



City of Whittlesea

Advocacy in Transport

Presentation

to

Aurora Community Association

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Director Advocacy and Communications

19 September 2012

Transport – the Key to Liveability

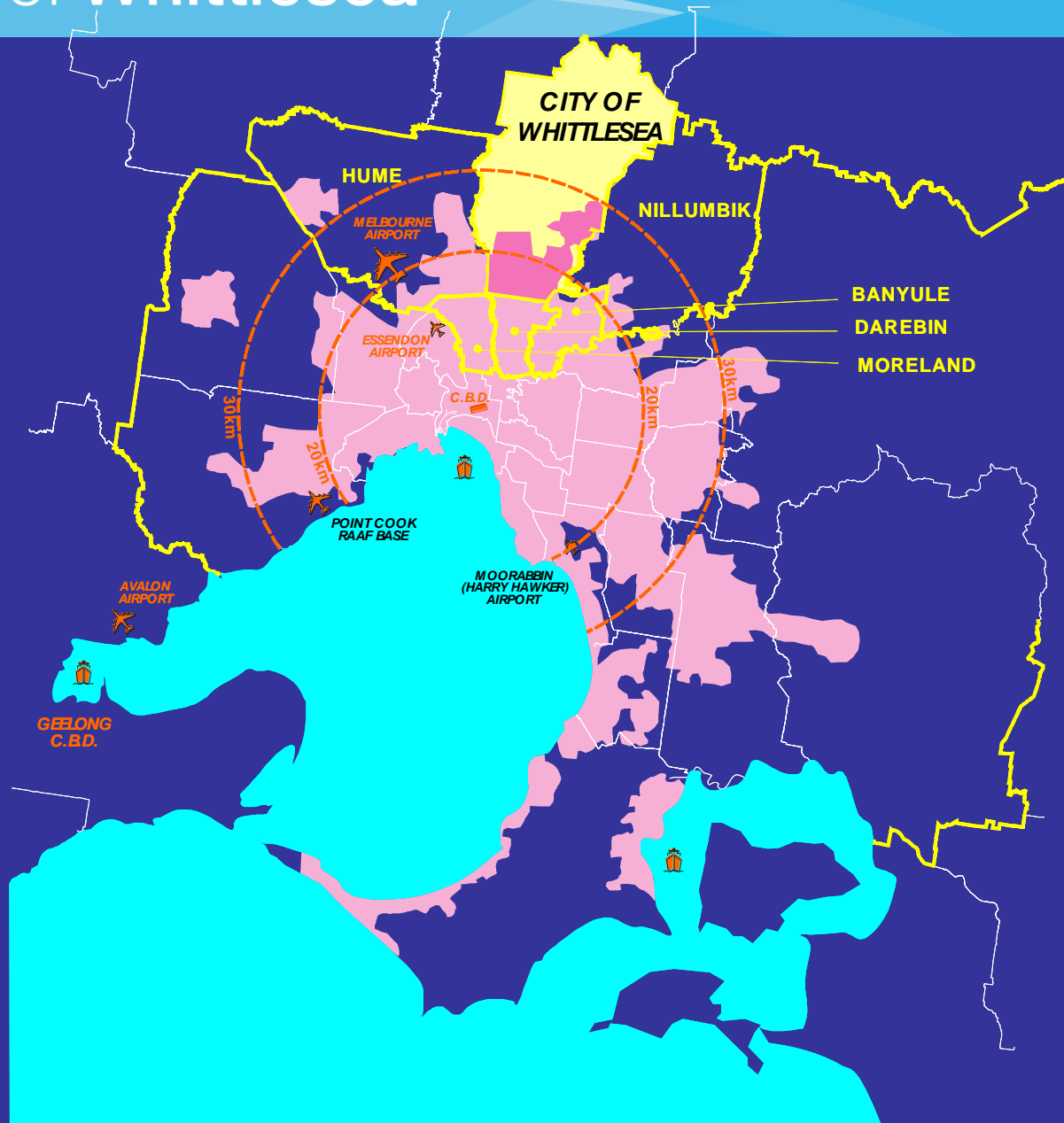
There is a strong link between transport disadvantage, social exclusion and well being.

The Australian Research Council Project on Transport Disadvantage, Social Exclusion and Well Being – Policy implications for the Interface Councils of Melbourne
(Stanley, Currie & Delbosc, November 2010)

Overview

- Transport – **the Key to Liveability**
- City of Whittlesea in context
- Overview of municipal growth
- Council philosophy regarding growth area planning
- Transport in the City of Whittlesea
- Securing better transport links in the City of Whittlesea
- Suggestions for Victorian Government
 - increased partnership arrangements
 - infrastructure provision as part of the development process
 - continued investment for the growing north

City of Whittlesea



**REGIONAL
CONTEXT**

Context: Location and Growth

An interface municipality - part urban/part rural

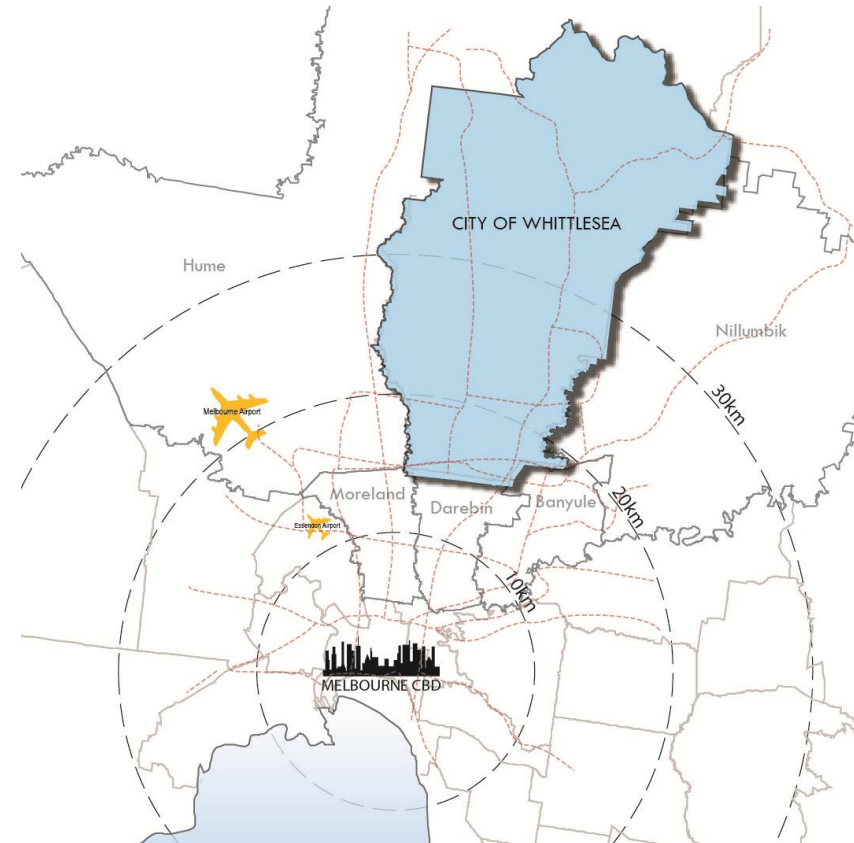
- Area of 490 sq kms
- Metropolitan Ring Road
- Melbourne Airport – 17 minutes
- Docks 27 minutes

Growth:

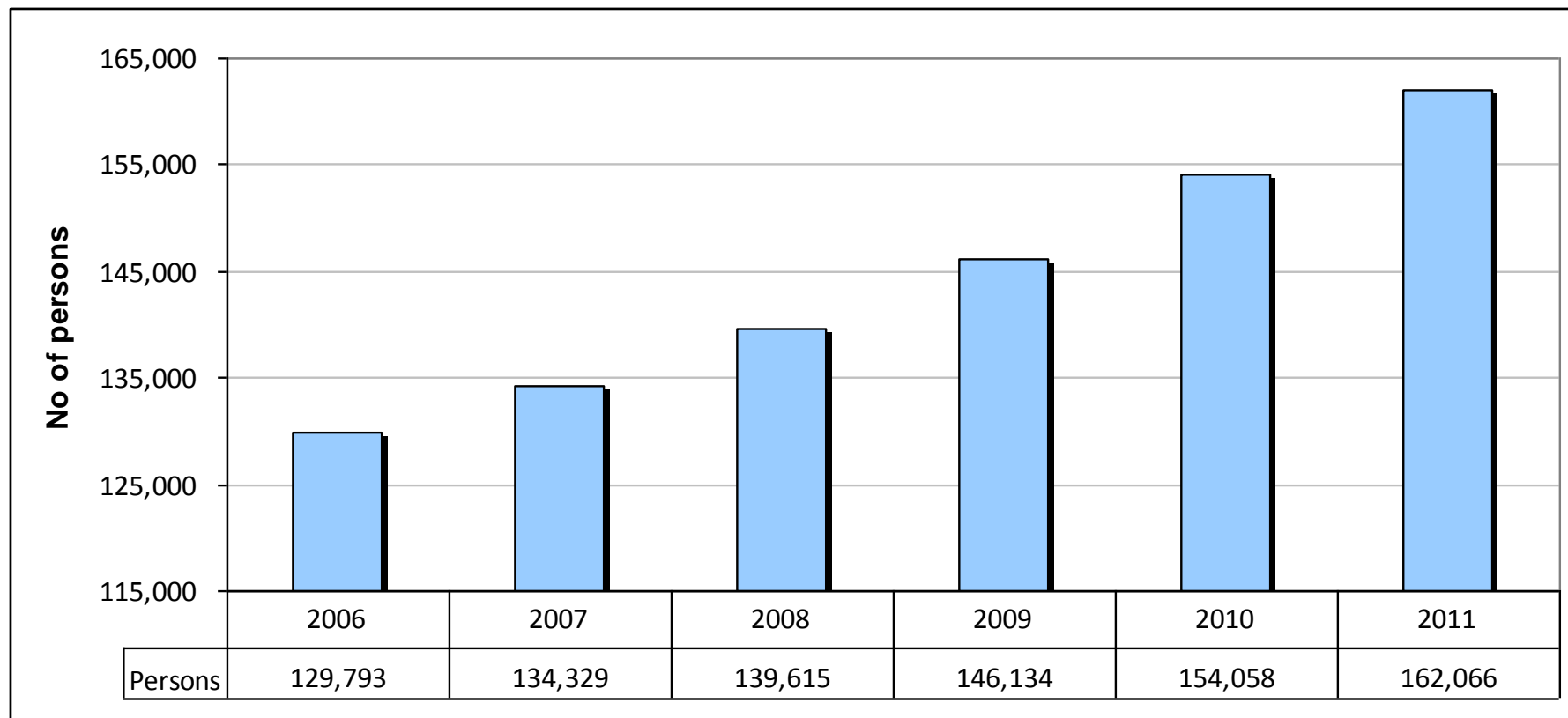
- 2011 growth 167 residents/week (net)
- 2010-15 anticipated growth 35,000 people
- 2010 approx. 5,550 new lots created
- 2010 4,700 building permits
- Last 4 years 17,100 building permits
- Existing suburbs as well as new suburbs
- South Morang Rail Extension (SMRE)
- Melbourne Wholesale Fruit & Vegetable Market

Current Population: 163,539

- In raw numbers Whittlesea is currently the second largest growing LGA in Australia
- Expected to grow to 295,000 persons by 2031, with 90,000 persons within new UGB area

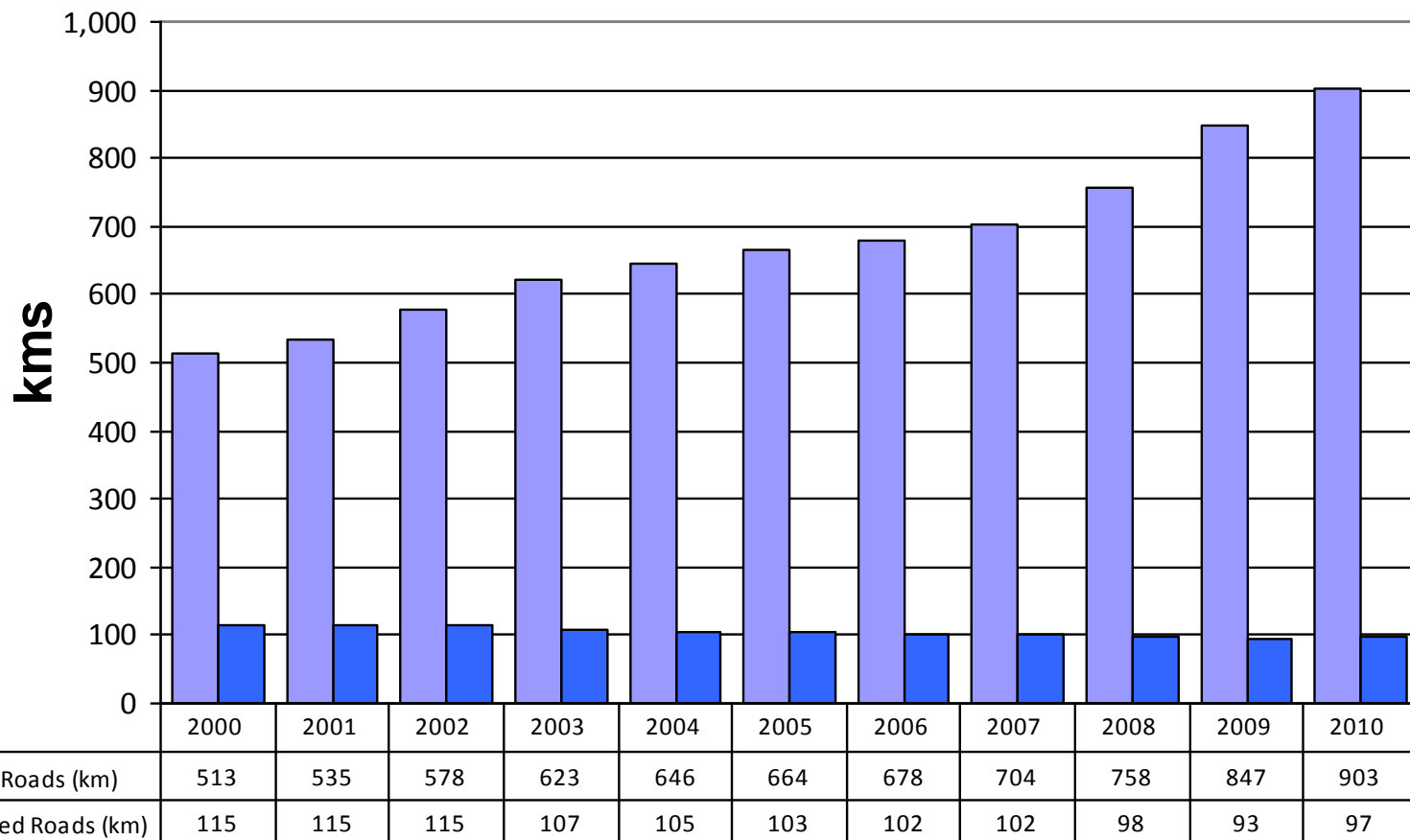


Population – 2006 to 2011



Source: ID Consulting

Road Lengths



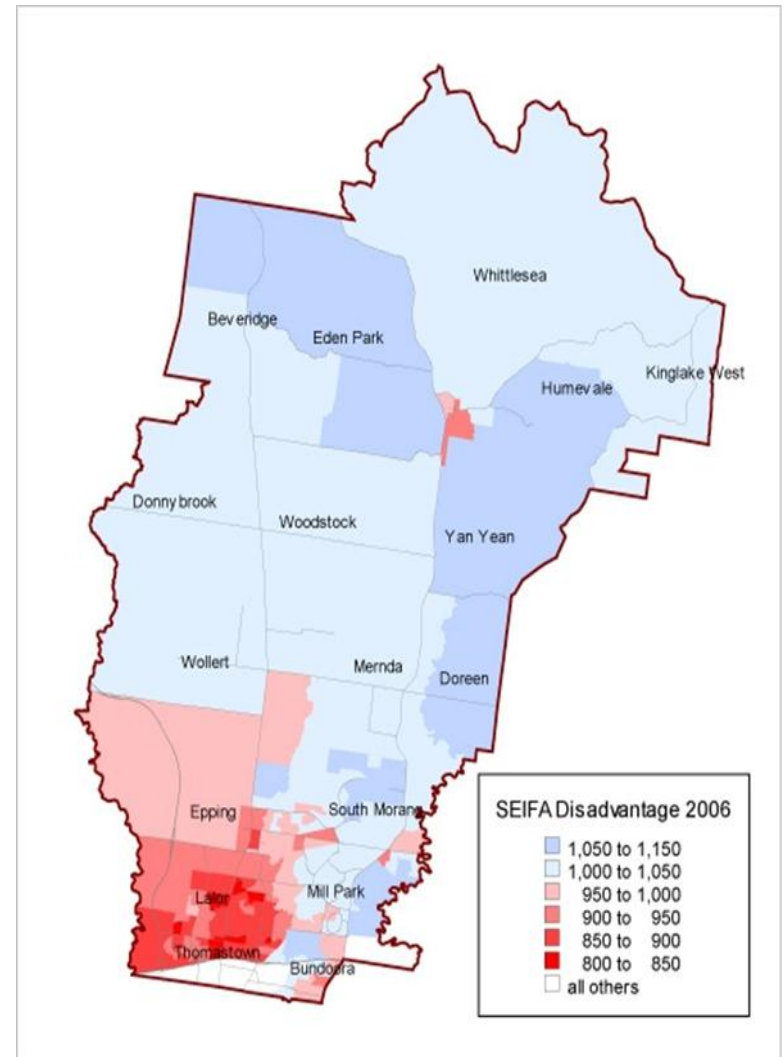
Context: Demographics

Diversity

- Very high level of cultural diversity
- High proportion of new arrivals from refugee backgrounds
- Fourth highest ATSI population in metropolitan Melbourne

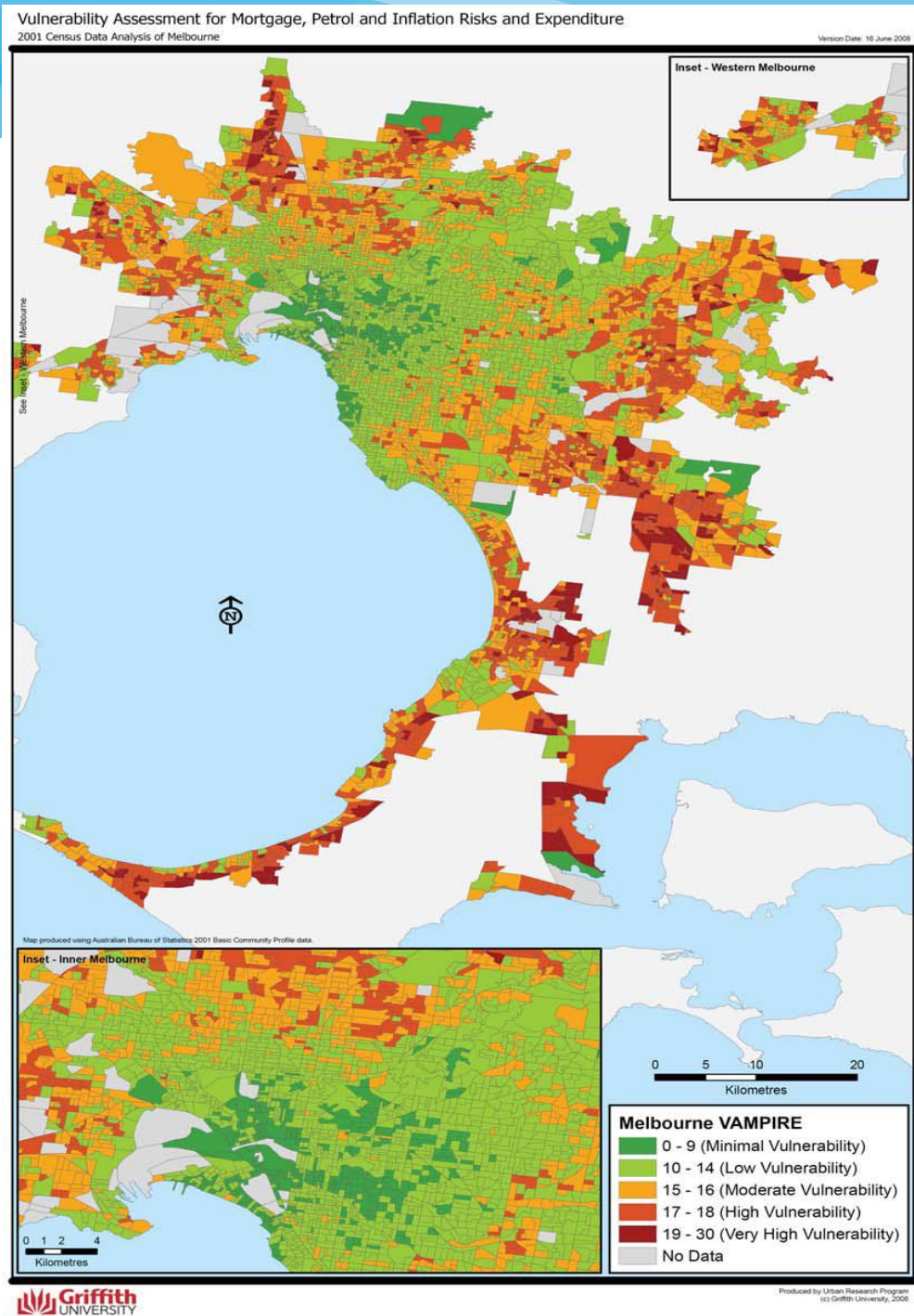
Challenges

- Pockets of significant socio-economic disadvantage in the urban fringe
- Growth areas face different issues, including high levels of mortgage stress and a quickly expanding need for infrastructure and services.



Oil and mortgage vulnerability in Melbourne, from 2001 census.

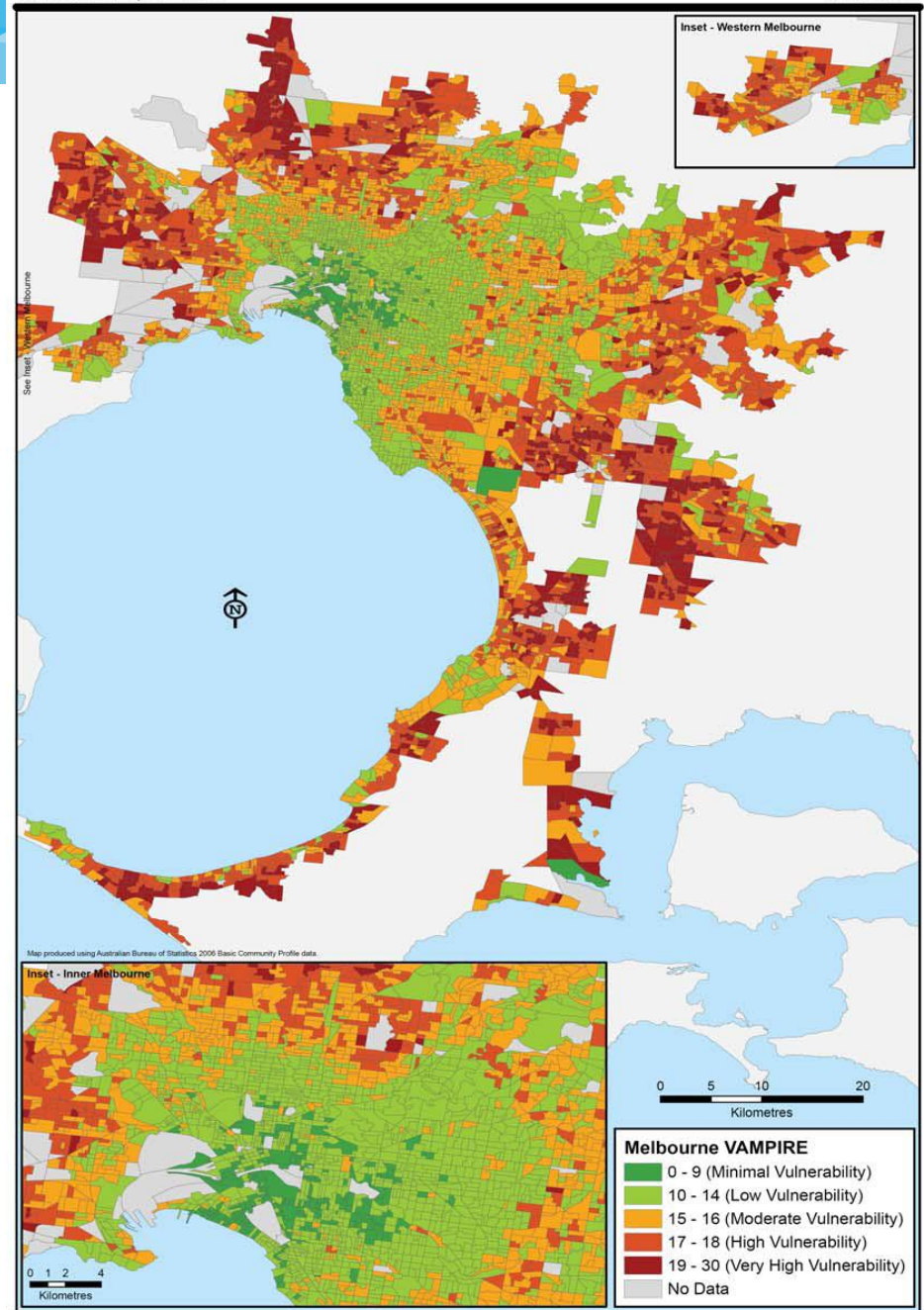
'Unsettling Suburbia: The New Landscape of Oil and Mortgage Vulnerability in Australian Cities'
(Griffith University Urban Research Program)












City of Whittlesea

Oil and mortgage vulnerability in
Melbourne, 2006 census.

2011 census??



- Narrow and vulnerable employment base
- Lower education reduced opportunities (72% for Whittlesea, 81% for Victoria)
- Escalated need for early intervention services (14% growth since 2009, 20% growth anticipated over next two years)
- 45% increase in HACCC services b/n 2005 and 2009
- Community transport; two year waiting list 2009
- Dental services – 2 years
- Respite services - coming

Indicators	Growth Areas vs Metro			
Growth rate	2.7%	1.5%		?
Jobs to population	27%	43%		
Education, health, comm services and rec facilities service index	6%	9%		
Yr 12 quals	39%	48%		
Higher quals	10%	19%		
Unemployment	5%	4%		
Detached houses	82%	65%		
Housing stress	19%	17%		
**Youth disengagement	19%	15%		

**Source: SGS Economics and Planning for NGAA Cost Benefit Analysis of Investment in Growth Areas Nov 2009

Attributes of Growth Area Planning

- Joint ***responsibility of all levels of Government*** to define appropriate directions and to provide certainty in tangible ways
- ***LG has varying capacity*** to define appropriate directions and to provide certainty but does not have the capacity to deal with the broader structural issues in isolation
- Growth areas must be ***viewed within a broader metropolitan context***
Growth areas can no longer be viewed as single purpose housing destinations
- Work towards a fully resolved growth areas framework as all growth areas have ***common servicing requirements*** at a structural level
- Application of ***traditional neighbourhood design*** philosophy for growth areas
- Promote a ***sense of community and place*** via creation of neighbourhoods as the fundamental building block
- Certainty of partnership with State
- A successful growth area is a ***triple bottom line positive effect*** for the State

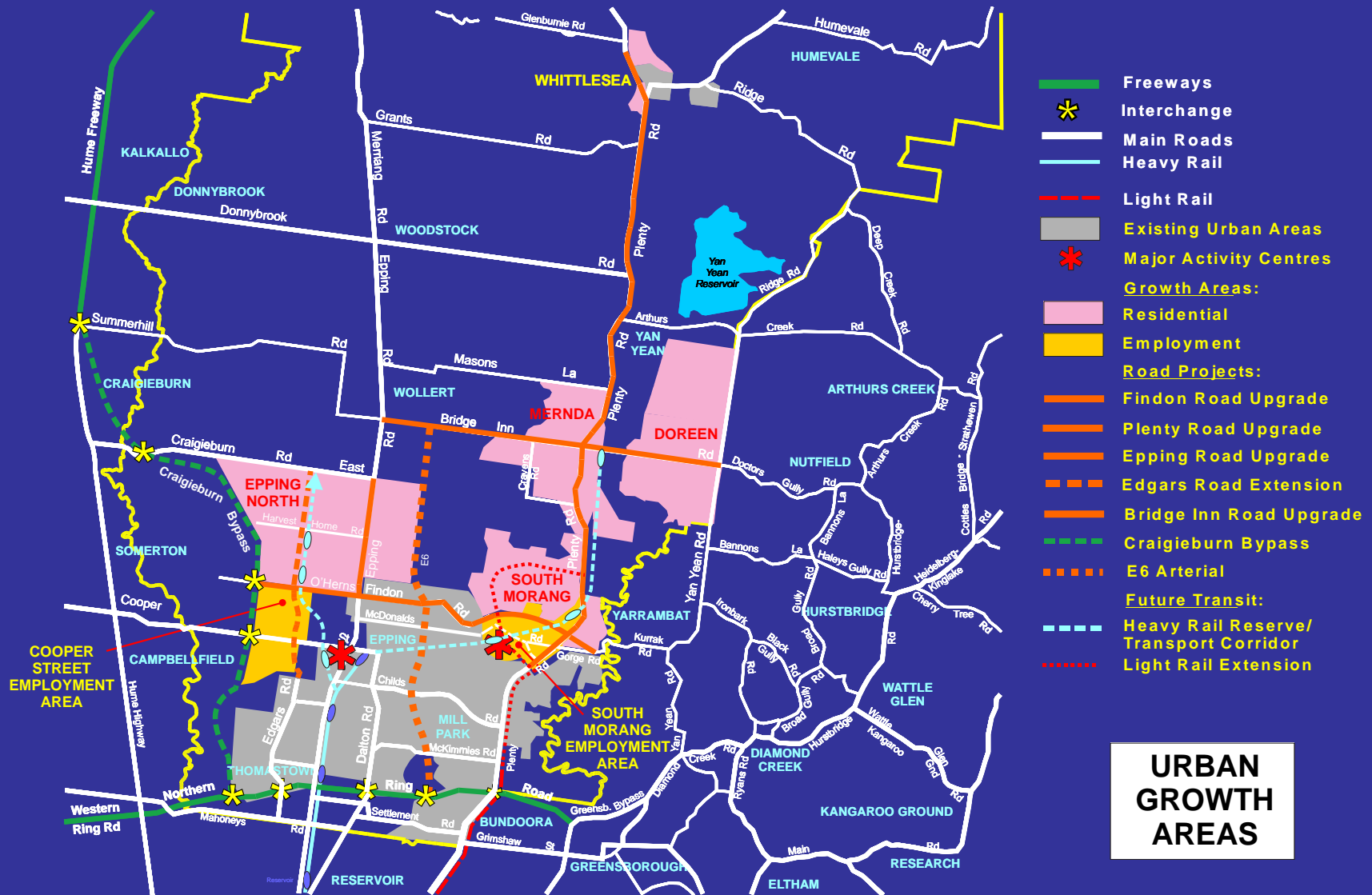
Whittlesea approach to Growth Area Planning

Important elements of growth area design philosophy are:

- Grid based subdivision design
- Promotion of non car based travel modes
- Generally higher development densities and diversity in dwelling types
- Neighbourhood level service and facility provision
- Provision for local employment
- Creation of walkable 400 - 800 metre catchments to promote health, well being and community safety
- Create a sense of place with particular emphasis on the 'public realm'

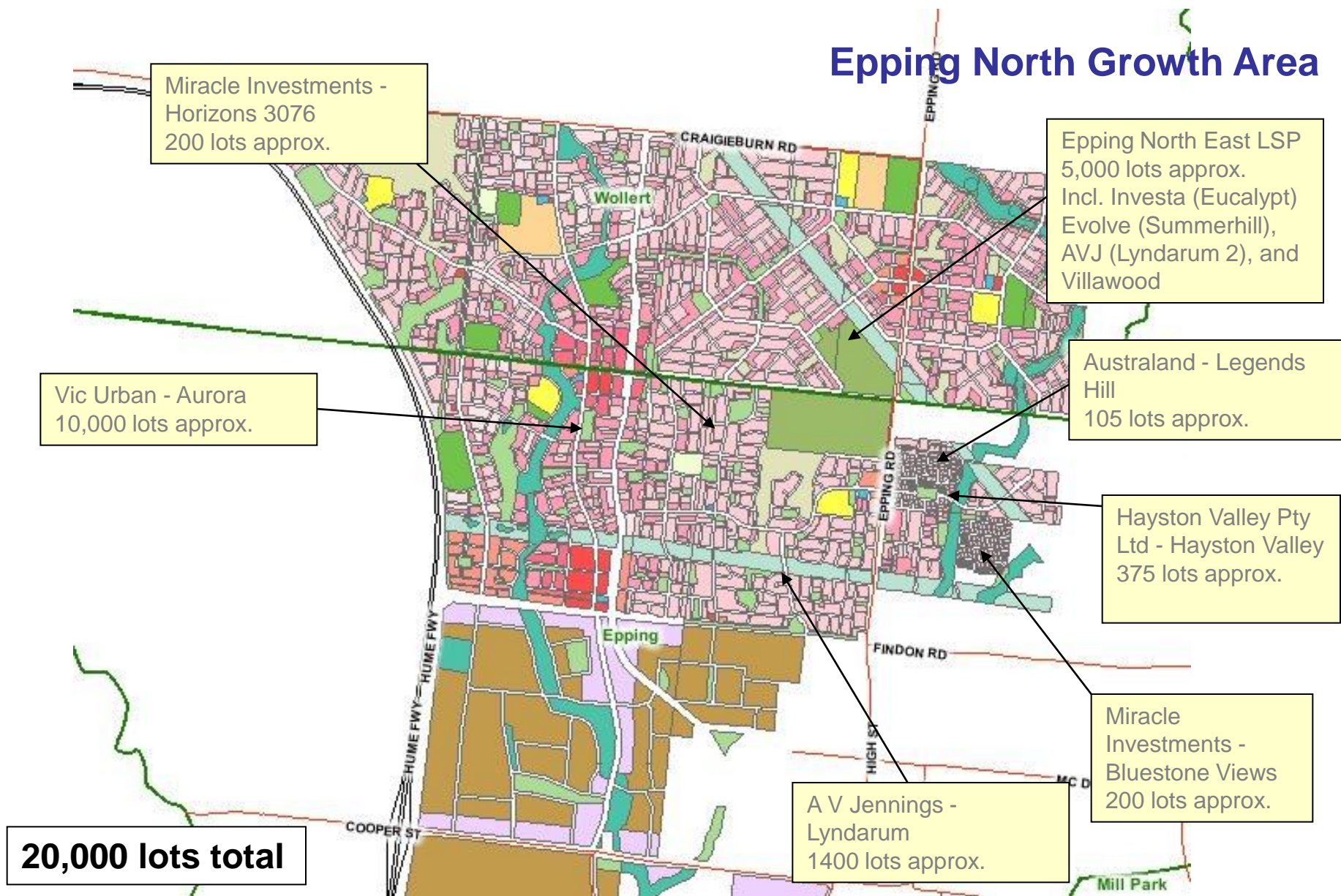
These elements have equal priority and importance and must be expressed in plans in a balanced or integrated way to be successful.

City of Whittlesea

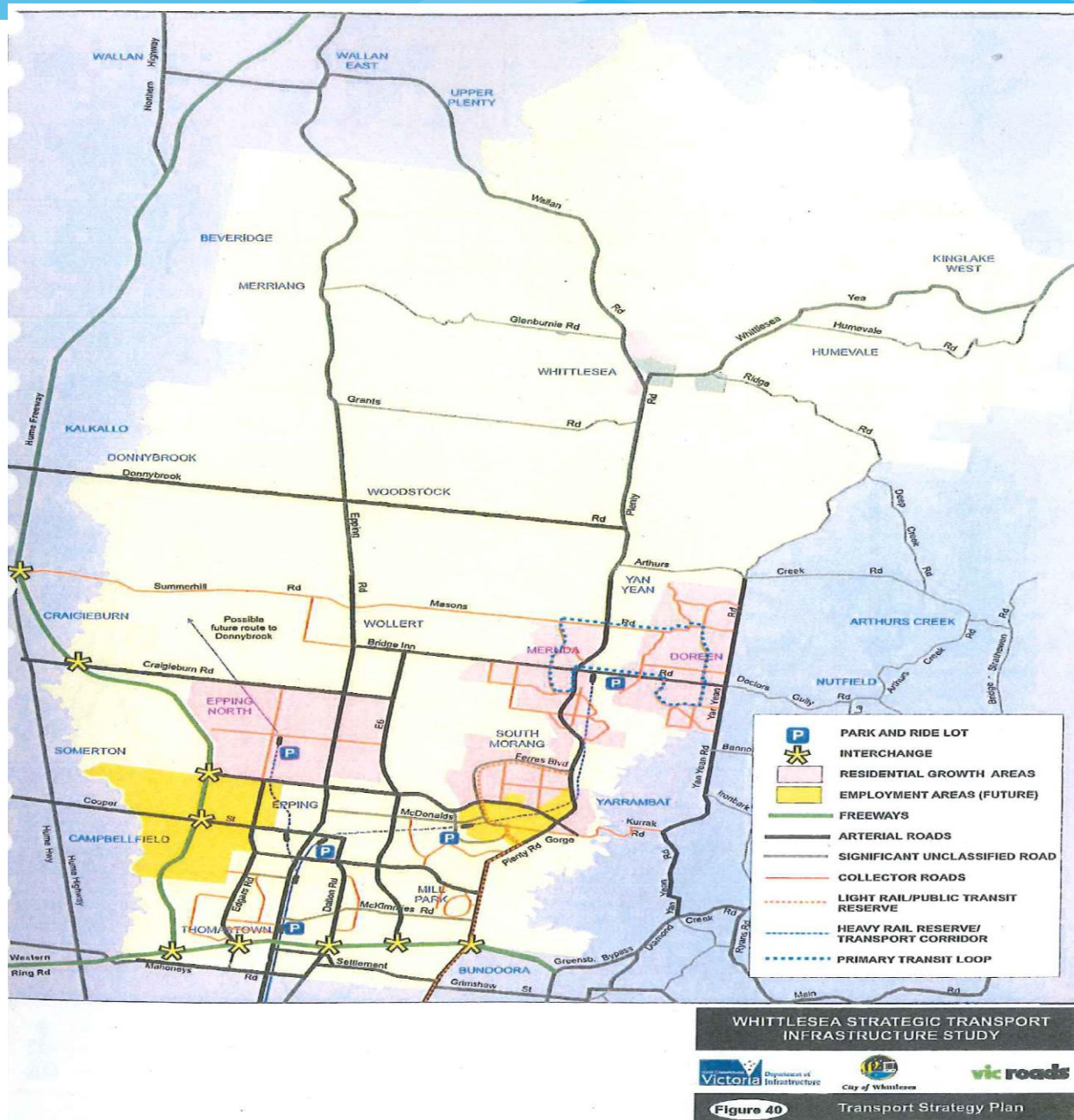


**URBAN
GROWTH
AREAS**

Epping North Growth Area



City of Whittlesea

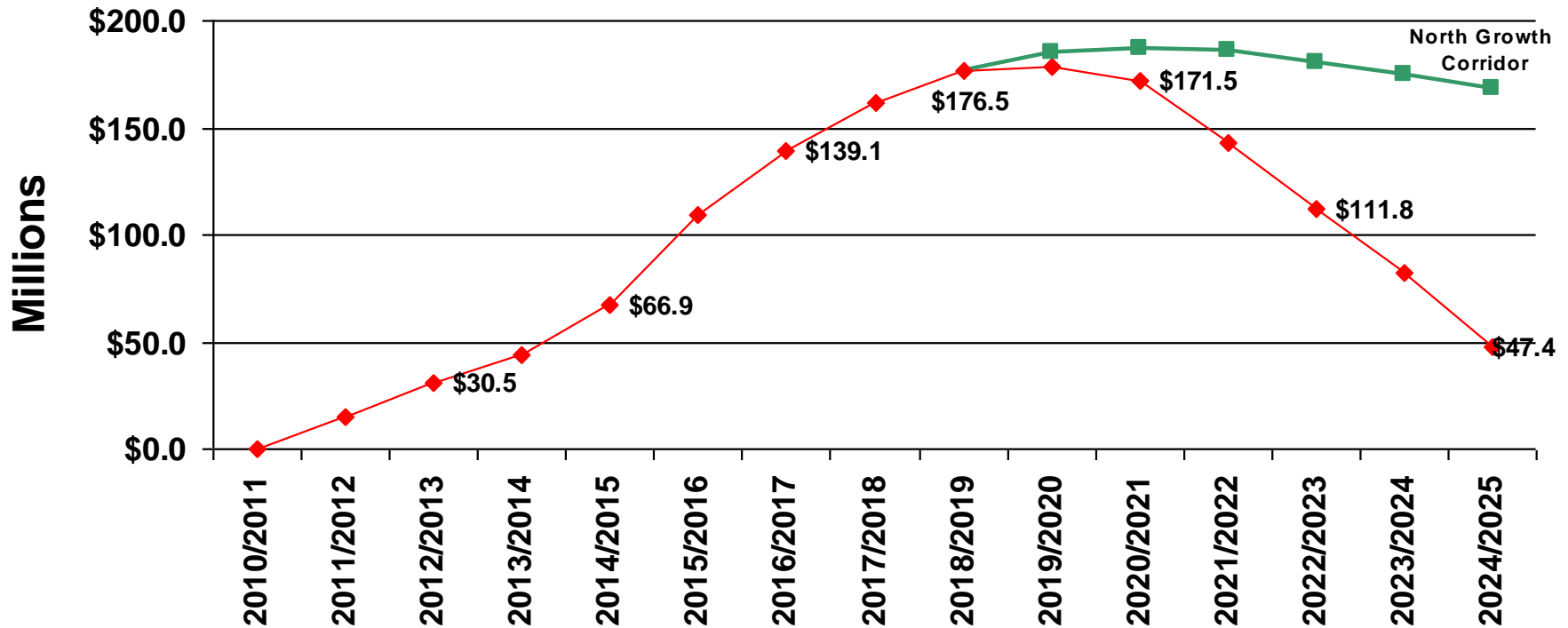


New Facilities included in 15 Year New Works Program

Facility Type	Number of Facilities	2010/11 to 2014/15	2015/16 to 2019/2020	2020/21 to 2024/25
Community Activity Centres	12	9	3	0
Pavilions	18	10	8	0
Football/Soccer Ovals	20	13	7	0
Tennis Courts	6	4	1	0
Aquatic/Leisure Centres	2	0	2	0
Libraries	2	0	2	0
Primary Schools		25-30	20?	
Secondary Schools		5-10	4?	
Hospitals			1	

Council's Financial Planning

Accumulated Deficit for the Next 15 Years



Capital & Recurrent Expenditure

New Works – 15 year view:

- 350 Projects with total costs of \$767million
- Net cost to Council - \$563 million

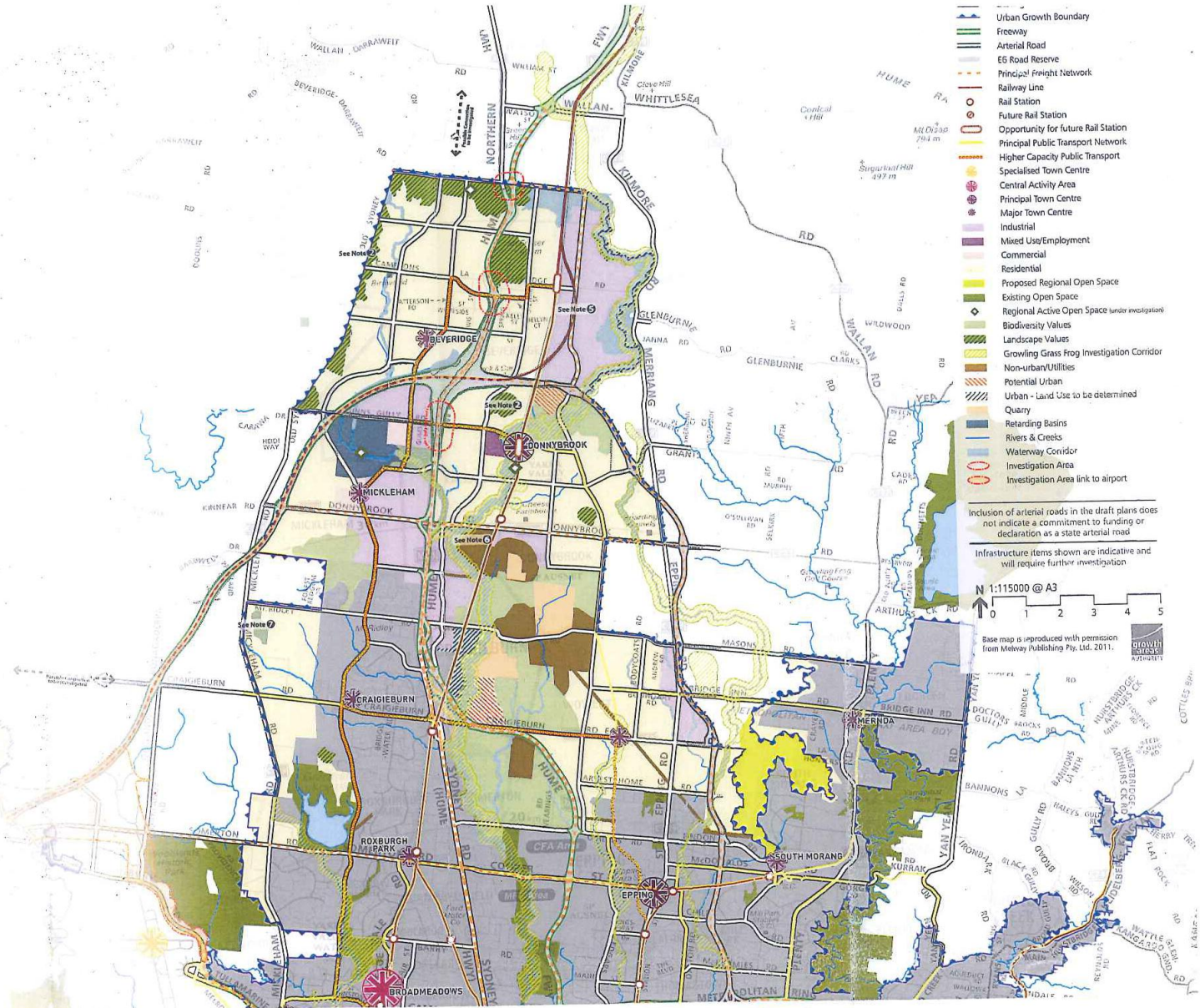
Recurrent:

- \$103M in rates
- \$13M in Federal Grants
- \$9M hit (equivalent to 9% rate change)
- \$134M in total income
- Balanced budget

Growth does not mean wealth

City of Whittlesea

NORTH GROWTH CORRIDOR PLAN



Critical Issues:

- Managing rapid rates of growth in disparate/ numerous locations
- Lack of timely infrastructure and services
- Housing affordability
- Whittlesea is helping itself as much as possible
- We need to have effective and certainty in partnership with the State
- A successful growth area is a positive result for the State

Transport in the City of Whittlesea

- Public **transport deficiencies** in new residential developments fosters isolation and inhibits a sense of community connectedness.
- Rapid **population growth** is overtaking the area's road and transport links.
- Residents across the municipality are heavily **car dependent**.
- Households spend a disproportionate **amount of money operating cars** to access schools, jobs, shopping, medical appointments etc.

Securing better transport links in the City of Whittlesea

What is required?

- Extension of train lines and new stations to growth areas – Epping North and Mernda
- Increased frequency and spread of local bus services
- Increased frequency of train services
- Hume Freeway/O'Herns Road full diamond Interchange
- Epping Road and Plenty Road duplication
- Improved road connectivity:
 - Edgars Road from Cooper Street to O'Herns Road
 - Findon Road from Williamsons Road to Gorge Road
 - O'Herns Road from Hume Freeway to Edgars Road

Melbourne's Northern Region

- The Cities of Banyule, Darebin, Hume, Moreland, Nillumbik, Whittlesea and Yarra



Hume Freeway Interchange at O'Herns Road and Edgars Road Extension

Introduction

The City of Whittlesea is one of the fastest growing municipalities in Australia with over 10,000 people settling in the municipality every year; ABS figures indicate current growth at 3.05%. Epping and Epping North are the fastest growing employment and residential areas in Whittlesea.

Hume Freeway Interchange Southern Ramps and Edgars Road

The Hume Freeway /O'Herns Road interchange will be a corner-stone of the Epping employment precinct (23,000 jobs by 2020) and Epping North (7,100 residents in June 2010, 32,000 in less than 10 years). Edgars Road will provide a key north-south link between the commercial and residential precincts within this corridor.

Strategic plans have been developed based on O'Herns Road and Edgars Road being integral to providing access and employment for the area. These road projects will accelerate development and improve the economic viability of the employment precinct and Epping Central; the retail and business centre of Whittlesea which upon completion will exceed in size major regional centres in Melbourne like Highpoint Shopping Centre, Werribee Plaza, Eastland and Southland.

Congestion, delays and lack of roads in the area are restricting the timely development of Council's long-term planning framework. Traffic conditions and lack of connectivity are discouraging business investment.

Council has been proactive in delivering road improvements. \$2.3 million was spent earlier this year on the Miller Street extension, providing a collector road link between Cooper Street in the employment area and O'Herns Road.

O'Herns Road is being progressively duplicated by developers and both Council and the Federal Government are also contributing funding. Council directed \$1.5 million of Roads to Recovery (R2R) and AusLink funding to its duplication.

The construction of the ramps can be commenced immediately as the freeway reservation for both the northern and southern sets of ramps is in place.

The Edgars Road extension does not have any funding allocated but Council is collecting developer contributions towards this work.

A road reservation for Edgars Road does not exist so either a negotiated settlement with the land owner or a planning scheme amendment is required. The extension of Edgars Road may take 2-3 years to be completed but its immediate commencement is critical to accommodate the commercial and business growth being experienced and that anticipated from the Melbourne Wholesale Fruit and Vegetable Market in 2013.

Costs

Freeway interchange: \$65 Million
Edgars Road extension will cost \$24 million to duplicate and \$19 million for a two lane single road. \$7.5 million of developer contributions will be available on a time payment basis.



Cnr Cooper and Miller Streets, Epping – 19/10/2011 at 5pm

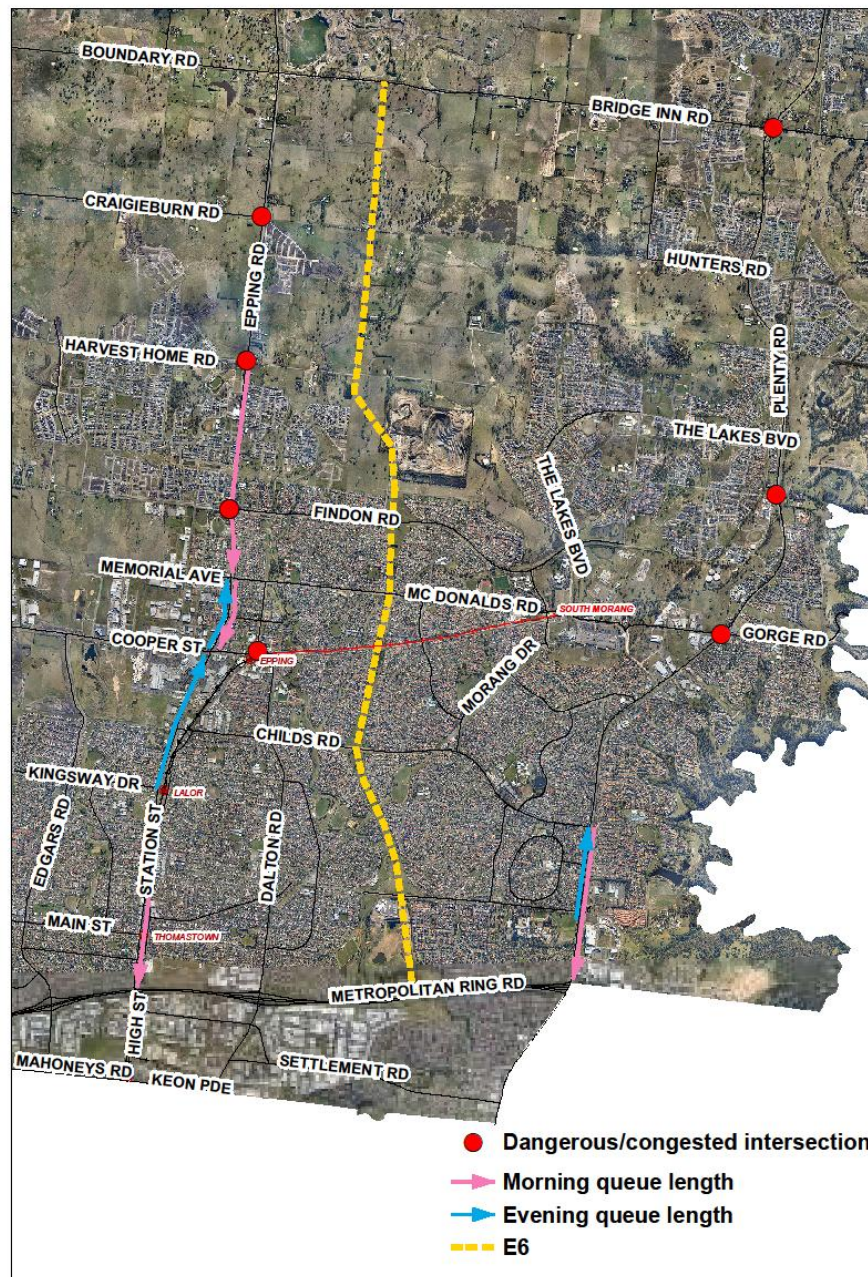
The City of Whittlesea asks for:

Funding of \$65M for the construction of the two southern ramps of the Hume Freeway / O'Herns Road interchange and \$24M for the Edgars Road extension.

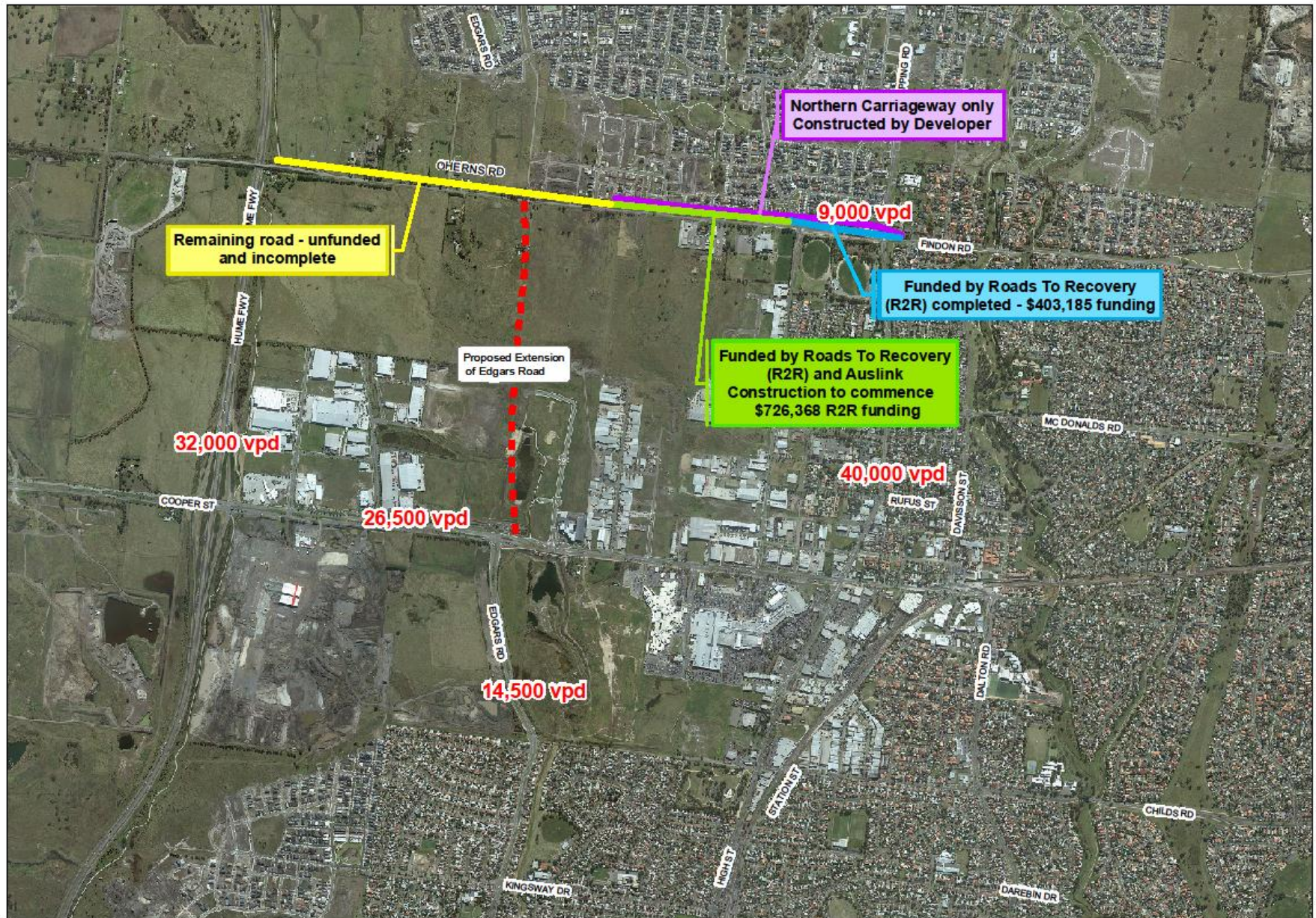
Here's why:

- Both missing links will provide a stimulus for employment, investment and economic development of Epping Central and the Cooper Street Employment Area business parks.
- Building the Hume Freeway/O'Herns Road interchange southern ramps will provide the opportunity for freight movements to use the Cooper Street interchange and private commuter traffic to use the O'Herns Road interchange realising improvements to the efficiency and safety of the road network in Epping.
- Building the Edgars Road extension will provide direct access between a 45,000 person residential area to Epping Central and the Cooper Street employment precinct where some 25,000 jobs will be created.

City of Whittlesea



City of Whittlesea



Recommendations

The Victorian Government:

- develop infrastructure plans as the next step below its Growth Corridor Plans addressing both local and regional service delivery requirements and funding
- with the Federal Government, develop an Infrastructure Fund.

Advocacy Options

- Community advocacy
- Council advocacy
- Website and social media networking
- Information Sheets & bulletins
- Collaborative and uni-lateral campaigns
- Politicians & bureaucracy

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