

## **Submission on Outer Suburban Melbourne Infrastructure – Epping North Transport By the Aurora Community Association**

**(Please also see our separate Non-Transport submission)**

This submission has been written especially to assist the Outer Suburban/Interface Services and Development Committee with regard to item “(b) assess the capacity of existing infrastructure to accommodate increased population growth”. Our submission focuses on Epping North in the City of Whittlesea which like many outer Melbourne growth areas is already seriously missing out on necessary infrastructure.

The major issue for Epping North (located only about 20 – 25 kilometres north from the Melbourne CBD) is that substantial population growth is predicted over the next 20 years. The City of Whittlesea expects the area to grow from 7,081 in 2011 to 44,097 in 2031.<sup>1</sup> Census data from 2006 shows Epping North had the highest rate of car ownership in Melbourne – 2.07 cars per household, with vehicle-based solutions looking unpromising for the estimated population in 2031 to occupy the area.

Construction of VicUrban's Aurora Estate in Epping North commenced in 2006, achieved about 800 homes in 2011 and is expected to have 8000 homes completed by 20 years with a final population of around 20,000. The HIA–JELD-WEN Population and Residential Building Hotspots report looks at Australia’s fastest growing metropolitan and regional areas in the 2009/10 financial year. It found “Whittlesea North in Victoria was Australia’s top building and population Hotspot in 2009/10 with over \$660 million worth of residential building work approved and a population growth rate of 21.8 per cent.”<sup>2</sup>

In the early part of the first decade of this century, the design of the Aurora Estate was very much based around having a railway line extension to Epping North. This design apparently began with the Urban and Regional Land Corporation, the predecessor to VicUrban which was established in 2003. Most of those considering the purchase of a house on the Aurora Estate in 2006 would have been told of a railway line on the Estate. Most VicUrban documents on this subject have been unavailable now for a number of years. A document

---

<sup>1</sup> See website <http://forecast2.id.com.au/Default.aspx?id=131&pg=5210&gid=140> – which also defines the Epping North area.

<sup>2</sup> <http://economics.hia.com.au/media/HIA%20National%20Media%20Release%20Population%20and%20Residential%20Building%20Hotspots.pdf>

titled “Aurora Development Plan: Part 2”<sup>3</sup> was produced by VicUrban in June 2006. It outlines in detail the future transport needs of Epping North including a railway line extension. There is even discussion of landscape design around a railway line in terms of surrounding avenues of trees and the railway line constructed below street level. There is also reference to preliminary concept planning by the Department of Infrastructure.

On 10 December 2010 the City Of Whittlesea Council announced:

“The City of Whittlesea believes the recently extended Urban Growth Boundary (UGB) has strengthened the case for an Epping North train line.

Donnybrook is now included in the UGB and preliminary projections suggest it will eventually be home to around 15,000 people. A train station, a stop on the Melbourne to Sydney line, already exists in Donnybrook. Council believes building a spur line from Lalor to Epping North and then onto Donnybrook makes good sense.”<sup>4</sup>

Apparently the Donnybrook station is already attracting an increased number of commuters who might otherwise park at Epping station if sufficient parking spaces were available. Considerable numbers drive to Donnybrook from as far away as Mernda and Doreen.<sup>5</sup>

Planning Minister Matthew Guy has been reported as saying he had a vision for Epping North as an affordable suburb for families. “We need it earlier than what was originally envisaged,” he said.<sup>6</sup>

Some major developments with the proposal for a railway line extension to Epping North follow:

- The Whittlesea Council has been closely consulted about the design of the Aurora Estate in Epping North and they have supported establishing the railway line extension since 2001.<sup>7</sup>

---

<sup>3</sup> See website:

<http://webadmin.gaa.vic.gov.au/Assets/Files/Aurora%20Development%20Plan%20Pt%202%2011%20December%202007%20pg.%2029%20of%20PDF.pdf>

<sup>4</sup> <http://www.whittlesea.vic.gov.au/your-council/news-and-publications/news/council-stands-firm-on-epping-north-train-line>

<sup>5</sup> <http://www.northernweekly.com.au/news/local/news/general/mernda-doreen-residents-driving-to-donnybrook-to-catch-train/2215543.aspx>, Northern Weekly, 5 Jul 2011, p.5.

<sup>6</sup> <http://www.northernweekly.com.au/news/local/news/general/eppings-growth-spurt/2281236.aspx>, Northern Weekly, 5 Sep 2011, p.3.

- According to the book "Screw Light Bulbs" (2010) by Donna Green and The Age journalist, Liz Minchin, the train extension was a number one transport priority with State Government politicians before it was finally dismissed (p. 151).
- By May 2007 it was possible for the then Minister for Major Projects, Mr Theo Theophanous, to indicate at an inquiry into 2007-2008 budget estimates that private transport and a bus service were sufficient for the Aurora Estate.<sup>8</sup>
- In campaigning for the Aurora railway line around September 2008, about 200 Aurora residents signed an unsuccessful petition to the State Minister for Transport that supported prompt development of this line.
- A residents' association was formed in 2009 called the Aurora Community Association (ACA) which has included an objective to campaign for such causes as the immediate construction of a railway line to Epping North.
- It is still possible to find large maps at the Epping North land sales centres for the Summerhill and Eden Gardens estates which show a proposed Epping North railway station. VicUrban maps of the Aurora Estate on show to the general public have referred to a Public Transport Corridor, then a Proposed Public Transport Corridor, followed by a Proposed Public Transport Reserve and more recently a possible transport line with no label at all.

In a letter of reply to a local resident writing about Epping North transport needs, the Victorian State Minister for Public Transport on 14 August 2011 wrote:

**"The Government does not plan to extend the rail network to Epping North at this time...**

**DOT will consider improvements to local bus routes as additional funding becomes available. All initiatives are subject to budget availability following full analysis and prioritisation across Victoria."**

The first sentence states what the resident already knew which is why the resident wrote to the Minister for Transport in the first place. Additional information would have been appreciated.

The remaining sentences fail to acknowledge the worsening transport problems in Epping North. One day soon these problems will be so bad and obvious that hardly anyone will want

---

<sup>7</sup> <http://www.whittlesea.vic.gov.au/your-council/advocacy/representing-our-community-through-advocacy>

<sup>8</sup> See [http://www.parliament.vic.gov.au/archive/paec/inquiries/budgetestimates\\_2007-08/Transcripts/4%20May%20Major%20Projects.pdf](http://www.parliament.vic.gov.au/archive/paec/inquiries/budgetestimates_2007-08/Transcripts/4%20May%20Major%20Projects.pdf) pp. 9-10.

to buy a house in Epping North. That will hurt the real estate business. The possibility of a railway line extension to Epping North continues to diminish with the lack of effort to fully reserve land for this extension both north and south of Cooper Street. Furthermore the large reduction in house purchasing is likely to lead to a large reduction in Government revenue (from stamp duty, GST on housing and new home contents, sale of land recently re-classified as residential).

The Aurora streets are mostly narrow with bends at many intersections that obstruct bus travel especially with a high level of cars parked in the streets at various times. Traffic can be heavy at peak times and the streets can frustrate drivers who are in a hurry to the point that they can drive dangerously e.g. speeding and tailgating. Buying an Aurora Estate house may be less appealing if teenagers in the family feel isolated because of lack of train services. The supposed cost saving in not having a train line means that many residents have to spend on at least one more car than their household would otherwise require (with costs in car depreciation, increasing oil prices, time-consuming road congestion, maintenance, insurance, registration, parking, accidents etc) - which is a huge and totally unfair imposition on people who are already deeply in debt. This may account for worrying reports in the Epping North area of domestic violence, problem gambling and burglaries (all of which can be quite costly). Households often have both parents working long hours to pay off debts which can mean children are not getting enough attention and may be more inclined to develop behaviour problems which may be costly to deal with later on.

Of course, freeway building costs have never been too high for the Victorian Government. For a long time this Government, with the encouragement of the powerful road lobby, has been able to come up with substantial funding for freeways (at times known as arterial roads). As the Public Transport Users Association (PTUA) points out in a 2009 publication, the typical result of such investment is more overcrowded roads and a push for even more freeways. The PTUA states that further congestion eventually occurred after the completion of Citylink in 2000, the Hallam Bypass in 2003 and Eastlink in 2008<sup>9</sup>. With the likely result of more congestion again, there have been recent proposals for the North East 'missing link' from Bulleen to Greensborough, the 'Frankston Bypass' and the Eddington East-West tunnel<sup>10</sup>.

The usual response to a possible railway line extension to Epping North is that money is not available. It would help if more government transport spending goes on public transport rather than roads. A report by the Australian Conservation Council found road building to have received four times more government funding over the last decade than new rail

---

<sup>9</sup> "Connecting to the Future The Alternatives to the Victorian Transport Plan", 2009, p. 3

<sup>10</sup> "Connecting to the Future The Alternatives to the Victorian Transport Plan", 2009, pp. 5-8

projects.<sup>11</sup> A 2011 Metlink commissioned survey on transport found 94% of respondents believed more money should be spent on public transport than on roads.<sup>12</sup> It could also help if more of the profits from the transfer of land to Government for residential development were spent on infrastructure. Rising values for VicUrban/State Government land-for-sale because of the railway line should contribute significantly to paying for this railway line. Then there are the contributions to government revenue of those purchasing houses in Epping North - stamp duty, house building taxes and taxes for new home contents; surely a larger proportion of this could go to local infrastructure. With \$50,000 from a typical \$200,000 residential block of land (once worth less than \$20,000 as farming land) and a tax payment of \$50,000 on \$500,000 worth of house, land and home contents, there is a theoretical amount of \$100,000 each (for the eventual 15,000 or so Epping North households) that could be spent on infrastructure. This comes to a total of \$1.5 billion of which a lot less than \$0.5 billion should be required for a railway line extension to Epping North. If the estimated cost is still too high, it might be worth getting a second estimate from those working on public transport in Perth.

Urban Planner, Professor Ed Blakely, has recently pointed out that by the time a suburb without public transport has been fully developed it is too late and too expensive to build a transport system to this suburb. The idea is to build transport systems first and then build the housing as was done in the 1940s and 1950s; this approach enables funding for transport by taxing around the transport lines.<sup>13</sup> Perhaps this approach still might be possible for Epping North and beyond to Donnybrook.

If government revenue is still insufficient, the answer could be to ensure that

- large businesses and the rich are at least contributing their fair share of tax with more of progressive taxes applied to those earning exceptionally high incomes;
- subsidies to big businesses are scaled back when public benefits are questionable.

An argument against the railway line extension might be that there is insufficient rail capacity to enable such an extension to work. (Apparently the \$4.5 billion plus Melbourne Metro Rail Tunnel Stage 1 project, from Footscray (or wherever Dynon is) to St Kilda Rd (Domain), has

---

<sup>11</sup> <http://www.theage.com.au/national/rail-loses-out-to-roads-on-spending-20110426-1dv3x.html>, The Age, 27 Apr 2011, News p.8.

<sup>12</sup> <http://www.theage.com.au/victoria/fix-trains-then-roads-commuters-20110409-1d8gk.html>, The Sunday Age 10 Apr 2011, News p.7.

<sup>13</sup> See website

<http://au.tv.yahoo.com/sunrise/video/-/watch/27315946/big-issue-peak-hour-chaos/> which replays an excerpt from TV's Weekend Sunrise on Sunday 20 November 2011, 9.12 am - featuring an interview with Professor Ed Blakely about public transport in Australia's major cities.

the objective of creating more rail capacity in the inner-city, allowing an extra 14 trains per hour.) The PTUA dismisses the notion of insufficient Melbourne rail capacity in a recent publication<sup>14</sup>. The PTUA comes up with trains per hour arriving in Flinders St as 116 in 1929, 108 in 1960, 93 in 1981 (when the first City Loop station opened) and 98 in 2009; the City Loop planners expected 181 in 1985. The PTUA states that “big increases in the number of trains running are both possible and necessary!”<sup>15</sup>

Factors contributing to abandonment of the train extension are likely to include

- a failure to anticipate a substantial increase in the demand for public transport caused by the rising cost of oil,
- the power and influence of the vested interests,
- bureaucrats largely experienced in replacing rail lines with roads,
- a car worshiping culture with a dependency on cars for ego and status,
- a deeply ingrained tradition of mainly spending on roads rather than public transport, and
- a failure to calculate the true costs of more roads.

The above factors have resulted in a significant absence of responsibility for future train development which has made it easy and inevitable for the State Government to ignore campaigning on such development.

The PTUA comes down very hard on the administration of public transport in Victoria e.g. "So why, when other cities around the world are actively pursuing sustainable transport solutions, are we finding this so hard in Melbourne?

There are two factors in this ongoing failure. One is the entrenched vested interests, in the road lobby and in public transport management, that use urban myths and public-relations spin to distract us from finding real solutions to our problems. The other is a government that allows transport policy to be driven down blind alleys by these vested interests, instead of pursuing the public interest in fast, efficient and sustainable transport. "<sup>16</sup>

Hopefully government decision-making will improve with recent State government reforms banning MPs from soliciting political donations and introducing tough new fund-raising rules

---

<sup>14</sup> “Connecting to the Future”, 2009, pp. 13-17.

<sup>15</sup> See summary at <http://www.ptua.org.au/publications/connecting/> .

<sup>16</sup> “Connecting to the Future” (2009) by the Public Transport Users Association (PTUA), p.21. (see website <http://www.ptua.org.au/files/2009/ConnectingToTheFuture.pdf>)

for party officials who become lobbyists.<sup>17</sup> Yet the Herald Sun<sup>18</sup> reported that since the election of the Baillieu Government, the number of political lobbyists on the Victorian Lobbyist Register had increased from 204 to 256. The website for this report has more recently announced “The number of lobbying firms has grown by 25 to 98, and the number of companies and organisations hiring lobbyists has gone up from 650 to 837”.<sup>19</sup>

A possible solution is the introduction of an independent Public Transport Development Authority (PDA) to coordinate the planning and operation of Victoria’s public transport system. Hopefully the PDA will be staffed at a senior level by people with strong rail experience rather than by people with long careers devoted to opposing rail development. Doubts have recently been raised about the PDA’s independence as it is apparently required to work within government policies and Transport Department plans. There is also no guarantee of transparency and explaining of decisions.<sup>20</sup> Hopefully the setting up of the PDA will be influenced by the Public Transport Authority in Perth which has a highly regarded growing network - according to a recent survey. This Perth Authority is described as well-resourced, competent, independent and oversees planning and operations of the network.<sup>21</sup>

By contrast the survey found Melbourne train travellers dissatisfied with price, reliability, comfort, timetables, information and safety.<sup>22</sup> Severe overcrowding occurs on peak-hour trains, as the Department of Transport found for October 2010 e.g. an average over 4 days of 985 passengers for the train departing Epping at 7.39 am (over 788 passengers is regarded as overcrowding).<sup>23</sup> This also has to be fixed to increase train patronage.

---

<sup>17</sup> <http://www.theage.com.au/victoria/mps-banned-from-soliciting-donations-20111029-1mple.html> , ‘The Age 30 Oct 2011, News p. 3.

<sup>18</sup> Herald Sun, 3 November 2011, p.23

<sup>19</sup> <http://www.heraldsun.com.au/news/more-news/a-boom-time-for-lobbying/story-fn7x8me2-1226183929570>

<sup>20</sup> [http://aap.newscentre.com.au/demo/111012/library/industry\\_issues\\_-\\_new\\_legislation/26889028.html](http://aap.newscentre.com.au/demo/111012/library/industry_issues_-_new_legislation/26889028.html) , The Age, 11 Oct 2011, News p. 8.

<sup>21</sup> <http://www.heraldsun.com.au/news/metro-voted-the-worst-train-service-in-australia/story-e6frf7jo-1226075263457>, Herald Sun, 15 Jun 2011, p. 5.

<sup>22</sup> <http://www.heraldsun.com.au/news/metro-voted-the-worst-train-service-in-australia/story-e6frf7jo-1226075263457>, Herald Sun, 15 Jun 2011, p. 5.

<sup>23</sup> See <http://www.theage.com.au/victoria/peakhour-trains-still-a-horror-trip-20110516-1epv3.html> or The Age 17 May 2011, p. 16.

As written elsewhere by the ACA, one public transport issue of immediate concern, which justifies immediate attention, is the Route 575 bus service from Thomastown to Epping North. Problems with this service, some of which include safety risks, are listed as follows:

- Morning frequency (5.40am - 9.25am) of the 575 - on all but three out of 8 services there is a 40 minute wait. These are critical times for students and workers and the low frequency of buses means residents either must leave for work/ school earlier than required to use the service or drive to work/school/Epping Station..
- Coverage into the Aurora and Lyndarum Estates is limited. VicUrban has designed the Aurora Estate with homes planned to be within 400 metres of a bus stop. However only a proportion of bus stops already built within the estate are currently functioning and therefore many Aurora residents are presently at least a one kilometre walk to a functioning bus stop.
- Timing of bus services to facilitate train connections and visa versa is unrealistic. In the morning, the currently bus drop off to Epping station can leave as little as 4 minutes for connecting passengers to make their way to the station platform to catch a city bound train. Given increasing traffic congestion on the way to the station, actually making a train connection is bordering on the unfeasible.
- In the evening peak service, there is only a 4 minute window to catch the 575 bus from a train arriving at Epping Station. More often than not, trains are running late and connecting to the 575 bus stop is unachievable. Consequently missing this connection means waiting 40 minutes for the next 575 service. This wait is of concern for parents of young children, especially girls that have to wait in darkness for the next bus.
- The current timetable is a real deterrent for residents to commit to public transport and pressures many to stick to cars.

Bus Rapid Transit has been suggested on cost grounds for the proposed public transport corridor for Epping North but this does not take into account:

- the nearby Edgars Road is an acceptable alternative,
- the possibility of reserved land for the railway line between Cooper St and O'Herns road is likely to be lost as green fields are currently being developed/ sold,
- the possibility of reserved land for the railway line south of Cooper St is likely to be lost to new businesses that wish to be close to the Epping Shopping Plaza,
- having dedicated bus lanes along Cooper St connecting to the Epping North corridor is not likely to be politically acceptable locally,
- a future railway extension will be severely delayed when it is overwhelming needed with 1) a much larger local population of 44,000 predicted by 2031 and 2) the very high cost of driving cars caused by Peak Oil,
- when the population gets to a certain level, it takes too long for passengers to board a bus compared to a train, a lot more drivers are needed for buses than for trains and the purchase of two buses is likely to cost a lot more than a single train carriage that can



carry about the same number of passengers; at some time Peak Oil is going to make bus fuel unacceptably costly,

- The PTUA wrote in 2009<sup>24</sup> that “‘Bus Rapid Transit’ is a trendy but inferior alternative, rather like ‘light rail’ in the 1980s”.

A survey by RACV subsidiary Intelematics Australia investigated the busiest commuter routes in Melbourne.<sup>25</sup> The survey found peak-hour driving to and from Melbourne’s northern suburbs to be among the slowest in the country. Driving 17 km in peak hour from the CBD to Thomastown averaged 24 km/h. Drivers from Epping North would contribute to this congestion and would no doubt find it a big incentive to use a local train service instead if one was adequately provided. A recent development in Melbourne traffic is for there to be little difference between weekday and weekend peak travel times.<sup>26</sup>

Hundreds of Epping North residents have signed a petition for duplication of Epping Road, and traffic lights for the intersection of Epping, Findon and O’Herns Road – to improve safety and ease congestion for drivers and families in Epping. This petition was tabled in state parliament in early November 2011.<sup>27</sup> An article in the local Whittlesea Leader newspaper of 18 May 2010 features a nearby resident referring to the above intersection in terms of numerous accidents, near misses and rear-end crashes; a CFA captain mentions delays to CFA fire trucks caused by drivers not paying attention to these trucks exiting the fire station next to this intersection.<sup>28</sup> Elsewhere it has been reported that between July 2009 and June 2010 there were 205 call-outs to Epping fire station and the station failed to meet time targets almost 30 times; congestion had hampered volunteers getting to the station.<sup>29</sup> The new road connection between nearby Miller Street and O’Herns Road may only partially relieve this intersection congestion for a relatively short period of time.

The crossroad intersection of Harvest Home Road and Epping Road in Epping North is probably a more dangerous intersection than the aforementioned O’Herns Rd/ Findon Rd

---

<sup>24</sup> “Connecting to the Future”, 2009, p. 38.

<sup>25</sup> Herald Sun, 3 Aug 2011, p.3, <http://www.heraldsun.com.au/news/more-news/thomastown-drivers-suffer-most-in-peak-hour-commute/story-fn7x8me2-1226106969467>.

<sup>26</sup> See <http://www.heraldsun.com.au/news/more-news/city-traffic-is-no-lighter-at-weekends/story-fn7x8me2-1226186184659> or Herald Sun, 5 Nov 2011, p.23.

<sup>27</sup> <http://www.northernweekly.com.au/news/local/news/general/epping-road-upgrade-push-heads-to-parliament/2349122.aspx>, Northern Weekly, 8 Nov 2011, p. 9.

<sup>28</sup> <http://whittlesea-leader.whereilive.com.au/news/story/epping-intersection-lights-plea/>

<sup>29</sup> <http://www.northernweekly.com.au/news/local/news/general/epping-cfa-misses-time-targets-due-to-traffic-snarl/2171555.aspx>, Northern Weekly, 24 May 2011, p.8.

intersection yet has received little attention by local politicians or the media. The West bound Harvest Home Road takes a large volume of traffic into the Aurora, Eden Gardens, Lyndarum and Summerhill estates as well as traffic for the RSL and the Soccer Stadium, whilst the East bound side of the road, once a quiet country road, now takes increasing volumes of traffic due to a new Islamic school recently opening there. There is no form of traffic control at the intersection and people making right hand turns into Harvest Home Road in either direction risk their lives as it is an 80km/hr zone with no dedicated turning lane in either direction. Impatient drivers take unnecessary risks turning right at the intersection as traffic along Epping road are rapidly increasing due to developments further along the road in Wollert and Mernda. There is also no way for local Epping North residents to safely cross the road with their children to access the Islamic school. Traffic lights and dedicated turning lanes are urgently required to make the intersection safe before a fatality occurs.

Much of the above discussion on Epping North transport is in support of Epping North residents travelling daily south of Epping and adversely affected by transport problems close to home.

Another set of problems has been created by the increased traffic in Cooper St, especially between Miller St and the Hume Freeway (Cragieburn Bypass). The relocation of the Melbourne's fruit and vegetable market to the west of Edgar's Rd will increase this traffic substantially. So will further development of office and other employment buildings on the northern side of Cooper St. This will make road congestion in this area even more intolerable for Epping North residents driving through in peak hour. Bypassing this congestion could be greatly assisted by connecting O'Herns Rd to the Hume Freeway (Cragieburn Bypass) and by the completion of Edgars Rd from Cooper St to Craigieburn Rd East.

A future set of problems in the Epping North area will become increasingly obvious as the local population expands and increasingly needs buses to travel to local meeting centres. Such centres would include:

- town centres,
- community activity centres,
- Creeds Farm Living and Learning Centre,
- St Mary of the Cross MacKillop Catholic Parish Primary School,
- other schools,
- child care centres,
- tennis courts,
- family support services,
- community health services.

The current system of narrow streets, heavy parking and bending intersections will make it very hard to accomplish such bus travel. Increased local bus services will require development of sufficient and properly located wider streets.

## Summary

The overall picture is that Epping North transport needs include:

- a rail extension to Epping North;
- increase frequency and coverage of bus services;
- more development of roads appropriate for expanded bus services to local meeting centres;
- two lanes each way for High St/Epping Rd from Memorial Avenue to Craigieburn Rd;
- an intersection with traffic lights instead of a roundabout at Findon Rd/High St next to the Epping fire station;
- traffic lights at the intersection of Harvest Home Rd and Epping Rd;
- O'Herns Rd connected to the Hume Freeway (Craigieburn Bypass);
- completion of Edgars Rd from Cooper St to Craigieburn Rd East.

We would like to thank the Committee for their time and would be more than welcome to speak on behalf of our community in regards to this submission.

Written by Tony Francis, Joanna Durst, Toni Wuelfert, Cara Horner and Linda Anderson-Berry on behalf of the Aurora Community Association.

Warm Regards,

Cara Horner  
ACA President  
0423146544

++++  
Aurora Community Association  
PO Box 1354, Lalor Vic 3075  
[auroracommunityassociation@gmail.com](mailto:auroracommunityassociation@gmail.com)

Incorporation Number: A0053583T  
7th Dec 2011

## **Railway Line to Aurora and Epping North - Reading Material on Internet**

Newspaper article by Professor Bill Russell (2007) entitled 'Suburb runs off the rails' (on the bungling of public transport to and from Aurora)

[www.news.com.au/heraldsun/story/0,21985,22552959-5000117,00.html](http://www.news.com.au/heraldsun/story/0,21985,22552959-5000117,00.html)

reproduced at

<http://www.abp.unimelb.edu.au/gamut/pdf/last-bus-for-aurora.pdf>

Waiting for the train that never came (coverage of Aurora starts at 15th paragraph – a “stark example” of introducing public transport on the urban fringes)

<http://www.railpage.com.au/modules.php?name=News&file=article&sid=3330> (The Age, 24 Oct 2005)

pt4me2 Report to major parties and councils June 2010, p. 33 (includes respondents views on extending train from Lalor to Aurora)

[http://www.pt4me2.org.au/wmy/wmy\\_final\\_main\\_report.pdf](http://www.pt4me2.org.au/wmy/wmy_final_main_report.pdf)

Metropolitan Transport Forum ‘Metropolitan Transport Plan’ (2008), p.20 (call for improvements includes extending train line from Lalor to Aurora and Epping North, map)

[http://www.pt4me2.org.au/downloads/mtf\\_plan.pdf](http://www.pt4me2.org.au/downloads/mtf_plan.pdf)

Aurora transport (anticipates continuation north-west of the Epping railway line to Aurora)

<http://www.greenlivingpedia.org/Aurora> (2008)

TOD article by Nick Higginbottom, p. 1 (homebuyers misled by VicUrban on public transport)

[http://www.goingsolar.com.au/pdf/transport/newsletters/transport\\_newsletter\\_69.pdf](http://www.goingsolar.com.au/pdf/transport/newsletters/transport_newsletter_69.pdf) (from Herald Sun 18 July 2008)

PTUA Common Urban Myths About Transport (attempts to deal with transport disinformation)

<http://www.ptua.org.au/myths/> (last modified May 2010)

A map showing the Epping North line appears at the following website (from the 2002 state government document ‘Melbourne 2030 – Planning for sustainable growth’):

[http://www.dpcd.vic.gov.au/\\_data/assets/pdf\\_file/0007/42847/plan2\\_growthareas\\_appendix\\_2a.pdf](http://www.dpcd.vic.gov.au/_data/assets/pdf_file/0007/42847/plan2_growthareas_appendix_2a.pdf) (p. 27)

The following site contains reference to a railway line to Aurora on pages 20 and 21 of the document 'Creating a city that works' (from the Commissioner for Environmental Sustainability); it mentions a Hornery Institute 2005 finding that a railway station should be within a 15 minute (1200 metres) walk of an Aurora residence:

[http://www.ces.vic.gov.au/CA256F310024B628/0/99086A5A4188EF7DCA2572E6000E935D/\\$File/Creating+a+City+That+Works+-+low+res.pdf](http://www.ces.vic.gov.au/CA256F310024B628/0/99086A5A4188EF7DCA2572E6000E935D/$File/Creating+a+City+That+Works+-+low+res.pdf) (May 2007)

The following site is based on a local “Star” newspaper article by Gabrielle Costa – Whittlesea councillors disappointed with no funding for construction of rail line through to Epping’s Aurora Estate:

<http://www.starnewsgroup.com.au/story/44395> (26 June 2007)

The following site has an article in 'The Age' by Stephen Moynihan – plans for extension of Epping line to Aurora shelved:

<http://www.theage.com.au/news/national/new-railway-line-to-epping-disappears/2008/01/28/1201369037442.html> (29 Jan 2008)

Whittlesea Leader (12 Oct 2010, p. 23) on Epping North residents waiting for a train that never comes:

<http://whittlesea-leader.whereilive.com.au/news/story/no-plans-to-extend-rail-to-epping-north/>

Whittlesea Leader (16 Nov 2010, pp. 1-2) on a secret 2007 government report which looked at future skyrocketing population growth in Mernda and Epping North and identified public transport options including train lines:

<http://whittlesea-leader.whereilive.com.au/news/story/train-plan-derailed-despite-secret-report/>