

# Submission in response to the Local Government Rates Capping & Variation Framework Consultation Paper (April 2015)

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## **Summary of Interface Councils position**

Interface Councils support initiatives that enhance transparency, accountability and efficiency of local government. We would like to work collaboratively with State Government to ensure that the deployment of a rate capping policy will not have long term detrimental impacts on service provision and infrastructure delivery to local communities, particularly those experiencing high rates of growth and change.

Interface Councils does not support a cap based on the consumer price index (CPI). The Interface Councils would welcome further discussion on a model that utilises the Municipal Association of Victoria's local government cost index instead of CPI.

Interface Councils believe that the variation process should not be onerous and create unnecessary levels of bureaucracy for already financially constrained councils. We propose the establishment of a standard template to ensure that the Essential Services Commission (ESC) has the necessary information to inform their review.

Interface Councils agree that an independent arbiter, such as the ESC, has oversight over the implementation of any rate capping framework. In addition, Local Government Victoria should have a role in providing direct support to councils in reconsidering their financial strategy where business cases are deemed by the ESC to have insufficient merit.

Interface Councils would welcome the opportunity to work with the ESC to scope the ideas and concepts proposed in this submission in more detail to inform a robust and sustainable implementation.

## Introduction

In the approach to the 2014 State Government election, the Labor party made a clear commitment to the Victorian community of their intention to introduce a model of rate capping, ensuring that all local governments justify any rate increase above the CPI.

Rates are a key source of local government revenue and are in essence a tax based on asset value, rather than a direct fee for service. Nonetheless, for most councils, and in particular for those outside of inner metropolitan Melbourne, rates represent the largest proportion of council income budget and as a result there is a direct correlation between rating revenue generated and services and infrastructure delivered.

Local government access to alternative sources of revenue is scarce. An initial assessment of the impact of capping rates at CPI rather than at levels forecasted in the Strategic Resource Plans for the ten Interface Councils indicates a total loss of revenue of just under \$200 million over the four years to 2020.

There are a number of potential complexities that will need to be considered in designing an appropriate rate capping implementation framework. These include:

- differences between council size, complexity and current financial position
- responsible stewardship of local assets
- growth
- cost pressures on revenue and expenditure unrelated to CPI and outside of local government's control (such as government charges and levies, utilities, insurances and superannuation calls)
- services that councils deliver on behalf of the State Government which may not be fully funded through grants and or where the price has not been indexed sufficiently
- changing State or Federal Government policy positions which may have flow on cost impacts for local government
- green wedge stewardship
- implementation – timeframes and bureaucracy, and
- Infrastructure delivery – Developer Contribution Plan gap.

This submission provides responses to the questions raised in the consultation paper and highlights the importance to take into consideration the complexities mentioned above in determining a potential rate capping framework, particularly on how it might apply to Interface municipalities.

The Interface Councils released a “Fairer Funding” Report (6 August 2014) that highlights the unique circumstances that apply to their communities and the flow on implications this has and continues to have on Interface Councils’ planning and resourcing. It is highly recommended that the ESC consider this report in determining whether a single cap applies across all councils or a different cap for different groups as well as for the operation of the variation process.

## Reponses to questions in the consultation paper

### Form of the cap

**1. While a cap based on CPI is simple to understand and apply, are there any issues that we should be aware of?**

*Interface Councils does not support a cap based on CPI because it is not a relevant indicator for local government costs.*

The use of CPI as a benchmark for local government cost escalation is problematic.

Firstly, while the CPI is a weighted basket of household goods, council services are predominantly made up of salaries, building materials, contracts and utilities, all of which generally exceed other cost increases in the economy.

Secondly, over the last five years there have been increases in government charges, such as the Environment Protection Authority Victoria's landfill levy and fire services levy, paid by councils that have increased by more than CPI. Levy such as the fire services levy have a much higher impact in municipalities within Country Fire Authority areas, which include Interface Councils, than it did in Metropolitan Fire Brigade areas.

Lastly, another issue to consider is the inability of local government to directly influence fees and charges that are set on its behalf by the State Government such as planning permit fees. A lack of annual indexation on these charges puts pressure on other areas of council budgets.

**2. What are some ways to refine the cap (for example, alternative indices), in line with the Government's objectives?**

*Interface Councils strongly support the use of the Municipal Association of Victoria's local government cost index. The Interface Council would welcome further discussion on a model that utilises a local government cost index instead of CPI.*

A local government cost index would be determined through an independent assessment made by the Australian Bureau of Statistics or similar. The Interface Councils support this approach and would welcome further discussion on a model that utilises the local government cost index.

**3. Should the cap be set on a single year basis? Is there any merit in providing an annual cap plus indicative caps for the next two to three years to assist councils to adopt a longer term view in their budgeting and planning, particularly when maintaining and investing in infrastructure often takes a longer term perspective? How should such a multi-year cap work in practice?**

*Interface Councils believe that there is merit in providing an annual cap plus indicative caps and that this would both minimise bureaucracy and give greater long term clarity to a council's financial planning.*

The framework should support councils to take a long term perspective for financial planning. Major capital works projects normally have a multi-year horizon and therefore having a long term outlook on council's anticipated income would be beneficial.

Councils are required, under legislation, to develop a four-year Strategic Resource Plan and Council Plan in line with the elected council's terms. It would make sense that any approach to rate capping took that timeframe into consideration.

#### **4. Should the cap be based on historical movements or forecasts of CPI?**

*Interface Councils do not support a cap based on CPI because it is not a relevant indicator for local government costs. The Interface Council would welcome further discussion on a model that utilises the local government cost index instead of CPI.*

The Municipal Association of Victoria has flagged their intention to commission an independent analysis to determine a local government cost index which could form the basis for a more relevant starting point than CPI.

The local government cost index would be determined through an independent assessment made by the Australian Bureau of Statistics or similar. The Interface Councils support this approach and would welcome further discussion on a model that utilises the local government cost index.

The Interface Councils further recommend that the ESC provide to all councils the cap level by 30 November each year. Again, this would be the cap level for the next financial year, with an indicative cap level for year two to four. This would allow councils sufficient time to consider their required rate levels that would be the subject of a variation application.

This timing would also allow councils to undertake stakeholder and community engagement and council planning sessions between December and February at a minimum but would not preclude councils undertaking engagement earlier than this. As a result, it is suggested that forecasts are used to generate forecast cap increases for the four years. However, this would be balanced with the option of single year re-calibration to the actual outcome of cap measurement prior to June 30<sup>th</sup>.

#### **5. Should a single cap apply equally to all councils?**

*The Interface Councils believe that a different cap should be applied for different groups of councils. Any rate capping framework should provide a higher cap for the Interface Councils in recognition of the needs and challenges unique to the group.*

There are a number of potential complexities that will need to be considered in designing an appropriate rate capping implementation framework. The Interface Councils include a combination of councils with high levels of growth and development, along with councils with significant responsibility for green wedge conservation and management, particularly Nillumbik, Yarra Ranges and Mornington Peninsula.

Interface Councils are quite different to established metropolitan municipalities characterised by:

- lack of access to non-rate revenue sources such as parking fees and fines

- larger geographic areas to service, resulting in additional costs for servicing remote parts of their municipalities
- a higher ratio of local infrastructure assets to state infrastructure assets. For example, Interface municipalities typically have a higher proportion of local roads (sealed and unsealed) and a lower proportion of arterial/main roads when compared to inner/middle metropolitan municipalities. This places extra demands on Interface councils' finances, relative to the demands placed on inner/middle metropolitan councils, and
- A higher requirement for the provision of new infrastructure.

Additionally, unlike rural councils, Interface councils are not eligible for rural grant programs even though much of their land area is zoned for rural purposes.

During the last 10 years, Interface Councils have accommodated more than 50 per cent of Victoria's growth. This creates enormous financial strain on council resources. Multiple, concurrent growth fronts and lack of existing infrastructure make it difficult to achieve unit cost efficiencies, meaning that growth in Interface councils costs more than growth in the inner suburbs. Despite this, previous state governments have not allocated a fair share of the allocated capital budget to accommodate and service the growth.

A 2013 report by Essential Economics assessed that significant infrastructure and resources, totalling the equivalent of \$9.8 billion by 2026 (expressed in 2011 constant prices), will be required to ensure Interface Council areas are adequately provided with facilities and services to assist in closing the gap with Melbourne's inner and middle suburbs, and to ensure improved economic, social and liveability outcomes are achieved.

Growth comes at a cost and these costs need to be funded – if not through rates, through some other means. It should be noted that currently, developer contributions provide only a part contribution to the infrastructure costs incurred for new residents. An unintended consequence of the foreshadowed changes to the Development Contributions legislation will be a further reduction of the share of infrastructure costs paid for by Development Contributions with a greater share to be funded by ratepayers in general.

Interface Councils have distinct needs and challenges due to its size, financial position, population growth and green wedge stewardship. Therefore, the Interface Councils advocate that any rate capping framework to provide a higher cap for the Interface Councils in recognition of the needs and challenges unique to the group.

## **The base to which the cap applies**

**6. What base should the cap apply to? Does it include rates revenue, service rates/charges, municipal charges and special rates/charges?**

*Interface Councils recommend that the cap apply only to general rates and the municipal charges and not to charges that are operated on a fee for service or contracting basis.*

The cap should apply only to general rates and the municipal charge (for those councils that still have a municipal charge) and not those charges that are operated on a fee for service or contracting basis such as waste service. These latter services are market tested, subject to cost escalations as outlined in negotiated contracts and often provided on an opt-in or out basis in those municipalities where population density is sufficient to provide economies of scale.

Interface Councils recommend that special rates and charges are not included in the base quantum of the cap calculation, as they normally relate to a special purpose benefit (e.g. new road, footpath or drainage) to a very small number of ratepayers.

The Fire Services Levy should also be excluded from the cap as it is a tax that is collected by local government on behalf of State Government.

It is also important to note that there is no uniformity of the starting position across councils. The average rates and charges per assessment varies widely across municipalities and is based on historical decisions from council to council. It would not be safe to assume that the current levels are an appropriate base on which to assess or cap future movements. Applying a percentage in such circumstances could disadvantage those who have kept rates and charges reasonably low.

#### **7. Should the cap apply to total revenue arising from these categories or on average rates and charges per assessment?**

*Interface Councils recommend that the cap should apply to the Total Rate Revenue applying from these categories.*

This is consistent with the strategic element to which all councils determine rate increases, whereas an individual rate assessment is determined by how a Council determines who pays. To explain this further, if the cap is only applied to general rates, then a council could increase its total rate revenue above the cap level, through for example a higher level of increase in its municipal charge, subject to the 20% maximum allowed under Section 159(2) or a higher than cap increase in a service charge or rate.

#### **8. How should we treat supplementary rates? How do they vary from council to council?**

*Interface Councils strongly advocate that supplementary rates to be excluded from the rate cap.*

Supplementary rates are indicator of growth that leads to increased service delivery and infrastructure requirements that need to be responded to.

This is due to supplementary rates being an estimate, as required under Regulation 10(2)(q) of the Local Government (Planning and Reporting) Regulations 2014, under which council must include in its rating information of its annual budget, the “estimated total amount to be raised by all rates and charges compared with the previous financial year”. The breakdown of each estimated rate elements are also required under Regulation 10 (2)(c,d,l,o).

Furthermore, Interface Councils believe that the objective of rating transparency and accountability would be enhanced through a greater breakdown of the current information reported for Regulation 10(2)(q) within the annual budget. In addition, the transparency of a rating cap should allow a

ratepayer to clearly see the rate calculation as their property existed and was valued in the year prior. Supplementary rates are charged where a property has been subdivided into more than one; a new house has been added to vacant land, an extension to a building on a property, a demolition of a building or a change in the zoning of that property. Any of these changed circumstances would mean that it is impossible to compare the level of rates levied on an individual property with rates in the following year, simply by the addition of the rating cap.

#### **9. What are the challenges arising from the re-valuation of properties every 2 years?**

*Interface Councils believe that the challenge will be more significant in the first year of implementation and the perception of benefit gained by the community. By implementing the framework in a revaluation year, the natural shift in relative values, and therefore rates, will mask the real benefit for the average ratepayer.*

The methodology of the local government rating model and how valuations impact the rates paid per property is widely misunderstood in the community. A comprehensive community information campaign will be required to ensure that the benefit is understood.

#### **10. What should the base year be?**

*Interface Councils believe that the base year should be 2016/17 with a commencement year of 2017/18.*

Interface Councils recommend that the base year is the year prior to capping commencing, i.e. if the framework commences for the 2016/17 financial year, then 2015/16. However, Interface Councils recommend that the commencement year to be 2017/18 for three reasons:

- i. 2016/17 is a revaluation year and this will make the explanation of the first application of the cap very complex, especially at the individual property level
- ii. many councils will have completed their existing enterprise bargaining agreements by 30 June 2017, and
- iii. council elections will take place in October 2016.

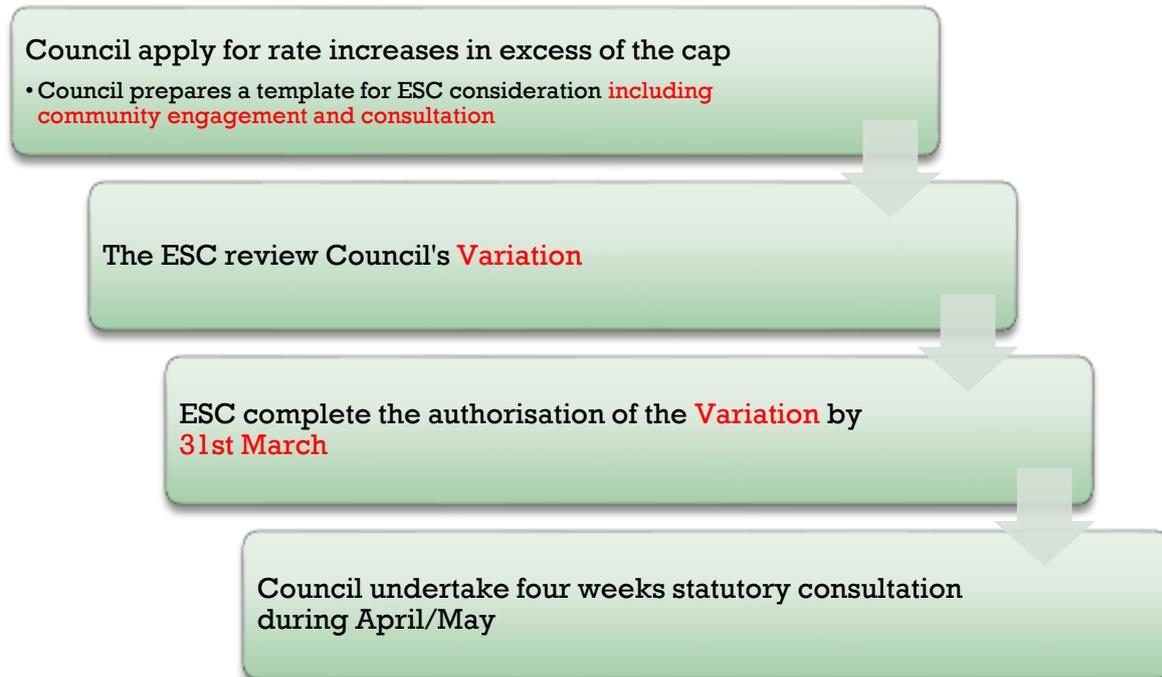
### **The variation process**

#### **11. How should the variation process work?**

*The Interface Councils believe that the variation process should not be onerous and create unnecessary levels of bureaucracy for already financially constrained councils. We propose the establishment of a standard template to ensure that the ESC has the necessary information to inform their review.*

The Interface Councils recommend that a standard template to be established for the variation process. This will minimise the cost and administrative burden for councils to apply for a variation and ensure that the ESC has the necessary information to inform their review.

The Interface Councils puts forward the following variation process for consideration:



Councils proposing to apply rate increases in excess of the baseline would need to prepare a variation application for ESC's consideration. The variation could be prepared on either a four year basis in line with the preparation of councils' Strategic Resourcing Plans (SRP) or an annual basis in line with council's annual budget cycle. While either could work, the Interface Councils recommend a four-year model on the basis of minimising bureaucracy and giving greater medium term clarity to a council's financial planning.

In reviewing each variation application, the ESC would give consideration to the following factors:

- The council has a robust 10 year Long Term Financial Plan and four year SRP in place,
- The council has a clear plan to bring rating increases back in line with the appropriate benchmark baseline for their category within a reasonable timeframe,
- The council can demonstrate clear and transparent communication and consultation with their community in the development of their annual budget and/or four year SRP,
- The council is subject to extraordinary financial drivers that are outside of their control which may include factors such as:
  - Implications of State or Federal Government policy changes,
  - Recovery from emergency or other disaster,
  - Legacy asset management concerns,
  - Shifts in global money markets affecting superannuation calls or other linked investments.
- The rate increase is in direct relationship to increased service and infrastructure provision, for example the introduction of a new green waste service, and the council can demonstrate community consultation and preparedness to pay.

It is critical that the timing and timeliness of ESC's consideration on a business case does not derail council's budget preparation and consultation process. The authorisation of a variation would need to be complete by March 31<sup>st</sup> to enable statutory consultation of four weeks to occur during

April/May, as mandated by the Local Government Act. This challenge lends weight to the option of preparing the business case for a four-year basis in line with SRP.

**12. Under what circumstances should councils be able to seek a variation?**

*The Interface Councils believe that councils should be able to seek a variation for any purpose following a robust assessment of their financial circumstance, community ambition and consultation.*

The framework should provide guidance about the reasons for variation that are eligible to be approved. However other circumstances may arise which are not anticipated by the framework, and it should be open to councils to seek variations for such other reasons.

**13. Apart from the exceptions identified by the Government (namely, new infrastructure needs from a growing population, changes in funding levels from the Commonwealth Government, changes in State Government taxes and levies, increased responsibilities, and unexpected incidents such as natural disasters), are there any other circumstances that would justify a case for above cap increases?**

The Interface Councils propose that the following circumstances to be considered for above cap increases:

- overall financial position at the commencement of the framework's implementation (i.e. some councils are already experiencing financial challenge)
- State and/or Federal Government cuts to grants
- cost shifting by other statutory agencies
- Infrastructure in a Precinct Structure Plan where there is less than 100% contribution
- increases in council responsibilities arising from changes in State or Federal Government legislation or policy
- prevention, mitigation and response to natural disasters
- inability to generate self-sourced revenue
- community asset stewardship (including lack of viable alternatives to council ownership and management)
- proportion of rate base that is exempt from rates in accordance with Section 154 of the Local Government Act
- statutory requirements to fund superannuation shortfalls or increases in the level of the superannuation guarantee
- stewardship of green wedges
- growth, and
- Other extraordinary circumstances outside of local government's control.

**14. What should councils need to demonstrate to get a variation approved? What baseline information should be required for councils to request a variation? A possible set of requirements could include:**

- the council has effectively engaged with its community
- there is a legitimate case for additional funds by the council
- the proposed increase in rates and charges is reasonable to meet the need

- the proposed increase in rates and charges fits into its longer term plan for funding and services
- the council has made continuous efforts to keep costs down.

We would like stakeholders' views on whether the above requirements are adequate.

*Interface Councils strongly recommend that the ESC define what it meant by 'effective' and 'legitimate'.*

Broadly, Interface Councils believe that the requirements outlined by the ESC are appropriate. Councils should demonstrate community consultation and engagement about the variation has been undertaken and that there is community support for a variation. However, we would like to see further clarification on what the ESC sees as effective ("the council has effectively engaged with its community") and legitimate ("there is legitimate case for additional funds by the council").

Furthermore, Interface Councils recommend that the assessment of a variation application should consider the relative level of council expenditure on a per capital basis. Rates are a revenue source and the level of rates is a function of the other non-rate revenues available to council. Rates do not reflect the level of expenditure or the level of a council's efficiency. Hence, we believe that the appropriate measure of efficiency is expenditure per capita.

## Community engagement

**15. What does best practice in community engagement, process and information look like? Are there examples that we can draw from?**

*Interface Councils believes that best practice in community engagement require participants to have thorough understanding of the subject matter thus a more in depth community engagement approach needs to be adopted.*

It is critical that the community has a good understanding of rate capping so they are able to provide informed feedback during consultation and community engagement.

Due to the complexity of rates, the usual approach of a single consultation is unlikely to be sufficient for participants develop a thorough understanding of the subject.

Some Interface Councils are adopting a more in-depth approach that comprise of three phases:

- i. Three two-hours session with community leaders to develop recommendation(s) for council
- ii. Broader engagement with members of the community to test the recommendation(s) of community leaders, and
- iii. A statistically valid survey with a representative sample of the community to finalise the recommendation(s).

It should be noted that this approach requires a higher level of councils resources than a typical community consultation process for council budget and thus could not be undertaken on a yearly basis.

## Incentives

**16. How should the framework be designed to provide councils with incentives to pursue ongoing efficiencies and respond to community needs? How could any unintended consequences be minimised?**

*Interface Councils believe that the framework should be designed to provide financial sustainability while responding to community needs. We also believe that unintended consequences can be minimised by ensuring a planned and staged implementation in partnership with the sector.*

Interface Councils welcome measures to enhance transparency, accountability and community engagement and ownership. We would like to see the State Government share the same principles to financial processes. A level playing field can act as an incentive for both levels of government to pursue ongoing efficiencies and respond to community needs.

Unintended consequences can be minimised by ensuring a planned and staged implementation in partnership with the sector. A fast tracked process will undoubtedly result in unintended consequences that may reflect badly on not only Local Government but also the State. An appropriately comprehensive risk assessment should be commissioned before implementation.

## Timing and process

**17. A rates capping and variation process should ensure there is enough time for councils to consult with their ratepayers and for ratepayers to provide feedback, and for us to review councils' applications. To ensure the smooth functioning of the rates capping and variation framework, it is particularly important that it aligns with councils' budget processes. We are interested in stakeholders' views on how this can be achieved.**

*Interface Councils propose that the authorisation of a variation to be completed by March 31st to enable councils to undertake its statutory obligation as mandated by the Local Government Act.*

As described previously (see answer to question 11), it is critical that the timing and timeliness of ESC's consideration on variation applications do not derail councils' budget preparation and consultation process. The authorisation of a variation would need to be completed by March 31st<sup>th</sup> to enable statutory consultation of four weeks to occur during April/May, consideration of submissions and endorsement by June 30<sup>th</sup>, as mandated by the Local Government Act.

## Transitional arrangements

**18. What transitional arrangements are necessary to move to the new rates capping and variation framework? Is there merit in phasing in implementation over a two year period to allow for a smooth transition?**

*Interface Councils support the idea of phasing the implementation over a two year period. This will allow councils to develop full understanding of how the framework will operate.*

The proposed rate capping framework represents a significant change in local government financial planning. A transitional year for application of the framework in 2016/17 would provide scope for councils to fully understand how the framework will operate and its impact on significant projects and regulatory requirements which require funding beyond the existing level of rates and charges.

In addition and further to the response provided to Question 10, Interface Councils believe that councils elected at the October 2012 election were required to develop a Council Plan that encompassed a Strategic Resource Plan for the four-year period 1 July 2013 to 30 June 2017 under the existing parameters of the Local Government Act 1989, including Section 126 Principles of Financial Management. Therefore a commencement year of 2017/18 would allow all newly elected councils to create a Council Plan cognisant of the full operation of the Rate Capping and Variation Framework.

## **Roles**

### **19. What are stakeholders' views on the respective roles of the key participants? Should the Commission's assessment of rates variations be advisory or determinative?**

*Interface Councils support the notion that an independent arbiter, such as the ESC, has oversight over the implementation of any rate capping framework. In addition, Local Government Victoria should have a role in providing direct support to councils in reconsidering their financial strategy where business cases are deemed by the ESC to have insufficient merit.*

Interface Councils propose that the Essential Services Commission act as an independent arbiter and perform the following function:

- review variation submissions and council budgets
- authorise rate increases in excess of the baseline where variation applications have sufficient merit in accordance with the established criteria
- provide advice to the Minister for Local Government in circumstances where variation applications are seen to have insufficient merit and other intervention may be required, and
- monitor the implementation of the Rate Capping and Variation Framework and provide advice to the Minister on any review, taking into consideration feedback from the Sector.

Importantly, Local Government Victoria (LGV) should have a role in providing direct support to councils in reconsidering their financial strategy where their variation applications are deemed by the ESC to have insufficient merit.

Over time, the policy parameters to support rate capping must be integrated across Victorian Auditor-General's Office, LGV and the ESC to ensure maximum public transparency for councils and

for Government. Interface Councils believe that this should also be reflected in the Local Government Performance Reporting Framework.

## Other matters

### **20. Is there a need for the framework to be reviewed to assess its effectiveness within three years time?**

*Interface Councils believe that a regular cycle of review is imperative.*

A review of the framework should take into consideration feedback from the local government sector and the community. The review should also include a full assessment of the framework's economic impact on Councils' financial sustainability and ability to meet asset renewal requirements pre and post rate capping implementation.

### **21. How should the costs of administering an ongoing framework be recovered?**

*The cost of administering the framework should be borne by the State Government.*

As a State Government policy position, the framework should be fully funded by State Government. Under no circumstances should the cost of administering the framework be applied to local governments.

The State Government can minimise the cost of administering the framework by ensuring that the process is non-bureaucratic, simple to navigate and based on appropriate templates. Other matters raised in earlier chapters

### **22. We are interested in hearing from stakeholders on:**

- **whether we have developed appropriate principles for this review**
- **whether there are other issues related to the design or implementation of the rates capping and variation framework that stakeholders think are important**
- **supporting information on the major cost pressures faced by councils that are beyond their control and the impact on council rates and charges.**

Interface Councils would like to provide further supporting information on some additional major issues faced by Interface Councils that are beyond our control and impact on council rates and charges.

### **Responsible stewardship of local assets**

Local government has a key role in establishing and maintaining local assets which make a very real contribution to delivering economic, social and environmental outcomes at local, state, and regional levels. A 2014 report by the Auditor General identified that local government is responsible for \$73 billion of community assets.

It is well understood that investment in these important assets has not been able to be sustained at required levels, even with current income and revenue strategies. While some good progress has been made, there is still a pressing need for many councils to address growing asset renewal gaps.

The same 2014 Auditor General report found that councils are generally budgeting less than is required to renew their assets and consequently the funding needed for asset renewal continues to grow each year. The Auditor General went on to assert that without appropriate and concerted corrective action, the provision of council services to communities is likely to be put at risk, and that while this may require some hard financial decisions and trade-offs, failure to address this problem now will only lead to more difficult decisions in the future.

An assessment of rate capping outcomes in New South Wales (NSW) undertaken by NSW Treasury Corporation in 2013 (as reported by Victorian Local Governance Association) identified critical under investment in asset maintenance and deteriorating financial sustainability had arisen during their own rate pegging regime. Their report found that revenue needed to grow to cover not only annual cost increases but the underlying cost of service delivery including progressive elimination of deficits and infrastructure funding needs. This meant that in most cases rates need to rise by substantially more than the current annual peg if councils were to achieve sustainability.

### **Green Wedge stewardship**

The Interface Councils have the added responsibility of accommodating 90 per cent of Melbourne's green wedges. The non-urban green wedge areas located within the Interface municipalities represent some of Melbourne's most important assets in terms of Melbourne's liveability, sustainability and prosperity. The green wedges provide vital agricultural, ecosystem, habitat, recreation and tourism values and benefit to all of Melbourne. Whilst the importance and

significance of the green wedges to Melbourne's liveability has been acknowledged by successive governments and the community at large, and has been embedded into the planning scheme as State Planning Policy, the legacy costs associated maintaining and enhancing the green wedges for current and future generations of Victorians comes at a considerable cost to the host councils and this is financially unsustainable long term. Examples include pest and weed management, rural roadside maintenance, and management of significant levels of native vegetation.

### **Services that councils deliver on behalf of the State Government which may not be fully funded through grants**

The successful implementation of a rate capping framework must recognise the interdependent financial relationship between all levels of government, but in particular that of State and Local governments. A cut or a restriction in one area can have flow on implications for others.

Local governments typically provide a number of services on behalf of State and or Federal governments which are funded through grant programs. There is evidence that over time grants have not kept pace with the true cost of service delivery. Restricting the ability of Councils to generate revenue through rates will bring increased focus and scrutiny on those areas where local government receives less funding than the cost of delivery of such services. Examples include School Crossing Supervisors, Home and Community Care Services, library services and youth services. An

unintended consequence of rate capping may be a reduction in local government's ability to subsidise declining real contributions from other levels of government.

### **Changing State or Federal Government policy positions which may have flow on cost impacts for local government.**

From time to time State and Federal Governments introduce changed policy objectives which have flow on implications for local government. Recent examples are the four year old kindergarten universal access policy which has involved considerable expenditure by councils, the restricted breed legislation and the revised emergency management arrangements following the Bushfires Royal Commission resulting in substantial additional costs for many rural and interface municipalities.

### **Implementation – timeframes and bureaucracy**

While Interface Councils welcome initiatives that enhance transparency and accountability, we are concerned that this does not come at the cost of additional layers of administrative burden. We urge the Government to ensure that implementation of proposed changes is done in a way that is well planned, well consulted and communicated, and provides councils with the ability to plan for the consequences and implications.

## **Conclusion**

This submission has been prepared to help inform the development of the local government rate capping and variation framework.

While the objective of any rate capping framework is to limit the growth in rates, it must also ensure that every council is managing its financial undertakings responsibly and that revenue generation through rates is set at appropriate levels, taking into consideration relevant factors such as:

- growth
- ability to generate revenue through other sources
- stewardship responsibilities such as asset maintenance and renewal and management of green wedges
- emergency and other arising circumstances outside of Local Government's control, and
- community ability to pay having regard to socio-economic or other factors

It is also important that any model does not create unnecessary additional levels of bureaucracy which do not add value or that create additional resource burden for already resource-challenged councils.

Interface Councils are confident that an appropriate framework can be designed to take consideration of and respond to each of these factors outlined above.

We would welcome the opportunity to work with you to scope the ideas and concepts proposed in more detail to inform a robust and sustainable implementation.

## Appendix 1: Differences between Council size, complexity and current financial position.

In broad terms, councils can be categorised as:

Type of councils	Characteristics
<b>Inner city</b>	<ul style="list-style-type: none"> <li>• Average population growth with high density,</li> <li>• mature infrastructure,</li> <li>• lower service costs per resident,</li> <li>• high public transport options,</li> <li>• close employment,</li> <li>• lower infrastructure growth requirements, and</li> <li>• an ability to raise revenue through parking and service charges.</li> </ul>
<b>Middle suburbs</b>	<ul style="list-style-type: none"> <li>• Average population growth,</li> <li>• medium service costs per resident,</li> <li>• good public transport options,</li> <li>• close employment,</li> <li>• lower infrastructure growth requirements, and</li> <li>• an ability to raise revenue through a variety of means such as parking and service charges.</li> </ul>
<b>Interface areas (growth)</b>	<ul style="list-style-type: none"> <li>• Population growth up to four times the state average,</li> <li>• high service costs per resident,</li> <li>• new infrastructure in growth areas (PSP's) requiring Council top-up funding,</li> <li>• poor public transport options,</li> <li>• heavy reliance on cars,</li> <li>• long distances to employment,</li> <li>• high state, regional and local infrastructure requirements and service demands across concurrent growth fronts leading to disjointed and unconnected development and inefficient unit costs,</li> <li>• limited ability to raise revenue (no eligibility to rural grants), and</li> <li>• the lowest allocation per resident of state revenue.</li> </ul>
<b>Interface areas (Green wedge)</b>	<ul style="list-style-type: none"> <li>• 90% or greater of land area zoned 'rural' or 'green wedge' with a small number of established urban areas dispersed throughout,</li> <li>• Ageing infrastructure and poor public transport</li> <li>• Low to average growth (can only accommodate infill housing),</li> <li>• disproportionate dependence on residential rate revenue,</li> <li>• heavy reliance on cars,</li> <li>• long distances to employment,</li> <li>• high infrastructure requirements and service demands;</li> </ul>

Type of councils	Characteristics
<b>Peri-urban areas</b>	<ul style="list-style-type: none"> <li>• legacy costs associated with custodianship of the green wedges.</li> <li>• High population growth (in some areas),</li> <li>• high service costs per resident,</li> <li>• poor public transport options,</li> <li>• heavy reliance on cars, long distances to employment,</li> <li>• some ability to raise revenue through regional and rural grants.</li> </ul>
<b>Regional centers</b>	<ul style="list-style-type: none"> <li>• Slow population growth (with the exception of some)</li> <li>• Average service costs per resident (suburban subsidy of rural properties),</li> <li>• average public transport options,</li> <li>• heavy reliance on cars,</li> <li>• medium distances to employment,</li> <li>• high infrastructure and service growth requirements, and</li> <li>• some ability to raise revenue through regional and rural grants.</li> </ul>
<b>Rural areas</b>	<ul style="list-style-type: none"> <li>• Population decline,</li> <li>• lower demand for new or additional infrastructure,</li> <li>• poor public transport,</li> <li>• heavy reliance of cars,</li> <li>• employment generally close to home (or at home), and</li> <li>• some ability to raise revenue through rural grants.</li> </ul>

# APPENDIX 2

A5877012

14 May 2015

Mr David Hawkins  
Interface Councils  
C/- Socom Pty Ltd  
Level 2, 377 Lonsdale St  
Melbourne VIC 3000



COMMITTED TO A  
SUSTAINABLE  
PENINSULA



Dear Sir,

## **Submission in response to the Local Government Rates Capping & Variation Framework Consultation Paper (April 2015)**

Mornington Peninsula Shire has reviewed both the Essential Services Commission *Local Government – Rates Capping and Variation Framework Consultation Paper (April 2015)* and the Interface Councils' submission.

Due to the compressed timeframe to provide feedback and prepare a submission, the following technical advice has been developed by officers and is not Council's formally adopted position.

Generally, the Shire supports Interface Councils submission to the Essential Services Commission (ESC).

We submit the following additional points:

- Explanation as to why the Consumer Price Index is not a relevant policy basis for the rate cap; and
- Timing and transition related to the framework implementation and processes.

### **CPI Vs Cost Index**

There appears to be a common acceptance that a cap based on CPI would be simple to understand and apply. We query whether this perception is true and accurate; there are many different components to the CPI that is published by the Australian Bureau of Statistics (ABS). These include the publication of 9 different All Groups CPI figures being one for each of the eight capital cities plus one weighted average of the other eight. Further, each of those nine indices are broken down into component groups such as Education, Transport, Health, Housing, etc. There would need to be clear definition of which permutation of the CPI is the basis for the cap, and prior to that, robust debate to ensure that the selected option is reflective for the desired purpose of the cap.

The ABS publishes the CPI on a quarterly basis. The measure of the CPI to be utilised for the cap would require definition. For example, the most recent annual movement (since rates are set annually) or an extrapolation based on the most recent quarter movement?

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## APPENDIX 2 (Cont.)

The headline measure of the CPI is the “Weighted Average of Eight Capital Cities” for the “All groups CPI”. Would this be the measure of the CPI utilised for the cap rather than, say, the All Groups CPI for Melbourne? If the headline measure is not utilised there could be confusion amongst ratepayers since the figures they see quoted in the media are almost always the headline measure.

Further, while it could be argued that the capital city measure for Melbourne is more suitable than the Canberra, Perth, Sydney or Darwin measures (because Melbourne is at least in the same state) we question the relevance of the All Groups CPI for Melbourne to the 57 non-Metropolitan (which include the Interface Councils) municipalities.

Given the level of definition that would still be required we therefore don’t accept that utilising CPI does make the cap necessarily easier to understand and apply than utilising any other available index.

The ABS publishes the CPI. The ABS does not produce prospective forecasts for the CPI – only retrospective reports. Therefore, utilising CPI will result in a lag between the measured underlying cost changes and those that are actually to be experienced during the upcoming period for which the rates increase is intended to apply.

The lack of a published forecast CPI figure from the ABS also inhibits its ability to be used for indicative caps (for the entire Strategic Resource Plan period) such as suggested in the Interface Councils response to point 3.

We have made reference to the ABS website page “Topics @ a Glance – Inflation and Price Indexes. Use of Price Indexes in Contracts”; in particular, the comments under the heading “General Matters to Consider When Developing Indexation Clauses Using a Price Index”. We have also referred to the ABS website page “Consumer Price Index FAQs” and the sections entitled “Is the CPI the best measure of inflation?” and “What are some limitations of the CPI?” These sections include the following comments made by the ABS itself:

- *The CPI is designed to measure inflation for Australian metropolitan households and thus may not accurately reflect the experience of people living in rural areas*
- *There is no single best measure of inflation. Ideally, such an indicator would be comprehensive and cover price changes for all goods and services traded in the economy. However, different measures of price change are suited to analysing different parts of the economy, so the best approach depends on how the data is going to be used.*
- ***The ABS produces a range of price indexes, suited to different parts of the economy. For example:***
- *the Consumer Price Index (CPI) is the most comprehensive measure of goods and services price inflation faced by all consumer households;*
- *the Selected Living Cost Indexes (SLCIs) are designed to measure changes in living costs for selected population sub-groups. They are particularly suited for assessing whether or not the disposable incomes of households have kept pace with price changes.*
- *the Producer Price Index (PPI) measures inflation of products either as they leave the place of production or as they enter the production process;*
- *the Wage Price Index (WPI) measures changes in the price of labour in the Australian labour market, and*
- *the Domestic Final Demand (DFD) is used as a measure of inflation experienced by consumers, governments and other domestic institutions.*

Therefore, we have concerns that - if they were consulted with - the ABS might even suggest that the CPI is not an appropriate index to use as the basis for a local government rates cap.

## APPENDIX 2 (Cont.)

### Timing

- The Shire supports a multi-year cap; notionally fixed for two-years, with indicative caps for a further two years providing guidance for the balance of Council's four year Strategic Resource Plan horizon. This approach to rate capping aligns with Council's legislative and financial planning timeframes.
- The Shire recommends a specific cap and forecast guidance to be available to councils by December of the preceding financial year to allow for assessment and planning of non-capped income and setting of capital and operational priorities to formulate a draft budget by no later than April for community review and comment. This allows time for Council to formulate priorities and genuinely engage with the community.

The Shire consents to referencing the content of this letter, or to include as an attachment, within the overall Interface Councils submission to the Essential Services Commission.

The Shire appreciates the work that has been carried out on behalf of Interface Councils and are keen to continue to actively participate in the consultation process with the Essential Services Commission on this very important matter.

Should you wish to discuss any aspect of this submission please do not hesitate to contact the undersigned.

Yours faithfully,



**Matt Hubbard**  
Chief Financial Officer

# Fairer Funding Report

August 2014





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## EXECUTIVE SUMMARY

“Victorians deserve to have access to services and opportunities wherever they live<sup>1</sup>”. Unless action is taken immediately, this coalition government’s promise will apply only to those families living close to Melbourne or in a regional centre.

More than 1.7 million people will live in the Interface Council municipalities by 2031. Most of this growth will comprise families with children and young people, yet the rest of the population will continue to age in line with projections for Australia as a whole. A high proportion of people will also be from culturally and linguistically diverse backgrounds.

Many of these individuals and families experience significant disadvantage without access to basic support services they need to uphold their health and wellbeing. Community indicators show that they are geographically isolated from social support programs and suffer from the inevitable social consequences associated with this, including family breakdown, mental health issues, disengaged young people, and socially excluded individuals and communities. This situation is likely to dramatically increase unless funding is provided or alternative solutions are found.

There is no doubt that the Interface areas are in dire need of additional funding.

The Interface Councils want to work with government to address these issues as a matter of priority and they urgently require funding support to do this.

These councils communicate with more than one million residents regularly, and aim to address this inequity as part of their advocacy campaign in the lead-up to the November 2014 state election.

### Interface Councils

- Cardinia Shire Council
- City of Casey
- Hume City Council
- Melton City Council
- Mitchell Shire Council
- Mornington Peninsula Shire Council
- Nillumbik Shire Council
- City of Whittlesea
- Wyndham City Council
- Yarra Ranges Council

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<sup>1</sup> 2011 Victorian Family Statement



**Caption 1: Local resident providing feedback at one of the community meetings**

## 1. INTRODUCTION

### 1.1 Inequity

Based on rigorous evidence, Interface Councils believe a great inequity exists for residents living in outer Melbourne when compared to the health, wellbeing, education and access to other services and infrastructure of residents living in inner and middle Melbourne.

The inequity currently being experienced by the majority of Interface residents is the culmination of:

- more than a decade of phenomenal population growth, inadequately funded by state governments
- the need to continue to provide services to small rural towns (90% of the Interface area is zoned rural)
- the need to manage 90% of Melbourne's Green Wedges
- the need to maintain more roads than all the other 31 metropolitan councils combined (55% of Melbourne's local road network).

### 1.2 Lack of funding

According to Interface Council research and several recent Victorian State Parliamentary Reports, including one by the Victorian Auditor General's Office (VAGO), there has been a significant lack of public investment in the Interface areas which has seriously undermined the liveability of these areas and the health and wellbeing of their residents.

More specifically, the Interface Councils hosted almost 50% of Victoria's growth during the past five years, yet only received 7% of the allocated capital funding from the 2014 budget (See Figure 1). The last two years they only received 18%.

During the next 5 years, the rest of the allocated capital funding, 93%, is going towards supporting the other half of Victoria’s growth, being hosted by the metropolitan and regional/rural areas, with most of it, 78%, being allocated to the metropolitan areas.

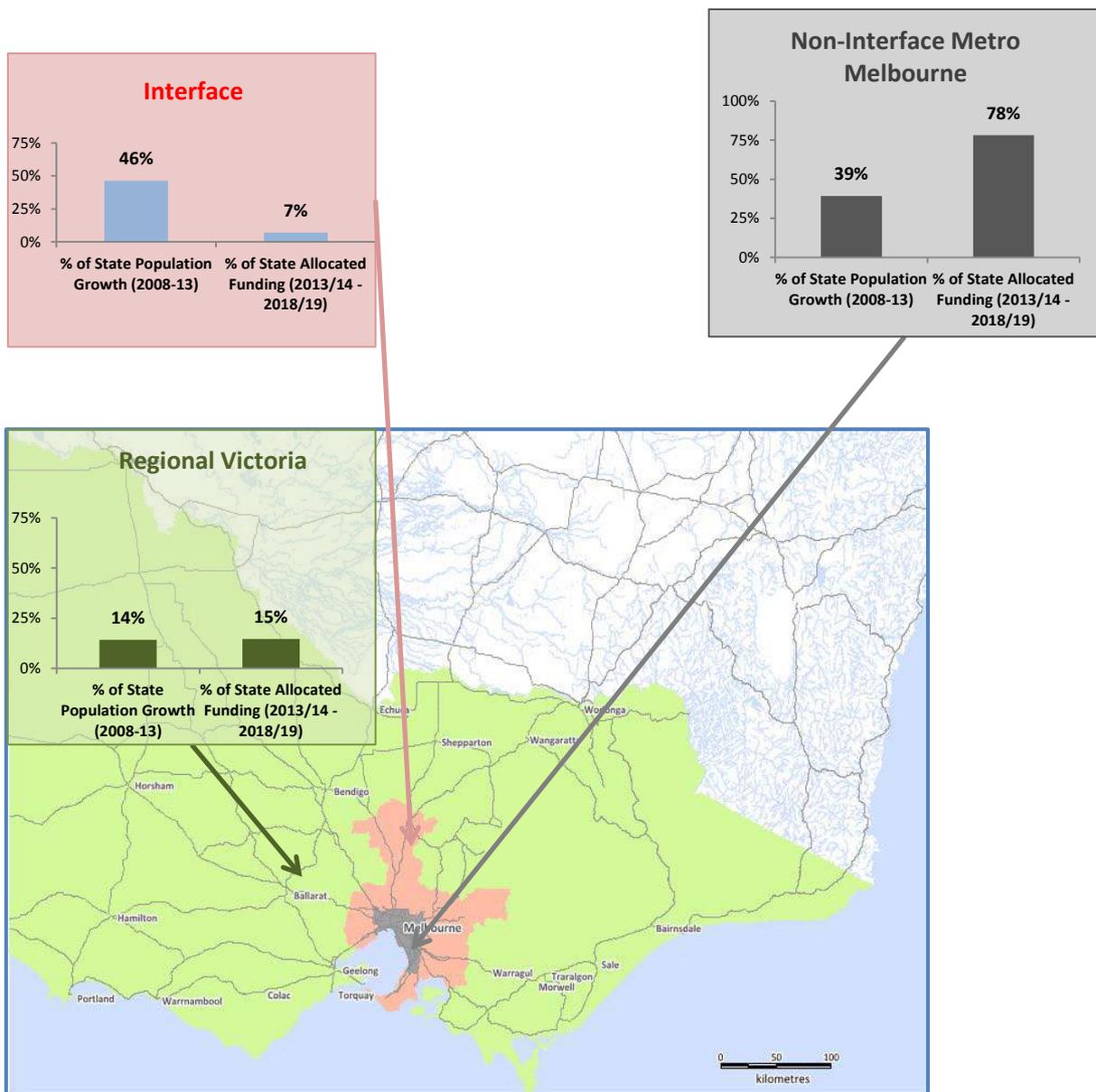


Figure 1: Percentage Share of Population Growth (2008-13) v Percentage Allocated Funding (2014/15 to 2018/19), by area

Without proper funding for services and infrastructure, there is the risk that parts of outer Melbourne will become hot spots for disadvantage, accommodating Victoria's underclass, people who can't afford to live in other parts of Melbourne.

History is already showing that the more problematic areas in the outer suburbs are the ones that had significant growth 20 years ago, yet were not provided with infrastructure and support services at that time.

If history is allowed to repeat itself, the financial and social burden on future governments will be enormous, far greater than the cost of early intervention. There is significant evidence to suggest that early intervention is far more cost effective and provides significantly better social outcomes.

### 1.3 The need for local infrastructure

Interface Councils understand the need for big infrastructure programs which benefit the state, but question whether these should be delivered before we have adequately provided for the new suburbs and the wellbeing of their residents.

There are already significant socio-economic issues in the Interface areas<sup>2</sup>, including:

- heavy reliance on private vehicle-based travel that is costly and generates congestion-related economic dis-benefits
- relatively low average incomes, poor educational and health outcomes, high unemployment rates, and high levels of youth disengagement with regard to higher education and workforce participation

*“Growth provides revenue for the state.”*

The Hon Michael O'Brien,  
Victorian Treasurer in a recent  
interview on ABC 774.

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<sup>2</sup> Essential Economics, *One Melbourne or Two: Implications of Population Growth for Infrastructure and Services in Interface Areas*, Feb 2013.

- relatively low provision of higher order services (hospitals, TAFEs, courts, libraries, arts centres, etc.), as well as poor provision of public transport options
- approximately one job provided for every two labour force participants (compared to a 1:1 ratio for non-Interface areas).

#### 1.4 Independent research highlights urgent requirement for more funding

An Interface Council-commissioned report<sup>3</sup>, found that:

- Significant infrastructure and resources are required to ensure that Interface Council areas are adequately provided for, in order to close the gap with non-Interface Council areas.
- Investment of more than \$10 billion will be required over the coming 15 years for a range of new and upgraded infrastructure and services.
  - This infrastructure includes kindergartens, primary and secondary schools, TAFE education, aged care, hospitals, libraries and public transport, and related service provision.

The report notes that the early provision of infrastructure and services will be cost effective for the state government, will improve health and wellbeing outcomes for residents and will enhance the liveability of Interface Council areas by:

- supporting residents through early service provision thereby reducing the need for secondary and tertiary service intervention
- reducing traffic congestion, long commutes and travel by motor vehicle

*“Melbourne’s continual urban expansion is actually exacerbating the often marked differences in liveability for those living close to Melbourne and those living substantial distances from services and employment in the outer suburbs.”*

The Parliamentary Inquiry into Liveability Options in the Outer Suburbs

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<sup>3</sup> Essential Economics, *One Melbourne or Two: Implications of Population Growth for Infrastructure and Services in Interface Areas*, Feb 2013.

- making these localities more attractive investment propositions and thereby increasing local and diverse employment options
- improving environmental outcomes in the Interface.

### 1.5 Government research highlights urgent requirement for more funding

These findings have also been confirmed by other government investigations and documented in the reports. For example,

1. *The Parliamentary Inquiry into Liveability Options in the Outer Suburbs*<sup>4</sup> found:
  - a. a significant lag in the provision of services, social infrastructure and physical infrastructure, particularly in the form of roads and public transport
  - b. a significant decline in housing affordability, which has had a disproportionate impact due to the relatively greater living costs that Interface Council residents face
  - c. the existence of pockets of relative socio-economic disadvantage, as well as reduced social participation and social cohesion due to the relative isolation of some outer suburban communities
  - d. relative lack of access to parks and public open spaces, and to private open spaces
  - e. relatively poor access to medical, health and support services as well as poorer health outcomes.

*“By decreasing and delaying investment in infrastructure, an infrastructure gap is emerging that will significantly hurt the quality of life of people living and working in Melbourne’s outer suburbs.”*

The Parliamentary Inquiry into Liveability Options in the Outer Suburbs

<sup>4</sup> Parliament of Australia, Dec 2012, INQUIRY INTO LIVEABILITY OPTIONS IN OUTER SUBURBAN MELBOURNE, [http://www.parliament.vic.gov.au/images/stories/committees/osisdv/Liveability\\_Options/OSISDC\\_Liveability\\_20121212\\_FINAL\\_WEB\\_amended\\_20130131\\_condensed.pdf](http://www.parliament.vic.gov.au/images/stories/committees/osisdv/Liveability_Options/OSISDC_Liveability_20121212_FINAL_WEB_amended_20130131_condensed.pdf)

2. *Parliamentary Inquiry into Growing the Suburbs*<sup>5</sup> found that the reduced liveability in the outer suburbs is causing a shortage of local knowledge industry jobs and a decline in industries such as manufacturing and retail that have traditionally provided a large proportion of local jobs.

The findings and recommendations emphasised the need to develop measures to increase local employment opportunities, transport infrastructure and services to support rapidly growing communities.

Failure to do this will adversely impact the future liveability of metropolitan Melbourne.

3. *The Victorian Auditor General's report (VAGO) - Developing Transport Infrastructure and Services for Population Growth Areas*<sup>6</sup> concluded that:
- a. Over a long period of time, state governments have failed to deliver the transport infrastructure and services needed to support rapidly growing communities.

*“Funding to address the transport needs of growth areas can take more than a generation to materialise. This longstanding disconnect between planning and funding gives credence to the perception that past state-wide planning initiatives have been disingenuous.”*

The Victorian Auditor General's report (VAGO) - Developing Transport Infrastructure and Services for Population Growth Areas

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<sup>5</sup> Parliament of Australia, Jun 2012, Inquiry on Growing the Suburbs: Infrastructure and Business Development in Outer Melbourne,  
[http://www.parliament.vic.gov.au/images/stories/committees/osisdv/Growing\\_the\\_Suburbs/Growing\\_Suburbs\\_report.pdf](http://www.parliament.vic.gov.au/images/stories/committees/osisdv/Growing_the_Suburbs/Growing_Suburbs_report.pdf)

<sup>6</sup> Victorian Auditor-General's Report, August 2013, Developing Transport Infrastructure and Services for Population Growth Areas,  
<http://www.audit.vic.gov.au/publications/20130821-Transport-infrastructure/20130821-Transport-infrastructure.pdf>

- b. Inadequate public transport and growing gaps in the road network in these communities are creating barriers to mobility, including access to critical services, education and employment opportunities.
  - b.1. These deficiencies are increasing:
    - I. car dependency
    - II. pollution
    - III. traffic congestion
  - b.2. and limiting:
    - I. state productivity
    - II. time that people can spend with their families.

This VAGO report states that urgent action is required to address this serious problem.

### 1.6 Summary

The evidence in these reports provides a clear picture of the future. To avoid government’s lack of action becoming history, the Interface Councils are calling on all political parties to address this situation.



**Caption 2: Community solidarity at the Wyndham community meeting**

*“This audit’s recommendations are focused on addressing these longstanding issues.*

*However, they will have limited value if their implementation is not supported by a realistic and effective whole-of-government approach.”*

The Victorian Auditor General’s report (VAGO) - Developing Transport Infrastructure and Services for Population Growth Areas

## 2. KEY PRIORITIES AND ASK OF GOVERNMENT

While residents of the Interface Councils face wide-ranging issues, the research provides a rigorous evidence-base for the need to address nine priority areas as outlined in the table below. More detailed information about these priorities is in Appendix A.

### Priority area and ask of government

Priority Area	Outcome	Ask of Government
1. Public transport and bus services	<ul style="list-style-type: none"> <li>Increased to minimum service levels where they are the only form of transport.</li> </ul>	<ul style="list-style-type: none"> <li>Recurrent funding of \$197 million per annum is needed to improve bus services across metropolitan Melbourne.<sup>7</sup></li> <li>Discussions to be held between Public Transport Victoria and Interface Council representatives to develop an agreed set of priorities to be implemented in 2014/15 and beyond.</li> </ul>
2. Roads	<ul style="list-style-type: none"> <li>Ongoing maintenance and improvement programs required to alleviate congestion.</li> </ul>	<ul style="list-style-type: none"> <li>It is recommended that the state government support the establishment of a taskforce to address this issue.</li> <li>Timely reclassification of local roads to state roads.</li> <li>\$4 billion over five years to address the gaps in the road network.</li> </ul>
3. Community infrastructure	<ul style="list-style-type: none"> <li>Basic community infrastructure that is enjoyed by other parts of Melbourne.</li> </ul>	<ul style="list-style-type: none"> <li>A dedicated Interface fund of \$200 million per annum to fund community infrastructure, in keeping with the Precinct Structure Plans (PSP) infrastructure requirements, and as outlined in council Strategic Resource Plans.</li> <li>A \$50 million per annum low-interest, seven-year loan facility for local government that is dedicated to the</li> </ul>

<sup>7</sup> Victorian Auditor-General's Report, *Developing Transport Infrastructure and Services for Population Growth Areas*

		<p>provision of additional infrastructure at the discretion of the council.</p> <ul style="list-style-type: none"> <li>• A review of untied grants. The manner in which untied grants are allocated across Victorian councils disadvantages growth councils. The approach to managing an increase in grant allocation should be changed to better reflect current community need.</li> </ul>
4. Green Wedges	<ul style="list-style-type: none"> <li>• Improved productivity from the Green Wedge resources with increased protection and preservation of natural assets.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that Green Wedge projects are included in the \$200 million Interface fund.</li> <li>• Establish a Green Wedge taskforce to review the maintenance and improvement of Green Wedge areas. Taskforce participants would include Department of Transport, Planning and Local Infrastructure, Department of Environment and Primary Industry, Parks Victoria, Melbourne Water, other water authorities, the Metropolitan Planning Authority and Interface Councils.</li> </ul>
5. Health	<p>Fragile families</p> <ul style="list-style-type: none"> <li>• Greater support for families in Interface areas who have poorer social outcomes and are more vulnerable to family crisis.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase funding for additional services in this area.</li> <li>• Establish an inter-departmental Victorian Government taskforce to examine potential solutions.</li> </ul>
	<p>Health and wellbeing</p> <ul style="list-style-type: none"> <li>• Greater support for people who experience higher incidences of physical and mental health issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase funding for additional services in this area.</li> <li>• Establish an inter-departmental Victorian Government taskforce to examine potential solutions.</li> </ul>
	<p>Youth services</p> <ul style="list-style-type: none"> <li>• Greater support for youth at risk of disengagement from education and employment, and experiencing high social</li> </ul>	<ul style="list-style-type: none"> <li>• Increase funding for additional services in this area.</li> <li>• Establish an inter-departmental Victorian Government taskforce to examine potential solutions.</li> </ul>

	isolation and mental health problems.	
	<p>Isolated aging</p> <ul style="list-style-type: none"> <li>• Greater support for older people who are isolated and experience more complex barriers in accessing appropriate services and care.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase funding for additional services in this area.</li> <li>• Establish an inter-departmental Victorian Government taskforce to examine potential solutions.</li> </ul>
6. Education	<ul style="list-style-type: none"> <li>• Improved educational outcomes for young people.</li> <li>• Reduced overcrowding in schools through the timely provision of new schools.</li> </ul>	<ul style="list-style-type: none"> <li>• More funding from government to deliver much-needed schools and shared-use facilities where they are most needed, to cater for population growth as outlined in the priority list for each of the electorates in the Appendix.</li> </ul>

### 3. COMMUNITY COMMENT

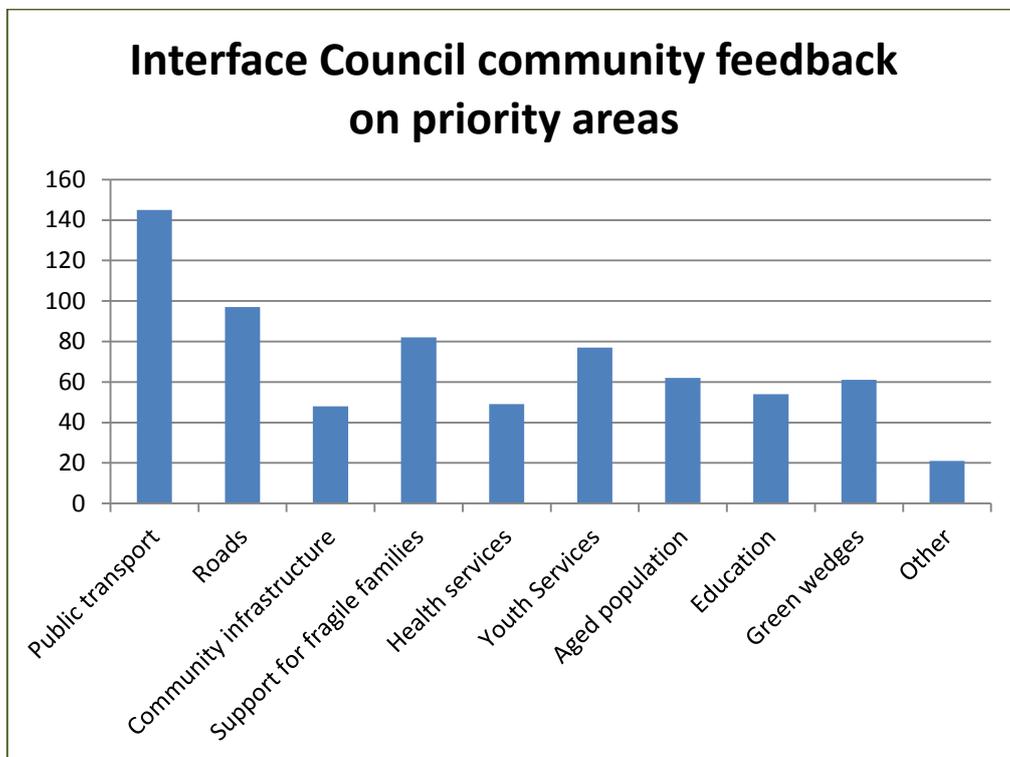
As part of the 2014 election campaign, Interface Councils provided residents with four different forums to gather feedback on what the residents believe are the most important issues impacting their communities.

1. Facebook
2. Twitter
3. Website surveys
4. Community meetings

A summary of the comments from the community meetings follows. It clearly shows that the top three areas of concern are public transport, roads and the lack of support for fragile families.



**Caption 3: City of Casey and City of Cardinia joint community meeting welcome speech**



*The number of people indicating their 'priority' concern at the community meetings.*

### 3.1. Public transport and bus services

“Trains. Bring them back to Cardinia and Casey!”  
(announced last week on 27/7/14)

“Buses do not meet up with trains.”

“In peak hour I usually stand all the way to the city and back.”

“Parking at railway stations is totally inadequate.”

“Public transport is required at the right times for school children use.”

### 3.2. Roads

“My wife and I spend two and a half hours commuting every day.”

“Thompson Rd/Westernport Highway is beyond a joke; 15-20 minutes is the norm.”

“Tollways from Pakenham to Broadmeadows, five days/week are very expensive: \$80.”

“St. Andrews/Panton Hill to Eltham, at peak times, grinds to a halt at Eltham due to Fitzsimmons Lane being in gridlock. We need another way to cross the Yarra.”

“It takes me an hour to travel from Morris Road to Kororoit Creek Rd to access the freeway in peak hour. There are 100s-1000s of houses being built in this area with no infrastructure support (roads or public transport).”

“Many of our volunteers cannot train or conduct activities with children/youth until late in the evenings due to travel time from work.”

### 3.3 Community infrastructure

“We need more affordable meeting/event rooms for small non-profit community groups!”

“We need an indoor pool and community centre hubs.”

“Not only is there a lack of useable space for sporting fields and training, there are insufficient



**Caption 4:** Local residents leaving their say at a community meeting



**Caption 5:** Roads and public transport attracted the most feedback

funds for these to be made sustainable and functional.”

“Funding support for Casey Cultural Centre is required. We need arts facilities in the South East.”

### 3.4 Green Wedges

“Green wedges need to be zoned appropriately, long term, instead of zoning decisions being overturned by every new government.”

“Adequate maintenance of Green Wedges.”

“Interface Council areas should qualify for rural grant monies and not be treated as suburban, because 90% of our areas are rural.”

“The Green Wedge provides a Melbourne-wide quality of life; however, it is a huge drain on funds (and rates) of Nillumbik Council.”

“Maintaining the Green Wedge is essential; however, the cost needs to be shared by the whole of Melbourne (greater). The burden of low population and inadequate share of state and federal funding is being borne by ratepayers.”

### 3.5 Health

#### 3.5.1 Fragile families

“The government has created a growth corridor. The resulting socially disadvantaged communities are not council ratepayers’ financial responsibility.”

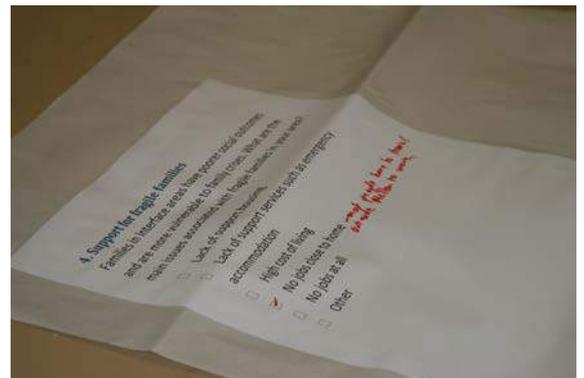
“People need to move out of their community to access any crisis or short-term accommodation and leave their school and peer support. This can lead to high-risk behaviour.”

“Funding withdrawn for Cranbourne Information and Service Support and Casey North (CISS).”

“Need for community services located directly across prevention focus areas such as disability, family violence and family services.”



**Caption 6: Unanimous feedback that Green Wedges need more maintenance**



**Caption 7: Addressing fragile families was high on the priorities**

### 3.5.2 Health services

“There are no health and wellbeing services in Nillumbik apart from the Health Service at Eltham. This makes it very hard for anyone to access support.”

“Not enough local health services. (Difficult to get a fast appointment with a local practitioner).”

“With our population increasing, we need a hospital in Melton. In an emergency it takes too long, and waiting time is too long as well, when we are directed to Sunshine and Footscray hospitals.”

“There is a serious need for services for young people, families and the aged. Many are forced into private treatment at significant cost or not able to access support at all.”

“Lack of aged care permanent accommodation.”

“In our area there are no doctors, no health services, no counselling and no public transport.”

### 3.5.3 Youth services

“No real youth facilities. No public transport. What do we do? The lack of public transport affects young people’s ability to socialise.”

“Forced to leave home far too young. We need more support for youth to stay on at school.”

“More financial support required for footy clubs to keep kids active.”

“There is a lack of youth employment opportunities. We need engagement with industry while at school. Young people leave for employment. There is a brain drain from the area.”

“No youth facilities leads to vandalism, mental health issues and unsociable behaviours in my area.”

“Return Junior Technical Schools.”



**Caption 8: Wyndham residents having their say**



**Caption 9: Community meeting feedback**

### 3.5.4 Isolated ageing

“Elderly are isolated without support.”

“Unable to travel without support and there is no support.”

“I have been on the waiting list to join the Senior Citizens Club, Melton. There are too many of us and the club cannot accommodate us all, so what do I do in the meantime? Isolation leads to mental health issues for some of us.”

“There are no health services and with no public transport, the elderly need someone to drive them to various facilities.”

“As part of Men’s Shed I see the difficulty involved in the ageing population and the lack of facilities and/or options to downsize and stay in the area.”

### 3.6 Education – community comments

“Education is government/taxpayer responsibility. Don’t lean on council/ratepayer funding.”

“Inadequate support for special needs children. Fourteen percent of school-aged students have special needs. Only half receive funding for support.”

“Cardinia school-age children numbers due to double, yet school numbers not growing quick enough to cope.”

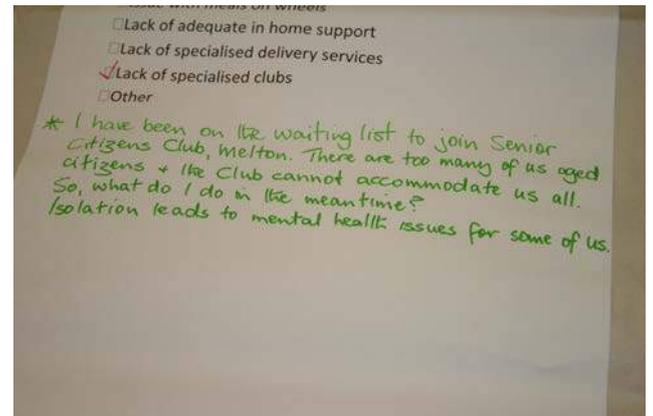
“More difficult to qualify for special needs funding due to changes in criteria.”

“There is more support required for teaching English as a second language to migrant communities.”

“Desperately need more higher education. More university access. Bigger variety of course selection. Cost of tertiary education becoming excessive.”



**Caption 10: The community meetings attracted a wide range of residents despite the cold**



**Caption 11: Some passionate feedback**

### 3.7 Other – community comment

“Governments need to ensure that the major growth areas receive the funds they require. Our taxes should be distributed according to clearly established need and principles of fairness.”

“Where are the services?? All people, not just those in the city, deserve equality in living standards.”

“My husband chose Warburton to retire because it had a hospital. It has been closed for 17 years. Empty! Not used! Public transport? If a bus running every hour is good, this is what we have. If you miss it, you are in trouble. Ambulance services? A friend split his head open. It took two hours for an ambulance to come. You can be lucky and it might only take an hour! Police? They are there sometimes, but the station is mostly empty. Yes, it is great living here but will we be able to stay? My husband is 82 and I am nearly 71. I am grateful for every day that I stay healthy and able to drive.”



**Caption 12: Information and surveys for the taking at one of the community meetings**



**Caption13:** Feedback was collected using a variety of techniques

## 4. PRIORITY PROJECTS FOR EACH ELECTORATE

Having spoken to the communities, the Interface Councils identified the service and infrastructure shortfalls in each electorate, and quantified the amount of funding that is required for each project.

This is summarised in Appendix A.

The full financial ask for each electorate project is summarised in Appendix B.

Some of the major projects of significance for each electorate and the priority area they fall under are summarised here.

#	Electorate	Priority	Project
1	Altona	Road access	Leakes Rd duplication: Palmers Rd to Fitzgerald’s Rd, and Fitzgerald’s Rd to Grieve Pde
2	Bass	Road access	Duplication of McGregor Road Railway Crossing Pakenham to compliment the duplication of the road in 14/15  Lang Lang Bypass
		Community infrastructure	Environmental centre and playground  Recreational Reserve  “All Abilities” Playground  Pakenham Health & Wellbeing Hub  Early Childhood Parenting Facility at Koo

			Wee Rup
3	Broadmeadows	Public transport	Upgrade of Broadmeadows Railway Station
		Road access	Duplication of Somerton Road between Roxburgh Park Drive and Kirkham Drive
4	Cranbourne	Road access	Thompsons Road duplication and Western Port Highway intersection fly-over  Narre Warren – Cranbourne Road duplication (stage two)  Evans Road/ South Gippsland Highway intersection
5	Croydon	Community infrastructure	Kilsyth Recreation Reserve sporting centre of excellence
		Education	Higher education for the outer east
6	Dandenong	Community infrastructure	Autumn Place, Doveton regeneration
7	Eildon	Road access	Widening of selected roads
		Community infrastructure	Warburton Mountain Biking destination project  Don Road Sports Pavilion  Lilydale to Yarra Glen trail
8	Eltham	Public transport	
9	Euroa	Community infrastructure	Kilmore revitalisation project
10	Evelyn	Community infrastructure	Kimberley Reserve Masterplan implementation  Mooroolbark Sporting Pavilion extension  Yarra Valley Equestrian Facility, Gruyere
		Road access	Traffic intersection safety improvements

<b>11</b>	Gembrook	Road access	Cardinia Road
<b>12</b>	Hastings	Education	10-Year Early Years Strategic Plan
		Community infrastructure	Marine Precinct Crib Point, Bunyip Food Belt, waste energy facility
<b>13</b>	Keilor	Education	Prep to Year 12 schooling
<b>14</b>	Koroit	Community infrastructure	Regional tennis community hub
		Education	1 x specialist school 1 x yr 10-12 school
<b>15</b>	Lara	Road access	Arterial roads
<b>16</b>	Melton	Road access	Upgrading of selected roads
		Education	Acquire more land for new schools
		Transport	Melton – Melbourne Railway line duplication & electrification
<b>17</b>	Mill Park	Community infrastructure	Aquatic Centre facilities Justice Precinct for South Morang
<b>17</b>	Monbulk	Community infrastructure	Belgrave Multi-Purpose Health Hub Montrose Town Centre redevelopment Belgrave South Community Sports pavilion Upwey UTCRASH Community Sports pavilion Monbulk Community Sports pavilion
<b>18</b>	Mornington	Community infrastructure	Regional gallery and Bunyip Food Belt
<b>19</b>	Narracan	Community infrastructure	Sporting and recreational reserves and facilities
<b>20</b>	Narre Warren North	Community Infrastructure	Casey Cultural Precinct Casey Youth Hub

		Road access	Monash Freeway upgrade
<b>21</b>	Narre Warren South	Road access	Pound Rd/Shrives Rd Intersection
<b>22</b>	Nepean	Education	10-Year Early Years Strategic Plan
		Community infrastructure	Integrated Flood Management and Drainage Strategy
<b>23</b>	Seymour	Community infrastructure	Recreational facilities
<b>24</b>	Sunbury	Public transport	Parking at Sunbury Railway Station
		Road access	Duplication of Sunbury Road between Bulla and Melbourne Airport
<b>25</b>	Tarneit	Road access	Derrimut Road duplication Sayers Road to Leakes Rd
<b>26</b>	Thomastown	Road access	Hume Freeway Interchange at O'Herns Road and Edgars Road extension.
<b>27</b>	Yan Yean	Road access	Duplication of Epping Road/High Street from Memorial Avenue to Craigieburn Road East Duplication of Plenty Road from Hunters Lane to Bridge Inn Road Duplication of Yan Yean Rd from Diamond Creek Road to Kurrak Rd Extension of heavy rail from South Morang to Mernda Full diamond interchange on Hume Highway, Wallan
		Community infrastructure	Recreational facilities
<b>28</b>	Yuroke	Public transport	Parking at Craigieburn Railway Station
		Road Access	Duplication of Somerton Road between Roxburgh Park Drive and Kirkham Drive

## APPENDIX A – SUMMARY OF PRIORITY AREAS

### A.1 Public Transport and Bus Services

*Interface Councils are actively engaged in the development of PLAN MELBOURNE and are supportive of the state government's efforts to optimise the public transport system and integrate transport planning with land use planning.*

*However, the Interface Councils have a significant and urgent problem with the lack of provision, or under provision, of even basic public transport services. In 2013, the Victorian Auditor General's Office identified that \$197 million dollars in recurrent funding would be required to address the identified service gaps across metropolitan Melbourne. This report cited work by Public Transport Victoria and the Growth Area Authority which identified that approximately \$75-\$90M was required to fund minimum infrastructure and transport service improvements in the growth areas.*

*While understanding the state government's very constrained fiscal environment, there is an urgent need to allocate funding to close this gap and connect Interface residents with local services, facilities, schools and employment.*

#### **Plan Melbourne / Long Term**

According to Plan Melbourne, over the next 15 years Interface areas will accommodate 46% (or more) of metropolitan population growth, which means an additional 650,000 individuals. This population growth within the Interface region is expected to be comprised predominantly of families and working-age residents.

Inner Melbourne is very well serviced by tram, train and bus services of high frequency. Significant investment is earmarked in Plan Melbourne to improve service delivery for trams and inner-city bus connections to cater for increased densification and urban renewal in Inner Melbourne.

By contrast, there is a pronounced under provision of public transport services within the Interface Council areas. Each Interface Council has identified large areas of residential land, including in established areas that are not served by a bus route, especially within growth areas.

The Interface Councils have realistic expectations and do not expect the same level of service as that afforded to metropolitan Melbourne. However, there is an immediate need to provide basic public transport services.

#### **Transport Disadvantage at the Interface**

The Australian Research Council (ARC) Report by Currie and Delbosc (2010) recognised that outer-suburban families are forced into car ownership, placing low-income families into 'transport poverty' whereby the amount they spend on car ownership is more than they can reasonably afford. This cohort is extremely car-reliant (83% private car use, compared to Inner Melbourne 46% private car use) and have no discretion to use alternative modes of transport.

The facts are:

- Inner Melbourne has, on average, access to 25 times the number of public transport services per capita and Middle Melbourne access to four times the number of public transport services per capita compared to Interface Councils.<sup>8</sup>
- 100,000 residential Interface Council households do not have a bus route within 400 metres.
- Over half of the subdivisions completed in the past five years have been provided with no bus service.
- Without any future public transport investment, 240,000 residential Interface Council households will not have a bus route within 400 metres of their property by 2026. This is an increase of 15% from today.

### **Closing the Gap – The Opportunities**

Plan Melbourne recognises the gap in public transport provision in the Interface. However, aside from a commitment to improve the situation, it lacks detail on how to deliver these service improvements. The key opportunities include:

#### ***Service improvements***

Plan Melbourne speaks of priority being given to new services in growth area corridor plans, noting a ‘critical mass’ of housing and residential population before they will be delivered. This ‘critical mass’ is undefined; however, it is our view that these should be delivered as early as possible in the life-cycle of the estate to limit the level of forced car ownership.

The Interface Councils support the concept of a three-tier bus service hierarchy: Premium, Connector and Neighbourhood services. This approach can be used to drive public transport delivery in the growth areas of Melbourne, particularly to activity centres and employment clusters. Buses can effectively provide a flexible and frequent service to the somewhat dispersed nature of residential areas in the Interface, particularly in those locations where it is unlikely that the minimum density required to justify investment in rail would be reached. A further advantage is that the bus network could be implemented in a far shorter time frame.

The Interface Councils caution that while achieving efficiency gains within the existing bus network is a positive pursuit, significant funding will still be required to close the service gaps across the Interface, particularly within the growth council areas.

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<sup>8</sup> Using the Public Transport Service Index (PTIND) developed by Currie and Delbosc (2010). The index considers the number of public transport services per week per census collector district and is presented at a census collector district level.

### ***Better integration of public transport services***

The Interface Councils embrace the commitment made between councils, BusVic and bus operators in the development, promotion and continuous improvement of the bus network at the recent Interface Council Public Transport Workshop. The Interface Councils are seeking a commitment to a 'Whole of Government' approach to coordination of the planning and delivery of on-road public transport infrastructure.

Similarly, the Interface Councils support the requirement for upgrades to key stations to include easier facilitation of bus connections, better information and connections to job precincts and activity centres.

There is an opportunity to collaborate with the Interface Councils on how and where these improvements could be implemented to maximise outcomes to the community.

### ***Removal of level crossings / network-wide capacity improvements***

The Interface supports the following initiatives identified in Plan Melbourne which serve to enhance frequency and capacity across the network, and the flow-on benefits they provide to the Interface:

- The removal of level crossings across the network to allow more services to run per hour without interfering with arterial road capacity constraints.
- Infrastructure projects such as Regional Rail Link and Melbourne Metro to boost network capacity in the inner city. High Capacity Signalling and High Capacity Trains to increase the capacity of the rail network through the most congested sections.

The identification of key deliverables and time frames to accompany these objectives within the Interface area is required to clarify how these objectives will be achieved.

### ***Immediate Next Steps***

- Recurrent funding of \$197 million per annum is needed to improve bus services across metropolitan Melbourne.<sup>9</sup>
- Discussions to be held between Public Transport Victoria and Interface Councils representatives to develop an agreed set of priorities to be implemented in 2014/15 and beyond.

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<sup>9</sup> Victorian Auditor-General's Report, *Developing Transport Infrastructure and Services for Population Growth Areas*

## A.2 Roads

### Situation Analysis

- The historical framework for management and provision of arterial roads has resulted in a segregation of state and local arterial roads instead of an interconnected and complementary network.
- The Road Management Act 2004 clearly demarcates responsibilities for roads and the varying management practices, creating inconsistencies within and across municipalities.
- As development continues in the interface and growth areas surrounding Melbourne, planning and management of future arterial roads continues to be an issue.
- There are currently infrequent reviews of the arterial road network and the review process is a drawn-out and uncertain declaration process.
- There are no published or committed medium- to long-term state road infrastructure upgrade programs.
- VicRoads is unable to respond to infrastructure delivery in line with development patterns, resulting in compromised solutions that will cost more for councils and state government to upgrade in the long term.
- The growth in the traffic demand on those roads being expected to undertake an arterial road function whether currently declared or not is increasing at a rate ranging between 2-3% to 10% per annum. A significant portion of these roads remain a local government responsibility and there is no programmed review process in place. In 2008, the Interface Council Group provided to VicRoads a list of road needs amounting to over \$4.6 billion. Assuming current funding levels are maintained, this backlog alone will take 100 years to resolve.
- As such, there is uncertainty regarding the management for future arterial roads and the upgrade of existing declared arterial roads. Whilst the upgrade of declared arterial roads inevitably becomes a funding issue, the process for management of future arterials is unclear.

Current issues that regularly confront all councils, but which are more acutely felt by the Interface Councils are:

- VicRoads has no regulatory function when planning and designing future arterials when the road is not within a road zone
- the purchase and delivery of land for ultimate arterial road reservations
- no clear program or process for reviewing the function and operation of existing arterial roads in response to changes in land use and travel patterns (the process for declaration of a council's arterial to a declared arterial)
- the varying maintenance standards across an arterial (council and state) road network within a local government area.

### Problems and opportunities

- A revised policy regarding the management of future arterial roads needs to be developed now, as the fast tracking of growth area planning through the Growth Areas Authority is increasing the number of future arterial routes and compounding issues on existing arterial roads (council and state managed).
- There is an opportunity to reform the way in which arterial roads are identified and managed to ensure that VicRoads and councils have a clear understanding of ongoing responsibilities for the provision of an arterial road network for the community.
- There is an opportunity to develop and commit to short-term and medium- to long-term regional road infrastructure programs through the development of Regional Road Groups. Whilst the primary focus of the Regional Road Groups will be on freight projects related to the Heavy Vehicle Charging and Investment (HVCI) scheme, the development of the groups will provide scope of neighbouring councils to develop regional transport plans. Councils can collaborate with VicRoads on planning and infrastructure projects and apply for funding for arterial road upgrades and improvements.
- VicRoads needs to be able to respond to development pressures and be in a position to contribute to developer projects that have an 'external' or state apportionment when the funding is required.
- The solution will require a policy change within the state government and additional funding.

### Solutions

- The Interface Councils would like to establish a taskforce with Interface and VicRoads representatives to discuss and address the following:
- A new policy for the cooperative management of arterial roads from planning to declaration, including responsibilities for maintenance and delivery and opportunities for councils to apply for funding for arterial road upgrades and improvements.
- The ability of VicRoads to develop a mid-term duration program for arterial road management increases its ability to develop business cases and advocate for road funding at the state and federal government levels.
- Review of the finance and funding model outlined in 'Strong foundations for sustainable local infrastructure' (Ernst & Young 2012) to the Victorian context to enable both local government and VicRoads to access additional and lower cost funds.
- A new body to evaluate and fund approved road projects with the fund being created from private sector investment vehicles. This could be an extension of the HVCI scheme.
- Responding to infrastructure delivery matters that arise through private development, development contributions plans and council-identified projects in a timely manner.

### **Benefits**

- Delays in extending or upgrading arterial roads can be an inhibitor to economic productivity and growth. Fixing the problems will improve productivity.
- Improved coordination between VicRoads and councils over management of arterial roads through risk mitigation.
- Improved response and infrastructure outcomes in developing interface areas. VicRoads has the ability to respond by contributing funding to councils and developer projects in order to reduce the amount of wasted expenditure.
- Improved outcomes for arterial road users where the function of arterial roads supports land use patterns and development objectives. This can be measured through casualty accident statistics, travel time measures and average vehicle speeds.
- Improved overall financial management, community liveability and state economic productivity.

### **Recommendation**

- It is recommended that the state government support the establishment of a taskforce to address the issues raised above.
- Timely reclassification of local roads to state roads.
- \$4 billion to address the gaps in the road network.

### A.3 Community Infrastructure

#### Situation Analysis

Plan Melbourne provides a comprehensive plan to address the issues and challenges facing Melbourne over the next 40 years, including an anticipated increase in population from approximately 4.5 million to 6 million. Plan Melbourne is supported by a suite of reformed planning zones.

The Interface Councils support improved planning outcomes for Melbourne based on the Plan Melbourne principles; however, we have concerns about a number of assumptions and apparent omissions that will significantly impact the Interface Councils.

Most importantly is the appropriate levels of support for existing communities and the substantial projected population growth in Interface areas, particularly designated growth areas; thereby avoiding increasing social and economic polarisation ( i.e. ‘two Melbournes’).

#### Support for Growing Communities in the Interface Areas

Planning for the Interface area must mean delivering the support to existing and future residents in all areas of Melbourne. Under-delivery is a historic problem. Melbourne 2030 underestimated the growth in the Interface Councils by 250% (A Rolling Fund for Growth Area Community & Recreational Facilities, MacroPlan Dimasi). As a consequence, growth in the Interface has resulted in almost a third of Melbourne’s population living in the Interface who don’t have access to the same services or infrastructure as people living closer to Melbourne. There is an urgent need to provide funding for infrastructure and services, and in particular arterial roads and public transport, to “close the gap”.

While Plan Melbourne emphasises the provision of new housing within growth clusters and re-development areas it is important to recognise that a high level of underserved growth has already occurred in Interface areas and that, due to existing zoning commitments and growth patterns, there will be a significant time lag in shifting the balance between established areas and green field /fringe development, i.e. the aspirational 60:40 split, which is intended to be achieved over the next 30 years. Accordingly, further high levels of growth will continue to occur in Interface areas.

In this context, the Interface is in urgent need of policy support and funding in the following areas:

#### Funding models

- Annual monitoring of population growth should be conducted and compared to Treasury expenditure in the growth areas, i.e. to ensure that funding for infrastructure and service delivery keeps pace with the actual levels of population growth in different locations – and also seeks to address existing gaps and imbalances
- A specific budget funding commitment for the development of necessary infrastructure
- Provision of new lines of capital funding to ‘close the infrastructure gap’
- Immediate access to the Regional Growth Fund

- Address Rural/Urban Funding Inequity – create a whole-of-government shift to recognise the rural areas of interface as rural for purposes of grants classification, funding and services

#### **Development Contributions Review**

- A satisfactory conclusion to the Development Contributions Review in the form of the method of expenditure, and a nexus between where the funds are collected and how they are distributed
- Necessary support provided to local government to implement any recommended changes to local Planning Schemes
- Consideration of the use of GAIC funding for other projects of strategic importance

#### **Planning zone reforms**

- A firm commitment to the Urban Growth Boundary and Green Wedge principles
- Housing density further clarified to better articulate the Interface position – increased residential density within well-supported and serviced activity centres

#### **Recommendation**

1. A dedicated Interface fund of \$200 million per annum to fund community infrastructure, in keeping with the Precinct Structure Plans (PSP) infrastructure requirements, and as outlined in council Strategic Resource Plans.
2. A \$50 million per annum low-interest, seven-year loan facility for local government that is dedicated to the provision of additional infrastructure at the discretion of the council.
3. A review of untied grants. The manner in which untied grants are allocated across Victorian Councils disadvantages growth councils. The approach to managing an increase in grant allocation should be changed to better reflect current community need.

## A.4 Green Wedges

### Situation Analysis

The non-urban Green Wedge areas located within Interface municipalities represent some of Melbourne's most important assets, in terms of the liveability, sustainability and prosperity of the entire Melbourne region.

Plan Melbourne foreshadows measures to reinforce the permanency of the Green Wedge areas and the creation of Planning Statements for the Mornington Peninsula and Yarra Valley. While these initiatives are strongly supported, the Interface Councils are concerned about a number of issues which will affect the ability to sustain the values of the Green Wedge areas in the long term.

These issues include the resourcing and governance arrangements for implementing Green Wedge Management Plans, the loss of productive agricultural land, the protection of biodiversity and Green Wedge amenity and the support of appropriate tourism activities in the Green Wedges.

In this context, the Interface Councils seek policy support and funding in the following areas:

### Planning and Zone Provisions

- Protection of the agricultural productivity, biodiversity and rural amenity of the Green Wedges by permitting local schedules within the VPPs to reflect local planning priorities landscape and land use values
- Green Wedge Management Plans – state/local government group to review state planning controls (VPPs) to address issues identified in plans
- Provide for the protection and acknowledgement of Green Wedge conservation corridors through the Victorian Planning Provisions

### Research /Evidence Base

- Complete more detailed biodiversity mapping of the Green Wedges at the LGA level to address the limitations and inaccuracies of existing state government mapping (Nature Print) to be used in implementation of the new Native Vegetation Controls
- Establish a partnership with the Victorian Government to explore how agriculture, sustainable tourism and horticulture can be maximised in the Green Wedges
- Provide continuing support for programs to investigate the impact and management of environmental risks, e.g. bushfire, erosion, inundation relating to climate change impacts

### Resources/Funding

- Establish a program to provide incentives for desired land management outcomes on private land within the Green Wedge
- Victorian Government to provide appropriate funding for the implementation of Green Wedge Management Plans



**Benefits**

If all the above solutions are implemented, benefits delivered to the Interface Councils and the wider Melbourne community will include:

- Better management and protection of the values of the non-urban Green Wedge areas, supporting the ongoing provision of environmental services, recreational opportunities and a diversity of economic activity across the Metropolitan region
- Greater levels of sustainability, health and liveability in the metropolitan growth areas

**Recommendation**

It is recommended that the state government allow Interface Councils to access the Regional Growth Fund for maintenance and improvement works in the Green Wedge areas.

A Green Wedges taskforce is established to review the maintenance and improvement of Green Wedge areas. Taskforce participants would include Department of Transport, Planning and Local Infrastructure, Department of Environment and Primary Industry, Parks Victoria, Melbourne Water, other water authorities, the Metropolitan Planning Authority and Interface Councils.

## A.5 Health

*(Incorporates Fragile Families, Health & Wellbeing, Youth Services and Isolated Aging)*

### Situation Analysis

Interface Council areas are experiencing rapid and sustained rises in preventable ill-health conditions and a consequent high demand for primary, secondary and tertiary health service provision through health prevention and treatment services. However, the provision of health services in the Interface areas is not currently sufficient to meet this growing demand.

Evidence demonstrates that, compared with populations in Metropolitan Melbourne, Interface residents:

- receive health services less often (primary health, mental health, oral health, drug and alcohol and emergency department)
- have considerably lower provision of hospital beds (11 beds per 10,000 population) compared to non-Interface Councils (30 beds per 10,000 population)
- have a low provision of day bed centres with only 0.2 centres per 100,000 population compared to 2.0 per 100,000 in non-Interface areas
- have lower rates of community participation and low feelings of belonging and being valued by society
- have poorer nutrition and lower levels of physical activity leading to high rates of obesity
- experience higher rates of type 2 diabetes and asthma
- have a higher rate of adolescent alcohol intake and smoking
- have a lower life expectancy (*Measure of Health Outcomes, 2010* [health.vic.gov.au/modelling/planning/lga.htm](http://health.vic.gov.au/modelling/planning/lga.htm))
- have higher rates of mental health issues
- have low levels of health literacy and health equity
- have lower levels of good health with higher chronic disease levels including cardio vascular disease, chronic kidney disease, obesity, cancer, high blood pressure, diabetes and respiratory disease.

In the Interface areas, the health and community service provider system is often stressed. The current lack of confirmed/committed ongoing investment into preventative health and early intervention services, the lack of community infrastructure and the recent cuts to health promotion funding in the community health sector perpetuate health inequalities.

Community and health service inequities will continue to worsen as rapid population growth continues.

### Problems

Significant resources across all levels of service provision are required to meet current demand and future need. Service provision allocations have historically been weighted to regionally based organisations located in middle and inner suburbs, rather than being based on population, social disadvantage and equity calculations. This needs reviewing and is of specific concern to the Interface area due to large population growth, an ageing population and high levels of transport disadvantage across the area – especially for those residents seeking to access services. See *Outer Suburban/Interface Services and Development Committee Inquiry into Liveability options in Outer Suburban Melbourne December 2012*.

Though many not-for-profit agencies have undertaken significant planning for growth, they are unable to locate services in Interface areas. A deficit in community infrastructure, finite resources and other pressures including those of a competitive funding process compound these issues in the Interface. Consequently, outreach services are often provided to outer LGAs from bases in inner metropolitan areas, but they are not funded adequately to cover the travel or overhead costs of their outreach to the Interface.

Whilst there is appreciation and recognition of this growing issue in the ‘Plan Melbourne’, which suggested government consider options for creating space for not-for-profit organisations in activity centres and shared space in community centres, opportunity exists for the Victorian Government to review competitive funding processes and develop strategies to assist not-for-profit services to locate in Interface areas to reduce health and wellbeing inequalities in the short term.

In addition, existing service delivery through funded agencies needs to be more targeted, possibly through new accountability measures such as client age and postcode targets to ensure clients are selected based on need and equity. The lack of a policy by the Victorian Government specific to planning for capital outlay for delivery of health services infrastructure is a significant contributor to the current lack of provision in Interface LGAs and in particular in the growth areas.

### Solutions

A Victorian Government Health taskforce should be set up to examine solutions to the need for:

- Increased and more flexible government funding for Interface Councils
- A joint planning approach (Interface Councils, community agencies and government) to allow access to services, provision of coordinated and integrated care, identify creative solutions to attract NGOs and ensure greater focus on health promotion and preventative health interventions proportionate to population growth and demonstrative need
- Funding to support implementation of regional and local health promotion priorities with a focus on prevention to address health inequalities within Interface municipalities. This includes programs to promote healthy lifestyles, improve health literacy, prevent family violence, early intervention to address mental health (particularly youth) issues, indigenous health and support services

**Benefits**

Leading research has been undertaken in evaluating the cost-effectiveness of early preventive health interventions. Proactively addressing areas such as mental health, diabetes, tobacco use, alcohol use, nutrition, body weight, oral health, physical activity, blood pressure, blood cholesterol and bone mineral density reduces the long-term costs for governments. See *Assessing Cost-Effectiveness in Prevention, ACE–Prevention, Final Report September 2010*.

**Recommendations**

- Increase funding for additional services in this area.
- Establish an inter-departmental Victorian Government Health taskforce to examine potential solutions.

## A.6 Education

### Situation Analysis

Young people in the Interface areas are less educated and less engaged in education compared to students in other parts of Melbourne. This is due to poor access to schools, significant overcrowding of schools and poor infrastructure. Basically the environment is not engaging nor is it conducive to quality education and this has resulted in:

- Interface residents having significantly lower educational qualifications compared to non-Interface residents
- just 14% of Interface residents aged 15 years and over holding a degree or higher qualification compared to 28% for non-Interface residents
- almost 50% of those 15 years and over living in Interface councils having no post-school qualifications, compared to 40% for non-Interface residents
- 16% of 17-year-olds living in the Interface not attending school compared to only 9% of 17-year-olds in the rest of metropolitan Melbourne
- almost 18% of 15- to 19-year-olds neither working nor studying at all, compared to 12% for non-Interface Councils
- less than half the number of TAFE enrolments per ten thousand people in Interface Councils than in non-Interface areas
- only 25 kindergartens and preschools per 10,000 people aged up to four years old in Interface areas, compared to 36 kindergartens and pre-schools per 10,000 people of the same age in other Melbourne metro areas
- twice as many Interface children who are starting Prep likely to be at risk on two or more Australian Early Development Index indicators than non-Interface children
- state school enrolments peaking at twice the long-term activity levels over an extended period (10 to 15 years) with minimal onsite parking provision leading to high levels of vehicle congestion in the surrounding streets and continuing community concern regarding the safety of students and others during school drop off/pick up times.

When compared with young people across the metropolitan area of Melbourne, young people living in Interface municipalities:

- are more likely to engage in 'risky' behaviours, such as binge drinking
- demonstrate higher levels of self-harm behaviours and experience higher levels of depressive symptoms
- report a higher rate of experiencing bullying than non-Interface young people
- report being less likely to have a trusted adult in their life than non-Interface young people.

These are not the results we should be proud of.

### **Proposed solution**

#### **Improve State School Provisioning Ratios**

Interface Councils require a steady investment into the construction of new school facilities in green field development sites to adequately meet the real demand from emerging communities (see attached list). In the absence of locally accessible new school facilities, these new communities have to access schools in neighbouring suburbs creating transport bottlenecks and a disconnect from their own neighbourhood and negating the chances of forging relationships with other families near to their homes. Aligning the planning and procurement of new schools with council planning and procurement of Early Years Hubs will address this issue.

#### **Increase Number and Quality of Shared Use of School Sports Facilities**

At a time of developing better joint-use agreements, the Department of Education & Early Childhood Development (DEECD) continues to construct sub-standard sports facilities. As an example, indoor basketball courts are not constructed in facilities that allow a full-size court with appropriate run-offs. This means that wider usage of the facility is limited, further relying on Interface Councils to provide community facilities. Another example is the inadequate size of school ovals to facilitate flexible community sporting use in weekend competitions for sports such as cricket and football. Addressing this issue will enhance broader community engagement with schools as universal platforms for community development, building neighbourhood identity and ownership of educational outcomes generated from the school.

#### **Increase Land Size for Schools**

Frequently the provision of new schools fails to allow sufficient space for demand. As a consequence, in growth areas schools can become filled up with buildings, relying on adjacent public open space or sports fields owned and maintained by local government. This 'temporary' installation of additional portable school buildings on the open space within school grounds can be in place for many years inhibiting the outdoor experience of curriculum by Interface students.

Greater provision needs to be made by the Department of Education and Early Childhood Development in managing how students and carers directly access the schools including improved drop off/pick up facilities. Private schools are subject to planning controls and are able to make direct provision to manage access to their facilities through a range of measures including on-site drop off/pick up and public transport services. State schools should be required to provide similar management practices.

### **Recommendations**

- More funding from government to deliver much-needed schools and shared-use facilities where they are most needed to cater for population growth.
- \$1.5 billion would create over 130,000 places in schools from kindergarten to high school, as well as 12 new TAFE buildings with places for over 58,000 people.



## APPENDIX B

The following pages detail the Interface priorities for each electorate project.



# INTERFACE COUNCILS

## INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

Electorate of Altona		Cost	14/15		15/16		16/17		17/18		18/19	
PROJECT			Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>EDUCATION</b>		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Truganina South Primary School Site				3,700,000							
<b>TRANSPORT</b>												
	Arterial Roads											
	Doherty's Road duplication Fitzgerald Road to Grieve Parade	30,000,000		15,000,000		15,000,000						
	Sayers Road duplication Morris Road to Forsyth Road	18,000,000						18,000,000				
	Palmer's Road duplication Dunning's Road to Wallace Avenue	<b>12,000,000</b>				<b>6,000,000</b>		<b>6,000,000</b>				
	Dunning's Road duplication Palmer's Road to Point Cook Road	3,000,000								3,000,000		
	Leakes Road/Palmer's Road intersection upgrade			5,000,000								
	Point Cook Road/Sneydes Road signalisation							<b>6,000,000</b>				
	Palmer's Road duplication Boundary Road to Doherty's Road	9,000,000								9,000,000		
	Point Cook Road duplication Dunning's Road to Sneydes Road	9,000,000										
	Heaths Road/Morris Road intersection slip lane	1,000,000								1,000,000		
	Derrimut Road/Hogans Road signalisation	5,000,000										5,000,000
	Forsyth Road/Federation Trail signals	1,000,000										1,000,000
	Leakes Road duplication Palmer's Road to Fitzgerald Road	25,000,000				12,000,000		6,000,000		7,000,000		



**Electorate of Bass** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Gov								
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Primary Schools											
Acquire sites for schools in Pakenham and Officer											
<b>TRANSPORT</b>											
Duplication of McGregor Road Railway Crossing Pakenham to compliment the duplication of the road in 14/15	4m	-	4m								
Duplication of Cardinia Road Officer - VicRoads responsibility	5.6m	600K	5m								
Lang Lang Bypass Stage I - to service sand mining industry	4.5m	3m	1.5m								
Pakenham Bypass Interchange upgrade investigation and design at Princes Highway, Beaconsfield	500K			-	500K						
<b>BUS SERVICES</b>	\$1.0M p.a										
Smart buses on all principal bus networks											
Introduction of minimum service level											
Extension of Night Rider bus service to Pakenham											
currently terminates at Beaconsfield											
Better linkages to railway station north and south of the Pakenham By pass to improve employment and education opportunities for residents											
Provision of a Pakenham Circular service											
<b>ART &amp; CULTURE</b>											
Arts facility and exhibition space for Cardinia	3.3m	50K	-	250K	-	1.0m	-	1.0m	1.0m		

Electorate of Bass		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	Cost	14/15	15/16	16/17	17/18	18/19	State Gov				
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>RECREATION FACILITIES</b>											
Lang Lang Sporting Facility in partnership with Bendigo Community Bank. Total cost \$17.3m. Stage 1 - \$8.2m	8.2m	1.2m	-	2m	5m						
New playgrounds for young children	200K			50K	50K				50K	50K	
Cardinia Recreation Reserve	210K			105K	105K						
Rythdale Recreation Reserve	160K										80K
Cardinia Life Recreation Centre Expansion	16.8m				8.4m			8.4m			
<b>COMMUNITY FACILITIES</b>											
Koo Wee Rup Early Intervention Parent Centre	1.4m										
Pakenham Health Hub	6.0m				6m						
<b>ENVIRONMENTAL PROGRAMS</b>											
Deep Creek Environment Centre and all abilities playground Stage 1 - \$5m	5M	1M	-	500K	1.5M	500K	1.5M				
Energy Efficiency Upgrades of Council Buildings:											
Cardinia Cultural Centre	120K	60K	60K								
Beaconsfield Community Centre	30K	15K	15K								
Decorative lighting replacement Stage 2 (Energy)	750K			150K	200K	200K	200K	200K			
Pakenham Hall Upgrade	80K								40K	40K	
KWR Swimming Pool Upgrade	20K								10K	10K	
Solar Panel Retro Fit for Council Facilities	200K								50K	50K	50K
Weed Management	1.125M	150K	75K	150K	75K	150K	75K	150K	75K	150K	75K
<b>SHARED PATHWAYS</b>											
Pedestrian & Bicycle pathways throughout Card	1.1M	75K	75K	100K	100K	125K	125K	125K	125K	125K	125K
KWR - Lang Lang Rail Trail	850K			425K	425K						
Princes Highway Pakenham	500K	250K	250K								
<b>EQUESTRIAN TRAILS</b>											
Equestrian Trails	500K	50K	50K	50K	50K	50K	50K	50K	50K	50K	50K
<b>EMPLOYMENT</b>											



INTERFACe COUNCILS STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

Electorate of Broadmeadows	PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19		
				Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government	
<b>TRANSPORT - Road</b>														
	Duplication of Somerton Road between Kirkham Drive and Roxburgh Park Drive		\$13,000,000					\$13,000,000						
<b>BICYCLE NETWORKS</b>														
	A principle bicycle network connecting town centres		\$1,400,000	\$350,000				\$350,000						
	A recreational bicycle network that provides segregated and safe cycling facilities		\$4,000,000					\$1,000,000						\$1,000,000
	Segregated bicycle lanes on new arterial roads		\$3,200,000			\$600,000		\$350,000		\$600,000		\$300,000		\$600,000

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19		
			Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government	
Upgrade to Broadmeadows Station	East West concourse redevelopment of Broadmeadows Station	\$35,000,000	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
						\$1,500,000							
								\$2,000,000					
									\$14,000,000				\$17,500,000
The construction of the Outer Metropolitan Ring Road to enable construction by 2030	Design development & documentation												
BUS SERVICES	Master planning & business case												

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
A	comprehensive bus network that has: * Minimum frequency of 3 buses per hr between 6am and 9pm weekdays * Minimum frequency of 2 buses per hour on weekends * Routes that are accessible within 400m of all residences	Increase frequencies of routes 542 and 544 to 20 minutes in peak times.										
<b>EMPLOYMENT</b>												
Housing project in 3047 - Broomeadows to redevelop housing	Banksia Gardens Housing Estate Redevelopment	\$59,000,000										

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government
commission site for public and private development	Preparation of a Master Plan for the redevelopment of the Banksia Gardens housing estate. To be supported by technical studies/investigations		\$	\$	\$	\$200,000	\$	\$	\$	\$	\$	\$
	Infrastructure works to unlock the development potential of the site, including transport and civil infrastructure.						\$6,000,000					
	220 new dwellings (public housing) representing 40% of total 560 new dwellings to be delivered (based on 80 dwellings per ha)									\$52,800,000		

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government
	Seabrook Reserve Infill housing 100 dwellings 40/60 public private split	\$33,000,000 (includes \$16,800,000 private investment)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Preparation of Urban Design Framework to identify infill development opportunities and design guidelines.		\$80,000									
	Community infrastructure (Eco Learning and Enterprise Centre) to support infill housing in Seabrook Reserve and also transitioning industrial area (Precinct 4 from Broadmeadows Structure Plan).				\$4,700,000							

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government
	60 new private dwellings \$280k per dwelling (developer) - \$16,800,000		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	40 new dwellings										\$11,500,000	
<b>PARKING</b>												
	Increase car parking by way of deck at Broadmeadows	Deck car park on site of Pascoe Vale Road loop - Staged development: Stage 1 - Civil and streetscape works - At grade car park	\$6,700,000	\$3,500,000								
	Decommission ar											

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST		14/15		15/16		16/17		17/18		18/19	
				Council	State Government								
	* Demolition of loop road & council car park, construction of access road \$750k * Construction of 'at grade' car park 331 spaces' \$950,000			\$	\$	\$	\$1,700,000	\$	\$	\$	\$	\$	\$



PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
	Deck car park Stage 2 to provide for Council & Government agencies	\$7,900,000	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Construction of deck 315 spaces @ \$25,000 per space									\$7,900,000		

**Electorate of Cranbourne**

INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
St Peters College - Joint use indoor basketball stadium	\$3M	\$ -	\$ -	\$ 100,000	\$ -	\$ 140,000	\$ -	\$ 30,000	\$ -	\$ -	\$ -
<b>TRANSPORT (ROADS)</b>											
Casey Safety Village - Junior Traffic School Relocation	\$1.3M	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 750,000	\$ -	\$ 500,000	\$ -
Casey Fields - Road & Carpark Construction	\$625K	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 565,000	\$ -	\$ -	\$ -
<b>RECREATION FACILITIES</b>											
Casey Fields (Cranbourne East) - Criterion Track Rectification works	\$500K	\$ 100,000	\$ -	\$ 300,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lawson Poole Reserve (Cranbourne) - Sports Field Renewal	\$600K	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -
Carlisle Park - Development of Football/Cricket Oval & Pavilion and Development of 6 Tennis Courts &	\$7,884M	\$ 2,310,000	\$ -	\$ 2,901,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carlisle Park - Landscape & Development Works	\$600K	\$ -	\$ -	\$ 520,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -
Casey Fields - Soccer - Regional Community Facilities - Synthetic Soccer Pitches (4) & Pavilion	\$10.19M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 930,000	\$ -	\$ 5,000,000	\$ -
Cranbourne Basketball Centre - Basketball & netball courts x 2 (indoor), including amenities & possible	\$11.352M	\$ 1,590,000	\$ 650,000	\$ 4,210,000	\$ -	\$ 811,000	\$ -	\$ -	\$ -	\$ -	\$ -
Cranbourne East - (North) New Reserve - District Level Ovals (2) & Pavilion & Netball Courts	\$6M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ -	\$ 3,100,000	\$ -
Cranbourne East - New Tennis Centre - X6 Courts & Club House	\$1.06M	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ 500,000	\$ -	\$ 480,000	\$ 11,000
Hunt Club Estate - District Level Cricket Oval and Pavilion	\$2.1M	\$ -	\$ -	\$ 50,000	\$ -	\$ 125,000	\$ -	\$ 821,000	\$ -	\$ 21,000	\$ -



**Electorate of Croydton** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>EDUCATION</b>											
Higher education for the Outer East	5M		1.25M		1.25M		1.25M		1.25M		
Young driver awareness											
Library funding for Yarra Ranges	1.6M		400K		400K		400K		400K		
<b>TRANSPORT</b>											
Hawthory Road and Cambridge Road, Kilsyth, installation of traffic intersection signals	400K		400K								
<b>BUS SERVICES</b>											
Bus Stop Upgrade	3.8M				3.8M						
Increase bus service hours of operation and											
<b>RECREATION FACILITIES</b>											
Kilsyth Recreation Reserve Sporting Centre for Excellence	2M		750K								
<b>MAJOR PROJECTS</b>											
Recycled Water for Agribusiness	10.9M		2,725,000		2,725,000		2,725,000		2,725,000		2,725,000
Mobile telephony blackspots in the Warburton Valley											
Review of the Bushfire Management Overlay											
Review of the Pensioner Rate Rebate											
Bayswater / Bayswater North/Kilsyth Industrial precinct	100K		100K								
Kilsyth Township Improvements Revitalisation Project	300K		300K								



**INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS**

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>TRANSPORT ROADS</b>											
Endeavour Hills - Landscape & Development works at Heatherston Rd (Monash Fwy to Hallam Nth Rd)	500K	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>RECREATION FACILITIES</b>											
Betula Reserve (Doveton) - Pavilion Renewal	\$750K										
Sydney Pargeter Reserve (Endeavour Hills) - Sports Field Renewal	\$640K										

**Electorate of Eildon** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Higher education for the Outer East	5M		1.25M		1.25M		1.25M		1.25M		
Young driver awareness											
Library funding for Yarra Ranges	1.6M		400K		400K		400K		400K		
<b>TRANSPORT</b>											
Warburton Rail Trail crossing Warburton Highway, Yarra Junction, installation of pedestrian signals	260K				260K						
<b>BUS SERVICES</b>											
Bus Stop Upgrade	3.8M				3.8M						
Increase bus service hours of operation and frequency											
<b>RECREATION FACILITIES</b>											
Don Road Sports Pavilion for soccer and netball	1.8M	50K		1.25M	500K						
Yarra Valley Aquatic Facility	20M						1M	15M	4M		
<b>COMMUNITY FACILITIES</b>											
Yarra Junction Community and Culture Precinct	400K				400K						
Yarra Valley Railway Link and Precinct	700K				700K						
<b>SHARED PATHWAYS</b>											
Warburton Mountain Bike Destination	4M				4M						
Lilydale to Yarra Glen Trail	2M						2M				

PROJECT	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
		\$	\$		\$	\$	\$	\$	\$		\$
<b>MAJOR PROJECTS</b>											
Recycled Water for Agribusiness	10.9M		2,725,000		2,725,000		2,725,000		2,725,000		
Mobile telephony blackspots in the Warburton Valley											
Review of the Bushfire Management Overlay											
Review of the Pensioner Rate Rebate											
Warburton Mountain Bike Destination project	3.5M	0.5M	4M								
Yarra Glen to Healesville Tourist Railway	1.5M		1.5M								

Electorate of Eltham		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
	\$	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>TRANSPORT</b>											
Main Road and Pryor St, Eltham, traffic signals							0.5m				
Main Road and Beard St/Leane Dr, Eltham, traffic signals								0.5m			
Duplication of the Hurstbridge rail line											
<b>BUS SERVICES</b>											
Smart buses on all principal bus networks											
Introduction of minimum service level											
Service extension to northern part of the Shire											
<b>RECREATION FACILITIES</b>											
Eltham Leisure Centre - aquatics redevelopment	16.0m					13.0m	3.0m				
Lighting Upgrades to minimum standards			30k				30k				30k
Edendale Environment Farm Master Plan Implementation		300k	500k								
Nillumbik Soccer Strategy - Pavilion Development				500k	1.0m						

<b>COMMUNITY FACILITIES</b>												
Eitham Community Reception Centre	3.8m									2.8m	1.0m	
<b>ENVIRONMENTAL PROGRAMS</b>												
Energy Efficiency Upgrades of Council Buildings		100k	50k	100k	50k	100k	50k	100k	50k	100k	50k	100k
<b>SHARED PATHWAYS</b>												
MaroonDAH Aqueduct Trail	1.5m					1.0m	0.5m					

**Electorate of Euroa** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
<b>EDUCATION</b>											
Alternative education service funding	1M		200K								
<b>TRANSPORT</b>											
Upgrade of local bridges including Boundary Rd, Pyalong, Mooney's Lane, Willowmavin, costello Rd, Kilmore Apex Park Footbridge	3M		1m		1m		1m				
Road sealing of unsealed Road Network	10M		2M								
'Missing links' footpath paving program	2M		400K								
Road safety upgrades around schools	5M		1M								
Pedestrian bridge and footpath connecting caravan park to Bridge in Kilmore	230K				230K						
Northern Highway duplication to Kilmore (Vic Roads)	-										
Resealing Hume/Howell Road in Seymour (econ dev)	1.8M										
<b>Reconstructing and upgrading the over-dimension route on Emily, High and Oak Streets, Seymour</b>	2.5m		1m		1.5m						
<b>PUBLIC TRANSPORT</b>											
Car park expansion and upgrades at Wallan East, Kilmore and Seymour Stations (VicTrack)											
Improved train frequency, speed, punctuality and reliability of services on the Seymour and Albury lines (VLine)											
Reconsideration of Seymour as a fast train destination from Melbourne, with electrification to Wallan (VLine)											

Electorate of Euroa PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
Expanded bus infrastructure, especially in Wallan, Beveridge and Kilmore	\$ 200K		20K		45K		45K		45K		45K
Community transport funding	400K				100K		100K		100K		100K
School precinct road and bus / car park safety upgrades in Kilmore, Broadford, Wallan, Seymour, Wandanah, Beveridge, Dyalup	10.0M		2.0M		2.0M		2.0M		2.0M		2M
<b>ART &amp; CULTURE</b>											
Develop and install 3 major new public art features	300K								150K		150K
<b>RECREATION FACILITIES</b>											
Subsidised physical activity programs targeting older people	150K										
Harley Hammond Reserve, Broadford lighting upgrade	220K	120K	100K								
Harley Hammond Reserve, Broadford	300K					200K	100K				
Broadford Leisure Centre Precinct, sporting pavilion	420K			320K	100K						
Broadford Leisure Centre Precinct, lighting upgrade	120K					80K	40K				
Broadford Leisure Centre Precinct, leisure centre upgrade	100K				100K						
JJ Clancy Reserve, masterplan implementation	1.3M	100K		200K	100K	200K	100K	400K	200K		
Acquisition and development of new active open space reserve - Kilmore	3.65M					2M		1M	650K		
Hudson Park, Kilmore regional playground	400K			200K	200K						
Kings Park Seymour, netball facilities	150K			50K	100K						
Kings Park Seymour, playground upgrade	150K					100K	50K				
Kings Park Seymour, pavilion upgrade	300K							200K		100K	
Chittick Park, Seymour, sports lighting upgrade	160K			80K	80K						
Chittick Park, Seymour, tennis court removal	200K					100K	100K				
<b>COMMUNITY INFRASTRUCTURE</b>											
Visitor Information Centre in Seymour	2M				2M						
Funding for community development worker to address: family violence poor health outcomes social inequalities	100K		100K								



Electorate of Euroa PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
Bushland Management	\$	\$									
<b>TELECOMMUNICATIONS</b>											
Address mobile and digital TV 'Black Spots' in conjunction with telecommunication carriers at Reedy Creek, Whiteheads Creek, Tyak, Wandong, Heathcote Junction and Kilmore/Kilmore East											
<b>SHARED PATHWAYS</b>											
Great Victorian Rail Trail from Seymour to Tallarook	5M*		1M								
Rail Trail between Wandong, Wallan and Heathcote link to O'Keefe Rail Trail	5M*		1m								
Restoration of Old Goulburn River Bridge	1.5M		500K								
Open connectivity improvement program	2.0M	200K	200K								
<b>MAJOR PROJECTS</b>											
Seymour Levee Bank - land acquisition (Natural Disaster Resilience Grants)	2.6M		1M		800K		800K				
Funding support for planning for peri-urban growth in Seymour, Kilmore and Broadford	1.85m	500,000	250,000	150,000	500,000	450,000					
Place-making/streetscape revitalisation plan	200K		100K		100K						
Kilmore Revitalisation Project Implementation	20.5M		0.5M		5.0M		5.0M				



**Electorate of Evelyn** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>EDUCATION</b>											
Higher education for the Outer East	5M		1.25M		1.25M		1.25M		1.25M		
Young driver awareness											
Library funding for Yarra Ranges	1.6M		400K		400K		400K		400K		
<b>TRANSPORT</b>											
Implementation of VicRoads Network Operating Plan for Lilydale	8.4M				8.4M						
Warburton Rail Trail crossing Warburton Highway, Wandin North, installation of pedestrian signals	260K				260K						
Installation of new train station and line duplication between Mooroolbark and Lilydale											
York Road, Mt Evelyn, installation of pedestrian signals	280K				280K						
Edward Road at Vista Drive and Chirnside Drive, Chirnside Park, installation of safety improvements	200K		200K								
Switchback Road and Victoria Road, Lilydale, installation of traffic intersection signals	500K				500K						
Victoria Road and Beresford Road, Lilydale, installation of traffic intersection signals	750K				750K						
Switchback Road and Edward Road, Chirnside Park, installation of traffic intersection signals	500K				500K						
Blacksprings Road and Kimberley Drive, Chirnside Park, installation of traffic treatments	750K				750K						
Maroondah Highway and Kimberley Drive, Chirnside Park, construction of turning lane and traffic signal modification	1.5M				1.5M						
Maroondah Highway and Hutchinson St, Lilydale, installation of traffic intersection signals	2M				2M						

PROJECT	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
MaroonDAH Highway and Ingram Road, Coldstream, installation of traffic intersection signals	2M				2M						
MaroonDAH Highway and Killara Road, Coldstream, installation of traffic intersection signals	5M						5M				
<b>BUS SERVICES</b>											
Bus Stop Upgrade	3.8M				3.8M						
Increase bus service hours of operation and frequency											
<b>RECREATION FACILITIES</b>											
Morrison's Reserve Regional Athletics Facility	50K		50K								
Upgrade of Lancaster Place Park	30K		30K								
Kimberly Reserve Masterplan	1.5M				1.5M						
Mt Evelyn Cricket Club new netting for training facilities	25K		25K								
Upgrade and Extension to Sports Pavilion at Esther Park, Mooroolbark	1M			750K	250K						
Wandin North Recreation Reserve Pavilion upgrade	1M			800K	200K						
Yarra Valley Equestrian Facility, Gruyere - Stage 1	250K				250K						
<b>ENVIRONMENTAL PROGRAMS</b>											
Ormeau Road, Mt Evelyn advocate for continuation of sewerage connection project											
<b>SHARED PATHWAYS</b>											
Lilydale to Yarra Glen Trail	2M						2M				
Lilydale to Warburton Rail Trail Visitor Nodes	300K				300K						
Green Spine Pedestrian Project, Chitrside Park	4.5M +				4.5M +						
<b>MAJOR PROJECTS</b>											
Recycled Water for Agribusiness	10.9M		2,725,000		2,725,000		2,725,000		2,725,000		2,725,000
Mobile telephony blackspots in the Warburton Valley											

PROJECT	Cost	14/15	15/16	16/17	17/18	18/19
		Council	Council	Council	Council	Council
	\$	\$	\$	\$	\$	\$
Review of the Bushfire Management Overlay		State Govt				
		\$	\$	\$	\$	\$
Review of the Pensioner Rate Rebate						

Electorate of Gembrook		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>EDUCATION</b>											
Henry Road Pakenham - open 2016 (Primary School)											
Officer - open 2017 (Primary School)											
Acquire sites for schools in Pakenham and Officer											
<b>TRANSPORT</b>											
Duplication of Cardinia Road Officer - VicRoads responsibility	5.6m	600K	5m								
Pakenham Bypass Interchange upgrade, investigation and design, at Princes Highway, Beaconsfield	500K				500K						
<b>BUS SERVICES</b>	\$1.0M p.a										
Smart buses on all principal bus networks											
Introduction of minimum service level											
Extension of 926 bus route to service Arena Estate											
Extension of Night Rider bus service to Pakenham currently terminates at Beaconsfield											
Better linkages to railway station north and south of the Pakenham By pass to improve employment and education opportunities for residents											
Provision of a Pakenham Circular service											
<b>RECREATION FACILITIES</b>											

Electorate of Gembrook		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS											
PROJECT	Cost	14/15		15/16		16/17		17/18		18/19		State Govt	
	\$	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
Synthetic Bowling Green Facility Cockatoo to create all year round playing surface	180K	90K	90K										
New playgrounds for young children	200K			50K	50K					50K	50K		
Officer Secondary College Stadium in partnership with Education Department	2.650m	1m	500K										
Emerald Netball Facility	3.350m			70K		70K				150K		2.41m	650K
James Bathie Recreation Reserve, Pakenham	7.6m			480K						2.07m			
Heatherbrae Recreation Reserve Pavilion Officer	3.2m			1.0m		800K	650K						
Chandler Recreation Reserve Avonsleigh	1.5m	100K	1.5m										
Lighting Upgrades to minimum standards													
Cyril Molyneux (Berwick) - Sports Field Renewal	670K												
Edwin Flack Reserve - Synthetic Athletics Track	2M												
Hugh Hodson Reserve - District Level Tennis Courts (6) & Club House	1.3M												
Wilson Botanical Park - Landscape & Development Works	660M												
<b>COMMUNITY FACILITIES</b>													
Officer at Arena double kindergarten open January 2	2.7m	1.35m	1.35m										
Integrated Childrens Facility open January 2019	3.1m									1.6m	1.5m		
Ash Wednesday Memorial Cockatoo	950K	700K	250K										
Emerald Community Hub	3.6m			1.8m	1.8m								
Officer Youth Facility and Library	9.0m									4.5m	4.5m		
<b>ENVIRONMENTAL PROGRAMS</b>													
Weed Management	1.125M	150K	75K	150K	75K	150K	75K	150K	75K	150K	75K	150K	75K
Pepi's Land Strategy - Emerald	1.2M	100K	100K	100K	100K	100K	100K	100K	100K	100K	100K	200K	200K
<b>SHARED PATHWAYS</b>													
Emerald - Gembrook Trail	2.0M											1.0M	1.0M
Pedestrian & Bicycle pathways throughout Cardinia	1.1M	75K	75K	100K	100K	125K	125K	125K	125K	125K	125K	125K	125K
Aqueduct Trail, Upper Pakenham	500K											250K	250K
Princes Highway Pakenham	500K	250K	250K										



PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
<b>TRANSPORT - Road</b>											
Frankston-Flinders Rd, Bittern - pedestrian operated signals (POS)	\$300K						\$300K				
Graydens Road, Hastings (Heavy vehicle route Pen Link to Hastings, Port of Hastings related development)	\$10M										\$10M
Golf Links Road upgrade, Intersection upgrade Baxter-Tooradin/Golf Links Rd, Baxter (Heavy Vehicle Route to Inghams Industry)	\$5M				\$5M						
Frankston-Flinders Rd, Balharring - pedestrian operated signals (POS)	\$300K										\$300K
Balharring Rd/Frankston Flinders Rd Five Ways Balharring - roundabout	\$5M										\$5M
<b>PUBLIC TRANSPORT</b>											
Railway pedestrian level crossing works - various intersections on Stony Point line	\$750K		\$250K		\$250K		\$250K				
Somerville Station - car park & pedestrian links	\$250K		\$250K								
Bittern Station - car park & pedestrian links	\$250K				\$250K						
Hastings Station - Relocation to High Street and Public Transport Interchange	\$10M							\$10M			
Extension of Route 783 along High St past Western Port Secondary College and Community Health	\$150K		\$30K		\$30K		\$30K				\$30K
<b>RECREATIONAL PROJECTS</b>											
Regional level recreation reserve to accommodate cricket and football finals	\$6M									\$1.5M	\$4.5M
<b>COMMUNITY FACILITIES</b>											
Development of Community Hubs & Youth Resource Centre (Hub Somerville)	\$3M					\$1.5M	\$1.5M				

Electorate of Hastings		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
Jetties & Boat ramp renewals	\$ \$250K	\$ \$50K		\$ \$50K		\$ \$50K		\$ \$50K		\$ \$50K	
<b>ENVIRONMENTAL PROGRAMS</b>											
Climate change - mitigation and adaption community engagement programs. (Note: State funding requests includes fuding already obtained, however additional funding is sought.	\$400K	\$50K	\$150K	\$50K	\$100K	\$50K	\$50K	\$50K	\$50K		
In-vessel composting facility	\$5M							\$2.5M	\$2.5M		
Integrated Flood management & drainage strategy implementation	\$5M	\$1.75M		1.75M		1.75M		1.75M		1.75M	
<b>SHARED PATHWAYS</b>											
Westernport Bay Trail Missing Links (Baxter to Somerville)	\$6M						\$6M				
Westernport Bay Trail Missing Links (Bittern to Merricks)	\$5M										\$5M
<b>EMPLOYMENT</b>											
Westernport Marine Precinct	\$25M						\$10M		\$15M		
<b>MAJOR PROJECTS</b>											
Bunyip Foodbelt	\$21M				\$500K		\$20.5M				

**Electorate of Kellor** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
• Primary Schools											
Plumpton P-9 land & build	\$1.8M		\$1.8M								
Burnside P-6 & specialist land & build	\$1.5M		\$1.5M								
• Secondary Colleges sites	\$1.2M		\$4M		\$4M		\$4M				
Acquire school sites Plumpton PSP	\$5M				\$5M						
Develop Policy to support Specialist School provision In Growth Areas	Advocate				In-kind						
<b>RECREATION FACILITIES</b>											
Taylor's Hill ovals (2) and pavillion	\$5.3M			\$3M		\$1.8M	\$500K				
Taylor's Hill/Plumpton Aquatic Centre	\$42.2M					\$1.1M	\$1.1M			\$20M	\$20M
<b>COMMUNITY FACILITIES</b>											
Taylor's Hill West Community Centre	\$6.7M			\$0.2M			\$2.0M	\$4.5M			
<b>COMMUNITY AND HEALTH</b>											
Parenting and children's programs	\$150K		\$50K		\$50K		\$50K				
Gender equity and respect project	\$400K		\$100K		\$100K		\$100K		\$100K		
Youth personal development and counselling program	\$250K		\$100K		\$75K		\$75K				
Youth Saturday night intervention project	\$350K		\$150K		\$100K		\$100K				
Enhance OT allied health services	\$240K		\$80K		\$80K		\$80K				
Accessible community transport for elderly	\$200K		\$200K								
<b>ENVIRONMENTAL PROGRAMS</b>											
Weed management and revegetation	\$2.7M	\$300K	\$150K	\$300K	\$150K	\$300K	\$300K	\$300K	\$300K	\$300K	\$300K

**Electorate of Kororoit** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>TRANSPORT - Road</b>											
Western Highway Rockbank to Melton - Planning for interchanges	\$100K		\$100K								
Christies Road, Ravenhall - Install signals	\$3M		\$3M								
Western Highway, Melton - Planning for interchanges	\$50K		\$50K								
Melton Highway, Hillside to Melton - Develop corridor plan for duplication	\$100K		\$100K								
Hopkins Road and Western Highway, Rockbank - Planning to upgrade to freeway standard ramps	\$150K		\$150K								
<b>TRANSPORT - Rail</b>											
Melton Rail line duplication - undertake business case	\$1M		\$1M								
Caroline Springs Railway Station - Construct station	\$40M			\$40M							
<b>BUS SERVICES</b>											
SmartBus - Service for Melton	Advocate										
<b>RECREATION FACILITIES</b>											
Kororoit Creek Regional Park - define boundary and acquire											
Caroline Springs Rec Res Tennis Complex	\$4.5M					\$1.5M	\$500K	\$2.5M			
<b>COMMUNITY FACILITIES</b>											
Burnside Community Centre	\$2.5M					\$1.5M	\$1M				
<b>COMMUNITY AND HEALTH</b>											
Parenting and children's programs	\$150K		\$50K		\$50K		\$50K				



Electorate of Macedon INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>TRANSPORT - Public Transport</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Bicycle Networks:</b>											
A principal bicycle network connecting town centres,											
A recreational bicycle network that provides segregated and safe cycling facilities, and											
Segregated bicycle lanes on new arterial roads.											
Bulla Bypass & Sunbury Road upgrade											
<b>BUS SERVICES</b>											
SmartBus extension from Melbourne Airport to Sunbury											
<b>A comprehensive bus network that has:</b>											
Minimum frequency of 3 buses per hr between 6 am and 9 pm weekdays											
Minimum frequency of 2 buses per hour on weekends											
Routes that are accessible within 400m of all residences											



**Electorate of Metropolitan Melbourne**

**INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS**

PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>MAJOR PROJECTS</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
West Link	\$Unknown										
Metro Rail Tunnel	\$Unknown										
Grade Separation (Derrimut Rd Station)	\$Unknown				\$Unknown						

INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>Electorate of Melton</b>											
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>EDUCATION</b>											
• Primary Schools											
Eynesbury P-6 site purchase & school build	\$13M		\$13M								
Acquire school sites in Atherstone and Waterford	\$10M			\$10M							
• Secondary Colleges											
• Specialist Schools											
Expand and upgrade Melton Specialist School	\$10M					\$10M					
Develop Policy to support Specialist School provision in Growth Areas	Advocate		In-kind								
<b>TRANSPORT - Road</b>											
Western Highway Rockbank to Melton - Close	\$40k		\$40k								
Paynes & Mt Cottrell - median breaks											
Western Highway Rockbank to Melton - Upgrade to freeway standard	\$5M			\$5M							
Christies Road, Ravenhall - Planning for duplication	\$50k		\$50k								
Melton Highway and Leakes Road, Plumpton - Roundabout	\$2M					\$2M					
High Street and Coburns Road, Melton - Signalise intersection	\$2M							\$2M			
Gisborne-Melton Road and Kirkton Drive, Melton - Roundabout	\$2M					\$2M					
High Street and Norton Drive, Melton - Intersection improvement	\$250k		\$250k								
High Street and Reserve Road, Melton - Intersection improvement	\$250k		\$250k								
Western Highway, Melton - Planning for interchanges	\$50k			\$50k							



Electorate of Melton PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
	Cost	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
Parenting and children's programs	\$ \$150K		\$50K		\$50K		\$50K		\$50K		\$1M
Healthy Together Communities Project	\$4M		\$1M								
Gender equity and respect project	\$400K		\$100K								
Youth personal development and counselling program	\$250K		\$100K		\$75K		\$75K		\$75K		
Youth Saturday night intervention project	\$350K		\$150K		\$100K		\$100K		\$100K		
Enhance OT allied health services	\$240K		\$80K		\$80K		\$80K		\$80K		
Accessible community transport for elderly	\$200K		\$200K								
<b>ENVIRONMENTAL PROGRAMS</b>											
Western Grassland Reserve - complete land acquisition strategy and implement	Advocate										
Weed management and revegetation	\$2.7M	\$300K	\$150K	\$300K	\$150K	\$300K	\$300K	\$300K	\$300K	\$300K	\$300K
<b>MAJOR PROJECTS</b>											
Melton Council Office Development	\$6.7M	\$6.7M									
Civic Centre Redevelopment	\$2.8M	\$300K		\$2.5M							
Mckenzie Street Redevelopment	\$2.33M	\$1.0M		\$1.33M							
Abeys Road Bridge	\$4.0M			\$4.0M							
Minns Road Construction	\$1.79M					\$1.79M					
Mount Cottrell Road widening	\$5.65M					\$1.65M		\$2.0M		\$2.0M	

**Electorate of Mill Park** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Secondary Colleges</b>											
• Pavillion School											
<b>Kindergartens &amp; Early Learning Centres</b>											
Redgum Kindergarten, South Morang	1,031,311		649,311	382,000							
<b>TRANSPORT</b>											
<b>Roads</b>											
Part constructed roads improvements	1,880,000	100,000		100,000		100,000		100,000		100,000	
Mckinnies Road from Darebin Creek to Garden Grove Drive.	3,600,000					1800000		1700000			
Downs Road Construction (Between Sarrissa St & Benaroon Drive connecting to Atarhi Pde)	560,000					30,000		530,000			
Construct Roundabout - Betula Avenue and Belmont Way, Mill Park	215,000	15,000		200,000							
Construct Roundabout - Betula Avenue and Garden Grove Drive	215,000	15,000		200,000							
Roundabout modification - Betula Avenue/Roycroft Avenue, Mill Park	80,000	80,000									
Construction of 2 lane undivided road and roundabout - Brush Road	650,000			50,000		600,000					
Construction of 2 lane road - Regent Street	1,000,000			500,000		500,000					
<b>Traffic</b>											



PROJECT	Cost	14/15		15/16		16/17		17/18		18/19		State Govt
		Council	State Govt									
<b>Electorate of Mill Park</b>	<b>INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS</b>											
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Sporting Fields</b>												
Reconstruction of Tennis courts - Dr Harry Jenkins Reserve, Mill Park	600,000			300,000		300,000						
Talopea Reserve Tennis Courts - Reconstruct 2 tennis courts	300,000					300,000						
Sycamore BMX Track Development	130,000			130,000								
Cricket Practice Wicket Upgrade (various locations)	600,000	200,000						200,000		200,000		
Lalor Reserve Tennis Development	1,200,000	400,000		400,000		400,000						
Cricket Practice Wicket Extension	100,000					100,000						
<b>ENVIRONMENTAL PROGRAMS</b>												
Street tree renewal - Ongoing Program	Ongoing	150,000		300,000		300,000		300,000		300,000		
<b>SHARED PATHWAYS</b>												
Bicycle facilities - provide new on-road & off-road paths	2,200,000	100,000		100,000		100,000		100,000		100,000		
Footpath Tarawera Rd to Rothacker Rise via Shetland Way, Fenwick St	298,470					72,180		59,130		54,720		
Dalton Road Shared Path	210,000					10,000		100,000		100,000		
Shared path Sycamore Reserve to PVAC	490,000					20,000		250,000		220,000		
Darebin Creek Shared Path from Metropolitan Ring Road to Findon Road	2,544,000	300,000		400,000		400,000		400,000		400,000		
<b>MAJOR PROJECTS</b>												
• Installation of Traffic Lights - Corner Childs and Dalton Roads, Lalor		4M										

**Electorate of Monbulk** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	14/15		15/16		16/17		17/18		18/19	
	Costs	Council	Council	State Govt						
<b>EDUCATION</b>										
Higher education for the Outer East	\$ 5M		\$ 1.25M		\$ 1.25M		\$ 1.25M		\$ 1.25M	
Young driver awareness										
Library funding for Yarra Ranges	1.6M		400K		400K		400K		400K	
<b>TRANSPORT</b>										
<b>Monbulk at Sassafas Creek, road and bridge widening</b>										
Monbulk Road, resurfacing between Glen Harrow Heights Road and Kalista township	400K			400K						
Mt Dandenong Tourist Road, Mt Dandenong, installation of pedestrian signals	280K			280K						
Mt Dandenong Tourist Road, Olinda, installation of pedestrian signals	200K			200K						
Mt Dandenong Tourist Road, Sassafas, installation of pedestrian signals	220K			220K						
Selby Primary School, Belgrave-Gembrook Road, Selby, installation of flashing school hours speed limit signage										
Burwood Highway and McNICOL Road, Tecoma - expansion of existing traffic signals at Sandells Road to include McNICOL Road	1M						1M			
<b>BUS SERVICES</b>										
Bus Stop Upgrade	3.8M			3.8M						
Increase bus service hours of operation and frequency										
<b>RECREATION FACILITIES</b>										
Monbulk Community Sports Pavilion	1.8M			50K		1.25M	500K			





# INTERFACE COUNCILS

## INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	14/15		15/16		16/17		17/18		18/19	
	Cost	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Mt Eliza Preschool	\$1.55M			\$1.2M	\$350K					
<b>TRANSPORT - Road</b>										
Nepaan Hwy/Wilsons Road, Mornington - signalise intersection	\$2M		\$2M							
Mornington-Tyabb Road, Mornington (near Duns Road) - POS	\$300K					\$300K				
Nepaan Hwy/Volitans Ave and Tower Road, Mount Eliza - signalise intersection	\$2M				\$2M	The federal government has committed \$300K to works at this intersection in 2015/15; however this funding is insufficient to fully signalise whole intersection				
Bungower Road, Mornington - intersection improvements & POS	\$2M							\$2M		
<b>RECREATIONAL PROJECTS</b>										
Enril Madsen Soccer Pitch	\$750K	\$550K	\$100K	\$100K						
Development of all weather regional athletics facility	\$3M				\$1.5M	\$1.5M				
<b>COMMUNITY FACILITIES</b>										
Jetties & Boat ramp renewals	\$250K	\$50K		\$50K	\$50K		\$50K		\$50K	
Coastal Management Plans - Implementation (enhancing the coastal experience)	\$1.42M	\$237K	\$237K	\$237K		\$237K		\$237K		\$237K
<b>ENVIRONMENTAL PROGRAMS</b>										
Recycled water for recreation/community precincts (Mount Martha)	\$1.5M			\$300K	\$1.2M					
<b>SHARED PATHWAYS</b>										
Peninsula Link Trail link Moorooduc to Mornington (Moorooduc Railway line)	\$5.75M			\$250K		\$500K	\$5M			

INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

Electorate of Narracan		14/15		15/16		16/17		17/18		18/19	
PROJECT	Cost	Council	State Govt								
<b>BUS SERVICES</b>	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$	\$ \$
Smart buses on all principal bus networks	\$1.0M p.a										
Introduction of minimum service level											
Extension of night rider bus service to Pakenham											
currently terminates at Beaconfield											
better linkages to railway station from area south of the Pakenham By pass to improve employment and											
<b>RECREATION FACILITIES</b>											
New playgrounds for young children	200K			50K	50K			50K	50K		
Bunyip Soccer Facility	3m							1.5m	1.5m		
Lighting Upgrades to minimum standards											
Tynong Recreation Reserve	210K					105K	105K				
Manynoll Recreation Reserve	210K							105K	105K		
<b>COMMUNITY FACILITIES</b>											
Bunyip Community House	1.5m							1.0m	500K		
<b>ENVIRONMENTAL PROGRAMS</b>											
Weed Management	1.125M	150K	75K								
<b>SHARED PATHWAYS</b>											
Pedestrian & Bicycle pathways throughout Cardinia	1.1M	75K	75K	100K	100K	125K	125K	125K	125K	125K	125K
<b>EQUESTRIAN TRAILS</b>											

Equestrian Trails	500K	50K											
<b>MAJOR PROJECTS</b>													
Bunyip Food Belt - support for project													
Airport - South East of Melbourne - support for project													
support for project and possible program funding for safety programs aimed at young drivers and road infrastructure													
Cardinia - Motor Recreation and education Park - support for project and possible program funding for safety programs aimed at young drivers													

PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt						
Electorate of Narre Warren North											
INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS											
<b>EDUCATION</b>											
Eumemerring Secondary College (Gleneagles) - Soccer Sports Field Development - Subject to DEECD approval	\$820K	\$ 20,000	\$ -	\$ 300,000	\$ -	\$ 400,000	\$ -	\$ 240,000	\$ -	\$ -	\$ -
<b>COMMUNITY FACILITIES</b>											
Kurll Park - Development Works	\$2.45m	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 240,000	\$ -	\$ 24,500	\$ -
Sweeney Reserve - Landscape & Development Works	\$750m	\$ 455,000	\$ -	\$ -	\$ -	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TRANSPORT - ROADS</b>											
Civic Centre - Road, Carparking & Landscaping Works including works identified in Masterplan	\$2.51M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ -	\$ 1,360,000	\$ -
Civic Centre - Signalisation of PNE and Magid Drive.	\$800K	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Endeavour Hills - Landscape & Development works at Heatherton Rd (Monash Fwy to Hallam Nth Rd)	\$500K	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SHARED SERVICES</b>											
Frog Hollow Reserve to Lysterfield Lake - Paths - Linking Paths Program. Concrete & gravel footpath construction/ design	\$2.5m	\$ 150,000	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 550,000	\$ -	\$ 700,000	\$ -
<b>MAJOR PROJECTS</b>											

PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
	COST	14/15	15/16	16/17	17/18	18/19					
	\$	Council	State Govt								
Casey Cultural Precinct	125M		3m		3m		4m				

Electorate of Narre Warren South  
 INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>EDUCATION</b>											
Berwick Chase Primary School (Adjacent Reserve) - Local level oval and low level pavilion (AFL/Cricket)	\$1.25M	\$ -	\$ -	\$ -	\$ -	\$ 800000	\$ -	\$ 450000	\$ -	\$ -	\$ -
<b>RECREATION FACILITIES</b>											
K M Reedy Recreation Reserve (Hampton Park) - Sports Field Renewal	590K	\$ 590,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amberley Park Drive Reserve - Local Level Pavilion (Design & Construct)	\$590K	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	400000	\$ -	\$ 150,000	\$ -
Kimberley Downs Estate - Unnamed Reserve - Tennis Courts (6) & Pavilion	\$1.4M	\$ -	\$ -	\$ -	\$ -	1285000	\$ -	14000	\$ -	\$ -	\$ -
<b>COMMUNITY FACILITIES</b>											
511 The Strand - New Community Care Hub	\$1.87M	\$ -	\$ -	\$ 150,000	\$ -	1155000	\$ -	545000	\$ -	\$ 18,500	\$ -
Narre Warren South - Branch Library	\$1.26M	\$ -	\$ -	\$ -	\$ -	\$ 52,000	\$ -	1200000	\$ -	12500000	\$ -
River Gum Reserve - Landscape & Development Works Stage 1	\$793K	\$ 653,000	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Electorate of Narre Warren South		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS											
PROJECT	Cost	14/15		15/16		16/17		17/18		18/19			
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt		
Thornley Reserve - Local Level Cricket Facility	\$900K	\$ -	\$ -	\$ -	\$ -	600000	\$ -	300000	\$ -	\$ -	\$ -		

Arterial Road project:  
 Road access – Pound Road/ Shrives Road Intersection (\$15m)



PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
<b>Electorate of Nepean</b>	<b>INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS</b>										
<b>TRANSPORT - Road</b>											
Mornington-Flinders Road/Shands Rd Red Hill - roundabout	\$3.5M				\$3.5M						
Jetty Road, Mornington Peninsula Freeway Rosebud Overpass	\$15M								\$15M		
<b>TRANSPORT - Public Transport</b>											
Increase frequency on Route 788 to 30 minutes, 7 days per week	\$5M		\$1M								
<b>RECREATIONAL PROJECTS</b>											
Sports Lighting Project	\$342K	\$33K	\$49K	\$60K			\$100K	\$1.2M	\$1.8M	\$100K	
Development of a Peninsula Mountain Bike Park adjoining Arthur's Seat State Park	\$3M										
<b>COMMUNITY FACILITIES</b>											
Jetties & Boat ramp renewals	\$250K	\$50K									
Coastal Management Plans - Implementation (enhancing the coastal experience)	\$1.42M	\$237K	\$237K	\$237K		\$237K		\$237K		\$237K	
<b>ENVIRONMENTAL PROGRAMS</b>											

PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt								
Climate change - mitigation and adaptation community engagement programs. (Note: State funding requests includes funding already obtained, however additional funding is sought.	\$400K	\$50K	\$150K	\$50K	\$100K	\$50K	\$50K	\$50K	\$50K		
Integrated Flood management & drainage strategy implementation	\$5M	\$1.75M		\$1.75		\$1.75		\$1.75		\$1.75	
<b>SHARED PATHWAYS</b>											
Mornington Peninsula Bay Trail Missing Link (Anthony Nose Dromana)	\$4.45M			\$150K	\$300K				\$4M		
Mornington Peninsula Bay Trail Missing Link (Whitecliffs Rye and Blairgowrie)	\$5M										\$5M
Shared trail network improvements and connections Peninsula wide	\$1M	\$200K									
<b>MAJOR PROJECTS</b>											
Southern Peninsula Aquatic Centre	\$34M	\$1.6M		\$10.8M		\$16.6M	\$5M				

INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS



Electorate of Sunbury  
INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	PROPOSED PROJECT	Cost	14/15 Council	State Government	15/16 Council	State Government	16/17 Council	State Government	17/18 Council	State Government	18/19 Council	State Government
<b>BICYCLE NETWORKS</b>												
A principle bicycle network connecting town centres		\$900,000	\$200,000		\$300,000		\$200,000		\$250,000		\$200,000	
A recreation al bicycle network that provides segregated and safe cycling facilities		\$1,000,000			\$250,000		\$250,000		\$250,000		\$250,000	
Segregate d bicycle lanes on new arterial		\$2,800,000			\$150,000		\$550,000		\$150,000		\$650,000	
<b>TRANSPORT - Road</b>												
Bulla Bypass	Bulla Bypass	\$200,000,000		\$200,000		\$200,000		\$200,000		\$200,000		

Electorate of Sunbury  
 INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	PROPOSED PROJECT	Cost	14/15		15/16		16/17		17/18		18/19	
			Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government
and Sunbury Road upgrade	Business Case (\$600,000)											
	Construction (beyond 18/19)											
	<b>Sunbury Road Duplication</b>	\$130,500,000										
	Business Case (\$500,000)			\$500,000								
	Construction									\$130,000,000		
3rd Rail crossing	Places Victoria works to their property boundary	\$19,000,000			\$2,500,000							

Electorate of Sunbury		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
PROJECT	PROPOSED PROJECT	Cost	14/15 Council	State Government	15/16 Council	State Government	16/17 Council	State Government	17/18 Council	State Government	18/19 Council	State Government
	Road construction from Places Victoria boundary to Buckland with widening of Buckland Way to Watson's Road					\$1,500,000						
	Tunnel											\$15,000,000
<b>PARKING</b>												
Sunbury Train Station Car Parking	Business Case and detailed design for increased car parking at Sunbury Train Station	\$600,000			\$200,000		\$400,000					
<b>BUS SERVICES</b>												

Electorate of Sunbury  
 INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	PROPOSED PROJECT	Cost	14/15 Council	State Government	15/16 Council	State Government	16/17 Council	State Government	17/18 Council	State Government	18/19 Council	State Government
SmartBus extension from Melbourne Airport to Sunbury	Business case to ascertain demand for SmartBus extension from Melbourne Airport to Sunbury	\$100,000	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$100,000

Electorate of Sunbury		INTERFACE COUNCILS STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
PROJECT	PROPOSED PROJECT	Cost	14/15 Council	State Government	15/16 Council	State Government	16/17 Council	State Government	17/18 Council	State Government	18/19 Council	State Government
A	comprehensive bus network that has: * Minimum frequency of 3 buses per hr between 6am and 9pm weekdays * Minimum frequency of 2 buses per hour on weekends * Routes that are accessible within 400m of all residences											

INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	14/15		15/16		16/17		17/18		18/19	
	Cost	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	
<b>EDUCATION</b>										
Woollahra Rise Kindergarten	3,100,000						450,000		200,000	
Truganina South Kindergarten	3,200,000	200,000		3,000,000	1600,000*				3,700,000	
Davis Creek Primary School site										
<b>TRANSPORT</b>										
Derrimut Road duplication Sayers Road to Leakes Road	10,000,000				10,000,000					
Heaths Road/Tarnet Road signalisation										
Duncans Road freeway ramps	<b>9,000,000</b>						5,000,000		<b>9,000,000</b>	
Heaths Road/Morris Road intersection slip lane	1,000,000						1,000,000			
Derrimut Road/Hogans Road signalisation	5,000,000								5,000,000	
<b>BUS SERVICES</b>										
Implementing changes to bus routes in line with the PTV Bus Network Development Plan and the opening of the RRL stations at Tarnet and Mandurah Vale	\$Unknown				\$Unknown					
Bus Shelters and pads			375,000		375,000		375,000		300,000	
New bus routes/Improved frequencies etc Biannual action.	<b>\$Unknown</b>							<b>\$Unknown</b>	<b>\$Unknown</b>	
<b>RECREATION FACILITIES</b>										
Chininside Park Oval Redevelopment	\$5.5 mil									

**Electorate of Thomastown** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	COST	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
TRANSPORT	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Roads											
Part constructed roads improvements	1,880,000	100,000		100,000		100,000		100,000		100,000	
Intersection modification - Maxwell Street & Vasey Avenue, Lalor	20,000	20,000									
Construction of 2 lane road - Regent Street	1,000,000			500,000		500,000					

PROJECT	COST	14/15 Council	State Govt	15/16 Council	State Govt	16/17 Council	State Govt	17/18 Council	State Govt	18/19 Council	State Govt
Traffic											
Black Length - The Boulevard, Thomastown	157,000		157,000								
Black Length - Derby Drive, Epping between McDonalds Road & Pentland Drive	47,000		47,000								
Black Length - Main Street, Thomastown between High Street & Victoria Drive	263,000		263,000								
Local Areas Traffic Management Schemes various treatments as per Councils Transport Strategy	Ongoing	200,000		210,000		220,000		220,000		220,000	
Traffic control devices - un-programmed works	Ongoing	250,000		270,000		280,000		280,000		280,000	
Collector Road traffic management - Various locations	Ongoing	120,000		140,000		140,000		150,000		150,000	
Bus											
Installation of Bus Shelters - Various Locations	Ongoing	20,000		20,000		20,000		20,000		20,000	
Improvements to Disability Access to Public Transport	Ongoing	60,000		60,000		60,000		60,000		60,000	

Electorate of Thomastown PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt						
	\$	\$		\$		\$		\$		\$	
<b>RECREATION FACILITIES</b>											
Aquatic Centres											
TRAC Outdoor Space Implementation	21,667,935			80,000							
<b>Sporting Pavilions</b>											
Pavilion Redevelopment, Main St Reserve, Thomastown	1,780,000							800,000		800,000	
Playing fields and pavilion - Lalor West Reserve (Mosaic)	4,341,900			150,000						1,514,900	1,500,000
Cricket Practice Wicket Upgrade (various locations)	600,000	200,000						200,000		200,000	
Cricket Practice Wicket Extension	100,000				100,000						
<b>ENVIRONMENTAL PROGRAMS</b>											
Street tree renewal - Ongoing Program	Ongoing	150,000		300,000		300,000		300,000		300,000	
<b>SHARED PATHWAYS</b>											
Bicycle facilities - provide new on-road & off-road paths	2,200,000	100,000		100,000		100,000		100,000		100,000	
Construct shared path-west side Edgars Rd between M80 Bina Road and Victoria Drive	80,000			80,000							
Footpath Widening north side of Henderson's Road Bridge	75,000			75,000							
Construct shared path Edgars Road -East Side- between Devenry Road and Cooper Street	345,000							25,000		160,000	
<b>COMMUNITY FACILITIES</b>											
Redevelop Peter Lalor Walk	1,000,000	270,000	230,000		500,000						



Electorate of Werribee		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>TRANSPORT</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Arterial Roads											
Armstrong Road and Ison Road construction from Greens Road to the Western Interchange in stages	89,000,000			17,000,000				36M	16,000,000	20,000,000	
Duncans Road freeway ramps	9,000,000										9,000,000
<b>BUS SERVICES</b>											
Implementing changes to bus routes in line with the PTV Bus Network Development Plan and the opening of the RRL stations at Tarnet and Yvondiana Vale	\$Unknown				\$Unknown						
Bus Shelters and pads			375,000		375,000		375,000		300,000		300,000
New bus routes/Improved frequencies etc Biannual action.	\$Unknown								\$Unknown		\$Unknown
<b>RECREATION FACILITIES</b>											
Chirnside Park Oval Redevelopment	\$5.5 mil			3,000,000	2,500,000						
<b>TRAILS</b>											
Werribee Creek Shared Trail Extension	5,000,000				5,000,000						
Economic Development Main Street Programs							5,000,000				
Grade Separation Cherry Street					60,000,000		60,000,000				
<b>COMMUNITY FACILITIES</b>											
Riverbend ** Feasibility Planning		200,000	300,000								

**Electorate of Yan Yean** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
<b>EDUCATION</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Provide a primary school in Wallan East	?										
Expand and update the existing Beveridge Primary \$?											
Alternative education service funding	1M		200K		200K		200K		200K		200K
New primary school in Merrida			10M		10M		10M				
New Primary School for Epping North			10M								
Secondary School in Epping North							10M				
Doreen South Primary School Stages 2 & 3			20M								
Epping Kindergarten and Mill Park Heights	300,000	300,000									
Kindergarten Compliance Upgrade											
Additional Kindergarten, Epping North	4,848,112	350,000	1,600,000	2,898,112							
Doreen South - Early Learning Centre	5,800,000	3,146,694	2,653,306								
<b>TRANSPORT</b>											
North Growth Corridor arterial roads planning	?										
Outer Metropolitan Ring Road	?										
Reconstruction and upgrade of Darraweit Road, Wallan	4.59m		4.59m								
Road sealing of unsealed Road Network in south of Mitchell Shire											
Missing links' footpath paving program in Mitchell's Growth Area	2M	100,000		100,000		100,000		100,000		100,000	
Road safety upgrades around schools	3.795m		3.2M		3.2m						

PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS										
	COST	14/15	15/16	16/17	17/18	18/19					
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Northern Highway duplication to Kimmore (Vic Roads)	-										
Sealing and upgrade of Old Sydney Road	2M										
Construction of a full diamond interchange at the intersection of Hume Freeway & Wallan-Whittlesea Rd, Wallan	9.402m				9.402m						
Construction of a full diamond interchange at the intersection of Hume Freeway & Gunns Gully Rd, Lockyerbie (vicRoads)											
Duplication of Wallan-Whittlesea Road between Hume Freeway western off-ramps & Wallan Whittlesea Rd/Commercial Dr roundabout(west of rail line)	8.1M										
Duplication of Yan Yean Road from Diamond Creek Rd to Kurrak Rd	20m				10m		10m				
Duplication of the Hurstbridge rail line											
Grade separation at Main Rd Diamond Creek											
O'Herns Road Interchange					70M						
Duplicate Epping Road in Epping North					50M						
E6 construction from the Metropolitan Ring Road					117M						
Ridge Road Construction -Yea Rd to Melbourne Water Boundary	3,518,000					180,000		713,726		713,726	955,274
Findon Road, South Morang. Construct from The Great Eastern Way to Plenty Road	15,920,000	85,000				2,900,000		5,000,000		5,000,000	
Part constructed roads improvements	1,800,000	100,000				100,000		100,000		100,000	
Kerb & Channel & drainage - Laurel Street from Forest St to the Whittlesea CAC	445,000					245,000					
Harvest Home Road, East of Epping Road, Southern carriageway	4,320,000							50,000		94,960	905,040
Construction of intersection at Northern Carriageway - 'O'Herns Road	410,000										



Electorate of Yan Yean		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
	\$	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
Reconsideration of Seymour as a fast train destination from Melbourne, with electrification to Wallan											
Expanded bus infrastructure, especially in Wallan, Beveridge	200K		20K		45K		45K		45K		45K
Bus Services for Wallan East	250K				62.5K		62.5K		62.5K		62.5K
Community transport funding	400K				100K		100K		100K		100K
School precinct road and bus / car park safety upgrades in Wallan, Wandong, Beveridge,	10.0M		2.0M		2.0M		2.0M		2.0M		2M
Smart buses on all principal bus networks											
Introduction of minimum service level											
Service extension to northern part of the Shire											
Heavy rail extension to Mernda from South Morang			\$650m								
Extending the light rail from Bundoora to South Morang			\$50m								
1 additional bus service in Mernda to capture Fairview Estate and heading towards Mernda Villages Estate											
High frequency services on key north-south routes, the 555 and 562 routes in lieu of future train extensions to Epping North and Mernda and also higher frequency on 572 in lieu of future tram extension											
New east-west service from Mernda Town Centre to Craigieburn Road in Epping North-Wollert											
1 new service to capture Aurora residents											
1 new service to capture Bluestone Views Estate and Euclaypt Estate											

Electorate of Yan Yean	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS												
	PROJECT	COST	14/15		15/16		16/17		17/18		18/19	State Govt	
	\$	\$	Council	State Govt	\$	Council	State Govt	\$	Council	State Govt	\$	Council	State Govt
Extension of existing service (Route 575) to Summerhill Estate to the north													
1 new service to capture residents in Vantage Point Estate, Plenty River Estate, Bridge Inn Rise Estate and Panorama Estate													
Installation of Bus Shelters - Various Locations	Ongoing	20,000			20,000			20,000			20,000		
Improvements to Disability Access to Public Transport	Ongoing	60,000			60,000			60,000			60,000		
<b>ART &amp; CULTURE</b>													
Develop and install 3 major new public art features in Mitchell	300K										150K		150K
Performing Arts Centre in southern district of Mitchell:	200K								100K		100K		
Project concept and scoping study report	4.8M								2M		2M		
Land acquisition	16M											8M	8M
Construction													
<b>RECREATION FACILITIES</b>													
Purchase/ set aside 5 ha of land for new aquatic facility/ civic precinct in Wallan/ Beveridge (in conjunction with community hub planning).	2m			2m									
Hadfield Park - water play facility near AAA playground	650K					650K							
Subsidised physical activity programs targeting older people	150K												
Greenhill Reserve, Wallan, sports lighting	240K				160K	80K							
Wallan/Beveridge Urban Growth Areas, new sporting reserve	4.0M								1M		1M		1M
Diamond valley sports and fitness centre	5.5m											4.5m	1.0m
Plenty Park masterplan implementation	1.0m											0.7m	0.3m

PROJECT	INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS													
	COST	14/15			15/16			16/17			17/18			18/19
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Lighting Upgrades to minimum standards			30k		30k									30k
Aquatic Centre - construction, Merrinda Precinct 3	31,936,016					56,275		115,9271					10,746,870	
Whittesea Aquatic Facility	1,122,221					30,000		79,271					1,012,950	
Pavilion Redevelopment - RGC Cook Reserve	1,541,000				770,500		770,500							
Woodland Waters Recreation Reserve Sports Pavilion	3,150,000	2,500,000	650,000											
Construction of Sporting Pavilion - Laurimar Town Park	800,000	500,000	300,000											
Pavilion & car park design, construction - Harvest Home Soccer Grounds	7,630,000			450,000		359,000		359,000						
Aurora Tennis Pavilion - Epping North														
Mill Park Lakes Reserve - Pavilion Redevelopment	1,618,750			874,125		744,625								
Laurimar Town Park Community Pavilion Refurbishment Project	157,000	157,000												
Sycamore BMX Pavilion Development	200,000			200,000										
Construction of 2 Soccer Pitches and pavilion - Doreen South Reserve, Eminence Boulevard & Painted Hills Road	11,430,000			250,000									6,180,000	
Tennis Court Reconstructions - Thomastown East Reserve	300,000					300,000								
Track Replacement - Meadowglen	1,500,000			1,500,000										
Redevelopment of pavilion and tennis courts - TH Hurrey Reserve, Yan Yean	2,400,000							550,000					150,000	
Tennis facility - Pavilion and 4* courts - Epping North - Precinct 4 - Regional Recreation Hub	1,460,000							130,000					1,330,000	
Construction of two tennis courts, extended parking and access road - Mill Park Lakes CAC	1,500,000			500,000		1,000,000								
Cricket Practice Wicket Upgrade (various locations)	400,000	200,000								200,000				

Electorate of Yan Yean		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Course improvement works-Growing Frog	850,000	50,000		100,000		100,000		100,000		100,000	
Woodland Waters Sports field and car park development	58,333		58,333								
Cricket Practice Wicket Extension	100,000					100,000					
Replacement of Cricket Wickets Synthetic Covers (various locations)	458,000	38,000		30,000		30,000		30,000		30,000	
Laurinar Outdoor Netball Court	265,000					265,000					
Satin Park Bocce Rink	50,000			50,000							
Merna Aquatic Centre - Regional Recreation Hub (Precinct 3)	31,936,000					56,275		1,159,271		10,746,870	
<b>COMMUNITY FACILITIES</b>											
Integrated District-level Community Hub in Wallan, to be co-located with proposed civic precinct/aquatic facility	15M						5M		5M		5M
Acquire land for open space in the Greenhill precinct	1M										
Funding for community development worker to address: family violence poor health outcomes social connections	100K		100K								
support innovation and the roll out of proven technologies to reduce Council's costs in the long-term, allowing revenue to be redirected into community infrastructure and programs	?										
Emergency Recovery - Capacity Building project	110K		110K								
Critical Incident response - equipment and works	250K				125K		125K				
Funding to promote access to nutritious food	100K				100K						
Mental health and family support services	500K		125K		125K						





Electorate of Yan Yean		INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS									
PROJECT	COST	14/15		15/16		16/17		17/18		18/19	
		Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt	Council	State Govt
Wallian Government Centre collaborative planning, funding and support • duplication of Childs Road	\$ ?										
<b>EQUESTRIAN TRAILS</b>											
Alma Rd trail	0.7m			0.6m	0.1m						



**Electorate of Yuroke** INTERFACE COUNCILS' STATE ELECTION - SUMMARY OF PRIORITY PROJECTS

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
<b>EDUCATION</b>												
Malcolm Creek (Newbury) Primary School		\$11,000,000										
Aitken Hill (Activity Centre 1) Primary School		\$13,000,000								\$13,000,000		
<b>TRANSPORT - Road</b>												
Duplication of Somerton Road between Kirkham Drive and Roxburgh Park Drive		\$13,000,000								\$13,000,000		

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
Duplication of Somerton Road between Kirkham Drive and Mickleham Road		\$27,000,000										
Improved public transport connections to Melbourne Airport	Funding for a business case to explore improved public transport connections to Melbourne Airport	\$200,000				\$200,000						

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government	Council	State Government	Council	State Government	Council	State Government	Council	State Government
Duplication of Mickelham Road between Somerton Road and Craigieburn Road	Funding for a business case and detailed design for duplication of Mickelham Road between Somerton Road and Craigieburn Road	\$500,000	\$	\$	\$	\$100,000	\$	\$	\$	\$	\$	\$
<b>BICYCLE NETWORKS</b>												
A principle bicycle network connecting town centres		\$200,000			\$50,000	\$50,000	\$50,000	\$50,000				
A recreational bicycle network that provides segregated and safe cycling facilities		\$100,000						\$50,000			\$50,000	
Segregated bicycle lanes on new arterial roads		\$6,500,000				\$1,500,000	\$100,000	\$1,500,000		\$2,000,000		\$1,400,000

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
Duplication of Craigieburn Road with improved intersections	Duplication of Craigieburn Road - Hanson Road to Mickleham Rd.	\$53,000,000										
The electrification of the Upfield train line by 2020 to service the new residential and employment areas of Merrifield, Lockerbie and Craigieburn West	Funding for a business case to explore electrification of the Upfield train line by 2020 to service the new residential and employment areas of Merrifield, Lockerbie and Craigieburn West	\$400,000						\$400,000				

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
The construction of the Outer Metropolitan Ring Road to enable construction by 2030	Funding for a business case and detailed design to explore construction of the Outer Metropolitan Ring Road to enable construction by 2030	\$2,000,000		\$200,000		\$400,000		\$400,000		\$400,000		\$600,000
<b>BUS SERVICES</b>												

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
A	* Extend bus services, specifically routes 529 & 533, west into growth areas as they develop. * Increase frequencies of routes 537, 528 & 544 to 20 mins in peak times. * Extend bus network along Aitken Boulevard to connect Roxburgh Park and Craigieburn Central once the section between Somerton Rd & Craigieburn Rd is complete.											
<p><b>PARKING</b></p>												

PROJECT	PROPOSED PROJECT	TOTAL PROJECT COST	14/15		15/16		16/17		17/18		18/19	
			Council	State Government								
Increased car parking at Craigieburn Station	Business case and detailed design for increased car parking at Craigieburn Station	\$100,000	\$	\$100,000	\$		\$		\$		\$	