

ON ROAD RIDES AROUND MILDURA



sunraysia
bicycle users group

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Attraction Finder

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Apex Park Caravan park (and café) : ride 1
Gol Gol Hotel : ride 12
Historical Mildura and environs : ride 13
Inland Botanical Gardens : ride 7
Kings Billabong Lookout : ride 3
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Visitor Centre : ride 13
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Woodsies Rock Shop : ride 3

About this ride guide

There are many excellent rides on relatively quiet sealed roads around the Mildura district, this guide describes just thirteen of them. Although they are described as separate rides, quite a few, particularly those travelling further out of Mildura incorporate elements of other described rides. Rides can also be linked to increase distance.

All rides, with the exception of the Chaffey Trail ride, depart from the City Centre at Langtree Mall and Ninth Sts. The Langtree Mall is in the centre of the Central Business District and contains, or is very close to, a number of coffee shops, cafes and restaurants.

For visitors to Mildura there is a Bicycle “End of Journey” facility a few blocks to the north west of the departure point (in Pine Ave.) This facility has hot showers, lock up bicycle storage and toilets. See local bike shops for details.

The rides described are suitable for any bikes, including Mountain Bikes or Hybrids, but the longer rides are probably best suited to “road bikes”.

Most rides are in the “easy” category in relation to distance and terrain. Distances, although seemingly authoritatively expressed to 1 decimal place in the booklet, are based on the compiler’s bike computer, so some caution (and common sense) is required in following them. Of course if you take detours from the ride path described you will have to make allowances for the remaining distance measurements. Distances cited are cumulative from the start of each ride.

Cyclists are recommended to take at least one litre of water for each 30 kms they propose to travel. (more in summer) Cycling on some of these roads during high summer in the middle of the day (between 11 and 4) is also not recommended.

Map

There are indicative maps for each ride.

Standards

The rides are designed for travel at a very relaxed pace (i.e. average 20-24 km hour), but 30 kilometres distance can be taxing for those with little bike experience and poor fitness, particularly if it is a bit on the warm side.

Other local Ride Guides

This booklet is a companion volume to the booklet “Off Road Rides around Mildura” published by Sunraysia Bushwalkers. There is also a ride map produced by Mildura Rural City Council.

Accuracy

These ride notes have been developed to aid the keen cyclist to access some of the best road rides around Mildura as judged by the compiler. While every attempt has been made to make them accurate, there is no warranty that they are error free. They are produced as a community service and cyclists use them at their own risk.

This booklet is compiled by Michael Jobe and is produced and published by Sunraysia Bicycle User Group (SunBUG) utilising funds from a variety of sources including the Chaffey Trail Committee of the Rural City of Mildura and a grant to promote road safety from the Transport Accident Committee (TAC)

First edition, August 2011

01 *Riverfront Circuit*

This is a good ride for those who want to stay close to town but get a good mainly flat scenic ride along the river. The ride is approximately 19 Km. out and back to the starting point, but its essence is a short (approximately 10.0 km) circuit mainly along the River which can be done as many times as desired within the total ride. The ride passes some of Mildura's most well known tourist destinations.

- Start at the corner of Ninth St and Langtree Mall.
- Head north (away from Deakin Ave) along Ninth St .
- At 0.9 Kms, turn right into Chaffey Ave . Continue along this Street until it sweeps sharp left at the Chaffey historical residence and Art gallery, then shortly after, past the old Mildura Homestead complex, and all the way to Apex Park.
- At 4.5 km, reach the Apex Park Boat launching ramp.
- Turn to come back the same way.
- After passing the Homestead complex on the left (at 6.8Km) come to a bitumen road turning steeply down to the Lock.
- Turn left down this incline, past the Lock and onto a narrow road along the river (watch for on coming traffic) The narrow road widens into dual carriageway through the tourist/recreation precinct.
- At 9.6 Kms you reach the Chaffey Bridge, Boat Launching area.

OPTION You might want to have a look at the Marina just a little further along . It is possible to ride right around it (some loose surface)

- Turn and retrace your steps back towards Apex Park the way you came, through the tourist precinct.
- After you pass a Park (Jaycee Park) on your left with a large Steam Engine as a centrepiece, there is a road on the left winding up a gradual incline along the back of the Mildura Lawn Bowls Club (at 10.9 Kms) Take this road and travel approximately 500 metres to the T intersection.
- Turn right and journey down to Apex Park as before.

- At 14.7 you reach the Apex Boat Launching area again.
- Return along the same road past the old homestead but this time continue past the road on the left which descends to the Lock and continue up to the next Road on the left (behind the Bowls club) Enjoy a nice short descent .
- Turn right at the bottom and onwards to the Chaffey Bridge again . Continue to do as many loops as desired . Each complete loop is approximately 10.0 Kms

One can alternate between ascending (and descending) both the steep sharp climb past the Lock and the more gradual incline past the Bowls club.

Return to the starting point of the ride at any time by going back to the road behind the lawn bowls club and turning left at the T intersection at the top and retracing your steps along Chaffey Ave then left up 9th St).



Street map of Riverfront Circuit.

02 Cemetery Circuit

Riverside Golf Course, Race Track : Approximately 15 or 18.5 Kms depending on options.

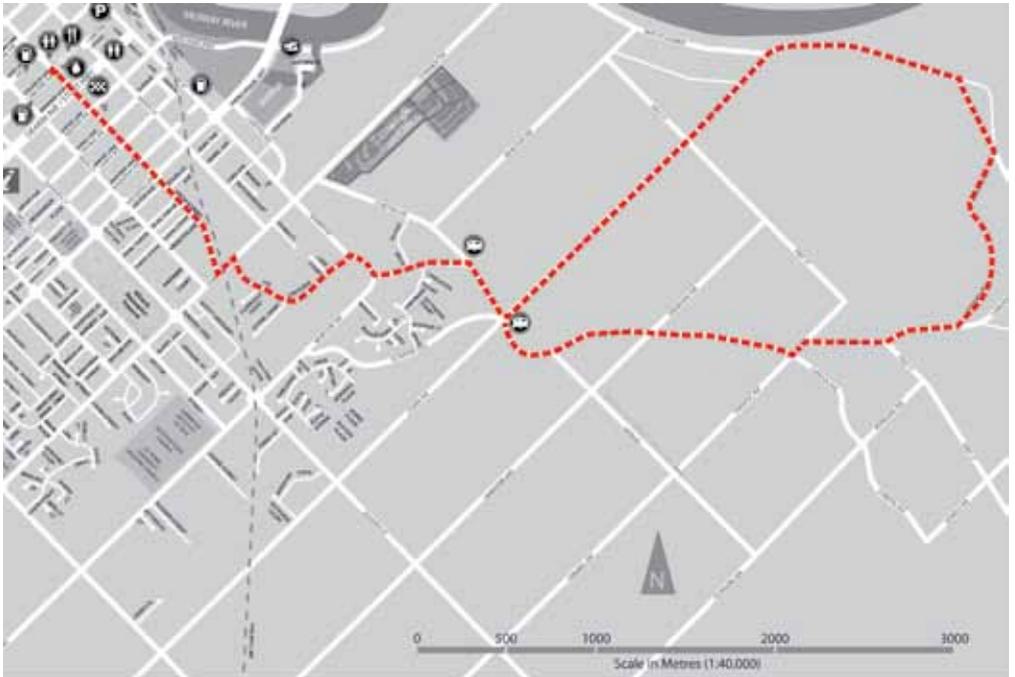
This is a pleasant short circuit, used, in varying configurations by the local cycling club, close to home, around the back of the Mildura Racecourse. The “circuit” as described here is 8 Kms , with an extra 7 kms to and from the circuits’ starting point at “The Palms Caravan Park “ roundabout.

- Start at the corner of 9th St and Langtree Ave .
- Travel up 9th St over Deakin Ave and continue 2 major streets up to the T intersection with Etiwanda Ave.
- Turn left into Etiwanda and ride across the railway line. Immediately turn right into The Crescent . Follow The Crescent to another T intersection with 7th St (2.4Km)
- Turn right . Approximately 150 metres up turn left into Benetook Ave. Follow this road till you come to the roundabout with “The Palms” Caravan Park straight in front .(3.5 Km).
- Turn left on the roundabout towards Kings Billabong and travel on the long straight road, which then follows the river. Continue on the road following it past the Racecourse and alongside the Riverside Golf Course.
- Just before the main road enters the Golf Course, there is a road to the right (Park Lane) (7.1 kms). which travels past the cemetery. Take this for approximately 1 kilometre until you get to another T intersection.
- Turn right and travel along this road behind the back of the cemetery till it comes to an intersection on top of a small rise (Karadoc Ave) .
- Turn right and follow this road back to the Palms Caravan Park at the roundabout (11.5 Kms). Do as many of these 8 Km circuits as desired, then retrace steps from the roundabout back to the starting point (15 Kms).

AS AN OPTION .

- Turn left at the T intersection above, and follow the road (Billabong Road) round past the turn off to Bruces Bend (9.6 km) and continue on this road (now Irymple Ave) over Cureton Avenue and on to 5th St (11.9 km)

- Turn right into 5th St and travel past the Nicholls Point Store and Primary School (12.4 Kms) . At 14.2 Kms come to a T intersection with Cureton Ave
- Turn left, following the Road back to the Palms caravan park (15 Km) Retrace steps back to the starting point. (18.5 Kms).



Street map of Cemetery Circuit.

03 *The "Spider's Web"*

A loop : Red Cliffs and Return : Approximately 38 Kms

The local "Bourke Street" for on -road Cyclists between Mildura and Red Cliffs with lots of cycle signage and a winding road (Cureton Ave.) through a scenic horticultural setting on a "local road" most of the way. There are a number of options for going out of Mildura and coming back from Red Cliffs. The ride as described here, travels out via 5th St with return from Red Cliffs via 16th St.

- Start at the corner of 9th St and Langtree Ave . Travel over Deakin Ave on 9th St and continue 2 major streets up to Etiwanda Ave.
- At the T intersection , turn left into Etiwanda across the railway line and immediately turn right into The Crescent . Follow this to another T intersection with 7th St (2.4Km)
- Turn right. Approximately 150 metres up, turn left into Benetook Ave. Follow this road to the roundabout with The Palms Caravan Park straight in front (3.5 Km)
- Continue across the intersection and travel along Cureton Ave. After about 400 metres come to a T intersection with 5th St on your right . (3.9 Kms)
- Take this street past the Nicholls Point Primary School and the General Store until it becomes a T intersection with Cureton Ave again. (6.8 Kms)
- Turn right into Cureton Ave and follow this main winding road all the way to Red Cliffs. (it becomes Cocklin Ave further up). On the way you pass Woodsies Rock Shop and the lookout over Kings Billabong.
- At approximately 18.9 Kms you come to a major roundabout and turn right into Fitzroy St towards the Red Cliffs township.
- At 20.3 you come to the main Calder Highway . Cross with care and travel over the railway crossing immediately after,
- Turn immediately right into Avocat Ave North and follow this road running parallel to the railway line . After approximately 3.6 km the road sweeps to the left . Continue approximately 700 metres.
- Turn right at the intersection with Belar Ave Ext
- After about 2 km, turn left at 16th St , before going over the rail crossing. Follow

this busy street down to Etiwanda Ave (31.1 Km) and turn right.

- Follow Etiwanda Ave all the way back into town, over the Calder highway and onward to 9th St (immediately before the railway crossing : at 36.7 Km)
- Turn left and travel down 9th St , over Deakin Ave and back to the starting point (38.2 Kms)



Street map of The Spider's Web Ride.

04 *The South West Loop*

Koorlong, Werrimull Rd : Approximately 59 Kms

This is an enjoyable ride through mildly undulating terrain to the south west of Mildura, past Koorlong and the now deserted Mineral Sands plant, then on to Red Cliffs and return via the “Spiders Web” .

Until Werrimull Rd, traffic is usually very light . Werrimull Road is a main arterial feeder from the Calder highway through the wheat belt to the South Australian border, Despite this, traffic is relatively minor.

Once at Red Cliffs the ride utilises the very winding , cycling friendly Cureton Ave which is part of what is locally called the “Spiders Web”. (this is the reverse of the first part of Ride 2).

- From the Corner of 9th St and Langtree Ave, travel up 9th St in a south easterly direction to Etiwanda Ave (at 1.3 km)
- Turn right and continue along the whole length of this road till it comes to a T intersection with 21st St (at 13 km)
- Turn left and travel 700 metres to another T intersection, with Benetook Ave .
- Turn right and continue along the whole of this road till you come to another T intersection with Werrimull Road (at 22.8 km).
- Turn left and continue on this road for 12.3 km until you come to the Calder Highway (just over the railway line and just south of the town of Red Cliffs.)
- Turn left and travel down the highway for about 1.1 kms.
- Turn right at Fitzroy Ave which is opposite a well marked rail crossing on the other side of the main road (at 36.2 km) Travel about 2.6 km to the first roundabout and turn left (Cocklins Road) at 38.8 Kms. This main, flat, secondary road goes all the way into Mildura, winding and turning constantly.
- At 55.1 km you come to Palms Caravan Park and a large roundabout. Continue straight across the roundabout till you come to a T intersection with 7th St on Mildura’s outskirts.
- Turn right into 7th St and continue till you come to another large roundabout with San Mateo (at 57.3 Kms)

- Turn left into San Mateo Ave . Travel to the second roundabout on this street (Ninth St) (at 57.8 km).
- Turn right into 9th St. Continue down 9th St over Deakin Avenue to the next roundabout and the start of the journey (at 59.2 Kms).



Street map of The South West Loop.

05 Nangiloc Tavern

Approximately 94 Kms

A longer distance ride on back roads with a very pleasant destination. The hotel serves good meals in a “bush” location. Another “out and back” ride through pleasant wine growing country with few alternative return options unless one travels further on to Colignan and then out to the main Calder highway and back to Mildura (about 100 KMs return) The first part of this ride is the same as the “Spiders Web.”

- Start at the corner of 9th St and Langtree Ave .
- Travel over Deakin Ave on 9th St and continue 2 major streets up to Etiwanda Ave.
- Turn left into Etiwanda across the railway line and immediately turn right into The Crescent .
- Follow The Crescent to another T intersection with 7th St (2.4Km) and turn right. Approximately 150 metres up, turn left into Benetook Ave. Follow this road to the roundabout with “The Palms” Caravan Park straight in front .(3.5 Km).
- Continue across the roundabout and travel a short distance along Cureton Ave. After about 400 metres you come to an intersection with 5th St on the right . (3.9 Kms)Take this street past the Nicholls Point Primary School and the General Store until it becomes a T intersection with Cureton Ave again. (6.8 Kms)
- Turn right into Cureton Ave and follow this main winding road all the way to Redcliffs. (it becomes Cocklin Ave further up). On the way you pass Woodsies Rock Shop and the lookout over Kings Billabong.
- At approximately 18.9 Kms you come to a major roundabout on the outskirts of Red Cliffs.
- Turn left away from Red Cliffs.and follow the winding road.
- At 20.4 come to a T intersection with Indi Ave , turn left and after about 30 metres turn right .
- Travel a short distance to another T intersection and turn left , pass over a channel , through the Stewart “hamlet” (22.8 Kms) After approximately one kilometre come to an intersection with Woomera Ave and turn right (23.9 Kms) .
- At 27.5 the road merges into the main road to Nangiloc /Colignan.
- Follow this road all the way to Nangiloc , another 20 Kms approximately.

06 *Cardross Loop*

Approximately 36 Kms

This ride starts off the same as the South West Loop (Koorlong / Werrimull Rd) ride above but is considerably shorter. It's a pleasant loop through the horticultural areas and the township of Cardross.

- From the Corner of 9th St and Langtree Ave travel in a south easterly direction to Etiwanda Ave (at 1.3 km)
- Turn right and continue along the whole length of this road till it comes to a T intersection with 21st St (13 km)
- Turn Left and travel 700 metres to another T intersection with Benetook Ave.
- Turn right and continue along Benetook Avenue for a few kilometres, past the Koorlong store to 23rd St (at 15.2 Kms)
- Turn left and travel along this road past the stone cottages (on the right) and aero modellers club (on the left) to another intersection. (18.1 Kms).
- Turn right . At 21.4 Kms, at the intersection with Dairtnuk Ave, turn left into the hamlet of Cardross. The town sign is immediately visible on the left hand side of the road when you turn.
- Continue along this road which becomes Karadoc Ave and follow it over the main highway (at 29.2 Kms). At 32 Kms come to 11th St
- Turn left , pass over the railway crossing (at 34 Kms) and continue on to Etiwanda Ave (34.7 Kms).
- Turn right and follow the road down to 9th St. Turn left into 9th St (just before the railway crossing) and continue down over Deakin Ave to the starting point (35.5 Kms).

07 *Bridge to Bridge*

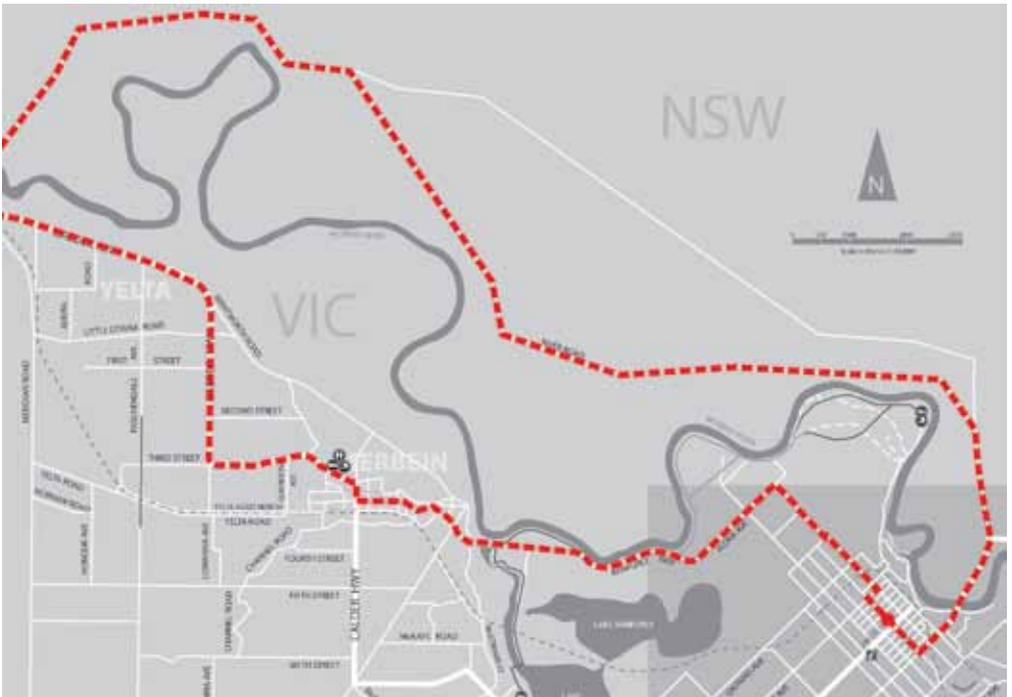
Approximately 46 Kms

A favourite ride, going out over the Chaffey bridge at Mildura, turning down River Road past the Botanical Gardens to Dareton, onwards to the historic Abbotsford Bridge across the Murray and return via Merbein and either River Road or 17th St . Some nice undulating terrain in a good middling distance.

- Commence ride at the corner 9th St and Langtree Ave. Ride south up 9th St over the Deakin Ave intersection to San Matteo Avenue (0.7 km) Turn left and travel two blocks to the intersection at 7th St.
- Cross the roundabout and continue on the Chaffey Bridge approach , over the bridge itself and on to the large roundabout in Buronga, NSW (3.4 km) Note there is a bike lane on the Bridge and its approaches.
- At the roundabout veer left on the Silver City Highway towards Wentworth.
- At 4.2 Kms take the Botanical Gardens turnoff (River Road) on the left. It's well signposted .
- Continue along this road, past the entrance to the Botanical Gardens at 7.8 Kms (The Gardens make a great stop off and are usually open during normal daylight hours.)
- Continue along this undulating and winding road through patches of horticultural blocks until you finish at a T intersection with the Silver City Highway at Dareton (at 16.00 Kms)
- Turn left and cycle through the town . The Coomealla Club is soon on your right and the entrance road to the Coomealla Golf club, soon after, on your left.
- Continue along the Silver City highway for about 6 kms until you come to a T intersection with the Calder highway (22.5 kms)
- Turn left and within about 500 hundred metres you come to the Abbotsford Bridge. This is one way traffic controlled by traffic lights. Continue over the bridge and on the road till you reach Merbein and the signposting to the town centre (at 34.2 km.
- Turn left on this main street and proceed through the shopping centre precinct. Pass the school on the right and soon after follow the bend in the main road (at 36.6)in the direction of Mildura and down the steep "Pump Hill" on River Road .

Pass River Road Pottery (at 38.8) This is a good place for Cake and Coffee.

- At about 42.1 come to a roundabout, go straight ahead into Flora Ave (if you go right you are on a moderately busy road (11th St) which will also get you back to your destination)
- At the end of the bitumen on Flora turn right up 8th St and continue through the T intersection (do a dog leg slightly left) Go over the railway line and continue to Walnut Ave (at 45.4) Turn right and then first left into 9th St . The starting point at Langtree Ave is on your left after a few hundred metres (at 46.2).



Street map of the Bridge to Bridge circuit.

08 *The Arumpo / Mungo Road*

Approximately 55 Km return

An “out and back” ride but with a good sense of the “outback” after travelling through the first 5 km of vineyards. There are some long, gentle but testing inclines. Usually a quiet road with some local and tourist traffic heading for Mungo National park. Note the absence of shade, water or any commercial establishments on this ride. Not ideal for a hot day.

- Commence ride at the corner 9th St and Langtree Mall. Ride up 9th St over the Deakin Ave intersection to the first intersection. (San Mateo Avenue) (0.7 km) Turn left and travel two blocks to the large roundabout at the intersection at 7th St.
- Cross the roundabout and continue on the Chaffey Bridge approach, over the bridge itself and on to the large roundabout in Buronga NSW (at 3.4 km) Note there is a bike lane on the Bridge and on its approaches.
- Veer left at the roundabout on the Silver City Highway towards Wentworth.
- Pass by the Botanical Gardens turnoff at 4.2 kms on the left .
- Continue on the highway till you come to the Arumpo Road turnoff (about 1.6 kms further).



End of the bitumen

- Turn right (with care) and continue up this road till its end : about 19 kms. At the 12.6 km mark, pass Arumpo Station on the right. At 24.8 Km come to the end of the bitumen.
- Enjoy a break then turn and retrace steps . At 49.6 kms you arrive back at the starting point (9th and Langtree).



Street map of the Arumpo/Mungo Road Ride.

09 *Werrimul Hotel & Lake Cullulleraine*

Approximately 130 Kms out and back

A long ride via Benetook Ave past the deserted sand mining factory and along the fairly busy major road which leads to the South Australian border Another 15 kms further from Werrimull brings one to Meringur and the Pioneer settlement . Werrimull Hotel is about 55 kms from Red Cliffs.

Return either by retracing steps or via a 13 km ride to Lake Cullulleraine (very picturesque destination) then 55 kms back to Mildura via the busy, main Sturt highway (Not the safest option).

- From the Corner of 9th St and Langtree Ave, travel up 9th St (over Deakin Ave) in a south easterly direction to Etiwanda Ave (at 1.3 km)
- Turn right and continue along the whole length of this road till it comes to a T intersection with 21st St (at 13 km)
- Turn Left and travel 700 metres to another T intersection with Benetook Ave .
- Turn right. Continue along the whole of this road till you come to another T intersection with Werimul Road (at 22.8 km)
- Turn right and continue for approximately 50 kms until you come to Werrimul and its Hotel.
- Either retrace your steps back to Mildura or return via Lake Culluleraine (13 Kms) and the busy Sturt Highway.



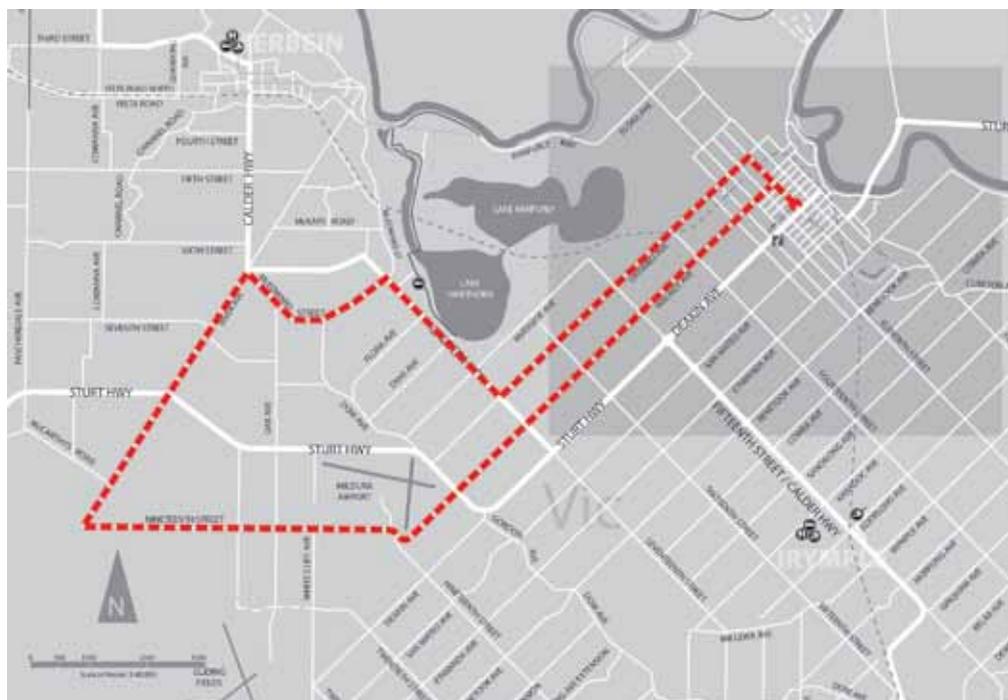
Street map of the Werrimul Hotel & Lake Cullulleraine Ride.

10 *Back of the Airport Loop*

Lake Hawthorn, Merbein Golf Course, CSIRO and Mildura Airport : Approximately 34 Km loop

A testing short ride, mainly at the back of the airport. It's a bit busy at first but once off 17th Street, when you turn off to the Merbein Golf Course, it is quieter. At the halfway point there is a testing short hill then some gentle undulations past the Mildura Airport and back into town. Can give you a good short workout!

- From the corner of 9th and Langtree Sts , ride in a northerly direction to Ontario Ave . (1.1 km).
- Turn left and follow Ontario out to the intersection with 17th St (7.2 Kms).
- Turn right into 17th St and travel on this road past the Primary School to Mc Edwards St (10 Kms) .
- Turn left and follow this road, past the Merbein Golf Course.
- At the intersection on a bend with Dow Ave turn right, past the intersections (on the left) with Oak Ave to a T intersection with River Ave. (13.1 Kms).
- Turn left and follow this road down past the CSIRO site to the main Highway (15.6 Kms). Cross the highway with care and continue along the road (River Rd) past Mc Carthys Rd on the right until it becomes a steep pitch with a sharp left turn at the top. (18.3 Kms) Continue along this undulating road (Walnut Ave), past the airport and over the highway again.
- Continue on Walnut Ave all the way back into town until you get to 9th St (32.9 Kms).
- Turn right and travel back to the starting point at the intersection with Langtree Ave. (33.5 Kms).



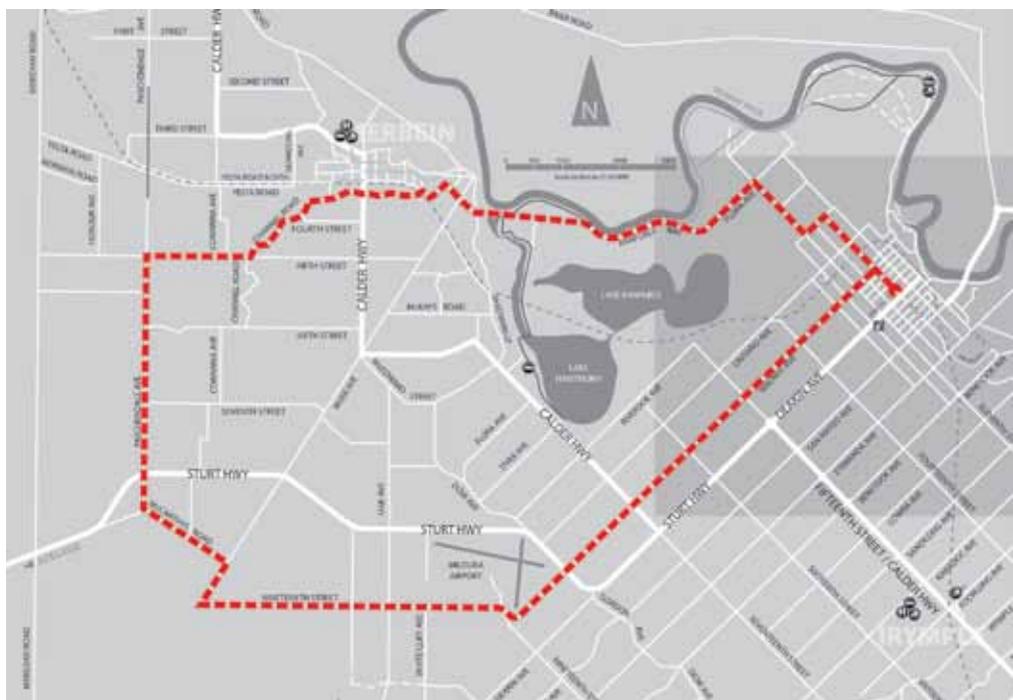
Street map of the Airport Loop.

11 *Sunraysia "Hills"*

Pump Hill, Merbein, Paschendale Ave. Approximately 38 Kms

This ride focuses on areas west of the Merbein township. It duplicates the 2nd half of the Lake Hawthorn, Airport ride and has some tough hills (for Mildura!!)

- From the corner of 9th and Langtree St , ride in a northerly direction to Ontario Ave (1.1 km).
- Turn left and follow Ontario a short distance out to the intersection with 11th St (1.6 Km).
- Turn right and follow this road to Merbein , through the roundabout at the end of the park/sporting complex (turn left) and on along the very busy River Road. Push yourself up Mildura's steepest hill (Pump Hill) and at the top continue on for a 100 metres or so to a clearly marked exit to the left (9.3 Km).
- Wind along this road besides the water channel till you come to a T intersection.
- Turn left and then immediately go over the railway crossing (10.3). At 14 Km you come to an intersection with 5th St.
- Turn right into 5th St.
- At 16 Km, come to an intersection with Paschendale Ave.
- Turn left and follow this road up some long steady rises till you reach the main Adelaide (Sturt) highway. Cross the highway (19.9 Kms) and continue on the road to a T intersection (22.3 Km).
- Turn right and continue along the road up a testing short steep pitch with a sharp left turn at the top. Continue along this undulating road (Walnut Ave with some testing rises, past the Airport and over the highway again 30.1 Kms) Continue on this road (Walnut Ave) all the way back into town until you get to 9th St. (37.8 Kms).
- Turn right and travel back to the starting point at the intersection with Langtree Ave. (38.4 Kms).



Street map of the Sunraysia "Hills" Circuit.

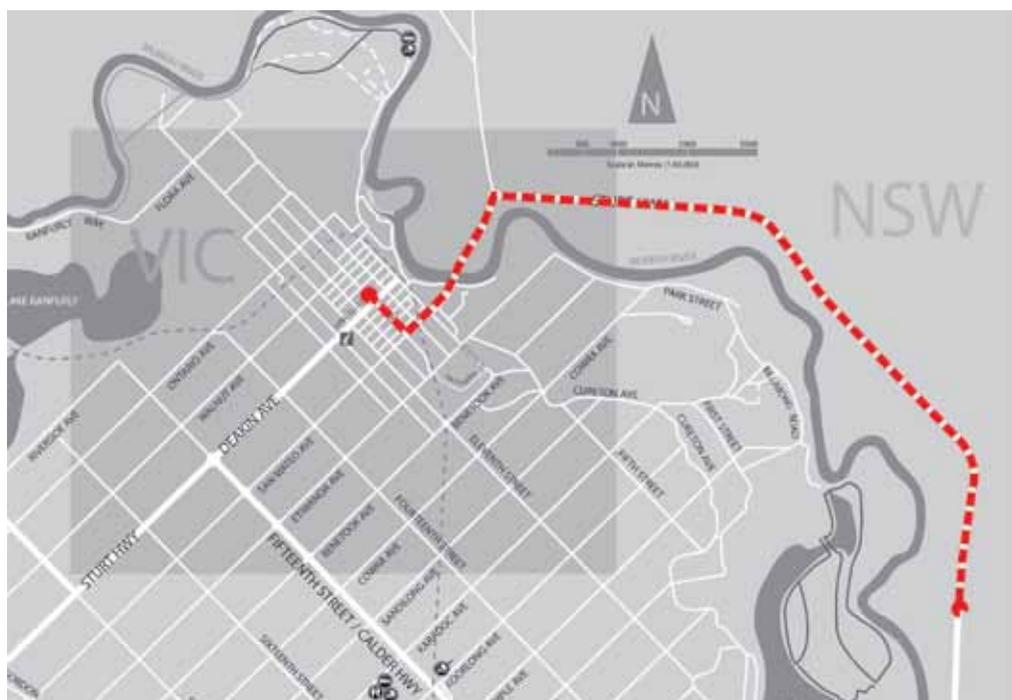
12 Trentham Estate Winery, Nsw

Approximately 29 Kms return

A short, dangerous ride, but a great destination. However the cyclist is travelling on the very busy Sturt Highway (just across the border in NSW all the way!) Luckily the cyclist passes Gol Gol Hotel (also beautifully situated on the river) to break the trip and get a brandy to steady the nerves.

Go single file all the way and pray . There are lots of big transports on a relatively narrow road, travelling between Adelaide and Sydney maybe better to take the car and give the bike a rest. Currently there is a gravel track for parts of the ride along the right hand side going out, but its not suitable for standard road bikes.

- Start at the corner of Langtree and 9th St.
- Travel up Ninth St in a southerly direction over (the wide) Deakin Ave to San Mateo Ave (0.8 Kms).
- Turn left and travel to the roundabout at 7th St . Continue over the Bridge approach and the bridge itself to the next roundabout (3.4 Kms).
- Turn right and travel along this busy highway til you come to the Winery.
- There are no bike lanes as such but there are edges on the side of the road which cyclists are advised to use.
- At 7.7 kms, pass the Gol Gol Hotel on the right.
- At 14.2 Kms, arrive at the entrance to Trentham Cliffs winery on your right.
- (Eventually) retrace your steps to the starting point. (approx 29 Kms return).



Street map of the Trentham Estate Winery Ride.

13 *The Chaffey Trail*

Heritage sites and buildings. Approximately 9.3 kms

This is a self guided ride that traces the story of key heritage sites and buildings of the region that recognises Mildura as Australia's First Irrigation Colony developed in 1887 by two Canadian brothers, George and William Benjamin Chaffey.

- The ride starts from the **Mildura Visitor Information and Booking Centre**, 180-190 Deakin Avenue, Mildura. The Visitor Centre is co-located with the Waves Swimming Complex and the Mildura Library.
- A video on the Chaffey Trail is played at the centre every half hour and is recommended activity prior to undertaking the ride. Interpretative signs are located at all official sites.

Langtree Hall



- Leave the Visitor Centre on 12th Street, go through traffic lights across Deakin Avenue, down to Walnut Avenue. (0.7 kms).
- Turn **right** into Walnut and proceed for 0.8 kilometres to Langtree Hall at 79

Walnut Avenue (at 1.5 km) on the left .

Langtree Hall is a privately owned Museum with an impressive collection of memorabilia. Admission is \$5. The hall which was originally located in Langtree Avenue was Mildura's first Public Hall built in 1889

Rio Vista Historic House

- Leave **Langtree Hall** and continue down Walnut Avenue for 0.4 kilometres to its end at a T intersection with 7th Street.
- Turn **left** into 7th Street for 100 metres to the next street
- Turn **right** over the railway crossing and then into Cureton Avenue as it sweeps to the left and past **Rio Vista Historic House** on the left (at 2.3 km).

Rio Vista (River View) was the home of WB Chaffey and was built in 1890. The house is open 7 days a week and admission is free. On the right of the road is a lookout over the river flats and the Sculpture project

Old Mildura Station Homestead

- Leaving Rio Vista, continue further down Cureton Avenue for a short distance until you come to the Old Mildura Station Homestead complex on your right (at 3.1 km)

The current homestead building is a reconstruction built on the original site of the first Mildura Station established by the Jamieson Brothers in 1847. The site also includes a woolshed and other outbuildings. A gold coin entry donation would be welcome.

Mildura Homestead Cemetery

- Leaving the Homestead complex, just a very short distance away, (100 metres) past the woolshed is a small car park on the right (at 3.5 Km) .

From this car park you can visit the Homestead Cemetery (though some iron gates to the left) which includes 6 graves of some early pioneers. To the right of the car park is an Obelisk where members of the Chaffey family have been laid to rest.

At this point you can elect to travel to the Merbein Historical Sites either by retracing your steps back to Walnut Avenue or by continuing along the crushed dust track adjacent to the cemetery (if you have a mountain bike or similar) See the Insert, Merbein Historical sites at the end of this ride description for further details

Lock 11 and Mildura Weir

- **Retrace** your steps past the Old Mildura Station Homestead for a short distance till you reach the **road** to Lock 11 and the Mildura Weir on your left .
- Turn **left** down the steep hill to the Lock and Weir immediately below .

This lock and weir were commenced in 1923 to regulate the level of the Murray and make it amenable for irrigation and Paddle steamer navigation. The lock operates nowadays mostly for tourism and recreational pursuits. You can cross the Lock and walk round the very pleasant “Lock Island” Just a short distance past the Lock gives good views of the Weir

Mildura Wharf / Port of Mildura

- Continue along the road or adjacent bike track for approximately 1.4 km til you come to the historic Mildura Wharf (at 6.1 kms)

The Wharf was completed in 1892 and extended in 1899 to accommodate use at three river heights. Short Paddle steamer tours leave from this area frequently, some going down through the working lock.

George Chaffey Bridge

- Continue on the road / trail to the Chaffey Bridge which spans the Murray. You will pass The Nowingi Place on your right, a community sound shell construction completed in 2010.

The current bridge (at 6.7 km) replaced the old original iron bridge some twenty-five years ago. The remnants of the old bridge can be seen on the NSW side a little downstream from the current bridge. On the right is the new Mildura Marina complex and the cyclist can ride around this (with care)

- Retrace your steps from the bridge, past the sound shell on the left and with the wharf on the right, up the main road through the train underpass. (at 7.6 km) **Be careful as it is a steep pitch and crosses immediately after the underpass over a very busy road.** (7th Street)
- Continue up the street for a few hundred metres till you come to 8th Street. (at 7.9 kms)

The Settlers Club

- Turn left at 8th Street and travel for 100 metres to the Settlers Club on the left.

This club was built in 1893 for local block owners and professional people. It is now a Bar and Function centre.

- Retrace steps back along 8th Street, until the intersection with the wide, tree lined Deakin Avenue, and turn right

Mildura Grand Hotel

- After approximately 100 metres along Deakin come to a T intersection with 7th St , turn left. The Grand Hotel is now immediately on your left .

The Grand Hotel was originally the Mildura Coffee Palace with the offices of the Chaffeys next door . These offices were demolished to make way for an expansion of the Grand. Inside the Grand foyer are some old photographs. The Chaffey fountain is still in the gardens.

Deakin Avenue

- Retrace you steps on 7th Street back to Deakin Avenue and turn right

Deakin Avenue was named after the Victorian Government Cabinet Minister who introduced the concept of an irrigated settlement to the Chaffey Brothers. The Avenue runs approximately 12 kilometres. The centre plantation was originally designed for a tramway . It is said that many of the trees in the centre plantation were planted by WB Chaffey himself.

Carnegie Centre

After 150 metres down Deakin come to the **Carnegie Centre** on the left, (at 8.5 kms)

The Carnegie Centre was built as a Public Library and now houses the Mildura & District Historical Society . Nearby, in the Centre plantation, there is a band Rotunda.



Carnegie Centre



Band Rotunda

The Mildura Club / Workingmans Club

- Ride on a little further along Deakin towards 10th Street and on the other side of the intersection you can see the **Mildura Club**, erected in 1920. It is still a private club and the interior retains its period flavour.
- Just a short distance on from this intersection, on Deakin Avenue, is the Mildura Workingman's Club.
- Ride on a further short distance past the Workingman's club, cross 11th Street and soon you are back at the visitor centre at 12th Street. The centre has a Café for a well earned coffee and cake.

The ride is 9.3 kms in total

Psyche Pumps and Chateau Mildura (approx 12.4 kms one way)

For those interested in exploring the technology of the early irrigation settlement in more detail a visit to the Psyche Pumps at Kings Billabong **is a must**.

HOWEVER the last 1.5 km of this trip is on a hard packed dirt and gravel road ..(a careful section for the dedicated road bike !!) As an alternative you may wish to use your mountain bike and travel to this site along the sandy river roads . See the Mildura Off Road Ride Booklet or get a copy of the Bicycle Rides map from the Visitor Centre. (Of course you could wheel the road bike the last 1.5 km !)

Chateau Mildura

On the way you can drop into **Chateau Mildura**, one of the first wine grape producers in the district . The first crop was planted in 1888. There is a sales outlet at the Winery.



To get to Psyche Pumps (on the Murray River) :

- Start from the Visitor Centre at the corner of Deakin and 12th Street. (Reset your speedo!)
- Continue along 12th Street (away from Deakin Ave) to the first roundabout (San Mateo Ave)
- Turn **left** and travel for one block to the 11th Street intersection (at 0.9).
- Turn **right** and continue up 11th Street for approximately 5 kms .
- At 6.1 kms pass the sign directing visitors to **Woodsies Gem Shop** on the left (a well known local attraction) .
- Continue along 11th Street.
- At 7.5 km come to an intersection with Belar Avenue .
- Turn **right** to go to **Chateau Mildura** about 1.2 kms from the turnoff (at 8.6 kms)
- Retrace steps back to 11th Street, turn **right**.
- At 10.7 km , pass the turnoff on the right to another local winery (**Wooden Eye Estate**) Continue on 11th Street until you come to a T intersection with Cureton

Avenue.

- Turn right and travel for 300 metres past the well known **Kings Billabong Lookout** on your left . (stop and take in the beautiful view !!!)
- After a further 500 metres come to the turnoff to the **Psyche Pumps** on the river It's a wide **dirt!!!** road on the left. The pumps are about 1.5 km away.

The pumps operate about 6 times a year and are open Tuesdays & Thursdays from 1pm – 4pm and Sundays 10.30am - 12 noon. Please ask at the Visitor Information Centre for more details or collect the latest Chaffey Trail brochure.



Psyche Pumps

Merbein Historical Sites

(Optional visit to Merbein Historical Sites.)

There are historic sites at Merbein (approximately 10 kms away to the west) related to the irrigation settlement story.

Those wishing to visit the Merbein sites but who need to stick to bitumen , should (in

the context of the route in this ride) start from the corner of Walnut Ave and 11th St.

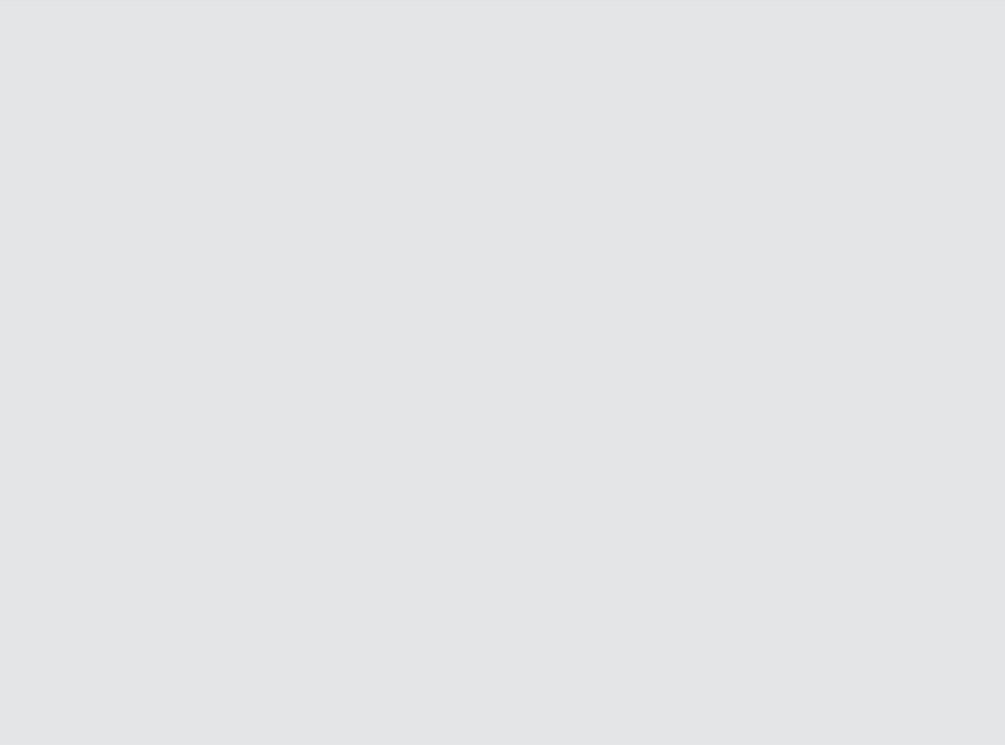
Follow 11th St away from the city for approximately 2 kms to a large roundabout. Turn left into (the busy) River Road and cycle for about 6 kilometres towards Merbein.

When you come to the top of a **very** steep hill you are almost there. From the top, take the first road on your **right** running past the park and leading to the old Mildara Winery. At the T intersection outside the winery turn right and follow signs to the lookout (and the walking/bike path).

At the back of the Winery are high lookout points over the river, Victorias' first government owned irrigation pumps and an historical distillery. There are also steps down the steep cliffs to the **Chaffey Landing** where grape spirit was once loaded onto paddle-steamers.

For those on mountain bikes or hybrids, these sites can also be reached from the Mildura Homestead precinct by travelling along the river walking/riding trail, which is just behind the Cemetery at the Homestead. Follow the very well defined gravelled track to Apex Park and then continue on the road past the kiosk and past the Apex Park Boat launching area on well made tracks. As the trail follows the River it is quite a long (but very scenic) ride till you reach the next boat launching area near the historic sites. There is a very steep track up the hill which connects directly to the historic sites.

* These details are believed to be true and accurate as at 14 June 2011 Updates can be found on the website: www.thechaffeytrail.com.au until the next publication.



Cycling Safely in Mildura

Mildura is a great place to cycle because of its flat terrain and long straight stretches of wide avenues and roads.

However despite these positive features, **bicycle riding on roads presents risks and hazards for cyclists**. Accidents and injuries do happen and, in many cases, the accident could have been prevented with more practical awareness of the most commonly encountered safety risks on the road and with the application of some common sense and defensive cycling behaviour.

Cyclists **can** take active steps to optimise their safety on the road. Here are some ideas on what some of these steps are.

BE AWARE OF THE MOST COMMON SAFETY RISKS

Low Visibility to Motorists

It is very important to maximise your visibility at all times when cycling.

Cyclists should wear brightly coloured clothing, particularly in low light or poor light conditions. A bright colourful “fluoro” safety vest or similar can make a huge difference to your visibility.

Being seen at night

At night you must use lights, front and rear, with reflectors. “Pulsing” and strobe type lights front and rear are the most visible to motorists. It is advisable to supplement these with a reflective safety vest or similar item of clothing.

Combine these personal visibility features with a high intensity beam front light for visibility of the road itself and for small objects which might be on the road such as animals, potholes and other hazards. This is very important when there are no street lights.

Not being “seen”

No matter how “bright” you are on the road, some motorists will not “see” you. It is not at all uncommon for motorists to pull out from a side street and turn left or right in front of you without “seeing” you. This can often occur when they have been waiting for a gap in the motor traffic and are fixed on watching **cars**. Sometimes an approaching cyclist just does not register on their “radar” This can be a particular problem with cars at a “T” intersection turning right..particularly when they are continually looking left to find a gap in the traffic flow.

Before riding in front of these drivers try to establish eye contact ..otherwise travel past in front of them with extreme caution. This “did not see” phenomena occurs in many situations including intersections, even where motorists face give way signs. Always exercise caution , try to establish eye contact or get some signal that the driver has seen you before taking your right of way.

Blind Spots

Cars have significant blind spots, particularly in relation to seeing smaller road users such as cyclists . Some particular problematic blind spots for a driver include the left and right rear section of the vehicle. This problem is magnified in commercial vans such as panel vans and the like (and most emphatically in buses and trucks). Be aware that you may not be seen if you are **overlapping a car** on its **rear left or right**.

When stopping in traffic, position yourself behind the car in front where the driver can see you in his rear view mirror. Be particularly wary of not riding in a narrow space on the left hand side of a car as you come to an intersection . Cars may turn left over you if you are in their blind spot.

Keep away from the curb

When cycling on an unmarked road, always position yourself at least one metre out from the curb and ride in a straight line . At this distance you are more likely to be seen by motorists on the left and from behind. Never weave in and out of spaces between parked cars.

Some cyclists ride to the extreme left **as a courtesy measure** to drivers to allow them easy passing, but, in reality, it often puts cyclists at risk of not being seen or of being squeezed into the curb and of riding close to the gutters or verges among a range of hazards such as broken glass, loose stones and the like. Being courteous does not require you to put yourself in danger !!.

Roundabouts

Exercise extreme care at roundabouts.

Do not try to exercise any presumed right of way over a motorist arriving at the intersection at the same time, particularly those proceeding at speed who show every sign of going through quickly. Remember that you are much slower through an intersection than a car. Many accidents occur at

roundabouts because drivers do not give way to cyclists. Even if, technically, you arrived in the intersection before the car and have a legal “right of way,” you should be wary before proceeding. The fact that the driver was “at fault” may not be much comfort to you as you lie in your hospital bed.

Be wary of motorists who attempt to pass you in a one lane roundabout and push you over into the gutters at the “squeeze” points or pass you and then turn left in front of you with little warning. This is much more likely to happen if you take a position at the extreme left of the roundabout lane (again, often as a misguided courtesy to drivers so you don’t slow down the traffic flow).

Despite the risk of slowing down the cars behind you , it is recommended that you occupy the middle of the lane when immediately approaching the roundabout and when going through the intersection. Prior to entering the intersection, move safely into the main traffic lane, position yourself in the middle of the lane . Give clear hand signals to indicate your direction of travel. Proceed through when it is safe to do so. Stay in the middle of the lane until you are through the roundabout. Once through the roundabout move over to the left (at least one meter from the curb) and (if it is available) enter the bike lane again.

Cars Overtaking you and Turning Left in front of you

Sometimes cars overtake you with the intention of getting safely in front to then turn left . Unfortunately they sometimes misjudge your speed and turn too closely in front requiring fast evasive action on the part of the cyclist. It is also a problem with overtaking generally, where an overtaking car pulls back into the lane too quickly or sharply, causing a potentially dangerous situation for the cyclist.

Be watchful of cars overtaking you and leave room between you and the car in front when being overtaken. This can be a real problem on a narrow road when a driver overtakes you and there is a car coming towards you both. To miss the car coming in front the overtaking driver can pull in too close in front of you

Parked Cars

Parked cars pulling out from the curb in front of cyclists are an ever present hazard. This happens because the driver does not see the cyclist due to the blind spots of the car, particularly when the cyclist is riding along too close to the car.

When cycling past parallel parked cars, keep about one metre clear and always look to see if anyone is sitting in the drivers seat. Watch for drivers

doors being opened suddenly and for cars pulling out from parking spots with little warning. Exercise extreme care when passing a parked car that has its right indicator lights on...or has the brake light illuminated.

Other problems include cars parked at a **45 degree angle**. Their visibility for **anyone** behind may be very compromised as they reverse out of the parking space. Beware: watch the tail lights!

Wet Roads

Wet roads present an ever present danger for cyclists . According to accident statistics cyclists are many times more likely to have an accident in these conditions and this is massively increased in wet conditions at night.

Cyclists should exercise extreme caution in the wet, particularly when cornering, as roads become greasy and slippery. This hazard is compounded in the middle of a lane , where cars seem to drip most oil

Obstacles on /in the road

Major obstacles on / in the road include potholes , rocks and loose stones , drainage or other grates and **Train tracks**. Always negotiate train tracks very carefully and close to right angles to avoid the wheels being jammed in the track. Train tracks can be extremely hazardous in the wet

RIDE DEFENSIVELY AND EXERCISE COMMON SENSE

Cyclists should keep a constant watchful eye on the traffic flow, both in the immediate vicinity and in the distance . Keep an eye out for cars coming out of driveways , for cars stopped at intersections looking for a gap in traffic to turn. Be aware of pedestrians about to step onto the road and so on. Be aware of your vulnerability on the road and ride accordingly. Don't take chances with right of way situations until you are clear that an approaching vehicle who has to give way to you has seen you and is slowing. Always anticipate and keep concentration high.

Ride Predictably

Ride in a straight line about one metre out from the kerb . Do not dart in and out of traffic or pull out into a traffic lane without checking to see if it is safe and signalling intentions well in advance.

Luggage

Use appropriate bags to carry gear . Use a light back pack or consider the use of panniers mounted on the rear of the bike. Be wary of shoulder bags slung over one shoulder as they can unbalance you and/ or get caught in your chain, gears or other parts of your bike. Do not try to carry luggage balanced precariously on handlebars

FOLLOW THE ROAD LAWS

Bike riders are subject to the same laws as motorists.

Stop Signs

Cyclists must stop at red lights and at STOP signs. Cyclists should also be very wary of going through an amber light as their slow speed may not carry them through an intersection before traffic starts the other way.

Hand Signal

It is very important that cyclists hand signal their intentions clearly when turning right and otherwise clearly communicate their riding intentions to motorists.

Ride in marked bike lanes where they are available.

This is a legal requirement . However cyclists need to be very careful when bike lanes come to an end and there is a need to merge into existing lanes (such as at the many one lane roundabouts in Mildura) When coming to the end of bike lanes the cyclist must give way to traffic behind before merging into the main lane ..(stopping to give way to cars behind if this is required by the intensity of the traffic flow) Look behind to see if it is safe before hand signalling and moving out.

Ride no more than two abreast .

This is the maximum allowed by law You must not be further than 1.5 metres apart.

Single file is preferred when riding on narrow one lane roads where passing is difficult. This is both a safety issue and a courtesy to other users. Of course, the safety issue is the most important !

AND THE REALLY OBVIOUS THINGS

Carry an audible warning device

For cyclists anticipating riding on shared paths, or in high use pedestrian precincts, a bell or other noise emitting device is very important. (and a legal requirement) Unfortunately it is of little use in road traffic where motorists have their windows up and radios on. Don't rely on it in such situations.

- Bike helmets are compulsory. Get a good quality one. Your head is worth it . Consider also getting some bike gloves, they are useful if you fall over and use your arm as a "fend off".
- Maintenance your bike , particularly brakes. Learn how to apply brakes evenly and practice stopping quickly and safely before going out onto the road .
- Don't ride with ear plugs listening to music. It disrupts your concentration and you miss out on a lot of cues about traffic coming up behind you.
- If you have to stop to attend to a puncture or to change clothing etc get right off the road.
- Give way to pedestrians at all times.
- And finally

There are lots of other tips about safe cycling and plenty of sites available on the Internet have good advice . In the meantimeride safely, share the road and exercise courtesy to other road users ...it's catching !!!

Information prepared by Sunraysia Bicycle User Group Inc in association with Roadsafe Mildura and TAC Victoria.

