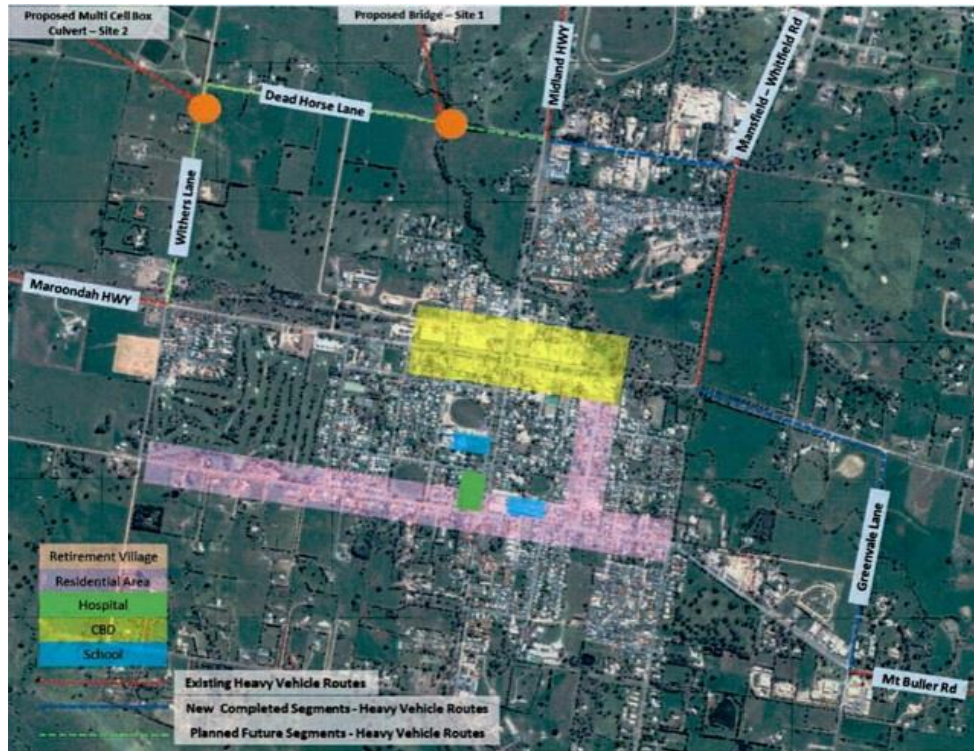


ATTACHMENT 1 - HEAVY VEHICLE BYPASS PROJECT HISTORY

- The current State network (west to east) traverses B320 Maroondah Highway to High/Hihett Street intersection, continues through Mansfield's CBD on C320 Mt Buller Road along High Street, along Chenery Street and beyond. Council provides an 'alternate route for HV passage. Such is seen in the following schematic below:



- VicRoads and Council commissioned a report by CPG in November 2010 that assessed traffic projections, existing gazetted heavy vehicle routes (both on State roads and Council roads), near term options and long term options.
- The “ultimate” long term HV route connects the Maroondah Highway with Buller Road via; Withers Lane, Dead Horse Lane, The Mansfield Whitefield Road, Mt Battery Road, Greenvale Road. This long term route is shown below. The blue dotted sections indicating completion of long term HV route is not entirely correct. What has been done is bridge works, some road upgrade and some intersections.



- The main issue for the State and Council with the existing HV transport network relates to the potential for conflict between B-doubles/ Heavy vehicles with local traffic / pedestrian in and around the Mansfield CBD.
- High street and Chenery Street is not approved for B-doubles on account of less than desirable vehicular and pedestrian interaction along a 2 way single lane CBD, a confusing vehicular intersection with Chenery Street not suitable for B-doubles and less than desirable route considerations along Chenery Street. Also Chenery Street is situated in a narrow 20m corridor and traverses a school crossing near Hunter Street.
- Council has facilitated an east west heavy vehicle (HV) route alternative on its local road network along part of Kidston Parade and Malcom Street as an alternative to the State network, but the Council roads are narrow, and require road upgrade to continue to serve State transport network needs.
- The State network (north to south) is similarly impacted by the Midland Highway (High Street) CBD limitations and Highett Street local road limitations.
- Part of Council's aim in the long term was to upgrade its local roads that are being impacted by HV's that otherwise should be traversing the State road network, and then do a road swap so as to maintain full control of what happens in the CBD. The difficulty with this strategy is that there is no incentive for the State Government to upgrade any intersections, upgrade HV used roads, or contribute to any new long term HV route upgrades whilst Council is providing and funding the progressive upgrade of a local road HV alternative and continuing to facilitate HV diversion from the State network to the Local network.
- In August 2014, Council resolved "...to endorse adopting the Dead Horse Lane alternative as the Heavy Vehicle Bypass at the western/ northern part of Mansfield".

- Existing road upgrades to date on Greenvale road and Withers Lane may need strengthening work in the future prior to any future handing over of such roads to Rural Roads Victoria (RRV) on account of pavement designs and possibly drainage not satisfying the RRV/ VicRoads standards.
- Minimal geotechnical work has been done to date on projects (ie one hole in Withers Lane and one hole on Lakins Road) and such needs to be more extensive for the balance of the project.
- Works done thus far include 550m road upgrade of the 1km section of Withers Lane, the bridge and culvert crossings of waterways on Lakins and Dead Horse Lane, the Greenvale Road bridge upgrade, and half of Greenvale road (albeit to a standard lower than VicRoads Standards and will need strengthening as stated above).
- The 2010 CPG report indicated Council would have to fund in the order of \$10.249M on the ultimate route whilst the State costs for intersections with State roads would be of the order of \$3.165M. No background bill of quantities or industry unit rates were available to check the above estimates and assumptions. The reality is the costs to Council in the future of funding a HV Bypass are going to be significantly higher than projected in the CPG 2010 report. Such is indicated by the current day cost of \$1.99M/ km as seen on Withers Lane (i.e. 550m expected to cost close to \$1.09M ex GST) compared to the 2010 estimate of \$1.25M/km for Dead Horse Lane West (1.4km) and Withers Lane (1km)).
- A cost benefit analysis of the project was sourced and found to be 1.01 meaning that over the 30 year projection of benefits and costs, the project would produce marginally more benefit than cost. Having said this, there is much to be said about looking at planning for the long term needs of Mansfield which is growing. If the HVBP project is abandoned, Council will have lost an opportunity to cater for industry needs in the long term and community safety could be affected in high use localities.
- Council has several grants to acquit. One being for \$1.25M for stages 3 & 4 (Mt Battery Road and Dead Horse Lane East of the Midland Highway). Such works are at concept stage only. At present these stages have not been scoped. In terms of project development, there has been no; BCR update, geotechnical investigation, boundary and feature survey, detailed design, confirmation of and start on any acquisition needs, detailed design project estimates and quantity surveyor peer review of estimates.
- At present the Federal Government grant of \$1.25M towards stages 3 and 4 (i.e. Mt Battery Road and Dead Horse Lane east) needs to be completed in 2020 which is not possible. No development or construction work has been done on these stages to-date.
- If Council is to do any works on stages 3 & 4, it would need to get approval from the Federal government to extend the grant time to allow Council to do geotechnical work and design in 2020/21 and construction along Mt Battery Road in 2021/22.
- In early 2020 Council sought an update report on the 2010 CPG report which was completed in March 2020.
- Once the long term bypass is complete Council would be seeking to do an exchange of roads with Rural Roads Victoria which would effectively see no net change of road network responsibility to Council but which would facilitate Council having

responsibility for the CBD and RRV having responsibility for the HVBP. This network change is reflected below and been raised previously at Council briefings.

