



City of Melton State Budget Submission 2022-2023

Economic recovery
through critical job creation



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Mayor's Message



Cr Goran Kesic

Like most communities in Metropolitan Melbourne, the City of Melton's residents, experienced significant hardship as they navigated through COVID-19.

City of Melton residents were disproportionately impacted by COVID-19 because of social isolation and the impact of social distancing, increased risk of contracting Coronavirus given high levels of employment in community and personal services, increased mortgage stress, less residents able to work from home and reduced access to localised services.

Now, as the community emerges from COVID-19, Council is well placed to partner with the State and Federal Governments to deliver a collaborative recovery effort. We look to economic and social resilience through increased commercial investment attraction, the creation of localised jobs and the provision of critical allied health and community services.

The City of Melton is one of the fastest growing municipalities in Australia, set to triple from a population of 181,751 (2021) to 500,000 in the next thirty years.

During 2020, 7000 new residential lots were released in the City of Melton. That's 28% of all residential lots released in Melbourne's Greenfields with the unprecedented demand within the City of Melton exceeding other growth areas.

Melton City Council released its Investment Attraction Strategy in 2021 which identified two

key transformative projects that will deliver a double benefit to Victoria: the Melton Hospital will provide critical health services and localised jobs, while the Western Intermodal Freight Terminal will deliver freight efficiencies with a diversity of jobs to the outer west. These projects will be the catalyst for **120,000 jobs** and return **\$19 Billion** to the economy annually, and will create a foundation of long-term economic resilience by attracting commercial investment into the significant industrial and commercial land in the municipality.

Further to these two projects, we seek budget allocations to deliver the 2018 Western Rail Plan election commitment for electrification of the Melton line with two additional stations; a localised secondary site for the Brimbank/Melton Orange Door; more primary and secondary schools in line with growth needs; and upgrades to relieve congestion and increase safety on our roads.

More and more people are calling the City of Melton home. The rapid growth and positive economic impact for the City of Melton has to be supported by infrastructure that delivers jobs, health services, education and accessibility. Without investment by the State and Federal Governments, our community will face increased disadvantage and limited participation. I am proud to present this budget submission for your consideration on behalf of Melton City Council. It articulates the need for investment into liveability, job security and resilience for our community.

Cr Goran Kesic
Mayor

Community Profile

Cultural diversity

40,000

Residents born overseas



diversity

Top six countries by birthplace: India, Philippines, UK, New Zealand, Malta and Vietnam

Residents

181,571
Current population (2021)

288,781
Projected population (2031)

489,452
Projected population (2051)

33
Median Age
Melton

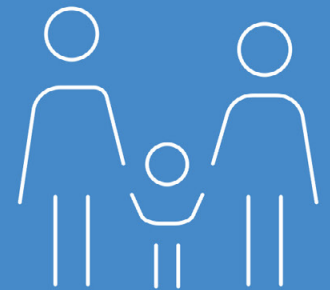
37
Median Age
Victoria

57%
Families with
children Melton

41.5%
Families with
children Victoria

20%
Couples without
children Melton

24%
Couples without
children Victoria



Growth

4.6%
Annual growth rate



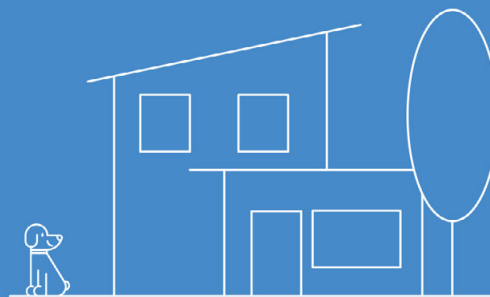
52
Babies born per week

47
Families moving in per week

Housing

\$1,538
Median household weekly income

Median house price
\$515,735 (municipality)
\$400,000 (Melton South)
\$661,000 (Taylors Hill)



20.5%
Households renting

58,597
Number of households (2021)

146,637
Number of households (2051)

Economic

10,348²⁰²⁰
Number of local businesses

81,176²⁰²⁰
Number of employed residents

9.6%^{March 2021}
Unemployment rate (Melton)

6.6%^{March 2021}
Unemployment rate (Victoria)

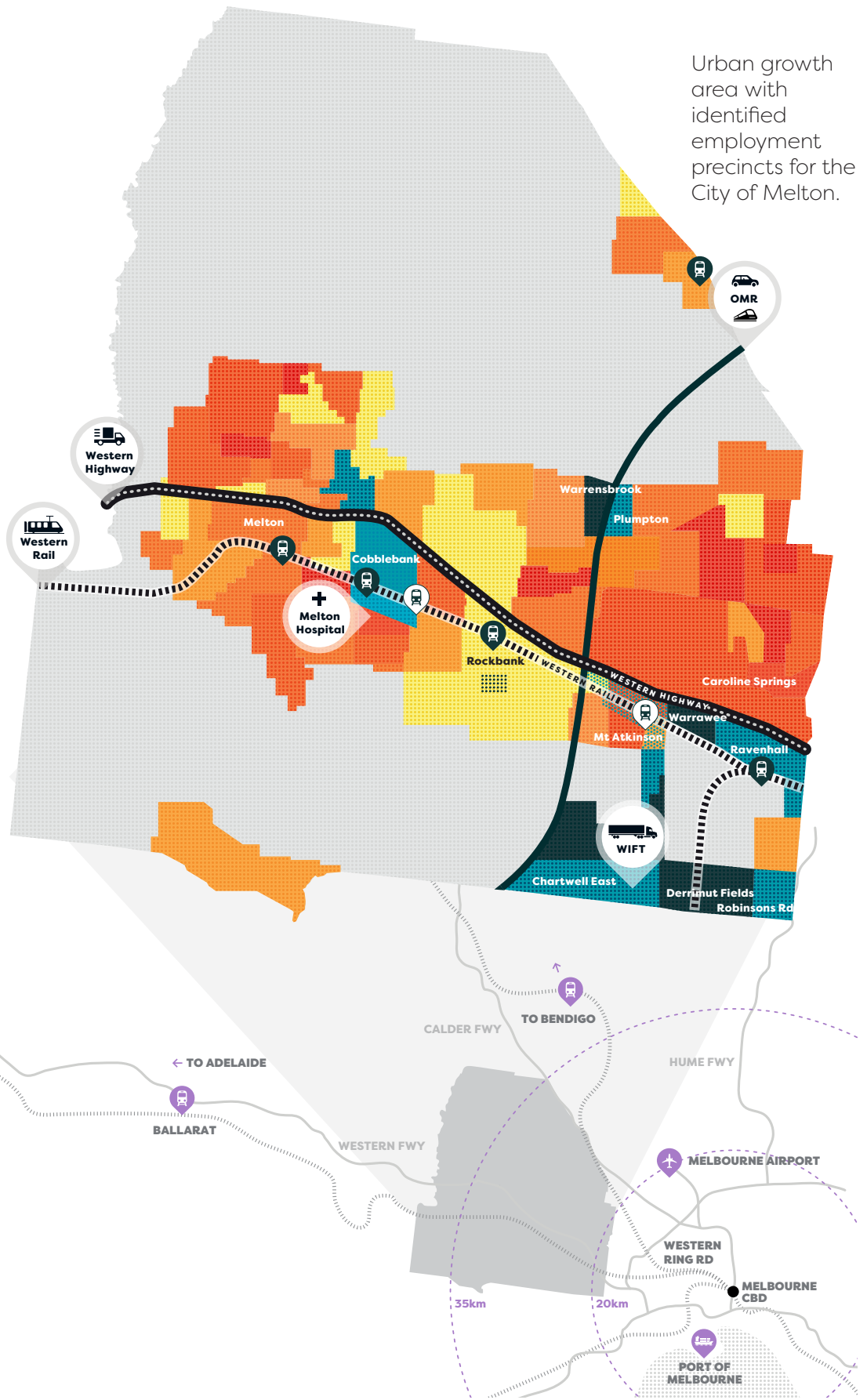
Urban Growth Map with employment districts

Urban growth area with identified employment precincts for the City of Melton.

DIRECT JOBS BASED ON AREA

- 10,027** ● Melton Industrial (existing)
- 24,000** ● Cobblebank Metropolitan Activity Centre (includes Melton Hospital)
- 6,225** ● Mt Atkinson and \ Tarneit Plains Industrial
- 8,582** ● Chartwell East Industrial
- 5,481** ● Warrensbrook Industrial
- 11,421** ● Plumpton Major Town Centre and Industrial
- 1,854** ● Rockbank Major and \ Local Town Centre
- 3,200** ● Mt Atkinson Major Town Centre and Mixed Use Space
- 2,145** ● Warrawee Industrial
- 5,975** ● Ravenhall Industrial (existing)
- 8,128** ● Derrimut Fields Industrial
- 2,000** ● Robinsons Rd Industrial

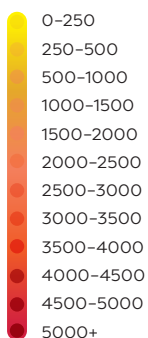
● Employment precinct



Train Station

Planned Train Station

2031 Population / km²



← TO ADELAIDE

BALLARAT

WESTERN FWY

CALDER FWY

TO BENDIGO

HUME FWY

MELBOURNE AIRPORT

WESTERN RING RD

MELBOURNE CBD

PORT OF MELBOURNE

35km

20km

Impacts of COVID-19 in the City of Melton

11.1%
Unemployment
(August 2020)
compared to 7% in
Victoria



39.8%
Increased family
violence rates
with up to six
month wait lists for
case management
at some services



35%
of sporting
clubs experience
negative financial
impacts of between
\$10,000 - \$25,000



-10.8%
Gross Regional
Product change

Delayed attention
to physical
health needs
-50%



38.47%
of registered local
businesses applied
for JobKeeper



City of Melton
residents are
more likely to be
susceptible to
exposure to the
COVID-19 virus
as 11% work in
community and
personal services



Less than
28%
were able to work
from home

Impacts of COVID-19 in the City of Melton

Melton City Council responded to the impacts on our community with unprecedented support packages including:

- Rebates of \$200 on 2019/2020 rates for over 4000 recipients experiencing financial hardship, along with a net zero increase in rates for the 2020/2021 financial year for all ratepayers.
- Business fee concessions including waivers on business permit renewal fees, planning fees for commercial use and development, street trader permits, and food and health registration fees. An Open For Business Campaign was implemented and free membership to the Venture Melton Business Network, was offered, growing membership from 300 to over 1100.
- A shift to digital platforms for library services, citizenship ceremonies, Council meetings, maternal health consultations, new parent groups, learning and wellbeing including exercise and cooking, case management for family services, art exhibitions and competitions, Melton Seniors Facebook group, planning scheme amendment exhibitions, and family violence consultations. Additionally, Council's community portal was implemented so residents could make online registrations and payments for animals,

pools, infringements and rates.

- The introduction of innovative community service programs including porch performances, seniors' visits and welfare checks, the Lightbulbers, Communknitty Crafters, phone calls to over 60 senior and more vulnerable community groups (over 700 individuals), and meetings with community networks and working groups. Kirrip House responded to requests for assistance from the Aboriginal community and Council supported the State food relief programs.

Council now looks to the Victorian Government to support a coordinated effort in the provision of funding and services to respond to the disproportionate impacts of the pandemic.

In particular we seek funding to address those impacts experienced by women, children and young people, diverse communities, Aboriginal and Torres Strait Islander people, people with a disability and their carers, and older people.

Council anticipates the integration of additional funding and services for these specific groups in the future to address these inequities. Importantly, some of the priorities outlined in this submission will have significant positive impact economically, with the creation of local jobs.



Jobs and Investment Attraction

Creating a diversity of long-term jobs will be critical in achieving a sustainable economic recovery from COVID-19.

Melton City Council developed an Investment Attraction Strategy that provides a blueprint to **create 100,000 jobs** and **add \$19 billion** to the Victorian economy by 2050.

Investment in the WIFT and the new Melton Hospital is vitally important for Melbourne's outer west and connected regional centres, to provide a diversity of quality jobs and support commercial investment attraction for long-term economic prosperity.



Western Intermodal Freight Terminal (WIFT)

FUNDING ASK

Melton City Council joins with Wyndham City Council and major industry to call on the State and Federal Governments to invest in the Western Intermodal Freight Terminal (WIFT), a transformational project that will deliver significant jobs, investment and supporting infrastructure to Melbourne's fast-growing outer west. The WIFT will act as a catalyst for the development of the Western State Significant Industrial Precinct and the necessary freight link to Victoria's Western District and South-Western Region.

- We seek investment in the Western Intermodal Freight Terminal at Truganina, with a rail connection from the inland rail to Truganina via the Outer-Metropolitan Ring Transport Corridor (OMR) by the State and Federal Governments.
- We ask the Federal Government to direct the \$2 Billion commitment for a Melbourne Freight Terminal to the WIFT.

BACKGROUND AND OBJECTIVES

The Western Intermodal Freight Terminal (WIFT) is a significant regional infrastructure project planned for Truganina which will:

- More than triple the state's rail interstate freight terminal capacity
- Supplement, and potentially replace, Victoria's main interstate rail freight terminal at Dynon
- Capitalise on benefits of the Inland Rail project
- Provide critical improved rail access to outer west warehousing and logistics businesses
- Improve rail access for port-related freight - especially exports - by removing interstate freight movements from the Dynon precinct
- Create around 2000 direct jobs and many more indirect jobs.

Establishing this interstate rail freight terminal and warehousing precinct will attract commercial investment in the adjoining PSPs, unlocking jobs to benefit the City of Melton and the outer west. Part of the Commonwealth Inland Rail Project, the Victorian Western Growth Corridor Plan and Victorian Freight Plan—Delivering the Goods, the WIFT will dramatically improve efficiencies in local, national and international freight movement by bringing local warehouse precincts closer to freight terminals, and limiting the number of trucks and trains required to transport interstate freight into the Dynon Precinct in Port Melbourne. Additionally, the Dynon terminals are limited in their capacity and difficult to access.

The WIFT is close to around 50 per cent of existing interstate freight rail customers and is

connected to the rest of the interstate freight rail network via the planned OMR and ultimately to the Port of Melbourne, via a rail link.

OUTCOMES FOR OUR COMMUNITY

- The WIFT can provide capacity for double-stacked 1800 metre freight trains not available elsewhere in Victoria, reducing congestion, increasing productivity and efficiency, and connecting the Inland Rail Project.
- Significantly improved freight access in Melbourne's west.
- Commercial investment into the surrounding State Significant Industrial Precinct, creating 39,000 ongoing jobs.

KEY STATISTICS

- Access to up to 1,700 hectares of existing zoned-industrial land and 1,200 hectares of future zoned-industrial land.
- Melton and Wyndham population set to increase to 1,000,000 people by 2050.
- Proximity to 50% of the freight rail customers.
- Melton City Council, WoMEDA, LeadWest and Wyndham City Council are members of the **WIFT Alliance**. Industry and regional representatives include the Port of Melbourne, Linfox, Pacific National, Rail Freight Alliance, Scalzo Foods, SCT Logistics, Secon, Toll Group, Victorian Transport Association, Victoria University, and Committee for Wyndham.

Outer Metropolitan Ring (OMR)

FUNDING ASK

In the 2021/2022 Federal Budget, \$10 million was allocated for the completion of the business case. Melton City Council asks the State Government to match this funding with an additional \$10 million for the work to be completed. Council asks the Federal and State Governments to also:

- progress the land acquisition required for the OMR corridor
- fund the construction of the OMR
- include the OMR as the key catalyst project in the North West Melbourne City Deal being the direct link between the two regions and delivering on the key economic principles of Population, Participation and Productivity.

BACKGROUND AND OBJECTIVES

The Outer Metropolitan Ring (together with the E6 Transport Corridor) is a 100 kilometre long high-speed transport link that will provide for a road and rail corridor connection from Inland Rail to residential growth areas, including those in Melton. Construction of the OMR will also provide access to significant employment precincts across the north and west of Melbourne and create a major connection from the Hume Freeway to Avalon Airport, enabling game-changing commercial investment.

Additionally, the OMR is critical to connecting the Western Intermodal Freight Terminal (WIFT) with key freight transport hubs such as Melbourne Airport, Avalon Airport, the Port of Geelong and regional centres, as well as completing the Melbourne component of Commonwealth Inland Rail.

The OMR will accelerate a number of Precinct Structure Plans, in particular those which accommodate activity centres or deliver existing or future industrial precincts, and State Significant Industrial Precincts. These include:

- Derrimut Fields
- Chartwell East
- Mt Atkinson and Tarneit Plains
- Robinsons Road Employment Area South
- Plumpton
- Warrensbrook
- Warrawee

Bringing forward the OMR will create a range of high-value employment opportunities in sectors such as manufacturing, supply chain and logistics, and professional / technical services, in the outer west.

Council identifies the OMR as a key project that both the State and Federal Governments should include in the North West Melbourne City Deal as the critical connection between the two regions for productivity and efficiency of freight transportation. Additionally, it provides accessibility to jobs and education via a much-needed rail and road connection, unlocking commercial investment along the entire corridor.

OUTCOMES FOR OUR COMMUNITY

- Significant new employment opportunities in the north and west of Melbourne, as new commercial precincts attract investment.
- Connection between the growth residential areas in the north and west of Melbourne, with the rail component reducing road traffic. This connection will provide access to jobs without the need to travel into the CBD.

KEY STATISTICS

- A 100 kilometre long high-speed transport link from the Commonwealth Inland Rail through to major employment precincts in Hume, Melton, Wyndham, Avalon and Geelong.

Melton Hospital & Cobblebank Metropolitan Activity Centre

FUNDING ASK

Melton City Council seeks a commitment for construction of Melton Hospital to be included in the 2021/2022 State Government Budget:

- Complete the land acquisition in 2021 as per 2020/2021 Victorian State budget allocation
- Commence construction by 2022
- Hospital operational by 2026.

BACKGROUND AND OBJECTIVES

The Melton Hospital will trigger significant jobs growth, not just locally, but across the broader region. The hospital will be a catalyst for a health precinct of State significance, which will include a private hospital and other health services, caring for thousands of Victorians.

Research undertaken by the West of Melbourne Economic Development Alliance (WoMEDA) projects that Melton Hospital will create 375 jobs during construction and 3825 ongoing jobs; adding \$300 million to the local economy.

Planning for the new Melton Hospital within the Cobblebank Metropolitan Activity Centre is now underway. Cobblebank is already served by a train station, the Western BACE (Business Accelerator Centre for Excellence), a retail centre and sporting precinct. It is expected that the Cobblebank Metropolitan Activity Centre will include a justice precinct, university campus, TAFE, civic buildings, and commercial office space. The Centre will ultimately support 22,000 new ongoing jobs.

Melton Hospital will provide residents with access to new employment opportunities in the health and allied services sectors. In the longer term, our young people will have new and varied opportunities to learn and work close to home.

Building a public hospital in Melton will improve health outcomes and quality of life for one of Australia's fastest-growing municipalities and reduce pressure on hospitals in Sunshine, Footscray, Werribee and Bacchus Marsh.

The hospital will be a trigger for local jobs and investment and a catalyst for a major health precinct which offers both public and private hospital services. The addition of private health services will create a major employment hub for the outer west and into the Ballarat region.

OUTCOMES FOR OUR COMMUNITY

- The hospital is a double-benefit infrastructure project delivering both health care and jobs to the region.
- Work will be closer to home for residents, creating positive health and wellbeing impacts.
- Building a 24-hour cutting-edge public hospital managed by Western Health will improve health outcomes and quality of life for one of Australia's fastest-growing municipalities and Melbourne's west. The Melton Hospital will be a catalyst for a major health precinct offering public and private hospital services and critical and accessible jobs for the region's diverse workforce.

KEY STATISTICS

- Melton Hospital will create 375 jobs during construction and 3825 ongoing jobs, adding \$300 million to the local economy. The resulting investment in Cobblebank will create a further 22,000 jobs.
- Demand for services at Sunshine and Footscray Hospitals continues to grow and will be at capacity by 2028.
- The 'Build Melton Hospital' campaign secured over 21,000 signatures. Research undertaken by Evaluate in 2018 identified:
 - An increase in population to 500,000 by 2051 with a notional surgical demand for Melton in 2031 being 9,675 patients
 - Travel times from the municipality to access public hospital services in Sunshine, Footscray and Ballarat exceed the long-accepted 30-minute general standard for 'access to hospital' for an average person.

North West Melbourne City Deal

FUNDING ASK

A North West Melbourne City Deal (NWMCD) must provide long-term employment opportunities and include the City of Melton projects, the WIFT, OMR, Melton Hospital, the Western Highway and Western Rail. These transformational projects are vital in providing significant long-term jobs, increasing productivity and attracting commercial investment to the north west of Melbourne.

BACKGROUND AND OBJECTIVES

The north and west of Melbourne is the fastest growing region in Australia, with the population increasing at a rate far exceeding jobs growth. The NWMCD is critical in connecting the major employment precincts across the region, building connectivity within and beyond the region, and improving economic growth, liveability, health and wellbeing.

The NWMCD is a strategic proposal between 13 councils, key regional economic development organisations and universities to work with the Federal and State Governments to deliver long-term economic prosperity.

With Melton's population set to triple to 500,000 over the next 30 years, Melton City Council endorses the NWMCD as a major blueprint for generating investment to drive an economy of regional, state and national significance.

Post COVID-19 economic stimulation is critical and the NWMCD must be meaningful, creating jobs and attracting investment to ensure generational benefit. Cobblebank Metropolitan Activity Centre is identified as one of the key priority precincts in the NWMCD, and Melton projects included are:

- Western Intermodal Freight Precinct (WIFP)
- Melton Hospital
- Outer Metropolitan Ring Road (OMR)
- Western Rail Plan
- Western Highway Upgrade.

These are game-changing projects delivering long-term employment opportunities and driving long-term economic prosperity to the region.

Furthermore, the population between Wyndham and Melton municipalities will increase to 1,000,000 residents. Local employment is paramount as the public transport and road networks will not cope with daily commuters

from this outer Western Melbourne region. Investment in the WIFT and the OMR is a must to make the NWMCD a meaningful investment.

OUTCOMES FOR OUR COMMUNITY

- The City of Melton projects included in the North West City Deal are a game changer for the outer north and west which will have a major impact on long-term job creation and investment in the region.
- These projects are located in State Significant Employment Precincts. They have the potential to create over 73,000 direct jobs in the Melton municipality, long term. This is in addition to construction jobs, indirect jobs, and additional job creation throughout the region. Any negotiated North and West Melbourne City Deal must include these transformational projects.

KEY STATISTICS

- 980,000+ new residents expected by 2036 in north and west Melbourne.
- 50% population growth in the north and west over that time.
- City of Melton's population to increase to 500,000 by 2051. 70% of all employees leave the municipality for work, which is not sustainable long term.
- The ABS 2019 Estimated Residential Population (ERPs) states that the City of Melton has grown (changed) by 8,177 people (or 5.2%). The components of population change were:
 - Natural increase of 1,985 (around 24%).
 - Internal migration of 4,849 (around 58%).
 - Overseas migration 1,343 (around 18%).
- .id forecast indicates that strong migration gain to the City of Melton is expected to continue throughout the 2016-2051 period.

Skills and Training

FUNDING ASK

Melton City Council calls on the State and Federal Governments to deliver TAFE and tertiary education within the City of Melton, including:

- Funding of capital works for a tertiary learning centre for both TAFE and tertiary education
- Funding TAFE to deliver programs for future employment needs, as well as nursing, early childhood, aged care and education support to fill existing skills gaps.

BACKGROUND AND OBJECTIVES

People living within the City of Melton have no local access to tertiary education and vocational learning.

Both the Federal and State Governments have identified vocational education and training as key drivers for boosting the economy and employment. Yet these programs are not available within the City of Melton, and young people experience significant barriers to accessing opportunities in other areas.

There is a strong correlation between career success and education and training. The majority of growth-projected jobs for our municipality will require post-secondary qualifications including VET, university or TAFE.

In the next eight years, the number of 15-19 year olds living within the City of Melton will increase from 10,685 to 19,152. That's an increase of 79%. By 2051, this will increase further to 34,881. Since the closure of the Victoria University's (VU) Melton campus in 2010, there has not been any tertiary presence within the city, creating significant barriers to skills acquisition and training.

Tertiary education has experienced a level of shift to online learning and micro-credentialing, and a model for a new university may encompass a mix of online and classroom, self-directed and experiential learning.

In addition, there needs to be campus life experience and recognition of prior learning offered as part of an equitable path to gaining qualifications. In particular the process for equalisation of international qualifications for our skilled migrants would be beneficial.

OUTCOMES FOR OUR COMMUNITY

- In removing the biggest barrier to further education, which is lack of access, localised delivery of TAFE and tertiary education will positively impact students that are otherwise prone to disengagement.
- Youth engagement is critical for the outer metro areas and a skills and training pathway will support future aspirations of employment and participation.
- Critical skills gaps locally include maternal child health nurses, early years educators, hospitality, aged care, and disability services workers. The City of Melton has difficulty attracting employees to the area, so training and educating local residents is critical to delivering services.

KEY STATISTICS

- During COVID-19, JobSeeker figures in Melton rose to 11,493 in November 2020. That's a 102.5% increase from March 2020.
- 28% of Melton youth left school before year 10, compared to 23% in the whole of Victoria.
- In the next eight years the number of 15-19 year olds living within the City of Melton will increase from 10,685 to 19,152. That's an increase of 79%. By 2051, this will increase further to 34,881.

Health and Wellbeing

Accessibility and equity in localised provision of services, securing positive health outcomes for residents.



Allied Health and Human Services

FUNDING ASK

- Invest in the Cobblebank Community Services Hub as accommodation for localised provision of allied health and human services
- Deliver drug and alcohol services close to the location for the Melton Hospital
- Deliver a range of local mental health services to meet demand in the Melton community
- Provide local culturally safe and appropriate care for Aboriginal people, families and communities through Aboriginal-led centres and services
- Review and extend service funding models to deliver services locally to reduce inaccessibility and unacceptable waiting lists
- Invest in the provision of culturally safe spaces and services for our increasingly diverse community
- Subsidise and support local training opportunities required to meet significant skills gaps.

BACKGROUND AND OBJECTIVES

Along with the need for acute medical services comes the requirement for a strong network of complementary allied health and human services.

The growth corridors of outer Melbourne, including Melton, are notable for lower standards of health than the rest of Victoria.

The City of Melton ranks lower than inner-city areas across a range of health and wellbeing indicators, including many suburbs with higher than average levels of disadvantage.

There are recognised gaps in GP and specialist medical care, after-hours medical care, public dental care, mental health services, family violence services, disability and early intervention services and culturally specific services for our Aboriginal and Torres Strait Islander and other culturally diverse communities.

Many health and human services programs catering to outer western Melbourne, including the City of Melton, are delivered in neighbouring Brimbank and are difficult to access. The City of Melton, however, is four times the size of Brimbank and by 2041 will be home to 70% more people.

Service providers express difficulties in providing services in the City of Melton such as lack of affordable co-located accommodation in central locations, qualified staff attraction and

retention, funding models which don't allow for travel, and insufficient funding.

With significant growth, chronic health issues and gaps in localised service provision, the City

Mental Health

North Western Primary Health Network reports that of those who died by suicide in the region, a smaller proportion had been diagnosed with a mental health condition, or were receiving professional support, than the average in the urban fringe. City of Melton residents have lower than expected rates of registration as mental health clients. This could be reflective of the shortfall of mental health services available locally.

Many health services expected to cater to outer western Melbourne are delivered in neighbouring Brimbank. The City of Melton, however, is four times the size of Brimbank and by 2041 will be home to 70 per cent more people. Of the mental health services offered by the Victorian Government for regions inclusive of the City of Melton, only two services are offered within the City of Melton, compared to 10 within Brimbank, and the remaining four offered as far away as Parkville.

Despite this, the Victorian Government recently announced the provision of mental health 'fast track services' in Brimbank, which will exacerbate this imbalance in local service provision.

of Melton seeks a commitment from the State Government to invest in localised health and human service provision required to meet the needs of the existing and growing community.

OUTCOMES FOR OUR COMMUNITY

- Localised provision of health and human services will make services accessible and equitable to all.
- Fill existing gaps in service delivery.
- Train local residents to provide employment opportunities in the health and human services industry.

KEY STATISTICS

- 4.9% residents reported needing assistance in their day-to-day lives due to disability.
- 1,290 residents (0.95%) identify as Aboriginal and/or Torres Strait Islander compared to the

Victorian Aboriginal and/or Torres Strait Islander population of 0.7%.

- 21% of residents smoke tobacco daily compared to the Victorian average of 10%.
- 58% of residents do not meet the fruit and vegetable consumption guidelines compared to 51% in Greater Melbourne.
- 17% of residents consume sugar sweetened drinks daily compared to 9% in Greater Melbourne.
- 4.3% of residents are sedentary compared to 2.5% Victorian average.
- \$67.8 million was lost on gaming machines, the 16th highest pokies expenditure in Victoria.
- 17.5 per 100 adults have circulatory system disease compared to 16.6 per 100 adults Victorian average.
- 20% of residents experience high or very high psychological distress compared to the Victorian average of 15.4%.
- 74.3% of residents are considered either overweight or obese, the highest rate in the state.



Prevention of Family Violence

FUNDING ASK

Melton City Council calls on the State Government to fund localised prevention programs and response services in the City of Melton.

- Council calls for ongoing funding for primary prevention programs aimed at making the City of Melton a safe, inclusive and respectful place, free from violence
- Council has identified an urgent need for localised, specialised support in the City of Melton, so victims of family violence aren't forced to travel to Brimbank or Maribyrnong for support, creating additional barriers for vulnerable members of the community
- Locate a secondary site for the Melton/Brimbank Orange Door facility within the City of Melton to address a critical gap in local and accessible family violence support
- Council has identified a number of suitable locations in the City of Melton. The properties are accessible to the local community and are in close proximity to public transport, shops, schools and other government and community services.

BACKGROUND AND OBJECTIVES

Prior to the pandemic, the City of Melton experienced the third highest rates of family violence in all of metropolitan Melbourne. Data published by the Crime Statistics Agency (2020) highlights 787 family incidents recorded in the City of Melton between April-June 2020 compared to the 563 incidents recorded in the same period in 2019.

This represents a 39.8 per cent increase in the number of family violence incidents, and a 34 per cent increase in the rate per 100,000 population. Further to this the City of Melton has seen an increase of 33.9 per cent family violence interim orders, and a 64 per cent increase in the number of breaches of family violence protective order offenses.

This rise in reports has led to an overwhelming demand for specialist family violence services, with some services noting up to six month wait lists for ongoing case management. In addition to this, there has been increased need for access to safe accommodation with refuges' capacity decreased due to social distancing meaning reliance on motel-type refuge accommodation (Melton City Council, 2020).

The demands of population growth present an urgent need for localised and accessible services, in addition to sustainable and entrenched prevention activities.

There is an urgent need for an Orange Door facility, to provide a whole-of-service approach

to the intervention and response of family violence in the City of Melton. It is critical for vulnerable families, women and children, experiencing or at risk of family violence, to access vital specialist police and government services in one accessible location.

We call on the State Government to continue its investment into the Safe and Strong Strategy and Free from Violence Action Plan, to enable Local Government to deliver ongoing prevention programs which embed social change for gender equity in the spaces where City of Melton residents live, work, play and learn.

The provision of local services to respond, such as the Orange Door facility, and sustainable funding to prevent family violence, is a critical priority for the City of Melton.

OUTCOMES FOR OUR COMMUNITY

- Improved access to much-needed family violence prevention and support services.

KEY STATISTICS

- The third highest rate of family violence in metro Melbourne.
- Second highest child protection rate in north west Melbourne.
- 50% of women who experience violence have children in their care.
- 39.8% increase in family violence during COVID-19.

Sport and Recreation

FUNDING ASK

Inject funding to bridge gaps in critical infrastructure and vital sport and recreational facilities. Melton City Council is seeking funding for key sporting and recreational facilities in the community, including stage two of the Bridge Road Recreation Reserve, home to the regional hockey stadium, and stage three of the MacPherson Regional Park Redevelopment.

GROWING SUBURBS FUND

Melton City Council is seeking future funding certainty beyond 2022. Since its introduction in 2015, Melton City Council has received \$35.38 million to co-fund 28 critical community infrastructure projects, valued at over \$100 million including community centres, parks, playgrounds, recreation and leisure facilities and botanic trails, all of which were delivered earlier than planned. Melton City Council seeks an increase to the Growing Suburbs Fund to \$75 million annually, given the recent inclusions of peri-urban councils in its eligibility and an increase in scope to include sporting recreational facilities.

BACKGROUND AND OBJECTIVES

Melton City Council calls on the State and Federal Governments to provide additional funding opportunities for recreation and leisure facilities, including aquatic facilities, indoor sport stadiums, and multi-use community facilities, including spaces for young people. Current funding is not adequate to support the infrastructure required to service increased participation rates.

Around 74.3% of City of Melton residents are considered overweight or obese - the highest rate in Victoria, and as a community we experience high levels of childhood obesity. Insufficient exercise is one risk factor that relates to the development of chronic health conditions.

Health outcomes in the City of Melton indicate that the percentage of residents who report Type 2 diabetes is significantly higher than the Victorian average. The percentage of residents reporting a high/very high degree of psychological distress is 15.5%. This is higher than the Victorian average of 11.4%. Our residents also have poorer levels of physical activity than the Victorian average.

By providing greater participation opportunities, we will create healthier lifestyles and increase

social connectivity opportunities.

Sport and recreation is a clear deliverable of the Growing Suburbs Fund, to contribute to healthier, more resilient and liveable communities by ensuring the best possible outcomes for our community.

With major growth in the City of Melton, significant investment into increasing participation and activity is required for health, wellbeing and liveability.

OUTCOMES FOR OUR COMMUNITY

- Increased participation rates, delivering wellbeing and liveability for Melton residents.

KEY STATISTICS

- 74.3% of City of Melton residents are considered overweight or obese - the highest rate in Victoria.
- 24.9% of children use electronic media more than two hours per day in Melton.
- 24% of residents are not engaged in any physical activity.
- City of Melton residents record lower levels of physical activity than the Victorian average (27.2% and 29.4% respectively).



Education

State-of-the-art education for children to reach their full potential.

Early Childhood Education

FUNDING ASK

In the 2019/2020 State Budget an announcement was made to fund five hours of three-year-old kinder, increasing to 15 hours by 2029. Council requires funding for new, and upgrades to existing community children's centres to accommodate demands for three-year-old kinder, projected to require an additional 50 rooms by 2029.

BACKGROUND AND OBJECTIVES

Without ongoing universal access funding, Melton children are at risk of poorer learning outcomes or parents may incur unsustainable fee increases.

Melton City Council welcomes the State Government's commitment to early learning through the provision of three-year-old kinder. We now seek funding to expand our workforce capacity, support service delivery and create infrastructure to support an additional 50 rooms required by 2029.

There is also an existing skills gap for qualified educators in the municipality. The need to attract, retain and support a high-quality skilled workforce is noted by local service providers.

Each three-year-old kindergarten group requires one degree trained teacher and one to two TAFE trained educators to maintain high-quality service provision across the early years. There is also a need for teachers and educators to acquire new knowledge and skills to properly support families and deal with complex and emerging issues.

Resource issues are particularly significant in the City of Melton, where wide cultural diversity, significant growth and the vulnerability of many residents come into play.

Babaneek Booboop

Driven by key principles of self-determination and Aboriginal leadership, the Babaneek Booboop Early Years Project aims to affect positive change for Aboriginal children and families in Melton City Council and Moorabool Shire Council areas. The project's theory of change includes focusing on enhancing the cultural safety and responsiveness of service providers, along with the recruitment of skilled Aboriginal pathway workers to assist in service

navigation and act as a bridge between families and service providers.

We ask that the project receives recurrent funding to continue early years operation in the Melton and Moorabool municipalities to assist Aboriginal and Torres Strait Islander families to access education and health services for children aged 0-8 years. This project needs ongoing funding beyond 2021.

The evaluation of the Koolin Balit Early Years projects demonstrates a consistent increase in the number of families engaged with these projects since they commenced operation in 2017.

OUTCOMES FOR OUR COMMUNITY

- An equitable early years education program that provides a bright start for every child.

KEY STATISTICS

2019: 3,011 three-year-old kinder students.
2,946 four-year-old kinder students.

2029: 4,451 three-year-old kinder students.
4,522 four-year-old kinder students.

- 20% of children do not attend kinder because of cost.
- By 2029 it is projected that an additional 50 kinder rooms required.

Primary, Secondary and Specialist Schools

FUNDING ASK

Melton City Council has appreciated the significant pipeline of education projects funded by the Victorian State Government in recent years with the delivery of key Primary and Secondary Schools.

Primary Schools

- Design and Construction
 - Thornhill Park (Rockbank Murray Road) Primary School (to open 2023)
 - Brookfield (Botanica Springs) Primary School (to open 2024)
- Land Acquisition
 - Plumpton Primary School (to open 2025)
 - Toolern Waters (Weir Views North Primary School) (to open 2025)
 - Tarneit Plains (Truganina) Primary School (to open 2025)
 - Rockbank-Toolern Road Primary School (to open 2026)

Secondary Schools

- Design and Construction
 - Aintree Secondary School (to open 2024)
 - Cobblebank Secondary School (to open 2025)
- Land Acquisition
 - Thornhill Park Secondary School (to open 2027)

Specialist School

- A new specialist school in the Eastern Corridor

BACKGROUND AND OBJECTIVES

A good education has the power to change a life. It shapes us not only as individuals, but is important for the social and economic development of every community, and country.

As a fast-growing community, securing quality primary and secondary education opportunities for our residents is paramount. Melton City Council acknowledges the significant investment in education the State Government has made within our community, and seeks assurances that this investment will continue, so that our residents have every opportunity to grow and excel in all they do.

In 2019, the City of Melton was home to 20,399 primary school children. Population growth estimates show that by 2024, this figure will rise to 25,599 and to over 31,029 in 2029 - an increase of 10,630 more primary school children across the municipality in just 10 years.

Planning for the delivery of additional secondary schools is also critical with an additional 10,170 of secondary students by 2029 requiring an additional eight secondary schools.

Many schools in the City of Melton are exceeding capacity. We work closely with the Department of Education and Training and the Victorian School Building Authority in the identification of potential future school sites and call on the State Government to continue to invest in education.

OUTCOMES FOR OUR COMMUNITY

- Education provision that meets the demand of a growing and diverse community
- An equal start in life through quality education and the provision of schools in a timely manner, giving our young residents access to education close to home for social, community and health benefits.

KEY STATISTICS

	Primary students	Secondary students	Students with disabilities
2019	20,399	14,388	278
2024	25,599	19,686	403
2029	31,029	24,558	542

SCHOOLS REQUIRED

	Primary schools	Secondary schools	Specialist schools
2029	26	8	2

English Language School

FUNDING ASK

Melton City Council seeks a commitment from the Victorian State Government to locate an English Language School in Melton.

BACKGROUND AND OBJECTIVES

It is recommended that the Western English Language School (WELS) establishes a campus by co-locating with a mainstream school within the Melton Local Government Area.

WELS currently has campuses co-located at mainstream schools in Maribyrnong, Brimbank, Hobsons Bay and Wyndham.

Council estimates that there are currently between 80-100 newly-arrived school-aged children and young people in the municipality attending mainstream local schools. For a range of reasons, the scope and quality of English as an Additional Language (EAL) teaching in mainstream schools varies.

Mainstream school class sizes have double the number of students (26) of specialist EAL schools classes (13). The diverse needs of the student body means that schools juggle competing priorities and are less likely to invest in teachers' ongoing professional development in meeting the needs of new refugee and migrant cohorts.

Schools may not have EAL trained teachers exclusively devoted to the provision of quality EAL instruction to students across their subjects. This is particularly inadequate for students who have arrived in Australia on humanitarian grounds with little, no, or disrupted schooling.

The specialist EAL school for children and young people in the Western Metropolitan region is the Western English Language School (WELS). City of Melton schools have reported that a large percentage of students who were entitled to receive 6-12 months of intensive English language instruction through WELS, did not enrol there due to the three-hour public transport round-trip journey to and from the Braybrook campus. This difficulty is compounded by new arrivals being unfamiliar with the Victorian public transport system and parental/guardian fears of

sending children to commute to school alone.

Local schools also report that many newly-arrived young people who go straight to mainstream schools do not have a sufficient foundation in English to complete the Victorian Certificate of Education. These students either opt for Victorian Certificate of Applied Learning or disengage completely from education. This is in contrast to the small proportion of students who attend mainstream school after studying at WELS. Schools report that these students have a higher rate of academic success and Victorian Certificate of Education completion.

The current situation in the Melton local government area for newly-arrived families compounds their settlement issues. The lack of access to a local education provider where students can receive a foundational grasp of the English language severely curtails their future life and employment opportunities.

OUTCOMES FOR OUR COMMUNITY

- Localised provision of English as an Additional Language (EAL) teaching will provide equity in opportunity for learning and employment outcomes.

KEY STATISTICS

- Estimated existing 80-100 students requiring English as an Additional Language (EAL) classes. No existing facility available locally.
- Children at a greater disadvantage in education because of a lack of English language facilities.

Infrastructure and Transport Services

An upgraded, safer road network and frequent public transport system to increase productivity and reduce congestion.



Public Transport

FUNDING ASK

Rail

Melton City Council seeks the delivery of the 2018 election commitment to:

- Deliver the electrification and separation of the Ballarat rail line by 2025-2026
- Acquire land and build two new stations at Hopkins Road and Paynes Road.

Additionally Council seeks:

- Upgrade the existing station at Melton
- Remove all the level crossings between the Melton Reservoir and Caroline Springs Station
- Sunbury Line upgrade Stage II to include a new station at Calder Park.

Buses

- Efficient bus routes providing better accessibility
- Review of routes to deliver more frequent, direct and time-saving routes with zero additional investment.

BACKGROUND AND OBJECTIVES

Rail

The Western Rail Plan is a significant State Government initiative that will provide a sleek and efficient public transport network to service Melbourne's fast growing west.

Melton City Council is calling for the implementation of the Western Rail Plan through the electrification of the Melton Line and increased frequency of services. Lack of quality public transport access, poor linkages to local employment areas and the need to travel outside the municipality for work, education and health services, result in a high car dependency and congested roads.

Currently around three-quarters of workers travel outside the municipality for work, with over 16% working in the CBD.

By 2051, a local jobs gap of 110,000 will have commuters requiring access to employment. The electrification of the Melton Line and additional stations will unlock commercial investment into new employment precincts at the Western State Significant Industrial Precinct and Cobblebank Metropolitan Activity Centre. Public transport accessibility is critical to securing investment into jobs and we request two additional stations to deliver people from the region to significant employment precincts within Melton.

The call for an additional station at Calder Park is to meet the existing needs of the eastern corridor and the new growth suburbs, including

Plumpton and Fraser Rise. Watergardens Station is already at capacity, with concerns for parking and accessibility. A new station at Calder Park (supported by Brimbank Council) will reduce congestion at Watergardens Station and increase efficiencies for residents in the eastern corridor of the City of Melton.

Bus

Melton City Council has undertaken a review of existing bus routes with a view to delivering direct, frequent buses and reaching unserved areas without increased costs for the Department.

Over 80% of the bus services in the City of Melton do not meet the minimum service standards as set by the Department of Transport.

Council will partner with the Department to deliver a bus service aligned to the Plan Melbourne objective of reaching residents within 400 metres of their home.

Increased bus usage is the objective of the review, which requires a strategic partnership between the Department and Council.

OUTCOMES FOR OUR COMMUNITY

- Investment will provide a frequent and efficient public transport system that connects Melton residents to employment, health services, recreation and education.
- Electrification will provide metro services for westbound commuters travelling to key employment precincts: Dexus Estate,

Mt Atkinson and Cobblebank Metropolitan Activity Centre.

- Public Transport upgrades in line with residential growth entrenches behaviour towards utilising public transport before cars. This reduces congestions and increases productivity.

KEY STATISTICS

Melton Rail Corridor

- New residential estates are being constructed in six new suburbs that are directly aligned to the rail line, which will see the construction of 65,900 new dwellings, and be home to an estimated 183,500 residents within the catchment of the railway line to Melton.
- By 2051, suburbs within the catchment of the

Melton railway line are projected to house over 370,000 people, placing additional stress on already congested highways and existing rail services.

- The electrification of the railway line to Melton, before the projected influx of residents, will reduce congestion on the road and public transport systems.

Sunbury Rail Corridor

- By 2051, suburbs within the catchment of the Sunbury railway line are projected to house over 95,000 residents, placing additional stress on already congested highways and existing rail services. For this reason, the construction of an additional station at Calder Park on the Sunbury line is needed now, before the projected influx of residents, to reduce pressure at Watergardens Station and reduce road congestion.



Roads

FUNDING ASK

- Melton City Council seeks funding for a Western Outer Roads Package II, which includes Hopkins Road, Palmers Road to Calder Park Drive, Christies Road and Calder Park interchange
- Melton Highway upgrade to Leakes Road as a priority
- Funding is also required to begin planning for the duplication of the western section of Melton Highway (between Leakes Road and Ryans Lane).

BACKGROUND AND OBJECTIVES

Roads within the municipality have missed out on critical infrastructure spending leading to major safety concerns and congestion.

The Victorian arterial road network is a critical infrastructure link that facilitates the efficient movement of people and goods across the City of Melton, while providing access to Melbourne's CBD, surrounds, and adjoining regional areas.

Melton Highway

A business case for the duplication of the Melton Highway between Leakes Road and The Regency, has been prepared by VicRoads. The section (between Ryans Lane and The Regency) of Melton Highway is currently characterised by rural standard carriageway with unsealed shoulders, open drains and non-existent pedestrian facilities. The road is not suitable for high-volumes of traffic and development currently occurring in the Plumpton Precinct Structure Plan will worsen this issue, as will the ultimate development of the Warrensbrook and Melton East Precinct Structure Plan areas.

The intersection of Melton Highway and Leakes Road requires funding to construct the staged duplication of Melton Highway and urgently address safety concerns. The intersection consistently ranks as one of the most dangerous in the municipality and Council requests that signals be constructed to control traffic movement as a matter of urgency.

In the seven years from 2013 to 2020, there have been 76 accidents including 30 serious crashes and 76 people injured.

Palmers Road Corridor north of the Western Highway, (Robinsons Road, Westwood Drive & Calder Park Drive) Truganina

The Palmers Road corridor connects the Calder Freeway, the Western Highway and the Princes Freeway. Declaring the road corridor as a State arterial road is a matter of priority due to its strategic importance. Full duplication and intersection upgrades are also required.

Hopkins Road, Truganina

Hopkins Road is a major arterial road within the growth areas of Melton and Wyndham. Currently the road is in a single carriageway, rural road standard that is not designed for massive influx in traffic (17,000 vpd) due to rapid urban development in both the municipalities. Hopkins Road is a critical north south connector for the west providing access to employment precincts and eventually connecting the Calder Freeway to the Princes Freeway, providing access to the regional centers of Geelong, Ballarat and Bendigo. Hopkins Road is in immediate need for urbanisation and duplication including signalisation of key uncontrolled intersections to address serious road safety issues and congestion.

Taylor's Road, West Of Kings Road—Gourlay Road, Taylor's Hill

The declaration of Taylor's Road as a State arterial road by VicRoads is a matter of priority due to its traffic volume (25,000 vpd). Full duplication of the corridor and intersection upgrades are also required.

Calder Park Drive Interchange, Hillside

A business case for the removal of the at-grade intersection with the Calder Freeway has been prepared by the State, and now funding is requested to construct the interchange. This will also require duplication of Calder Park Drive and removal of the level crossing on the Sunbury Line.

Christies Road, Caroline Springs

Christies Road forms part of a key north - south corridor within Melton City Council providing access to the Western Freeway as well as Caroline Springs Train Station. Christies Road/Caroline Springs Boulevard is a duplicated four-lane road north of Ballarat Road. However, the section of Christies Road south of Ballarat Road is a single carriageway and act as a major bottleneck for commuters accessing the Western Freeway and Caroline Springs Station. During peak hours, this section causes major delays and significant queues on the freeway for private vehicles as well as buses causing serious safety concerns. Duplication of Christies Road between Caroline Springs Station and Ballarat Road is immediately required.

Rockbank Middle Road, Caroline Springs

The proposed Rockbank Middle Road extension would provide a key east-west link between the

City of Brimbank and the City of Melton and would help reduce congestion on Ballarat and Taylors Roads. We request the State Government set aside a road reserve in the land it still holds for the proposed Rockbank Middle Road and build a bridge to connect to Brimbank municipality.

Leakes Road, Rockbank

As the Rockbank PSP develops, Leakes Road is planned to be truncated at the Ballarat Rail Line and a new arterial road (named Rockbank Road) will be constructed from the Western Highway, to the west of the future Rockbank town centre. Funding is requested to plan and deliver the Rockbank Road overpass (across the Ballarat Rail Line) as part of the Melton Railway Electrification project, allowing for the construction of an important arterial road connection.

OUTCOMES FOR OUR COMMUNITY

- An upgraded, safer road network to increase productivity and reduce congestion.
- Road upgrades in line with development and public transport initiatives will entrench good behaviour early as people relocate to their new homes.

KEY STATISTICS

- Morning peak congestion: 72km in 2016 / 279km in 2031

Statistics 2013- 2020	Daily Traffic	Crashes	Fatal Crashes	Serious Injury Crashes	Other Injury Crashes
Western Highway (bet. Brooklyn Rd & Robinsons Rd)	77,000	194	3	59	132
Melton Highway (undivided section of Melton Hwy)	31,000	76	0	30	46
Hopkins Road (bet. Boundary Rd & Neale Rd)	17,000	68	5	20	43
Leakes Road (bet. Melton Hwy & Western Fwy)	~2,000 ¹	31	0	9	22
Christies Road Offramp	9,000	5-7*	0	1	4-6*

Western Highway

FUNDING ASK

- Council seeks a commitment from the State and Federal Governments to fund an upgrade to the Western Highway
- Upgrade the intersection of Bulmans Road to a full-diamond interchange
- Upgrade to urban freeway standard by removing direct property accesses (including Caravan Park), bus stops and central median breaks
- Plan capacity improvements within the corridor to reduce congestion.

BACKGROUND AND OBJECTIVES

The Western Highway is a critical arterial road link that functions as an important economic driver at a metropolitan, state and national level.

The City of Melton section of the Western Highway is the direct link between Victoria's Western District and the Melbourne CBD.

The Western Highway corridor within the City of Melton is also characterised by aged and rural-standard freeway infrastructure, including direct property access, and at-grade interchanges.

The section of the Western Highway located within the City of Melton suffers from significant levels of congestion during the peak periods, and is labouring under ageing infrastructure.

Planning approval for six additional suburbs directly adjacent to the Western Highway will see the construction of 65,900 new dwellings, and an estimated 183,500 residents, all of whom will require access to the highway.

Additional lanes and upgraded interchanges are needed to support the booming growth in population and maintain efficient freight movements in and out of Melbourne.

Without essential upgrades, traffic modelling highlights that sections of the Western Highway will be gridlocked.

The Western Highway is already heavily congested with the projected growth putting additional pressure on this road corridor.

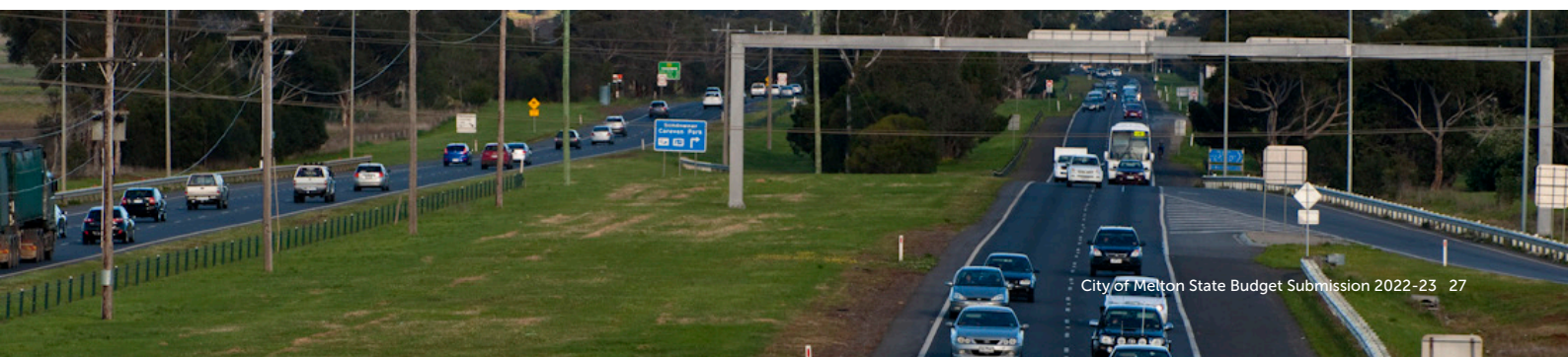
As part of our Upgrade Western Highway Awareness Campaign, Melton City Council has secured letters of support from Councils between Moorabool and West Wimmera as part of the Western Highway Action Committee (WHAC), major developers in the City of Melton, and LeadWest.

OUTCOMES FOR OUR COMMUNITY

- An upgrade to this critical national transport link will improve congestion, increase freight efficiencies and improve access for over 65,900 new homes.
- Delivering the Bulmans Road full-diamond interchange will provide residents of Brookfield and Melton West with direct access to the highway and will alleviate congestion at the Coburns Road interchange, as well as High Street and Brooklyn Road.

KEY STATISTICS

- **2020:** 77,000 vehicles per day.
2031: 113,000 vehicles per day.
- Between 2013 and 2020, there were 194 crashes including three fatal crashes, 59 serious injury crashes and 132 other injury crashes.
- 10% of traffic is freight transport a critical employment industry needing efficiencies through lowering congestion.





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