



# Bus Transport Network Review

## Challenges and Opportunities

The Victorian Government has committed to the implementation of Victoria's Bus Plan, released in June 2021, which sets out how the Government will shape the bus network in ways that increase the number of people choosing to take the bus by delivering simple, safe, reliable and comfortable journeys.

Greater Shepparton has experienced enormous growth in the past 15 years, but public transportation has failed to meet the needs of the growing community. Despite new housing estates, schools and other developments, it has been more than 15 years since the last bus review was carried out in Greater Shepparton.

Currently, bus services in Shepparton and Mooroopna are limited on Saturdays, do not operate on Sundays and several housing estates and other amenities are not connected to bus routes.

For smaller towns outside of Shepparton, public transport options are significantly more limited. Despite being the third largest town in the Greater Shepparton, and the drive one way taking only 20 minutes, Tatura residents looking to go to Shepparton on the bus face travel times of over 40 minutes to as long as two hours depending on the time of departure. The regularity of connections does not enable use for many purposes and particularly not work. The lack of services also do not support active use.

There is an urgent need for expanded bus services and additional routes across the Greater Shepparton region.

The lack of a well-connected bus service is also affecting businesses especially those that rely on a workforce that requires transport via the bus network.

Access to public transport is particularly important for groups like the elderly, young people, itinerant workers, those with a disability, tourists and people living in smaller towns to connect to larger centres and transport to our major cities.

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**JOHN CALLEJA**

Chief Executive Officer  
Gouge Linen and Garment  
Services



“Currently Gouge employs approximately 480 staff with around 50 per cent female participation and an extremely high multi-cultural footprint. We operate three shifts, 24-hour a day, five days a week and there are no viable public transport options for our staff to get to work in Mooroopna. The closest drop off point to the production plant is an 18 minute walk via unpaved sections, unlit and along a major highway. This limits the employment pool available to Gouge and creates challenges for staff retention but most importantly limits equal opportunities for employment in our region.”

## Solution

Council requests that the Victorian Government commit development funding to a major review of the bus network and also fund the implementation of the plan to develop a modern, faster, more reliable and environmentally sustainable network for the community.

Community engagement is imperative to give a better understanding of how people currently use their bus services, and what would encourage them to use buses more – including where, when and how they would like to travel.

## Economic Benefits

Improved connections will mean that workers can get more easily to their place of work, and create job opportunities for others who have limited transport options, not to mention the ability of visitors to the region to navigate their way across the area, not just back and forward to metropolitan areas.

## Investment

Development funding to review, design and implement the network.

## CONTACT US

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**JEREMY RENSFORD**

Chair

Greater Shepparton Minister's Association



*“We have prevailing issues in the Greater Shepparton area pertaining to the transport of community members wishing to get to places of worship, particularly vulnerable members of our community. Greater Shepparton has a large Christian population, with over 40 per cent of our population identifying as Christian in the most recent census. Members of our community that would like to attend church services, but are unable due to transport issues, presents the challenge of a lack of connection and increased social isolation which increases the risk of reduced mental health and loneliness.”*

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**CARL WALTERS**

Chair

Tatura Community Planning Group



*“The regularity and timetable of our existing bus transport network does not adequately support our smaller communities including our workforce, youth and aging population. It also prevents visitors to our regional city venturing further to smaller towns, which provide unique visitor experiences and attractions. The welfare of our community and liveability of our town is being limited by the lack of services that are considered ‘as of right’ elsewhere.”*



GREATER SHEPPARTON