



Suggestion 23

David Walsh

16 pages

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Victorian Redistribution suggestion uploaded from the AEC website.

Name: David Walsh

Organisation:

Address: [REDACTED]

Phone number: [REDACTED]

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Overview

I'm pleased to proffer my submission to redistribute the state of Victoria into 38 federal electoral divisions.

Though this is the first time I have made a submission of this nature, I have been a keen follower of the redistribution process for some time. I like to think I am familiar enough with the process that my input might be valuable.

Victoria is a large enough place that no one can claim intimate knowledge of all of it. Not being a Victorian resident I claim no expertise about any of it, though I have received some useful input from others who do. Nonetheless, this submission is solely my work. I apologise in advance if the assumptions or assertions I make are inaccurate.

The formal detailed geography of my submission is encapsulated in an attached GeoJSON file. This submission is best read with the map open alongside it. That map can be viewed at the link below. I hope to keep that link active for at least the duration of the redistribution's initial stages. But in case not, I have included images later in document.

<https://walsh.carto.com/builder/4b0b4b05-8141-4588-b2d9-0d675694d69f>

David Walsh


Outline

The main themes of my submission are:

- A new division situated in the western suburbs of Melbourne, formed primarily by splitting Marybyrnong in two, with repercussions for the surrounding divisions.
- A thorough rearrangement of seats in the eastern suburbs of Melbourne. Essentially a division in the middle-ring eastern suburbs is removed, replaced by a new one on Melbourne's south-eastern edge.
- Divisions in Melbourne's north, inner east and in rural and regional Victoria remain recognisable from their current form; many with only minor changes, a few with major changes.

In forming my submission, I have tried to adhere to some long standing conventions. For instance:

- Utilising the Yarra River as the boundary between Melbourne's east and west.
- Uniting local government areas (LGAs) within divisions where possible, particularly in rural areas.
- Drawing urban boundaries along major roads, waterways or other gaps in population distribution.
- Respecting the form of existing divisions, whilst recognising that these were also drawn with their own set of trade-offs and compromises.

If what follows in my description of each division reads more as *what* than *why*, it is these principles that underly my choices.

I should mention two regions in particular where much disruption has occurred.

The first is the western suburbs of Melbourne, where a new division will be created. In drawing the new division called Fraser, and re-drawing Gellibrand and Marybyrnong, I like to think I have followed the precedent set by Batman and Wills (the latter two remaining mostly unchanged). That is, not only using strong, readily recognisable boundaries, but aligning them along narrow suburban corridors radiating away from the city. In other words, a hub-and-spoke approach. This means the divisions run along major transport routes to and from the city centre; a reasonable

basis of 'community of interest' in our CDB centric cities. The outer northern divisions of Calwell and Scullin have also been straightened up in a similar, though less radical, fashion.

The second area of focus is the eastern suburbs. Given the wide disparities in enrolment amongst the current divisions, there will clearly have to be more than just minor adjustments. Perhaps my suggested changes are more disruptive than is strictly necessary. This is part of a deliberate strategy that discards the Dandenong railway line as an electoral boundary. At present, five divisions in Melbourne's east and south east utilise that railway line for their frontier. Whilst the railway line makes for a clearly identifiable boundary, it is not necessarily an optimal one.

Railway stations are a communal feature and tend to correlate with community hubs, where you find shops and other amenities. In that sense the railway is a uniter rather than a divider when it comes to 'community of interest'. Not for nothing are railway stations generally named for suburbs. Major roads, by contrast, don't tend to correlate with community hubs in the same way, whilst still being strong and clearly recognisable barriers.

In this vein, this submission advocates the substantial rearrangement of the divisions in the eastern suburbs, primarily using major roads as the boundaries.

Finally, the last Victorian redistribution ended up being an extended process due to the firm rejection of the committee's first proposal. I have deliberately not considered some things rejected at the time:

- Abolishing a rural division. Although all rural seats are either under or barely within enrolment quota tolerance, abolishing a rural seat simply isn't necessary.
- Crossing Little River, i.e. forming a mixed Melbourne-Geelong division.
- A rearrangement of the Melbourne Ports-Higgins boundary.
- Extending Aston outside the City of Knox

Boundary Descriptions

Inner Northern Melbourne

Melbourne

Melbourne is above the enrolment quota tolerance and must shed territory. Logically the division should lose its small portion of the City of Mooney Valley. This change alone puts Melbourne within tolerance of the enrolment quota, albeit towards the lower end. In addition, I've chosen to add the parts of Fitzroy North and the portion of Brunswick East east of Lyon St and south of Glenlyon Rd. This allows Wills to retain most of its northern boundary.

Wills

Even with the aforementioned changes, Wills is above tolerance and must shed territory. Logically it should lose those parts outside of Moreland LGA, i.e. the portion of the Mooney Valley LGA around Strathmore and Essendon Fields. The suburb of Gowanbrae has also been shed, to make up the numbers in Calwell.

Batman

Batman is above tolerance and must shed territory. A straightforward solution is to move the northern boundary from the M80 to Mahoneys Rd, aligning it with the Darebin LGA boundary.

South West Melbourne

Lalor

In maintaining the Little River boundary, it makes sense to consider Lalor before the rest of the western suburbs.

Lalor is way above tolerance and must shed considerable territory. Lalor should recede to become a purely Wyndham LGA based district, and then recede some more.

It is difficult to find a solution that doesn't involve the partition of Point Cook. So I've chosen to accept that and draw the boundary along Point Cook Rd. A deviation from this boundary occurs where it is more appropriate to use the Wyndham/Hobsons Bay LGA boundary instead. RAAF Williams is also included in Lalor.

North of the freeway, I've used Skeleton Creek as the boundary, which is also a suburban boundary.

Gellibrand

Gellibrand must expand westwards to soak up the excess from Lalor discussed above, which leaves it needing to shed territory in the north. Thus the remainder of Wyndham LGA and the entirety of Hobsons Bay LGA are the starting points for Gellibrand, and it remains to find a northern boundary.

I've chosen to use the Princes Hwy as the northern boundary for most of the way, then Gordon St and finally the existing boundary at Owen St. This does leave the suburb of Footscray partially split, but I think Gordon St makes for a pretty clear boundary.

Western Melbourne

The explosive growth of Melbourne's western suburbs demands an extra seat in the area, with room created by the aforementioned contraction of Melbourne, Wills and Gellibrand. My strategy is to split the current division of Marybyrnong along the Marybyrnong river.

Marybyrnong

It is the southern of these two seats that I've opted to continue the name Marybyrnong. It contains the bulk of the City of Marybyrnong including the namesake suburb. The namesake river forms its north-western boundary. The southern boundary is that described for Gellibrand above, extending west further along the Brimbank LGA boundary and finally halting at Robinsons Rd, the western edge of Brimbank LGA forming the division's western boundary. It then remains to join it all up whilst getting the numbers right. To get there the LGA boundary is followed north to Albanville, before going along a series of main roads Main Rd W, Kings Rd, Taylors Rd and Green Gully Rd until it hits Taylors Creek.

Fraser

This new seat fills the void between Marybyrnong and Wills. It unites all the Mooney Valley LGA plus a north east portion of Brimbank LGA. Its southern boundary has been largely described: Marybyrnong River, Taylors Creek and Green Gully Rd/Taylors Rd. Its northern boundary is identical the northern boundaries of Brimbank and Moonee Valley LGAs. It remains only to choose its western edge. Jumping off at Taylors Rd, we follow a line north along the railway line and Kings Rd and finally the Calder Fwy to where it meets the LGA boundary.

Gorton

Gorton retains a similar shape to what it does currently, keeping its focus on the City of Melton. It loses part of Brimbank LGA south of Main Rd W (see Marybyrnong above). To compensate it gains part of Brimbank LGA west of the railway line and Kings Rd (see Fraser above), previously in Calwell. Finally, to get the numbers right, the division sheds Diggers Rest.

Outer Northern Melbourne

Calwell

The creation of an extra seat in the western suburbs allows Calwell to be consolidated on the City of Hume, with the entire LGA included within the division. The suburb of Gowanbrae has been added from Wills for the sake of the numbers.

Scullin

The growth in the northern suburbs makes it appropriate to consolidate Scullin solely within Whittlesea LGA. Thus Scullin's boundary is drawn south to Mahoneys Rd (see Batman), whilst shedding everything in Banyule and Nillumbik LGAs. This allows Scullin to unite South Morang and extend further north into Mernda. (The SA1s get a bit less useful in this area, but I've chosen a combination that puts Scullin within enrolment quota tolerance.)

Jagajaga

Jagajaga is under tolerance and needs to expand. To make up the numbers, I've moved the north-western boundary to Plenty Rd plus a straight line west from the M80 intersection to Plenty Creek (taking in a small section of Greensborough north of the M80). The division also sheds Kangaroo Ground in the east, mainly to give Casey the roads joining the different parts of that very large division.

Inner Eastern Melbourne

Melbourne Ports

Melbourne Ports is within tolerance of the enrolment quota and requires no change. It could be expanded slightly, but I see no obvious way to do that would improve its present boundaries

Goldstein

Goldstein is within tolerance of the enrolment quota and requires no change. It could be expanded slightly, but I see no obvious way to do that would improve its present boundaries

Higgins

Higgins is with tolerance of the enrolment quota and requires no change. However I would adjust its boundaries at its south-eastern extreme. Presently the division splits the suburbs of Murrumbena and Hughesdale. I would unite Murrumbeena within the division and leave out Hughesdale entirely. (This is part of a broader strategy abandoning the use of the Dandenong railway line as a boundary throughout the south-east.)

Eastern Victoria

The eastern suburbs of Melbourne can't be drawn until the rural parts east of the city are handled, so let's move there.

Gippsland

Gippsland is with tolerance of quota, but only barely. Being very much at the lower end. With La Trobe Valley council split between Gippsland and McMillan, it's the obvious place to expand. But dividing Newborough from Moe, or splitting Newborough itself would probably be unwelcome. Thus I make only a modest change to Gippsland by including Yallourn North.

McMillan

McMillan is well over tolerance and needs to shed territory. This presents an excellent opportunity to thoroughly revise the division. At present McMillan is a somewhat unsatisfactory mixed suburban/rural electorate. Excising Pakenham from the division makes it a more authentically rural electorate but leaves it needing to pick up voters elsewhere. Adding the Bass Coast, Philip Island and Koo Wee Rup gives it the numbers it needs to be a purely non-urban division.

Outer East Melbourne

Aston

On its present boundaries, Aston is well under tolerance of the enrolment quota. Making Aston coterminous with the City of Knox is a sufficient remedy.

La Trobe

On its present boundaries, La Trobe is slightly over enrolment quota. With the changes to Aston and McMillan just described, it is even more over quota. The Princess Hwy makes for an obvious, strong southern boundary, so the division can shed its voters south of that road. This leaves the division under quota, but this presents an opportunity to redraw the division's northern boundary.

Presently, the Dandenong Ranges are split between La Trobe and Casey in a rather arbitrary manner. I suggest extending La Trobe's northern boundary north to Kalorama and Silvan, uniting the core of the Dandenongs in one division.

South Eastern Melbourne

Dunkley and Flinders

The loss of the eastern half of Flinders presents an excellent opportunity to consolidate Flinders on the Shire of Mornington Peninsula and Dunkley on the City of Frankston. As it happens these two LGAs have two enrolment quotas between them.

Therefore, Flinders loses all its parts not contained within the Shire of Mornington Peninsula, whilst gaining the locality of Mornington from Dunkley to bring it up to quota. French Island is also retained within Flinders.

Dunkley gains Carrum Downs, Sandhurst and Skye from Isaacs, giving it all of the City of Frankston plus the locality of Mt Eliza.

Holt

The changes to La Trobe and Flinders necessitate a radical redrawing of Holt, which was well over enrolment quota anyway. For this division it doesn't make much sense to talk in terms of gains and losses, given the extent to which I redraw the division.

Holt will remain a Casey LGA based division. But it now centres on Cranbourne with its southern extremity Western Port Bay. With its eastern and western boundaries decided (those of Casey LGA) it remains only to find a northern boundary. From east to west I've chosen the Princes Fwy, Narre Warren Rd plus the northern and western suburban boundaries of Narre Warren South and Cranbourne North (both suburbs being contained within the division) and finally Thompsons Rd. (Though awkward this description may be, it does run along a line, or a series of them, with clear separations in residential population.)

Bruce

With the changes in other divisions already described, the next task is create a district centred on Dandenong. Once again, this division is so different to the present Bruce, that it makes little sense to discuss it in terms of gains and losses. Indeed it is mostly made up of areas previously in Holt, with only a small number from Bruce. The name Bruce is retained for continuity reasons.

Bruce's northern, eastern and southern boundaries have already been determined by Aston, La Trobe, Holt and Dunkley. It remains only to choose a western boundary. Staying within the City of Dandenong but south of Heatherton Rd is a logical arrangement, i.e. a western boundary at Springvale Rd. The numerical constraints make it impossible to join these two roads, so Corringan Rd and Cheltenham Rd are used instead around Noble Park.

Isaacs

Isaacs ought to retain its coastal focus, occupying the "sandbelt" between Goldstein and Dunkley, But having lost a big chunk of territory in the City of Dandenong to Bruce, the division is left needing to gain territory in the north. This is accomplished by drawing in every south of Heatherton Rd, the Dingley Bypass and South Rd, previously in Hotham.

This turns out to be a pretty useful boundary. Firstly, it is well defined by running along major roads. Secondly, much of it also runs through some lightly populated parkland and industrial areas, exploiting natural breaks in spread of population. It also gives the division of much stronger focus on the City of Kingston.

Hotham

On the northern side of that aforementioned boundary will be the reconfigured seat of Hotham. Its eastern and western boundaries have already been defined (see Bruce for the former, Higgins and Goldstein for the latter). The numbers here also permit a strong northern boundary: Dandenong Rd and Ferntree Gully in Oakleigh to Wellington Rd in Mulgrave, with the Monash Fwy linking the two. This results in a reasonably compact east-west aligned division.

North East Melbourne

Kooyong

Kooyong is under tolerance of the enrolment quota and must expand. I've made a modest expansion in the eastern part of the district, moving the boundary to Elgar Rd, north of Riversdale Rd. This unites the suburbs of Surrey Hills, Mont Albert and Mont Albert North in the one division.

Chisholm

Chisholm is redrawn from a north-south aligned district to an east-west aligned district. This arguably improves its 'community of interest' factor since transport links in this area run east-west. The division is formed largely by amalgamating those parts of Chisholm and Bruce north of Dandenong Rd/Ferntree Gully Rd/Monash Fwy/Wellington Rd. As well as ceding a slither of territory to Kooyong, there are also territory swaps with Deakin, swapping Box Hill and Box Hill North for Vermont South. Its northern boundary is now Canterbury Rd, Springvale Rd, and the parklands between Vermont and Vermont South.

Menzies

Menzies is under the enrolment quota tolerance. The obvious solution is to align the southern boundary with the Ringwood Bypass and Maroondah Hwy, which the numbers duly allow for.

Deakin

Deakin is under the enrolment quota tolerance. After territory swaps with Chisholm and losses to Menzies, it is even further below tolerance. This is resolved by expanding the division eastward to align with the Maroondah LGA boundary. These changes render Deakin a fairly elegant, east-west aligned division.

Casey

On present figures, Casey is within enrolment quota tolerance. But after aforementioned losses to Deakin and La Trobe, it is left needing to expand westwards. This is achieved by adding all areas of Nillumbik LGA previously in Scullin and McEwen, as well as Kangaroo Ground from Jagajaga.

Western Victoria

Mallee and Wannon

Both Mallee and Wannon fall below the enrolment quota tolerance. Adding Loddon LGA (from Murray and Bendigo) to Mallee and Colac-Otway LGA (from Corangamite) to Wannon gets both to a collective two quotas. To get both within tolerance, some territory swaps are necessary. I suggest moving Goldfields LGA into Mallee and the southern half of Northern Grampians LGA (around Stawell) into Wannon.

Corangamite and Corio

With the excision of Colac-Otway LGA, Corangamite and Corio have a combined two enrolment quotas. However, with Corangamite below and Corio above, territory swaps are necessary. I suggest uniting the Bellarine peninsula by transferring Leopold and everything east of it into Corangamite. As this overcompensates Corangamite, in return Corio receives the suburbs north of Princes Hwy and Settlement Rd.

Ballarat and Bendigo

Both Ballarat and Bendigo contain more than a combined two quotas. This remains the case even after the excision of Loddon and Goldfields LGAs. Removing Woodend and Macedon from Bendigo brings the two down to size. But with Ballarat over and Bendigo under, I suggest transferring Daylesford into Bendigo.

Northern Victoria

Indi

Indi is within tolerance of the enrolment quota and requires no change.

Murray

Murray is below tolerance of the required enrolment quota, a situation exacerbated by the transfer of Loddon LGA into Mallee. This is rectified by expanding the division south to include Seymour.

And finally...

McEwen

McEwen remains the 'bits-and-pieces' division of the Victorian electoral map. Previously way over quota, it is cut down to size by the northward expansion of Calwell and Scullin, and the southward expansion of Murray. It gains areas too: Diggers Rest from Gorton, Woodend and Macedon from Bendigo. The latter change gives McEwen a more sound identity based on the Macedon Ranges and central Victoria. The division is still less than cohesive in the way it stretches all the way to Whittlesea LGA, mopping up Melbourne's suburban edge in the process. But I think it's a lot more cohesive than its present form.

A note on naming

A recent redistribution of the ACT renamed the seat of Fraser to Fenner, with the transparent intention of transferring the name Fraser to Victoria. It is fortuitous that the redistribution of Victoria brings with the creation of an extra seat. Obviously there will be a division named in honour of the late prime minister Malcolm Fraser.

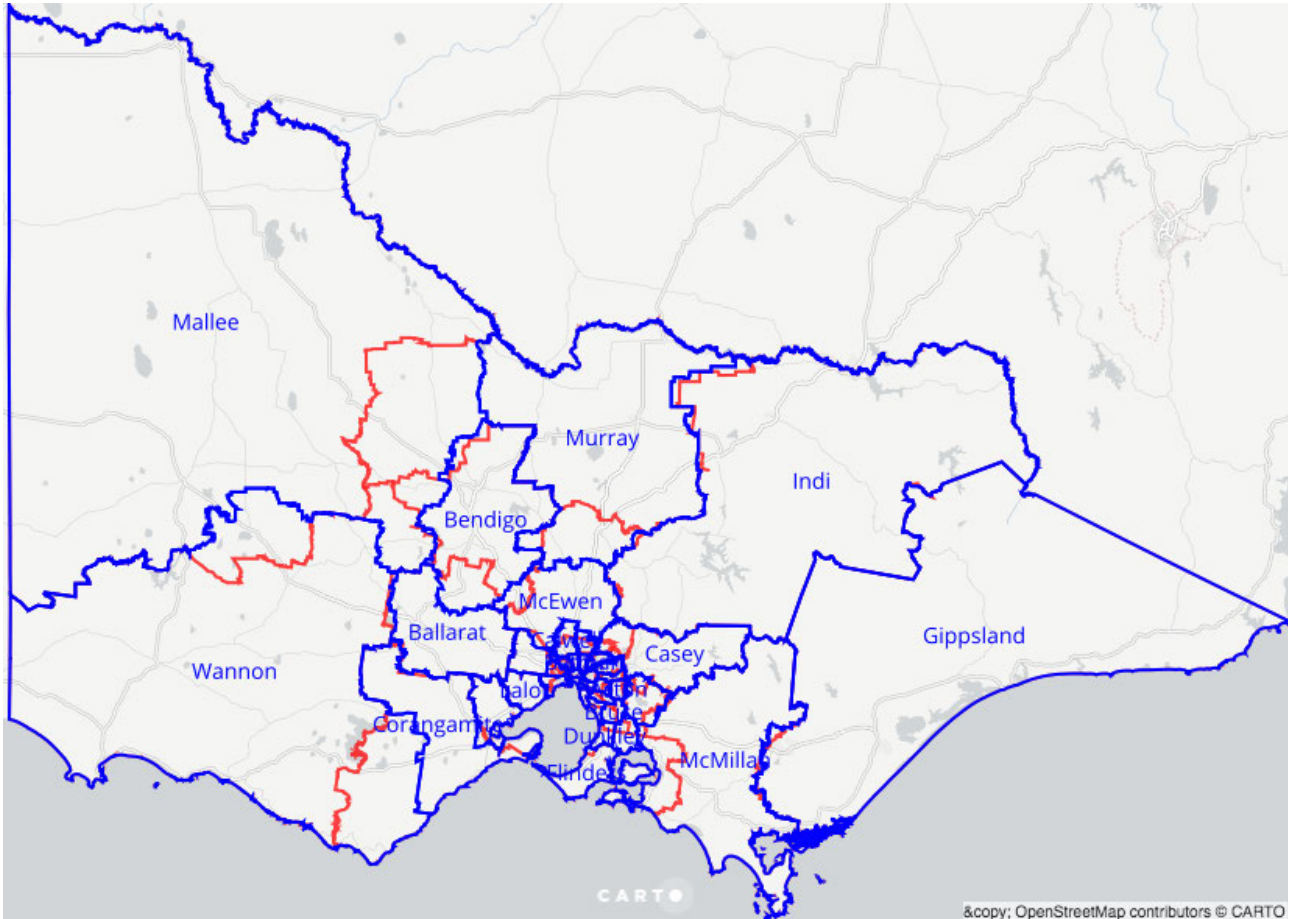
It's also possible this shake up of electoral boundaries will provide an opportunity for a second new name on the electoral map. On the boundaries I have suggested, my redrawn seat of Bruce has little in common with the old Bruce. Should the committee wish to retire a name, I would suggest that it not be Bruce (also a former PM), but Hotham, where a plurality of Bruce's voters have ended up.

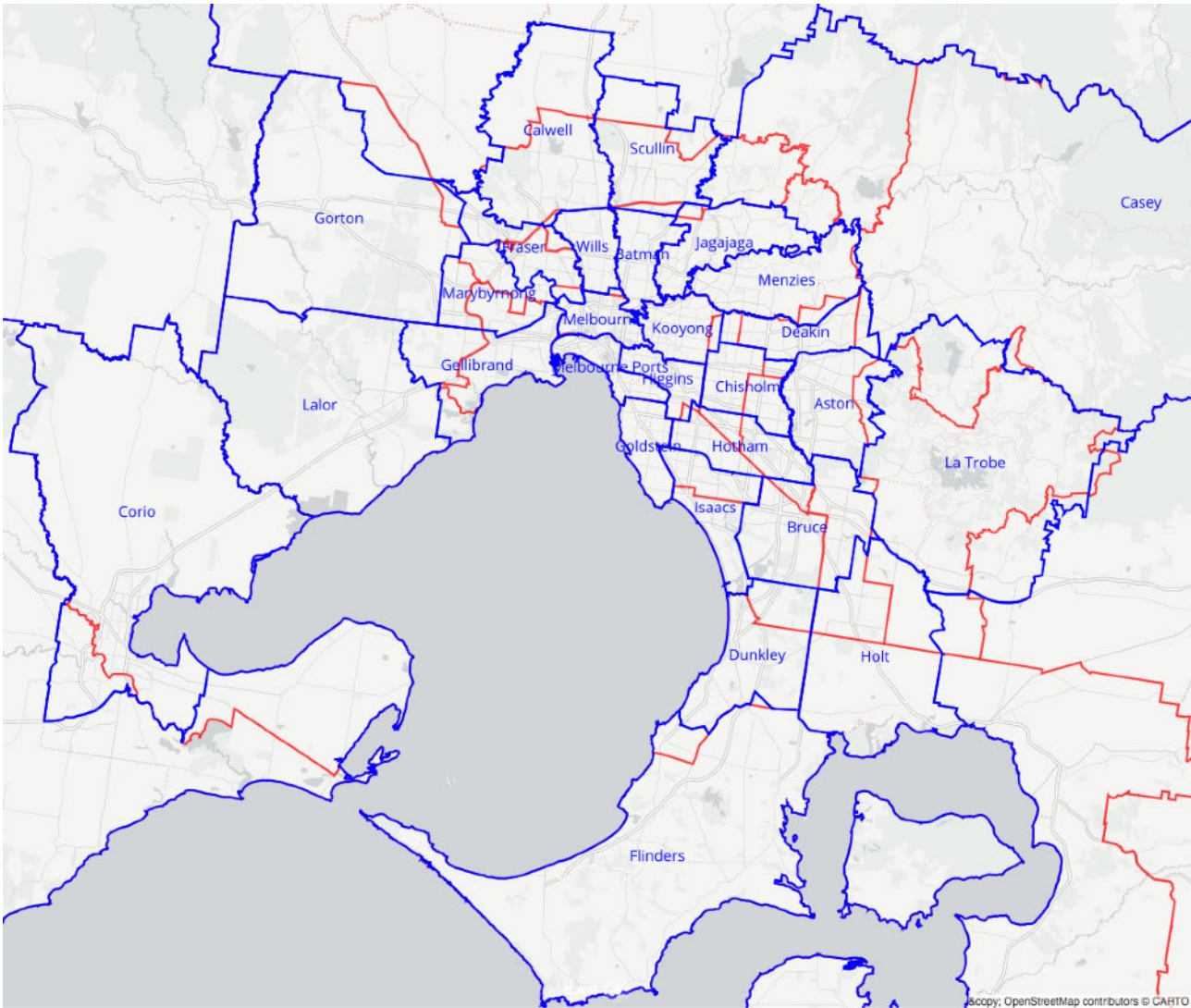
The new name - which on these boundaries could apply to either the Dandenong based division or the Cranbourne based division, the other being Holt - could honour an eminent Victorian such as General John Monash or the late premier Joan Kirner.

But even if there is a second new name on the map, I would urge that the name Fraser belongs in the western suburbs. With the eastern suburbs already containing the names of several former prime ministers, placement in the western suburbs would ensure its future longevity.

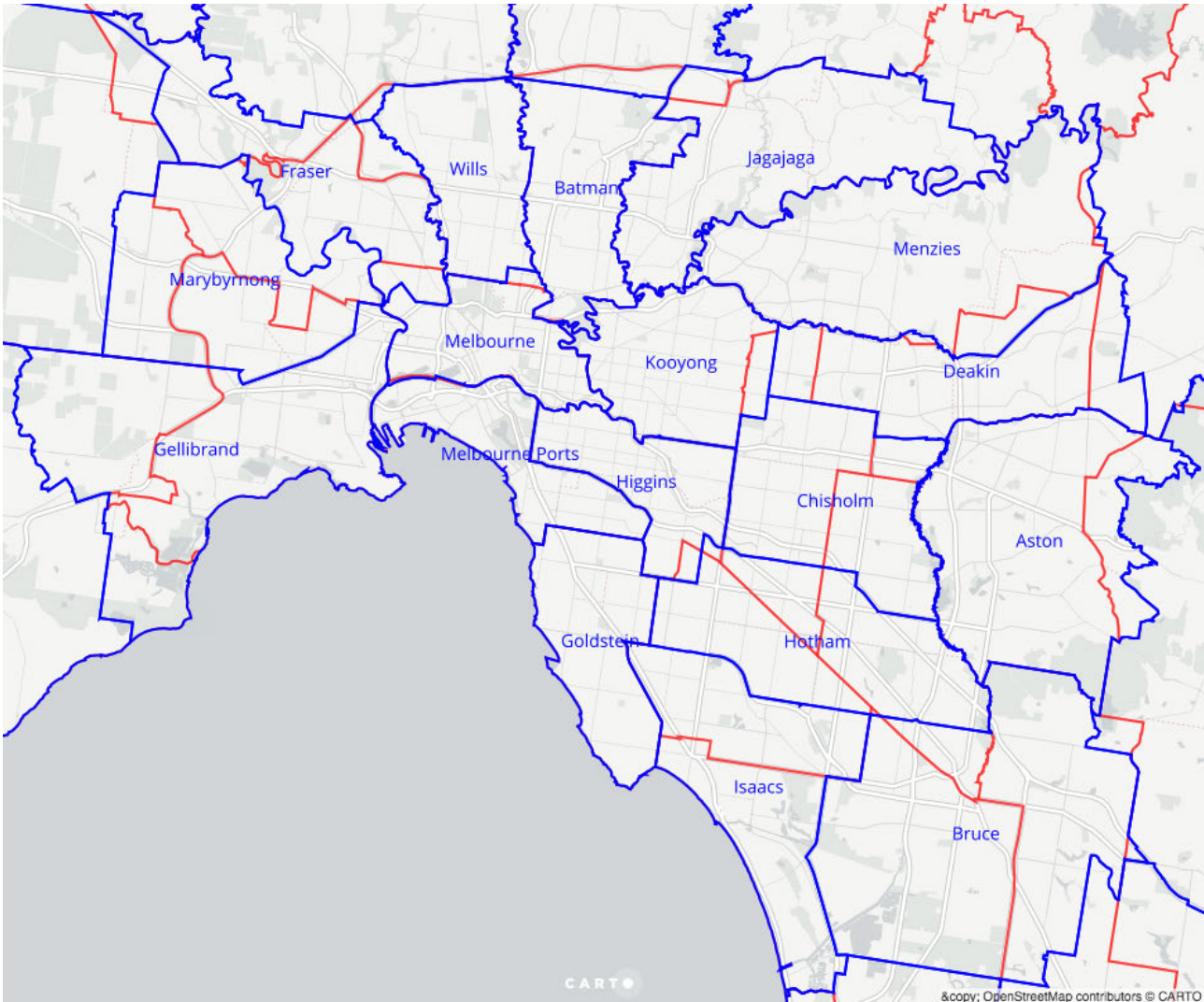
Electoral Imagery

These images have been obtained from Carto. You can see interactive versions of them at the link contained in the overview.





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Enrolment Figures

The following is a statistical summary of all the changes suggested.

Note that in some cases - the unchanged Indi for instance - minor changes have occurred as a result of aligning the present boundaries to the new SA1 definitions.

Aston	Actual	Projected
from Aston	96,121	97,600
from La Trobe	13,323	13,454
Total	109,444	111,054

Ballarat	Actual	Projected
from Ballarat	106,666	109,460
from Corangamite	114	114
Total	106,780	109,574

Batman	Actual	Projected
from Batman	107,365	110,457
Total	107,365	110,457

Bendigo	Actual	Projected
from Ballarat	7,137	7,225
from Bendigo	103,208	105,805
from Murray	121	123
from Wannon	12	12
Total	110,478	113,165

Bruce	Actual	Projected
from Bruce	12,467	12,873
from Holt	65,236	66,873
from Isaacs	25,912	27,855
Total	103,615	107,601

Calwell	Actual	Projected
from Calwell	77,528	81,059
from McEwen	21,173	24,224
from Wills	2,116	2,159
Total	100,817	107,442

Casey	Actual	Projected
from Casey	84,355	86,078
from Indi	5	5
from Jagajaga	875	896
from La Trobe	90	92
from McEwen	4,000	4,086
from Scullin	19,049	19,404
Total	108,374	110,561

Chisholm	Actual	Projected
from Bruce	39,262	39,614
from Chisholm	63,349	64,792
from Deakin	8,246	8,309
Total	110,857	112,715

Corangamite	Actual	Projected
from Ballarat	323	339
from Corangamite	75,984	80,205
from Corio	27,175	28,614
Total	103,482	109,158
Corio	Actual	Projected
from Corangamite	23,020	23,466
from Corio	84,077	85,184
Total	107,097	108,650
Deakin	Actual	Projected
from Casey	13,518	14,046
from Chisholm	12,473	12,912
from Deakin	79,478	81,637
from Menzies	1,020	1,048
Total	106,489	109,643
Dunkley	Actual	Projected
from Dunkley	87,896	89,209
from Isaacs	20,580	21,336
Total	108,476	110,545
Fraser	Actual	Projected
from Calwell	24,069	24,143
from Maribyrnong	64,607	66,546
from Melbourne	16,700	17,210
from Wills	3,029	3,163
Total	108,405	111,062
Flinders	Actual	Projected
from Dunkley	19,114	19,564
from Flinders	88,106	90,264
Total	107,220	109,828
Gellibrand	Actual	Projected
from Gellibrand	77,011	79,404
from Lalor	27,419	31,387
Total	104,430	110,791
Gippsland	Actual	Projected
from Gippsland	105,862	106,715
from McMillan	1,236	1,255
Total	107,098	107,970
Goldstein	Actual	Projected
from Goldstein	106,548	108,916
Total	106,548	108,916
Gorton	Actual	Projected
from Calwell	10,089	10,269
from Gorton	94,907	100,982
Total	104,996	111,251

Higgins	Actual	Projected
from Higgins	104,641	107,795
from Hotham	4,142	4,226
from Kooyong	2	2
Total	108,785	112,023
Holt	Actual	Projected
from Flinders	11,928	12,518
from Holt	56,353	64,083
from La Trobe	31,383	33,891
Total	99,664	110,492
Hotham	Actual	Projected
from Bruce	43,688	44,642
from Chisholm	12,488	12,956
from Higgins	1,667	1,744
from Hotham	52,039	53,233
from Isaacs	143	144
Total	110,025	112,719
Jagajaga	Actual	Projected
from Jagajaga	103,332	104,685
from Scullin	8,083	8,193
Total	111,415	112,878
Indi	Actual	Projected
from Indi	105,810	107,497
from McEwen	27	27
from Murray	383	384
Total	106,220	107,908
Isaacs	Actual	Projected
from Hotham	44,399	45,286
from Isaacs	61,073	62,647
Total	105,472	107,933
Kooyong	Actual	Projected
from Chisholm	9,501	9,673
from Kooyong	100,724	102,802
Total	110,225	112,475
La Trobe	Actual	Projected
from Casey	7,126	7,198
from Holt	122	127
from La Trobe	66,082	68,994
from McMillan	30,251	32,790
Total	103,581	109,109
Lalor	Actual	Projected
from Lalor	103,639	109,812
Total	103,639	109,812

Mallee	Actual	Projected
from Bendigo	734	751
from Mallee	93,772	93,710
from Murray	4,825	4,850
from Wannon	10,173	10,163
Total	109,504	109,474
Marybyrnong	Actual	Projected
from Gellibrand	34,234	35,456
from Gorton	24,677	25,774
from Maribyrnong	48,431	50,051
Total	107,342	111,281
McEwen	Actual	Projected
from Bendigo	8,003	8,182
from Gorton	1,798	1,949
from McEwen	94,505	101,255
from Scullin	72	84
Total	104,378	111,470
McMillan	Actual	Projected
from Flinders	19,379	20,052
from Gippsland	45	45
from La Trobe	157	156
from McMillan	89,393	91,416
Total	108,974	111,669
Melbourne	Actual	Projected
from Melbourne	100,842	106,937
from Wills	5,713	6,094
Total	106,555	113,031
Melbourne Ports	Actual	Projected
from Melbourne Ports	105,094	108,469
Total	105,094	108,469
Menzies	Actual	Projected
from Casey	288	303
from Deakin	12,415	12,521
from Menzies	97,837	99,388
Total	110,540	112,212
Murray	Actual	Projected
from Bendigo	108	109
from Indi	8	8
from McEwen	7,717	7,771
from Murray	100,314	101,311
Total	108,147	109,199
Scullin	Actual	Projected
from Batman	4,175	4,212
from McEwen	12,730	13,781
from Scullin	86,419	90,447
Total	103,324	108,440

Wannon	Actual	Projected
from Ballarat	239	248
from Corangamite	15,867	16,043
from Mallee	6,159	6,164
from Wannon	89,682	89,887
Total	111,947	112,342
Wills	Actual	Projected
from Wills	107,456	110,827
Total	107,456	110,827
Grand Total	4,064,258	4,194,146