

# 2021-22 VICTORIAN PRE-BUDGET SUBMISSION

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wyndhamcity

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# INTRODUCTION

Wyndham City commends the Victorian Government's leadership and effort in responding to the COVID-19 pandemic. The health, social, education and economic responses have been substantial and provided timely and essential support to members of our community, affected workers and businesses.

We are delighted with the Victorian Government's recent contribution aimed at supporting our community during these difficult times. This includes funding, as part of the 2020-21 Victorian Budget, towards:

- a new Wyndham Law Court;
- widening of the Point Cook and Sneydes Road intersection;
- upgrades to local schools and the land acquisition for new schools;
- planning for the future expansion of the Werribee Mercy Hospital; and
- the land acquisition for the new Point Cook Community Hospital.

These investments will support our community's transition towards COVID recovery and ensure our community continues to have access to modern, state-of-the-art services and facilities.

## Wyndham in 2021

Wyndham City has a diverse community and endless business opportunities. It is the link between Melbourne and Geelong, the two largest cities in Victoria, making it an area of great economic significance that extends beyond its own region, impacting the rest of the state.

Not only is Wyndham City one of the largest local government areas by population but we are also one of Australia's fastest growing municipalities, with our population expected to surpass 500,000 by 2040.

Rapid population growth has created new opportunities for the 270,000 people that already call Wyndham home. However, this continual growth in our population is creating issues that only major infrastructure projects and service improvements can solve.

There is a small window of opportunity to catch up on these infrastructure and service shortfalls as our population growth slows down in the immediate term as a result of this pandemic.

## Shared Priorities

The Wyndham City 2021-22 Victorian Pre-Budget Submission builds on the Victorian Government and Wyndham City's shared priorities as we enter into the recovery phase of the pandemic. It focuses on:

- Infrastructure investment and job creation, including shovel ready projects;
- Enhancing employment opportunities;
- Achieving the education state;
- Provision of essential services; and
- Building community resilience.

Aside from the projects included in this pre-budget submission, we also look forward to working with the State Government on longer term priorities that will future proof our region and state. These include the:

- Outer Metropolitan Ring Transport Corridor; and
- Resource Recovery and Waste to Energy at the Wyndham Refuse Disposal Facility.

By working closely with our State counterparts, Wyndham City is committed to delivering the best infrastructure and the most efficient services to our growing and diverse community during this period of uncertainty and beyond.

True collaboration between all levels of government will help deliver projects that will support Victoria in its recovery from the COVID-19 pandemic, reduce traffic congestion, support local employment, sustain our quality of life, and assist local businesses are even more important during these unprecedented times.

This pre-budget submission provides summaries of Wyndham City's priorities for the Victorian Government's investment in the 2021-22 Budget.



# BUDGET SUBMISSION SUMMARY

The below budget priorities will not only support the Victoria Government in their response and recovery efforts to the COVID-19 pandemic, it will also deliver significant outcomes for Wyndham, Melbourne's West, and western Victoria. They align with Wyndham City's and the Victorian Government's priorities and should be delivered in collaboration with all levels of government. Details on each project are provided throughout this submission.

Project	Recommendations
Implementation of the Western Rail Plan	<ul style="list-style-type: none"> <li>• A metro train service on the Wyndham Vale line. This could be achieved by electrification of the line.</li> <li>• Link up the Wyndham Vale and Werribee lines to create a critical suburban loop connection.</li> <li>• Investment in existing station upgrades on the Geelong and Wyndham Vale lines.</li> <li>• Construction of the four new stations in Wyndham along the Regional Rail Link.</li> </ul>
Regional Rail Link Stations <ul style="list-style-type: none"> <li>• Sayers Road Station</li> <li>• Black Forest Road Station</li> <li>• Truganina Station</li> <li>• Davis Road Station</li> </ul>	<ul style="list-style-type: none"> <li>• Embark on a revitalisation of rail infrastructure by building four new RRL stations in Wyndham that recognises Sayers Road Station as the most immediate priority.</li> </ul>
Wyndham Westlink	<ul style="list-style-type: none"> <li>• Funding towards Stage 1 of Wyndham Westlink, which includes:               <ul style="list-style-type: none"> <li>◦ the construction of a four-lane Ison Road bridge over the railway line and additional works required at the Princes Freeway interchange,</li> <li>◦ the signalisation of the Geelong Road (Princes Highway) roundabout, and</li> <li>◦ the duplication of Ballan Road and associated Regional Rail Link bridge at the Ballan Road/Armstrong Road/Hobbs Road intersection.</li> </ul> </li> <li>• Funding to commence project scoping and the preparation of a concept plan for Stage 2 of Wyndham Westlink.</li> </ul>
Active Transport Pathways	<ul style="list-style-type: none"> <li>• Provide funding to fast track the roll out of active transport missing links.</li> <li>• Provide funding towards project scoping for certain projects, which will inform a future business case.</li> </ul>
Road Upgrades <ul style="list-style-type: none"> <li>• Boundary and Derrimut Road Signalisation</li> <li>• Ballan Road/McGrath Road/Greens Road Intersection Signalisation</li> <li>• Heaths Road and Woodville Park Drive Pedestrian Operated Signals or Full Signalisation</li> </ul>	<ul style="list-style-type: none"> <li>• Provide funding to undertake significant upgrades to these intersections to improve traffic flow and safety.</li> </ul>

Project	Recommendations
Western Intermodal Freight Precinct	<ul style="list-style-type: none"> <li>State and Federal Governments to invest in and prioritise the Western Intermodal Freight Precinct.</li> </ul>
School Land Acquisition <ul style="list-style-type: none"> <li>Lollypop Creek Secondary School, Werribee</li> <li>Riverdale Secondary School, Tarneit</li> <li>Tarneit North Primary School, Tarneit</li> <li>Black Forest East Primary School, Manor Lakes</li> </ul>	<ul style="list-style-type: none"> <li>Land acquisition for these school sites.</li> </ul>
Fast-Track School Construction <ul style="list-style-type: none"> <li>Truganina North Secondary College in Truganina</li> <li>Holyoake Parade Primary School in Manor Lakes</li> <li>Riverdale East Primary School in Tarneit</li> <li>Tarneit Mission House Primary School in Tarneit</li> <li>Lollypop Creek Primary School in Werribee</li> </ul>	<ul style="list-style-type: none"> <li>Commence construction of these five schools.</li> </ul>
Site for new schools	<ul style="list-style-type: none"> <li>Victorian Government to work with Council to find land for two new schools:               <ul style="list-style-type: none"> <li>Land acquisition funding for an alternative site urgently required for the Point Cook West P-9 school.</li> <li>Funding for a feasibility study to find a site suitable for building a primary school in Williams Landing.</li> </ul> </li> </ul>
Existing Schools - Upgrades	<ul style="list-style-type: none"> <li>Continue to invest in upgrades to existing schools.</li> </ul>
North & West Melbourne City Deal	<ul style="list-style-type: none"> <li>Continued active engagement between all levels of government to progress with the drafting of this City Deal.</li> </ul>
Enhanced Employment Services <ul style="list-style-type: none"> <li>Jobs Victoria Employment Network</li> <li>Fresh Start Employment Pathways</li> <li>Community Revitalisation</li> <li>Community Support Group Program</li> </ul>	<ul style="list-style-type: none"> <li>Continued funding for these social and economic support programs.</li> <li>Roll out of an integrated, place-based employment service for disadvantaged job seekers. Wyndham to be identified as a preferred location for this program.</li> </ul>
H3 Alliance	<ul style="list-style-type: none"> <li>Ongoing funding commitment to enable the H3 Alliance services and model to continue in 2021 and beyond.</li> </ul>



# IMPLEMENTATION OF THE WESTERN RAIL PLAN

*The Western Rail Plan will assist in addressing the region's growth in demand for transport infrastructure. The Western Rail Plan is a priority for Wyndham as additional capacity and connectivity is critical to meet the region's unprecedented demand.*

Wyndham City is asking for the following projects to be delivered as part of the Western Rail Plan:

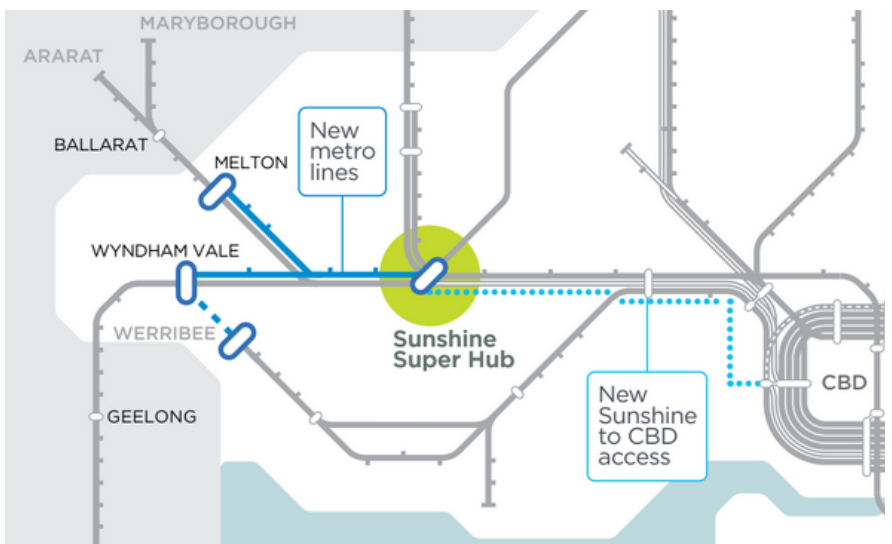
- A metro train service on the Wyndham Vale line is urgently needed to meet the transport needs of commuters in fast growing outer suburban areas. This could be achieved by electrification of the line.
- Link up the Wyndham Vale and Werribee lines. This critical but short rail connection will provide increased opportunities for outer suburban commuters to access employment and study. This link will also form an important western component of the Suburban Rail Loop, connecting every rail line from Cheltenham to Werribee.
- Investment in upgrades to existing stations on the Geelong and Wyndham Vale lines that will improve access to rail services, capacity, platforms, parking, lighting and passenger safety and amenity.
- The construction of the four new stations in Wyndham along the RRL to serve the major growth areas of Wyndham. This includes Sayers Road Station in Tarneit West, Black Forest Road Station in Wyndham Vale, Truganina Station in Truganina, and Davis Road Station in Tarneit West.

The Wyndham and Geelong regions are amongst the fastest growing regions in Australia. Both regions are facing similar challenges from current and future growth demands, having experienced significant growth on the Regional Rail Link (RRL) since the line opened in 2015.

2018-19 V/Line figures show that patronage on the RRL to Geelong via Wyndham has grown by over 130% and the level of growth has now outpaced every other regional rail line.

The use of a V/Line train to service metropolitan suburban areas is no longer an adequate solution. Wyndham's growing suburbs are part of the Melbourne metropolitan area and the train line through them urgently needs to be part of the metro system. The Western Rail Plan will assist in addressing the region's growth demand.

Wyndham City looks forward to being consulted on the design and planning of the Western Rail Plan to ensure it improves efficiency and network reliability for our commuters.



# REGIONAL RAIL LINK STATIONS

*Trains in Wyndham are regularly overcrowded and there are not enough stations to cater for our growth areas. This means our residents are more reliant on cars, increasing congestion on local roads and causing an overflow of car parking around existing stations.*

Wyndham City is calling on the State and Federal Government to embark on a revitalisation of rail infrastructure by building four new Regional Rail Link (RRL) stations in Wyndham, including:

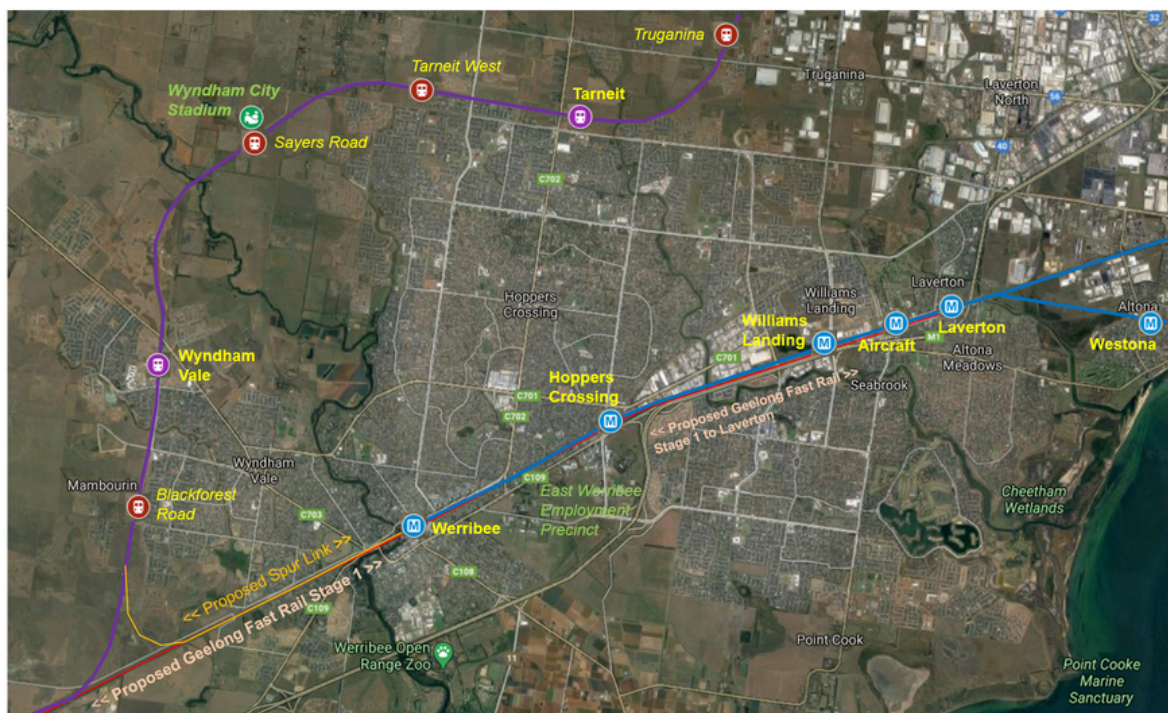
- Sayers Road Station in Tarneit West as soon as possible
- Black Forest Road Station in Wyndham Vale within three years
- Truganina Station in Truganina within three years
- Davis Road Station in Tarneit West within three years

The RRL was one of the biggest rail infrastructure projects ever undertaken, however it is already at capacity and will not continue to adequately service Wyndham's growth fronts.

Overcrowding and limited access to the rail system are significant concerns for our community as it has a direct impact on quality of life. This can affect travel times, cause health issues, and result in a decline in economic productivity. Improving rail capacity and accessibility will assist in addressing this issue.

Adjacent to the planned Sayers Road Station will be a major town centre and significant residential development around it. When completed, 34,000 people will call this area home. There is a steady and consistent spread of residential development moving North and West into this area. The Sayers Road Station catchment will exceed 100,000 by 2040.

In addition, the new 15,000 seat A-League stadium is also being built in Tarneit, next to the planned Sayers Road Station. These projects represent significant value capture and creative funding model opportunities. Wyndham City is continuing to call on the State and Federal Government to help build Sayers Road Station as soon as possible so Melbourne can capitalise on this unique opportunity.



## Map Legend

- Existing Metro Station
- Existing RRL V/Line Station
- Proposed Station
- Geelong RRL (V/Line)
- Werribee Metro Line
- Proposed Spur Link
- Proposed Geelong Fast Rail
- Wyndham City Stadium (future)

# WYNDHAM WESTLINK

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*Around 70 per cent of Wyndham's growth is occurring in Wyndham Vale, Tarneit and Truganina. Funding the Westlink – a continuous road link through one of Australia's fastest growing areas, from Tarneit through Wyndham Vale, Manor Lakes, and Werribee to the Princes Freeway – will help to support Wyndham's existing and future population growth.*

## **Wyndham Westlink Stage 1 - Ison Rd Bridge Grade Separation**

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 support an existing development corridor across six gazetted Precinct Structure Plans.

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.

By providing a freeway connection to the growth areas it will not only support the existing and future population growth, but it will leverage the faster realisation of land tax, stamp duty and developer contributions, as well as growth area infrastructure charges.

Wyndham City and developers are already committed to the sections of Westlink that are within their authority either side of the Ison Road bridge location:

- Lendlease, the developers of the Harpley Estate, have nearly completed the construction of a duplicated Ison Road on the north side from the base of the Ison Road bridge to Armstrong Road, and have duplicated Armstrong Road from Ison Road to Black Forest Road.
- To the south, Council has allocated funding for the construction of a duplicated Ison Road between the Princes Highway and the base of the Ison Road bridge.

Wyndham City urges the State and Federal Government to support this proposal, which will significantly improve Wyndham's connectivity and transport movement. This proposal includes funding towards the:

- construction of a four-lane Ison Road bridge over the railway line and additional works required at the Princes Freeway interchange,
- signalisation of the Geelong Road (Princes Highway) roundabout,
- duplication of Ballan Road and associated Regional Rail Link bridge at the Ballan Road/Armstrong Road/Hobbs Road intersection.



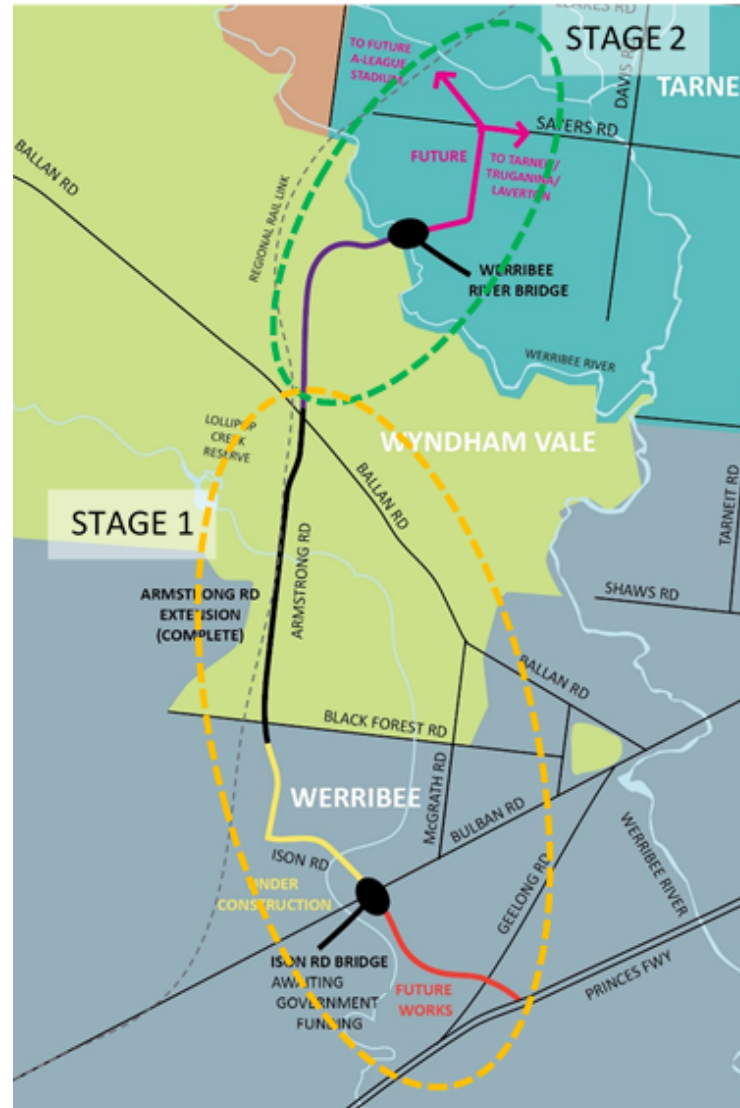
## Wyndham Westlink Stage 2 - Project Scoping & Concept Plan Design for the Ballan Road/Hobbs Rd/Armstrong Rd intersection upgrade

The Wyndham Westlink project will relieve significant and future traffic congestion in Wyndham's North and West. Wyndham Westlink Stage 2 will extend Armstrong Road north from Ballan Road, across the Werribee River and link with Sayers Road. This project will not only support the existing and future population growth in Wyndham North, but it will leverage the faster realisation of land tax, stamp duty and developer contributions, as well as growth area infrastructure charges.

The Ballan Road/Hobbs Rd/Armstrong Rd intersection is a key component of Stage 2 of this project, with Ballan Road a declared arterial road managed by DoT. The Wyndham West Development Contribution Plan (DCP) only nominates developer contributions towards the duplication of the Armstrong Road/Hobbs Road legs of the intersection. The duplication of the Department of Transport managed Ballan Road legs of the intersection is unfunded by the DCP.

Constructing the upgraded intersection will require additional lanes on Ballan Road and widening of the bridge over Regional Rail Link.

Wyndham City is seeking funding to commence project scoping and the preparation of a concept plan. This will provide more detailed information to inform a future business case for construction.



*The Wyndham Westlink project will relieve significant and future traffic congestion in Wyndham's North and West.*

# ACTIVE TRANSPORT PATHWAYS

*Wyndham needs an efficient and convenient active transport network that is well designed, has direct routes, provides connectivity and has no missing links. The construction and the planning of a connected network, without missing links, will enable a variety of users to walk and cycle to access their daily needs.*

Wyndham City calls for State Government funding for the design and construction of:

- Major Shared Paths leading into town centres
- Missing paths along the Wyndham shared path and footpath network
- Missing shared paths within open space/reserves.

We are also seeking State Government funding towards project scoping, which will inform a future business case, for the following:

- Extension of the Bay Trail from Point Cook to Werribee South. This is a vital tourism and recreation trail connection, linking to the Point Cook Coastal Park and Werribee Mansion. It will also connect to the Werribee Zoo Tourist Precinct, which recently received significant funding to upgrade its facilities and enhance visitor experience.
- Complete gaps in the Werribee River Trail. The major destination nodes along this route includes the Werribee River Regional Park and the future Werribee Regional Township Park.

Wyndham City is a car dependent city with 61% of occupied private dwellings having two or more cars per household due to limited choice of alternative transport modes. The City also has a high rate of obesity.

Cities all over the world are embracing active transport as the key to improving traffic flow and creating better communities and making significant investment in dedicated infrastructure to encourage people to make more trips by foot or bike – and Wyndham is keen to be at the forefront of these changes in Victoria.

Our recent experience with COVID-19 has given us a unique opportunity to see what low traffic, low emissions communities look like as our residents have taken to their feet, bikes, scooters and skateboards in droves to explore what Wyndham has to offer. Bikes have been flying off the shelves in our local bike stores in recent months, reinforcing the huge uptake in active travel in our city, and we want to build on this momentum.

An audit of the Wyndham City's active transport network identified considerable missing links. Most concerning, critical links to activity centres, transport hubs and educational institutions do not exist. 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, noting that it is estimated each additional car costs households in the vicinity of \$10,000 per year.

In order to fast track these projects, we are seeking State Government funding to accelerate the implementation of these improvements. Council is also seeking State Government assistance to reduce the red tape associated with approving the design and construction of missing links in the path network, particularly across land managed by departments and agencies.



# ROAD UPGRADES

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*Wyndham has one of the highest proportion of people in Victoria who spend two hours or more commuting to and from work. Our residents consistently tell us that road congestion is one of the top priorities that needs to be fixed.*

## **Boundary Road/Derrimut Road Signalisation**

Wyndham City is seeking State Government funding to:

- retain portable signals to address current safety issues;
- make enhancements over the next 6-12 months to ensure they operate effectively until the ultimate intersection is ready to be delivered in 3-5 years; and
- design and construction of the ultimate intersection.

Safety upgrades are urgently required to reduce the risk of death or serious injuries at the intersection of Derrimut and Boundary Roads, where increasingly frustrated drivers are making dangerous manoeuvres as a result of growing peak hour congestion.

This intersection is a major transport route. As an existing high demand cross-intersection controlled only by stop signs on the Boundary Road approaches, significant delays and a high number of crashes have been occurring in recent years. According to Victoria Police records, there were over 20 crashes at the intersection during 2019 and early 2020, with 3 of these involving serious injury.

The combination of an arterial road that is operating beyond its capacity and an intersection with no formal control to manage all movements has exacerbated the current situation which our community, including regularly attending police officers, have raised as a major concern.

Temporary signals were installed to manage traffic associated with the Western Roads Upgrade project in late March 2020. Following the project Wyndham City has taken the proactive approach to continue hiring the temporary signals to maintain safety at the intersection. The signals have been highly successful in addressing safety however it is noted that the solution will require enhancement to improve operations until such time that the ultimate intersection can be delivered. As such it is proposed that funding is provided to retain the temporary signals and deliver enhancements to the signals and intersection over the next 6-12 months to address their temporary nature while sweating the asset.

The ultimate intersection upgrade is 3+ years away. Initial development of functional layout plans have commenced, however detailed design, complex service relocations and land acquisition are required to deliver the project which will take time and will require a further contribution from the Victorian Government.



*Long queues are frequent at the intersection of Derrimut and Boundary Road - leading to dangerous behaviours*

## **Ballan Road/McGrath Road/Greens Road Intersection Signalisation**

Wyndham City is seeking funding towards the signalisation of this intersection.

The existing roundabout at this intersection does not support pedestrian or cycle access across these roads and creates traffic congestion on Ballan Road.

Pedestrians are facing increased difficulty and safety concerns trying to cross these roads as traffic volumes increase. Ballan Road has been identified as a C2 Strategic Cycling Corridor (SCC). The current off-road shared use path that could form part of the C2 SCC has an uncontrolled crossing of the McGrath Road leg of this intersection. Predominant traffic movements from McGrath Road in the pm peak are causing delays and long queues along Ballan Road (a declared arterial road). Ballan Road could also attract additional traffic volumes with the Werribee Street level crossing removal nearing completion.

Signalising this intersection will improve safety for pedestrians and cyclists crossing these roads, access to bus services, reduce risky behaviours, support increased walking and cycling, and reduce delays and congestion on a declared arterial road.

## **Heaths Road and Woodville Park Drive Pedestrian Operated Signals or Full Signalisation**

Wyndham City is seeking \$1 million in State Government funding towards pedestrian operated signals at this intersection. Other options are also being explored including fully signalising this intersection to improve safety for both pedestrians and vehicles, which will require additional funding.

Pedestrians, including young people, are crossing at an uncontrolled location with high traffic volumes on Heaths Road and engaging in risky behaviour crossing the road outside of the school crossing supervised times.

This is particularly concerning because near the intersection is Mossfiel Reserve, which contains a Kindergarten, Maternal and Child Health Facilities, Child Care Facility, Hall, skate park, netball & tennis courts, rugby/cricket pitches. Several medical centres are also located close to the intersection. Bus Routes 166 and 167 operate along this section of Heaths Road with bus stops located either side of the intersection. All these uses attract pedestrian movements across Heaths Road throughout the week.

Traffic exiting Woodville Park Drive has difficulty due to the traffic volumes on Heaths Road and the lack of traffic signals.

Signalising this intersection will improve safety for pedestrians crossing Heaths Road, access to bus services, reduce risky behaviours, and support increased walking.

# WESTERN INTERMODAL FREIGHT PRECINCT

*There is currently no terminal in Melbourne that has the capability to accommodate the Inland Rail service offering of double-stacked 1,800-metre trains. The Western Intermodal Freight Precinct will address this issue.*

Wyndham City calls for the State and Federal Governments to invest in and prioritise the Western Intermodal Freight Precinct.

The State and Federal Government have been working together to ensure that an intermodal terminal with sufficient capacity to accommodate such trains will become available in the near future. This terminal will support Inland Rail in Melbourne, with services due to commence by the end 2026.

The State and Federal Governments are currently undertaking a joint business case to consider the terminal location as well as matters including market access/operating models, financing options and value capture opportunities. The Department of Transport (DoT) business case includes identifying the land to be reserved for the WIFP and the connecting transport corridors. Consideration is also being given to the future co-location of a Port Rail Shuttle inland terminal (IMEX terminal). DoT is aiming to submit the completed business case to State Government in early 2021, with public consultation proposed through 2021 and beyond.

The WIFP business case includes integrated warehousing with rail connections and general warehousing (similar to the N.S.W. Moorebank terminal) at Truganina, with 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 throughout Melbourne.

Independent studies have confirmed Truganina as an optimal location for the WIFP as it is close to around 50 per cent of the existing interstate freight rail customers, with good road access to other parts of Melbourne. At around 1,000ha, the WIFP is a significant precinct for co-located freight and logistics activities that would likely use the rail terminal. The WIFP site also has the necessary space to accommodate demand for rail freight well beyond 2050.

Wyndham City believes the WIFP should be prioritised as there are significant competitive advantages including access to a large and diverse workforce, industry demand, freight demand and close proximity to the largest State Significant Industrial Precinct providing access to major land supply beyond 2040 across four local government areas.



# PRIMARY AND SECONDARY EDUCATION

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*Wyndham City welcomes the recent school infrastructure investments made by the Victorian Government including the land acquisition of new school sites in Wyndham that were announced in the 2020-21 Victorian Budget.*

*However, meeting the educational needs of our fast growing communities requires a sustained program of building of new schools where they are needed most. Over the past 12 years the City of Wyndham has more than doubled in population and, even with recent commitments by the Victorian Government, there remains a shortage of schools in the suburbs where new housing developments have been rapidly spreading.*

*No new schools are currently scheduled to be built in Wyndham in 2022. As part of fast-tracking construction projects to stimulate the economy, including building more schools as part of the existing commitment to build 100 new schools by 2026, we are asking that families in Wyndham receive the schools they urgently need by starting construction of more schools in 2022.*

## **Fast-Track School Construction**

No new schools are currently scheduled to be built in Wyndham in 2022. We are asking the Victorian Government to start building new schools in Wyndham as part of their 2021-22 budget:

- Truganina North Secondary College in Truganina
- Holyoake Parade Primary School in Manor Lakes
- Riverdale East Primary School in Tarneit
- Tarneit Mission House in Tarneit
- Lollypop Creek Primary in Manor Lakes.

These schools are urgently needed to meet demand in fast growing new suburbs, and starting construction during 2021-22 would enable schools to open for the 2023 school year. Land acquisition was funded in the 2020-21 Victorian Budget and these sites are available to enable fast-tracked construction

## **School Land Acquisition**

Meeting the educational needs of our fast growing communities requires a sustained program of building of new schools where they are needed most.

As Wyndham's primary school-age population continues to grow in numbers, and grow up, the need for more government secondary schools is becoming increasingly urgent.

Wyndham City is requesting funding in the 2021-22 Victorian budget for land acquisition for the following schools that will be needed by 2024 or earlier, with construction to be funded in the 2022-23 budget. This includes two new high schools to meet increasing demand as the children of young families that have moved to Wyndham over the past decade start to become teenagers:

- Lollypop Creek Secondary School, Werribee
- Riverdale Secondary School, Tarneit
- Tarneit North Primary School, Tarneit
- Black Forest East Primary School, Manor Lakes

## Site for New Schools

Point Cook needs another P-9 school urgently. Existing schools are over-crowded and adding more portable classrooms where there are already far too many is not a sustainable solution. An alternative site urgently needs to be found to build the proposed Point Cook West P-9 school as the East Werribee Employment Precinct site remains unavailable.

Williams Landing now has more than one thousand primary school-age children but there is no school in the suburb, and no land allocated for a school. Building a school here would also alleviate demand on Point Cook schools which currently take children from Williams Landing.

We are asking the Victorian Government to work with Council to find land for two new schools:

- Land acquisition funding in the 2021-22 Victorian budget for an alternative site urgently required for the Point Cook West P-9 school.
- Funding for a feasibility study to find a site suitable for building a primary school in Williams Landing.

## Continue to Invest in Upgrades to Existing Schools

While the above new schools are being built, existing schools need ongoing upgrades to cope with high levels of current demand and maintain access to quality education for Wyndham students. Wyndham City encourages the Victorian Government to continue to fund much-needed upgrades to existing schools.



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# NORTH & WEST MELBOURNE CITY DEAL

*One in three Victorians and one in 12 Australians live in the fast-growing North and West Melbourne region, which by 2036 will have a population larger than South Australia. It is the region hardest hit by the COVID-19 pandemic, against a backdrop of some of the highest unemployment rates in the state.*

The North and West Melbourne City Deal Plan is a blueprint for the region to respond to the impacts of the pandemic in the immediate and medium-term, and to reform our economy for the future.

The proposal will help create 300,000 new jobs, reboot business, boost social and economic inclusion, and leverage the region's existing strengths in health, food production, manufacturing and logistics. It will unlock employment and economic development opportunities centred on the eight key precincts, which includes Werribee.

Without a City Deal, North and West Melbourne is facing a crisis – a significant lack of jobs coupled with the massive impact of COVID-19. A City Deal presents the region with huge opportunities and an essential springboard for recovery.

This proposal is a cross-sector effort to arrive at a joint list of priorities before consideration of formal MoU arrangements with Commonwealth, state and local governments. These priorities include the following projects which are located in Wyndham:

- Western Rail Plan
- New A-League Stadium Value Capture
- Western Interstate Freight Precinct
- Outer Metropolitan Ring Transport Corridor
- Suburban Rail Loop
- Westlink Ison Road Bridge
- Wyndham Refuse Disposal Facility.

Wyndham City – as part of the LeadWest Committee and guided by the [City Deal proposal](#) - looks forward to engaging with our Federal and State counterparts in the drafting of the North and West Melbourne City Deal.





# ENHANCED EMPLOYMENT SERVICES

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*Wyndham is an extremely diverse community, with almost half of our residents born overseas in 162 different countries. Wyndham is also younger and more diverse than Greater Melbourne, with 58 per cent of residents under the age of 35. Unfortunately, Wyndham also has one of the highest youth unemployment rates in Victoria, with one in 10 young people not engaged in work or study. As Victoria recovers from the COVID-19 pandemic, enhanced employment services must continue to be part of the plan.*

Wyndham City calls on the Victorian Government to:

- continue funding the Jobs Victoria Employment Network;
- continue funding the Community Revitalisation Program and its Fresh Start Employment Pathways Program;
- continue funding the Community Support Group Program; and
- roll out an integrated, place-based employment service for disadvantaged job seekers and for Wyndham to be selected as a preferred location for this program.

Grants provided by Federal, Victorian and Local Governments are working in conjunction with private industries to foster the change we need. Wyndham City is thankful for the previous support our community has received from the Victorian Government.

To ensure vulnerable members of our community continue to receive much needed social and economic support, Wyndham City recommends that projects under the following programs be funded as part of the 2021-22 State Budget:

Jobs Victoria Employment Network: Wyndham City seeks the continuity of funding for Wyndham's involvement in the Job Victoria Employment Network. This funding will support our efforts in tackling local unemployment, including youth unemployment.

Fresh Start Employment Pathways, a program of Community Revitalisation, is a job readiness program that has been delivered in Wyndham for the past few years

The program provides support for all young people, with a priority to support young people of the Pasifika and African communities in Wyndham – many of whom face barriers to employment.

To date, over 100 young people have completed the program and linked to employers in retail and hospitality.

Wyndham City seeks the continuity of funding towards this important program.

Community Revitalisation supports local communities across metropolitan and regional Victoria to develop new pathways to employment for people facing entrenched barriers to meaningful, ongoing work.

Projects are place-based in their design and delivery in that they respond to local resources, strengths and the input of local community members, service providers and industry partners. Community Revitalisation projects are underway in nine places in metro Melbourne including Werribee and Tarneit.

Wyndham City seeks the continuity and sustainability in the funding and administration of this program.

Community Support Group Program aims to strengthen youth engagement in South Sudanese and horn of Africa communities and ensure that young people and their families are linked into activities and services in their areas. Programs have been funded in various regions including Wyndham, Melton and Dandenong.

The focus of a Community Support Group is to link people to an integrated range of programs and activities such as education, training, employment pathways, health and human services, sport and recreation and other community activities.

Moreover, Wyndham City urges the Victorian Government to work more closely with the Federal Government in rolling out an integrated, place-based employment service for disadvantaged job seekers that builds on the employment trial underway with local job providers local Jobactive and Jobs Victoria providers. It is vital that the place-based approach to rolling out employment services is built on, with Wyndham identified as a preferred location.



# H3 ALLIANCE

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*Wyndham's relative affordability, land availability and proximity to Melbourne's CBD has contributed to its growth. On the flip side, the growth has also meant growth in demand for housing, services and land, driving up house prices and rental prices.*

*For the housing system, this has created pressure on both mortgages and rental households, pushing more households into financial stress. Over 11% of households in Wyndham are in Mortgage Stress and 28% are in Rental Stress.*

The operational funding for The Wyndham H3 Alliance (the Alliance) is due to end in June 2021. The Alliance is seeking an ongoing funding commitment from the Victorian Government to enable the services and model to continue in 2021 and beyond. This includes the delivery and improvements to housing services and options in Wyndham.

Established in 2007, The Alliance is a partnership of agencies representing health, housing and homelessness in the Western Melbourne area, bringing together different agencies to work in an integrated way. The Alliance addresses housing vulnerability by increasing housing supply, providing support and addressing issues that lead to housing vulnerability for people living in the Wyndham community.

The impacts of COVID-19 in the Wyndham community – one of the hardest hit areas in Australia in the pandemic - further emphasise the need for a sustainable model to address increasing housing stress and homelessness resulting from the social, economic and health impacts of the pandemic. This is in addition to the stresses that were already present in the housing system in Wyndham. The need for continued funding for the H3 model and services is more prevalent at this time than ever before. This would also be an essential element in the success of the recently announced Big Housing Build, which identifies Wyndham City as a priority location.





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