



NATIONAL  
Growth Areas  
ALLIANCE

## 2021-22 Pre-Budget Submission



# Contents

Contact .....	2
National Growth Areas Alliance .....	3
Executive Summary.....	3
Recommendations.....	5
Shining a spotlight on inequity .....	7
Shining a spotlight on liveability deficits in growth areas .....	8
Shining a spotlight on vulnerability .....	8
Population Growth – Two tales of a City .....	9
Perpetuating unsupported greenfield development .....	9
A unique opportunity to rebalance and reshape Australian Cities .....	11
Invest in People and Places .....	12
Unlock economic growth .....	13
Prioritise Transport Solutions.....	14

## Contact

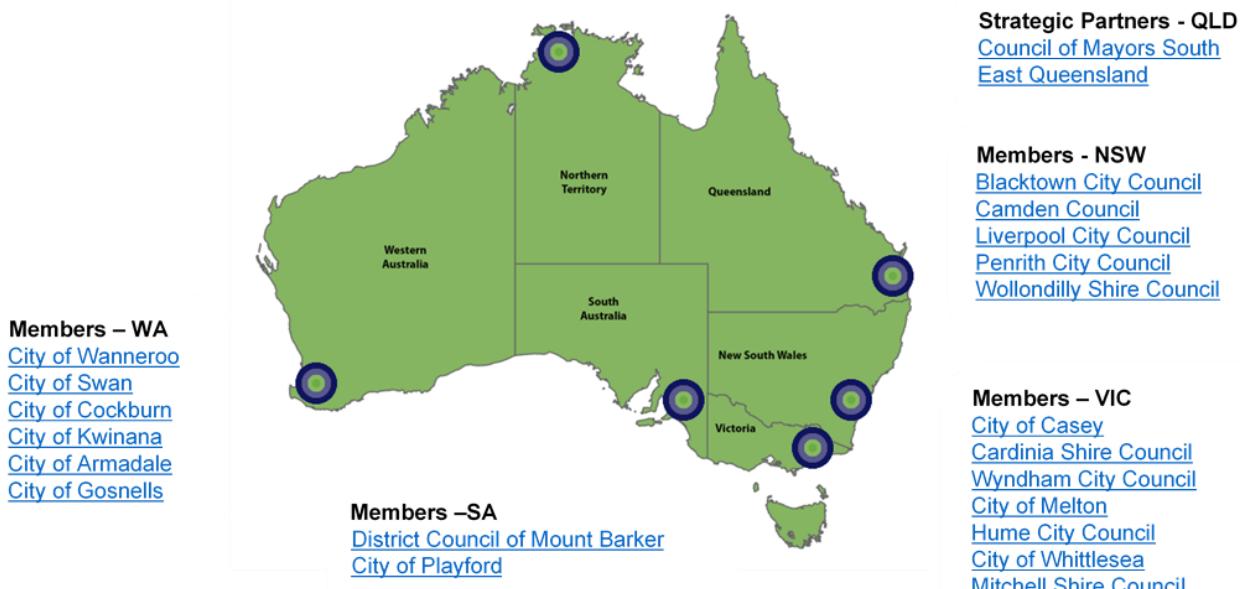
**Bronwen Clark**  
Executive Officer  
National Growth Areas Alliance  
[www.ngaa.org.au](http://www.ngaa.org.au)  
[bronwen.clark@ngaa.org.au](mailto:bronwen.clark@ngaa.org.au)  
0448 401 257

## National Growth Areas Alliance

Five million people live in an outer urban growth area around our major cities – that's 20% of Australia's population. The National Growth Areas Alliance (NGAA) represents Councils from these fast-growing areas whose populations have been growing twice as fast as the national average. NGAA members have a shared vision of growing communities that are resilient, liveable and thriving. However, this vision is unachievable until investment in vital infrastructure and services matches the size of the growth areas population.

Every Australian deserves to live in a safe, sustainable and liveable community – regardless of their postcode. Yet, with population growth rates at double the national average, NGAA member councils and their communities are impacted by:

- inadequate transport, health, education, community and social infrastructure to cope with increased demand, and
- a lack of government focus on the health, education and employment prospects of communities in rapidly developed greenfield suburbs.



## Executive Summary

The National Growth Areas Alliance, representing five million people living on the outskirts of Australia's capital cities, is calling for the 2021-22 Federal Budget to provide long-term support for vulnerable communities and embed spatial economic and employment shifts caused by COVID-19.

Growth areas communities and economies have been heavily impacted by COVID-19 and the ensuing economic downturn and cessation of migration. However, they also have a leading role to play in economic recovery.

In the eastern states, outer urban areas were COVID-19 hotspots. The City of Wyndham in Melbourne's west had the most COVID-19 cases of any LGA in Australia, with more than 2,200 people infected. Other Victorian growth areas recorded the next-worst infection numbers nation-wide, including Hume (1660), Whittlesea (1218) and Melton (1159). Together, Victoria's growth area LGAs account for nearly half of all COVID-19 cases in the state<sup>i</sup>. In NSW the situation was similar with Sydney's outer western and south western growth area suburbs among those with the most COVID-19 infections<sup>ii</sup>.

Economically, residents of growth areas across Australia are vulnerable – at a scale unseen in other areas of the country. Our workforce of 2.2 million people is facing record high unemployment numbers due to a reliance on retail, hospitality, trades and construction for employment.

COVID-19 has exacerbated existing disadvantage in outer urban communities. Prior to the pandemic, growth area communities already experienced significant mortgage and rental stress. Mental health services were already under-resourced or non-existent in many growth areas, and jobs for young people scarce. Continued support for those communities and sectors hardest-hit by the pandemic is vital. Without it we risk entrenching the inequities experienced by millions of outer suburban residents.

Yet amongst the challenges, growth areas have a leading role to play in economic recovery. And in ‘reimagining’ cities, lifestyle and urban development. COVID-19 prompted a significant spatial redistribution of employment, with vast numbers of people working productively at home for short or longer periods of time, dependent on state restrictions. This localised work model is now proven to work and could be equally applied to the delivery of skills training, higher education and business support – all key elements of outer urban and national economic recovery.

NGAA has long called for a rebalancing of Australian cities, where jobs, infrastructure and services are equally accessible to the 5 million people who live in outer urban areas. COVID-19 has kick-started this process. We have a once in a generation opportunity to build on this momentum and shape outer urban development models to the ‘20 or 30-minute city’ model.

A sizeable shift to working from home has not only reduced congestion but has also improved the lives of commuters and their families. At the same time, the inadequacy of parks, walking and bike trails, community and recreational facilities in new suburbs has become all too evident.

We need a common-sense approach to embedding the positive changes that outer urban residents have embraced in recent times. The Government’s JobMaker and JobTrainer programs, as well as the Modern Manufacturing Strategy, must be applied on an equitable geographic basis, so that growth areas - where 20 per cent of the Australian population live – are not overlooked.

We expect this year’s Federal Budget to set out a clear long-term path for investment in major infrastructure across the whole of our capital cities – from the CBD right through to the newest greenfield development. We are looking for an equitable and consistent allocation of stimulus, policy and funding announcements.

## **Recommendations**

This summary of recommendations is supported by the additional submission **NGAA 2021-22 Federal Pre-Budget Submission – Index of Funding and Project Priorities**

- 1 Differentiate growth areas data in future Population Statements published by the Centre for Population to facilitate informed infrastructure and service delivery planning within diverse city geographies.
- 2 Support vulnerable growth area communities by increasing income support (JobSeeker and JobKeeper) and directing health, mental health and family violence prevention funding to those communities.
- 3 Research the factors that contributed to the prominence of growth area LGAs as COVID-19 hotspots in order to reduce future risks.
- 4 Urgently commit resources to progress the stalled City Deal negotiations in Greater South East Melbourne and North and West Melbourne
- 5 Leverage the learnings from the current City Deals to inform improved and replicable models for future deals for local government, including, but not limited to, Planning Partnerships and Governance and Collaboration models.
- 6 Provide sufficient resources to the Department of Infrastructure to ensure Federal Government governance and timeline commitments are met.
- 7 Federal Minister for Cities and Urban Infrastructure to lead State Planning Ministers in a national review of the planning and development of greenfield developments in outer urban growth areas, with a focus on aligning the forecast population growth, housing development, transport and community infrastructure and the necessary funding models.
- 8 Review emergency planning measures that were put in place as part of stimulus packages through the Planning Ministers Communique of May 2020, within the next 12 months. If there is any proposal to retain these measures when the immediate COVID-19 emergency is over, councils and the community must be consulted.
- 9 Co-invest in critical community, recreational and social infrastructure projects for thriving communities such as the Growth Areas Perth and Peel (GAPP) Sport and Recreational Facilities proposal.
- 10 Audit the Federal Government Bushfire Response funding and ensure equitable allocation to growth areas, where ongoing risk of bushfire in adjoining undeveloped areas is extremely high.
- 11 Commit ongoing funding to the National Flood Mitigation Infrastructure Fund
- 12 Prioritise funding for hospitals and health services in large growing population centres where no facilities exist, such as Melton and Wilton.
- 13 Prioritise funding for social, mental health and youth services in growth areas where limited or no services exist, or existing services are severely under-resourced and unable to meet demand such as in City of Swan and City of Casey
- 14 Address the COVID-19 induced record high unemployment rates in LGAs such as Wyndham City Council with enhanced employment services

- 
- 15** Use the current shift to remote working to make growth area communities fit-for-purpose by rolling out a program of funding for growth area community hubs, co-working spaces and small business incubators and university hubs
  - 16** Equip local government with the resources to unlock employment opportunities for residents who are not currently in the workforce, through creating and promoting local/home-based employment strategies and small business support
  - 17** Coordinate the Federal Government's current support for manufacturing to maximise the positive impact on growth area economies, including a precinct-style approach to implementing programs for advanced manufacturing, innovation and modernisation.
  - 18** Invest in job creating projects in priority industries such as tourism in City of Swan and recycling in City of Wanneroo.
  - 19** Urgently address the numerous congestion hotspots caused by rapid population growth and inadequate infrastructure investment in all states
- 
- 20** Fund major transport and freight projects that currently hamper commuter and logistics movements and which are not designed to cope with increased demand, such as the Western Highway, Western Rail Plan, Hume Freeway interchange and Castlereagh Connection and the Western and Beveridge Intermodal Freight Terminals.

## Shining a spotlight on inequity

Australia's urban growth areas – the cities, towns and suburbs on the outer rim of metropolitan areas of our capital cities – have been under the spotlight in 2020 and early 2021 as COVID-19 hotspots.

The City of Wyndham has had the most COVID-19 cases of any LGA, with more than 2,200 people infected. Other Victorian growth areas recorded the next-worst infection numbers nation-wide, including Hume (1660), Whittlesea (1218) and Melton (1159). Together, Victoria's growth area LGAs account for nearly half of all COVID-19 cases in the state<sup>iii</sup>. In NSW the situation is similar with Sydney's outer western and south western growth area suburbs among those with the most COVID-19 infections<sup>iv</sup>.

The unique demographic characteristics of growth areas make them high risk locations:

- The vast scale of the population in growth area LGAs (see comparative table below)
- A highly mobile and casualised workforce of key workers in health and education, retail, freight and logistics and hospitality whose work obligations outside the home continued during the pandemic
- Existing high levels of financial stress that forced residents to continue working in unsafe conditions
- A highly multicultural community with limited access to CALD-inclusive health messaging
- Historic lower levels of educational attainment and higher levels of unemployment and youth disengagement resulting in lower health literacy

Australia's COVID-19 outbreak has shone a glaring spotlight on the connection between where one lives; the level of local, secure employment options; household financial (in)security and access to appropriate health education and services.

Population size	Growth area LGAs/Population	Comparative LGAs/Population
<b>More than 400,000</b>		Canberra <i>8<sup>th</sup> largest Australian City</i> 426,704
<b>300,000 – 400,000</b>	Blacktown (NSW) <b>374,500</b> Casey (Vic) <b>353,872</b> Logan (Qld) <b>334,358</b>	
<b>200,000 – 300,000</b>	Wyndham (Vic) <b>270,000</b> <i>2<sup>nd</sup> fastest growing LGA in Australia</i> Hume (Vic) <b>233,471</b> Whittlesea (Vic) <b>230,238</b>	Wollongong <i>11<sup>th</sup> largest Australian city</i> 299,203 Geelong <i>12<sup>th</sup> largest Australian city</i> 258,934 Greater Hobart 236,136
	Liverpool (NSW) <b>227,585</b> Penrith (NSW) <b>212,977</b> Wanneroo (WA) <b>208,237</b>	
<b>100,000 – 200,000</b>	Swan (WA) <b>147,353</b> Camden (NSW) <b>101,437</b> <i>Fastest growing LGA in Australia 2018-19</i>	Newcastle 165,571 Ballarat 109,505 Bendigo 118,093
<b>Less than 100,000</b>	Playford (SA) <b>94,848</b>	Albury-Wodonga 91,923

## ***Shining a spotlight on liveability deficits in growth areas***

Lockdowns put the growth areas experience of a lack of open space, green space and recreation facilities in growth areas into stark relief.

Growth areas have some of the lowest percentages of green space for municipalities across Australia. During Melbourne's COVID-19 lockdown in 2020 for example, growth area municipalities ranked lowest for access to walking trails, parks and natural environment within a five-kilometre radius from home.<sup>v</sup>

Access to green space is associated with childhood development through play and motor skill development, improved concentration, wellbeing and increased physical activity. The presence of neighbourhood sports ovals and parks is also associated with moderate-vigorous physical activity in young people, promotes social interaction and is associated with an increase in perceived community and social cohesion<sup>vi</sup>.

## ***Shining a spotlight on vulnerability***

Growth area communities already experienced a significant level of mortgage stress before COVID-19, contributed to by the high cost of commuting to work and the industries in which our residents are employed. Job losses, the economic downturn, the end of JobKeeper and mortgage moratorium holidays will compound the financial stress in already vulnerable communities.

The rate of growth area residents on JobSeeker or Youth Allowance has more than doubled since late 2019 and is higher than the average across Sydney, Melbourne, Perth, Brisbane and Adelaide<sup>vii</sup>. The SEIFA average for growth areas also falls considerably short of the Australian average and household income is generally below the average of the major capital cities, despite the average number of children in each household being higher.

JobSeeker and youth allowance recipients in Australia's Growth Areas		
November 2020	March 2020	September 2019
<b>323,087 (9.8% of 15-64 age population)</b>	192,248 (5.8%)	162,240 (4.9%)

Source: [JobSeeker | National Growth Areas Alliance | Community profile \(id.com.au\)](https://www.id.com.au/national-growth-areas-alliance-community-profile)

More than 60% of urban fringe households are now in mortgage stress. Young families, and urban fringe households are feeling the financial pinch the most, whether they are mortgaged, renting or investing. The postcodes with the largest numbers of stressed households are areas with high volumes of growth and construction, where households typically have large mortgages and other forms of debt and few resources to get out of debt.<sup>viii</sup>

## **Population Growth – Two tales of a City**

NGAA has long advocated for recognition of the different experience of population growth in growth area municipalities compared to capital cities overall. Government planning and performance frameworks including the National Cities Performance Framework and the 2020 Population Statement, perpetuate a misleading collation of data, on which crucial infrastructure planning and funding decisions are made.

Population growth rates in NGAA municipalities have been consistently higher than capital city averages and higher than predicted in state planning documents. Despite the temporary cessation of overseas migration due to COVID-19, population growth will continue in growth areas due to stimulus of the residential construction sector through the HomeBuilder program which is now extended.

For example, 6 of the top 10 Local Government Areas for Homebuilder applications are in growth areas.

### **Top 10 Local Government Areas in Victoria for Homebuilder applications<sup>ix</sup>**

1. **Wyndham – 2088 applications**
2. **Casey – 1672 applications**
3. Greater Geelong – 1656 applications
4. **Melton – 1619 applications**
5. **Hume – 1593 applications**
6. **Whittlesea – 976 applications**
7. Greater Bendigo – 847 applications
8. Ballarat – 786 applications
9. **Cardinia – 538 applications**
10. Bass Coast – 521 applications

Increases in building approvals and planning advice requests in NGAA Member councils across the country in 2020 show the ongoing residential development, investment and demand. They are evidence of the continuing population pressure on growth areas post-pandemic. In the Shire of Wollondilly in Sydney's south, the first stage of a new housing development in Wilton sold out in record time during the pandemic. An additional 45,000 people will soon move into this part of Wollondilly despite the lack of crucial state and federal infrastructure (including roads, trains, health services and schools).

In Victoria's growth areas, building permits for dwellings in 2020 are up - by 20% on 2019 numbers at Wyndham Council. This is nearly double the state-wide trend of an 11% increase in domestic building permits for the same period. In West Australia, the City of Cockburn's building approvals are up by 21% this year compared to the previous 12 months.

Growth area municipalities are where migrant families settle down and buy a home 2-5 years after arriving in Australia. Therefore, the full impact of the current pause in migration will be delayed. It will likely hit the greenfield residential construction sector in coming years. A rare opportunity exists to use that projected slowdown to catch up on existing infrastructure deficits and enact better planning systems to allow for faster delivery of the facilities and services greenfield communities need.

## ***Perpetuating unsupported greenfield development***

Combined with fast-tracked and streamlined planning processes approved by State Governments in response to COVID-19, there is an extremely high risk of perpetuating rapid greenfield development without sufficient planning, infrastructure and service-delivery for new communities.

Assumptions about growth area planning and infrastructure demand in outer suburban areas need to be re-examined and tested in light of new behaviours post-COVID. There is still a significant shortfall in transport and roads infrastructure, but traffic volumes and transport demand have changed as a result of the pandemic and the shift to working from home. In the long-term, vehicle trips and traffic volumes may decrease against previous projections. However, in some circumstances, vehicle use may increase if commuters choose to drive, where it's an option for them, instead of using public transport. Growth area councils seek to assist the state and federal governments to better understand a potential shift in behaviours and the flow on for policy and investment criteria.

Irrespective of traffic volumes, transport that supports access to services by growth area residents must be enhanced for the disadvantaged members of the community who don't or can't drive.

The role of neighbourhood community centres, especially as a connection point for vulnerable and marginalised residents in growth areas, is even more important. State and Federal investment in 'soft' infrastructure – regional and local open space and sport grounds, community facilities such as libraries, neighbourhood centres and sports pavilions should continue to be a focus of investment.

Growth areas are at the forefront of this ever-changing policy space. The constrained financial capacity of state and federal governments over the next decade (or more) means every dollar spent in growth areas must be invested on the basis of evidence of need, rather than politics, so that this valuable investment can make a real difference to the lives of growth area communities in a post COVID-19 world.

### ***Recommendations***

1. Differentiate growth areas data in future Population Statements published by the Centre for Population to facilitate informed infrastructure and service delivery planning within diverse city geographies.
2. Support vulnerable growth area communities by increasing income support (JobSeeker and JobKeeper) and directing health, mental health and family violence prevention funding to those communities.
3. Research the factors that contributed to the prominence of growth area LGAs as COVID-19 hotspots in order to reduce future risks.

## **A unique opportunity to rebalance and reshape Australian Cities**

The 2021-22 Federal Budget is a unique opportunity for the Australian Government to fundamentally reshape Australian cities and lead our population to a new way of living and working. Recognising the economic value and potential of growth areas, as well as ensuring continued CBD productivity, will secure a more diverse economy with increased workforce participation.

Revitalising Australian cities after COVID-19 must be inclusive - from CBDs right out to the newest house in the newest estate. A concerted effort to assist recovery in the outer suburbs is needed as they were Australia's main COVID-19 hotspots, already had high unemployment and now, have among the highest levels of mortgage stress in the country.

A holistic approach within and across all levels of government is needed to rebalance the spatial structure of our cities through evidence-based metropolitan scale planning. NGAA calls for planning that integrates population growth, land use, transport and social infrastructure more responsibly and more equitably, and sequences investment and development appropriately.

As a nation we have enjoyed the economic benefits of a booming population and expanding urban footprint. However Federal infrastructure funding is yet to embrace the polycentric, multi-nodal reality of cities within cities, such as Werribee, Blacktown and Liverpool. Our capital cities need better planning and investment that supports distributing infrastructure, jobs and housing more evenly across the entire metropolitan area, including bringing new jobs closer to where the growing population lives.

To prevent the continued isolation of growth communities, already burdened with poor access to the right job opportunities, infrastructure and services, metropolitan planning must adopt an integrated and place-based approach to development and infrastructure sequencing, with local government - representing the communities - at the centre of this process.

### ***Recommendations***

4. Urgently commit resources to progress the stalled City Deal negotiations in Greater South East Melbourne and North and West Melbourne
5. Leverage the learnings from the current City Deals to inform improved and replicable models for future deals for local government, including, but not limited to, Planning Partnerships and Governance and Collaboration models.
6. Provide sufficient resources to the Department of Infrastructure to ensure Federal Government governance and timeline commitments are met.
7. Federal Minister for Cities and Urban Infrastructure to lead State Planning Ministers in a national review of the planning and development of greenfield developments in outer urban growth areas, with a focus on aligning the forecast population growth, housing development, transport and community infrastructure and the necessary funding models.
8. Review emergency planning measures that were put in place as part of stimulus packages through the Planning Ministers Communiqué of May 2020, within the next 12 months. If there is any proposal to retain these measures when the immediate COVID-19 emergency is over, councils and the community must be consulted.

**Please consult the supporting document for full list – NGAA Index of Funding and Project Priorities.**

## **Invest in People and Places**

Australia's collective response to the COVID-19 pandemic has shown that many jobs can be performed remotely – from home or close to home – with minimal disruption to productivity. The impact on people working from growth areas is undeniably positive, with flow on effects to their households, neighbourhoods and local economies.

Now more than ever, with remote working poised to become a standard workplace arrangement, place-based and neighbourhood planning and design must bring together the critical elements required to support productive, liveable and resilient places for people to live and work and for businesses to invest.

Natural disaster preparedness, response and recovery is also a critical issue for growth area municipalities, most of which are located on the boundary between urban and rural areas with high bushfire and flooding risk.

The Alliance calls on federal and state governments to take a renewed focus on planning for people and places at the local and neighbourhood level, ensuring that vital services are in place as new communities grow, and that metropolitan scale plans are sequenced with development to support growth<sup>x</sup>, investing in places where people want to live.<sup>xi</sup>

### ***Recommendations***

9. Co-invest in critical community, recreational and social infrastructure projects for thriving communities such as the Growth Areas Perth and Peel (GAPP) Sport and Recreational Facilities proposal.
10. Audit the Federal Government Bushfire Response funding and ensure equitable allocation to growth areas, where ongoing risk of bushfire in adjoining undeveloped areas is extremely high.
11. Commit ongoing funding to the National Flood Mitigation Infrastructure Fund
12. Prioritise funding for hospitals and health services in large growing population centres where no facilities exist, such as Melton and Wilton.
13. Prioritise funding for social, mental health and youth services in growth areas where limited or no services exist, or existing services are severely under-resourced and unable to meet demand such as in City of Swan and City of Casey

**Please consult the supporting document for full list – NGAA Index of Funding and Project Priorities.**

## **Unlock economic growth**

The fast-growing cities, towns and suburbs of Australia's capital cities play a pivotal role in our economy by providing affordable housing for a large resident base and also employment land for export industries such as manufacturing, freight and logistics. The outer suburbs account for more than 12 per cent of GDP, despite making up only six per cent of Australia's LGAs.<sup>xii</sup>

Growth areas hold several levers that could be used to support national economic recovery:

- Proven success of remote working, making jobs accessible to more of the growth areas labour force of 2.2 million people
- An existing manufacturing and logistics base, with sufficient industrial-zoned land to expand this sector
- 1.7 million young people gearing up for vocational and higher education and employment opportunities
- A record of small business growth at double the national average<sup>xiii</sup>, with Councils experienced in supporting local business resilience.

Continuing the momentum for working from home or at a local hub for part or all of the working week is critical for the economic potential of growth areas. Investing in co-working hubs, community co-working spaces, start-up incubators or other co-working models will provide more flexible options for workers as well as businesses.

The experience of working from or near home in outer urban areas had a positive impact on workers' job satisfaction, productivity, team morale, quality of work, collaboration and company culture. This result was far more positive for growth areas than other urban areas - 44% of growth area residents surveyed during lockdown reported a net positive impact compared to 36% of people in non-growth areas.<sup>xiv</sup>

NGAA research also shows that remote working opens up opportunities for those not in the workforce. Among those people in growth areas who are not currently in the workforce, more than half said they would seek part-time work if able to do it from home. More than a quarter would consider setting up as a contractor/freelancer or starting a business if it could be done from home. Pre-COVID-19, people in growth areas who were not employed were more likely to be women (72%), aged between 29-49 (74%) with children (68%).<sup>xv</sup>

Opportunities for remote learning – vocational and tertiary education – have also been normalised. Community hubs and co-working spaces offer enormous potential for growth areas to address the significant deficit in educational attainment, by making study local and accessible. In 2016, 16.1% of residents aged 15+ in growth areas had a bachelor's degree, compared to the national average of 22%.<sup>xvi</sup>

## **Recommendations**

14. Address the COVID-19 induced record high unemployment rates in LGAs such as Wyndham City Council with enhanced employment services
15. Use the current shift to remote working to make growth area communities fit-for-purpose by rolling out a program of funding for growth area community hubs, co-working spaces and small business incubators and university hubs
16. Equip local government with the resources to unlock employment opportunities for residents who are not currently in the workforce, through creating and promoting local/home-based employment strategies and small business support
17. Coordinate the Federal Government's current support for manufacturing to maximise the positive impact on growth area economies, including a precinct-style approach to implementing programs for advanced manufacturing, innovation and modernisation.
18. Invest in job creating projects in priority industries such as tourism in City of Swan and recycling in City of Wanneroo.

**Please consult the supporting document for full list – NGAA Index of Funding and Project Priorities.**

## **Prioritise Transport Solutions**

Life in most outer urban growth areas is not a 30-minute city experience. Given the gaps in public transport infrastructure, the “last-mile” challenge and the lack of active transport connectivity, community reliance on the private car to get to jobs located near or far from home is significant. The demand for improved roads and road performance is now critical.

Previous Government initiatives such as the Urban Congestion Fund has missed the opportunity to take a strategic and transparent approach to fixing some of Australia’s worst congestion in growth and leverage investment to pursue local priorities.

As reported by the Australian Automobile Association, road performance is deteriorating nationally, with reliability and congestion worsening. The Bureau of Infrastructure, Transport and Regional Economics estimated that congestion cost Australia \$16.5 billion in 2015. Without major policy changes, congestion costs are predicted to reach between \$27.7 and \$37.3 billion by 2030. <sup>xvii</sup>

Four out of five workers in growth areas travel more than 5km to get to work. What stands out for people living in outer growth suburbs is that the most common commute is 10-30 kms and a significant proportion travel 30km or more to get to work – that’s just in one direction. For commuters in outer growth suburbs, even a 5km commute from a growth suburb with poor roads and inadequate public transport can take an unreasonable amount of time.<sup>xviii</sup>

The average daily commute for workers driving from outer growth suburbs costs \$36.28 per return trip (if only considering running car costs, tolls and parking), or \$58.35 per return trip if including running costs plus standing costs such as insurance, registration and maintenance.<sup>xix</sup>

Commuting by car to work from outer growth suburbs costs commuters \$5.4 billion a year. That’s \$8,380 a year for full-time workers and \$4,170 a year for part time workers just to drive to work. The average income in these outer growth suburbs is only \$49,250 a year, resulting in over one-tenth of income spent just on getting to work.<sup>xx</sup>

Public transport costs commuters \$2,540 a year for full-time workers and \$1,270 a year for part-time workers to get the train, bus or tram to work. Public transport is often a much cheaper alternative, with public transport commutes from outer growth suburbs costing just \$11.00 per return trip. For many people in outer growth suburbs, public transport is not available or viable in terms of timetables or length of commute and may still require multiple modes such as driving to get to a transport route.<sup>xxi</sup>

### **Recommendations**

19. Urgently address the numerous congestion hotspots caused by rapid population growth and inadequate infrastructure investment in all states
20. Fund major transport and freight projects that currently hamper commuter and logistics movements and which are not designed to cope with increased demand, such as the Western Highway, Western Rail Plan, Hume Freeway interchange and Castlereagh Connection and the Western and Beveridge Intermodal Freight Terminals.

**Please consult the supporting document for full list – NGAA Index of Funding and Project Priorities.**

<sup>i</sup> DHHS Coronavirus Data - Victorian Case Numbers by Location at 29/1/2021

<https://www.dhhs.vic.gov.au/victorian-coronavirus-covid-19-data>

<sup>ii</sup> NSW Government, site accessed 29/1/2021 <https://www.nsw.gov.au/covid-19/find-facts-about-covid-19#map-of-nsw-covid-19-positive-cases-and-testing-by-postcode>

<sup>iii</sup> DHHS Coronavirus Data - Victorian Case Numbers by Location at 29/1/2021

<https://www.dhhs.vic.gov.au/victorian-coronavirus-covid-19-data>

<sup>iv</sup> NSW Government, site accessed 29/1/2021 <https://www.nsw.gov.au/covid-19/find-facts-about-covid-19#map-of-nsw-covid-19-positive-cases-and-testing-by-postcode>

<sup>v</sup> 340,000 Melburnians have little or no parkland within 5km of their home ([theconversation.com](http://theconversation.com))

<sup>vi</sup> Davern Melanie [et al.] Quality Green Space Supporting Health, Wellbeing and Biodiversity: A Literature Review [Report]. - [s.l.] : Melbourne School of Population and Global Health, University of Melbourne, 2017.

<sup>vii</sup> [JobSeeker | National Growth Areas Alliance | Community profile \(id.com.au\)](#)

<sup>viii</sup> NGAA Webinar, [Financial Stress in Growth Areas – the ticking time bomb for vulnerable communities](#), 2020

<sup>ix</sup> Mawbey, Nathan, HomeBuilder: Regional Victoria, Wyndham big winners from grants, Herald Sun, 25/01/2021

<sup>x</sup>ibid, p 99-100

<sup>x</sup>Parliament of Australia, Building Up and Moving Out, Inquiry into the Australian Government's role in the development of cities, (2018), p xxx, accessed 8 October, 2018 at [https://www.aph.gov.au/Parliamentary\\_Business/Committees/House/ITC/DevelopmentofCities/Report](https://www.aph.gov.au/Parliamentary_Business/Committees/House/ITC/DevelopmentofCities/Report)

<sup>xii</sup> Id Consulting, State of Australia's Fast Growing Outer Suburbs, The Economic and Demographic transition of the Fast Growing Outer Suburbs, (2018), p 20

<sup>xiii</sup> Id Consulting, State of Australia's Fast Growing Outer Suburbs, The Economic and Demographic transition of the Fast Growing Outer Suburbs, (2018), p 20

<sup>xiv</sup> Quantum Market Resarch, Close to Home: The opportunities and benefits of working from home in outer urban growth areas, p.27

<sup>xv</sup> [https://ngaa.org.au/application/third\\_party/ckfinder/userfiles/files/NGAA Opportunities and benefits of working from home\\_ Quantum Market Research Report Final July 2020.pdf](https://ngaa.org.au/application/third_party/ckfinder/userfiles/files/NGAA Opportunities and benefits of working from home_ Quantum Market Research Report Final July 2020.pdf)

<sup>xvi</sup> Id Consulting, State of Australia's Fast Growing Outer Suburbs, The Economic and Demographic transition of the Fast Growing Outer Suburbs, (2018), p 4

<sup>xvii</sup> Australian Automobile Association, (2018), Road Congestion in Australia, p 4-5

<sup>xviii</sup> Astrolabe Group, [Jobs and Commuting in Outer Growth Suburbs](#), 2020. P.8-9

<sup>xix</sup> Astrolabe Group, [Jobs and Commuting in Outer Growth Suburbs](#), 2020. P.14

<sup>xx</sup> Astrolabe Group, [Jobs and Commuting in Outer Growth Suburbs](#), 2020. P.14

<sup>xxi</sup> Astrolabe Group, [Jobs and Commuting in Outer Growth Suburbs](#), 2020. P.14