

OUR COMMUNITY NEEDS E6 FREEWAY CONSTRUCTION METROPOLITAN RING ROAD TO HUME FREEWAY

Our community needs the construction of the **E6 freeway** to relieve congestion on Whittlesea's north – south road network and to cater for the rapidly growing communities across the Northern Growth Corridor.

We are seeking:

1. The Federal Government to undertake a Business Case into the delivery of the E6 Freeway and OMR.
2. Bring forward the delivery of the E6 Freeway to be completed in 2035, as a natural successor to the North East Link.



Construction of the 23km E6 Freeway from the Hume Freeway to M80 Ring Road will provide a north-south corridor through the heart of the municipality, connecting established suburbs and growth areas and improve access to regional employment centres for residents from the outer-north.

Council urges the State and Federal governments to bring forward the delivery of the E6 freeway from the current nominated timeframe of 15 to 30 years. Land along this route is already reserved, and while some environmental and civil engineering studies need to be completed, there are no known impediments to building this road.

The E6 Freeway is the logical successor link after completion of the North East Link, offering a bypass of the outdated and already saturated Hume Freeway connection for substantial volumes of traffic.

The E6 Transport Corridor extends from the Metropolitan Ring Road (M80) to meet the future Outer Metropolitan Ring Road at the Hume Freeway, through the suburbs of Thomastown, Mill Park, Epping, Wollert, Woodstock, Donnybrook and Beveridge.

The E6 Freeway will provide a continuous north-south route capable of carrying more than 80,000 cars per day.¹

Our communities have shown overwhelming support for the development of the E6 Transport Corridor as a freeway rather than an arterial road. This position was formally endorsed by Council on 3 April 2018.

80,000

DEMAND:
 80,000 cars per day (2-ways) are expected on an E6 link at time of opening.

4,000

CAPACITY:
 4,000 cars per hour freeway-standard capacity.

\$2.25B

ECONOMIC BENEFIT:
 \$2.25 billion from delivery of the E6, based purely on potential travel time savings.

CONNECTING THE NORTHERN GROWTH CORRIDOR

The E6 Freeway will connect future growth areas throughout the Northern Growth Corridor which is forecast to accommodate more than 260,000 people and at least 83,000 jobs.²

The Northern Growth Corridor will have a key role as an international and interstate gateway due to its connection with Melbourne Airport and the future Melbourne-Sydney-Brisbane rail line and Beveridge Intermodal Freight Terminal. The economic prosperity of this corridor will be directly reinforced by the E6 Freeway and its link to the Outer Metropolitan Ring Road.²

The E6 also holds the potential to become a vital connector between the east and southeast of Greater Melbourne and the northerly growth areas of our metropolitan region. E6 provides the possibility of linking-through from the east and southeast to our primary north-south inter-state corridor (the M31 Hume Freeway).

Currently, the M31 is the only viable freeway connection between northern Melbourne and the NSW state border. A new route that could connect from Melbourne's north and east through to NSW would constitute a vital national-level linkage for commercial, freight and other traffic.

The benefits of delivering the E6 are relatively clear already, but will expand substantially as the North East Link project is completed – delivering considerable additional traffic onto the M80, with much of that traffic likely to be oriented to onward (or in-bound) journeys between the M80 and northern Victoria or beyond. In this sense, the E6 is a logical successor link after completion of the Northeast Link – offering a bypass of the outdated and already-saturated Hume Freeway connection for substantial volumes of traffic.

CITY OF WHITTLESEA CONGESTION

Whittlesea's communities are increasingly concerned by traffic congestion. The burden of significant traffic congestion and poor access to public transport means that many residents face a two hour commute to work.³

We continually hear about the health and wellbeing impacts of long and frustrating commute times and social isolation directly from residents, in our community consultations and through our Annual Household Survey. This proposal to construct the E6 Freeway is a key element towards improving people's wellbeing and the liveability of our municipality by freeing up congested roads.

ROAD USER CONCERNS

• Congestion on north-south roads

There are currently around 183,000 vehicles travelling north-south through the City of Whittlesea each day along High Street/ Epping Road, Plenty Road, Dalton Road and Edgars Road. Plenty Road, High Street/Epping Road and Yan Yean Road are the only continuous north-south arterials. These roads have varying lane numbers, traffic management installations and connections, and are already operating beyond their capacity.

Plenty Road and High Street are carrying around 103,000 vehicles every day near the M80 Ring Road, with traffic volumes growing at a rate above the metropolitan average.

State Government are progressing major upgrades to Plenty Road and have recently announced upgrades to High Street/ Epping Road. While these upgrades will provide much needed relief to residents who spend hours stuck in traffic every day, an additional north-south route is required to connect booming new communities to the M80 Ring Road and Hume Freeway.

• Connect key employment and education precincts

The E6 will accommodate employment growth within the Cooper Street Employment Precinct, the Melbourne Wholesale Market, The Northern Hospital and Epping Central Metropolitan Activity Centre. This precinct accommodates around 11,740 jobs (ABS Census 2016).⁴

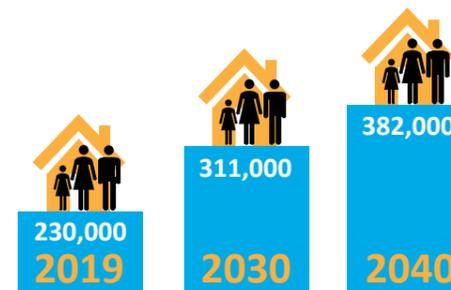
The E6 also provides improved connections to community employment and education infrastructure including:

- o RMIT Bundoora
- o University Hill
- o South Morang Town Centre
- o Thomastown industrial precinct
- o High Street strip shopping centres and
- o future employment hubs in growth areas throughout the Northern Growth Corridor
- o Beveridge Intermodal Freight Terminal (BIFT).

POPULATION AND GROWTH

Appropriate reference points for population growth relevant to the E6 project begin with the City of Whittlesea's own growth dynamic – with a 32% growth trajectory expected between 2020 and 2030- and population rising from 235,000 residents toward some 311,000 residents during that period. Mitchell Shire on City of Whittlesea's northern border is expected to grow from around 47,000 residents at 2020 toward some 89,200 residents at 2030 (a growth trajectory of around 89%). Banyule held a population of around 135,000 residents at 2020, and this is expected to rise to some 149,000 residents at 2030 – representing growth of 10%.

Strong population and economic growth is also expected for the eastern and southeastern suburbs of Melbourne which would be serviced by an E6 connection- particularly for commercial and freight traffic. Meanwhile- NSW, ACT and Queensland growth is expected to add substantially to the inter-state travel demand the E6 would service.



TIMING OF DELIVERY

Recent advice from Department of Transport suggests that a 2035 timeframe is likely for the E6.

With the North East Link expected to be open for traffic at around 2027, an immediate-term planning and policy development horizon is implied for the E6. For construction to begin around 2027, in rough concurrence with the winding-down of heavy construction for North East Link, a business case is needed immediately, ready to commence a detailed project planning process by 2024.

The E6 is of national-level significance. From certain perspectives, it could be designated a key inter-state and national-scale road corridor.



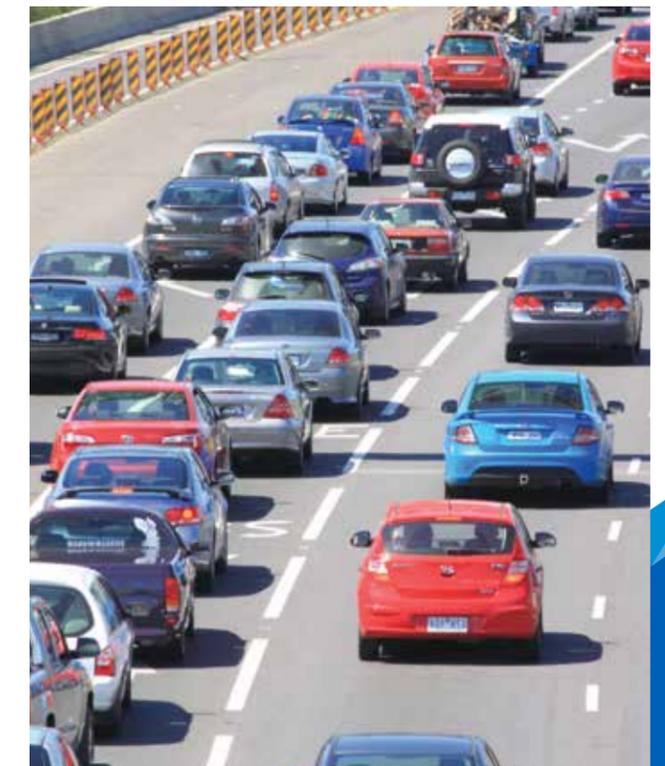
BUILDING E6 FREEWAY WILL:

- Increase mobility for City of Whittlesea residents
- Provide an essential north-south road connection for residents living in and moving to areas in the Northern Growth Corridor (particularly Epping North, Wollert, Donnybrook, Kalkallo, Beveridge, Wallan)
- Significantly increase road capacity and reduce traffic congestion on arterial roads including Epping Road/High Street, Dalton Road, Edgars Road, Cooper Street, Plenty Road and Yan Yean Road
- Provide a designated route for heavy vehicle freight movements
- Service freight traffic movements to/from the BIFT and Melbourne Airport, thereby supporting the movement of domestic and international freight.

CITY OF WHITTLESEA PLANNING

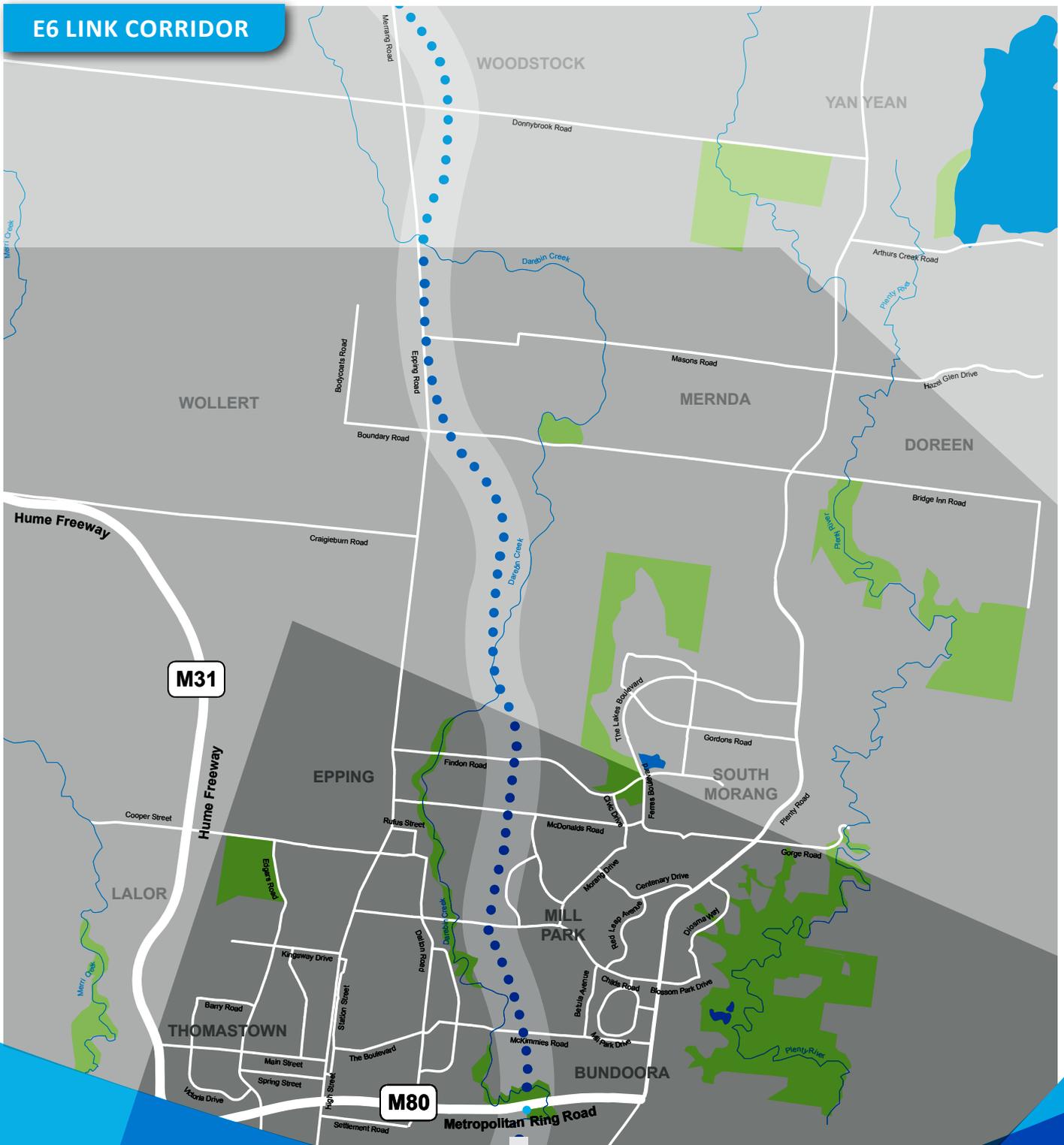
The City of Whittlesea's Council Plan identifies seven Future Directions based on an extensive community consultation process. The road improvement requested will directly assist each of these Future Directions, particularly "Accessibility in out and around our city".⁶ The proposal is included in Council's Road and Public Transport Plan (2017) and also addresses Council's Integrated Transport Strategy (2014).⁷ The State Government policy used as a guide relevant to this action includes the Victorian Road Safety Strategy 2013-2022 and the Towards Zero 2016-2020 Road Safety Strategy.

The 2017 Victorian Infrastructure Plan supports the OMR/ E6 Transport Corridor.⁸ It advises that the build component is over the next 15-30 years and full implementation will be considered as part of future budgets.



¹ City of Whittlesea 2015 Traffic Modelling
² Victorian Planning Authority, 2013, North Growth Corridor Plan, <https://vpa.vic.gov.au/wp-content/Assets/Files/GCP%20-%20Chapter%206%20South-East%20Corridor%20Plan.pdf>, accessed June 2019
³ City of Whittlesea 2016 Annual Household Survey.
⁴ Australian Bureau of Statistics, Census 2016
⁵ forecast.id (2019), *City of Whittlesea, City of Hume and Shire of Mitchell Population Forecasts*, www.forecast.id.com.au/ [accessed August 2019].

⁶ City of Whittlesea, *Shaping Our Future Community Plan 2030* and Council Plan 2017-2021.
⁷ City of Whittlesea, *Road and Public Transport Plan (2017)* and *Integrated Transport Strategy (2014)*.
⁸ Victorian Government, *Victorian Infrastructure Plan (2017)*, <https://www.vic.gov.au/infrastructureplan.html>



FOR MORE INFORMATION

Debbie Wood
 Director Environment and Infrastructure

- 📞 9217 2311
- ✉ Debbie.Wood@whittlesea.vic.gov.au
- 🌐 whittlesea.vic.gov.au

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