

Places & Spaces

Community Background Report
February 2021



Acknowledgement of Country

Wyndham City Council recognises Aboriginal and Torres Strait Islander peoples as the First Custodians of the lands on which Australia was founded. Council acknowledges the Wathaurong, Woiwurrung and Boonwurrung peoples of the Kulin Nation as the Traditional Owners of the lands on which Wyndham City is being built.

For tens of thousands of years, the Werribee River has been a significant meeting place for Aboriginal people to build community, exchange resources, and share responsibility for its lands.

Council pays respect for the wisdom and diversity of past and present Elders. We share commitment to nurturing future generations of Elders in Aboriginal and Torres Strait Islander communities.

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Introduction

Wyndham City Council currently delivers over 60 different services to its community. It has responsibility for a range of areas including local roads, parks, waste, land use planning, local laws, urban planning, community and early years services, recreation, community development, health protection, emergency management, building and maintaining assets and advocating for community needs.

Council has a range of roles including:

- **Good governance** - providing good governance, as well as making local laws and policies for the benefit and wellbeing of the Wyndham Community.
- **Service Provider** - provision of services including garbage collection, maternal and child health, libraries and other community services and programs.
- **Planner** - engage with our community to understand the current and future needs of the municipality and set the overall direction for Wyndham through long-term planning. Develop, implement and regularly review policies to guide council activities and resourcing, having regard to the long-term and cumulative effects of decisions.
- **Advocate** - represent the diverse needs of the local community on matters of concern and communicate the needs to relevant stakeholders and with State and Federal governments
- **Infrastructure Provider** - provide and maintain buildings, open spaces, recreational facilities and spaces and the road/footpath/cycle network.
- **Leader, capacity builder, partner and broker** - work in collaboration with, a range of stakeholders to improve outcomes for our residents and municipality.

Despite its many functions and responsibilities, Council is not able to do everything. Federal and State Governments also play a role in addressing many of the issues affecting the municipality including social services and pensions, immigration, trade and commerce, health, education, roads, transport and employment/industrial relations.

Following a general election, all Councils are required by legislation to develop a new Council Plan.

The Council Plan identifies what the Council is planning to achieve in the new Council term (four years) as part of the longer-term journey towards the achievement of the Wyndham 2040 Community Vision.

As required under the Local Government 2020, a deliberative consultation process will be undertaken to allow Council to work actively with its community to refresh the Wyndham 2040 Community Vision. This process will also determine priorities for the Council to deliver over the next four years. These priorities will inform the development of Wyndham City's new Council Plan 2021-25 as well as help to develop other important plans including our Municipal Public Health and Wellbeing Plan and Financial Plan.

This paper presents information about what is currently known about Places and Spaces in Wyndham, as well as the challenges and issues facing the municipality into the future.

Wyndham 2040 Community Vision and the 2017-21 City Plan

Globally, liveability has in recent years become an important concept in public policy and urban planning, highlighting the increasing demand among residents for enhanced urban quality of living. There is a strong relationship between quality of living, liveable places and spaces and life satisfaction - that is, improved overall quality of living can generally contribute to greater subjective life satisfaction and community wellbeing.

The meaning of liveability varies depending on who defines it, whom is asked, community circumstances and the time of assessment. Over the past two decades the term 'city liveability' has emerged as an overarching label for a wide range of vital components of urban living that are associated with enhanced quality of life.

“Liveability, Quality of Living and Quality of Life are regularly used interchangeably.”

In the past few years, numerous city liveability assessments have also been conducted across Greater Melbourne municipalities, highlighting specific circumstances of localities. Although Melbourne typically reaches fairly high positions in international city liveability rankings, due to rapid population increases in the Greater Melbourne region, municipalities such as Wyndham face different challenges compared to more established local government areas, putting significant pressure on various aspects of liveability.

Academic discussions about liveability are dominated by questions of how built environments, i.e., physical features, can better support quality of living and health and wellbeing among residents. In this context, municipalities and neighbourhoods are considered to offer greater liveability, if they provide their residents with a high level of, and accessibility to, places with vital amenities and services including transportation choices, housing diversity, employment opportunities, open and green spaces as well as educational, social, cultural and recreational facilities.

As a custodian of public funds, it is important that the choices Council makes are based on a range of factors including local community priorities, needs and wants that aim to improve the liveability of the municipality. To assist Council to do this, in 2016, Council adopted the Wyndham 2040 Community Vision (Wyndham 2040) which describes the community's aspiration for the future of the municipality. Wyndham 2040 is now a legislative requirement under the Local Government Act 2020, as is the need to undertake a review of it every four years.

Wyndham 2040 is made up of four themes. The vision for the Places and Spaces is as follows:

“Wyndham’s transport system will be efficient. People will be able to move around Wyndham easily. There will be more ways to connect to greater Melbourne. Our natural environment will be respected, preserved and protected. Our city will offer a diverse range of housing types and built environments that contribute to the quality of life of residents at all ages. Our parks and open spaces will connect people with the outdoors and each other. They will be activated and inviting destinations for residents and visitors”

The [Public Health and Wellbeing Act 2008](#) mandates that each Council must develop a Municipal Public Health and Wellbeing Plan (MPHWP). Wyndham City’s MPHWP was integrated into the City

Plan 2017-21 with health, wellbeing and safety goals overarching Council's strategies across the four themes of the City Plan.

Council works towards the Vision through its Council Plan (previously the City Plan) and ensures resources are available each year in our Annual Plan and Budget.

The City Plan 2017-21 consisted of the following strategic objective, health, wellbeing and safety goal and strategies as follows:

Strategic Objective

Council will work with our partners to build a city that is easy to move around, offers a diverse range of housing, protects our natural environment, and promotes active and passive recreation. We will strive to improve neighbourhood ambience, civic services and our standing as an attractive, relaxing, responsive and infrastructure-progressive coastal municipality.

Health, Wellbeing and Safety Goal

People in Wyndham enjoy healthy and attractive environments that promote happy and active lives.

Strategies

- Council will seek to enhance the health and wellbeing of residents and visitors who experience the negative effects of commuter-stress by advocating for higher levels of accessible, affordable, low emission public transport; increase car parking and opportunities for active transport in and around public transport hubs including train stations; and ensure new developments include infrastructure that will address our City's growth needs. Partners identified to assist working toward this strategy include; [Department of Economic Development, Jobs, Transport and Resources](#), [Public Transport Victoria](#), [Vic Roads](#), [Sustainability Victoria](#), [Bus Association of Victoria](#), [Transport for Victoria](#), [Royal Automobile Club of Victoria \(RACV\)](#), [Cycling Victoria](#) and [Bicycle Network Victoria](#), [Victorian Transport Association](#), [Public Transport Users Association](#), [Metropolitan Transport Forum](#), [Victorian Planning Authority](#) and Private Developers.
- Council will build civic pride and social connection amongst residents and businesses through measured activation and regulations to create more appealing streetscapes, including improvements to signage, building fronts, and the natural environment, in order to improve and add to the special physical character of Wyndham. Partners identified to assist working toward this strategy include; [Wyndham Business and Tourism Association](#), Werribee City Centre Landowners Group, [Vic Roads](#), [Melbourne Water](#), [Powercor](#) and [Parks Victoria](#).
- Council will be a leader in environmental sustainability and adapt to climate change by increasing the energy efficiency of Council, encouraging energy efficient development, fostering biodiversity, and supporting local agriculture by working with the state government to ensure water security throughout our area. Partners identified to assist working toward this strategy include; [Department of Environment, Land, Water and Planning](#), [Environmental Protection Authority](#), [Sustainability Victoria](#), [Southern Rural Water](#), [Parks Victoria](#).
- Council will balance social sustainability with urban development by identifying and encouraging vital community infrastructure and services prior to land development; seeking opportunities to include health impact assessments for new developments; and continuing to create open and active outdoor /public spaces in both new and existing communities. Partners identified to assist working toward this strategy include; [Victorian Planning Authority](#), [Department of Environment, Land, Water and Planning](#), [Urban Development Institute of Australia – Victoria](#).

Council Services

Council is responsible for delivering a range of services, programs, activities and facilities that contribute to the Places and Spaces theme as presented in the following table:

Service	2020/21 Budget \$'000
Asset Management Supports the management of Council infrastructure and asset management policies, strategies, plans and systems.	3,421
Building Services Keeps the community safe by delivering a building control and permit service that is compliant with current Australian legislation, regulations, standards and codes.	3,067
Community Cultural Facilities Management Coordinates the management of facilities for casual and regular hire by organisations and community members.	7,096
Conservation & Arboriculture Provides ecological conservation of important environmental areas and supports their protection through the management of trees and parklands.	2,439
Facilities Management Provides management of assets to ensure the effective provision of facilities for community and Council use.	8,522
Kerbside Waste Collection Service Provide a safe and reliable kerbside waste, recycling, green/organics, and hard waste collection service throughout Wyndham.	31,530
Long Term Planning & Design Provides specialised planning services in order to maximise the land use, design and development potential of the municipality and increase quality of life.	3,563
Natural Environment & Urban Forestry Supporting a more climate resilient community by ensuring access to natural open space and increased shade and green spaces.	1,210
Open Space Creation Provides safe, functional, affordable and aesthetically appealing landscapes and park assets to meet the Wyndham community's needs.	1,995
Open Space Management Provides management to ensure presentation levels and safe conditions are met in Wyndham's open spaces.	23,786
Road & Amenity Maintenance	15,713

Service	2020/21 Budget \$'000
Manages and maintains Council assets including roads, drains, signage, footpaths and the collection of litter in public places.	
Road Design & Construction Provides serviceable and safe infrastructure through the design, project management and construction of roads (including local arterial roads), bridges, roadside footpaths and culverts, drainage and car parks.	6,643
Spatial Systems Collects, maintains, and distributes geospatial information and mapping products necessary to support council decision making and improve municipality outcomes.	642
Strategic Property Portfolio Management Manages Council's property portfolio across the asset lifecycle while ensuring data integrity is maintained and land is managed efficiently and effectively.	1,339
Strategic Waste and Sustainability Planning Leads local projects and initiatives that enhance sustainability, improve energy efficiency, minimise waste and contribute to corporate social responsibility.	707
Subdivisions Responsible for Council's statutory responsibilities under the Subdivision Act 1988 including the facilitation of timely assessments and approval of key stages.	2,798
Town Planning Responsible for Council's statutory responsibilities under the Planning and Environment Act 1987, Subdivision Act 1988 and the administration of the Wyndham Planning Scheme.	5,388
Traffic Management Monitors the performance of Wyndham's road network and delivers traffic management, bicycle and footpath civil works.	1,607
Transport Planning Develops and implements transport related policies, strategies and plans, which aim to improve transport options for the Wyndham community.	660
Water & Coastal Governance Leading the municipality to enhance Wyndham's water quality, coastlines and ecosystem sustainability.	3,015

The Wyndham Community

The following section provides relevant background information about the residents who make up the Wyndham municipality, as specific to this theme.

Getting Around

Journey to work

While 34 per cent of residents work locally, the majority (62%) of Wyndham residents travel to work outside the municipality.

Table 1. Employment location of resident workers, Wyndham ABS 2016

City of Wyndham	2016	
Location	Number	%
Live and work in the area	33,781	34.4
Live in the area, but work outside	60,966	62.0
No fixed place of work	3,595	3.7
Total employed residents in the area	98,342	100.0

Source: [id Community Profile](#)

The majority of residents who travel outside the municipality for work go to the City. This is followed by a large number of residents working in neighbouring municipalities.

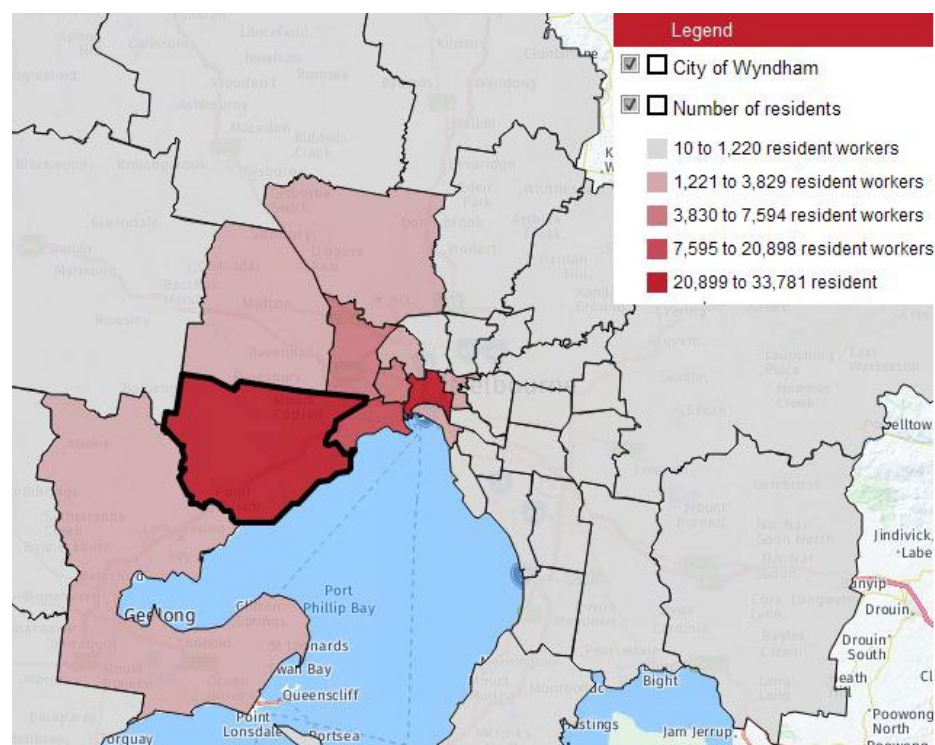


Figure 1. Employment locations of Wyndham resident, 2016

Source: [id Community Profile](#)

Table 2. Top 10 Employment location of Wyndham resident workers by LGA, ABS 2016

City of Wyndham	2016	
LGA	Number	%
Wyndham (C)	33,781	34.4
Melbourne (C)	20,899	21.3
Hobsons Bay (C)	7,595	7.7
Brimbank (C)	7,074	7.2
Maribyrnong (C)	3,830	3.9
No Fixed Address (Vic.)	3,551	3.6
Port Phillip (C)	3,514	3.6
Hume (C)	2,537	2.6
Yarra (C)	2,126	2.2
Greater Geelong (C)	2,073	2.1

Source: [id Community Profile](#)

Understanding where residents go to work assists in planning and advocacy for roads and public transport provision. It also helps to clarify the economic and employment drivers across areas and assists in understanding the degree of employment self-containment within the City of Wyndham.

How do residents travel to work?

The primary mode of transport to and from work for most residents is by car (69.2%) with very few being passengers (5.5%) (ABS, 2016). Public transport is the second most common modality, however congestion on train and access to parking at station remain as a factor for people not using this form of transport more.

Table 3. Top 10 mode of transport to work for Wyndham residents, ABS 2016

Method of Travel to Work	Wyndham	
	Number	Per cent
Car, as driver	62,651	69.2%
Train	7,856	8.7%
Car, as passenger	4,944	5.5%
Worked at home	3,508	3.9%
Train, car as driver	2,045	2.3%
Train, bus	1,604	1.8%
Walked only	945	1.0%
Not stated	936	1.0%
Bus	570	0.6%
Truck	564	0.6%
Total people commuting to work	90,571	100.0%

How long does it take for residents to get to work?

Over a third of residents spent 30 minutes to one hour (36.3%) to commute to and from work or study, while 28.7% spent one hour to less than 90 minutes (28.7%) per day commuting to and from work or study (Metropolis Research, 2019). A large proportion of people, nearly one in five, spent more than 90 minutes per day in transit (Metropolis Research, 2019).

Average commuting time
Wyndham City Council - 2019 Annual Community Survey
(Number and percent of respondents commuting to work or study)

Response	2019		2018
	Number	Percent	(all)
Less than 30 minutes	167	16.9%	15.0%
30 minutes to less than one hour	359	36.3%	37.6%
One hour to less than 90 minutes	284	28.7%	27.0%
90 minutes or more	178	18.0%	20.4%
Can't say	103		
Total	1,091	100%	1,074

() previously asked only of car commuters*

Figure 2. Average commuting time for Wyndham residents, 2019

Public transport congestion

Metropolitan Train Load Standard Surveys are conducted annually to measure how many passengers travel on trains against how many passengers the train could potentially carry. In 2014 and 2015, 40% of morning peak hour services on the Werribee line were carrying more passengers than recommended and almost half of all peak hour passengers were riding these trains. After the opening of the Regional Rail Link stations at Tarneit and Wyndham Vale in 2015, congestion on the Werribee line eased.

The following table provides some data on the capacities of the morning and afternoon peak services for the Werribee metro line. Overall, the since the opening of the Regional Rail Link, train capacities have decreased by trains are still reaching capacity on 2 of the morning services and two of the afternoon services.

Table 4. Peak morning and afternoon train service on Werribee Metro line, PTV 2019

	May-14	May-15	May-16	May-17	May-18	May-19
Number of AM Peak services above benchmark	8	8	6	1	3	3
% of AM Peak services above benchmark	40.0%	40.0%	28.6%	4.8%	13.0%	13.0%
% of AM Peak passengers on services above benchmark	48.7%	48.9%	37.5%	6.6%	17.6%	16.5%
Number of PM Peak services above benchmark	7	9	4	2	1	2
% of PM Peak services above benchmark	33.3%	42.9%	18.2%	9.1%	3.7%	6.7%
% of PM Peak passengers on services above benchmark	46.8%	56.8%	24.9%	12.4%	5.7%	10.4%

The train capacity data for the VLine complements the Metro data above for demand in train services within Wyndham. In short, morning peak train capacity is at 100% capacity or above by the time the train reaches Tarneit (VLine, 2020).

Table 5. Load capacity of Geelong line trains arriving in Melbourne, Southern Cross before 9am

Departs	From	Arrives	Typical seats used at the busiest point	Busiest point
4:31	Waurin Ponds	5:49	100%	Tarneit
5:12	Marshall	6:30	100%	Tarneit
5:22	Waurin Ponds	6:41	100%	Deer Dark
5:45	Marshall	7:08	100%	Tarneit
6:13	South Geelong	7:21	100%	Tarneit
6:27	Waurin Ponds	7:40	96%	Lara
6:29	South Geelong	7:34	97%	Tarneit
6:44	Marshall	7:53	100%	Wyndham Vale
6:48	Waurin Ponds	8:03	100%	Tarneit
7:09	Waurin Ponds	8:22	98%	Lara
7:11	Wyndham Vale	7:50	100%	Tarneit - Ardeer
7:12	South Geelong	8:19	100%	Wyndham Vale - Tarneit
7:33	Wyndham Vale	8:14	100%	Tarneit - Ardeer
7:35	Waurin Ponds	8:48	100%	Wyndham Vale
7:36	Geelong	8:44	100%	Tarneit
7:55	Wyndham Vale	8:34	100%	Tarneit - Ardeer

The Wyndham Municipality

What is our municipality like – what land uses do we have?

Covering an area of 542km², the City of Wyndham is located on the western coastal volcanic plain of Port Phillip between Melbourne and Geelong. It is adjacent to the municipalities of Greater Geelong, Moorabool, Melton, Brimbank and Hobsons Bay.

Wyndham is one of metropolitan Melbourne's designated growth corridors. The City comprises the suburbs of Werribee, Hoppers Crossing, Point Cook, Laverton, Laverton North, Williams Landing, Truganina, Tarneit and Wyndham Vale, all of which are within the Urban Growth Boundary. Werribee South, Cocoroc, Little River, Mambourin, Quandong, Eynesbury and Mount Cottrell are outside the growth area.

Wyndham has strong industrial and technology districts, major retail precincts, key activity centres, established agricultural lands and important tourist attractions. Werribee South is one of the most significant market garden regions in the State, while Laverton North is a key major industrial area.

Wyndham has a number of significant rivers and waterway corridors, such as Werribee River, Skeleton Creek, the Port Phillip Bay coastline and the habitats and wetlands of Point Cook and the Western Treatment complex.

The key land uses in Wyndham are residential, commercial, industrial and green wedges. Majority of industrial land uses are located in the eastern side of the municipality and green wedges are located in the western and southern parts.

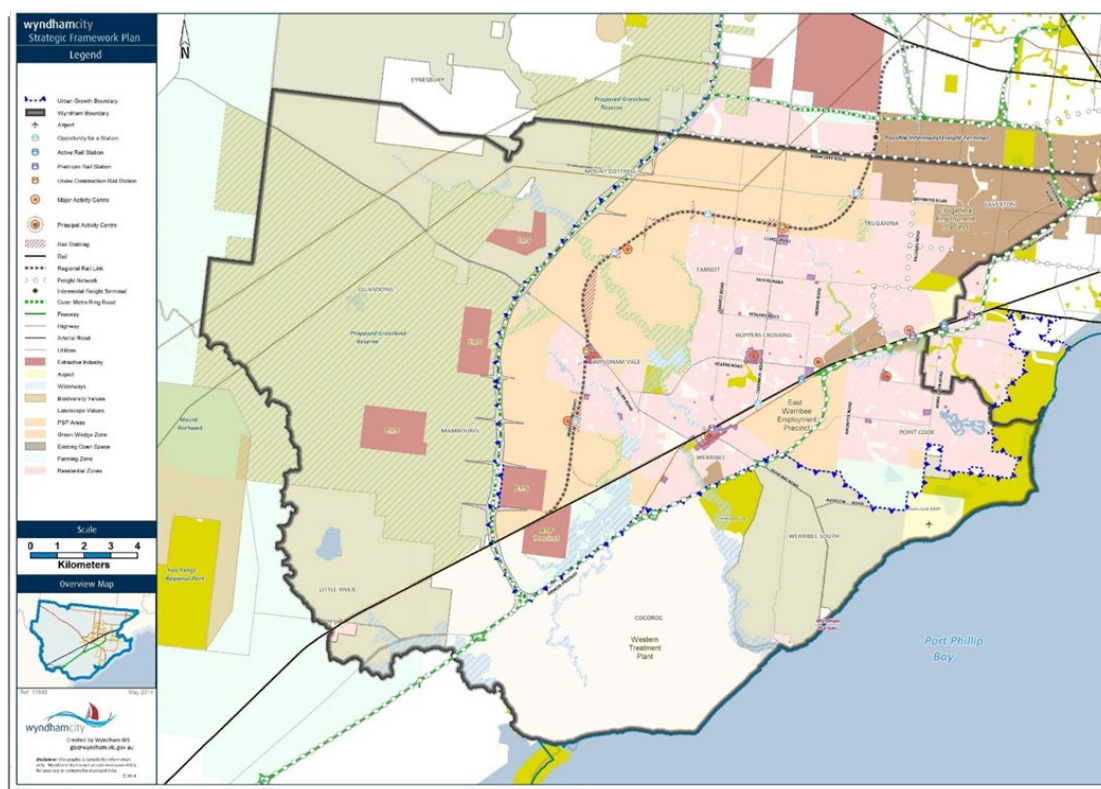


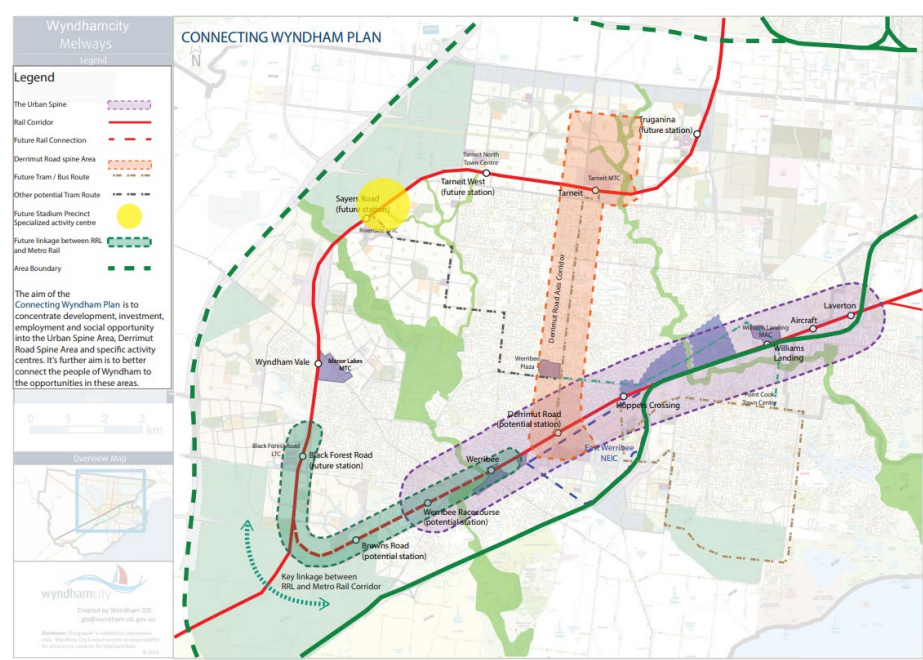
Figure 3. Wyndham Municipality

The Wyndham Plan

Four Pillars of the Wyndham Urban Framework Plan (WUFP)

- Connectivity: improving people's ability to get where they want to go;
- Concentration: bringing more things closer together and to where people live;
- Capacity: growing the city and its people to their full potential; and
- Choice: increasing the range of opportunities to live, learn and thrive.

The WUFP Emerging Options Paper identified six emerging spatial planning options which could guide the future planning of Wyndham. The emerging preferred spatial planning option is the 'Connecting Wyndham Plan', which is essentially a hybrid of some of the other options considered and has a primary focus on making Wyndham more connected.



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It is concerned with connecting the Regional Rail Link and Metro rail corridors utilising both Derrimut Road and the Spur Line link. It also has the benefit of promoting concentration to support the connectivity proposed. Concentration is a critical issue for Wyndham and a lack of concentration has been critical in delivering the urban form that we have in Wyndham today. The Connecting Wyndham Plan seeks to provide a preferred concentration of activity centres across Wyndham for an initial phase of concentrated planning and development activity.

The feedback received from the community in relation to the WUFP emerging options paper has been analysed and will inform The Wyndham Plan. Council is now preparing The Wyndham Plan, which expands and builds upon the work already completed through the WUFP and considers the entire municipality. The Wyndham Plan provides an opportunity to set a new agenda for design and development in Wyndham that is aligned with the views of Wyndham residents as expressed through the Wyndham 2040 Community Vision and endorsed as part of the recent consultation processes for the Wyndham Urban Framework Plan and Wyndham Urban Design Assessment. It will provide a clear direction for Council and the community in relation to planning, design and built form.

Open Space

Open space plays an important role in our community, providing places for exercise, quiet reflection, community gatherings, children's play and sports. As shown in the graph below, in 2019, Wyndham had 9.9 hectares of public open space per 1,000 population.

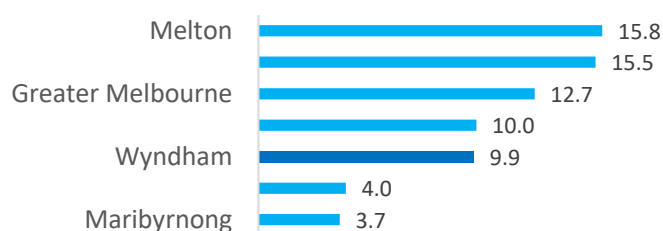


Figure 5. Public Open Space - Hectares per 1,000 Population, 2019
Source: [Victorian Planning Authority Open Data](#), 2019

The residents of Wyndham place high importance in the provision and maintenance of public open spaces. Over the last seven years residents have scored the importance of parks nine out of ten and the maintenance thereof around seven out of ten (Metropolis Research, 2019).

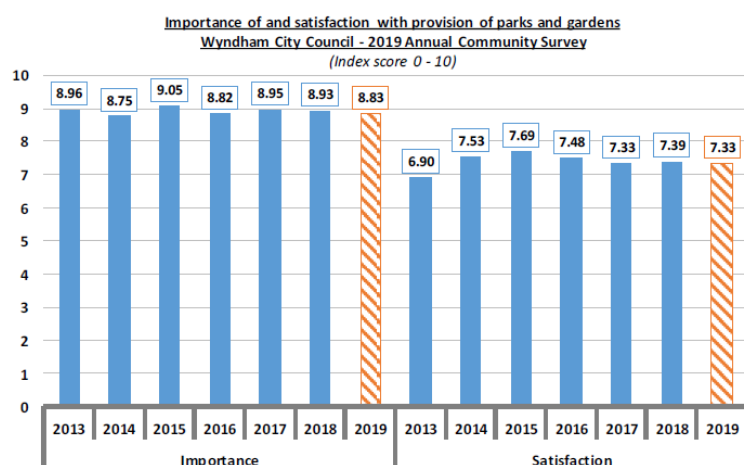


Figure 6. Resident satisfaction with the provisions and maintenance of parks and gardens within Wyndham, 2019

Transport

The data in the following sections represents the transport situation prior to COVID-19. There are many unknowns and questions about how COVID-19 will impact the future of our local transport systems and travel behaviours.

The unprecedented impact of COVID-19 has seen a dramatic change in commuter behaviour and decrease in utilisation of public transport in many cities across the world, this could lead to an increase in private vehicle use for travel once the lockdowns are lifted. Locally, it has also led to an increase in walking and cycling for recreation.

Proactive planning and decision-making are needed to capture the benefits and mitigate the disbenefits we have seen, and to continue planning for the future city we desire.

The Australian Transport Affordability Index (August 2019) found that Melbourne remained Australia's second most expensive city for transport. Total costs and costs as a percentage of average income rose in the June quarter. The typical household spends \$20,787 a year on transport—an increase of \$12.41 a week (or \$645 a year) from the previous quarter. Transport costs as a percentage of average income increased from 15 per cent to 15.5 per cent over the quarter. Melbourne is the third least affordable city under the income metric.

Roads

Wyndham City is a car dependent city 59% of households having access to two or more vehicles, compared to 51% in Greater Melbourne. Car ownership in Wyndham is growing, with ABS data indicating the largest growth occurring in households with 2 vehicles and 3 or more vehicles.

2019 traffic surveys indicate Wyndham's road network is at/approaching full capacity. Despite the reduction of traffic volumes in 2020 due to COVID-19, traffic volumes are expected to return to the highs of previous years once COVID-19 restrictions relax. While the completion of the Western Roads Upgrade works is expected to ease some of the current capacity issues across the road network, it is not sustainable and healthy to rely on road infrastructure to facilitate future growth. More need to be done to provide alternative to private motor vehicle and encourage residents to embrace more healthy transportation options.

Western Roads Upgrade (WRU) Project

The Western Roads Upgrade (WRU) project was announced by the State Government in November 2016. It involves the appointment of a Consortium; 'Netflow' to deliver a series of road duplications, two full diamond freeway interchange upgrades and a 20-year maintenance program covering a vast range of arterial roads throughout the western suburbs (**Figure 7**). Four other municipalities; Hobsons Bay, Brimbank, Maribyrnong, and Melton are included in the maintenance program, however Wyndham is the only municipality in which road duplications are to occur.



Figure 7: Western Roads Upgrade (WRU) project works

The WRU package of road duplications covered the following roads:

- Dunnings Road & Palmers Road duplication from Point Cook Road to Princes Freeway
- Palmers Road duplication from Princes Freeway to Western Freeway
- Derrimut Road duplication from Sayers Road to Dohertys Road
- Dohertys Road duplication from Fitzgerald Road to Grieve Parade
- Dohertys Road duplication from Foundation Road to Palmers Road
- Leakes Road duplication from Derrimut Road to Fitzgerald Road
- Old Geelong Road/Princes Freeway overpass duplication
- Duncans Road/Princes Freeway overpass duplication and Geelong side ramps

The road duplication works are nearing completion.

Active Transport

The *Wyndham Active Transport Strategy 2020* aims to turn walking and cycling into a genuine transport mode of choice for residents going about their daily business. A key component of the strategy is connecting the missing links in our walking and cycling paths that currently make journeys on foot, bike, scooter, wheelchair and the like harder than they need to be.

Without addressing these missing connections, the City will remain with few viable transport alternatives to the private motor vehicle. This will continue to have a negative impact on the health of the community and on household budgets as it creates an unnecessary obstacle for residents that want to embrace active transportation. It is also noted that it is estimated each additional car costs households in the vicinity of \$10,000 per year.

Walkability

The attached maps show a measure of walkability potential in each small area (SA1) where red areas have the lowest connectivity scores, and green areas the highest. You will note:

- Most of the developing areas or recently developed areas (Point Cook, northern Trug and Tarneit in particular) light up in green, suggesting good walkability within neighbourhoods. Particularly the northern part of Point Cook is highly walkable.
- On the other hand, in the established areas it's mostly red or orange, i.e. low walkability.

From a planning perspective the maps clearly show that a Point Cook model is highly conducive to walkability. That does not necessarily mean people actually walk, just that they have the option to.

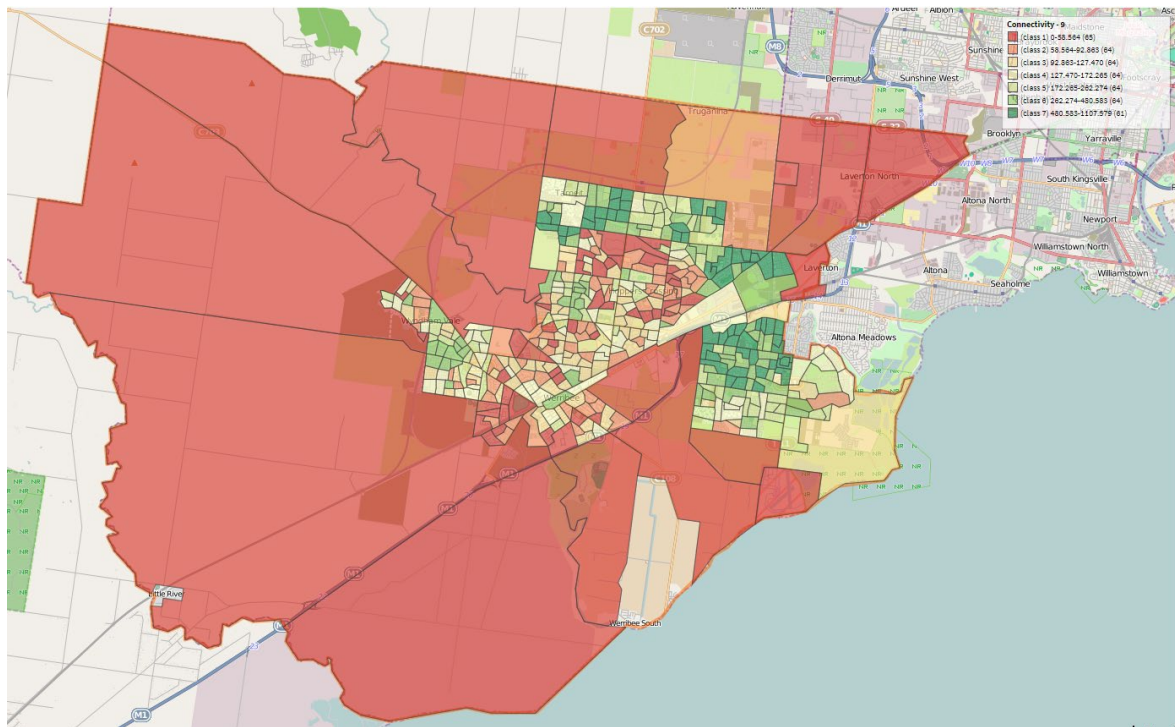


Figure 8. Walkability potential across Wyndham by SA1, 2016

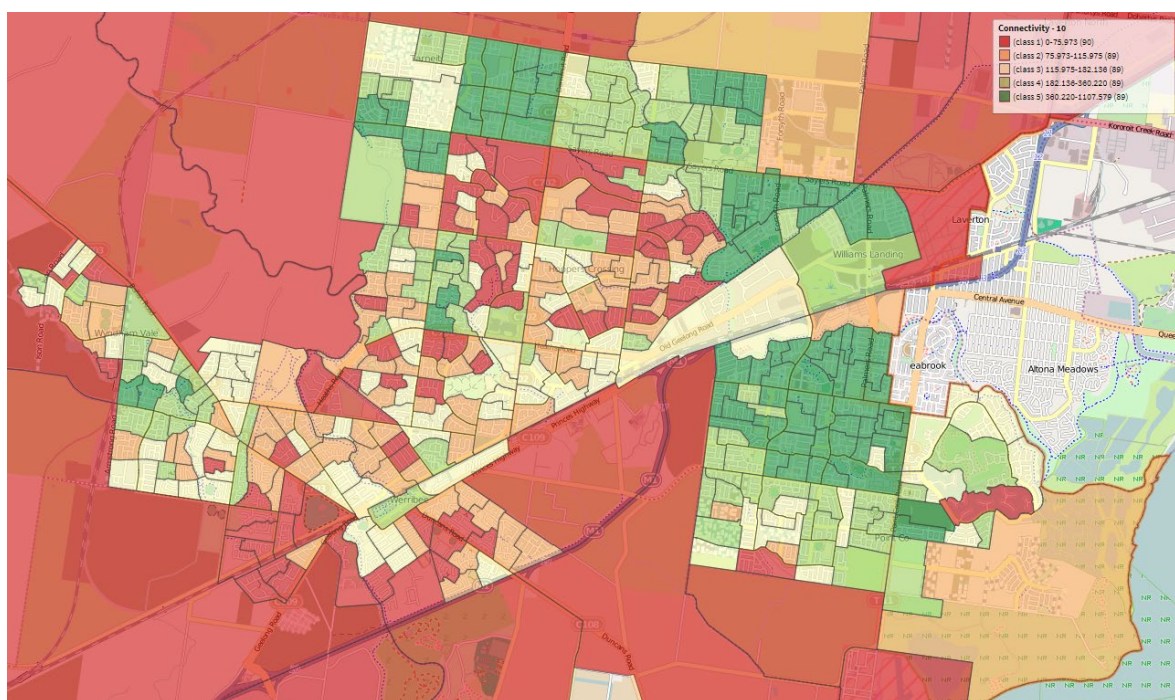


Figure 9. Walkability potential across urbanised Wyndham by SA1, 2016

Walkability - Schools

Figure 10 and Figure 11 display the walkability of primary and secondary schools in Wyndham, for existing schools and schools currently in development. For each primary school (i.e. P-6, P-9 or K/P-12) Figure 3 shows the surrounding walkable area within 800 metres, or around 10 minutes. Figure 4 shows the walkability of existing 7-12, 10-12 and K/P-12 schools, i.e. only those schools where children can complete their secondary education, within 2,000 metres – approximately a 20-25 minute walk.

Figure 10 shows coverage gaps for primary schools in the following areas:

- In between the railway line and Ballan Road in Wyndham Vale.
- Central Truganina, under Sayers Road.
- West Tarneit
- Around the Shaws Road and Tarneit Road intersection in Werribee.
- The north west corner of Point Cook, as well as Sanctuary Lakes.
- Williams Landing.

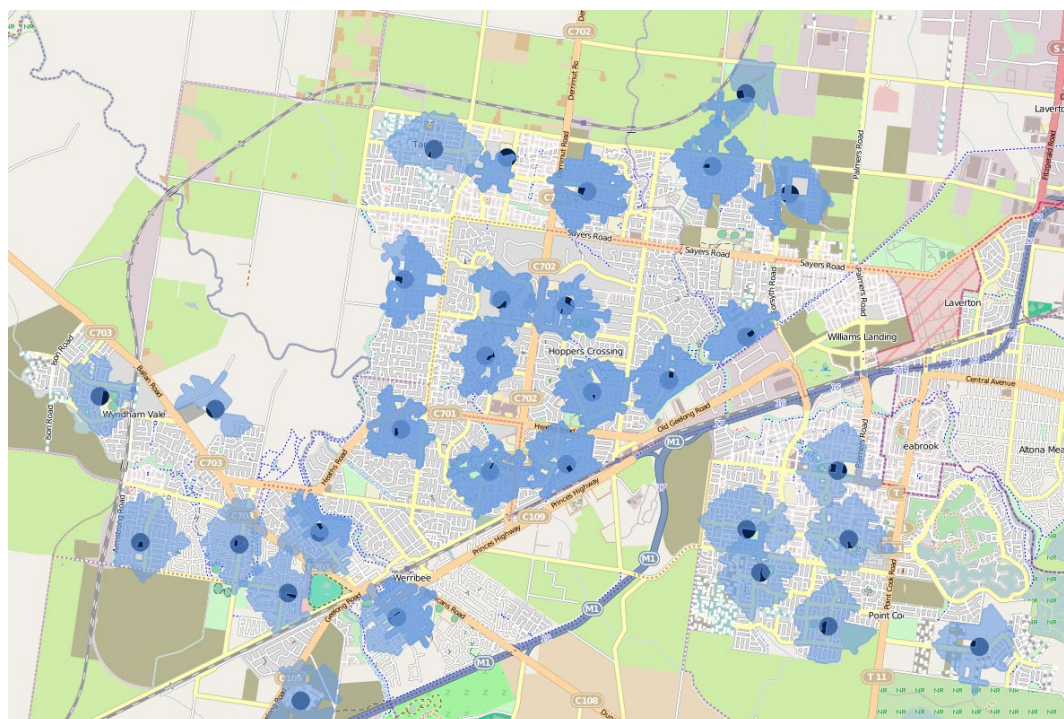


Figure 10. Walkability of existing primary schools (P-6, P-9 and K/P-12), 800m (10 minutes)

The coverage gaps for secondary schools as shown in Figure 11 indicate that:

- There is a coverage gap in south Point Cook and Sanctuary Lakes.
- There is a large coverage gap south of Ballan Road in the developing Wyndham Vale and Werribee areas.
- All of Truganina and Williams Landing have no access to a secondary school within 20-25 minutes.

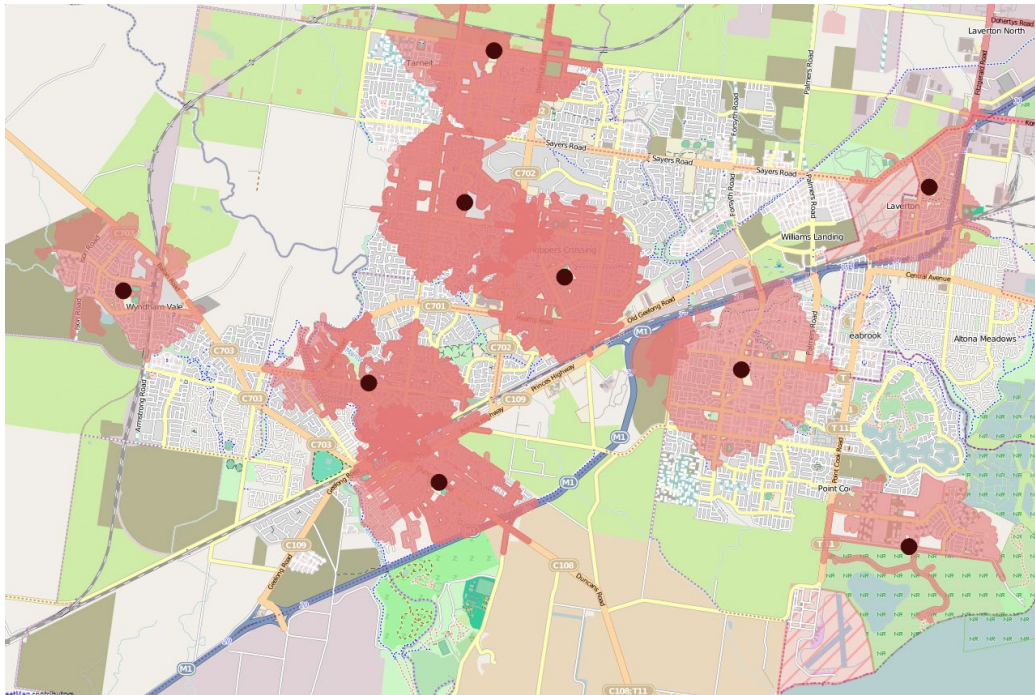


Figure 11. Walkability of existing secondary schools (7-12, 10-12 and K/P-12), 2,000m (25 minutes)

Travel behaviour

Data from the 2018 Victorian Integrated Survey of Travel and Activity (VISTA) provides vital insights into the travel behaviour of Wyndham residents. The survey showed us that on a weekday:

- Approximately 78,000 walking trips and 7,000 cycle trips originated within the LGA.
- The survey showed the weighted average of walking trips was for 1.1km with a time of 12.5 minutes.
- The survey showed the weighted average of bicycle trips was for 3.2km with a time of 18.6 minutes.

The survey also showed that approximately 7,000 cycle trips, averaging 3.2km originated within the LGA on weekdays. The Wyndham Sport Strategy identified that 30.79% of people choose to walk for recreation. Cycling also has a high community demand, with 8.13% of the community cycling for recreation. This highlights that there is interest in Wyndham by our residents to use active transport. With continued improvement we have an opportunity to create an environment where walking and cycling is the preferred choice.

Station	Capacity	Registered card holders	Avg usage per day February	Total usage February	Usage ratio to capacity	Change on February 2019
Tarneit	50	650	53.35	1067	106.70%	35.06%
Williams Landing	47	583	51.60	1032	109.79%	6.17%
Wyndham Vale	31	417	46.95	939	151.45%	44.91%
Hoppers Crossing	48	577	41.35	827	86.15%	43.83%

Legend	
	Metro cages
	Regional cages
	Cages over capacity
	Cages near capacity
	Cages temporarily closed

Figure 12. Parkiteer Cages – Monthly report for February 2020 – Pre COVID (Bicycle Network)

Public Transport

Metropolitan Trains

After the opening of the Regional Rail Link stations at Tarneit and Wyndham Vale in 2015, congestion on the Werribee line eased. In the following years, passenger numbers increased at Williams Landing Station but numbers at Hoppers Crossing and Werribee Stations have remained stable. Williams Landing is the busiest railway station in Wyndham with the daily number of weekday commuters growing by around 40% between 2015 and 2019.

Regional Rail Link

Within two years of the Regional Rail Link stations at Tarneit and Wyndham Vale opening in 2015, the new line was operating at capacity.

This line has now outpaced the level of growth on every other regional rail lines. Patronage on the Geelong line has grown significantly since the opening of the Regional Rail Line in 2015, accounting for 75% of the total increase in V/Line trips in 2018/19. This growth is reflective of the growth occurring in Wyndham, with the number of commuters using new train stations at Wyndham Vale and Tarneit growing by 20% and 17% respectively over the financial year.

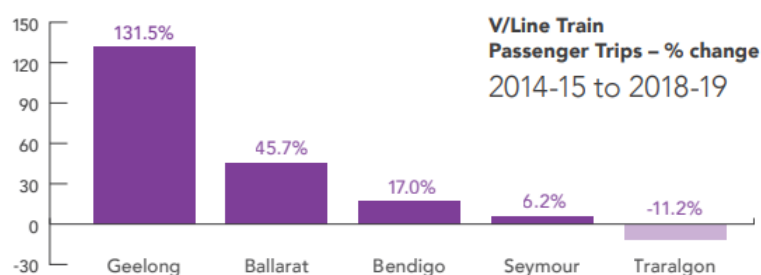


Figure 13. V/Line patronage change from 2014-15 to 2018-19

Source: [V/Line Annual Report 2018-2019](#)

Buses

Bus services were significantly improved with the opening of the Regional Rail Link in 2015; however, in 2020, many routes still operate on a 40 to 60-minute frequency. An ideal public transport service involves a 'turn up and go' service with 10 to 15-minute service throughout the day and into the evening, every day of the week. Providing land uses that facilitate higher public transport demand can make it more economically viable to provide a service level that is competitive against driving.

Enhancing passenger amenities to make public transport a more desirable form of transport, e.g. bus shelters, electronic passenger information, bins, and bicycle parking.

A significant number of public transport trips involve transfer between train and bus. Providing frequent bus services well-coordinated with train services can help reduce parking demand at train stations and reducing crime or fear of crime while using the public transport system. Many residents have expressed that personal safety is an important factor in their decision to take public transport.

Bus routes within Wyndham averaged 21,000 daily boardings on weekdays in the first three months of 2019. This is up from around 14,000 daily boardings in 2015.

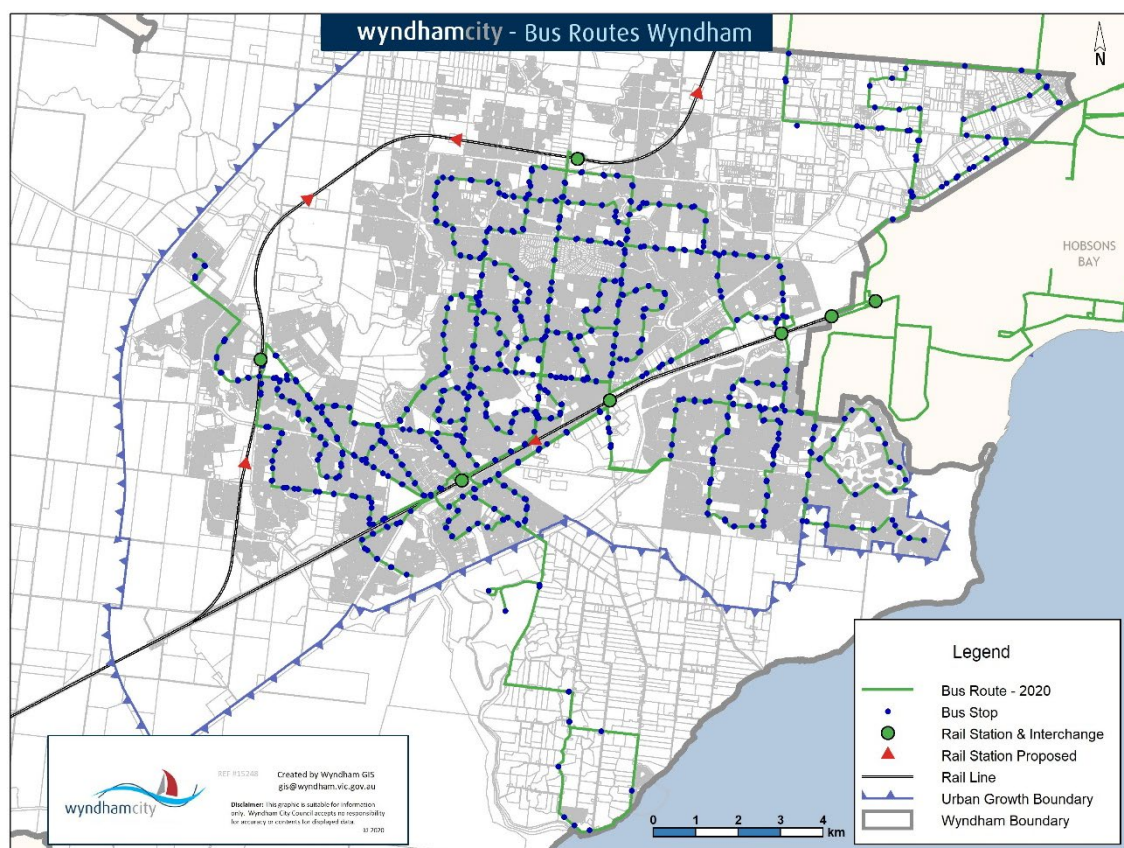


Figure 14. Map of current bus network in Wyndham City

Wyndham's environment

Historically the Wyndham landscape was characterized by plains grasslands, coastal salt marshes, plains grassy woodlands and floodplain riparian woodland, all of which are now classified as vulnerable, endangered or depleted. The native grasslands, a once common ecosystem, are highly significant, being critically endangered at a National level and endangered at a State level. Many of the plants and animals found in Wyndham are threatened; including 22 nationally listed species and 119 state listed species

Wyndham is home to several significant and unique natural features, including the Western Treatment Plant Wetlands, one of Australia's most important wetlands for waterbirds listed under the international Ramsar Convention. The future Western Grassland Reserve dominates our western rural area -protecting endangered grasslands of national significance. Others include the Werribee River, Little River and Skeleton Creek, the Truganina Cemetery remnant grassland and the Point Cook Coastal Park.

Wyndham City manages 54 conservation reserves, 15 roadside reserves and 184km of weeds along Wyndham's rural roadsides that contain a range of threatened species. Recent years have seen the reintroduction of ecological burning – a traditional indigenous method of land management, to help promote the growth of our native plant species.

Wyndham City's biodiversity is under threat from past and ongoing clearing of native vegetation for urban development and agriculture, further fragmenting an already highly modified landscape. Our native flora and fauna have limited ability to expand their populations which impacts the health and viability of remaining tracts of natural areas. This is further compounded by the spread of weeds, pests and introduced predators.

Tree canopy

Council is committed to enhancing the environment and liveability for residents. As part of this commitment 7,500 trees will be planted across the municipality in the 2020 Street Tree Planting Program. This program is being delivered as part of the City Forest and Habitat Strategy 2017-2040 and will contribute to the Strategy's target of achieving 12.5 per cent canopy cover by 2022.

Wyndham experienced a 1.2% increase to its tree canopy cover since 2007, taking its total tree canopy cover to 3.6% in 2017.

All areas across Wyndham's urban areas experienced significant growth in tree canopy cover between 2007 to 2017. Public Urban Areas (areas where housing and commercial development has taken place or is currently taking place) had the highest canopy cover growth of all spatial areas estimated between 2007 and 2017 (+2.2%). Wyndham's natural and rural areas are largely grassland ecosystems which naturally have few trees.

Table 6. Comparative tree canopy result for 2007 and 2017, Wyndham

Spatial Area	2007 %	2017 %	Change %
Wyndham	2.4	3.6	1.2
Urban Area	3.1	4.7	1.6
Private Urban Area	2.4	3.4	1.1
Public Urban Area	5.6	7.9	2.2

Source: [Wyndham Canopy & Landscape Analysis, 2007 to 2017](#)

Social Determinants of Health

Our health and wellbeing are determined by much more than genes and lifestyle decisions. It is also determined by the circumstances in which we are born, grow, live, work and age - the social determinants of health, and these circumstances are shaped by the distribution of money, power and resources (World Health Organisation, 2016).

Wellbeing is also influenced by the environment in which we live. Environments, therefore, need to be supportive, equitable and inclusive to ensure access to:

- Early childhood services
- Education
- Transport
- Employment
- Adequate housing
- Access to services
- Environmental sustainability
- Natural areas
- Social inclusion and community connections
- Gender equity
- Community Safety and
- Food Security

When populations do not have equal access to these elements, we see health inequities. Through the Municipal Public Health and Wellbeing Plan, the Council has a major role to play in protecting, improving and promoting the health of its residents to ensure everyone is provided with an environment which allows them to equally achieve the best personal health and wellbeing possible.

The relevant social determinants within the Places and Spaces theme are discussed below.

Environmental Sustainability

Climate Change

In December 2019, Council acknowledged that climate change poses a risk to the people of Wyndham and resolved to strengthen existing work in its response to global warming and climate change.

Council's adopted greenhouse gas reduction targets are science-based and align with the global emissions reductions required to meet the United Nations Framework Convention on Climate Change's (UNFCCC) Paris Agreement 2 - *to keep global temperature rise this century well below 2 degrees Celsius (°C) above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C.*

Greenhouse Gas Emissions

Council's operational greenhouse gas emissions continue to reduce thanks to renewable energy and energy efficiency projects including street lighting upgrades. Emissions are reducing, even as Wyndham continues to grow.

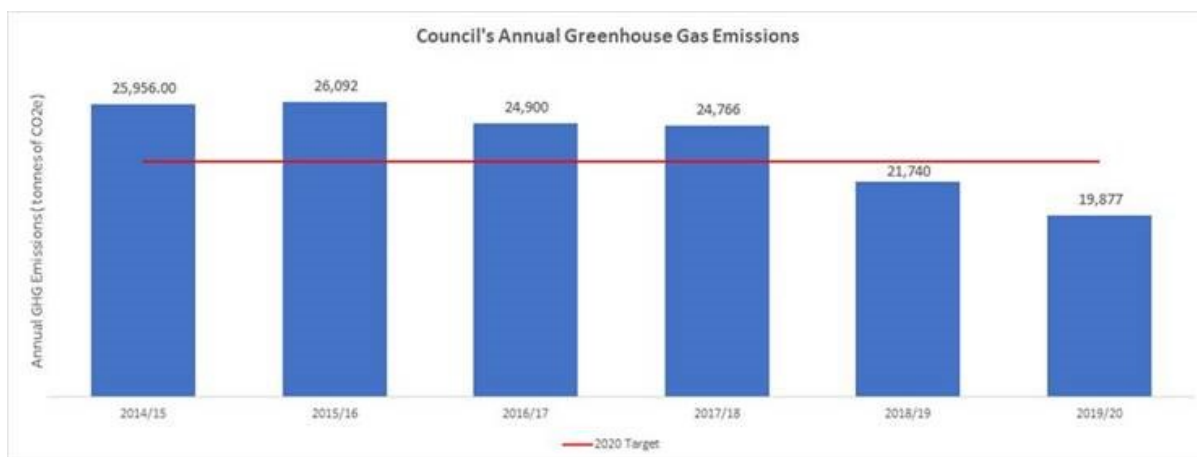


Figure 15. Council's annual greenhouse gas emissions

Note: These figures exclude the RDF. An additional reduction in CO2 emissions was seen in 2019/2020 due to COVID-19.

Sustainable Buildings

It is important that new buildings in Wyndham are efficient to run and comfortable to live and work in. The Wyndham Planning Scheme now includes an Environmentally Sustainable Development (ESD) policy to ensure sustainability is considered in the early stages of development throughout Wyndham.

Renewable Energy

Wyndham is harnessing the power of the sun. Since 2015, Council has installed solar on over 50 buildings including community centres, sporting pavilions and childcare centres as part of the Wyndham Solar City Project. The total capacity of solar installed is 2.3MW and counting. This is equivalent to putting solar on around 800 homes and will save over \$10 million in energy costs during the lifetime of the panels.

Wyndham businesses and residents are embracing renewable energy. Over 40,000kW of solar has been installed since 2014/15 and postcode 3029 is ranked 7th in Australia for its uptake of solar energy.

Green Living Series

The Wyndham community is learning about sustainable living. Each year Council hosts the Green Living Series, giving local community groups a platform to deliver workshops and seminars around important environmental issues.

Waste Avoidance

Wyndham City are continuing to strive towards the ambitious target of 90% waste diversion by 2040 as per the Waste & Litter Strategy 2016-2040. A number of initiatives have been introduced to help achieve this, including fee reductions of green waste bins and green waste disposal, increased hard waste collections to three per financial year in lieu of one waste management token, introduction of a Single Use Plastic Policy in March 2019 to eliminate Council's reliance on single use plastics and development of a rebate scheme for reusable sanitary and nappy products.

Coast and Water

Wyndham City is focused on protecting our natural environment. The Coastal Marine Management Plan and the K Road Cliff Masterplan have been established to guide development and protection

some of our greatest environmental assets. Audits have been completed on our natural drainage assets and gross pollutant traps which have informed two capital works rectification programs. These include projects that ensure water quality in our rivers, creeks and ultimately Port Phillip Bay. In addition, Council has developed various integrated water management strategies to help guide drainage resolutions for Little River, guide stormwater harvesting opportunities and water sensitive urban design (WSUD) options within new and old areas of Wyndham.

Access to Nature

The benefits of having access to natural environments and green spaces is becoming better understood. Research in Australia and internationally shows that spending time in natural areas can provide benefits to the health and wellbeing of children and adults including reduced levels of obesity and cardiovascular illness, improved mental health, improved concentration and an overall improved wellbeing and happiness (ten-Brink, 2016).

Wyndham is home to many unique natural environmental features including rare and endangered flora and fauna, rivers and creeks, wetlands, an expansive coastline and numerous conservation reserves featuring native grassland and remnant vegetation. A recent survey has shown that in the past 12 months, 76% of residents have visited one of Wyndham natural areas at least once, and on average 4 times, although this visitation reduces to 60% as people get older. The most popular area visited was the Werribee River (Metropolis Research, 2020). While this is promising, there is greater scope to increase the knowledge and awareness of Wyndham city's natural spaces and promote a greater use of them.

2016-20 Achievements and Performance

The Council uses a range of measures to determine how well it is performing in its efforts to achieve Wyndham 2040. This includes the Strategic Liveability and Wellbeing Indicators, achievement of the Major Initiatives and Initiatives (significant projects and activities) committed to through its annual plan and budget, completion of its capital works commitments and the Local Government Performance Reporting Framework (LGPRF) indicators of service, sustainability and financial performance.

The following section provides the measures relevant for this theme and how Council has performed against these over the last term of Council 2016-20.

Strategic Liveability and Wellbeing Indicators

Alongside the Wyndham 2040 Community Vision and City Plan, the Council adopted a set of [Strategic Liveability and Wellbeing Indicators](#) to track how the community is fairing and as indicators of progress towards the achievement of Wyndham 2040.

These indicators tell us that between 2016 and 2020, (or the nearest available period):

- Wyndham residents have expressed an increase in the level of importance with the maintenance and repair of sealed local roads (2016: 8.80; 2019: 8.96) (Metropolis Research, 2019)
- In 2016 the percentage of medium density housing was 16.2% which is below the Greater Melbourne average of 20.4% (ABS, 2016). A comparison for this data will be available at the next Census in 2021.
- In 2016/17 the average waste collected from kerbside bins that was diverted to landfill was 37.15% and this has remained at the same rate throughout the last four years, currently for 2019/20 it is at 37.39%.
- In 2019/20, Council's annual greenhouse gas emissions were 19,796 tonnes CO₂ compared to 24,900 tonnes CO₂ in 2016/17. Emissions have reduced even as Wyndham has continued to grow.
- Wyndham experienced a 1.2% increase to its tree canopy cover since 2007, taking its total tree canopy cover to 3.6% in 2017. The methodology used to determine tree canopy changed in 2018 as the context of Wyndham City is that much of the area outside of the urban growth boundary is covered by endangered grassland and is unsuitable for tree planting and never naturally grew many trees. From June 2018 onwards, only the area inside the urban growth boundary is used to estimate urban tree cover and tree canopy therefore as at 2018 was at 9%. The natural and rural areas are not included in the study.
- In 2019, Wyndham had 9.9 hectares of public open space per 1,000 population, this is a decrease of .6 hectares since 2016 (VPA, 2019). This has decreased as our population growth rate has marginally exceeded the rate at which we have created more open space.
- Wyndham residents have maintained the same level of importance with the provision of public open space (2016: 8.82; 2019: 8.83) and have expressed a minor decrease in satisfaction (2016: 7.48; 2019: 7.33) (Metropolis Research, 2019)

- There has been a decrease in the number of people spending more than 90 minutes commuting to work per day from 20% in 2018 to 18% in 2019 (Metropolis Research, 2019)
- Between 2018 and 2019 the use of public transport by Wyndham residents decreased by 2.3% (Metropolis Research, 2019)
- In the 2019 community survey, 7.9% of respondents expressed the belief that public transport is a top issue for council. This has increased from 7.2% in 2018 (Metropolis Research, 2019)
- The VAMPIRE index is the Vulnerability Indices for Mortgage, Petroleum and Inflation Risks and Expenditure. It assesses socio-economic oil price vulnerability in Australian cities based on an analysis of socio-economic indicators from the ABS (AURIN, 2016). There are 81.3 SA1 within Wyndham that have high or very high vulnerability according to the VAMPIRE index in 2016. This is the latest data available.
- Between 2011 and 2016 there were an additional 111 households experiencing housing stress. This was more than one in three households (id, 2017) In 2016, there were 9,508 households (13.5%) experiencing housing. A comparison for this data will be available at the next Census in 2021.
- The number of dangerous heat days (days above 40 °C) in 2019 was 6, which is twice the number as occurred in 2018 (BOM, 2020)
- The amount of rainfall received in 2019 decreased (352.8mm), compared to 2018 where it was 429.8mm (BOM, 2020)

Major Initiatives and Initiatives

Council identifies key strategic and significant pieces of work, programs, activities or investments in its Annual Plan and Budget. Over the past four years, the Council has delivered the following:

- Adoption of the Wyndham Open Space Strategy 2045 to provide a well-connected open space network and improved access for all to adequate open space.
- Development and adoption of the Wyndham Integrated Transport Strategy (2016-2021) to guide its approach to the most pressing concern for residents in Wyndham – transport and traffic.
- Adoption of the updated Road Management Plan (2017) which outlines Council's responsibilities for roads and other roads related infrastructure, how roads are maintained and response times to the repair of hazards such as potholes and uneven footpath surfaces.
- Continued our focus on the environment with the adoption and implementation of strategies and plans including the Environment and Sustainability Strategy 2016 – 2040, Climate Change Adaption Strategy 2016-2020, Greenhouse Action Plan 2018-2021, City Forest and Habitat Strategy 2017-2040, Tree and Urban Forest Policy (2019), Stormwater Management Plan, Single Use Plastic Policy 2019 and the Coastal and Marine Management Plan 2020-2025. Further initiatives undertaken such as Wyndham's Solar City, Smart Waste and Greening Wyndham as well as waste education.
- Entered a significant funding partnership with the Victorian Government to better manage biodiversity within the future Western Grassland Reserve, as an interim arrangement until the State Government purchases the land for a 15,000-hectare conservation reserve.
- The development of Wyndham's Significant Tree Register, that through public nominations has identified trees valued for their historical, scientific, social or amenity values on public and private lands.

- Continued implementation of the Waste and Litter strategy (2016-2040) through service improvements, new education programs and a series of smart waste initiatives including reverse vending machines and solar compactor bins being installed across Wyndham.
- Created partnerships with State authorities and the community on the health of our coast and waterways, in particular, the Werribee River, specifically for environmental flows, litter prevention and monitoring.
- A centralised computer managed irrigation system was installed for Wyndham's ovals and parks, reducing our water consumption whilst still providing high quality turf on our sporting grounds.
- Continued our proactive approach to graffiti management in line with the Graffiti Management Strategy including educational campaigns.
- Adoption and implementation of the Wyndham Sports Strategy 2045 and the Active Wyndham Strategy (2020-2025) to benefit the physical, mental and social wellness of all members of our community.
- Public Art and Collections Policy (2019-2029) endorsed to deliver dynamic contemporary public art to the Wyndham community.
- The draft Wyndham Heritage Study 2019 - Stage 1 Heritage Gap Study was presented to Council in July 2020. It will now proceed to community consultation prior to formal adoption by Council.
- Over 50 local parks and reserves have been upgraded including Wyndham Park, Golden Square Reserve in Hoppers Crossing, Talliver Terrace Park in Truganina, Friar Place Park in Point Cook and Mossfield Reserve in Hoppers Crossing.

Assets and Project Management at Wyndham City

Asset Management

Council has ownership and responsibility of over \$4 billion of community assets, with the value of these assets expected to grow to over \$6 billion by 2040. These assets consist of infrastructure such as roads, drains, buildings, open space, fleet, information systems, and the Refuse Disposal Facility (RDF). Each asset comes with its unique challenges to ensure the asset is both safe for the community and is fit for its intended purpose. How assets are used, and the demand they are placed under, impacts how often we need to maintain, renew and eventually replace them.

Wyndham's growth areas predominately have new assets, which do not require as much maintenance as older assets in other parts of Wyndham, but this will change significantly as the city ages. The maintenance, renewal and replacement of assets has an impact on Council's financial operations and long-term forecasting given the growth in assets that will become Council's responsibility, and the age of the assets over time. The impact of rate capping and assets degrading quicker than predicted, will place increasing pressure on Council's capacity fund the renewal or replacement of assets in the future.

Capital Works

Council plans and builds the assets and infrastructure needed by our community. Over the past four years, Council has delivered the following:

Roads

- Armstrong Road Construction between Greens Road and Black Forest Road, Wyndham Vale
- Boundary Road Upgrade, including Derrimut Road intersection, Tarneit
- Forsyth Road Duplication, Hoppers Crossing
- Hacketts Road upgrade between Aviation Road and Tamworth Grove, Point Cook
- Dohertys Road duplication, Truganina
- Little River Roads, Little River
- Tarneit Road Duplications, Hoppers Crossing
- Cayleys Road, Whites Road, and Mason Lane, Werribee South

Open Space

- Mossfiel Reserve Master Plan Implementation, Hoppers Crossing
- Wyndham Park, Werribee
- Galvin Park Master Plan Implementation, Werribee
- Chirnside Park Master Plan Implementation, Werribee
- Talliver Terrace District Park and Skeleton Creek Bridges, Truganina
- Glen Devon Park, Werribee
- Friar Place Park, Point Cook
- Golden Square Reserve, Hoppers Crossing
- Williams Landing Boulevard Reserve – Pavilion and Carpark, Williams Landing
- Hummingbird Pavilion and Carpark, Tarneit

Property

- Wyndham Solar City, All Wyndham

Council's investment in capital works represents a transformational opportunity to meet many of the needs of our community now and for future generations. This is through the creation and rejuvenation of assets and infrastructure, which not only provide direct services to residents, but which enhance the economy of the City; providing job opportunities and building the confidence of private investors in our City.

There are many obligations and aspirations to be balanced through the allocation of funds into the capital program, including:

- Responsible custodianship of our existing assets on behalf of the community;
- Obligations and opportunities set out in Precinct Structure Plans and Developer Contribution Plans;
- Providing access to contemporary services that meet the needs of a growing community;
- Reimagining the way development rolls out across this City and aiming to create liveable and sustainable places for people and local economy by catalysing new patterns of development.
- Ensuring the organisation operates in efficient and effective ways through best use of software, equipment, fleet and civic facilities.
- Thinking ahead for future generations of Wyndham residents and securing the land required for future asset provision.

A co-ordinated and carefully balanced approach ensures we can dream big and shape our City into an even greater place to live, while ensuring the organisation remains sustainable into the future.

Local Government Performance Reporting Framework (LGPRF) Indicators

The Local Government Performance Reporting Framework (LGPRF) is a mandatory system of performance reporting for all Victorian councils. It allows council performance to be measured and compared across a range of standardised indicators spanning Aquatic Facilities, Animal Management, Food Safety, Governance, Maternal and Child Health, Libraries, Roads, Statutory Planning and Waste Collection. Results can be viewed in detail in our [Annual Reports](#) or via the [Know Your Council](#) website.

Performance against those relevant to this theme are as follows:

Aquatic Facilities

Attendance at Wyndham's aquatic facilities has remained consistent, with inspections undertaken regularly to ensure a clean, healthy and safe environment for the public.

Food safety

Council commits to the highest quality of food safety services for the community including registrations, education, monitoring, inspections and compliance. Council's timeliness in response to food complaints has consistently improved and all food safety assessments and critical and major non-compliance outcome notifications have been followed up to ensure commitment to food safety for the community.

Roads

Provision of a safe and quality sealed local road network continues to be a focus for Council. The number of requests relating to sealed local roads has been below the Victorian Council average and only a low proportion of roads have been identified as requiring renewal. Council is committed to maintaining road standards and high-quality infrastructure which has resulted in an increase in costs for sealed local road reconstruction and resealing in recent years.

Community satisfaction with the maintenance and repairs of sealed local roads has remained mostly consistent over the years. The most recent result in our annual community satisfaction survey received a 'solid' satisfaction rating and a 'high' level of importance (Metropolis Research, 2019). This reflects Council's proactive approach to road management and expenditure on resealing and reconstruction.

Waste collection

Council has continued to provide efficient waste collection services to the community, however, it has been impacted by Wyndham's population growth and the changes to Australia's recycling sector. The increase in the number of households in Wyndham has increased the number of service requests received. While Council remains committed to cost-efficient services, recent impacts on Australia's recycling sector have resulted in significant increases in the cost of Council's recycling service.

Council continues to promote environmentally sustainable outcomes and offers a Green waste bin diversion service. Kerbside collection waste diverted from landfill has remained stable over the period at around 37%.

Statutory Planning

Wyndham is recognised as one of the fastest growing municipalities in Victoria and as such, is committed to providing a quality statutory planning service to applicants and the community. Both

Council's timeliness in responding to planning applications and the number of planning applications decided within statutory timeframes have improved in recent years. The number of planning decisions upheld at VCAT has remained consistent over the last four years.

Advocacy

Between 2016 to 2020, Council delivered effective advocacy plans and worked closely with key stakeholders in the delivery of projects aimed at reducing traffic congestion, supporting local employment, improving our education system, sustaining our quality of life, and assisting local businesses.

This has resulted in significant positive outcomes for the Wyndham community. Some of those which relate to Places and Spaces have been listed below:

Bus Service Extensions

Council has been advocating for urgent extensions to local bus services, especially in new estates where many households are located between 400 metres and four kilometres from their nearest existing bus route.

The 2019/20 Victorian State Budget included funding for extended bus services throughout Melbourne, with four new routes added in Wyndham and two routes extended to service the Jubilee and Riverwalk estates that were in need of greater public transport options. This will create better connections to local train stations for fast-growing suburbs like Point Cook. An additional route to Alamanda College will be added in 2021 as part of the 202-21 Victorian Budget.

Road Upgrades

Council continues to advocate for upgrades to our road network to improve traffic flow and reduce the risk of death or serious injuries. Between 2016 to 2020, there was a long list of road upgrades to some of our busiest roads, including upgrades undertaken as part of the Victorian Government's Western Roads Upgrades Project.

After years of advocacy by Council and residents, the Victorian Government has funded an upgrade of the Point Cook Rd/Sneydes Rd intersection in the 2020-21 Budget, including traffic lights.

However, there is a need for continued support and funding from the Victorian Government towards the duplication and upgrades to a number of roads and intersections in Wyndham including the Derrimut/Boundary Road intersection.

Train Station Car Parks

Commuter parking at Wyndham's railway stations is currently at capacity, limiting the number of people who can use public transport to travel to and from work, and adding to congestion on local roads. Council has been calling for government funding towards improvements to parking at local train stations.

The State Government has since declared it will build up to 1,600 new and upgraded car parks at train stations, including Wyndham Vale, Werribee, and Tarneit, as part of its \$150 million Carparks for Commuters Fund.

Surveyance and geotechnical investigations have taken place at Tarneit Station to inform the design and placement of the 500 additional commuter car parks, as well as improved lighting and CCTV.

Western Rail Plan

Council strongly supports and advocates for the Victorian Government's planning and funding towards major infrastructure projects in Melbourne's west, in particular, projects that will unclog our roads and improve liveability for our residents.

The Victorian Government's Western Rail Plan was announced in 2018. This plan, which includes the electrification of the Wyndham Vale line and a possible metro rail link from Wyndham Vale to Werribee, would assist in delivering a high capacity rail network to Melbourne's west.

The 2020-21 Victorian Budget included \$2 billion towards the Geelong Fast Rail, with a new dedicated track between Werribee and Laverton for Geelong trains. However, a stop at Werribee for Geelong trains is not confirmed at this stage. Geelong trains will also continue to travel via Wyndham Vale on the Regional Rail link, which urgently requires additional capacity. The Victorian Government has committed to complete the electrification of the line to Wyndham Vale by 2030.

Airport Rail Links

The Federal and State Government have each committed \$5 billion to the Melbourne Airport Rail Link project. The interchange at Sunshine will connect passengers on the Geelong, Ballarat and Bendigo services.

With the launch of international flights at Avalon Airport in 2018, the economic and tourism opportunities provided by this transport hub have increased greatly. The State Government committed \$1.3 million in 2019/20 towards reserving the corridor needed for a rail link to Avalon Airport, an important step towards improving connections to this airport.

Western Interstate Freight Terminal

After many years of advocating with our partner organisations and Councils, Council was pleased that the Victorian Government provided funding for a business case for the Western Interstate Freight Terminal (WIFT) to be developed. We're continuing to ask for the establishment of a Western Freight Infrastructure Investment Plan to coordinate this project and for land acquisition and reservation to begin.

This proposed project will include the construction of an interstate rail freight terminal and warehousing precinct at Truganina and a rail link to the interstate rail freight network. Currently interstate containers bound for distribution in Melbourne are railed to terminals at Dynon, next to the Port of Melbourne, and then trucked to the outer suburbs. The Dynon terminals have limited space and capacity and can be difficult to access, contributing to traffic congestion in Melbourne. Independent studies have confirmed Truganina as an optimal location for WIFT as it is close to around 50 percent of the existing interstate freight rail customers, with good road access to other parts of Melbourne. It is also large enough to include a significant precinct for co-located freight and logistics activities which would likely use the rail terminal.

Level Crossing Removals

Council has been working closely with government agencies, assisting with coordinating the delivery of Wyndham's level crossing removals. Additionally, Council has been providing advocated for improved pedestrian bridge design, public realm, pedestrian and bicycle paths and amenities.

Construction is currently underway on three grade separations in Wyndham (Cherry Street, Werribee Street and Old Geelong Road level crossings), which are scheduled to be completed by 2022. This is a positive step forward for Wyndham as these projects play a critical role in helping to cut congestion on local roads and improve safety.

Suburban Rail Loop

Council has publicly supported the State Government's proposed Suburban Rail Loop, which could include a metro rail link between Werribee and Wyndham Vale as part of its western section. This project would improve the connection between Werribee and Geelong and create more employment, economic and lifestyle opportunities for businesses and residents in Wyndham.

Growing Suburbs Fund

Council continues to advocate to the State Government for ongoing funding towards infrastructure projects in the growing regions of Melbourne. The State Government's Growing Suburbs Fund provides the funding needed to deliver vital community infrastructure in Victoria's fastest-growing municipalities. Since the Fund was established in 2015, it has funded an array of vital infrastructure projects in Wyndham. Projects like the Riverdale Multi-Purpose Community Centre have been supported through this fund.

Westlink

A continuous link connecting rapidly developing residential areas in the west of Wyndham to the Princes Freeway, Westlink will relieve high levels of congestion from traffic currently funnelled towards the Werribee city centre and will open up a new corridor for development.

The Ison Road Bridge rail overpass is a key feature of Westlink. The rail overpass will connect two sections of the planned and funded arterial Ison Road across the Melbourne-Geelong railway line, enabling freeway access from Wyndham Vale, Manor Lakes and Tarneit.

Wyndham City is advocating for the Australian Government and the Victorian Government to support this important proposal for Wyndham's connectivity and transport movement.

Outer Metropolitan Ring Transport Corridor (OMR)

This 100-kilometre-long high-speed transport link for people and freight in Melbourne's North and West will create better connections to key international transport hubs such as Melbourne Airport, Avalon Airport, the Port of Geelong, and the proposed Western Interstate Freight Terminal. The OMR will also link residential and employment growth areas in Melbourne, including Wyndham.

Wyndham has been advocating for the Federal Government to acquire the corridor for the OMR to ensure its availability when construction is able to commence.. The 2020-21 Federal Budget included \$5 million for OMR land acquisition.

Fight Against Contaminated Soil Dumping

In early 2020, there were protests led by Wyndham residents and local community groups against the proposed dumping of contaminated soil from the West Gate Tunnel Project at a Wyndham Vale stabling site.

Council has joined in the community's fight against this proposal and has expressed the community's concerns to the Victorian Government and various media outlets. Council has sought to seek urgent information about this proposal due to the serious health and environmental concerns.

Wyndham Stadium Development

The successful bid for the Western United Football Club to become a member of Football Federation Australia national A League has led to a unique Public-Private-Partnership of Council and the Western Melbourne Group working together to build the Wyndham City Stadium. This 15,000-seat purpose-built stadium will be home to the Western United Football Club and will become the first major sports stadium built in Australia by utilising a value-capture financial model.

Waste Management & Resource Recovery

Council is an active member of the Victoria Landfill Working Group, which was established by the Waste Management Resource Recovery Association of Australia (WMRR). The Victoria Landfill Working Group and WMRR have been advocating on issues including increased investment towards resource recovery and remanufacturing capacity, reforms to state regulatory frameworks, and improvements to national waste and resource recovery data.

In recent years, there has been significant State and Federal Government investment in the waste and recycling industry, including funding towards improving the productivity of the recycling sector and creating more reliable household recycling services. The State Government has also announced their commitment to establishing a new data system that provides reliable and comprehensive information on the flow of materials within the economy.

What Have We Heard from the Community?

As the level of government closest to the community, Council is best placed to engage with their unique communities around their needs, wants and expectations. Wyndham's approach to community engagement includes a variety of methods for Council to connect with our community and provide genuine opportunities to inform the projects, strategies, decisions and services that affect them.

In developing this background report to support the refresh of the Wyndham 2040 Community Vision and the development of a new Council Plan for the next four-year Council term, Council undertook a review of the findings of recent community consultations. Some selected high-level findings relevant to this theme are listed below:

- Through the Coastal and Marine Management Plan, 2018 consultation, it was found that:
 - Wyndham residents overwhelmingly support and agree that it is important to protect Wyndham's unique coastline
 - Wyndham's extensive network of parks and open space is considered one of Wyndham's greatest assets, and contribute to the community's health, wellbeing and sense of community
- The Accessibility Action Plan – 2019-22 consultation identified that:
 - the Wyndham community values and appreciates Council's work in developing strategies that increase access to places – e.g. libraries, coastal regions, services and Council facilities - in a dignified and equitable way
 - overwhelmingly the issue of transport is of concern. Transport difficulties impacted on all elements of life
 - some people with limited mobility indicate that some footpaths were difficult to use due to their camber, particularly when crossing driveways. This is particularly an issue for people in wheelchairs or who have difficulty walking. Kerbs are inconsistent in their design causing mobility issues for some
- The Greenhouse Action Plan 2018 identified that:
 - Wyndham residents want 'beyond compliance' guidelines for community infrastructure, facilities, venues and building services.
 - Travelling to, from and around Wyndham in a sustainable manner is an issue of great concern to the community. Improved cycling and pedestrian paths, increased bus routes and more parking at stations were consistent priorities
- The Smart City Strategy 2019-2024 identified that the lag in the development of some infrastructure is a frustration this includes schools, hospitals and shops
- Through the Tree and Urban Forest Policy – 2019 consultation it was found that some long-term residents are sad about the loss of open farmland and opportunities to live a more rural life.

- The Living Your Best Life in Wyndham 2019 consultation identified that the Wyndham community:
 - has a great deal of satisfaction with community infrastructure such as parks and open spaces, playgrounds, libraries and other community infrastructure. This infrastructure is considered key in providing opportunities to meet and enjoy their community.
 - many people indicate that the growth areas are particularly good for people with families as services and activities are readily available along with facilities such as playgrounds and parks.

Opportunities, Challenges and Issues

A variety of challenges and issues are facing Wyndham in 2021 and beyond.

As outlined in Wyndham City's advocacy strategy, [Securing Wyndham's Future](#), Council is largely reliant on other levels of government to fund and provide the infrastructure and services our community needs to prosper.

Council is working with partners and the community to achieve change on many locally and regionally important issues that need to be addressed through effective intergovernmental relationships and public advocacy campaigns. In relation to Places and Spaces, the following issues have been highlighted from [Securing Wyndham's Future](#), and recent budget submissions:

- Public Transport & Roads: road upgrades, rail infrastructure, bus service extensions,
- Active transport & connected places
- Out of sequence development, places of connection
- Environment & sustainability: waste & recycling (RDF), Western Grasslands Reserve

We use our transport network to get to and from work, pick up the kids from school, do the shopping, and visit our friends and relatives. A network that lets us do these things quickly, safely and efficiently improves our individual wellbeing and helps our community prosper. On the other hand, research shows poor transport access has a big impact on people's happiness, productivity, and physical health.

We are thankful for the investments the Victorian Government is currently making into road and railway infrastructure, but years of underinvestment means there's a lot of catching up to do.

[Roads](#)

Many sections of Wyndham's roads have reached capacity, and some are carrying far more traffic than they were designed for. This is causing traffic jams, delayed bus services, and safety issues – particularly for pedestrians and cyclists.

Wyndham's commuters and freight industries urgently need upgrades to arterial roads key intersections and new infrastructure like Westlink, which would connect rapidly developing residential areas in the west of Wyndham to the Princes Freeway. We need to unclog our road network and get Wyndham moving.

[Public Transport](#)

Trains are regularly overcrowded and there aren't enough stations to service our growth areas. This means our residents are more reliant on their cars – and this causes road congestion and overflowing car parks around train stations.

Our rapidly growing population urgently needs additional train capacity by upgrading the Regional Rail Link to an electrified metro line to Wyndham Vale.

We also need new and more frequent bus services for residents in Tarneit, Wyndham Vale, Manor Lakes, Truganina and Point Cook. These suburbs already have large numbers of people living in new estates that have poor or no access to public transport.

Pedestrian and cycling infrastructure

Wyndham has an extensive walking and cycling tracks, but there are gaps in the network. It needs to be expanded and updated so that it meets contemporary safety standards. Better linking transport connections between residential areas, activity centres and train stations will provide more economically and environmentally sustainable outcomes for Wyndham.

Less out-of-sequence development

Out-of-sequence development happens when people are permitted to move into housing estates before infrastructure and services are properly in place. This creates social isolation, long commutes, and poor access to basic services like schools, parks, community centres and health clinics.

We're seeking a new approach to urban development that makes sure this doesn't happen.

We understand that the development industry sometimes wants to press ahead with new housing estates when demand is high. But in growth areas like Wyndham, this can mean there are multiple locations needing infrastructure at the same time – and that makes it harder for governments to deliver what's needed.

We need a system that creates a role for developers to assist with raising funds for the early rollout of infrastructure and services in new developments.

Environment

While global issues such as climate change, population growth and consumption patterns will affect us, we also have the opportunity to provide local responses unique to Wyndham.

Wyndham has significant environmental assets that feature rare flora and fauna, natural coastline, sites of international migratory importance and unique waterways and wetlands. Many of these assets are under the care of Wyndham Council. Others like the Western Grasslands Reserves need ongoing state government support to secure their future.

Wyndham City has one of the largest landfill sites in Victoria – and much of the waste arrives from neighbouring areas. We have the technology and knowhow to make landfill a last resort. Around 60% of our household waste goes to landfill – we want to reduce that to 10%, with the rest being recycled and recovered.

Climate change is happening, and we need to understand how this will affect us. We're seeking long-term partnerships with land managers and the Victorian Government to make sure we understand how our coastal communities and environments will be affected by climate change and address gaps in planning for a changing climate.

COVID-19 Impacts

The COVID-19 pandemic has been a challenge for Wyndham but also an opportunity for the community to reimagine where we live, work and play. For more information please refer to the COVID-19 Response and Recovery summary report.

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