

FOCUS AREA: FREIGHT NETWORK

Priority Action

CONTINUE TO INVEST IN THE CALDER HIGHWAY AS A MAJOR TRANSPORT CORRIDOR BETWEEN MELBOURNE AND MILDURA



WHY IS THIS A PRIORITY?

The Calder Highway is a nationally recognised freight route and a key transport corridor in the region; carrying the highest traffic load from the north-west to Melbourne, including an increasing freight load to port and processing sites.

Increased freight traffic carrying agricultural and horticultural product has resulted in more truck movements and increasing demand for larger High Productivity Freight Vehicles to handle movement of inputs and products.

Limitations on freight load and the capacity of the Calder Highway adversely affects supply chain costs, productivity and cycle times.

Bridge load limits at Keilor and at Bridgewater do not support current vehicles at Higher Mass Limits.

PROJECT BENEFITS

- Improve the Calder corridor to enable safe and efficient movement of HPFVs and better management of car, truck and caravan movements.
- Better connect the region to port and export markets and to domestic markets in Melbourne and interstate.
- The project will encourage investment and growth in locations with ease of access to these corridors.
- Improve safety through further duplication, additional passing lanes and rest stops, bridge and intersection treatments.

RECENT ACTIVITY

\$20 million has been committed to a Calder Highway Upgrade project to upgrade the Calder Highway between Bendigo and Mildura. Works will include construction of overtaking lanes, rest area implementation and road side improvements to improve driver safety and travel times.

Construction commenced on 1 July 2017 and is expected to be completed in mid-2022.

NEXT STEPS

Prepare a Calder Highway Corridor Strategy. The scope of the study should include strategic locations for:

-  Additional duplication, rest stops and passing lanes.
-  Intersection improvements.
-  Bridge upgrades (e.g. Keilor and Bridgewater) to support at least 72 tonnes.

The Central Murray Regional Transport Forum is an initiative of:



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CONSTRUCT A MILDURA TRUCK BYPASS TO IMPROVE ROAD SAFETY AND EFFICIENCY



WHY IS THIS A PRIORITY?

- Increasing frequency and size of freight vehicles in Deakin Avenue and Mildura's CBD negatively impacts public safety, amenity and ability to build the tourism economy.
- Horticulture is the cornerstone of the region's economy with \$1.1 billion in agricultural outputs in 2017, which is forecast to double over the next decade.
- Over 20,000 hectares of new plantings of almonds, olives, table grapes, citrus, dried fruit, other nuts and stone fruit have been approved or are underway. New food processing facilities have also been established in the region.
- A rapidly expanding horticulture sector in the greater Mildura region has seen significant growth in freight vehicle traffic through Mildura, including from NSW and SA.
- The current truck route through Mildura is via Deakin Avenue; a boulevard style street with several schools and tourist attractions, which supports pedestrian and cyclist movement.

PROJECT BENEFITS

As a National Key Freight Route, encouraging freight vehicles away from the Mildura city centre will:

- Enhance efficient and effective movement of freight.
- Enable urban renewal and improvements in road safety.
- Support a more diverse economy.
- Improve amenity, make best use of tourism products and create new opportunities.
- Reduce tourist conflicts and in so doing provide an improved tourism experience.

RECENT ACTIVITY

A business case was prepared in 2015 by Regional Roads Victoria and the project is one of the highest priorities in the 'RRV' Western region.

Mildura Truck Bypass project is supported through Mildura Rural City Council strategies and plans: Council Plan 2017 – 2021, Mildura Landscape Masterplan, Mildura Tracks and Trails Strategy, Deakin Avenue Urban Design Guidelines, and Mildura CBD Directions Report.

The construction of a Mildura Truck Bypass is supported by Regional Cities Victoria as a priority project.

Project Deliverability and Readiness

The estimated cost of construction is \$100 million (Regional Roads Victoria (RRV) Preliminary assessment). Concept plans and a business case have been prepared for government consideration and funding.

A public acquisition overlay is in place. Subject to funding availability, construction could commence within 12 months with a three-year construction timeline, or staged over a longer period.

NEXT STEPS

ADVOCACY:

- Support initiatives and funding opportunities that enable the development of a Mildura Truck Bypass.

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COMPLETE A HORTICULTURE SUPPLY CHAIN STUDY TO PLAN FOR TRANSPORT NETWORK UPGRADES



WHY IS THIS A PRIORITY?

Horticulture is the cornerstone of the region's economy with \$1.1 billion in agricultural outputs from the region in 2017. Horticultural outputs are forecast to double over the next decade.

Over 20,000 hectares of new plantings of almonds, olives, table grapes, citrus, dried fruit, other nuts and stone fruit, have either been approved or are underway. New food processing facilities have also been established in the region.

The Murray Basin Rail project will present opportunities for transferring road freight on to rail and attracting new investment at rail terminals.

An evidence base is required to assist government, business and the transport and logistics sector in determining the most efficient routes to support horticulture developments, including increased use of High Productivity Freight Vehicles (HPFVs) from farm gate to market or intermodal facilities.

A supply chain study will detail land use changes including new horticultural developments and transport needs and provide an evidence base for future upgrades.

Improving access from farms to processing areas and to key road and rail transport corridors and ports will improve business efficiency, and reduce the cost of freight operations.

PROJECT BENEFITS

The project will provide evidence for investment in road and rail infrastructure.

The project will assist in:

- Providing an overview of the importance of the horticultural industry, from a regional, state and national perspective.

- Identifying road and rail freight network access issues.
- Leveraging off significant investment in Murray Basin Rail and transitioning freight to rail.
- Maximising freight efficiency, reducing costs and increasing market competitiveness.

RECENT ACTIVITY

A horticulture supply chain study is underway. The study confirms the importance of the horticulture industry both to the regional, but also on a state and national level. Encouraging the growth of horticulture is supported by all levels of government as it grows local economies, attracts population to regional areas, promotes exports and creates local jobs.

\$440 million has been committed from the Australian Government and Victorian Government to complete the Murray Basin Rail project. The project is scheduled for completion in 2020.

NEXT STEPS

COMPLETE A HORTICULTURE SUPPLY CHAIN STUDY:



The horticulture industry supply chain study will improve supply chains including the preparation of corridor strategies, the completion of a bridges and structures study, an intermodal development plan that leverages off the Murray Basin Rail project and a road network impact study based on investment in Murray River bridges.

The Central Murray Regional Transport Forum is an initiative of:



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SUPPORT REGIONAL GROWTH BY INVESTIGATING A SECOND BRIDGE CROSSING AT MILDURA AND RAIL CONNECTION FROM MILDURA TO THE TRANSCONTINENTAL RAILWAY



WHY IS THIS A PRIORITY?

Mildura is the Mallee region's largest centre with a population of around 55,000 projected to increase to 60,000 by 2030. The Mildura region has an expanding agricultural sector, growing manufacturing and service sectors and is a major freight hub.

Agriculture was worth \$1.1 billion to the region in 2017, with horticulture forecast to double over the next decade. To support economic and population growth, an examination of road and rail connectivity is required.

An Integrated Transport and Land Use Strategy (ITLUS) will provide a forward plan to ensure that regional transport is well connected to processing facilities, domestic and export markets and continues to support population growth, both now and into the future.

A Mildura ITLUS will examine transport routes and links, including:

- A second crossing of the Murray.
- Links to truck bypass, rail and intermodal facilities.
- A longer-term rail link from Mildura to the intercontinental rail line.

Once identified, consideration should be given to reserving these sites for future investment.

There is a need to enable local/regional agreement in relation to a second bridge crossing, and the alignment of train tracks in urban Mildura.

PROJECT BENEFITS

The project will:

- Support a growing economy, increasing freight movements and population growth.
- Improve the efficiency and safety of the High Productivity Freight Vehicle (HPFV) and rail freight networks.
- Provide more efficient agricultural and mining goods access to local, interstate and international markets.
- Provide an investigation into the feasibility and location of a second bridge in or around Mildura and related truck routes, intermodal facilities and new rail connections to the north.

RECENT ACTIVITY

The Murray Basin Project Study (Aug 2015) explored a link to the Transcontinental Railway as a possible alternative route between Melbourne and Perth.

NEXT STEPS

ADVOCACY:

- **\$** Source funding to prepare a Mildura Integrated Transport and Land Use Strategy that identifies future freight and industry needs, Mildura population growth and land use changes, and makes recommendations to future-proof land use.

The Central Murray Regional Transport Forum is an initiative of:



2 STATES
7 COUNCILS
1 REGION

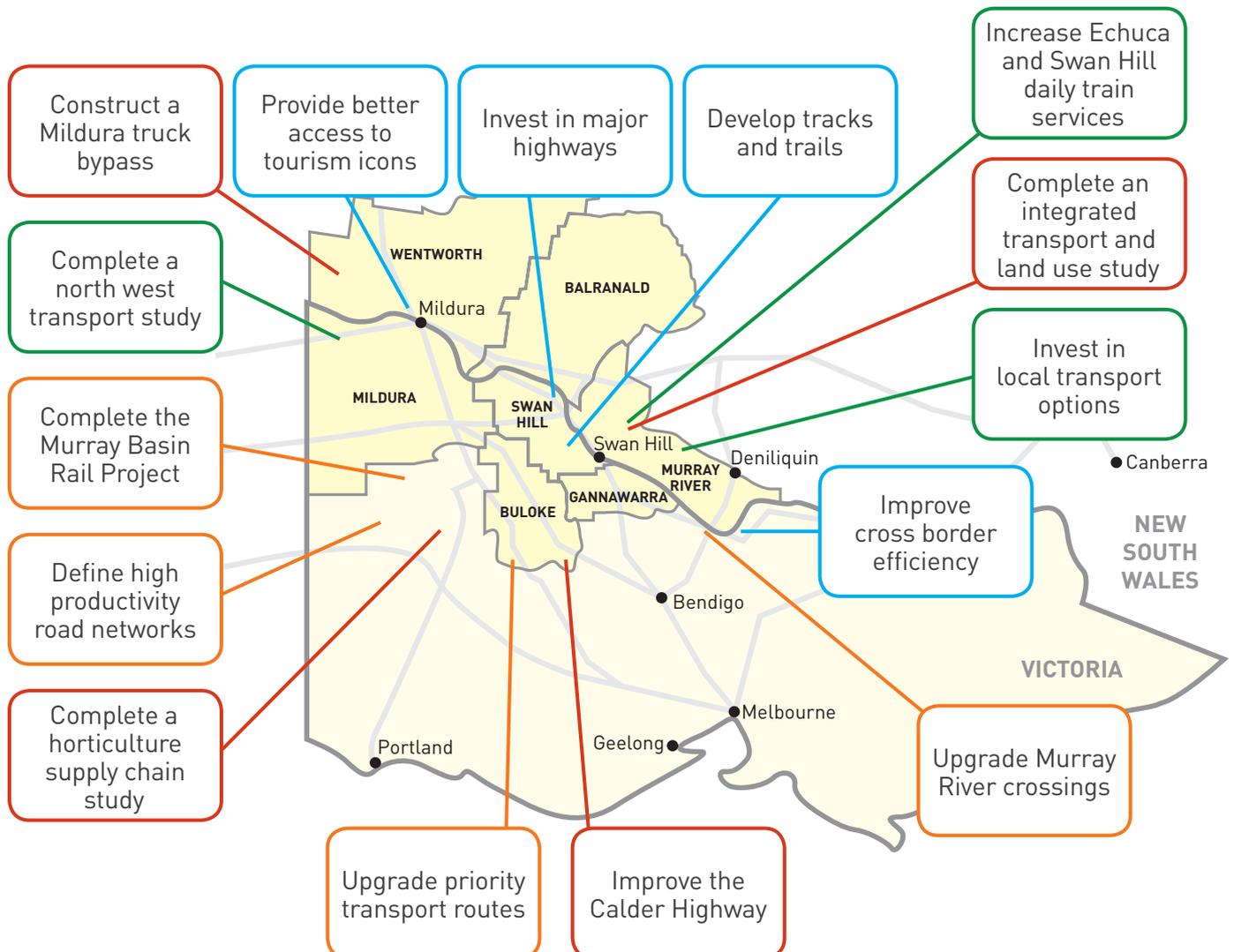
THE CENTRAL MURRAY REGIONAL TRANSPORT FORUM

THE CENTRAL MURRAY REGIONAL TRANSPORT FORUM

The Central Murray Regional Transport Forum (CMRTF) was established in 2010 to identify transport needs and challenges of the Sunraysia/Mallee region and advocate for improvement to the region's transport network.

Comprising councillors and senior staff from the shires of Balranald, Buloke, Gannawarra, Murray River and Wentworth, and the rural cities of Swan Hill and Mildura; the CMRTF has developed a Strategy to clarify the region's transport infrastructure needs and better position the region for the next stages of economic growth and social development.

PRIORITY ACTIONS:



The Central Murray Regional Transport Forum is an initiative of:

