

MITCHELL SHIRE COUNCIL.  
**PUBLIC  
TRANSPORT.**

## **Improving Public Transport in Mitchell Shire**



### **Preliminary Business Case**

May 2018



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## Executive Summary

Mitchell Shire is located on the edge of metropolitan Melbourne. Its southern border is approximately 40 kilometres north of the Melbourne Central Business District. It is a large municipality comprising vast areas of public land, private agricultural holdings, and townships of varying sizes. The Shire is one of 10 municipalities (Interface Councils) that form a ring around metropolitan Melbourne. These municipalities are expected to accommodate over 60% of Melbourne's population growth.

Part of the Shire falls within Melbourne's urban growth boundary. As such, the Shire's population is expected to grow substantially over the next 25-30 years, from 45,000 to over 230,000. This population growth is placing strains on the Shire's infrastructure, which reflects a rural environment rather than a suburban/metropolitan one. This strain is particularly evident with public transport services.

Three problems were identified as part of an investment logic mapping exercise:

**Problem 1:** Unreliable rail services that often don't align to commuter work and family commitments create unacceptably long and stressful working days.

**Problem 2:** The cost and difficulty of accessing economic and social opportunities contributes to endemic levels of isolation.

**Problem 3:** Daily overcrowding compounds the challenge of just getting to the station causing unenjoyable and uncomfortable passenger experiences.

The three problems translate to a public transport service that does not support Shire residents either in commuting to work or in travelling within and outside the municipality. The lack of services, compounded by widespread unreliability and poor amenity, is placing considerable stress on residents. This is evidenced in long commuting times, a feeling of isolation and vulnerability, financial pressures, and social issues such as family violence.

The advantages of addressing the problems and how these will be delivered and measured were also identified as part of the mapping exercise. The key benefits derived from addressing the problems are:

**Benefit 1:** Minimise the likelihood of family pressures contributing to breakdown and violence.

**Benefit 2:** Improved health and wellbeing for Shire residents.

**Benefit 3:** A more attractive and affordable region for prospective residents.

By addressing the problems, the quality of life for Shire residents will be improved as the public transport service will better support work, leisure, and family requirements. This in turn will see a reduction in the extraneous pressures placed on individuals and families, particularly as they relate to financial and interpersonal issues.

The preliminary business case presents a number of initiatives that would solve the problems and facilitate the achievement of the anticipated benefits. While these initiatives fall outside the Shire's area of responsibility, it stands ready to support their advancement as part of the State Budget process. The initiatives are summarised below:

**Integrated Regional Transport Plan:** Preparing an Integrated Regional Transport Plan led by Transport for Victoria and supported by Public Transport Victoria and VicRoads for the new urban growth boundary.

**Improved bus connectivity:** Increasing existing bus services and providing new bus services that link various Mitchell Shire towns. The increase in existing services involve:

- Kilmore Town Service- weekend and public holiday services
- Kilmore Town Service – split the existing single service into two services.

The new bus services linking rural towns consist of:

- Hidden Valley
- Broadford
- Tallarook
- Puckapunyal
- Kilmore East (extending the service to the Shire's main hospital).



**Improved train connectivity:** Improving the train connectivity in Mitchell Shire by:

- enabling Seymour trains to bypass the busy Craigieburn railway line by connecting the Upfield and Craigieburn railway lines at Somerton to enable a faster and more reliable connection into Melbourne
- electrifying the Upfield to Wallan railway lines
- changing zoning to provide fairer prices for rural communities
- providing modern commuter-style services for growth areas
- upgrading the train fleet to modern trains and the network to support the VLocity fleet
- increasing train frequency
- building the Beverage railway station
- progressing the high-speed rail network plans.

**Car Parking:** Increasing the capacity of the Seymour railway station car park.



# 1 Part 1 Problem

## 1.1 Background

### 1.1.1 Shire of Mitchell

#### 1.1.1.1 Location

Mitchell Shire is located on the edge of metropolitan Melbourne; its southern border is approximately 40 kilometres north of the CBD. Covering 2,861 square kilometres, it is a large municipality comprising vast areas of public land and private agricultural holdings, as well the townships of Beveridge, Broadford, Heathcote Junction, Kilmore, Puckapunyal, Pyalong, Seymour, Tallarook, Tooborac, Wallan, and Wandong. The Shire shares boundaries with Hume and Whittlesea to the south, Macedon Ranges, Mount Alexander and Greater Bendigo to the west, Strathbogie to the north and Murrindindi to the east. A map of Mitchell and its location relative to other key parts of Victoria is at Figure 1.

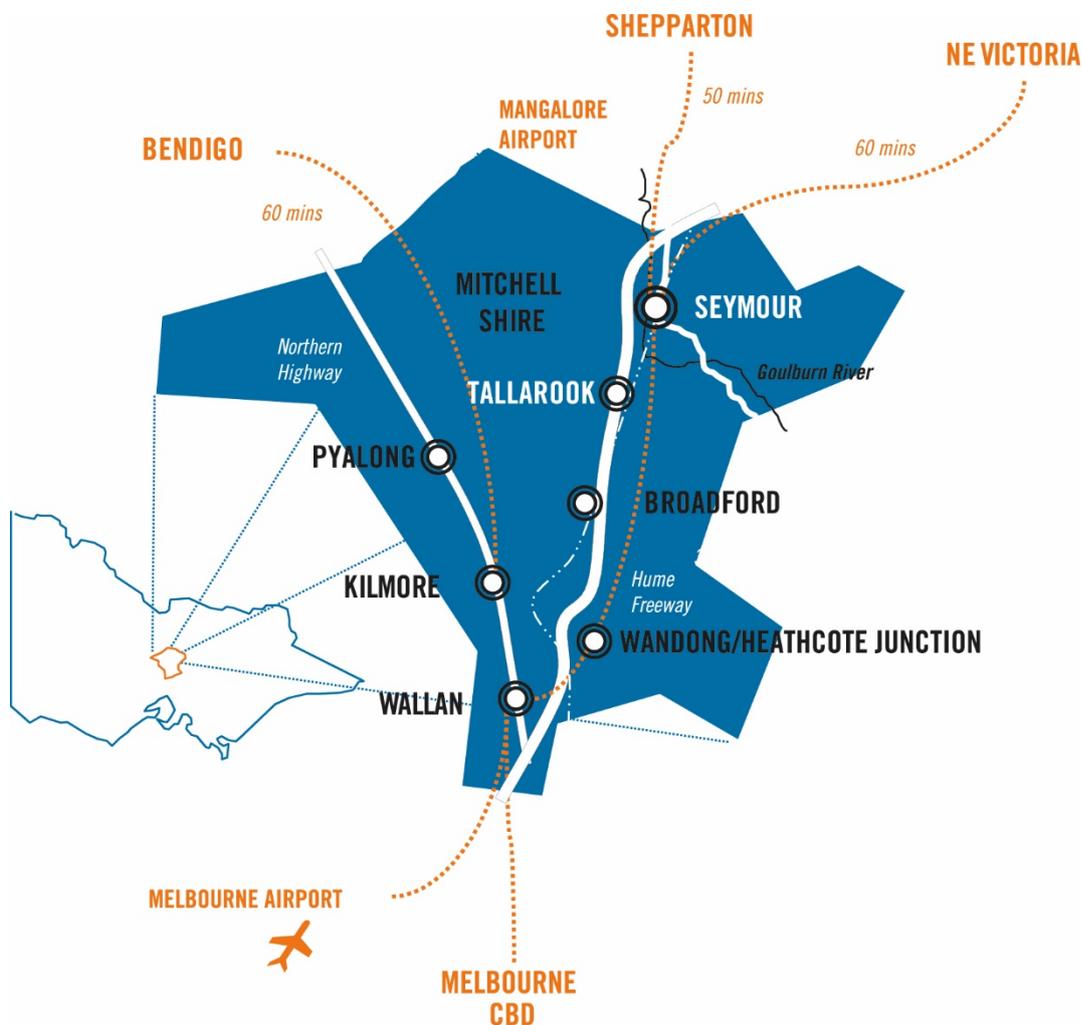


Figure 1: Shire of Mitchell Map and Location



### 1.1.1.2 Demographic Profile

The demographic profile of Mitchell compared with Greater Melbourne is summarised in *Table 1*.

Demographic Features <sup>1</sup>	Shire of Mitchell	Greater Melbourne
People	45,000	4,485,211
Males, Females	50.3%, 49.7%	49%, 51%
Median age	37	36
Average people per household	2.7 (Beveridge and Wallan 3.1 in growth area)	2.7
Median weekly household income	\$1,391	\$1,542
Median monthly mortgage repayments	\$1,582	\$1,800
Median weekly rent	\$265	\$350
Employed	88.4%	88.6%
Average motor vehicles per dwelling	2.1	1.7
Travel to work - car, as driver	69%	60.2%
Travel to work - car, as passenger	4.2%	3.9%
Worked at home	4.2%	4.2%
Train	2.8%	7.2%
Walked only	2.8%	3%
People who travelled to work by public transport	5.1%	15.6%
People who travelled to work by car as driver or passenger	75.4%	66.9%

*Table 1: Mitchell Demographic Profile*

### 1.1.1.3 Key Demographic Features

The following points summarise the key demographic features of Mitchell.

- The current estimated residential population is 45,000 (March 2018), which is expected to grow substantially in the next 25-30 years to over 230,000.
- Considerable population growth and development are expected to occur in the next 25-30 years:
  - Beveridge - estimated growth from 2,607 to 106,000
  - Wallan - estimated growth from 13,171 to 55,000
  - Kilmore – Kilmore East - estimated growth from 9,428 to 28,000
  - Broadford Area – estimated growth from 5,087 to 11,000.
- The number of one and two parent families with dependents is projected to increase at a higher rate (109%) than the number of sole person or couple only households (91%). (forecast id)
- The Socio-economic Index for Areas (SEIFA) uses census data to rank the relative socio-economic advantage/disadvantage of Australian communities. The Index of Relative Socio-economic Disadvantage ranks areas from most disadvantaged to least and can be analysed at

<sup>1</sup> <http://www.censusdata.abs.gov.au>, accessed 15 February 2018



different geographic levels. At the local government level, there are 79 municipalities within Victoria, with 1 being the most disadvantaged and 79 the least. In the SEIFA Index of Relative Socioeconomic Disadvantage, Mitchell is ranked 47th of the 79 municipalities; and the scores recorded for Seymour and Broadford place them amongst the most disadvantaged areas in the State. Wandong and Beveridge are two of the least socioeconomically disadvantaged suburbs in the State.

## 1.1.2 Locational Context

### 1.1.2.1 Interface Councils

Mitchell Shire is one of 10 municipalities (Interface Councils) that form a ring around metropolitan Melbourne. These municipalities are expected to accommodate over 60% of Melbourne's population growth to 2026. Along with this rapid population growth, the Interface Councils have unique characteristics that create significant challenges including:

- established urban areas
- peri-urban and rural townships
- growth corridors with large scale housing development
- high socioeconomic disadvantage including rent and mortgage stress
- large numbers of newly arrived migrants and refugees
- ageing populations from both English speaking and non-English speaking backgrounds
- larger populations of families with young children than the metropolitan Melbourne average.

### 1.1.2.2 One Melbourne or Two?

In February 2013, the Interface Councils launched 'One Melbourne or Two?', a report identifying service and infrastructure deficiencies for the growing population in Melbourne's outer suburbs, and recommended immediate action from State Government for the 1.3 million Melbournians it said are being forced to live like second class citizens compared to the rest of the state's residents. The report has been updated (2017) and highlights:

- Interface residents have significantly lower educational qualifications compared to non-Interface residents e.g. only 18 per cent of Interface residents over the age of 15 hold a degree or higher qualification compared to 24 per cent of non-Interface residents.
- Approximately one job provided for every two labour force participants (compared to more than a 1:1 ratio for non-Interface areas).
- Median personal income for Interface residents (\$33,240) are 9 per cent lower than for non-Interface residents (\$36,160).
- There are eight aged-care and retirement facilities per 10,000 residents 65 years and older in the Interface, compared to over 13 in non-interface regions.
- There are 10 hospital beds per 10,000 people in Interface suburbs but those living in the rest of Melbourne have access to almost three times that number with 30 beds available for every 10,000 people living in non-interface areas.
- There is half the number of public transport options for Interface residents as there are for workers living closer to the CBD, amounting to a heavy reliance on cars which causes billions of dollars in social costs and productivity through congestion (business and private time costs, the costs of operating additional vehicles and air pollution costs).

### 1.1.2.3 Parliamentary Inquiry into Liveability Options in the Outer Suburbs

The Parliamentary Committee found that the outer suburbs of Melbourne currently lag significantly behind the rest of Melbourne on many measures of liveability, and that the divide is growing. In particular:

- 'A significant lag in the provision of services, social infrastructure and physical infrastructure, particularly transport infrastructure in the form of roads and public transport.
- A significant decline in housing affordability, which has had a disproportionate impact on residents of Melbourne's outer suburbs due to the relatively greater living costs that they face.
- 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.
- A relative lack of access to parks and public open space, as well as to private open space.



- Relatively poor access to medical, health and support services, as well as poorer health outcomes.<sup>2</sup>

#### **1.1.2.4 Parliamentary Inquiry into Growing the Suburbs**

The 'Parliamentary Inquiry into Growing the Suburbs' found that Melbourne's outer suburban residents face the following issues leading to reduced liveability of their suburbs:

- The unsustainable practice of agglomeration that results in the double challenge for outer suburban residents of a shortage of local 'knowledge industry' jobs and a decline in those industries, such as manufacturing and retail, that have traditionally provided a large proportion of local jobs.
- There is great emphasis, in the findings and recommendations of this report, on the development of measures to increase local employment opportunities and transport infrastructure to support those opportunities.

#### **1.1.2.5 Developing Transport Infrastructure and Services for Population Growth Areas**

The Victorian Auditor General's Office's 'Developing Transport Infrastructure and Services for Population Growth Areas' report concluded that 'over many years, the state has failed to deliver the transport infrastructure and services needed to support rapidly growing communities. This is adversely impacting accessibility, and risks the future liveability of metropolitan Melbourne. Urgent action is required to address this serious problem. 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.

In turn, these deficiencies are increasing car dependence, pollution and exacerbating traffic congestion at significant community cost. This both limits state productivity and the time that people can spend with their families. Despite these growing problems, 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 statewide planning initiatives have been disingenuous.

Growing pressure on state finances heightens the need to effectively prioritise limited funds, and to develop alternative funding sources and implementation strategies to meet the growing challenge.

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.<sup>3</sup>

#### **1.1.2.6 Future Cities**

In February 2018, Infrastructure Australia released its Future Cities paper the purpose of which was to 'test and better understand the trade-offs between potential long-term growth pathways for Australia's largest cities.'<sup>4</sup> Various development scenarios were run for Melbourne and Sydney to test how 'Australian cities could grow and change, including:

- Should our cities expand outwards, at a low density, or consolidate inwards at a higher density?
- Should we seek to locate jobs in a small number of large centres or distribute them more evenly across the metropolitan area?
- What mix of modes and network structure is best suited to meet the needs of a larger city?<sup>5</sup>

The scenarios assumed common population and employment growth totals in the year 2046 against a reference base of 2015/16, within consistent metropolitan boundaries, but differed by the location of this growth, and by the future structure of the transport network. Nine findings were derived from the scenario analysis of Melbourne and Sydney. Of relevance were the findings that:

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<sup>2</sup> Parliament of Victoria, Outer Suburban/Interface Services and Development Committee Inquiry Into Liveability Options in Outer Suburban Melbourne December 2012, pp51-52

<sup>3</sup> <https://www.audit.vic.gov.au/report/developing-transport-infrastructure-and-services-population-growth-areas>

<sup>4</sup> Infrastructure Australia, Summary Report, Future Cities, Planning for our Growing population, February 2018, p. 2

<sup>5</sup> Ibid, p. 3



- 'The scenario analysis shows that well-planned cities, where the location of jobs, homes and their supporting infrastructure networks are coordinated to maximise accessibility and liveability, will deliver the best outcomes for Australian communities.'<sup>6</sup>
- 'The scenario analysis shows increases in demand for transport, health services, schools and tertiary education facilities, which will require new and upgraded infrastructure. Governments and the community will face a series of choices about the sequencing, type and location of infrastructure to support growth. Problems arise when new developments and infrastructure are planned and delivered in isolation. A place-based approach that considers interrelated elements and the broader needs of an area can deliver better community outcomes.'<sup>7</sup>

### 1.1.2.7 Culturally and Linguistically Diverse (CALD) Communities

The dominant cultural background of Mitchell Shire residents is white Australian. Only 21% of residents were born overseas, of which 5.5% were born in non-English speaking countries. According to the 2016 Census, data, the top three non-English speaking birthplaces were India, Italy, and China.

Approximately 1,290 people or 8.7% of the population in Mitchell speak a language other than English at home. This includes a range of languages, the most common of which are Italian, Mandarin, Punjabi, Greek, and Maltese.

Aboriginal and/or Torres Strait Islander people made up 1.6% of the population.

The Census data indicates an increase in cultural diversity within Mitchell Shire between 2011 and 2016. However, local anecdotal evidence suggests this has accelerated in recent years. Predicted population changes founded on the migration patterns flowing north from Melbourne's centre suggest that Mitchell Shire is beginning to, and will continue to experience, an increase of CALD population groups. This change is likely to be most pronounced in the southern growth townships of Wallan and Beveridge.

## 1.1.3 Policy and Planning Context

### 1.1.3.1 Plan Melbourne 2017-2050

Melbourne is forecast to grow from 4.5 million residents in 2017 to nearly 8 million residents by 2050. *Plan Melbourne 2017-2050* is a long-term plan designed to respond to the challenges that will arise from this population growth. It provides a framework that emphasises housing affordability and access by focusing growth in the central city, activity centres, urban renewal areas and the outer urban growth areas. It aims to give communities, developers and infrastructure providers greater clarity about where growth is being preferred, and where and when services are needed.

The *Plan* maintains the urban growth boundary to ensure that urban sprawl is contained. The urban growth boundary includes Beveridge and Wallan in Mitchell Shire.

'Melbourne needs an integrated 21st-century transport system to connect people to jobs and services. Creating an integrated transport system will require...significant improvements to arterial road connections across Melbourne, and improved efficiency of the motorway network...better transport infrastructure and services in newer suburbs— including new bus services for outer suburbs and, where there is sufficient demand, expansions to the rail network, significant investments in new suburbs to create pedestrian and cyclist-friendly neighbourhoods...enhancing the efficiency of Melbourne's freight network by upgrading road and rail freight infrastructure, creating new intermodal freight terminals in Melbourne's north and west, and increasing the volume of interstate freight transported by rail'.<sup>8</sup>

### 1.1.3.2 Hume Regional Growth Plan

The *Hume Regional Growth Plan* provides a regional approach to land use planning in the Hume Region, which includes the municipalities of Alpine, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogrie, Towong, Wangaratta and Wodonga.

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<sup>6</sup> Ibid, p. 9

<sup>7</sup> Ibid, p. 12

<sup>8</sup> The State of Victoria, Department of Environment, Land, Water and Planning, *Plan Melbourne 2017-2050, A global city of opportunity and choice*, Summary, 2017, p. 11



The *Plan* identifies opportunities to encourage and accommodate growth and to manage change in the region to 2034. The *Plan* identifies:

- 'locations where future development will be supported, assessed at a regional scale
- environmental, economic, community and heritage assets that should be conserved, maintained or sensitively developed
- key regional priorities for future infrastructure planning and development to support growth.'<sup>9</sup>

Section 14 of the *Plan* deals with regional infrastructure and states that 'The Hume Strategy aims for an integrated network of efficient and high functioning transport systems to provide for a mobile region. It also aims for access to services, facilities and other opportunities to support more healthy, vibrant and resilient communities.'<sup>10</sup>

'Opportunities for improving network capacity include...maximising the use of existing infrastructure, new roads, bypasses of towns and inner town centres and associated link roads...the Kilmore-Wallan Bypass... (is a) specific example(s), expansion of road space such as widening, sealed shoulders, duplication and clearways, improved walking and cycling links'.<sup>11</sup>

### 1.1.3.3 Growth Corridor Plans, Managing Melbourne's Growth

The Metropolitan Planning Authority has developed four Growth Corridor Plans that describe high level integrated land use and transport plans. The plans are expected to guide housing, employment, town centres, open space, and transport and other infrastructure.

'Melbourne's four Growth Corridors...are expected to accommodate close to half of Melbourne's new housing and much of the city's future supply of industrial land over the next thirty to forty years. Substantial new communities will emerge in these Corridors. The transport, town centre and open space networks established in the initial development of them will be in place for many generations.'<sup>12</sup>

The North Growth Corridor Plan makes provision for the following populations and jobs:

- dwelling capacity – 93,000 to 117,000
- population capacity – 260,000 to 330,000
- jobs capacity – 83,000 to 105,000.

Activity will be concentrated at:

- Central Activity Area – Broadmeadows
- Principal Town Centre – Epping, Donnybrook
- Major Town Centre – Beveridge, Mickleham, Craigieburn, Roxburgh, Wollert, Mernda, South Morang, and Gladstone Park.

'In order to provide future access between urban communities in the corridor, the Growth Corridor Plan proposes a new grid of north-south and east-west arterial roads crossing the freeways. These roads will provide critical access across local communities and between housing, jobs and services. The Corridor Plan recognises the potential for additional access onto the Hume Freeway, north and south of the OMR, and also recognises the need for further investigation of these interchanges. There is a need to ensure that this important national freight route does not become congested with local traffic, but there is also a need to provide some additional access to the Freeway to serve the new homes and jobs proposed. Further investigations regarding this issue are required.'<sup>13</sup>

Appendix A summarises the (draft) North Growth Corridor Plan.

### 1.1.3.4 Mitchell Growth Corridor Plan

In 2009, the State Government, following the release of Melbourne@5Million and Delivering Melbourne's Newest Sustainable Communities, expanded the metropolitan urban growth boundary to include land surrounding the township of Beveridge, namely land between Old Sydney Road and the Melbourne - Sydney Railway line. More recently, the State Government, following the logical inclusions

<sup>9</sup> Victorian Government, Hume Regional Growth Plan, 2014, p. i

<sup>10</sup> Ibid, p. 61

<sup>11</sup> Ibid, p. 63

<sup>12</sup> Growth Areas Authority, Growth Corridor Plans, Managing Melbourne's Growth, 2012, p. 5

<sup>13</sup> Ibid, p. 72



investigation in 2012, moved the urban growth boundary and the growth corridor was expanded to include Wallan, as well as land surrounding Beveridge.

This change will rapidly increase the rate of development in the south of the Mitchell Shire with the growth corridor expected to house an additional population in the order of over 150,000 people over a period of 30-50 years. The role and function of Beveridge and Wallan is already changing from rural townships to areas providing housing for young families seeking affordable accommodation and good transport links to Melbourne. The growth will have significant implications for the road network, employment and retail, and the range and level of services to be provided to meet the population needs.

Appendix B summarises the Mitchell Growth Corridor Plan.

The rollout of the Plan is described in five yearly stages in the *Potential Development Sequencing Northern Growth Corridor, Final Version, April 2016* report, which has been endorsed by the Mitchell Shire Council.

#### **1.1.3.5 Network Development Plan – Metropolitan Rail, December 2012**

Public Transport Victoria has completed a detailed examination of how Melbourne's train system needs to evolve to meet the needs of the city and of train passengers in the short, medium and long term. The Network Development Plan – Metropolitan Rail 2012 is intended to inform government in its process of policy formulation and is designed to:

- expand the capacity of the existing network to meet the growing needs of the city
- redesign train services to maximise opportunities for seamless coordination with buses and trams
- extend the network to areas currently not served by metropolitan rail.

The Plan sets out a four staged approach to strengthening and securing Melbourne's rail network over a 20 year period.

Stage 3 – Extending the network: within 15 years includes reference to 'Reinstatement of the Somerton to Upfield link'<sup>14</sup>. 'The diversion of Seymour regional services via the Upfield line will become possible through the reinstatement of the Somerton to Upfield link, reducing pressure on the Craigieburn line, improving travel times for Seymour services and – most importantly – enabling additional short-starter regional services to be introduced from Wallan as a precursor for the electrification of the line.'<sup>15</sup>

Stage 4 – Preparing for future growth: within 20 years includes reference to 'Electrification projects to...Wallan'.<sup>16</sup>

#### **1.1.3.6 Victoria's 30-Year Infrastructure Strategy, December 2016**

Infrastructure Victoria's 30-year strategy has, as one of its recommendations, to provide transport infrastructure to support high growth greenfield areas. This recommendation included the following elements relevant for Mitchell Shire:

'1.3.2 Growth area local buses. Expand the local bus network coverage in growth areas and provide service enhancements over 0-15 years to support local trips and connection with other trunk services, such as SmartBus routes and local train stations, subject to transparent assessment to determine priorities. This would include new buses, better timetables and more services and help to ensure quality access to jobs and services including to major employment centres from growth areas (ref. LBS).'<sup>17</sup>

'1.3.8 Wallan rail electrification. Extend the electrified rail network to Wallan, including additional stations in growth areas, within the early part of 15-30 years to support the northern growth corridor and improve services on the Seymour line. Part of the scope of this recommendation, the reinstatement of the Somerton Link between the Craigieburn and Upfield lines, could be accelerated to support additional regional and Craigieburn services in the short term. This electrification is critical to meeting the significant projected patronage growth on this line for access to the central city and requires the support

<sup>14</sup> Public Transport Victoria Network Development Plan – Metropolitan Rail, December 2012, p. 7

<sup>15</sup> Ibid, p. 22

<sup>16</sup> Ibid, p. 7

<sup>17</sup> Infrastructure Victoria, Victoria's 30-Year Infrastructure Strategy, December 2016, p. 49



of the City Loop reconfiguration (see Recommendation 10.10.1) to provide capacity for the additional services (WRE1).<sup>18</sup>

## 1.2 Definition of the Problem

A summary of the problem is presented in the Investment Logic Map (refer Appendix C). Table 2 expands upon the identified problem.

<b>1. Unreliable rail services that often don't align to commuter work and family commitments create unacceptably long and stressful working days</b>
<p>Commuters from Mitchell Shire to the Melbourne CBD are confronted with a range of difficulties that make travel time long and stressful. These include:</p> <ul style="list-style-type: none"> <li>• infrequent train services, which mean an extended wait if a train is missed or cancelled</li> <li>• unreliable and aged rolling stock that experiences regular breakdowns</li> <li>• extended travel time of at least an hour</li> <li>• inconsistent alignment with family needs such as before and after school activities, dental and medical appointments, sporting commitments, etc</li> <li>• difficulties experienced by young people under the driving age (18 years) in travelling to and from appointments, social events, sporting clubs, meet-ups with friends, etc</li> <li>• doubling up the commuting by having to travel to and from the railway station, either by car or bus.</li> </ul> <p>In addition, the time spent commuting is time not spent on family and community activities and recreational pursuits.</p>
<b>2. The cost and difficulty of accessing economic and social opportunities contributes to endemic levels of isolation</b>
<p>Intra-municipality travel, other than by car, is very difficult. Households with no car are especially affected, as are households with one car, if that car is needed for travel to the railway station in order for the breadwinner to catch a train to work.</p> <p>Many homeowners in Mitchell Shire have mortgage stress that is exacerbated by the need to have at least one car in order to be able to move around the municipality. Bus services are very limited and do not connect local towns.</p>
<b>3. Daily overcrowding compounds the challenge of just getting to the station causing unenjoyable and uncomfortable passenger experiences</b>
<p>Commuter trains are often full/overcrowded, resulting in reduced passenger amenity and the frequent need to stand for some/all of the one hour plus journey.</p>

Table 2: Problem Definition

## 1.3 Evidence of the Problem

### 1.3.1 Public Transport

#### 1.3.1.1 Current Services

The public transport services currently provided to the main population centres in Mitchell Shire are summarised in Table 3.

Location	Bus (Yes/No)	Train (Yes/No)	Comments
Beveridge	No	No	School bus services provide access for residents of the Mandalay Estate to Beveridge Primary, Wallan Secondary and Wallan Primary Schools

<sup>18</sup> Ibid, p. 50



Location	Bus (Yes/No)	Train (Yes/No)	Comments
Broadford	No	Yes	The Broadford railway station is in the centre of the residential and commercial area. This negates the need for a bus service at present but as residential development occurs the need will arise. A connecting service for commuters will be required at some stage within Broadford and also for general travel between Broadford and other parts of the municipality.
Kilmore	Yes	Yes	<p>Kilmore East railway station is located approximately 3 km from the township. The access road is steep, narrow and has no provision for pedestrians. It is unlit. It is dangerous for pedestrians and cyclists.</p> <p>It is reported that at night taxis are reluctant to travel to the station to convey passengers to the township.</p> <p>There is an extensive bus route serving the town area and the railway station. It was introduced as a 'train connector' service but has, over the years, been extended to provide reasonable coverage Monday to Friday.</p> <p>Morning services run from 5.25 am until 12.40 pm, afternoon services from 4.40 pm until 8.10 pm. When trains are delayed, the bus will await the arrival of the last train with which it is scheduled to connect.</p> <p>There are no bus services on Saturday, Sunday or Public Holidays.</p> <p>In the recent State Budget it was announced that Kilmore will receive a flexbus services, however times are currently unknown.</p> <p>The car park has been reconstructed twice but remains inadequate.</p>
Puckapunyal	Yes	No	
Pyalong/ Tooborac	No	No	
Seymour	Yes	Yes	Seymour is well serviced by buses. There are three principal routes serving Puckapunyal, Seymour, Seymour East and Seymour North, with two variations providing a total of five routes. Services commence at 5.10 am and continue on basically 30 minute frequencies until 7.45 pm, Monday to Friday. On Saturdays, services commence at 8.00 am and conclude at 3.00 pm. There are no bus services on Sundays and public holidays.
Tallarook	No	Yes	
Wallan	Yes	Yes	<p>The Wallan railway station is at Wallan East, approximately 2.5 km from the centre of the township. Pedestrian access is poor from both the township and the Wallara Waters estate.</p> <p>Bus services between Wallan and the railway station are designed to accommodate the needs of morning and evening commuters. Thus they are active only Monday to Friday, operating from 5.10 until 7.10 am, then from 4.30pm until 8.10 pm. When trains are delayed, the bus awaits the arrival of the last train with which it is scheduled to connect.</p> <p>There are two services during the day (Township-Wallan Station-Township) at 1.10 pm and 1.50 pm.</p> <p>There are no bus services on Saturday, Sunday or public holidays.</p> <p>The car park at Wallan station has been reconstructed, and then extended but it remains inadequate.</p>

Table 3: Current Public Transport Services



### 1.3.1.2 Train Timetables

#### 1.3.1.2.1 Seymour to Southern Cross

On Monday to Friday, trains from Seymour to Southern Cross (Melbourne City) run from 5:00 am to 11:00 pm. The frequency of services varies during the course of the day but for commuters the key departures times are set out in Table 4. From the table it can be seen that trains run approximately every 30 to 40 minutes meaning that if a train is missed or cancelled then there is a very long wait for the next service.

Travel time from Seymour to Southern Cross is approximately 1 hour and 35 minutes.

Station	Departure *	Departure *	Departure	Departure *	Departure
Seymour Station (Seymour)	5:00 am	5:50 am	6:21 am	6:57 am	7:34 am
Tallarook Station (Tallarook)	5:06 am	5:56 am	6:28 am	7:04 am	
Broadford Station (Broadford)	5:16 am	6:06 am	6:39 am	7:15am	7:50 am
Kilmore East Station (Kilmore East)	5:23 am	6:13 am	6:47 am	7:23 am	7:58 am
Wandong Station (Wandong)	5:30 am	6:20 am	6:54 am	7:30 am	8:05 am
Heathcote Junction Station (Heathcote Junction)	5:32 am	6:22 am	6:57 am	7:33 am	
Wallan Station (Wallan)	5:37 am	6:27 am	7:03 am	7:39 am	8:13 am
Southern Cross Station (Melbourne City)	6:32 am	7:23 am	7:59 am	8:36 am	9:10 am
<b>Travel Time Seymour to Southern Cross</b>	1 hr 32 min	1 hr 33 min	1 hr 38 min	1 hr 39 min	1 hr 36 min

Table 4: Train Timetable Seymour to Southern Cross

\* Peak

#### 1.3.1.2.2 Southern Cross to Seymour

On Monday to Friday, trains from Southern Cross (Melbourne City) to Seymour run from 6:12 am to 11:45 pm. The frequency of services varies during the course of the day but for commuters the key departures times are set out in Table 5. From the table it can be seen that trains run approximately every 30 minutes meaning that if a train is missed or cancelled then there is a very long wait for the next service.

Travel time from Southern Cross to Seymour is approximately 1 hour and 35 minutes.

Station	Departure	Departure *	Departure *	Departure *	Departure
Southern Cross Station (Melbourne City)	3:31 pm	4:31 pm	5:11 pm	5:37 pm	6:02 pm
Wallan Station (Wallan)	4:21 pm	5:22 pm	6:03 pm	6:32 pm	
Heathcote Junction Station (Heathcote Junction)	4:26 pm	5:29 pm	6:10 pm	6:37 pm	
Wandong Station (Wandong)	4:29 pm	5:32 pm	6:13 pm	6:40 pm	
Kilmore East Station (Kilmore East)	4:35 pm	5:38 pm	6:19 pm	6:46 pm	



Station	Departure	Departure *	Departure *	Departure *	Departure
Broadford Station (Broadford)	4:42 pm	5:47 pm	6:28 pm	6:54 pm	
Tallarook Station (Tallarook)	4:51 pm	5:56 pm	6:37 pm	7:03 pm	
Seymour Station (Seymour)	5:03 pm	6:05 pm	6:49 pm	7:15 pm	7:30 pm
<b>Travel Time Southern Cross to Seymour</b>	1 hr 32 min	1 hr 34 min	1 hr 38 min	1 hr 38 min	1 hr 28 min

Table 5: Train Timetable Southern Cross to Seymour

\* Peak

### 1.3.1.2.3 Train Travel Times

A Mitchell Shire resident, commuting by train from Seymour to Southern Cross, spends approximately three hours a day travelling (or fifteen hours a working week), plus the time it takes to travel to and from each station.

A Mitchell Shire resident, commuting by train from Wallan to Southern Cross, spends approximately one hour forty minutes a day travelling (or eight hours, twenty minutes a working week), plus the time it takes to travel to and from each station.

The time spent commuting is time not spent on other activities to the detriment of one's personal life, and the interaction with family, friends, and the community more generally. This lack of an adequate work/life balance gives rise to family pressures and mental health stresses. In addition, the community does not fully benefit from local residents involvement in social, recreational and voluntary events.

### 1.3.1.3 Train Overcrowding

Commuter trains are often crowded. This seems to be caused by the:

- increasing number of travellers
- small size of seats on the older trains used on the Seymour line, i.e. it is difficult for two average size people to sit side-by-side
- first class carriage/s on the Shepparton line, which are often underutilised while the economy carriages are standing room only (note that Myki can be used for economy travel but not for first class travel)
- some of the non-commuters often have excessive amounts of baggage and luggage that take up space.

Vline data<sup>19</sup> on train capacity in February 2018 is set out in Table 6 and Table 7.

Departs	From	Arrives	Seats	Average seats used at busiest point	Busiest Point
05:00	Seymour	06:32	178	66%	Donnybrook
05:15	Shepparton	07:59	347	87%	Donnybrook
05:50	Seymour	07:23	265	85%	Donnybrook
06:57	Seymour	08:36	348	80%	Donnybrook

Table 6: Seymour line trains arriving in Melbourne, Southern Cross before 9am

<sup>19</sup> [www.vline.com.au/About-V-Line/Performance](http://www.vline.com.au/About-V-Line/Performance), accessed 23 March 2018



Departs	To	Arrives	Seats	Average seats used at busiest point	Busiest Point
16:31	Shepparton	19:22	360	100%	Broadmeadows
17:11	Seymour	18:49	371	78%	Broadmeadows
17:37	Seymour	19:15	263	83%	Broadmeadows

Table 7: Seymour line trains leaving Melbourne between 4pm and 6.30pm

### 1.3.1.4 Train Reliability and Punctuality

Vline data on train reliability in February 2018 indicates that reliability and punctuality on the:

- Seymour line were 96.5% and 79.9% respectively
- Shepparton line were 100% and 70% respectively.

The punctuality performance was well under the target rate of 92% whereas the reliability target was at or above the target rate of 96%. An area that warrants further investigation is the frequency of train cancellations and the substitutions of coaches. Anecdotally, this seems to happen frequently which may not affect the reliability performance but would adversely affect the punctuality performance.

### 1.3.1.5 Inter-town Connectivity

There is a lack of inter-town public transport connectivity.

Limited Saturday train services and town bus connectors restrict local opportunities for social and sporting life. In addition, there are much reduced train services on Sundays and Public Holidays, and no bus services on those days.

## 1.3.2 Health and Wellbeing Indicators

### 1.3.2.1 Obesity

A lower proportion of Mitchell Shire residents are in the normal Body Mass Index (BMI) range compared with neighbouring municipalities and Victoria overall. There are also a high proportion of residents categorised as obese according to their BMI, compared with the Victorian average.

The proportion of Mitchell Shire residents falling in the normal BMI range is 32.8% compared with Victoria of 39.8%.<sup>20</sup>

### 1.3.2.2 Family Violence

'The rate of reported family violence incidences within Mitchell Shire is extremely high and priority action is required to address this vital issue. In 2016/17, the rate was 2,275 per 100,000 population. That is around 40% higher than Hume and Whittlesea and 59% higher than the Victorian average (1,242).'<sup>21</sup>

### 1.3.2.3 Mental Health

'Mitchell Shire has a high proportion of people who are at very high risk of developing poor mental health outcomes (7.1%); although this figure is lower than Hume and Whittlesea, it is well above the Victorian state average (3.9%).'<sup>22</sup>

### 1.3.2.4 Public Transport

'Only 28% of Mitchell Shire residents live near public transport compared with 74% of residents across Victoria.

<sup>20</sup> Mitchell Shire Council, Health Profile 2017, p. 23

<sup>21</sup> Crime Statistics Agency, Family Violence Data, accessed 21/5/2018. Available at: [www.crimestatistics.vic.gov.au/family-violence-data-portal/download-data-tables](http://www.crimestatistics.vic.gov.au/family-violence-data-portal/download-data-tables)

<sup>22</sup> Ibid, p. 20



In 2011, a high proportion of Mitchell Shire (15%) and Whittlesea (18%) residents experience long commute times of more than 2+ hours per day, when compared to the Victorian average (12%). This is a result of the geographic isolation of these municipalities from key employment areas in metropolitan Melbourne and inadequate public transport connections to these important economic activity centres.

The proportion of local residents with long commute times is likely to have increased in recent years due to rapid residential development and population growth in Hume, Whittlesea and the southern end of Mitchell Shire.<sup>23</sup>

### 1.3.2.5 Community Participation

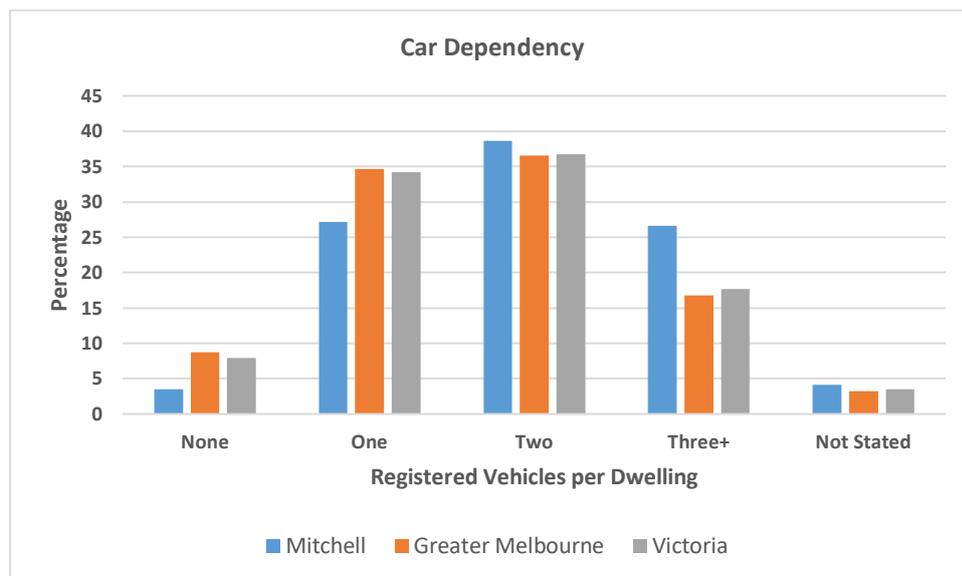
'Mitchell Shire has a lower than average rate of participation in religious groups and scores below the Victorian average on perceived access to community groups and support groups.'<sup>24</sup>

### 1.3.3 Car Dependency

The Victorian Auditor-General's Report, *Developing Transport Infrastructure and Services for Population Growth Areas* found that 'Inadequate access to public transport in growth areas is a key barrier to economic and social inclusion and has led to comparatively higher rates of car ownership and dependency.'<sup>25</sup>

Residents of Mitchell Shire have a heavy reliance on private vehicle travel<sup>26</sup>; there are more households with two or more cars in comparison to Greater Melbourne and Victoria, and far fewer households without a car as illustrated in Figure 2. This has the following social and financial consequences:

- households with no car are at risk of social isolation because ready access to family, friends, and the general community is severely compromised
- households with one car are exposed to the same social isolation risks as those with no car, if the one car is used by the breadwinner to travel either directly to work or to a railway station car park
- households with two or more cars are at financial risk because of the additional costs associated with car ownership, e.g. registration, insurance, maintenance (particularly of older cars), and running costs
  - this in turn adds to social isolation risk because there is less money available for non-car related expenses, e.g. recreational and community pursuits.



<sup>23</sup> Ibid, p. 54

<sup>24</sup> Ibid, p. 32

<sup>25</sup> Victorian Auditor-General's Report, *Developing Transport Infrastructure and Services for Population Growth Areas*, August 2013, p. 12

<sup>26</sup> Census 2016, Quick Stats, accessed 16 March 2018



Figure 2: Car Dependency

Sixty-nine per cent of Mitchell Shire residents used their own cars to travel to work compared to Greater Melbourne’s 60.2% and Victoria’s 61.8%.

Only 2.8% of Mitchell Shire residents used the train to travel to work compared with 7.2% for Greater Melbourne and 5.8% for Victoria.

Only 5.1% of Mitchell Shire residents used the public transport to travel to work compared with 15.6% for Greater Melbourne and 12.6% for Victoria.

### 1.3.4 Costs

#### 1.3.4.1 Housing Affordability and Transport Costs

A recent study by Monash University<sup>27</sup> has found that ‘The traditional way of measuring housing affordability is inadequate as it overlooks transportation costs...living in the outer areas away from the CBD does not necessarily reduce the cost of living in Melbourne. Once the cost of transportation is taken into account, most of the outer suburbs become less affordable while some of the inner areas become more affordable. The study found that 44% of income earned by Wallan residents is applied to housing (17%) and transport (27%).’

‘Housing affordability is traditionally measured using the percentage of income spent on housing costs. As a common rule, households who spend more than 30% of their income on housing costs while earning in the bottom 40% of the income range are considered to be under housing stress. An important cost that is usually overlooked in measuring affordability is the transport or accessibility costs.’

The above study would suggest that many Mitchell Shire residents are likely to be suffering housing stress with affordable housing being offset by high transport costs.

#### 1.3.4.2 Community Wellbeing Survey

From Mitchell Shire Community Wellbeing Survey (March 2018), 14% of respondents indicated that transport costs had limited their participation in the community.

#### 1.3.4.3 Public Transport Zones

Train travel costs vary considerably within Mitchell Shire given Victoria’s fare zone system. Daily, full price costs are summarised in Table 6.

Station	Zone	Cost of a Daily Fare (Peak)	Cost of a Daily Fare (Off Peak)
Seymour Station (Seymour)	6	\$34.80	\$24.36
Tallarook Station (Tallarook)	5/6	\$30.80	\$21.56
Broadford Station (Broadford)	4/5	\$26.40	\$18.48
Kilmore East Station (Kilmore East)	3/4	\$23.20	\$16.24
Wandong Station (Wandong)	2	\$8.60	N/A
Heathcote Junction Station (Heathcote Junction)	2	\$8.60	N/A
Wallan Station (Wallan)	2	\$8.60	N/A

Table 8: Train Fares

<sup>27</sup> <http://monash.edu/research/city-science/htaffordability/>



### 1.3.5 Use and Impact of Time on Work and Life

'Lack of time, or time pressure, has been identified as an important social determinant of health (Roxburgh 2004). Like income, time is a finite resource with a price attached to it. It is a limited commodity, which has become more precious because of changes in the nature of work, where people live, and how they spend their leisure time. Many people cite time pressure as a reason why they do not exercise, shop and prepare healthy meals, get enough sleep, and spend time with friends or family (Jabs & Devine 2006). Being harried may also contribute to increased levels of stress, anxiety and depression in some people. Pressure on a person's time can reduce connections and friendships within the local community, and diminishes people's ability to undertake voluntary work (Roxburgh 2004). Factors that affect how much 'free' time people have include **public transport scheduling**, retail hours, school hours, neighbourhood safety, traffic congestion and parking restrictions.<sup>128</sup>

### 1.3.6 Case Studies

#### 1.3.6.1 Case Study One

Mary needs to be in the city for an important meeting at 9:00 am. To be on time, she needs to catch the 7:23 am train from Kilmore East. She leaves home at the usual time but finds out at the station that the train has been cancelled. Her only option now is to drive to Craigieburn to catch a metropolitan train. When she arrives at Craigieburn, the railway station car park is full. She quickly parks in a local street knowing that there is a two hour parking limit.

On returning to Craigieburn at the end of the day, there is a parking ticket on her windscreen. She is \$79 out of pocket for the fine, plus the additional petrol used in travelling to and from Kilmore East. She made the meeting on time but at a financial cost.

#### 1.3.6.2 Case Study Two

Robert is a disability pensioner who lives in Hidden Valley. He is elderly and legally blind, and so cannot drive. While he is eligible for taxi fare subsidies, he finds the taxi service to be variable and often not available. As a consequence, he must walk five kilometres into Wallan to do his shopping as there is no bus service. To travel further afield, he needs to walk to the Wallan East railway station, a distance of seven kilometres.

When fully developed, Hidden Valley will be home to approximately 4,000 residents.

#### 1.3.6.3 Case Study Three

Mrs Singh lives with her daughter and son-in-law in the Mandalay Estate. The household has one car, which is used by her daughter and son-in-law to travel to work. They leave early in the morning to miss the peak hour traffic and are never home before 7 pm. During this time, Mrs Singh is alone in the house tending to household chores and preparing evening meals. She feels very isolated and is becoming depressed. She would like to catch up with other women in her age group, and particularly those from her cultural background. She has heard that coffee mornings are being arranged in Wallan but she has no easy way of travelling to attend them as there is no bus service.

She is also suffering from a few medical conditions that require regular hospital out-patients care. There is a hospital at Kilmore and another one at Epping. Both are very difficult to access by public transport. Her daughter needs to take time off to drive her to the hospital or at least to a railway station. It has become easier for her to travel with them and to attend a hospital in Melbourne, although this means she must also wait in the city for the drive home. It is a very long day.

#### 1.3.6.4 Case Study Four

John and Debbie were attracted to Wallara Waters because house and land packages were \$100,000 cheaper than places on the metropolitan fringe. John is a carpenter and needs his twin cab for work. It is the family's only car. Having recently moved to the area, it is taking time for John to find local work and he is travelling long distances to service his old clients. John and Debbie are experiencing financial pressures caused by a high mortgage and costs associated with owning and running the car.

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<sup>28</sup> VicHealth, VicHealth Indicators Survey 2011 Selected findings, p. 42



Debbie needs some help as the financial pressures are increasingly being translated into family violence. To access suitable support services, she must walk two kilometres to the Wallan East railway station and then either catch a train to Shepparton or Epping/Cragieburn. There are no suitable support services in the Mitchell Shire.

### **1.3.7 Connecting Regional Victoria – Hume Region**

Consultation was undertaken to assist with the preparation of the Regional Network Development Plan. The outcome of the consultation for the Hume Region is summarised below:<sup>29</sup>

- reliability
  - greater reliability of services; improving the long journey time to Melbourne
- frequency
  - more frequent train and coach services – suggestions to run shuttle services between Shepparton and Seymour and also Albury-Wodonga and Seymour to achieve greater frequency
- timetabling
  - longer operating hours – public transport that starts earlier and finishes later
- facilities
  - better toilets at stations and on trains, more car parking at stations
  - better trains with improved mobile connectivity
  - improved signage and lighting at stations and healthier food service on trains.

## **1.4 Timing Considerations**

Mitchell Shire is experiencing unprecedented population growth that is expected to continue for the next 30 plus years. This growth has placed considerable strain on the area's public transport system. In addition, the system will need to grow and be enhanced to meet the various needs of the new residents. These needs are social, community and employment related and sit across all age groups and demographics.

If Mitchell Shire's liveability is not to be compromised then improvements to the public transport system are needed as a matter of urgency.

## **1.5 Consideration of the Broader Context**

Mitchell Shire forms part of the Hume Region and a coordinated approach to the public transport system is required across the Region.

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<sup>29</sup> Connecting Regional Victoria, Hume, Fact Sheet



## 2 Part 2 Benefits

### 2.1 Benefits to be Delivered

A summary of the three benefits that will flow from solving the problems is presented in the Investment Logic Map (refer Appendix C) and further considered in Table 4.

<b>1. Minimise the likelihood of family pressures contributing to breakdown and violence</b>
<p>By improving public transport, family environments will be improved and family pressures reduced through there being:</p> <ul style="list-style-type: none"> <li>• a lessening in the need for a 'second car', with a corresponding reduction in the financial burden that comes with it</li> <li>• greater opportunities for social, recreational, and community interaction, which will assist residents who are currently vulnerable and/or isolated</li> <li>• better access to local employment opportunities.</li> </ul>
<b>2. Improved health and wellbeing for Shire residents</b>
<p>Mitchell Shire residents' quality of life will be improved as they will experience less time commuting to work and will have greater certainty in planning their journeys. They will also have significantly improved access to social, recreational, and community events and activities.</p> <p>Improving the train and bus connectivity will increase the attractiveness of living and investing in the Shire. Residential areas and commercial centres will be better connected. These infrastructure related networks will make Mitchell Shire a preferred place to live and will also encourage businesses to invest.</p> <p>A key part of the Plan Melbourne vision is the creation of '20 minute neighbourhoods' – the planning and development of areas at the local level so that people can access a range of local services and facilities, ideally within 20 minutes of home. This vision is enhanced by the provision of a public transport network that encourages easy and safe travel at the local level.</p> <p>By shifting the mode of travel from roads to public transport, traffic related accidents will be reduced as will the incidence of dangerous behaviours associated with congestion, delays, unpredictable traffic movements, and frustrations.</p>
<b>3. A more attractive and affordable region for prospective residents</b>
<p>By improving the public transport network, residents will have enhanced access to jobs, education and services. Reducing the reliance on cars will be financially beneficial and reduce the level of stress that comes from running two or more cars.</p> <p>A better connected community, and opportunities for travel between and within towns, will improve the Shire's liveability and make it a more attractive place to live.</p>

Table 9: Benefits to be Delivered

### 2.2 Importance of the Benefits to Government

The Regional Network Development Plan guides the short, medium and long term priorities needed to modernise the network with more track, more trains, better facilities, and more services.

It sets out a medium to long term plan to deliver a modern commuter-style service for the growth areas of Geelong, Bendigo, Ballarat, **Seymour** and Traralgon, and service improvements to outer regional areas. It outlines a pathway to deliver:

- a commuter-style service with a minimum 20 minute train frequency in the peak
- a 40 minute off-peak frequency of services to Melbourne.<sup>30</sup>

<sup>30</sup> Victorian Government, Melbourne, Department of Economic Development, Jobs, Transport and Resources, Connecting Regional Victoria, Victoria's Regional Network Development Plan, May 2016, p. 6



The Plan's key principles<sup>31</sup> are:

- Passenger-first approach
- Safe, efficient and reliable trips
- Supporting social and economic inclusion through good local transport
- Growing the regional transport network to meet demand
- Connecting communities with opportunities for people to get to work, socialise and access services
- Integrated regional public transport network
- Efficient use of existing transport assets and resources.

The Plan's strategic network wide priorities for building a better public transport network are:

- More trains
- Better station facilities
- Better bus and coach services
- Balancing future freight and passenger rail network
- Simplified public transport fares and tickets.

This preliminary business case aligns with the Plan's key principles and strategic priorities.

## 2.3 Evidence of Benefit Delivery

Key performance indicators (KPIs) have been identified for each of the benefits identified in the Investment Logic Map to ensure the impact and success of strategic interventions can be measured. The KPIs that will be used by Mitchell Shire to measure the delivery of the benefits are detailed in Table 5 below.

Benefit	Key Performance Indicator
1. Minimise the likelihood of family pressures contributing to breakdown and violence.	KPI 1: Level of family violence. KPI 2: Level of financial stress.
2. Improved health and wellbeing for Shire residents.	KPI 1: Public transport usage. KPI 2: Commuter travel time.
3. A more attractive and affordable region for prospective residents.	KPI 1: Subdivisions constructed.

Table 10: Evidence of Benefit Delivery

## 2.4 Interdependencies

There are no interdependencies for benefit delivery.

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<sup>31</sup> Ibid, p. 8



## 3 Part 3 Response options analysis

### 3.1 Method and Criteria

There are a number of interventions that could be employed to respond to the problem and through which the anticipated benefits could be realised. Typically, these interventions fall within the following criteria:

- changing demand
- improving productivity
- changing supply.

The range of possible interventions include:

- making the existing public transport network work harder (sweating the assets) by:
  - increasing the frequency of trains and buses
  - improving the connectivity of transport modes
  - reviewing timetables so that they better align with customer needs
  - ensuring appropriate track maintenance is carried out
  - funding infrastructure upgrades in a timely manner
- reducing the demand on public transport by:
  - encouraging and facilitating the '20 minute' city whereby residents are located close to their places of work, recreation, schools, etc. to minimise the distances travelled
  - promoting and extending alternative forms of transport including cycling and walking
- stemming or reducing the population growth anticipated for the Northern Growth Corridor
- improving the capacity of the public transport network to better manage the current and anticipated level of usage.

It should be noted that the interventions fall largely beyond the control of Mitchell Shire.

### 3.2 Recommended Approach

For the purposes of the preliminary business case, it was determined that the most appropriate intervention, with the highest probability of success, was to improve the public transport connectivity and capacity in Mitchell Shire.



## 4 Part 4 Projects

### 4.1 Integrated Public Transport Strategy

#### 4.1.1 Description

Preparation of an Integrated Regional Transport Plan led by Transport for Victoria and supported by Public Transport Victoria (PTV) and VicRoads for the new Urban Growth Boundary.

#### 4.1.2 Policy Alignment

The project aligns to:

- Connecting Regional Victoria, Victoria's Regional Network Development Plan
- Victorian Auditor General's Office's 'Developing Transport Infrastructure and Services for Population Growth Areas
- Interface Councils Liveability Snapshot 201
- PTV Network Development Plan – Metropolitan Rail Dec 2012 – Stage 4
- Victorian Infrastructure Plan, Chapter 2, Transport.

#### 4.1.3 Benefits

Increased liveability in the area, with shorter commute times, increased access to other parts of the Shire as well as Melbourne. Increased movability for those who don't own a car.

#### 4.1.4 Cost

Preparation of the Integrated Regional Transport Plan is estimated to cost \$500,000.

### 4.2 Bus Connectivity

#### 4.2.1 Description

This project entails increasing existing bus services and providing new bus services that link various Mitchell Shire towns. The increase in existing services involve:

- Kilmore Town Service- weekend and public holiday services
- Kilmore Town Service – split the existing single service into two services.

The new bus services linking rural towns consist of:

- Hidden Valley (north eastern section of Wallan) (access issue)
- Broadford
- Tallarook
- Puckapunyal
- Kilmore East - extend the service to the Hospital (Shire's main hospital).

#### 4.2.2 Policy Alignment

The project aligns to:

- Connecting Regional Victoria, Victoria's Regional Network Development Plan
- Interface Councils Liveability Snapshot 2017
- Victorian Auditor General's Office's 'Developing Transport Infrastructure and Services for Population Growth Areas.

#### 4.2.3 Benefits

Increased Bus Services within townships and between townships that better services local needs - including greater connection with other regional centres. Improvements to bus service frequency and



weekend services are high priorities for Wallan and Kilmore. Improved access to the Kilmore East Railway Station.

#### **4.2.4 Cost**

The cost of improving bus connectivity in the Mitchell Shire has not yet been estimated (State Government advice is required).

### **4.3 Train Connectivity**

#### **4.3.1 Description**

The project entails improving the train connectivity in the Mitchell Shire by:

- enabling Seymour trains to bypass the busy Cragieburn railway line by connecting the Upfield and Craigieburn railway lines at Somerton to enable a faster and more reliable connection into Melbourne
- electrifying the Upfield to Wallan railway lines
- changing zoning to provide fairer prices for rural communities
- providing modern commuter-style services for growth areas
- upgrading the train fleet to modern trains and the network to support the VLocity fleet
- increasing train frequency
- building the Beverage railway station
- progressing the high-speed rail network plans.

#### **4.3.2 Policy Alignment**

The project aligns to:

- Connecting Regional Victoria, Victoria's Regional Network Development Plan
- Network Development Plan – Metropolitan Rail, December 2012
- Victoria Infrastructure Plan 2017
- Victorian Auditor General's Office's 'Developing Transport Infrastructure and Services for Population Growth Areas
- Interface Councils Liveability Snapshot 2017.

#### **4.3.3 Benefits**

Increased connectivity and liveability in the area. Change of zones will also make access by train more affordable for rural communities.

#### **4.3.4 Cost**

The cost of improving train connectivity in the Mitchell Shire has not yet been estimated (State Government advice is required).

### **4.4 Car Parks**

#### **4.4.1 Description**

The project entails increasing the capacity of the Seymour railway station car park. The car park currently has 50+<sup>32</sup> spaces for train travellers. The extent to which this number can be increased will be the subject of a detailed feasibility study.

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<sup>32</sup> <https://www.ptv.vic.gov.au/stop/view/20342/>



## 4.4.2 Policy Alignment

The project aligns to:

- Connecting Regional Victoria, Victoria's Regional Network Development Plan.

## 4.4.3 Benefits

By increasing the number of car park spaces, more people will be encouraged to travel by train. This will reduce the level of congestion and wear and tear on the Shire's roads, and Melbourne's roads as most of the train travel will be commuter related.

Easy access to train travel will make Seymour and surrounding areas more liveable and attractive to current and prospective residents.

## 4.4.4 Cost

The cost of increasing the car park capacity at the Seymour railway station will be estimated as part of the proposed feasibility study.

## 4.5 Stakeholder Identification and Consultation

Table 6 lists the key stakeholders and their particular interest in the project options.

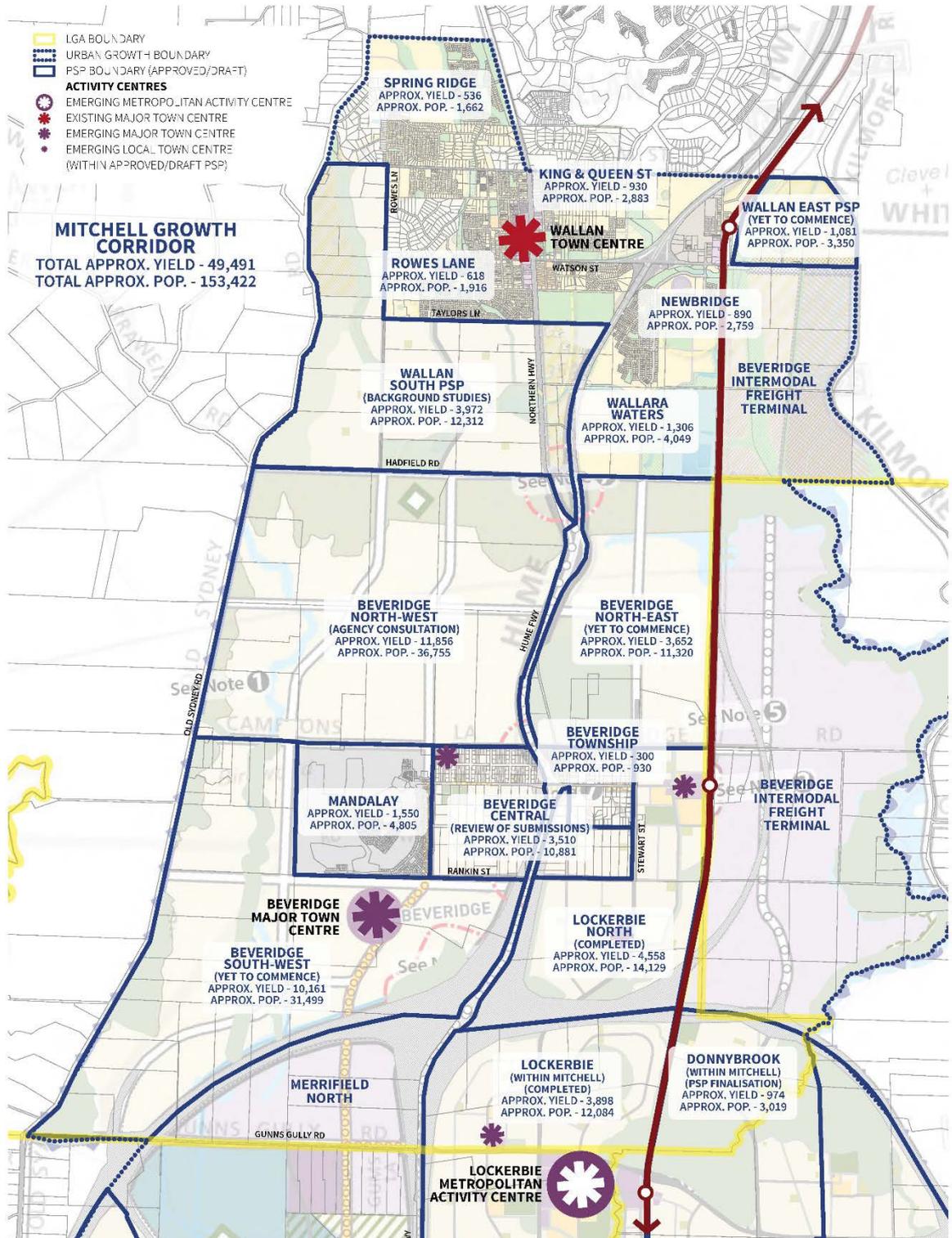
Stakeholder	Interest	Position
Public Transport Victoria (PTV)	Public Transport Victoria (PTV) is the statutory authority that manages Victoria's train, tram and bus services. It will be its responsibility to have the bus and train connectivity projects referenced in this preliminary business case considered and approved for State Budget funding.	PTV's position will be confirmed through the State Budget funding application and approval process.
Property Developers	There are a range of property developers who are very active in the Mitchell Shire. They have interests in both residential and industrial developments.	It is anticipated that property developers will be supportive of the public transport projects as they strongly enhance the attractiveness of living and doing business in the Mitchell Shire and therefore augment the development opportunities.
Community/Public transport Users	The community expects access to a safe and functional public transport network that supports the population growth anticipated for the Mitchell Shire.	The community/public transport users are anticipated to back the train and bus connectivity projects as they will improve the quality of life for residents.  The Mitchell Council and local members of parliament receive regular complaints and suggestions about the level and quality of public transport services in the Mitchell Shire.

Table 11: Key Stakeholders





# 6 Appendix B: Mitchell Growth Corridor Plan



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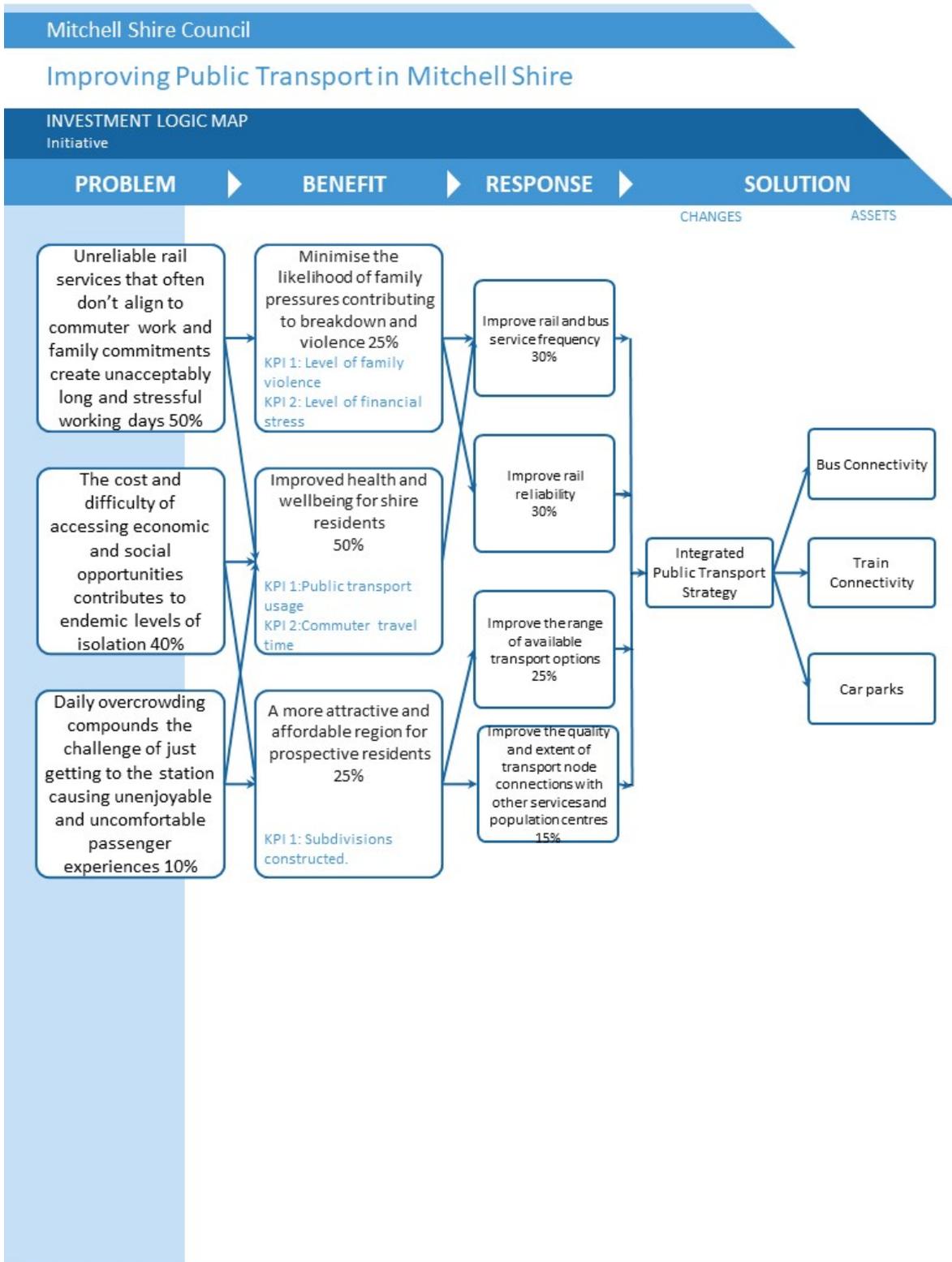
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DATE: 28.03.17  
DESIGNER: 27  
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PLEASE NOTE: THIS IS PLANNING CONCEPT MAP. THIS IS NOT A FINAL PLAN. THIS IS NOT A FINAL PLAN. THIS IS NOT A FINAL PLAN.

**PROJECTED YIELD & POPULATION**  
NORTHERN GROWTH CORRIDOR  
MITCHELL SHIRE COUNCIL

Potential Development Sequencing Northern Growth Corridor, final version (2016), PATCH Design and Build, Mitchell Shire Council



# 7 Appendix C: Investment Logic Map



Investor: Mitchell Shire Council  
 Facilitator: Jeremy Smart  
 Accredited Facilitator: Yes

Version no: 0.2  
 Initial Workshop: 14/03/2018  
 Last modified by: Andrew Smale 26/03/2018  
 Template version: 6.0