



➤ Invest in the Western Highway

➤ Outer Western Roads Package

➤ Electrify the Melton Rail Line

➤ New Train Stations

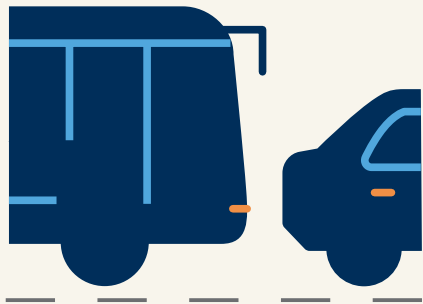
Let's get the City of Melton Moving

Victorian state election prospectus



The Victorian Government has set the City of Melton a target of 109,000 new homes and five new employment precincts by 2051. Delivering on these targets successfully can only be achieved with timely government investment in transport infrastructure. It's time to get the City of Melton moving.

➤ More than **86 per cent** of the local workforce leave the City daily for employment without access to metropolitan trains or urban standard roads.



Located just 34 kilometres from Melbourne's CBD, the City of Melton's rapid residential development is delivering around 5,500 new homes each year, providing diverse and affordable housing options for one of Victoria's key growth areas.

The City of Melton is also experiencing strong commercial growth, with major national and international employers including Amazon, Nike, DHL, Metcash and Electrolux choosing to invest in the City because of its strategic location, including access to major arterial roads and transport ports.

Without coordinated investment in road and rail infrastructure, congestion, safety risks and travel delays will continue to increase — placing pressure on households, local businesses and the broader Victorian economy. Our community has been disadvantaged by a lack of infrastructure and services that can't wait any longer.



What we need

A coordinated package of major roads upgrades, electrification and duplication of the Melton rail line and the construction of new stations at Calder Park (Hillside), Mt. Atkinson (Truganina) and Thornhill Park.

► Transforming communities

The Victorian Government is delivering the new Melton Hospital, TAFE, five level crossing removals, a new Melton Station and additional bus services. Transport infrastructure is essential for connection to work, education and community life. When the network does not keep pace with growth, residents face longer travel times, reduced access to opportunity and higher household costs, increasing economic disadvantage.

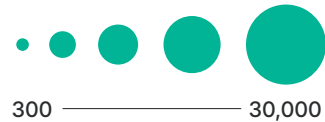
Transport infrastructure investment is required to support existing, new and future developments across our City. These major projects will better connect our housing, education, retail, commercial, and industrial precincts creating jobs, improving productivity, wellbeing and liveability.

► Investment will deliver:

Jobs and skills
Accessibility
Connectivity

Liveability
Productivity
Sustainability

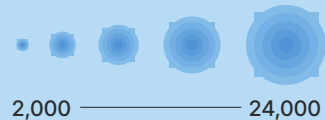
Population 2025



Population projection for 2046



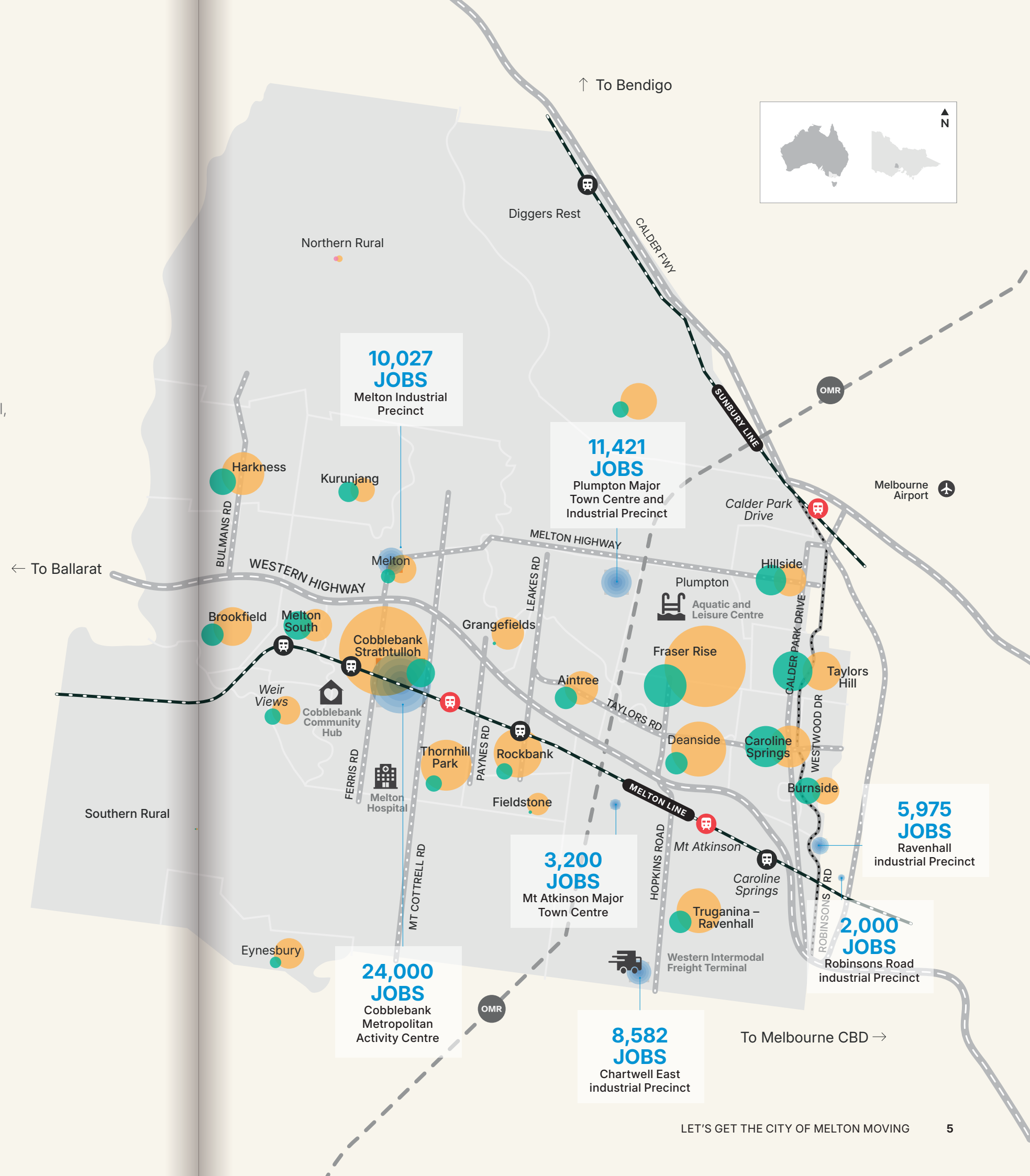
Employment projections for 2041



Priority projects

- Melton Hospital
- Aquatic and Leisure Centre in Fraser Rise
- Cobblebank Community Hub
- Western Intermodal Freight Terminal (WIFT)
- Outer Metropolitan Ring (OMR)
- Proposed train station
- Existing train station

Sources
Population projections – Profile id.
Jobs – Precinct Structure Plans



Rail

The growing suburbs along the Melton rail corridor are currently serviced by diesel regional trains, with commuters relying on already overcrowded Ballarat services. Extending metropolitan rail services to Melton has long been identified as a critical next step in supporting Melbourne’s western growth corridor, consistent with the 2018 commitment to the Western Rail Plan.

The Victorian and Australian Governments have invested in upgrades to the Melton

rail line, including works to enable nine-car VLocity trains, level crossing removals and a stabling yard at Cobblebank. These investments are important, but they are not a substitute for electrification. Electrifying the line from Sunshine to Melton and separating services from the Ballarat corridor would substantially increase capacity, improve frequency, shorten travel times and better connect growing communities to the metropolitan network.

➤ The electrification of the Melton Line with additional train stations will get the City of Melton moving.

Only **28%** of residents believe existing public transport is suitable.



Over the next 25 years, more than **300,000** residents will almost exclusively be serviced by the Ballarat railway line. The existing rail network will not cope with this increase in population.



Train station car parks are **over capacity by 7.30am** and trains are overcrowded.



12,000 less cars on the network every day.

33,000 entries and exits every day for all stations in the City of Melton.

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

77,300 less private vehicle kilometres travelled every day.

\$236,251 daily reduction in the 'cost of congestion'.

35,000 additional passenger capacity during peak periods (6.00–9.00am and 3.00–6.00pm) on metro trains vs six car V/Line trains.

15,147 fewer trips by car per day, primarily in City of Melton.

27% increase in public transport usage across Melton.

10 minute frequency on Metro vs 20 minute on V/Line during peak hours.

By 2030, the Victorian Government should:

 ➤ **extend metropolitan train services** from Sunshine to Melton by electrifying the Melton rail line.

 ➤ **duplicate rail line** from Sunshine to Melton to allow for faster Ballarat V/Line services.

 ➤ **build two new train stations** at Thornhill Park and Mount Atkinson (Truganina) to support communities currently without rail access.

Residents are faced with



 Long commutes

 High transport costs

 Less time spent with family and participation in recreation activities

 All of which have a negative impact on health and wellbeing.

➤ New Calder Park Drive Train Station

92,000+ people

Over 92,000 people will live within the catchment of the Sunbury Rail line, near Watergardens Station by 2046.

10km gap

There is a 10km gap between Diggers Rest Station and Watergardens Station. Yet there are four stations within 10km beyond Watergardens.

Congestion

A new station at Calder Park Drive would reduce congestion on Melton Highway and at Watergardens Station.

Timely investment

A new stabling yard has been built and the level crossing has been removed. With planning underway for the Calder Park Interchange, it's timely to deliver the new station concurrently.

➤ New Mt. Atkinson (Truganina) Train Station

25,000 new residents

By 2051, 25,000 new residents will move into the Mt. Atkinson estate resulting in a total population of 32,000.

10,000 commercial jobs

The Mt. Atkinson town centre is expected to create 10,000 jobs.

19,000 industrial jobs

New employment precincts, including the Melbourne Business Park, are projected to create 19,000 jobs.

6km gap

The closest train stations are five and six kilometres away in Caroline Springs and Rockbank.

➤ New Thornhill Park Train Station

18,447 new residents

Thornhill Park is expected to increase by 18,447 new residents by 2046.

Reduce pressure

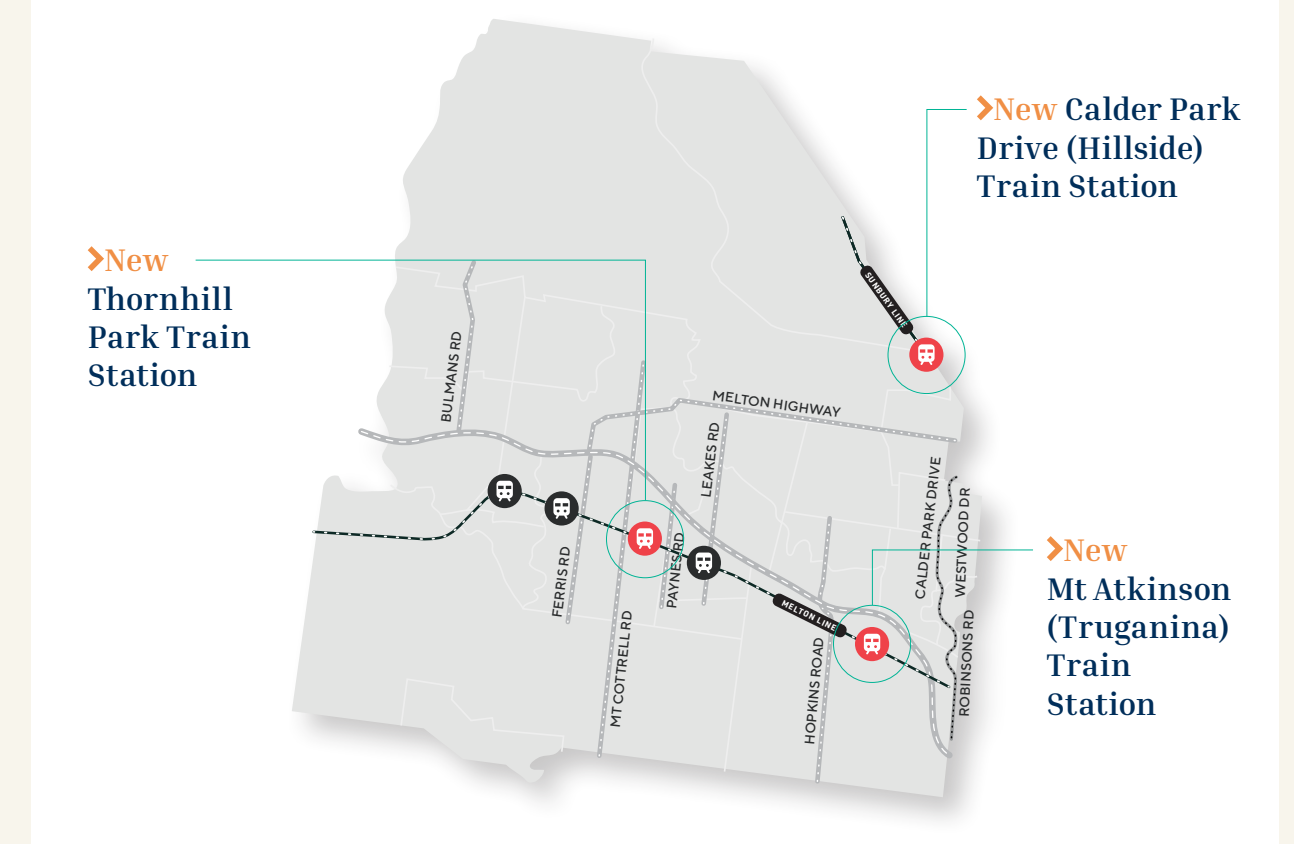
A new train station on the existing Ballarat line will help ease pressure on nearby Rockbank station and reduce car dependency.

11,500 entry and exit

It is estimated that the station would have 11,500 entries and exits, daily by 2041.

Connected community

A new train station at Thornhill Park will service a suburb that is lacking road connection to the Western Highway and get commuters off the road and onto trains.



- 'The Victorian Government should extend the metropolitan train network to Melton, Mount Atkinson and Deer Park. These places have strong population growth and plans for metropolitan activity centres, including the new Melton Hospital.

By 2030, the government should:

- extend metropolitan train services from Sunshine to Melton by electrifying the Melton line
- build two more tracks to provide four tracks from Sunshine to Caroline Springs to allow for faster Geelong, Ballarat and Wyndham Vale V/Line services
- build two new train stations at Thornhill Park (Paynes Road) and Mount Atkinson (Hopkins Road) to support communities currently without rail access.'

Infrastructure Victoria, Victoria's infrastructure strategy 2025–2055, November 2025

Roads

Our arterial road corridors are critical connections between our communities, activity centres and employment precincts.

Many of the City of Melton’s major arterial roads remain under significant pressure from current high volumes of traffic, and are still operating to a predominantly rural standard, with unsealed shoulders, no public lighting, open drains and non-existent bike and pedestrian paths.

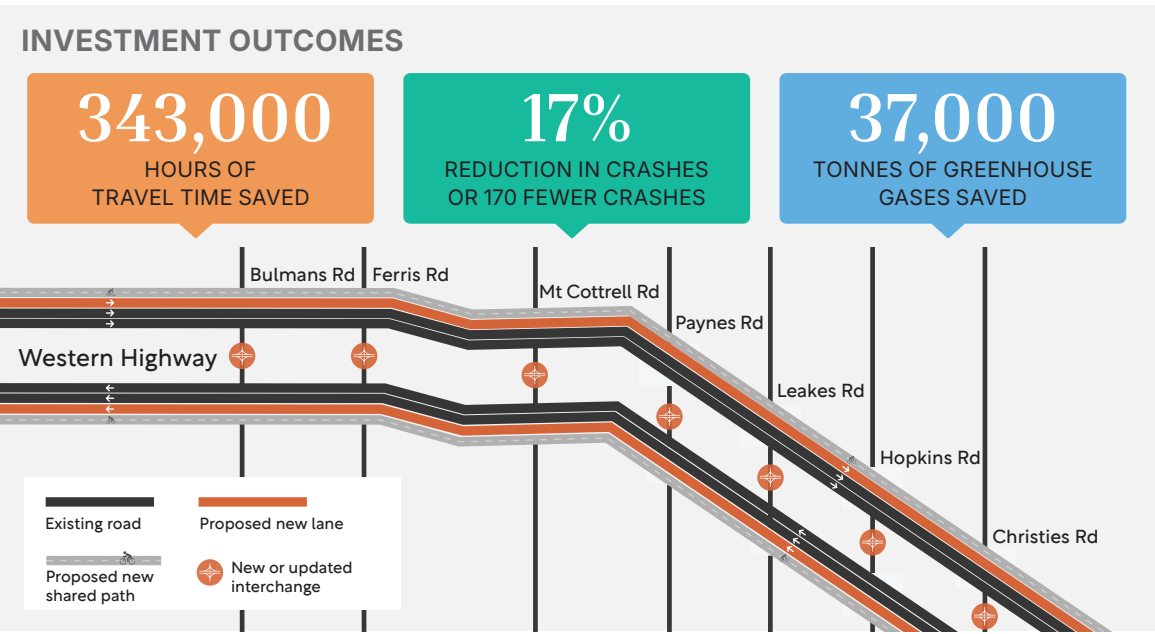
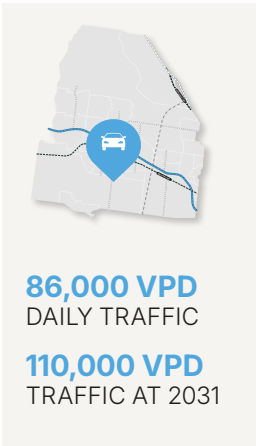
A coordinated Outer Western Roads Package is needed to upgrade the arterial roads and interchanges that are critical to housing delivery, employment growth and freight movement. Targeted investment from the Victorian Government across the Western Highway, Melton Highway, Hopkins Road, Ferris Road, the Palmers Road Corridor and Taylors Road would improve safety, reduce congestion and support productivity across Melbourne’s west.

> Western Highway

- Carries over 86,000 vehicles per day, projected to increase to over 110,000 vehicles per day by 2031.
- 225,000 new residents are expected to move in along the Western Highway by 2046. Ten per cent of traffic is freight transport.
- In the five-year period from June 2020 to June 2025, there were 344 crashes, including eight fatalities and 92 serious injuries.
- \$1 billion investment by the Australian Government is welcome but not enough to deliver on the upgrades required. Additional funding from the Victorian Government is needed.

WORKS REQUIRED

- Urbanisation
- Increased capacity
- New and upgraded interchanges

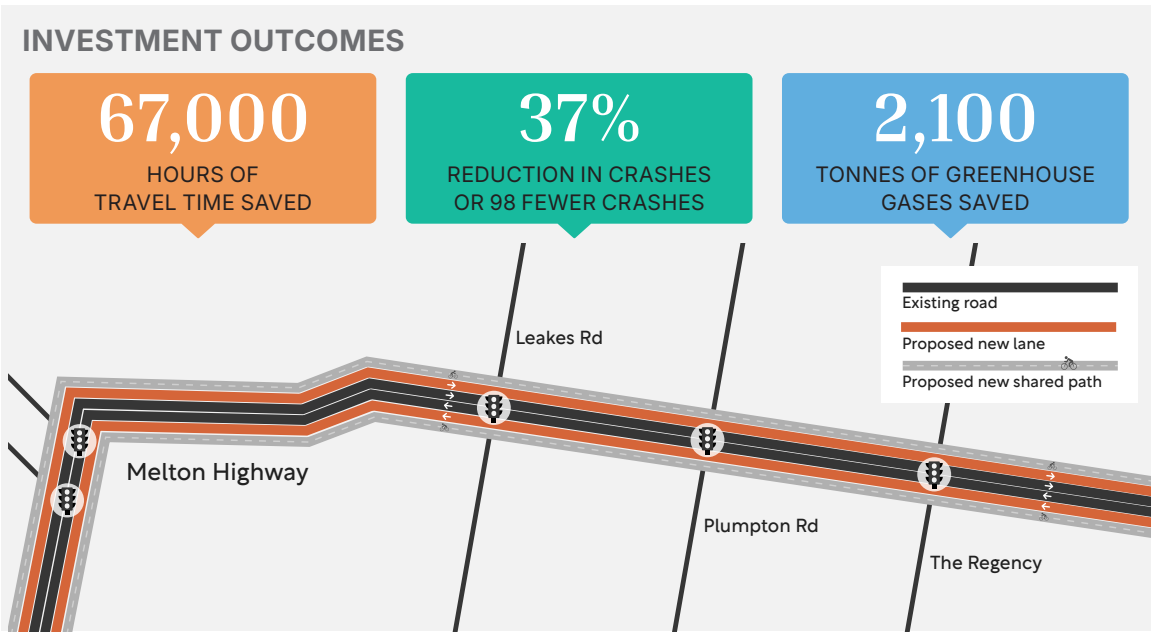
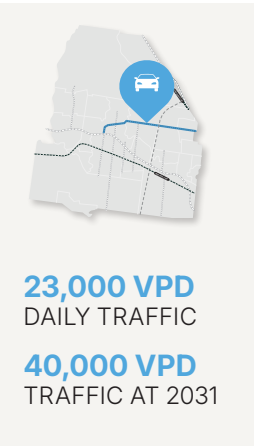


> Melton Highway

- 23,000 vehicles per day. This will increase to 45,000 vehicles per day by 2031.
- 67,000 new residents are expected to move in along the Melton Highway by 2046.
- In the five-year period between June 2020 to June 2025, there were 87 crashes, including 24 serious injuries.
- Small works completed now additional works required to urbanise the Highway.

WORKS REQUIRED

- Urbanisation of the road
- Road duplication
- Intersection upgrades



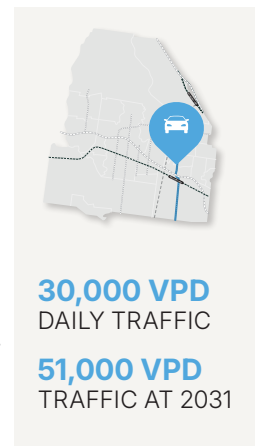
> Let’s improve safety, productivity and connection.
Let’s get the City of Melton moving.

> Hopkins Road

- Carries approximately 28,000 vehicles per day, projected to increase to over 51,000 vehicles per day by 2031. An additional 68,000 new residents are expected to be added near Hopkins Road by 2051.
- Over 20,000 jobs are projected to be created at industrial zones near Hopkins Road.
- Between June 2020 to June 2025, there were 82 crashes recorded on Hopkins Road between the Western Highway and Boundary Road intersections, including two fatalities, 21 serious injuries.

WORKS REQUIRED

- Road duplication
- Signalised intersections

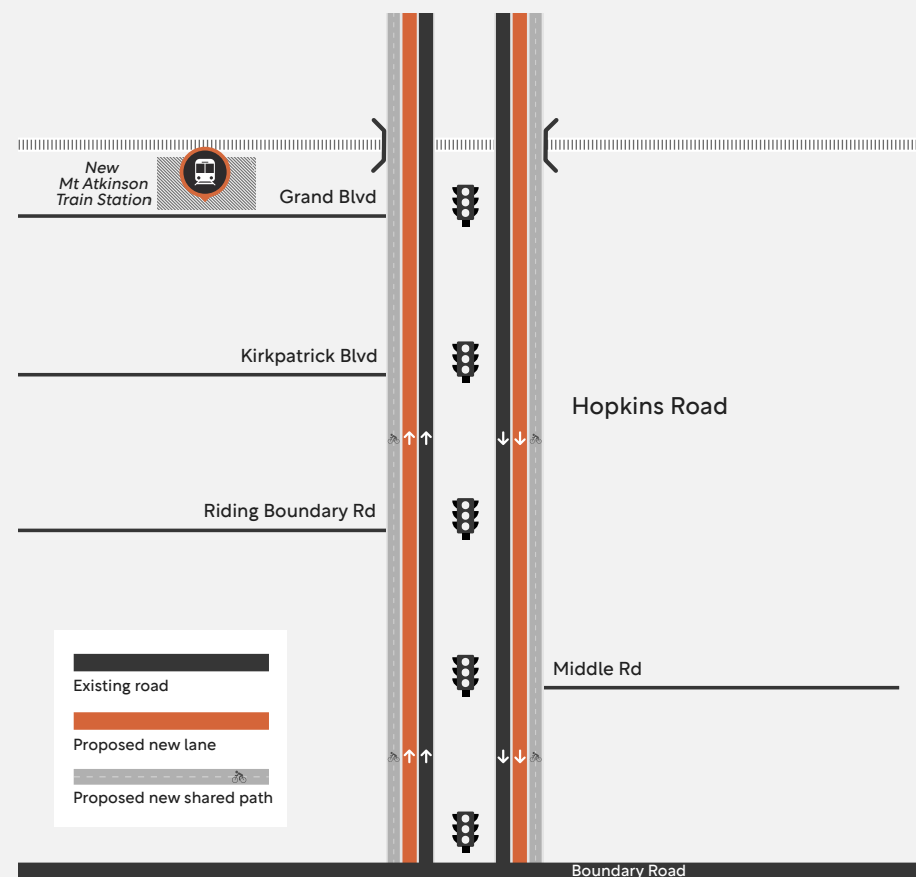


INVESTMENT OUTCOMES

74,000
HOURS OF
TRAVEL TIME SAVED

45%
REDUCTION IN CRASHES
OR 101 FEWER CRASHES

1,800
TONNES OF GREENHOUSE
GASES SAVED

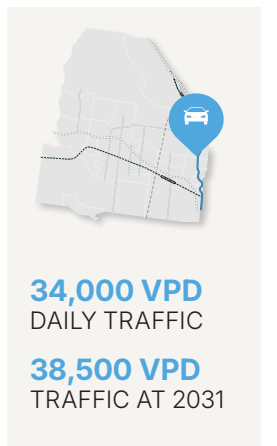


> Palmers Road Corridor

- Westwood Drive, Calder Park Drive and Robinsons Road carry over 34,000 vehicles daily, increasing to over 38,500 by 2031.
- 22,000 new residents are expected to move in along this corridor by 2046, adding to the 85,478 people who currently live in this north south corridor.
- Between June 2020 to June 2025, there were 96 traffic accident-related injuries recorded on the corridor, including one fatality and 30 serious injuries.

WORKS REQUIRED

- Declaration and duplication
- Build Calder Park Interchange
- Upgrade intersections

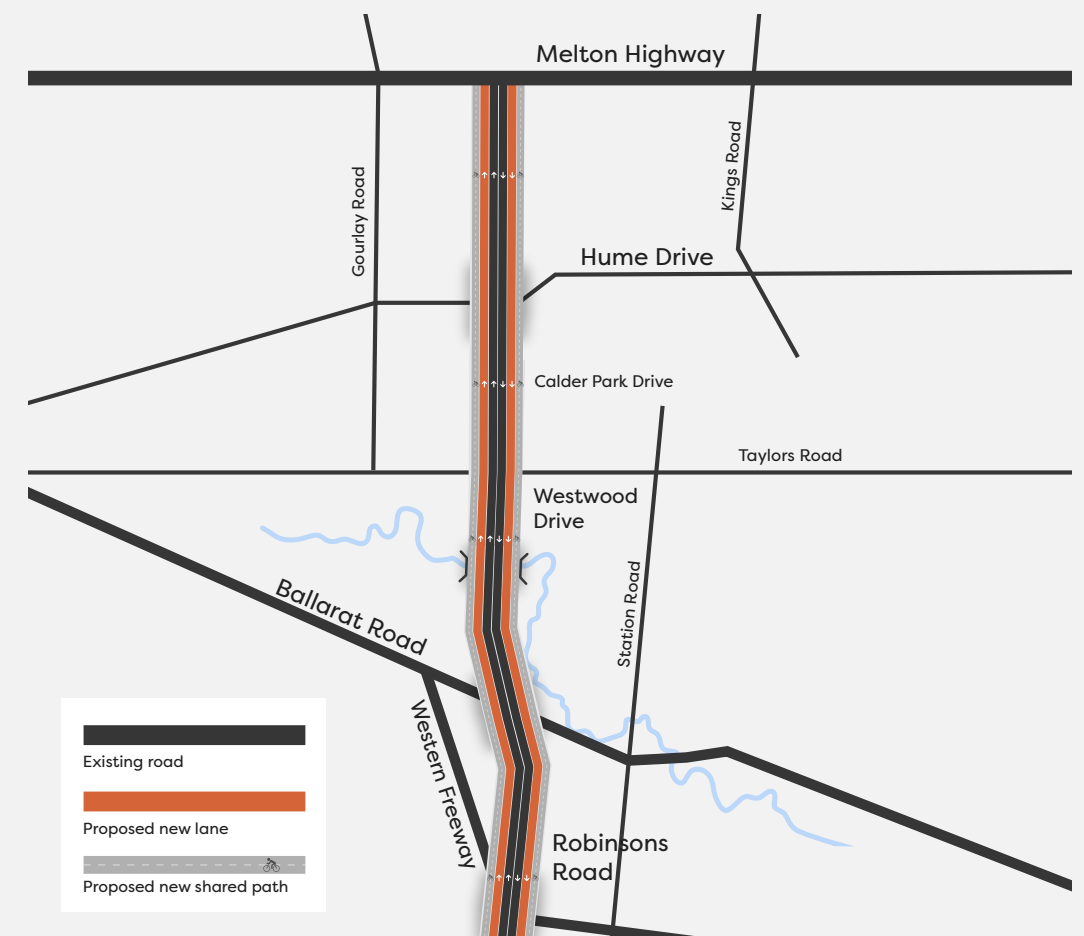


INVESTMENT OUTCOMES

72,000
HOURS OF
TRAVEL TIME SAVED

38%
REDUCTION IN CRASHES
OR 220 FEWER CRASHES

5,000
TONNES OF GREENHOUSE
GASES SAVED

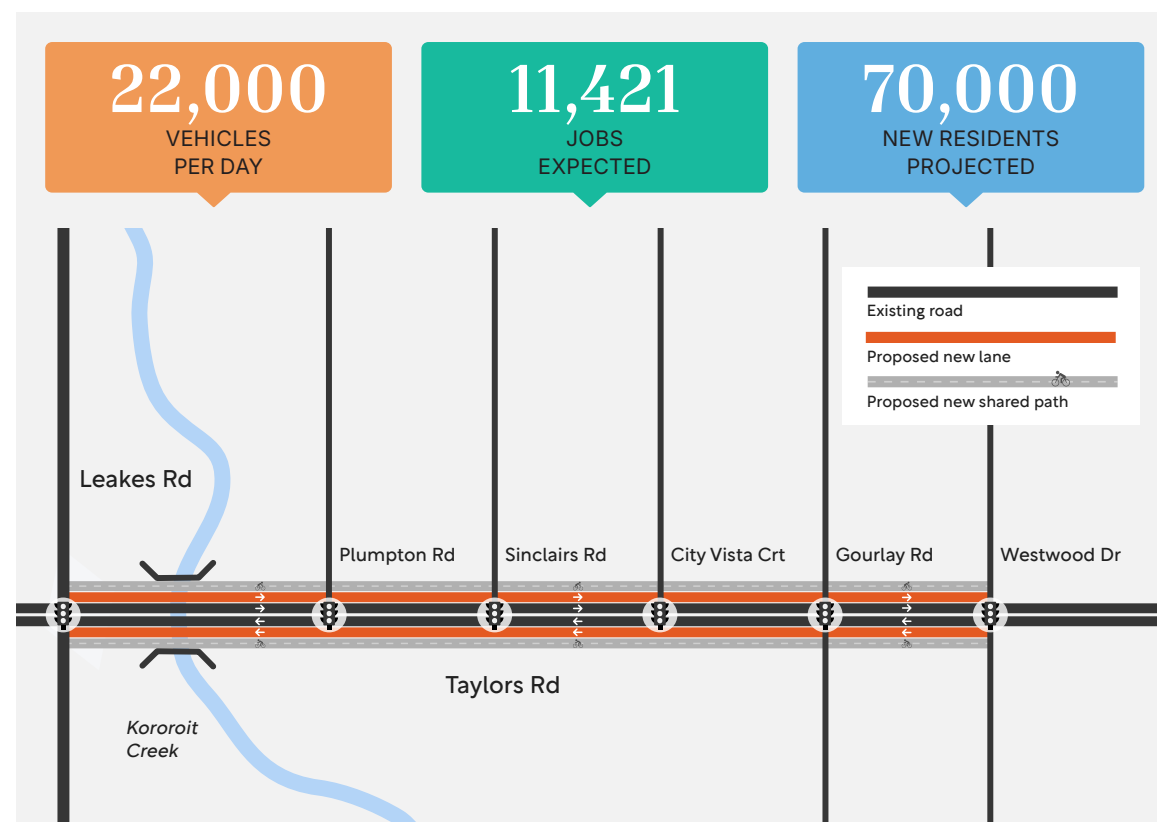
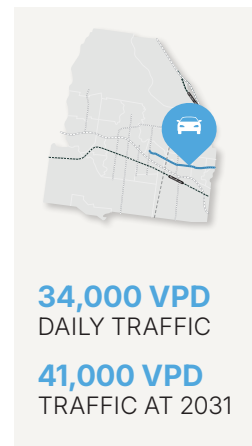


> Taylors Road

- Carries approximately 34,000 vehicles per day, projected to increase to over 40,720 vehicles per day by 2031.
- 70,000 new residents are expected to be added along Taylors Road by 2046.
- Over 11,421 jobs are expected to be created by 2051.
- Between June 2020 to June 2025, there were 83 traffic crashes recorded including 18 serious injuries.

WORKS REQUIRED

- Duplication of Taylors Road from Kororoit Creek to City Vista Court, and four lanes from City Vista Court to Westwood Drive.
- Signalised intersections at Taylors Road, Westwood Drive, Gourlay Road, City Vista Court, Sinclairs Road, Plumpton Road and Leakes Road.
- Ultimate extension of Taylors Road to Federation Drive in Melton.
- New pedestrian and cycling paths.



- > "UDIA Victoria's election platform includes a call for the Victorian Government to align infrastructure funding to the areas where the fastest population and housing growth is occurring. Growth area councils such as Melton require more funding from the Victorian Government, which would enable our newer communities to have access to the transport infrastructure and facilities they need in a timely way."

LINDA ALLISON, CEO, UDIA VICTORIA

- > "Our facility is a major investment accessed via Hopkins Road, Truganina that services over 4,000 stores, premises, and customers in Victoria, stocking products from over 2,000 suppliers. Each day there are many truck movements in and out of our facility with thousands of pallets of inventory to be processed at the site each week. The condition of Hopkins Road is a major safety concern for our drivers and up to 700 team members. Urgent investment is needed."

STATE GENERAL MANAGER, COMMERCIAL BUSINESS



 melton.vic.gov.au/lets-get-moving

