

# ARTC has been appointed by the Commonwealth Government to deliver the Inland Rail Project – a project of national significance dedicated to getting more freight on rail.

**Inland Rail requires modifications to various infrastructure across Victoria that are owned by various state and local agencies.**

This means ARTC must meet the asset owner’s key requirements and engineering standards in addition to relevant regulatory compliance in our design.

**Each of the options we’ve considered over the last three years has different community impacts and engineering challenges.**

In order to support the timely and detailed consideration of options available to us in Euroa, ARTC has recently formed the Euroa Stakeholder Group (ESG).

The ESG includes members from Strathbogie Shire Council and the Department of Transport.

The ESG is committed to keeping the community of Euroa and surrounds up to date and informed on the Inland Rail Project in Victoria. The Group understands and respects that a project of the scale and nature of Inland Rail will draw a diversity of interests and views.

The first ESG meeting was held on 8 April 2021 and included confirmation of a rail precinct redevelopment approach for any design solution in Euroa. The group has met another four times since then. Additionally, the ESG is aligned in supporting and encouraging opportunities for inclusive community feedback on all remaining options.

The key objective of the ESG is to examine, confirm and communicate the technical requirements for any potential solutions to deliver Inland Rail at the Euroa Station Precinct.

The Anderson Street bridge is part of the arterial road network and its connecting road infrastructure are assets owned by the Department of Transport.



Aerial view of Euroa Station Precinct



ARTC staff interacting with the community



Town and Country Office, Euroa



## Two options we’re assessing

Following valuable community feedback and further investigative works ARTC is progressing two design options for further consideration.



**Replacing the current Anderson Street bridge with a higher road over rail bridge.**



**Building a road under rail vehicle underpass**

Both options would:

- ▶ Remove the existing station access and Railway Street road ramps
- ▶ Relocate the existing east main track to the west and retain the older V/Line platform & buildings
- ▶ Build a new V/Line platform to the west and retain the older V/Line platform & buildings
- ▶ Build a new universally accessible (*Disability Discrimination Act 1992 compliant*) pedestrian underpass
- ▶ Be designed to meet Department of Transport requirements for over-size and over-mass vehicles
- ▶ Enable the safe transport of dangerous goods.

Design options considered and discounted from further progression due to safety, policy considerations and user amenity:

- ▶ Options involving a heavy vehicle detour/reroute, and Level Crossing.

The ESG noted that the exclusion of a heavy vehicle bypass as part of the Inland Rail Project will not limit future considerations for a potential bypass.

The ongoing assessment of the two options being progressed will include comparative advantages and disadvantages, with respect to:

- ▶ Safety
- ▶ Functionality
- ▶ Connectivity
- ▶ Amenity, including visual, noise and vibration
- ▶ Community sentiment
- ▶ Whole of life costs and benefits
- ▶ Land and property impacts.



Euroa station

**We look forward to continuing discussions as part of the Euroa Stakeholder Group to ensure the views and requirements of these key stakeholders are understood and measured alongside community views.**