



**NATIONAL GROWTH AREAS ALLIANCE
RESPONSE TO THE
AUSTRALIAN INFRASTRUCTURE AUDIT**

AUGUST 2015

INTRODUCTION

The National Growth Areas Alliance (NGAA) commends Infrastructure Australia for undertaking the *Australian Infrastructure Audit* and intent to prepare an Infrastructure Plan. NGAA appreciates the opportunity to provide its comments.

It is heartening that the Audit puts a spotlight on the impacts of population growth, where it is occurring and the need for infrastructure to keep pace with it. Sadly, it follows a virtual silence on this nexus that has persisted over decades. The result has been a massive infrastructure backlog that is clogging our cities.

Much of the growth has been on the outskirts of Australia's capital cities in part driven by housing affordability factors. These areas have largely been overlooked in terms of a fair distribution of resources and their potential has gone unrecognised. The reality is that while Metropolitan Strategies have tried to shift the balance of growth to established areas with some success, the outer growth has continued apace. It is time for a dedicated approach to such population hotspots.

NGAA represents 23 local governments designated for growth, on the outskirts of the capital cities nationally. These and other similar areas house over 4m people and are growing at double the national rate, absorbing twice their proportionate share of Australia's growth¹. In recent years, many of the municipalities NGAA represents have seen average annual growth of between 4,000 to 11,000 additional people and the task of servicing that has become unmanageable. Immigration is a significant driver of the growth and one in five permanent migrants in the period 2006-2011 settled in areas represented by NGAA².

These areas offer young populations, a strong manufacturing base from which advanced manufacturing can develop and some exciting collaborations between research institutions, industry and local governments to develop the jobs of the future. Some diversification is happening but much more is possible if there were more infrastructure investment.

In the absence of a focus on utilising these strengths, as our cities grow, people on the outskirts are becoming more remote from opportunities, creating more divided cities and creating a considerable impost on Governments.

FOCUS OF COMMENTS

We will focus our comments on the infrastructure needed to improve accessibility for residents and businesses. Included in our scope are road networks, public transport and freight. This is also the infrastructure required to drive jobs and services growth outside of CBD's.

Our aims are to:

- Provide reasonable access to jobs and services
- Businesses being able to access labour and their markets
- Reduce road congestion
- Reduce travel demand
- Reduce travel time

¹ Hugo, G and Harris, K, *Population Dynamics in Outer Suburbs 2006-2011*, Australian Population and Migration Research Centre, University of Adelaide, 2013

² Ibid

- Improve road safety
- Improve health and well being
- Lift productivity

ISSUES AND OPPORTUNITIES IN OUTER GROWTH AREAS

We know that these areas do not fare well on a number of indicators. As can be seen in the table below, jobs to population, employment self sufficiency and level of qualifications are all lower than average metropolitan rates and unemployment is significantly higher. A lack of infrastructure contributes to these outcomes.

Selected Indicators, NGAA and Total Greater Capital Cities, 2011*

Indicator	Total NGAA Members	Total Metro Areas
Jobs to pop ratio	0.61	0.91
Employment self sufficiency	63.6%	97.2%
% of 15 + with year 12 or equivalent qual	43.9%	53.5%
% of 15 + with bachelor's degree or higher	12.4%	22.4%
Unemployment rate (Dec Qtr. 2014)	7.14%	5.86%

*Figures are for 2011 unless otherwise stated

Compiled and provided by  id the population experts

NGAA areas contributed nearly \$118bn to regional economies in 2012/13³. But another 1 million jobs is required in these areas just to maintain the status quo in terms of jobs to population ratio⁴. With assistance, growth areas' economic contribution could significantly increase. There are many opportunities to improve the liveability and economic performance in these regions.

The opportunities lie in the affordability of land, the greater ease of building infrastructure in greenfields areas than established ones, the ability to build on existing assets and nodes to create activity hubs, the chance to develop jobs of the future off the back of the manufacturing and agricultural sectors in these areas, the relatively youthful populations.

POPULATION GROWTH

Metropolitan Strategies all aim to influence where population growth and jobs happen. They set targets for the proportions that should be accommodated in established and in greenfield areas. Where they fall down is in the commitment to the infrastructure that could help to drive those outcomes, even where there have been accompanying infrastructure plans. Integrated planning is important but it is not sufficient to achieve the long term visions. So while high end apartment living in inner cities has increased, outer growth areas have continued to boom. For example, the

³ id Consulting, *Australian Economic Indicators – economy id*

⁴ Essential Economics and Geografia, *Addressing Skills and Employment Gaps In Outer Metropolitan Growth Area*, 2013

latest forecasts for Victoria show strong growth out to 2031 (the extent of the LGA level projections) in outer metro areas⁵. These attempts to stem the tide have blinded policy makers from what is happening on the ground and from seeing the potential to improve growth area liveability and productivity across capital cities.

More fundamentally though, Metropolitan Strategies accept the inevitability of continued strong population growth, as does the IA Audit itself. If it is possible to provide the needed infrastructure for the growing population why haven't we been doing it? Current servicing levels in outer growth areas are vastly different to those enjoyed closer to CBD's. The IA Plan should include ways to lift them to more closely match levels elsewhere.

The Plan should be framed around providing the infrastructure where population growth:

- has occurred and there is still a backlog;
- is occurring now;
- is planned to go.

This should be overlaid with the settlement pattern that would better meet the future vision for capital cities and the infrastructure that can help to drive it. In our view the vision would be much more polycentric with good connections to CBD's and between activity centres.

Up to date data on population and projected areas of growth is vital for assessing needed infrastructure. With it rapidly changing, a mechanism to continue to update it is recommended. Since the report was written, the landscape has already changed. For the WA projected population figures and locations, please refer to the Perth and Peel @3.5m document <http://www.planning.wa.gov.au/publications/3.5million.asp> which indicates significant population and employment growth in the Southern Metropolitan Region.

In order to better address the needs of population growth areas and unlock their potential, we recommend that the IA commits to doing what is necessary to gain an in depth appreciation of what is happening in outer growth areas and of their potential. We recommend that this include:

- recruiting people for the Board and staff that have growth area planning and development expertise;
- establishing an expert reference panel with such expertise.

CONGESTION AND SAFETY CONCERNS

Lack of jobs and services close to home, inadequate public transport and capacity constraints on outer urban roads are all contributing to road congestion and safety issues. The congestion not only affects the outer suburbs but every suburb that vehicles travel through on the way to CBD's and the National Land Transport Network.

It hampers businesses as staff struggle to get to work even within the same municipality and as businesses are forced to spend unproductive time trying to access suppliers and customers.

⁵ Victorian Department of Environment, Land, Water and Planning, *Victoria in Future, Population and Household Projections to 2051*, 2015

Congestion is also caused by freight competing with residential traffic, hampering productivity and causing safety concerns.

- What will help:
 - A polycentric pattern of settlement with a hierarchy of designated centres (eg Sydney's city of cities concept, [Perth@3.5m's](#) designated centres and Plan Melbourne's idea of a 20 minute city)
 - More public transport for passengers and rail freight to get cars and trucks off roads
 - Employment destinations in outer growth areas would mean more reverse direction travel outwards from suburbs closer in and would utilise some of the unused public transport capacity travelling in that direction. Better transport connections and steps such as lower fares to reverse travel may assist.
 - More strategic connector roads not just for congestion but also to open up economic opportunities. One example is Community Connect South, a strategic and regional approach to building the road connections that will support an enterprise arc for south metro Perth. It would connect major hubs in an 'Enterprise Arc' from Armadale, through Forrestdale Business Parks, future South Forrestdale Industrial Area, Cockburn Central, Jandakot Airport, and the Western Trade Coast to Fremantle, which will enable enterprise, higher productivity and employment growth in the largest subregion of Perth. Its aim is to boost economic activity, increase employment self sufficiency and cut congestion by reducing the need for travel. (see Att 1 Map and Att 3 Project Examples).
 - Infrastructure that will attract businesses and assist existing ones to grow so more people can work closer to home. We note that in our view the Audit underplays the role that infrastructure investment can have in development of jobs in outer metro areas.
 - Infrastructure implementation plans that are actual commitments and mechanisms to see them rolled out. The SEQ Regional Plan was one of the better examples. We understand that the Queensland Government is commencing a review of the Plan and has committed to releasing a Queensland Infrastructure Plan in early 2016. The Western Australian Planning Commission approach was also historically a well regarded one. We are yet to see what the much awaited Greater Sydney Planning Commission will bring. Suffice to say that for these plans to really be effective, they should be owned and managed by entities outside of Governments of the day with a charter to get infrastructure on the ground in a timely way and to enable a longer term and a multi-partisan approach.
 - Travel demand management and early acquisition of corridors and land parcels for stations/transport interchanges/TOD's
 - integrated transport systems which provide a range of modes

BETTER PLANNING

Better planning means not just going with the status quo but looking ahead to the sorts of places we want to live and do business in and using infrastructure to create them. It is also about understanding how things work in the real world and what it will take to implement a plan. In Victoria, for example, Precinct Structure Planning is a good planning approach, but infrastructure is still lagging and needs to be better linked with the sequence and pace of development.

Good planning must never be about fads and political expediency. Too often everyone jumps on a bandwagon without really understanding the impacts or possible solutions. An example is the notion that all jobs of value are in city centres and we therefore need to either transport people in growth areas out or get them to move closer. This approach fails the practicality test and fails to see the potential in outer areas. A more in depth appreciation of how things work on the ground, a vision of what could be and an understanding of how to get there are all necessary ingredients.

The benefits of access to a range of job opportunities is indisputable. The levers are available; infrastructure being the most powerful. Investing in infrastructure in outer urban centres will generate jobs growth close to home. Investment in roads and public transport will also facilitate access to jobs elsewhere. So far there has not been enough of either. Better planning would look at how infrastructure can be best leveraged to get the outcomes we want, such as multi centred cities.

Put crudely, the view that sprawl is bad and too costly has led to lampooning, a paralysing benevolence and turning away to try something else. This has been extremely wasteful.

We have approached city planning in a far too simplistic way, skating over the complexity and trying to make past solutions fit the bill. We need to try new ways of doing things if we are to create a better future. The UK City Deals approach discussed later in this submission is a potential model.

TYPES OF INFRASTRUCTURE

First and foremost, IA should be focussed on articulating and getting agreement on outcomes sought and proposing projects that will best achieve that. There should be no preference for type of project ahead of that assessment. In terms of transport there should be a focus on a single transport system that supports a range of modes and the demands for moving people and freight.

The range of infrastructure that is currently in IA's ambit covers part of the task created by population growth. In order to maximise the outcomes from this infrastructure, IA should also take into account the other infrastructure items that are required, from drainage to community facilities. These are very important to liveability and attractiveness of areas which will affect both residents arriving and potential businesses and they interact with larger projects such as transport.

Infrastructure projects such as a railway station or a modal interchange should be assessed for the added value that can be created from associated uses around them and how these can be best planned and implemented. They should also be assessed for the potential value capture from any increase in adjacent property values as a result of the infrastructure development.

INVESTMENT

In a cost benefit analysis of investment in infrastructure and services in outer metropolitan growth areas, SGS⁶ has shown evidence of a gap in performance between outer growth areas and their host metropolitan areas. And they demonstrated that infrastructure investment could assist in closing that gap. (See Att 2 for a summary of their findings) There is other evidence of underinvestment in outer growth areas, one useful example being a report by the Victorian Auditor General⁷ into transport in outer growth areas.

If population growth is set to continue, even if it is at a slower rate, the infrastructure investment pie needs to also grow. How it is allocated should be regularly reviewed to ensure that the areas most needing investment to support population growth, improve liveability and realise the potential to contribute to productivity are the ones to receive it.

One of the issues for outer growth areas is that they are regarded as parts of capital cities with data often not being disaggregated below that level. It was refreshing to see that the IA Audit did recognise the particular issues for these areas. The next step is for the Plan and ensuing investment to follow through.

Investing in outer growth areas will pay off. SGS⁸ found that to half close the gap in performance on a range of indicators between outer metropolitan growth areas and average metropolitan areas:

- the present value of required investment totaled \$50 billion over 2009 to 2031
- the present value of benefits totaled \$78 billion over the same period
- the present value of benefits is likely to outweigh the present value of costs by a factor of 1.56:1
- investment will boost GDP permanently by 1% at a value of \$18 billion per annum
- tax revenues are expected to be higher by \$6 billion per annum
- ongoing jobs created are estimated to be 230,000

In order to overcome the significant infrastructure backlog and to keep up with the population growth that is still coming, much of it as a result of Commonwealth Immigration policy, we submit that outer suburban population growth hotspots require Commonwealth assistance and a dedicated funding mechanism. (See Att 3 for examples of the types of projects such a Fund would support). Without it they will fall further behind and opportunities for improving liveability, easing congestion, attracting business activity and lifting productivity will be lost. Rural and regional areas have been recognised through dedicated funding. Other examples of the Commonwealth Government investing in designated areas are Western Sydney, Northern Territory and Tasmania. The recently introduced Victorian Government's Interface Growth Fund is an example of such an approach for outer growth areas, albeit at a smaller scale and focussed on local level community infrastructure.

⁶ SGS Economics and Planning, *Cost Benefit Analysis of Investment in Growth Areas, 2009*

⁷ Victorian Auditor General's Office, *Developing Transport Infrastructure and Services for Population Growth Area, 2013*

⁸ Op Cit

We believe that the true costs and benefits of infrastructure investment can't be adequately assessed on a project by project basis or in the short term. For an infrastructure project to be successful it relies on a range of other factors, many of which relate to its wider economic catchment. We are therefore attracted to the UK City Deals approach which is spatially and outcomes focussed and which seeks to invest in packages of projects that will drive those outcomes for each region. We recommend that IA investigates how this model could be applied in Australia.

In terms of the time span for planning and a pipeline of projects we encourage IA to take a longer term view. We submit that the IA plan should be for at least 30 years rather than 15 (though it could be argued that taking it out to 2050 would align it with metropolitan strategies that have this time horizon). This would enable identification of projects which could help to drive preferred settlement patterns. It could also assist in preserving transport corridors and strategic land parcels for such things as transport interchanges. In addition, it would aid in providing the opportunity for value capture.

We do not consider that value capture opportunities are restricted to inner and middle ring renewal sites and would welcome this and other such schemes being piloted in outer growth areas as one means to help fund needed infrastructure.

Investment in infrastructure should not be treated as if it were a recurrent budget item. As it has done for the NBN, the Government should treat other infrastructure which will reap benefits over the longer term in a similar way – off budget as an investment. We also support the numerous calls for investment in quality public infrastructure to take advantage of the record low interest rates for public borrowing.

In considering which projects to recommend, IA should not just rely on State Governments to propose projects. IA should make its own assessment of what is needed strategically and should be informed by Local Government and regional plans and project priorities as well as State Governments. As indicated earlier, this should include advice from outer urban practitioners and experts. IA should play a role seeking state government support for projects proposed by others such as Local Government which are worthy, if that support is not evident.

There is also a role for IA in actively pursuing alignment of local, state, federal and private investment in order to maximise funding opportunities and potential outcomes.

COST RECOVERY MECHANISMS

Cost recovery mechanisms are cited in the IA Audit as one way of funding infrastructure projects. Such measures can be regressive, however. For example, road user charges will disproportionately affect those living further from city centres. Inner areas benefit from historic infrastructure investment. It is acknowledged that this may be reflected in higher property prices. However, those living further out suffer from costs incurred every day from lack of jobs and services close to home and having to travel longer distances to access them. Any measures need to be progressive and fair and funds raised should be spent on improving transport – road and rail, in the areas that need it most.

COMMUNITY ENGAGEMENT

The IA Audit discusses the importance of community engagement. NGAA supports that approach. IA should develop a framework that is expected as a minimum, just as it does for Cost Benefit Analysis.

SUMMARY OF RECOMMENDATIONS

1. If population growth is set to continue, even if it is at a slower rate, the infrastructure investment pie needs to also grow. How it is allocated should be regularly reviewed.
2. The IA plan should be for at least 30 years rather than 15 (though it could be argued it should be to 2050). The first 15 years should have more detail regarding proposed projects and the 30+ year view should lay the ground for the next Plan (eg proposing transport corridors and land acquisitions).
3. The IA Plan should include ways to lift servicing levels in outer growth areas to more closely match levels elsewhere.

The Plan should be framed around providing the infrastructure where population growth:

- has occurred and there is still a backlog;
- is occurring now;
- is planned to go.

This should be overlaid with the settlement pattern that would better meet the future vision for capital cities and the infrastructure that can help to drive it. In our view the vision would be much more polycentric with good connections between centres.

4. A dedicated funding mechanism should be established for outer suburban growth hotspots.
5. That IA commits to doing what is necessary to gain an in depth appreciation of what is happening in outer growth areas and of their potential. We recommend that this include:
 - recruiting people for the Board and staff that have growth area planning and development expertise;
 - establishing an expert reference panel with such expertise.
6. Infrastructure implementation plans should be owned and managed by entities outside of Governments with a charter to get infrastructure on the ground in a timely way and to enable a longer term and multi partisan approach.
7. That IA should establish a mechanism to regularly update data on population and projected areas of growth.
8. IA Plan should be focussed on articulating and getting agreement on outcomes sought and proposing projects that will best achieve that. There should be no preference for type of project ahead of that assessment. This includes a

transport system that supports a range of modes (ie mode neutrality) and the demands for moving people and freight.

9. In its assessment, IA should take into account infrastructure items that are beyond its remit but which have an actual or potential interaction with proposed projects. This supports an outcomes focussed approach and developing a suite of measures to achieve them, similar to the UK City Deals model.
10. That IA investigates the application of the learnings from the UK City Deals model to Australia.
11. Infrastructure projects should be assessed for the added value that can be created from associated uses and for potential value capture.
12. Value Capture and other such schemes should be piloted in outer growth areas as one means to help fund needed infrastructure.
13. IA should make its own assessment of needed projects, informed by Local Government and regional plans and project priorities as well as State Governments. This should include advice from outer urban practitioners and experts.
14. IA should play a role seeking state government support for projects proposed by others such as Local Government which are worthy, if that support is not evident.
15. IA should actively pursue alignment of local, state, federal and private investment in order to maximise funding opportunities and potential outcomes.
16. Any cost recovery measures need to be progressive and fair and funds raised should be spent on improving transport in the areas that need it most.
17. IA should develop a community engagement framework that is expected as a minimum.

ATTACHMENT 2 KEY POINTS FROM SGS ECONOMICS AND PLANNING, COST BENEFIT ANALYSIS OF INVESTMENT IN GROWTH AREAS, 2009

Summary of Key Findings

- Growth areas on the fringes of Australian cities are significantly disadvantaged in regard to access to jobs and services.
- This situation will worsen without significant public funding.
- The benefit of investment (half closing the gap between fringe growth areas and average metropolitan areas) in jobs, transport and community services in fringe growth areas nationally outweighs the cost.
- The benefits continue well after the investment has been made.
- These results are conservative as there are likely to be broader benefits than those quantified and some of the costs have been attributed narrowly.

Groundbreaking Research

It is understood that it is possibly the first time an analysis of this type has been attempted, ie an integrated perspective on the cost benefit of investing in key infrastructure and services in growth areas.

The Gap

The growth areas play an integral role in accommodating growth in metropolitan regions across the nation but are not equitably equipped with public transport and social infrastructure and services or employment opportunities.

Poor performance compared to metropolitan averages is demonstrated for indicators such as:

- Resident skills
- Local employment opportunities
- Education, health and community services
- Housing diversity
- Housing stress.

Case Study Findings

In order to half close the gap with respect to jobs, service and public transport accessibility;⁹ in the case study areas of Campbelltown and Swan, the present value of the required investment is \$1.1 billion and \$2.6 billion respectively. Likely benefits outweigh costs by a ratio of 2.5 and 1.06 respectively.

Benefits stem from improved:

- Education, health, workforce participation and other community outcomes;
- Local job opportunities, both directly and indirectly as a result of improved social service provision;
- Centralisation of jobs in growth areas, as development is channelled into strategic centres well serviced by public transport; and
- Linkages with a wider catchment of jobs and services, i.e. outside the municipality, as access to metropolitan public transit systems is afforded.

⁹ Purely for the sake of pragmatism, SGS has assumed that the gap between case study growth areas and their metropolitan host regions is not 'fully' but 'half' closed by the interventions identified.

National Level Findings

The case study results were scaled up to include urban fringe growth areas nationally ¹⁰. The results indicated that:

- the present value of required investment totals \$50 billion over 2009 to 2031
- the present value of benefits totals \$78 billion over the same period
- the present value of benefits is likely to outweigh the present value of costs by a factor of 1.56:1
- investment will boost GDP permanently by 1% at a value of \$18 billion per annum
- tax revenues are expected to be higher by \$6 billion per annum
- ongoing jobs created are estimated to be 230,000

State Level Findings

Extrapolating the results to a State Level Produces the following Outcomes

	NSW	WA	VIC	QLD	SA	NT
Present Value of Required Investment (\$ million) 2009-2031	15,068	10,468	14,127	9,443	414	486
Present Value of Benefit (\$ million) 2009-2031	22,447	16,271	23,412	14,375	615	802
Benefit-Cost Ratio 2009-2031	1.49	1.55	1.66	1.52	1.49	1.65
GDP Impact (\$ million) pa to 2054	4,957	3,718	5,791	3,232	135	199
Ongoing Jobs Created (av LT)	62,945	47,220	73,542	41,047	1,717	2,530

Support Needed for Growth Area Communities

The analysis shows that while growth Councils may in the long term move to a position of self funding infrastructure and services traditionally delivered by local government, there will be a need for continued reliance on state and federal funding for regional infrastructure items.

Funding Options

Funding options include:

- New state grants programs for funding infrastructure services in growth areas;
- Specific Federal programs for leveraging investment across tiers of government (such as a refined Building Better Cities Program);
- Direct Federal provision of regional level infrastructure in growth areas via Infrastructure Australia; and
- Interest free loans for growth area infrastructure.

¹⁰ This included the 25 National Growth Area Alliance members.

ATTACHMENT 3 PROJECT EXAMPLES

These are examples of the sorts of projects it is envisaged would be funded from NGAA's proposed dedicated outer growth area Fund. The list is a selection of current real projects to illustrate some of the needs and opportunities in outer growth areas. It is not intended as a comprehensive list of all required projects.

Playford, SA	Gawler train line electrification	<p>The electrification project will provide significant increase in capacity of service that links Elizabeth Regional Centre with employment lands of Edinburgh Parks, technology precincts and university campuses and the CBD.</p> <p>The ongoing development of the Elizabeth regional centre as the northern CBD has the future opportunity to sink the rail line and link future commercial and high density residential development on the western side of the rail line.</p>	seeking \$150m towards a \$300m project
Logan, Qld	Widen the Pacific Motorway through City of Logan and undertake the South East Busway Extension	<p>An upgrade is essential to manage ongoing growth pressures and enhance the effectiveness of this corridor. The Pacific Motorway upgrade will maximise the use of existing infrastructure and promote improved transport between key economic activity centres. Without the upgrade, freight, public transport and private commuter travel will be impeded due to congestion and accidents. This will increase travel times, constrain economic growth, magnify social problems by increasing unemployment, and negatively impact housing affordability in South-East Queensland.</p> <p>Part of the same corridor and project, the South East Busway extension will contribute to addressing the future transport needs of a growing community and business centre. An integrated transport system that provides well-serviced links from residential areas to commercial and community destinations would support a reduction in the use of private vehicles. The busway extension provides economic benefits for public transport users, local and broader community landowners and businesses in the region.</p>	<p>\$490m est. to widen the Pacific Motorway and \$30m est. for the SE Busway Extension.</p> <p><i>Note that these figures are estimates and while they are the best available, require review and updating.</i></p>

Cockburn & Armadale, WA	Community Connect South	Regional Road Connections to address traffic congestion and bottlenecks in Cockburn Central and Armadale Road to support unlocking the enterprise arc for south metro Perth. Priority projects are a dual carriageway for Armadale Road - critical E-W link for southern enterprise arc spine; North Lake Road Bridge and Freeway Interchange; additional Kwinana Fwy lane North (Beeliar Dve to Roe Hwy); and widening Armadale Road/Beeliar Dve Bridge over Fwy to 6 lanes.	\$350m
Camden, NSW	Spring Farm Link Road	The Spring Farm Arterial link Road will link the Camden Bypass, in the Camden local government area, across to Menangle Park and ultimately access the F5 Freeway in the Campbelltown area. This east-west linkage will provide welcome relief to residents of both the Camden and Wollondilly areas given the current congestion being experienced on Narellan Road to the north which links Narellan with Campbelltown. The project is supported by Camden, Wollondilly and Campbelltown Councils together with the state and federal members.	Total cost of the project is \$130m
Casey, Vic	Thompsons Road/Western Port Highway grade separation	Thompsons Road/Western Port Highway intersection is a major transport bottleneck affecting connections between Casey and the Kingston/Monash employment corridor and links to the Mornington Peninsula and Hastings regions. The intersection is also a confirmed Black Spot. Benefits include minimising the likelihood for arterial road traffic travelling through residential areas, supporting freight access into the industrial estates facilitating the development of employment land in Cranbourne West, providing connection to the Port of Hastings, supporting tourism in the Mornington Peninsula and improving safety addressing a significant Black Spot.	\$120m

Whittlesea, Vic	O'Herns Road	<p>Council seeks to invest \$120.4 million in 2015-16 to 2017-18 to construct a full diamond interchange at the Hume Freeway/O'Herns Road intersection (\$50M); complete the duplication of O'Herns Road (\$36.4M); and extend the duplication of Edgars Road, Epping (\$34M). The investment will provide a \$348 million increase in the State's economic output during construction and an additional \$91 million annually thereafter.</p> <p>Funding is sought from the Federal Government, to complement the Victorian State Government's 15/16 budget commitment of \$40.7 million towards the full diamond interchange and the O'Herns Road duplication and Councils contribution of nearly \$12 million. To complete the project at full scope Commonwealth funding of \$68 million is required from the Federal Government.</p>	Seeking \$68m towards a \$120m project
Melton, Vic	Ballarat Rail Line triplification to Melton	<p>The Ballarat Rail Line triplification project entails the duplication and part triplification of the VLine tracks between Deer Park (end of metro rail service) and Melton. This allows for the re-grading of part of the line between the Melton & future Toolern Stations to allow for increased regularity of services between Melbourne & Ballarat and ultimately allow for a freight line in conjunction with two-way ultimate metro (electrified services) between Melton & Melbourne whilst freeing up a line for two-way VLine services between Melbourne & Ballarat.</p> <p>Duplication to Melton will also allow for stabling to occur at Melton and this then immediately produces a 20-minute regularity of VLine services between Melton & Melbourne whilst freeing up capacity and stops to allow a sub-60 minute trip from Ballarat to Melbourne.</p> <p>All plans are included in the Public Transport Victoria Network Corridor Plan adopted in 2013/14 but subject to further detailed business cases and ultimate funding.</p> <p>Once the key line and signalling infrastructure is in place the capacity for ultimate freight to/from Ballarat and electrification to/from Melton provides an immediate economic benefit to the entire region, whilst continuing to improve the rail service, regularity, consistency and frequency.</p> <p>With the forecast growth around the City of Melton there is a demonstrated need for additional services, stations and regularity from 2015 onwards. (Growth is forecast at 4.5% or growing from 136,000 population today to around 400,000 by 2036.)</p>	seeking \$75m towards a \$200m project

Wyndham, Vic	Regional Road Network Improvement Package	<p>A package of three major road reconstruction and duplication projects requiring \$165m is urgently required within the north-eastern sector of the municipality to support the Laverton North industrial precinct. This area provides \$7.5b to the economy, which is 53% of Wyndham's economic output and 34% of its employment. The roads in Melbourne's outer west, and estimated upgrade costs are:</p> <ul style="list-style-type: none"> • Leakes Road - Fitzgerald Road to Derrimut Road (\$65m); • Palmers Road - Sayers Road to Deer Park Bypass (\$65m); and • Dohertys Road - Derrimut Road to Grieve Parade (\$35m). <p>These roads give direct access to/from Laverton North, whilst Leakes Road also provides a primary east-west route linking Wyndham's west and north growth areas. The package addresses road network capacity and freight connections and will provide the following benefits:</p> <ul style="list-style-type: none"> • Stimulate industrial development projects, jobs growth and new business attraction • Upgrade the freight network and improve access • Manage congestion and safety issues impacting traffic and freight • Support growth and development including the Western Interstate Freight Terminal; and • Compliment the operations and connectedness of the National Land Transport Network, particularly the Western Hwy, Western Ring Rd and Princes Hwy. <p>The package is an opportunity for all three levels of government to collaborate and create an important regional road network improvement.</p>	<p>Seeking a \$130m State & Commonwealth contributions towards a \$165m package</p> <p>The additional \$35m will be a Council contribution obtained from development activity</p>
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