



City of Melton Federal 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 Western Rail Plan for electrification of the Melton line, and an upgrade to the Western Highway 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

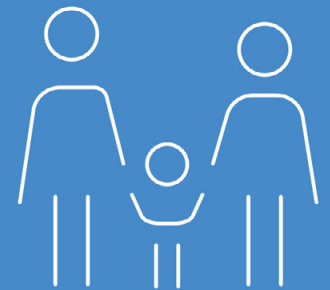
37
Median Age
Victoria

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



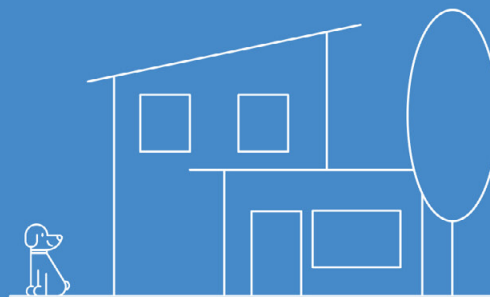
52
Babies born per week

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)

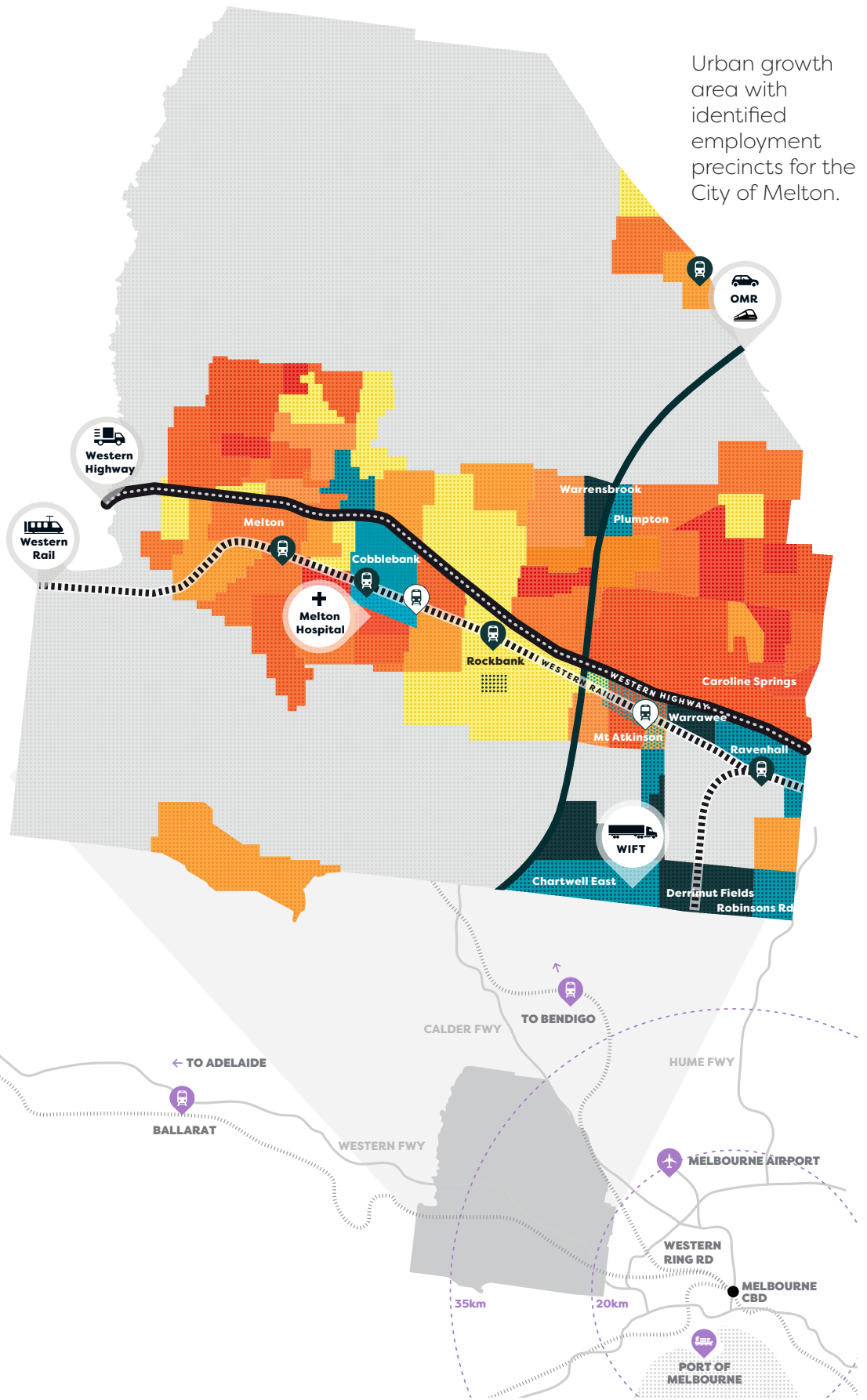
Urban Growth Map with employment districts

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

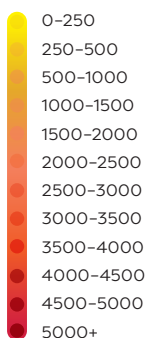
● Employment precinct



Train Station

Planned Train Station

2031 Population / km²



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 Federal 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 economy by 2050.

Investment in the WIFT and the OMR 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) as the preferred freight terminal in Victoria, 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

Council asks the Federal and State Governments to:

- 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 the City of 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.

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 withstand the demand from 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 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

- 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 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.

Melton City Council is building a Community Services Hub and looks to the Federal Government to support service delivery within this centre, accessible to all people. This includes, mental health, drug and alcohol, family, aboriginal, migrant, employment and training services.

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.

With significant growth, chronic health issues and gaps in localised service provision, the City of Melton seeks a commitment from the Federal 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.



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.

BACKGROUND AND OBJECTIVES

Melton City Council calls on the Federal Government 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, 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).



Infrastructure and Transport Services

An upgraded, safer road network to increase productivity and reduce congestion.



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.

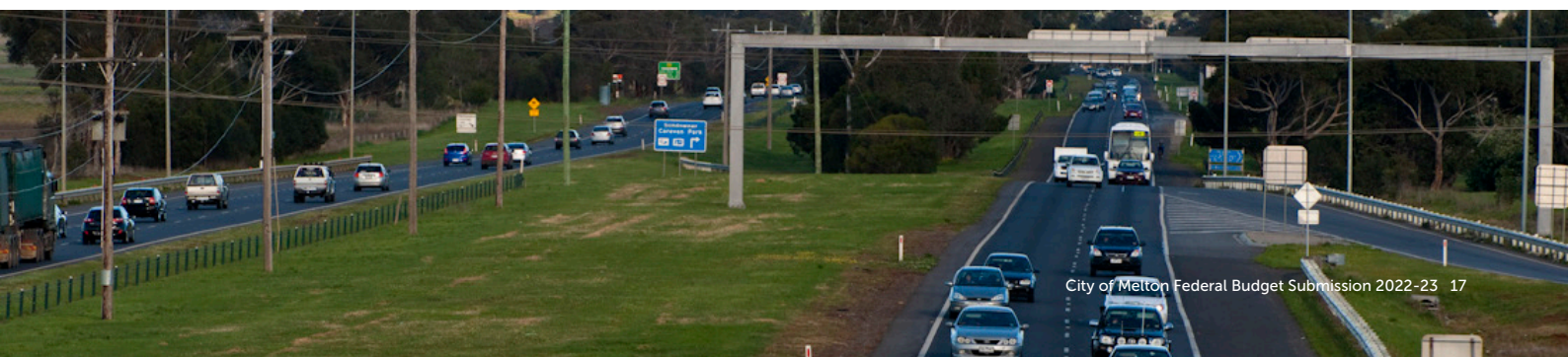
As part of our Upgrade Western Highway Awareness Campaign, Melton City Council has secured letters of support from Councils between Moorabool and West Wimmera as part of the Western Highway Action Committee (WHAC), major developers in the City of Melton, and LeadWest.

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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