ormsby Street)	<p>Smith Street is a short and narrow road ending in a cul-de-sac which does not required HML access.</p> <p>Use of this combination on the section of Smith Street south of Ormsby Street would result in:</p> <p>(a) adverse effect on the community arising from noise, emissions or traffic congestion, and</p> <p>(b) risk to public safety arising from heavy vehicle use</p> <p>Because there are no industrial locations on this section, removal of this access is not expected to adverse impacts on heavy vehicle industry.</p>
s174 HVNL	Queensland 25/26m B-Double	Moreton Bay Regional Council	Paper Avenue (accessed from Gympie Road, Petrie)	<p>Moreton Bay regional Council is the current owner of the land which is accessed by Paper Avenue.</p> <p>Use of B-Double vehicles is not compatible with the current and future land use of the property because it;</p> <ul style="list-style-type: none"> <li>• Is likely to cause damage to road infrastructure.</li> <li>• Is likely to have an adverse effect on the community arising from noise, emissions and traffic congestion and</li> <li>• Is likely to pose a significant risk to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic conditions.</li> </ul> <p>Council as owner is developing the site to include a university and potentially other educational, commercial and retail operations and has no requirement for B-double access to the development due to the obvious safety/incompatibility issues.</p> <p>The proposed new road network will be low speed, highly developed urban.</p>