



# Ballarat. NOW AND INTO THE FUTURE

## Ballarat Link Road (*Busting congestion in the west*)

### The Ask

\$80 million for:

- Duplication of Stage 1 of the Ballarat Link Road (BLR), (\$40 million) between the Western Freeway and Remembrance Drive
- Construction of Stage 2 of the BLR, (\$40 million) between Remembrance Drive and the Glenelg Highway, with a single lane in either direction; including land acquisition (\$6 million).

Stage 2 of the Ballarat Link Road is a major arterial link connecting the residential growth zone on Ballarat's western fringes. Once completed it will improve travel times for residents in these areas; reduce congestion and traffic-related pollution in the heart of the city; and dramatically improve safety, reducing truck volumes and road crashes by 20%.

The State Government-funded Stage 1B was delivered on budget and on time by the City of Ballarat; bringing significant benefits for the local economy with \$15 million of the total \$20 million project budget spent locally.

### Context

This project is essential to service development in Ballarat's western growth area and to meet the transport and connectivity needs of the additional 35,000 residents who will call the area home in the next two decades.

There are 12 'active' housing estates in Ballarat's western growth area, with more than 5000 approved sites with homes still to be built. Around 500 residential blocks per year are being developed with an estimated combined value of around \$50 million per annum.

Population forecast for western growth area:  
(not including Lucas)

- Year to date - population 831

- Over next 5 years = 12,064 population (we expect peak to occur)
- 5–10 years = 7,260 population
- 10–20 years = 15,535 population

A \$70 million retail development known as the Delacombe Town Centre has been constructed to service the growing residential area.

Construction of Stage 2 of the Ballarat Link Road will reduce travel times and improve connectivity for residents.

The Ballarat Link Road Stage 2 will also provide vital links to the Wendouree Train Station, the new regional saleyards facility and the Glenelg Highway.

## What The Project Will Achieve

Securing funding for this priority project will bring significant measurable benefits including:

### Improved transport network efficiency

- 10% reduction of travel times in Ballarat West
- 10% increase of vehicles throughout Ballarat West

### Ensure Ballarat's growth areas continue to be seen as safe, attractive locations

- Support an increase of population growth rate by 20%
- Reduction of truck volumes in Ballarat CBD by 20%
- Reduce road crashes/improve road safety in Ballarat 20%

### Continued public and private investment and development

- Increase output in freight and logistics 10%
- Increase investment activity in Ballarat West 10% (Source: Ballarat Link Road: Modified Preliminary Business Case, September 2017, Investment Logic Map Pp51–2) Commercial-in-Confidence

## Projected Timeframe

- Funding approved by November 2018
- Detailed design and early works 2018–19
- Contractor appointed end of 2018–19
- Construction 2019–20 and 2020–21
- Project completed end 2020–21

## Problem We're Trying To Solve

Three problems have been identified:

- Local roads are increasingly unable to accommodate the transport needs of a growing region, fuelling congestion across Ballarat
- Heavy freight movements in Ballarat's CBD detract from safety and amenity
- Restrictions on the way industry can use the existing network undermines Ballarat's competitive advantage

## Benefits

### Jobs

- More than 225 EFT year long jobs will be created throughout the construction period of the BLR
- Following completion of the BLR more than 4,000 jobs could be created in the region and more than 9,200 jobs overall through stimulated growth in residential growth areas (construction and retail opportunities), industry development (Ballarat West Employment Zone - BWEZ), and other ancillary development

## Investment

- Existing and incoming tenants at BWEZ strongly support the Link Road project and have been consulted by the City of Ballarat about the delivery of Stage 2 and the duplication of Stage 1
- Provision of a north-south route circumventing Ballarat's central region is expected to provide significant travel time benefits for businesses that locate to BWEZ and for other freight traffic. While still strong, continued private sector investment in agriculture, manufacturing and associated sectors is dependent on public sector investment

## Community

- The completion of Stage 2 of the BLR will bring significant improvements in safety and amenity in the CBD as heavy vehicles and volumes of traffic are diverted around the city
- Significantly reduced vehicle volumes along existing arterial roads - traffic on Sturt Street is expected to decrease from 23,000 vehicles to 8,970 vehicles a day
- It will also result in improved travel times for residents and industry
- The City of Ballarat has had ongoing conversations with residents about the project since 2010; they are strongly supportive

## Environmental

- The route chosen for the Ballarat Link Road was chosen to minimise environmental impacts; it has been referred to both the State and Federal Governments which determined '...an environmental effects statement is not required for the BLR' and that the proposal is 'not a controlled action if undertaken in a particular manner'
- Improvements to air quality in the CBD as a result of removing hundreds of trucks and thousands of cars from roads in the central area

## Strategic Alignment

### City of Ballarat

Council Plan 2017–2021 aims to advance completion of Ballarat Link Road up to the Glenelg Highway by the end of 2021.

### Regional

The Central Highlands Regional Growth Plan recognises that employment growth needs to underpin population growth; it emphasises that state government infrastructure investment where it supports local business outcomes, such as investment in Ballarat Link Road to support employment and, in turn, Ballarat's growth areas, is integral to growing Central Highlands.

## State Government

Infrastructure Victoria's 30-year Infrastructure Strategy recognises that Ballarat is a major regional area that has potential to provide jobs and access to economic activity for a growing population. The strategy makes several recommendations for things State Government can do differently to make roads in regional areas more sustainable, including providing additional financial support for maintaining, upgrading and extending the road network.

## Federal Government

The Australian Infrastructure Plan recognises that many regional industries rely upon freight supply chains to transport their goods to market. The plan also recognises that many regional roads cannot handle heavier, more productive vehicles. This is worsened by the fragmented oversight of the freight network.

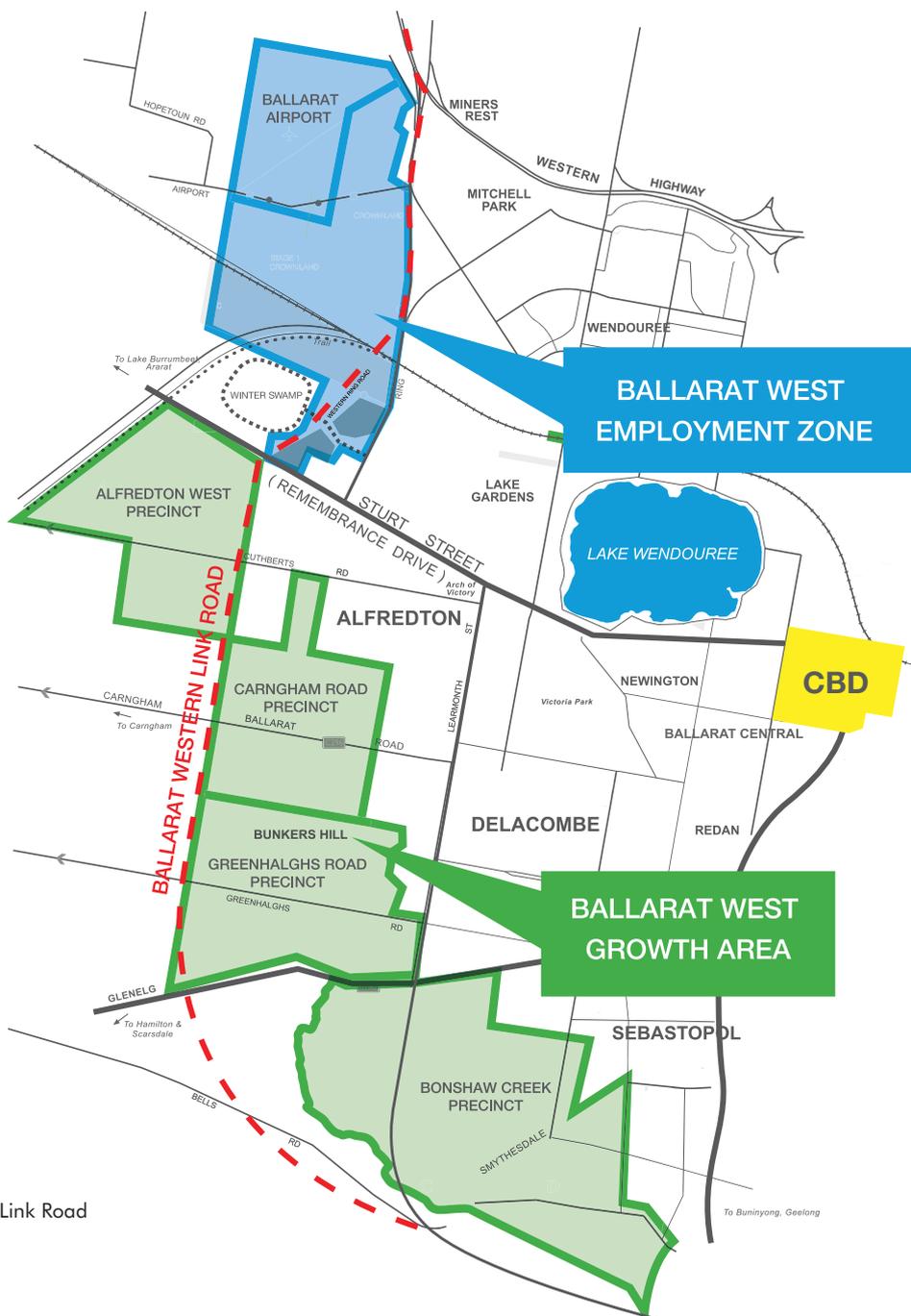
Ballarat is a major regional area that has potential to provide jobs and access to economic activity for a growing population. The plan makes several recommendations for things governments can do to reform and address today's infrastructure gaps and set us up to meet the challenges of tomorrow.

## Partners

The City of Ballarat to deliver the project in partnership with the State Government.

## Project Status

- Business case completed
- Planning scheme amendment for land acquisition completed
- All necessary approvals in place



Location of Ballarat Link Road

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