

GOULBURN VALLEY HIGHWAY SHEPPARTON BYPASS



The Goulburn Valley Highway was declared part of the National Highway System in 1992, as part of the inland route connecting Melbourne to Brisbane. In 1995 VicRoads commenced a planning study to examine the alignment for the bypass of Shepparton. The boundaries for the bypass were gazetted into the Greater Shepparton Planning Scheme in 2006.

The Goulburn Valley Freeway Shepparton Bypass Action Group (representing the business, community and government

officials from the municipalities of Greater Shepparton, Strathbogie, Moira and Campaspe) has been advocating for the bypass of Nagambie, Shepparton and Strathmerton.

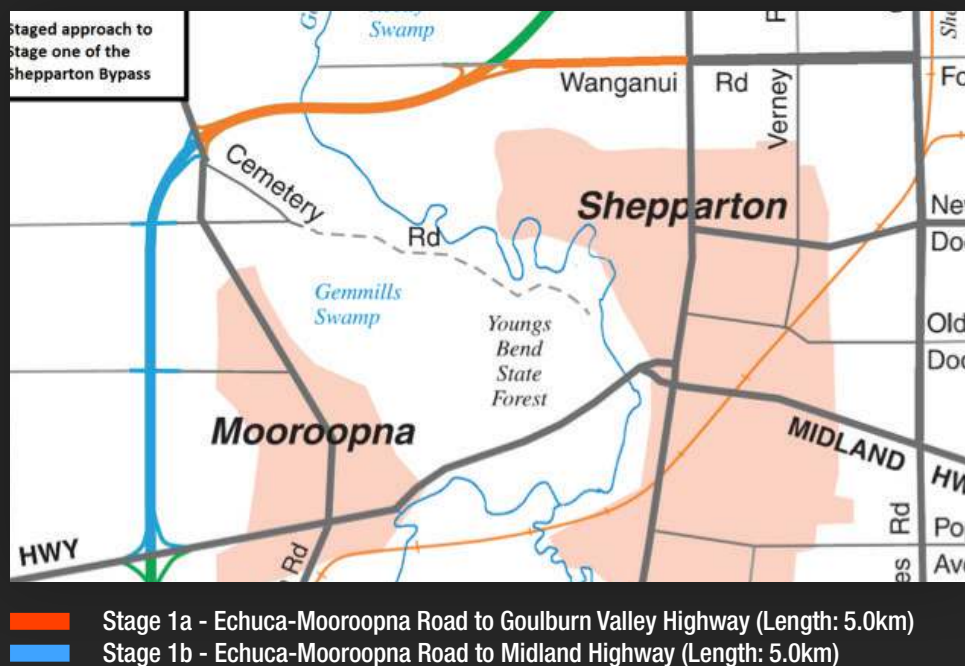
With the opening of the nearby Nagambie Bypass in April 2013, construction of the first stage of the Shepparton Bypass is the next logical step and the final link to providing a fully duplicated highway from Shepparton to Melbourne.



STAGE 1 OF THE SHEPPARTON BYPASS ➤

The full 36km two lane Shepparton Bypass is estimated to cost just under \$1 billion. The Commonwealth and Victorian governments have provided advice that the project needs to be broken down into affordable stages for government consideration.

The Goulburn Valley Freeway Shepparton Bypass Action Group, Greater Shepparton City Council and the Committee for Greater Shepparton in consultation with the community and government departments have been working on the staging of the project and have identified the first stage for construction.



As shown in the above map, Stage 1(a) will provide a second river crossing between Shepparton and Mooroopna and will also involve road improvements leading to the east of Shepparton via Wanganui Road, Ford Road and Doyles Road which link to the current Shepparton Alternate Route.

For Stage 1(a) to occur the following work and costing is required:

Preliminary Investigation and Initial Works - \$20 million

- Planning approvals pathway
- Environmental impact assessments/approvals
- Cultural Heritage impact assessments/approvals
- Concept Design of alignment
- Planning Approvals
- Environmental/Cultural Heritage offset/protection works
- Land acquisition (commence)
- Service relocation works (commence)
- Detailed Design
- Commence construction of intersections and connections
- Land acquisition
- Service relocation works

Construction of Stage 1(a)

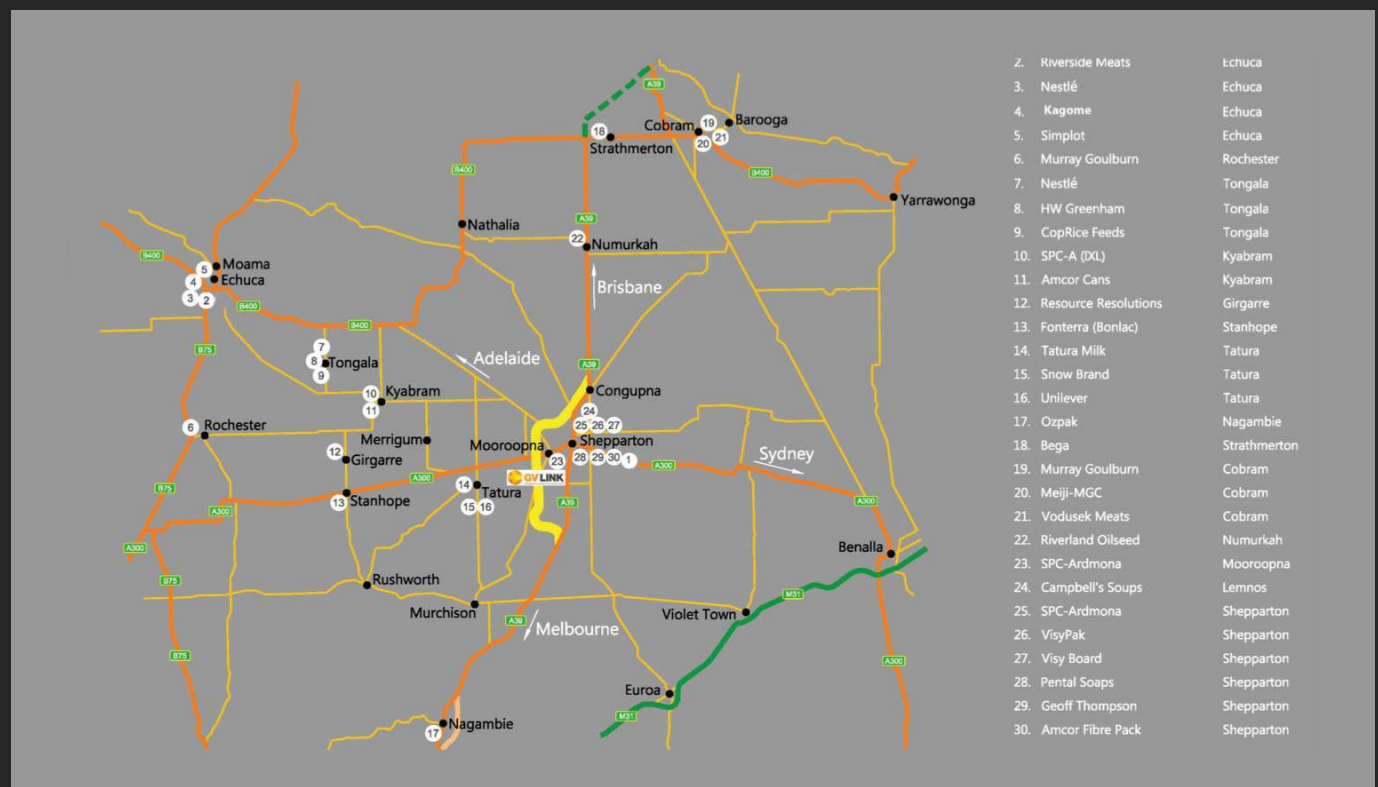
The detailed design work is required to develop a definitive construction cost estimate, however preliminary estimates indicate a project cost of \$140 million.

Once Stage 1(a) was completed the next stage of the project would be a continuation of the Wanganui Road to the Mooroopna/Echuca Road to link with the Midland Highway Stage 1(b).

THE GOULBURN VALLEY – A NATIONAL FOOD BOWL FREIGHT TASK >

The Goulburn Valley produces nearly \$2 billion worth of goods and services each year, while the region also acts as a major warehousing and logistics service for products from NSW and much of this is transported by road to the ports of Melbourne and Geelong for export. Approximately 25 per cent of all trucks registered in Victoria are from the Goulburn Valley, and 25 per cent of the value of Victoria's agricultural production is generated in the region. As a result, commercial vehicles, mostly semi-trailers or B-doubles, make up 25-30 per cent of all traffic on the Goulburn Valley Highway, almost double the State average (source: RACV).

The Goulburn Valley has one of the highest concentrations of food processing companies in inland Australia. An efficient road transport system is critical to ensure firms are globally competitive. The first stage of the Shepparton bypass will provide immediate efficiencies and productivity advantages for firms in the Goulburn Valley.



HEALTH AND SAFETY RISKS >

The sections of the Goulburn Valley Highway in and around Greater Shepparton can no longer adequately cater for the large and rising traffic volumes that use the highway daily. Traffic increases, combined with the high truck accident rate, have resulted in a road that presents a risk to the community.

Up to 20 per cent of the traffic that passes through Shepparton's urban area are heavy vehicles. It is not only the sheer sizes of the vehicles passing through the urban area that create the potential for an accident of catastrophic proportions, but also the hazardous materials some of these vehicles carry.

These issues apply equally to the alternate heavy vehicle route located to the east of Shepparton's city centre. The alternate heavy vehicle route is a local single lane road with a very high accident history.

It has a number of crossroads, creating an ongoing hazard for both the local and school traffic along its route. The alternate heavy vehicle route is unacceptable as an alternative to the Goulburn Valley Highway through Shepparton for heavy vehicle use.

PROJECT BENEFITS >

Construction of the First Stage of the Goulburn Valley Highway Shepparton Bypass will:

- > Provide an additional east-west crossing of the Goulburn River, reducing the impact of heavy vehicles on Shepparton's CBD
- > Provide relief for congested intersections in the Shepparton city centre
- > Strengthen the supply chain of the Goulburn Valley's food processing, manufacturing, storage and warehousing enterprises.
- > Cater for the region's long term traffic growth
- > Improve the level of service for commercial traffic in the region
- > Improve safety and accessibility for both local and through traffic
- > Reduce accidents, particularly those involving heavy vehicles
- > Provide certainty for future land use development
- > Improve freight movements from the Goulburn Valley to domestic and export markets as a result of reduced travel times and transport costs.
- > Provide the first step on the full duplication of the Goulburn Valley Highway from Shepparton to Melbourne.



**Shepparton Bypass
Action Group**
Goulburn Valley Freeway



COMMITTEE FOR
**GREATER
SHEPPARTON**