



Melton City Council State Budget Submission 2024-2025

Aspirations for the future



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ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS

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

Mayor's Message

Aspirations for the future

The City of Melton is the fastest growing municipality in Australia. In 2021 our population grew by 11,642 people, or 6.4%, as we saw 58 babies born and 72 families move in every week. Home to 205,867 residents in 2023, our population is projected to grow to 440,142 by 2051. That's larger than Canberra today. Melton City Council is very appreciative of the announcements in the 2023/2024 Victorian State Budget. This budget recognised the unique challenges we have in keeping up with unprecedented growth and supports the delivery of the previous commitments to build the Melton Hospital, five level crossing removals and the new Melton Train Station.

We have a real appreciation of the financial constraints for government, but as Australia's fastest growing municipality, we require investment in the region that creates intergenerational improvement. We look to each level of government working in partnership to improve economic prosperity and people's lives.

We are excited with the commencement of the Melton Hospital project, Western Highway business case, and level crossing removals. We are working closely with the Victorian State Government in its planning and appreciative of the impact this will have on our growing community.

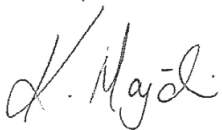
Council sees our contribution as an important part of the all-of-government partnership. The 2023/24 Melton Council Budget was inclusive of a capital works program of more than \$100 million to deliver roads, park upgrades, recreational, leisure and community facilities, and footpaths and cycleways.

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 100,000 new local jobs and return \$19B annually to the Victorian and Australian economy.

We now have major global brands investing locally to create local jobs, including Nike, Electrolux, Makita and Amazon.

We have been listening to our community, and they have strong aspirations for the future; for them and their families. This 2024/2025 Victorian State Government Budget Submission outlines projects that with investment, will return long-term economic and social benefit for our community.

We call on the Federal and State governments to partner with Council through investment in transformational, intergenerational infrastructure to increase productivity, liveability and create jobs.



Cr Kathy Majdlik
Mayor



2023 Victorian Budget Commitments

Melton City Council is very appreciative of the the Victorian Government's 2023-2024 State Budget investment including:

- \$650 million to upgrade the Melton line
- 23 new VLocity trains which will be deployed on the Melton line to provide up to 50 per cent more rail capacity
- \$55 million for the Melton TAFE to teach construction, with completion expected in 2028
- \$8.87 million for the modernisation of Melton Secondary College and \$9.5 million for upgrades and modernisation at Sydenham Hillside Primary School (both campuses)
- Kurunjang Secondary, Melton South and Toolern Vale and District Primary Schools sharing in the \$24 million School Upgrades Delivery Fund for planning
- The \$15.7 million School Crossing Supervisor Program which will ensure the Victorian Government contributes 50 per cent of the School Crossing Supervisor Program
- \$10 million contribution to a business case to inform future upgrades of the Western Highway between Melton and Caroline Springs
- The new bus service connecting Eynesbury with Melton
- Increased commitment and funding for the infrastructure and delivery of the Best Start Best Life early years program
- \$8.9 million for Suburban Revitalisation Boards to keep identifying and working on local priorities. This will continue the important work of the Melton Suburban Revitalisation Board
- \$10 million Growing Suburbs Fund.

Community Profile

The City of Melton is Australia’s fastest growing municipality, set to grow from 205,867 residents in 2023, to 440,142 by 2051. In 2021 our population grew by 11,642 people, or 6.4%, as we saw 58 babies born and 72 families move in every week.

We are experiencing significant residential and commercial growth. In 2021 there were 5788 new residential greenfield lots expected to deliver over 13,400 new dwellings, higher than any other growth area in Victoria. Additionally, major global brands have invested in new employment precincts including Amazon, Nike, Hello Fresh, DHL, Electrolux, Myer, Mitre 10, and Makita, creating 6,133 new jobs.

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

create more local jobs. The City of Melton’s Investment Attraction Strategy seeks to deliver 100,000 new local jobs and return \$19 billion to the Victorian economy annually.

One of the strengths of the City of Melton is the significant commercial and industrial land availability close to freight corridors such as the Western Highway, Calder Highway and regional rail lines.

Located 19 kilometres northwest of Melbourne’s CBD, the city covers an area of 527 square kilometres and 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.



Urban Growth Map with employment districts

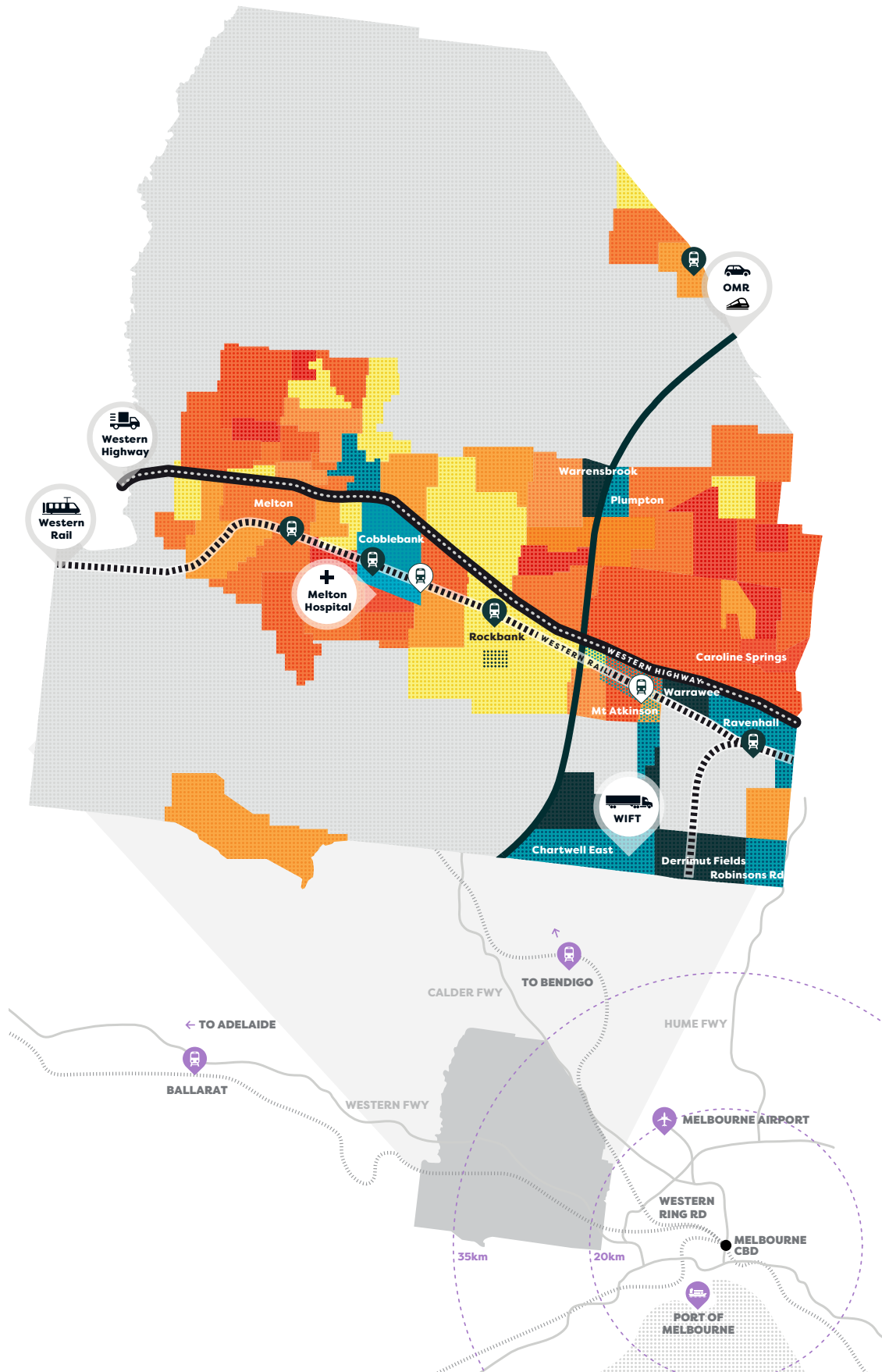
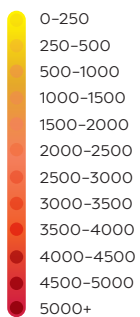
DIRECT JOBS BASED ON AREA

- 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** ● Warraree 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



Funding For Growth

Beyond affordability, toward liveability

Melton City Council is one of the urban growth councils that contributes to 40 percent of Victoria's growth. While housing affordability is a driver of population growth, the reality is that this does not translate to affordable living.

Lack of access to quality public transport, congested roads, lack of schools, and health and human services means residents have to travel long distances to work and access services that residents in inner Melbourne take for granted. This means long commutes, high transport costs, less time spent with family, and leisure and recreation activities. This has a negative impact on health and wellbeing outcomes for our community.

Managing rapid growth is an on-going challenge for all levels of government and policy makers, particularly in the current economic climate. The delivery of key infrastructure is undertaken through an ongoing planning partnership between State and local governments and developers. The challenge for growth areas is delivering services and infrastructure in a timely way that coincides with growth. Unfortunately the experience of fast-growing communities is that much

needed infrastructure is delivered long after residents move in.

Infrastructure Victoria in its *Victoria's Infrastructure Strategy 2021-2051* identified the need to:

1. Prioritise and oversee infrastructure delivery in growing communities
2. Fund libraries and aquatic centres in growth areas
3. Extend rail services in Melbourne's western and northern growth areas
4. Link outer suburbs to rail with 'next generation' buses
5. Expand and upgrade Melbourne's outer suburban road and bus networks
6. Target 30 percent tree canopy coverage in new growth areas

These recommendations are aligned to Melton Council's priorities and council has been working closely with the Victorian State Government to deliver on these. But there is still more to be done. Continued investment from two State growth targeted funding programs provide a critical foundation for delivering against Infrastructure Victoria's strategic objectives for growth areas.

Growing Suburbs Fund

Melton City Council is seeking future funding certainty for the Growing Suburbs Fund beyond 2024 and that the funding pool be reinstated to \$50 million per annum, with appropriate forward estimates according to population growth.

Melton City Council acknowledges the significant contribution the State Government has made to the development of infrastructure within the municipality.

Since 2015 Melton City Council has received \$47 million in funding from the Growing Suburbs Fund for 42 community projects worth \$152 million including community centres, parks, playgrounds, leisure centres and botanic trails, all of which have been delivered earlier than was originally planned.

Significant growth projections anticipated for interface councils mean a commitment to continue funding for key community infrastructure projects is desperately needed.

The Interface Councils Region (ICR) is home to some of the fastest growing communities in Australia. There is an immediate need to inject proportionate funding to bridge gaps in critical infrastructure and vital services, such as community facilities, so that residents are not left behind.

Growth Area Infrastructure Fund

Melton City Council is seeking its fair share of GAIC funding collected from developments within our communities to be invested back into these areas to deliver much needed public transport and community infrastructure.

The Victorian Government has been collecting Growth Area Infrastructure Contributions (GAIC) from developers for over twelve years.

Development in the City of Melton has contributed \$318.20 million since 2010, with \$127 million being committed to projects, leaving a short fall of \$191 million yet to be allocated. The City of Melton represents the highest area for GAIC collection and the greatest level of under commitment from any other council area.

Additionally, with an average GAIC rate for the City of Melton being \$120,000 per hectare for approximately 350 to 400 hectares developed per year, it is projected that a conservative estimate of between \$40 and \$50 million will be collected per year from the City of Melton for the next 25 years.

GAIC contribution was originally developed to allocate funding to the area where it is collected to ensure that suburbs are equipped with the essential community and transport infrastructure they need to thrive from the moment the first residents move in. A planned forward pipeline of investment for GAIC funding aligned to areas where funds were collected will establish a framework to help achieve this.

Cobblebank Community Services Hub

Access to community and allied health services

We are seeking:

Additional investments from the Victorian Government to help deliver this facility.

Our community has higher needs for community and allied health services than many communities. Research has identified that the City of Melton has:

- the highest rate of need across all determinants of health in the North-Western Melbourne Primary Health Network (NWMPHN) which is generally associated with high levels of disadvantage, high acute service use and high rates of chronic disease
- the highest Emergency Department (ED) presentations, highest ED presentation rate for suicide or self-harm in 2019-20 and 2020-21 and second-highest prevalence of adult obesity and hypertension across the NWMPHN
- 4,837 NDIS clients, with 3,143 or 65% under 18 years of age.

We have significant gaps in services with extensive wait lists including autism assessments (two years), paediatric medical outpatients' clinics (over 12 months), speech pathologists (12 months) occupational therapy (over 12 months) and audiology (6-9 months).

Council is committed to attracting allied health and community services and has set aside land and committed its own funds to build the Cobblebank Community Service Hub, a purpose-built hub for co-located community services. The Victorian State Government has also committed \$4 million towards the planning, design and construction of the Hub.

The Hub will offer reduced rents for community service organisations who will deliver needed services. The Hub will be designed to accommodate a range of services, with open plan office space, consulting rooms and large meeting areas. Co-locating services near a train station and the new Melton Hospital will make them easily accessible.



Plumpton Aquatic and Wellness Centre

For an active community

We are seeking:

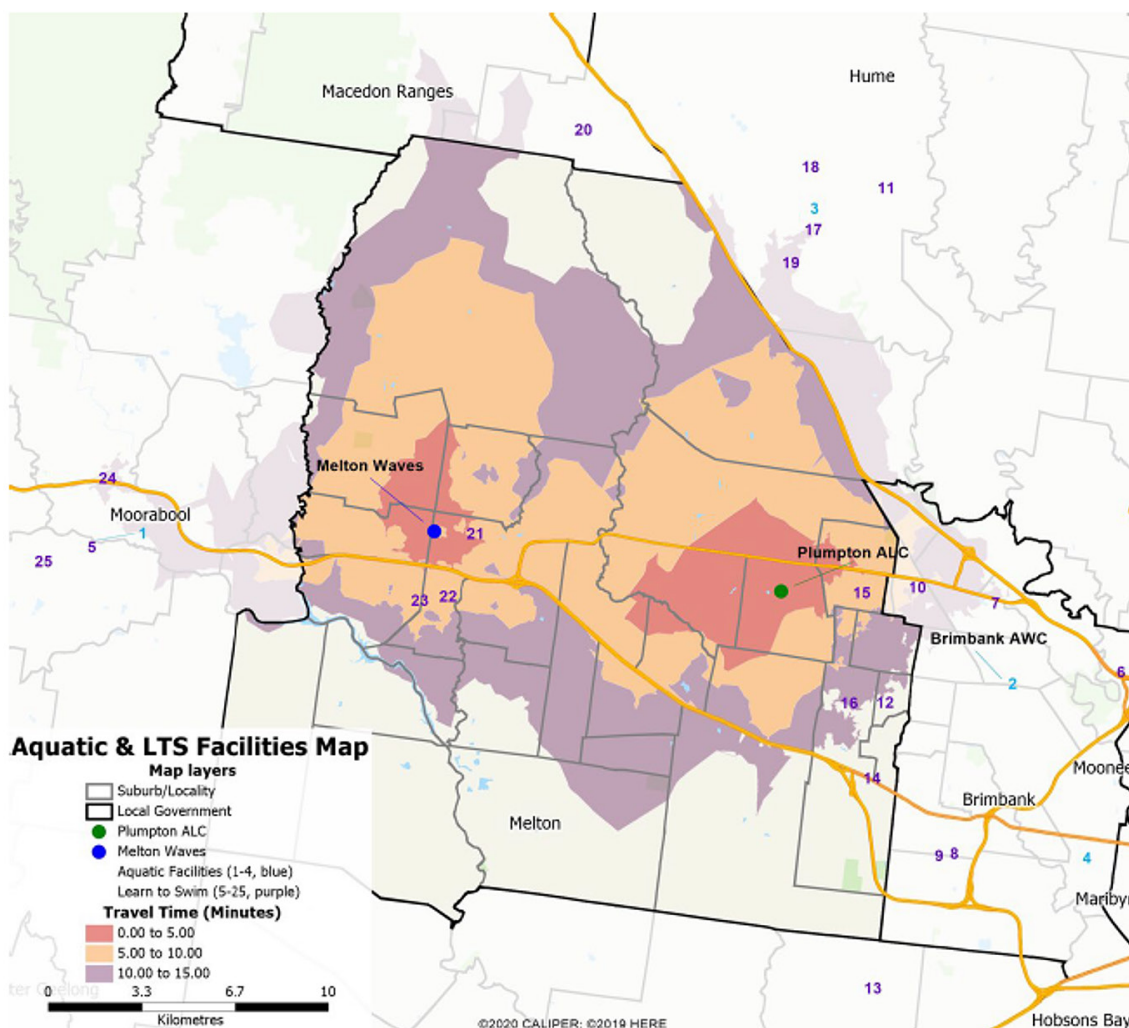
A partnership with the Federal and the Victorian Governments to build the centre.

Council has invested \$250,000 in the 2023/24 budget to finalise the master plan and commence schematic design and detailed design. The City of Melton has only one Council-owned aquatics facility, the Melton Waves Leisure Centre, for a population of over 205,000 people spread out over 527 square kilometres.

We have identified a site in Plumpton that will service the population in the eastern part of the municipality

including Plumpton, Fraser Rise, Caroline Springs, Taylors Hill, Rockbank, Aintree and Burnside. There are 87,766 residents within the catchment area of the proposed site today and this is projected to increase to 235,360 residents by 2041.

Council has developed a business case for a centre with indoor pool, water slides, fitness and the potential for allied health or wellness spaces. The facility would have 687,156 visitations in the first year. The facility would create 148 full time jobs during construction and 36 ongoing full time jobs during operation. The project has an estimated Benefit Cost Ratio of 1.30 with \$119 million in benefits over 25 years.



Jobs creation: Western Intermodal Freight Terminal

The catalyst for 39,000 local jobs

We are seeking:

Listen to industry and fund the Western Intermodal Freight Terminal (WIFT) in Truganina to take trucks off roads.

Local job creation is our number one priority – we need more opportunities for residents to work close to home. It will reduce commuter times, take pressure off the public transport network, take cars off roads, increase prosperity, and help our transition to a net-zero economy. With investment by the Victorian State Government to build the Melton Hospital, there is a commitment to creating local jobs. Council has identified the need for a diversified, quality job creation and now seeks investment into the Western Intermodal Freight Terminal (WIFT).

One of the strengths of the City of Melton is the significant commercial and industrial land availability close to freight corridors such as the Western Highway, Calder Highway and regional rail lines.

The WIFT is a significant regional infrastructure project proposed for Truganina, establishing the interstate rail freight terminal and warehousing precinct. The WIFT is located in the Western State Significant Industrial Precinct (SSIP), the largest SSIP in Victoria.

Melton City Council has partnered with Wyndham City Council and the supply chain and logistics industry to advocate for the WIFT. The WIFT will increase productivity, create approximately 1360 jobs during construction, and 2,000 ongoing jobs, and be a catalyst for the attraction of commercial investment to create 39,000 jobs. The WIFT will contribute \$7.5 billion to the Australian economy when fully operational.

The WIFT and Beveridge Freight Terminals are both required to meet the demands of freight transport. The WIFT should be funded to be built at the same time as Beveridge because the WIFT:

- is close to over 50% of existing interstate freight rail customers and existing warehousing and logistics companies in the west
- has the support of the two main interstate rail freight operators, with 90% of the market
- is in close proximity to the Port of Melbourne, Port of Geelong, Melbourne and Avalon Airports.
- has the room to accommodate 1,800 metre long double-stacked trains.
- has access to a further 7,200 hectares of industrial land in the Western State Significant Industrial Precinct beyond 2040.
- will reduce transit times on inland rail, Brisbane to Melbourne, from 33 hours to 24 hours
- will remove up to 2,000 daily truck movements from Melbourne’s inner west when freight is relocated away from Dynon Terminal
- will create 2,000 direct jobs, and tens of thousands of jobs in the logistics and warehousing industry to activate two additional employment precincts
- will supplement and potentially replace Victoria’s main interstate rail freight terminal at Dynon
- will capitalise on benefits of the Inland Rail Project
- will improve efficiencies in local, national and international freight movement by bringing local warehouse precincts closer to freight terminals
- is the preferred first-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:



Road Priorities

Connectivity to residential and employment growth

Hopkins Road

We are seeking:

- Hopkins Road duplication between the Western Highway and Boundary Road
- upgrade of the interchange onto the Western Highway with additional lanes and traffic signals
- signalised intersections at Grand and Kirkpatrick Boulevards, Riding Boundary, Middle and Boundary Roads
- removal of the level crossing on Hopkins Road with a duplicated bridge
- new rail station at Mount Atkinson
- new pedestrian and cycling paths.

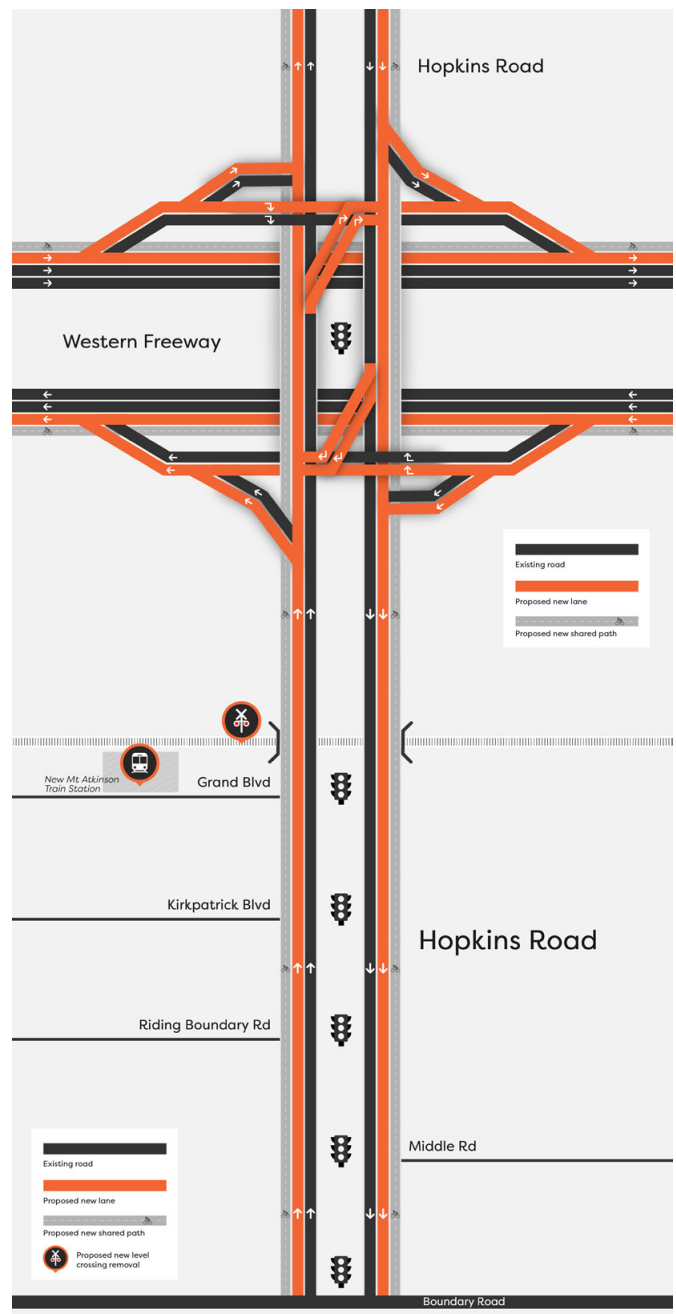
Hopkins Road is a critical north south connector for the west, providing access to employment precincts and connecting the Western Highway to the Princes Freeway. With 68,000 new residents expected to be added and over 20,000 jobs expected to be created near Hopkins Road by 2051, this is a critical piece of infrastructure requiring upgrading, duplication and future proofing.

Hopkins Road is currently a rural-standard carriageway with unsealed shoulders, open drains and non-existent pedestrian and cycling paths.

It currently carries 28,000 vehicles per day and traffic modelling commissioned by Council indicates that this will increase to over 51,000 vehicles per day by 2031.

With increased residential and commercial construction activity in this region, the upgrade to Hopkins Road is required now for safety and lowering congestion.

Independent analysis by Clarity Consult found that duplication of Hopkins Road (not inclusive of the Western Highway interchange) would see a Positive Cost Benefit Ratio of 2.27. The estimated project cost of \$88 million will see total economic benefits of \$219 million over 30 years. This figure includes 74,000 hours of travel time saved, 30 percent reduction or 1,800 tonnes of greenhouse gases saved and a 45 percent reduction or 101 less crashes over 30 years.



- Visit movingmelton.com.au/hopkinsroad for modelling and further information.

Road Priorities

Christies Road

We are seeking:

- duplication of Christies Road from Ballarat Road to Caroline Springs Station
- additional interchange ramps to the Western Highway
- new bike and pedestrian paths linking the Station to the industrial precinct and Caroline Springs Township.

Christies Road connects Caroline Springs, the Caroline Springs train station, the new Horizon 3023 industrial park and the Melbourne Regional Landfill in Ravenhall. Christies Road, south of Ballarat Road, currently carries approximately 22,300 vehicles per day and traffic

modelling commissioned by Council indicates that this will increase to over 28,500 vehicles per day by 2031.

In the five-year period between 2015 and 2019 (pre-COVID), there were 18 traffic accidents recorded on the Christies Road between Ballarat Road and Caroline Station, including four serious crashes.

The commercial Dexus Horizon 3023 estate next to Caroline Springs station will ultimately be home to as much as 400,000 square metres of commercial and industrial property. Amazon, Myer, Scalzo Foods, Electrolux and Hello Fresh have all moved into the estate. The upgrade of Christies Road is critical to supporting commercial investment and the creation of local jobs.

- Visit movingmelton.com.au/christiesroad for modelling and further information.

Robinsons Road, Westwood Drive and Calder Park Drive corridor

We are seeking:

- declaration of the road corridor as a state arterial road
- duplication of Calder Park Drive, Westwood Drive and Robinsons Road with signalised intersections
- full diamond interchange at Calder Park Drive at Calder Freeway
- new bike and pedestrian paths.

Calder Park Drive, Westwood Drive and Robinsons Road form a critical north-south corridor that connects the

Calder Freeway, the Western Highway and ultimately the Princes Freeway.

Westwood Drive, Calder Park Drive and Robinsons Road carry over 30,500 vehicles a day. Traffic modelling commissioned by Council indicates that this will increase to over 38,500 by 2031.

The population is expected to increase by 21,000 new residents by 2051, adding to the 85,478 people who already live in this north south corridor.

Independent analysis by Clarity Consult found that the upgrade of Calder Park Drive, Westwood Drive and Robinsons Road corridor (excluding the interchange to the Calder Freeway) would deliver \$297 million of benefits to the community over 30 years.

This includes reductions of 72,000 hours of travel time and 5,000 tonnes of greenhouse gases, and 220 (38%) less crashes.

- Visit movingmelton.com.au/calderwestwoodrobinsons for modelling and further information.

Road Priorities

Melton Highway

We are seeking:

We welcome the commitment of \$14.9 million to duplicate the Melton Highway between Crown Drive and The Regency in Plumpton.

We are seeking:

- Melton Highway upgraded to urban standard and duplicated from The Regency Hillside to Leakes Road Melton
- Plumpton Road intersection upgraded
- new pedestrian and cycling path on both sides of the highway.

The Melton Highway is a critical connection between the Western Highway and the Calder Freeway. The road is not suitable for the high volume of traffic using the road.

It is rural standard with unsealed shoulders, open drains and non-existent pedestrian facilities.

Melton Highway from The Regency in Hillside to Leakes Road Melton carries an estimated 34,000 vehicles per day. This will increase to 45,000 vehicles per day by 2031 according to traffic modelling commissioned by Council. 70,000 new residents are expected to be added along the Melton Highway by 2051.

Independent analysis by Clarity Consult found that duplication of the Melton Highway would see a positive Benefit Cost Ratio of 1.5 over 30 years. The estimated project cost of \$112 million will see total economic benefits of \$166 million. This figure includes 67,000 hours of travel time saved, 37% reduction in crashes or 98 less crashes, and a 50% reduction or 2,100 tonnes less greenhouse gases.

- Visit movingmelton.com.au/meltonhighway for modelling and further information.

Western Highway

We are seeking:

We are appreciative of the commencement of the Business Case for the Western Highway funded by the State and Federal Governments. We are seeking the funding allocation for construction of the road upgrade and interchanges to commence in 2025:

- upgrade to urban freeway standard from Melton to Deer Park, with additional lanes
- new or upgraded interchanges, including at Bulmans, Ferris, Mount Cottrell, Hopkins, Christies and Leakes Roads
- new pedestrian and cycling path along the Western Highway.

The Western Highway is the main road between Melbourne, Ballarat and Adelaide, and the second largest freight carrier of any national highway, carrying

more than 5,400 trucks a day. It is an aged and rural-standard highway with direct property accesses and at-grade interchanges at numerous points. The lack of interchanges and overpasses present a significant safety risk to road users.

Western Highway between the M80 Ring Road and Bulmans Road is estimated to carry over 86,000 vehicles per day. Traffic modelling commissioned by Council indicates that this will increase to over 110,000 vehicles per day by 2031. 280,000 new residents are expected to be added along the Western Highway by 2051.

Independent analysis by Clarity Consult found that the upgrade of the Western Highway would see a positive Benefit Cost Ratio of 1.08. The estimated project cost of \$1.3 billion will see a total economic benefit of \$1.4 billion over 30 years. This figure includes 343,000 hours of travel time saved, 37,000 tonnes of greenhouse gases saved and a 18% reduction in crashes or 170 less crashes.

- Visit movingmelton.com.au/westernhighway for modelling and further information.



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

Road Priorities

Outer Metropolitan Ring (Road and Rail)

We are seeking:

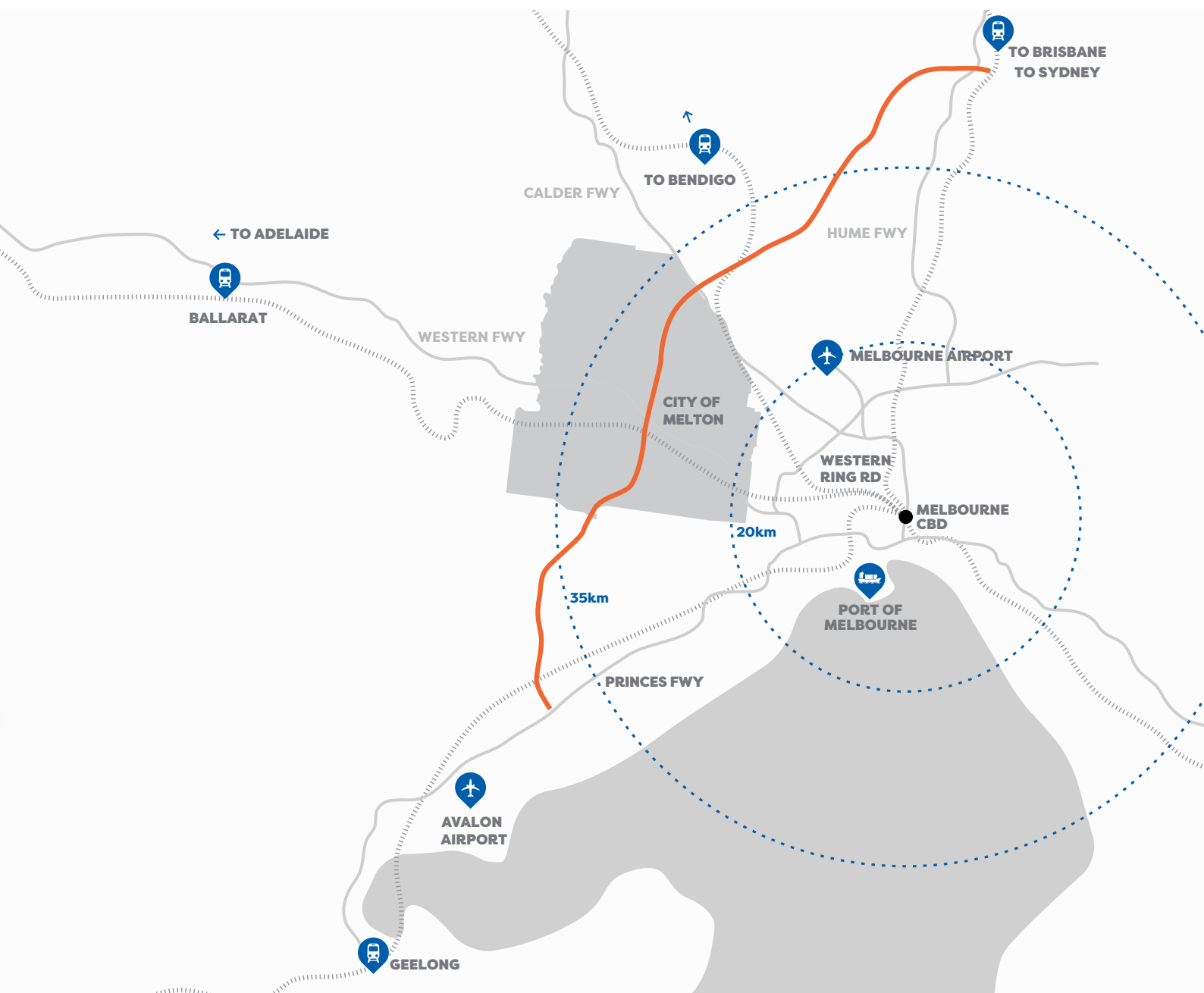
We are seeking the Victorian Government, in partnership with the Federal Government, to secure the corridor with land acquisition for the OMR.

The Outer Metropolitan Ring (OMR) is a 70-kilometre-long reservation from Little River in Melbourne's south-west to Kalkallo in the north with provision for four rail tracks and six road lanes.

The OMR would connect the Hume Freeway, Calder Highway, Western Highway, Princess Freeway and freight transport hubs and employment precincts such as Melbourne Airport, Port of Melbourne and regional centres. Freight rail will connect the Commonwealth's Inland Rail Project to the WIFT and south-west rail and take trucks off our roads.

With the Western Ring Road at capacity, the OMR is critical to unlocking employment and investment in the outer west and connecting growth residential areas.

• Visit movingmelton.com.au/outer-metro-ring-road-omr for modelling and further information



Western Rail Plan: electrification and duplication of the Melton Line

Investment in rail to increase productivity

We are seeking:

- implementation of the Western Rail Plan including electrification and duplication of the Melton line between Melton and Sunshine stations
- the construction of new rail stations at Mt Atkinson and Thornhill Park to cater for the rapidly increasing population in these areas.
- construction of a new train station at Calder Park on the Sunbury Line.

We welcome the \$650 million commitment to upgrade the Melton line to run nine-carriage VLocity trains. The 2018 Western Rail Plan included the electrification and duplication of the Ballarat Line from Melton to Sunshine to increase capacity and frequency.

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 is not adequate to service the number of commuters. Our modelling has found the even with nine-carriage VLocity trains, they will be at crush capacity in the peaks, as without duplication services will be unable to increase frequency.

Extension of the electrified rail network from Sunshine to Melton and separation from the Ballarat line would triple the passenger carrying capacity and improve frequency. Metropolitan trains can carry up to 1,500 passengers at a time and can operate at increased frequency.

Independent analysis by Clarity Consult found that electrification and separation of the Melton Line would see a Present Value of Benefits of \$910 million over 30 years.

By 2041 the electrification and duplication will result in 12,000 less cars on the network every day, 77,300 less private vehicle kilometres travelled every day and 33,000 entries and exits every day for all stations in the City of Melton.

Electrification of Melton to Sunshine rail line



\$910 million
of Present Value of Benefits
over 30 years



12,000 less car trips
on network daily



27% or 15,000+
more local trips on
public transport



36.1% or 6,363
more bus boardings
in the City of Melton

**All values for 30 year analysis period*

- Visit movingmelton.com.au/rail for modelling and further information on rail transport needs.



Bus Network

Expanding access to Public Transport

We are seeking:

- a review of the bus network in the City of Melton
- reconfigure the bus network to update some existing routes to create increased frequency and directness
- three new level of services for our community, an extra \$3m, \$5m and \$10m a year, to be rolled out over time.

The City of Melton bus network is failing the community. Whole suburbs or large parts of suburbs have no access to busses. 40,000 residents live in new suburbs with no bus service. Where there are buses, 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. All of the services within Melton township (453, 455, 457, 458 and 459) have declined in patronage while the population of Melton has increased significantly between 2014 and 2019 (pre-COVID).

We are calling for a bus network review to identify better ways to service our community.

A review of the City of Wyndham’s bus network in 2015 unwound complex and confusing routes and integrated new routes with train stations. The reformed network introduced a hierarchy of reconfigured bus routes that boosted service levels, major trunk routes were straightened, poorly performing routes restructured and merged, and frequencies improved. By 2019, weekday patronage was up 25 per cent, and 40 per cent on weekends.

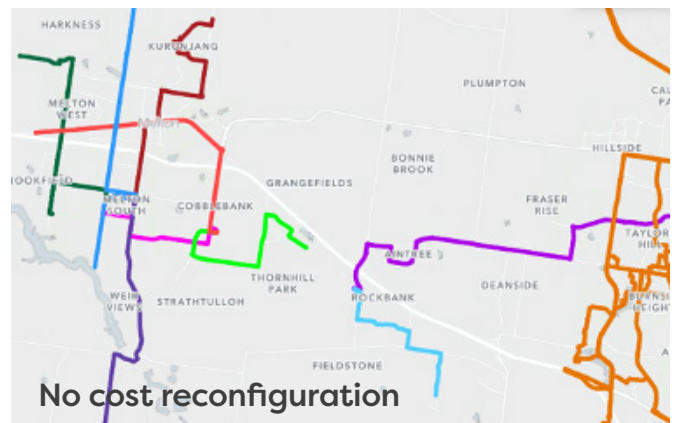
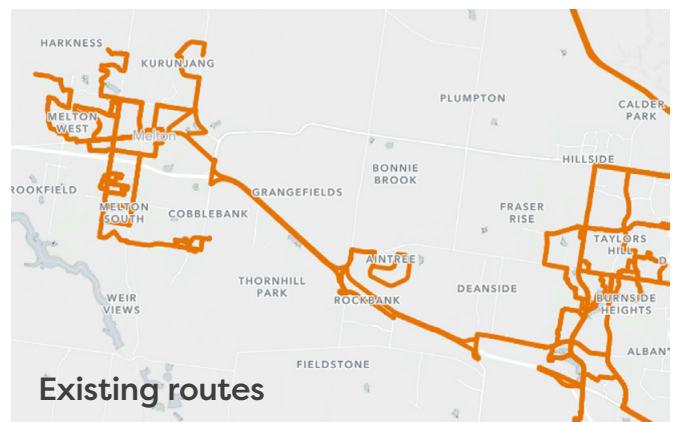
Route 460 in Caroline Springs was reconfigured and is an example of an effective route. It is direct, connects major destinations and has under 20 minute frequency in peak time. Patronage on this route significantly increased from 125,000 passengers a year in 2014/15 to 322,000 in 2018/19.

Council conducted its own modelling on the bus network in the City of Melton and found that we can reconfigure the existing network at no cost, to increase frequency and create more direct routes.

We can double the frequency of buses, which results in a 100% increase in services for existing routes and add new routes to areas not currently serviced by bus including Eynesbury, Rockbank, Mount Atkinson, Deanside, Bonnie Brook and Fraser Rise. New bus routes would push further

into established or establishing areas in Brookfield, Harkness, Kurunjang, and Aintree that are not currently serviced by bus routes.

We have also modelled the impact of additional annual investments on people’s ability to access employment. A resident in Aintree can access only 530 jobs within a one-hour bus travel time today but can access 10,500 jobs in the ‘reconfigured’ and ‘additional \$10 million’ networks.



- Visit movingmelton.com.au/busnetwork for modelling and further information on bus transport needs.

Primary, Secondary and English language education changing lives

World class educational institutions for everyone to reach their full potential

We are seeking:

We welcome the commitment from the Victorian Government for new and upgraded schools, but with significant growth Council is seeking funding for construction of the following primary and secondary schools:

- Plumpton Primary
- Rockbank, Toolern Road Primary School
- Tarneit Plains Primary School
- Plumpton West Primary School
- Cobblebank Secondary School
- Thornhill Park Secondary School
- Plumpton Secondary School
- Rockbank Sports High School.

A significant part of our population growth is from overseas migration or recent overseas arrivals moving in. 69,725 residents, or 39%, speaks a language other than English at home and 63,763 residents, or 35.7%, were born overseas.

Access to intensive English language classes can make a significant difference to new arrivals. The Western English Language School (WELS) provides a specialised curriculum and has campuses co-located at mainstream schools in Maribyrnong, Brimbank, Hobsons Bay and Wyndham. Students who attend mainstream school after studying at WELS have a higher rate of academic success and Victorian Certificate of Education completion.

Our local 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 due to the long public transport round-trip journey.

The planning for the delivery and commitment to the construction of additional schools is critical. We call on the Victorian Government to continue to invest in new schools and upgrade existing schools in the near future. English Language School

In 2023, a new WELS prep – year 6 campus opened which is wonderful news for this group of children in the City of Melton.

We seek a commitment from the Victorian Government to locate an English Language Secondary School in Melton.

City of Melton Student Projections to 2031

	Primary students	Secondary students
2021	21,032	15,291
2024	24,456	18,480
2031	29,827	22,372



Skills

A Job-Ready Local Workforce

We are seeking:

We welcome the commitment by the Victorian Government to invest \$55 million to construct a new TAFE in Cobblebank by 2028 targeting the construction trades industries. We are seeking an expansion of the offering to include training in the skills for tomorrow's workforce including logistics, health, education and community services.

Council appreciates the current commitment however, believe there is an opportunity to increase the scope of course offerings for a growing and diverse workforce.

We have skills shortages right now, and with significant investments - including 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.

- The opening of Melton Hospital in 2029 will create 3,975 direct jobs and 2,485 indirect jobs. There are also existing gaps in doctors and allied health

professionals for the growing community.

- NDIS already has 4,526 clients in the municipality needing support workers.
- 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 and surrounding employment precincts.
- Our rapidly expanding population will see a need for maternal child health nurses, educators and at least 1,370 kindergarten teachers to support the 36,060 children who will be under five in 2051.
- New primary and secondary schools requiring teachers for the 74,161 students aged 5-14 in 2051.
- Maternal child health nurses to help with a significantly higher birth rate at 50 babies per week needing the valuable developmental care by qualified nurses.
- Aged workers to support the 24,209 people who will be aged over 75 in 2051.



Maternal and Child Health: preventative health from birth

Optimising child and family health and development

We are seeking:

- the free nursing places for nursing and midwifery qualifications to be extended to Maternal Child and Health learning to increase the size of the available workforce
- the placement during the courses to be paid, as students undertaking the two-year full time post-graduate learning must forego their salaries to undertake the additional qualifications
- graduate placement to be prioritised or incentivised to growth areas to help secure a future workforce
- the \$5000 sign-on bonus for nurses and midwives to be extended to MCH Nurses as the MCH service delivery is part of the public health system.

Maternal and Child Health (MCH) is a key pillar of paediatric and preventative health and Council is committed to a partnership approach with the Victorian Government to providing this critical service.

The first five years is vital for the development of children. Melton City Council operates 19 MCH centres with 28 qualified MCH Nurses who, in the last financial year, saw 18,275 children, conducted 2,881 home visits and provided 1,109 parents referrals or other support.

Demand is growing, with total infant records of 18,275 in 2023 compared to 17,212 in 2022 and 16,809 in 2021, and we are seeing more complex cases with 5,488 children with one or more identified risk factors, compared to 3,021 children in 2021.

While we plan to deliver all 'Key Age and Stage consultations' for children from birth to three-and-a-half years of age, with only 17.38 EFT qualified MCH Nurses, we can only offer one-on-one consultations to eight weeks.



Greening Melton

Healthier, greener and more liveable

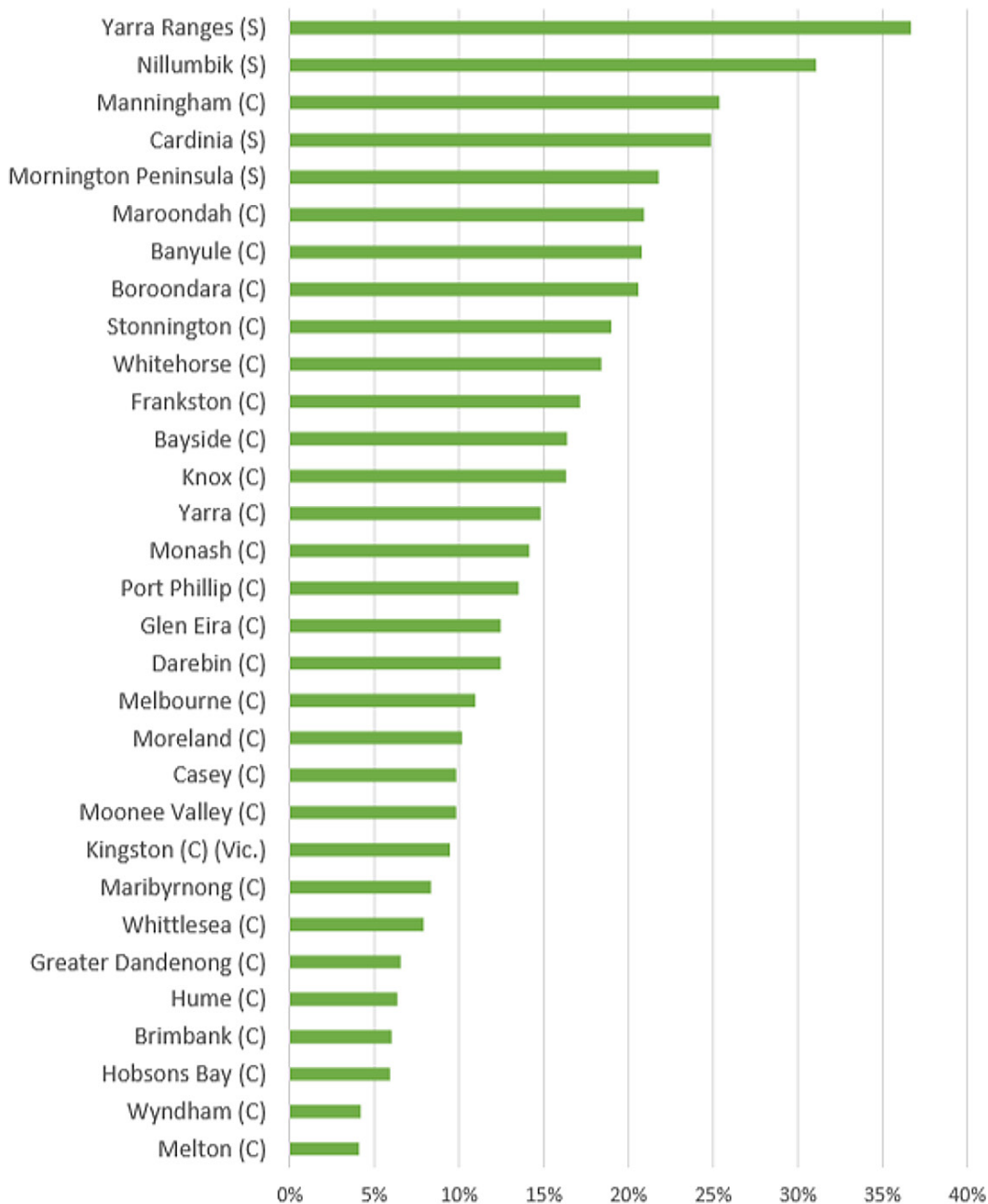
We are seeking:

Support to plant 100,000 trees over the next three years and increase our tree canopy cover to 30% by 2050.

The City of Melton has the lowest tree canopy in metropolitan Melbourne at only 4.1% compared with the average of 16.2%.

A good tree canopy is essential: it cleans the air, improves biodiversity, protects our waterways and reduces heat, lowering energy costs for the community. It improves desirability of a neighbourhood and encourages people to spend time outdoors and keep active.

Figure 2 - 2018 % tree cover in Melbourne by Local Government Area





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