

City of Melton State Budget Submission 2023-2024

Strong Growth, Real Opportunity



Contents

Mayor's Message	2
2022 Victorian Election Commitments	3
Community Profile	4
Urban Growth Map	5
Outer Metropolitan Ring	6
Western Intermodal Freight Terminal	7
A Job-Ready Workforce	8
Outer Roads Package	9-10
Metropolitan Trains for the West	11
Bus Services	12
Allied Health	13
Maternal and Child Health	14
Early Childhood	15
State of the Art Education	16
School Crossing Supervisors	17
Sport and Recreation	18

ACKNOWLEDGMENT OF COUNTRY

Melton City Council acknowledges Aboriginal and/or Torres Strait Islander peoples living and working in the City of Melton. Council recognises the people of the Kulin Nations as the original custodians of the land now known as the City of Melton. On behalf of the municipality, Council pays respect to their Elders, past, present, and future.

Mayor's Message

In partnership for economic growth

Melton City Council is appreciative of announcements made during the 2022 Victorian State Election: a new TAFE, increased funding for Maternal Child Health nurses, two new government-owned childcare centres, new and upgraded schools, a business case for the Western Highway, the Melton Line Upgrade, a new mental health service and a new bus service connecting Eynesbury with Melton.

We call on the Victorian Government to include these projects in the 2023-2024 Victorian State Budget to get the ball rolling. We value our strong, existing relationships with local MPs and look forward to working closely as these projects develop.

We are delighted to see the invitation for Expressions of Interest for a consortium to partner for the design, construction, finance and maintenance of the new Melton Hospital. The hospital will deliver health benefits to Melton and the regions and be a driver for employment and catalyst for commercial investment. Council officers are working closely with the Victorian Health Building Authority to enable the commencement of early works.

With over 57 families moving to the municipality and over 60 babies born each week, our vibrant, diverse community is growing exponentially. We all know the challenges - lack of access to health, allied health, tertiary education, jobs, infrastructure and public transport - but we want to focus on the opportunities.

We have a skilled, diverse workforce ready to embrace local jobs created through commercial investment. Our Investment Attraction Strategy 2021 highlighted the opportunity to create 120,000 new local jobs and return \$19B annually to the Victorian and Australian economy should the Federal and State governments partner with Council through investment in transformational infrastructure.

The building of the Melton Hospital and the Western Intermodal Freight Terminal (WIFT) will be the catalyst for attracting commercial investment and quality, diverse jobs.

Investment in the WIFT just makes sense, and together with the Outer Metropolitan Ring (Road and Rail), it will drive productivity improvements for the rail freight sector. That's why we are working with industry to advocate for this transformative project.

I invite all levels of government to work with Melton City Council to create a prosperous outer west of Melbourne.

This 2023/2024 Victorian State Government Budget Submission outlines projects that with investment, will return long term economic and social benefit for our community.



Cr Lara Carli
Mayor



2022 Victorian Election Commitments

Our community welcomes the significant commitments made by the Andrews Government in the lead up to the Victorian State Election. Each commitment addresses real needs of our growing community.

Council seeks their inclusion in the 2023/2024 Victorian State Budget to deliver better health, education and wellbeing outcomes and create new jobs and prosperity.

- Melton TAFE to be built in Cobblebank: \$45-\$55 million
- Kurunjang Secondary: \$10.7 million Technology Block
- Melton South Primary School: \$21.3 million
- Melton Secondary: \$8.9 million
- Toolern Vale and District PS: \$6.4 million
- Melton Line Upgrade: \$650 million
- New bus service connecting Eynesbury with Melton
- Business case for the upgrade to the Western Highway: \$10 million
- Increased Maternal and Child Health contact hours to 8 hours, 30-minute consultations extended to 45 minutes
- Hope Street First Response Youth Service in Melton: \$870,000

Community Profile

The City of Melton offers an outstanding mix of established and growth suburbs, alongside industry that has untapped opportunity for growth.

Located 19 kilometres northwest of Melbourne’s CBD, the city covers an area of 527 square kilometres. It boasts modern housing developments, transport connections such as the Western Highway and rail lines, established warehouse and logistics centres, vibrant tourism, housing construction and manufacturing industry, and availability of land that is unmatched in metropolitan Melbourne.

The City of Melton will provide significant affordable housing for those looking for their new home. Our municipality offers the unique opportunity to establish

a new benchmark for growth and development, where services and infrastructure are planned and delivered in line with population growth.

The City of Melton is on track with growth estimations despite the effects of COVID-19 on migration. The city is the third-fastest growing municipality in Australia, set to grow from a population of 216,000 to over 450,000 in the next thirty years.

Last financial year 5,554 new residential greenfield lots, expected to deliver 13,400 new dwellings, were released in the City of Melton, the highest number in Victoria. In the same period the Rockbank-Mt Cottrell area had 2,138 new dwellings built, more than anywhere else in the country.

<p>3.9% annual growth: 216,000 (2022) to 450,823 (2051)</p>		<p>33 Median age in Melton, compared to 38 Victoria</p>	
	<p>160 nations speaking more than 167 different languages</p>		<p>56.2% of families have children</p>
<p>6.2% unemployment in Melton, compared to 4.6% statewide</p>		<p>\$5.71B Gross Regional Product (NEIR 2021)</p>	
	<p>17.1% Youth unemployment in Melton compared to 10.4% in Victoria</p>		<p>11,450 local businesses (ABS 2021)</p>

Urban Growth Map with employment districts

DIRECT JOBS BASED ON AREA

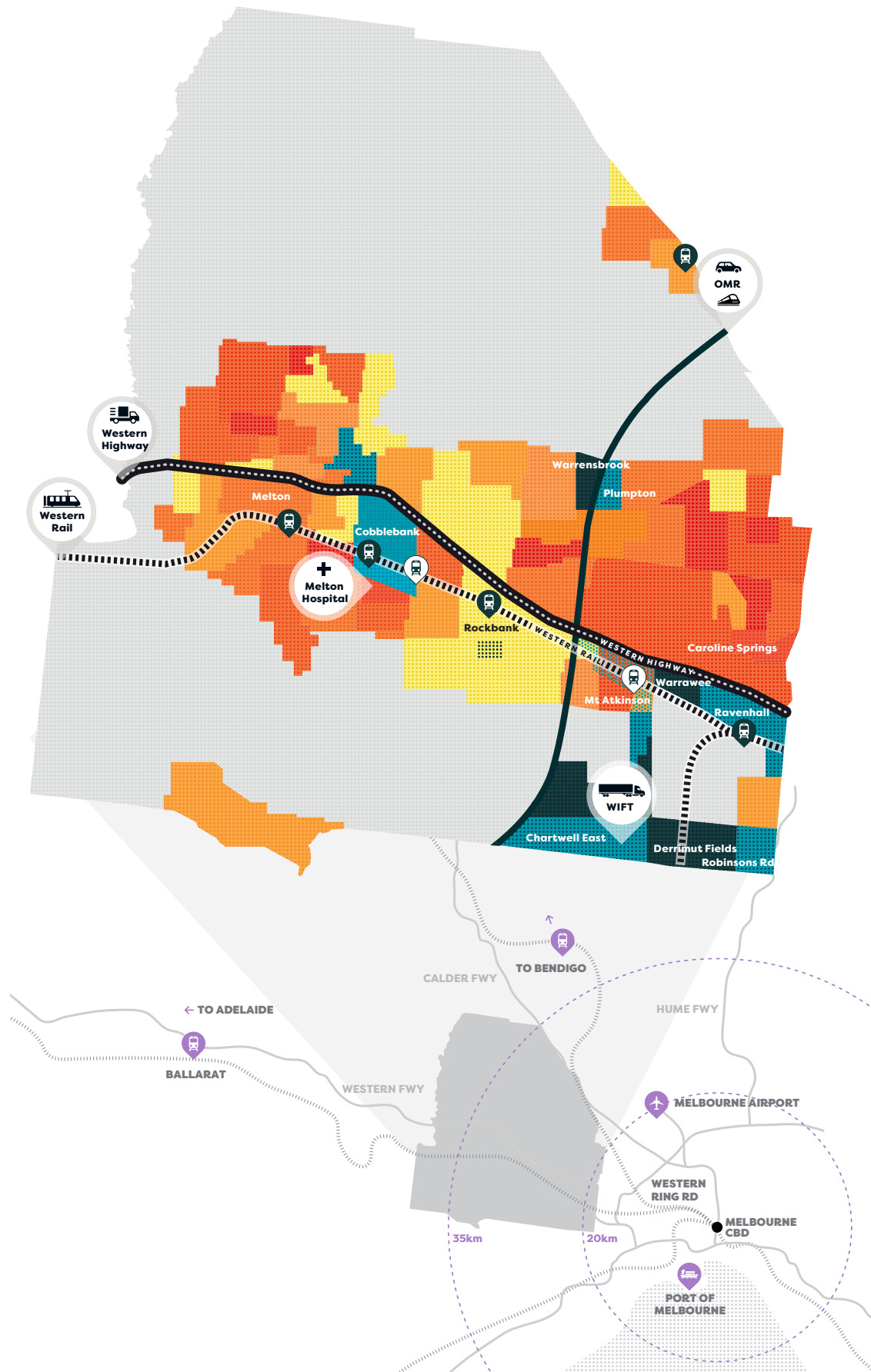
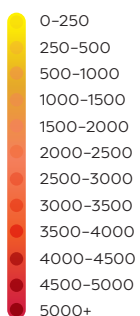
- 10,027** ● Melton Industrial (existing)
- 24,000** ● Cobblebank Metropolitan Activity Centre (includes Melton Hospital)
- 6,225** ● Mt Atkinson and \ Tarneit Plains Industrial
- 8,582** ● Chartwell East Industrial
- 5,481** ● Warrensbrook Industrial
- 11,421** ● Plumpton Major Town Centre and Industrial
- 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



Outer Metropolitan Ring

Connecting Melbourne's North, West and South-West to economic and jobs growth

Funding ask

Council asks the Victorian Government, in partnership with the Federal Government, to:

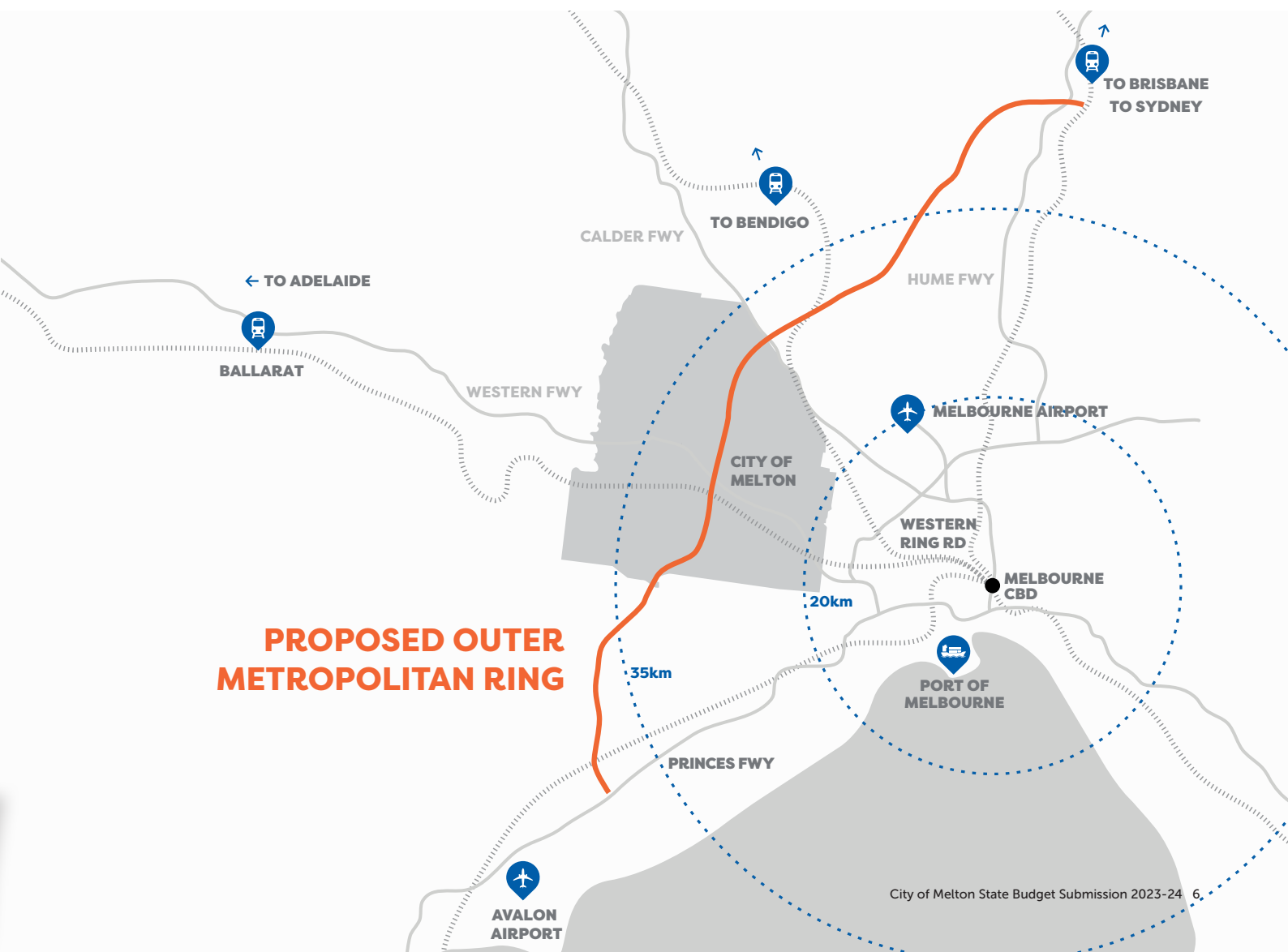
- progress land acquisition for the Outer Metropolitan Ring (OMR) corridor
- fund the construction of the OMR, including road, freight, and passenger rail services.

The Outer Metropolitan Ring is a 70-kilometre-long reservation that stretches from Little River in Melbourne's west to Kalkallo in the north with provision for up to four rail tracks and six road lanes. This will provide an integrated transport corridor to provide reliable movement of people and freight to increase productivity.

The OMR will connect the Hume Freeway and north-south rail with the Calder Highway, Western Highway, east-west rail, the Princess Highway and south-west rail. This transformational project connects millions of residents in the growing outer municipalities of Mitchell, Whittlesea, Hume, Melton, and Wyndham through road, freight rail and passenger rail.

It will connect key freight transport hubs and employment precincts such as Melbourne Airport, Avalon Airport, WIFT, Port of Geelong and regional centres, as well as completing the Melbourne component of Commonwealth Inland Rail.

Infrastructure Victoria has undertaken an assessment of the project and determined that the OMR "provides strong benefits in reducing road network congestion, reducing freight congestion, increasing access to the labour force and improving freight connectivity."



Western Intermodal Freight Terminal

The catalyst for 39,000 local jobs

Funding ask

- Listen to industry and fund the Western Intermodal Freight Terminal (WIFT) in Truganina as the initial Melbourne freight terminal.

Melbourne needs a new rail freight terminal that can accommodate the new Inland Rail double-stacked 1,800-metre trains, expected by the mid-2020s. The WIFT is best location for this new terminal:

- It is close to over 50% of existing interstate freight rail customers and existing warehousing and logistics companies in the west.
- The two main interstate rail freight operators, with 90% of the market, want Truganina.
- It is in close proximity to the Port of Melbourne, Port of Geelong, Melbourne and Avalon Airports.
- It has the room to accommodate 1,800 metre long double-stacked trains.

- It has access to a further 7,200 hectares of industrial land in the Western State Significant Industrial Precinct beyond 2040.
- Reduction in transit times on inland rail, Brisbane to Melbourne, from 33 hours to 24 hours
- Removal of up to 2,000 daily truck movements from Melbourne’s inner west when freight is relocated away from Dynon Terminal
- Creation of 2,000 direct jobs, and tens of thousands of jobs in the logistics and warehousing industry
- It will supplement and potentially replace Victoria’s main interstate rail freight terminal at Dynon
- It will capitalise on benefits of the Inland Rail project
- Improved efficiencies in local, national and international freight movement by bringing local warehouse precincts closer to freight terminals
- It is the preferred location by industry and the Victorian State Government.



The site is supported by the WIFT alliance which includes Australia’s biggest supply chain and logistics companies:



A Job-Ready Local Workforce

Providing training close to home

Funding ask

- The new TAFE campus in Cobblebank to train workers for skills including logistics, health, education and community services, in addition to the election commitment to provide a TAFE for the construction industry.
- Council is seeking the development of a tier one University campus aligned with the new Melton Hospital to train doctors, nurses, midwifery, MCH and allied health specialists for outer metropolitan areas and regional centres.

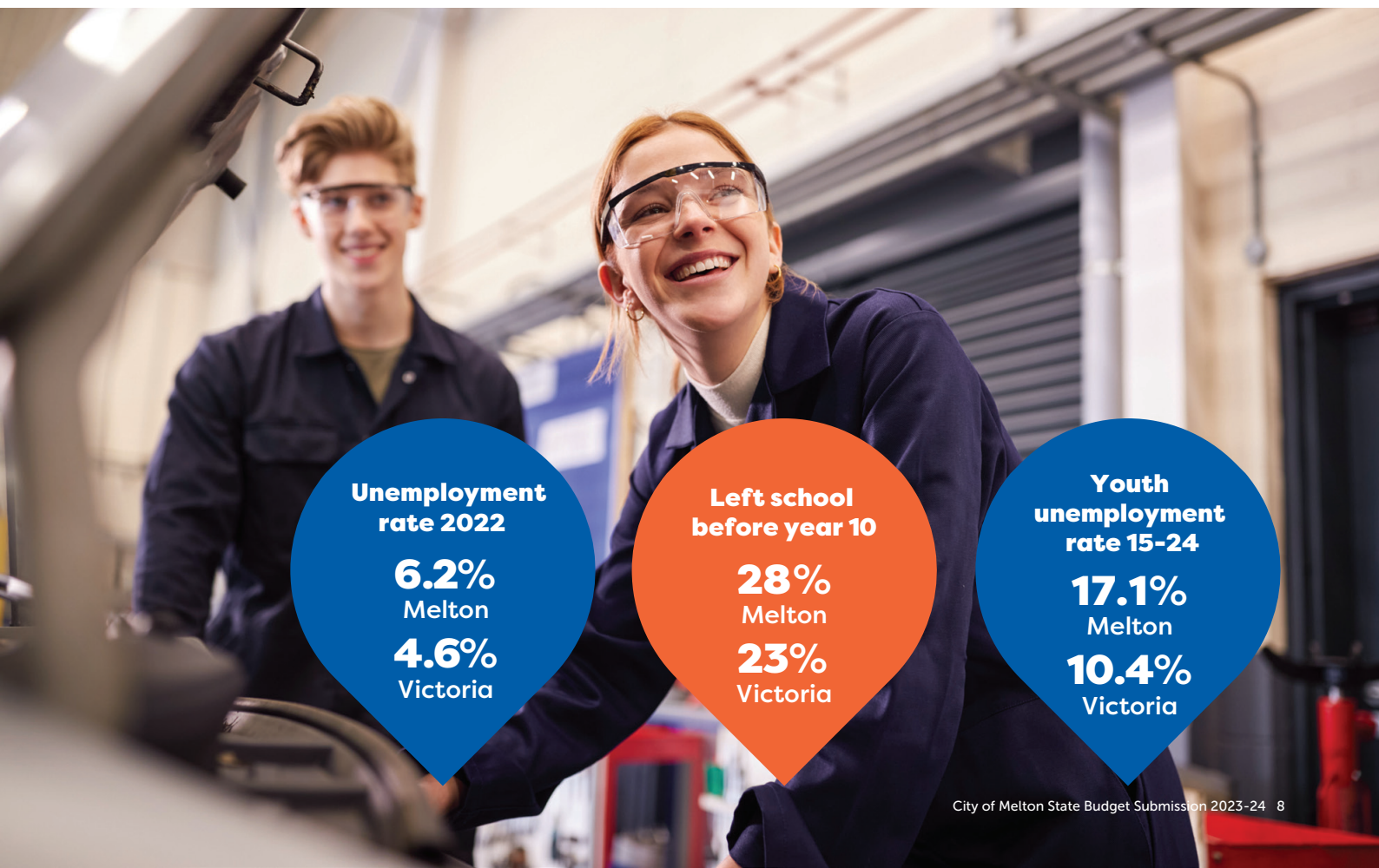
The City of Melton's workforce is set to triple over the next 30 years.

We have skills shortages right now, and with significant investments - including schools, a new hospital, a future freight terminal and a growing construction, warehouse and logistics sector - we need a job-ready workforce for the local jobs that are quickly emerging.

- Melton Hospital opening in 2029 will create 3,975 direct jobs and 2,485 in-direct jobs.
- Construction of 89,000 dwellings and \$1 billion of community infrastructure over the next 30 years will create an estimated 267,000 jobs.
- New supply chain and logistics hubs will see 39,000 jobs created over the next 30 years within the WIFT, Melbourne Business Park, Dexu 3023 Horizon Estate, Goodmans group Troupes Road Estate, Robinsons Road and others.
- Our rapidly expanding population will see a need for maternal child health nurses, teachers and at least 1,370 kindergarten teachers needed to support the 36,060 children who will be under 5 in 2051.

Right now, people living within the City of Melton do not have access to local tertiary education or a TAFE. A local TAFE and tertiary institution will help our young people get a start in a rewarding career and support many more who look to upgrading skills or changing careers.

These investments are urgently needed as there will be 40,000 people aged between 15 and 24 by 2031, and 60,000 by 2051, requiring the necessary skills to participate in the workforce.



Unemployment rate 2022

6.2%
Melton
4.6%
Victoria

Left school before year 10

28%
Melton
23%
Victoria

Youth unemployment rate 15-24

17.1%
Melton
10.4%
Victoria

Outer Roads Package

Connecting our community

Funding ask

- Upgrade the Western Highway to an urban freeway between the M80 and Bulmans Road, with new lanes and new or upgraded interchanges at Bulmans, Ferris, Mount Cottrell, Paynes, Leakes, Hopkins and Christies Roads, and a new pedestrian and cycling path.
- Duplicate and upgrade to urban standard the Melton Highway, Hopkins and Christies Roads and to declare and duplicate Robinsons Roads, Westwood Drive and Calder Park Drive, completing the Palmers Road Corridor from the Princes Highway to the Calder Freeway.
- A package of works with funding split between the State Government, Federal Government, developers and Council to remove short trips on the Western Highway by upgrading Taylors Road, Griegs Road, Shogaki Drive, Mt Cottrell Road and Paynes Road.

The Western Highway is the second-largest freight carrier of any national highway, connecting Melbourne to Ballarat, Adelaide and Perth, and carrying more than 5,400 trucks a day.

Population growth will see 280,000 new residents added along the Western Highway by 2051 alone. Upgrading this national transport link will increase freight efficiency, reduce congestion and improve safety.

Removing short trips from the Western Highway by upgrading or building new roads will reduce congestion and better connect local communities.

Across council our roads are not suitable for the high volume of traffic. They are rural standard with unsealed shoulders, open drains and non-existent bike and pedestrian facilities.

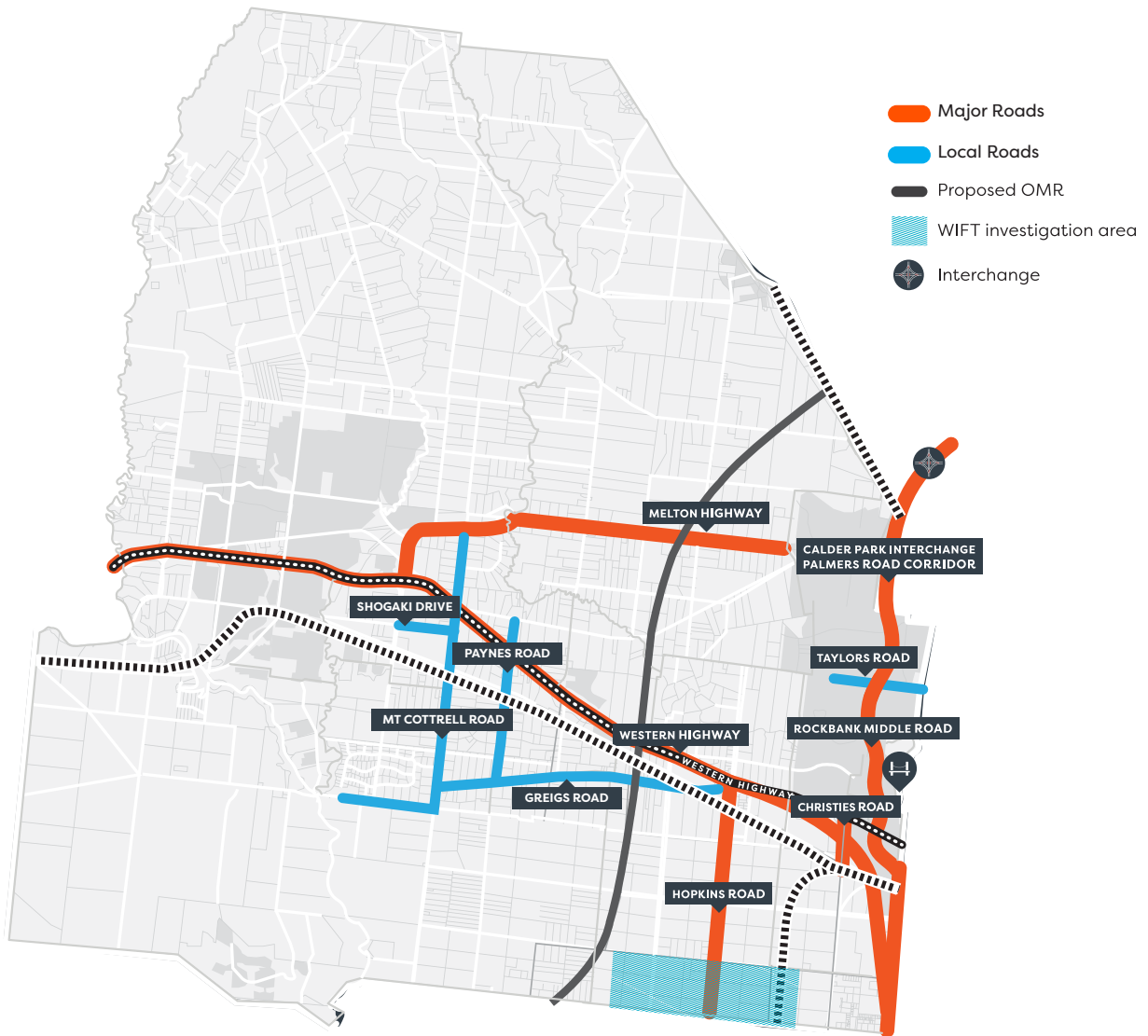
Melton Council has done the work to identify the projects and calculate the benefits to the community and economy by undertaking the roads upgrades.

Independent analysis by Clarity Consult, based on the Melton Integrated Transport Model found that:

	Daily Traffic 2022	Traffic at 2031	Benefit Cost Ratio	Economic Benefits	Hours of Travel Time Saved	Reduction in crashes
Western Highway	77,000	110,000	1.06	\$1.4 billion	343,000	18% or 170 less
Melton Highway	34,000	45,000	1.50	\$166 million	67,000	37% or 98 less
Hopkins Road	27,000	40,000	2.27	\$219 million	74,000	45% or 101 less
Robinsons, Westwood and Calder Park Dr.	22,000	34,000		\$297 million	72,000	38% or 220 less

Visit movingmelton.com.au

Outer Roads Package *(cont.)*



- Above left, a typically busy section of the Western Highway, and at right, an artist's render showing the impact of additional lanes.

Metropolitan Train Services for the Outer West

Investment in rail to increase productivity

Funding ask

- Extension of the metropolitan electrified rail network to Melton with separation from the Ballarat line and two new stations at Mount Atkinson and at Thornhill Park.
- A new station at Calder Park timed with the removal of the level crossing at Calder Park Drive, new interchange at Calder Highway and duplication of the Calder Park Drive.
- Adopting the Melbourne Metro 2 East-West Rail Link will avoid network constraints at Footscray via a new rail connection from Sunshine to Spotswood and then underground to Fishermans Bend, Southern Cross, Flagstaff and Parkville.

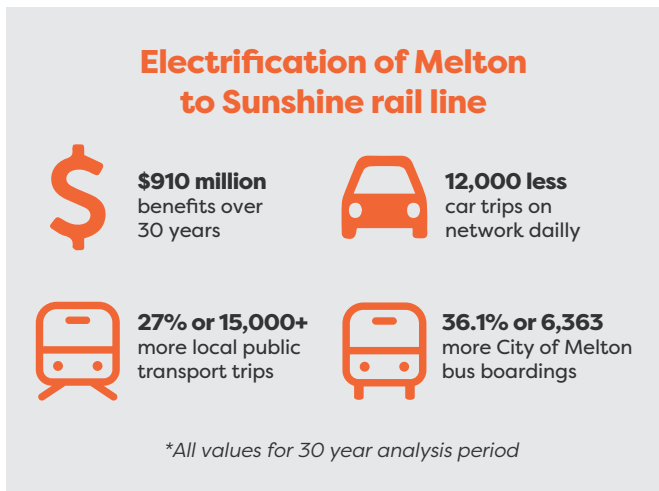
By 2041 the electrification would result in:

- 12,000 less cars on the network every day
- 77,300 less private vehicle kilometres travelled every day
- 15,147 fewer trips by car per day, primarily in City of Melton
- 33,000 entries and exits every day for all stations in the City of Melton
- \$236,251 daily reduction in the ‘cost of congestion’
- 27% increase in public transport usage across Melton, with 15,000 people able to make more sustainable travel choices and using public transport options instead of driving
- 36.1% or 6,363 more bus boardings in City of Melton.

Visit movingmelton.com.au/rail for modelling and further information on the Rail Transport needs.

Patronage along the Ballarat-Melbourne line has grown from 3.17 million passengers a year in 2013/14 to 4.9 million in 2018/19, with following years impacted by COVID-19. Over the next 30 years 183,500 people will move into the railway line corridor, and six new suburbs that are directly aligned to the rail line will bring 65,900 new dwellings. The existing rail network will not cope with this increase in population.

Independent analysis by Clarity Consult found that electrification of the Melton Line would see Present Value of Benefits of \$910 million over 30 years. This is made up of \$529.8 million in public transport benefits, \$231.2 million in private vehicle benefits, \$9.2 million in freight benefits, and \$139.9 million in resource benefits.



Bus Network

Expanding access to Public Transport

Funding ask

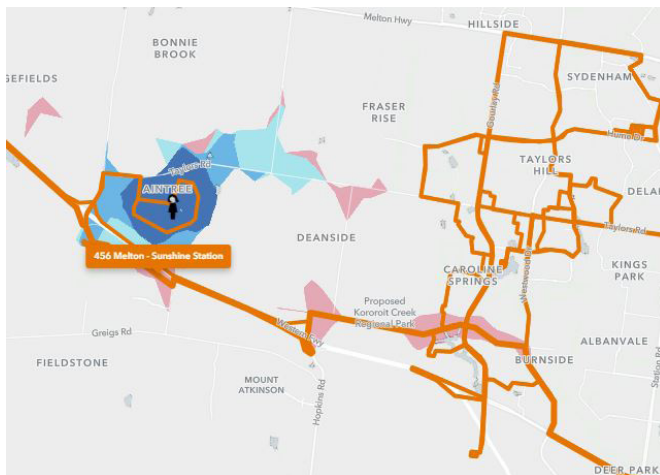
- Review of the bus networks in Melbourne’s outer-west as part of Victoria’s Bus Reform Plan to refine existing routes to create more frequent and direct routes.
- Additional \$10 million per annum (implemented over time) to improve connections into the growth areas that currently have no or little services and to create east-west and north-south connections.

The City of Melton bus network is failing the community. Whole suburbs or large parts of suburbs have no bus

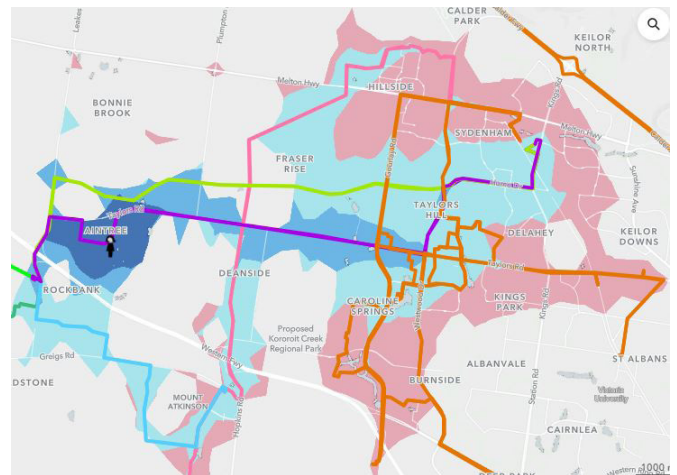
services. Peak frequency of most routes is about 30 minutes and services are indirect, with travel time often close to twice that of travelling by car. The poor service is reflected in the fact that only 1% of trips made in the City of Melton are by bus.

Lack of access to effective public transport increases financial hardship, impairs health and wellbeing outcomes, and reduces people’s equity of access to services, community, jobs, education and opportunity.

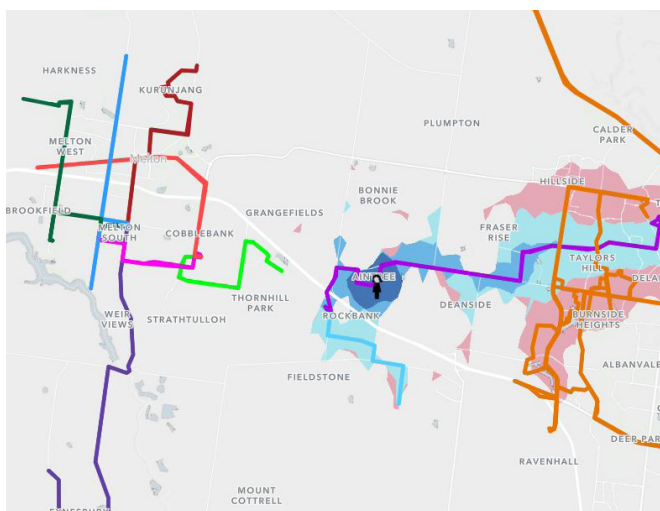
We welcome the commitment to invest \$700,000 - \$1 million in the new bus service to Eynesbury. However, a review of the overall bus network would include the bus service to Eynesbury and address existing disadvantage to connect other growth areas, such as Thornhill Park, to public transport.



Existing routes



With \$10 million investment



With \$5 million investment

- Above: A person in Aintree can access 530 jobs within one-hour travel time today or 10,500 jobs within one hour with an additional \$10 million investment in the bus network.
- Left: A person in Aintree can access 530 jobs within one-hour travel time today or 8,602 jobs within one hour with a reconfigured bus network.

Visit movingmelton.com.au/busnetwork for modelling and further information on the Bus Transport needs.

Allied Health

Improving the health and wellbeing of our community

Funding ask

- To share data on health and allied services availability in the City of Melton, and how that compared to other communities. This will assist with critical community planning.
- To increase services provided in the City of Melton as per identified service gap analysis.

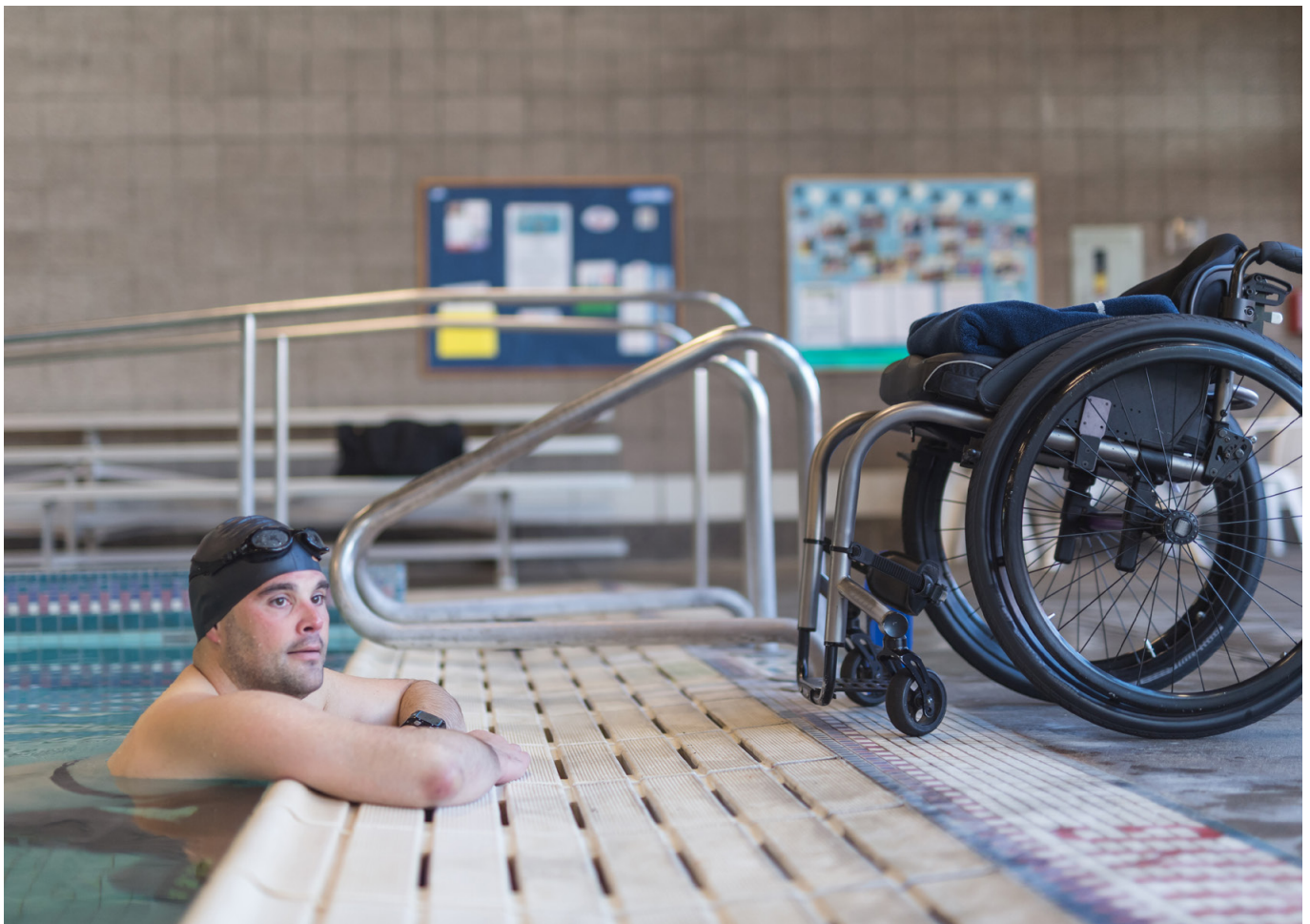
There is a critical shortfall in the delivery of health and allied health services in the City of Melton. This includes General Practitioners, early childhood intervention service, family violence, crisis relief services, family services, perinatal services, physio, occupational therapy, paediatric services, psychology services, disability services, speech pathology, social support programs, home respite services, services for specific communities and there is only one psychiatrist in the City of Melton.

There is a lack of accountability for State and Federal governments to deliver health services for the community. It's not clear how they plan for health services and it is not easy to compare service delivery levels between council areas.

The health needs of our growing community are not being met now, and this will worsen, as the City of Melton has 4,526 NDIS clients now with demand to grow over time. 36,060 children will be under 5 in 2051. 24,209 people will be aged over 75 in 2051 and 74,161 will be aged 5-14 in 2051.

The City of Melton urgently needs allied health services due to chronic health issues:

- 74.3% of City of Melton residents are considered overweight or obese - the highest rate in Victoria.
- 15.5% of residents report a high/very high degree of psychological distress, higher than the Victorian average of 11.4%.



Maternal & Child Health

Optimising child and family health and development

Funding ask

- Restore the 50:50 split for Maternal Child Health (MCH) funding between State and Local Government.
- Subsidies for MCH nurses to work in outer growth areas.
- Replace or improve the CDIS software system.
- Fund an MCH nurse educator position to provide a comprehensive student, clinical placement and job readiness program to support the transition of midwives into the sector.
- Extend the one-off \$3,000 payment for the health workforce to MCH nurses and support staff.
- Provide full scholarships to deliver a zero cost for eligible nurses to become qualified Maternal Child Health nurses in-line with the State Government funding commitments to all other nurses.

Melton City Council operates 19 centres with up to 28 qualified MCH Nurses who, in the last financial year, saw 18,275 children, conducted 2,881 home visits and provided 1,109 parents with referrals or other forms of support.

This is a significant increase over previous years of 16,809 children seen in 2020-21 and 17,212 in 2021-22.

There has also been an increase in complexity, with 5,488 children in 2022 identified with one or more risk factor, compared to 3,021 in 2021.

These more complex clients takes additional time for the nurse to address needs.

The MCH sector is experiencing workforce shortages and high birth rates creating gaps in service delivery.

Prior to COVID our MCH services were fully staffed. Currently our EFT remains at 17 of 28 required, even after the recent recruitment of 7 graduates.

We need additional investment if children are not to fall into these gaps.

MCH is a key pillar of our preventative health system and the challenges of providing these services in a rapidly growing area is left to Council.



Early Childhood

Provides a bright start for every child

Funding ask

- A review and renegotiation of the City of Melton Kindergarten Service and Infrastructure Plan and Building Blocks Partnership in line with the Best Start Best Life deliverables.
- The Building Blocks Partnership grants be increased from \$4 million to \$8 million for each project, to cover increased construction and design costs.
- Funding for an early childhood infrastructure planning role for Council.
- Funding/pay incentives for people to work in early childhood education in the growth councils.
- Three-year staff retention incentives in the early childhood education sector.
- Long term funding certainty for the Babaneek Booboop program to be continued to be delivered through Western Health.

The City of Melton is one of Australia’s fastest-growing municipalities and our rapidly expanding population will see a need for at least 1,370 kindergarten teachers to support the 36,060 children who will be under 5 in 2051. We are a young area, with a median age of 33 in Melton, compared to 38 across Victoria.

Melton City Council owns 26 kindergarten facilities, with six new ones being built in the last five years.

In 2022 4,292 children attended a Council owned facility.

The costs of running these facilities are extensive and the need for more facilities to cater for growth is placing great strain on our resources.

Council welcomes the Victorian Government’s Best Start Best Life reform, but delivery of this reform will require the construction of new facilities and the employment of new skilled professionals.

We ask that the Babaneek Booboop Early Years Project receive recurrent funding to continue early years operating 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 has increased engagement by indigenous parents and needs ongoing funding certainty.



State of the Art Education: Primary, Secondary and English Language School

World class educational institutions for everyone to reach their full potential

Funding ask

New schools

- Rockbank, Toolern Road Primary School (open 2024)
- Tarneit Plains Primary School (open 2024)
- Plumpton West (2025)

English Language School

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

We welcome the significant commitments to construct new schools and upgrade existing schools across the

City of Melton, however as the second-fastest growing municipality in Victoria we need a continued pipeline of investment.

Our area is one of the youngest in Victoria with the median age of 33 compared to 38 across Victoria. With 43,000 children under 14 at the 2021 census the provision of schooling is a significant issue. Our area is rapidly growing and we will need new primary and secondary schools to cater for the for the 74,161 students aged 5-14 expected by 2051.

We are an ethnically diverse community with 46% of households speaking a language other than English at home and 70% of parents are born overseas and the top country of birth after Australia is India. With the closest English language school in Braybrook, some one and a half hours away, the need for a specialist English language school close to home is apparent.



School Crossing Supervisors

Protecting our most vulnerable

Funding ask

- The Victorian Government fund 100% of the cost of the School Crossing Supervisor program.

School Crossing Supervisors play a critical role in community safety when assisting children and families crossing the road before and after school.

Melton Council employs 75 part-time, 15 casuals and 8 permanent part-time employees to deliver this critical service.

The Victorian Government’s financial support to provide school crossing services has decreased over time.

Initially the Victorian Government contributed two-thirds of the total cost, this has fallen to below 50%.

In 2021/22 financial year school crossing cost Council \$1.2 million. Funding from VicRoads and the Department of Transport contributed just under 50% of the total cost.

With a growing population and more schools opening every year, there will be a significant increase in the number of school crossings requiring supervisors over the next 30 years.



Sport and Recreation

For an active community

Funding ask

- A partnership with the Federal and the Victorian Governments to invest in a regional aquatic and leisure centre in Plumpton.
- Macpherson Park Stage 4 - Baseball Precinct new Pavilion, irrigation, sportsground redevelopment

The City of Melton has only one Council owned aquatics facility, the Melton Waves Leisure Centre, to service

a population of over 216,000 people spread out over 527 square kilometres. Investment in a new aquatic centre and upgrades to existing facilities is critical to a community that needs to become more active.

- 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 and 24% of residents are not engaged in any physical activity.
- 29.4% of residents record lower levels of physical activity, compared to the Victorian average of 27.2%.





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