

2021-22 FEDERAL PRE-BUDGET SUBMISSION



wyndhamcity

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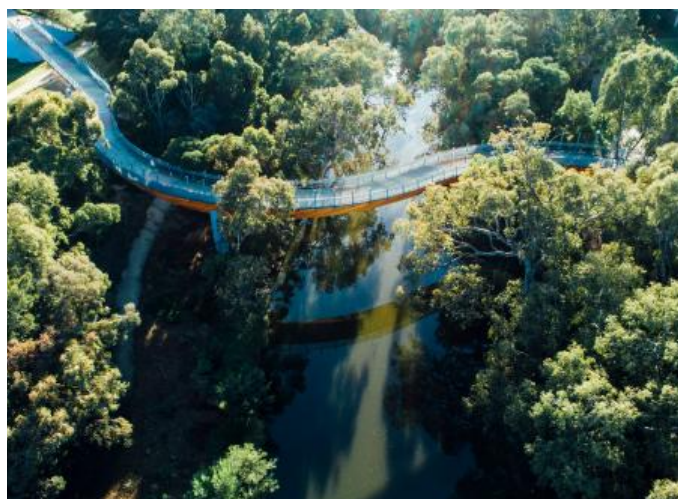
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INTRODUCTION

Wyndham City commends the Federal 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 acknowledge the contribution provided by the Federal Government in supporting our community during this pandemic. These investments will support our community's transition towards COVID recovery.

The Wyndham City 2021-22 Federal Pre-Budget Submission focuses on the Federal 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;
- Invest in employment services;
- Provision of essential services; and
- Building community resilience.

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

Wyndham City has a diverse and friendly community, a relaxing lifestyle 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. A 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 slow down in the immediate term as a result of this pandemic.

True collaboration between all levels of government to 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 Federal Government's investment in the 2021-22 Budget.



BUDGET SUBMISSION SUMMARY

The below budget priorities will not only support the Australian 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 Australian 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"> • A metro train service on the Wyndham Vale line. This could be achieved by electrification of the line. • Bridge the critical connection between the Wyndham Vale and Werribee lines. • Investment in existing station upgrades on the Geelong and Wyndham Vale lines. • Construction of the four new stations in Wyndham along the Regional Rail Link.
Regional Rail Link Stations <ul style="list-style-type: none"> • Sayers Road Station • Black Forest Road Station • Truganina Station • Davis Road Station 	<ul style="list-style-type: none"> • 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.
Wyndham Westlink - Stage 1	<ul style="list-style-type: none"> • Funding towards Stage 1 of Wyndham WestLink, which includes: <ul style="list-style-type: none"> ◦ the construction of a four-lane Ison Road bridge over the railway line and additional works required at the Princes Freeway interchange, ◦ the signalisation of the Geelong Road (Princes Highway) roundabout, and ◦ the duplication of Ballan Road and associated Regional Rail Link bridge at the Ballan Road/Armstrong Road/Hobbs Road intersection.
Western Intermodal Freight Precinct	<ul style="list-style-type: none"> • State and Federal Governments to invest in and prioritise the Western Intermodal Freight Precinct.
North & West Melbourne City Deal	<ul style="list-style-type: none"> • Continued active engagement between all levels of government to progress with the drafting of this City Deal.
Kindergarten Funding - Universal Access to 15 Hours Per Week	<ul style="list-style-type: none"> • Commit to long-term funding that guarantees 15 hours of four year- old kindergarten per child, per week, on an ongoing basis.
Enhanced Employment Services	<ul style="list-style-type: none"> • Fund employment trials through the Regional Employment Trial. • Roll out of an integrated, place-based employment service for disadvantaged job seekers and for Wyndham to be selected as a preferred location for this program.

IMPLEMENTATION OF THE WESTERN RAIL PLAN

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:

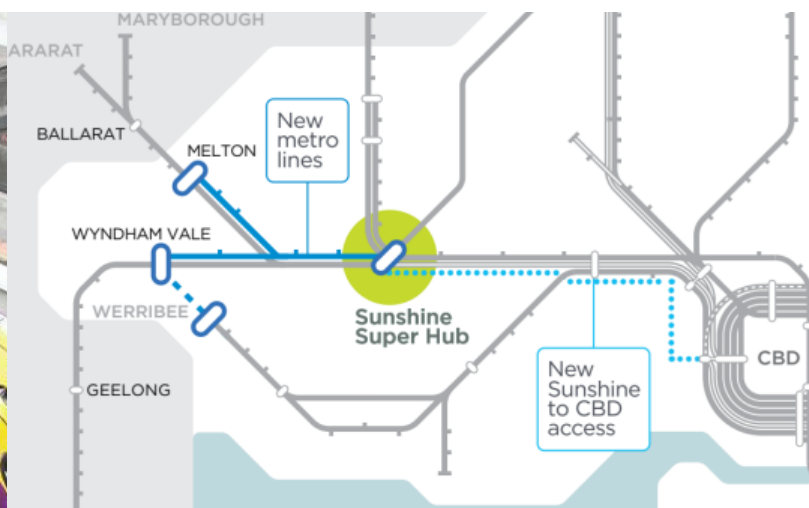
- A metro train service on the Wyndham Vale line is urgently needed to meet the transport needs of commuters in fast growing outer suburban areas. This could be achieved by electrification of the line.
- Bridge the critical connection between the Wyndham Vale and Werribee lines to provide increased opportunities 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 existing station upgrades on the Geelong and Wyndham Vale lines that 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 Federal and Victorian Governments to embark on a revitalisation of rail infrastructure by building four new Regional Rail Link 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.

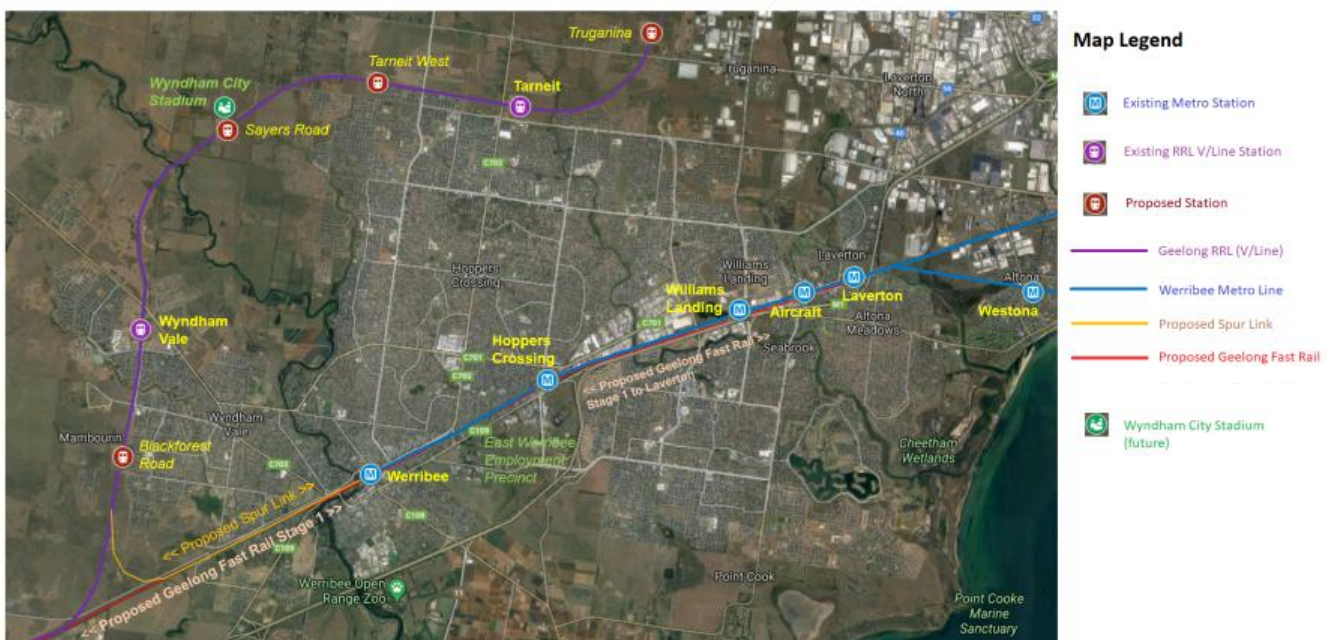
The Regional Rail Link (RRL) was one of the biggest rail infrastructure projects ever undertaken, however it is already at capacity and will not continue to adequately service Wyndham's growth fronts.

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 Federal Government to help build Sayers Road Station as soon as possible so Melbourne can capitalise on this unique opportunity.



WYNDHAM WESTLINK - STAGE 1

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 to Wyndham Vale and Manor Lakes, Wyndham Vale and Werribee to the Princes Freeway – will help to support Wyndham's existing and future population growth.

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.

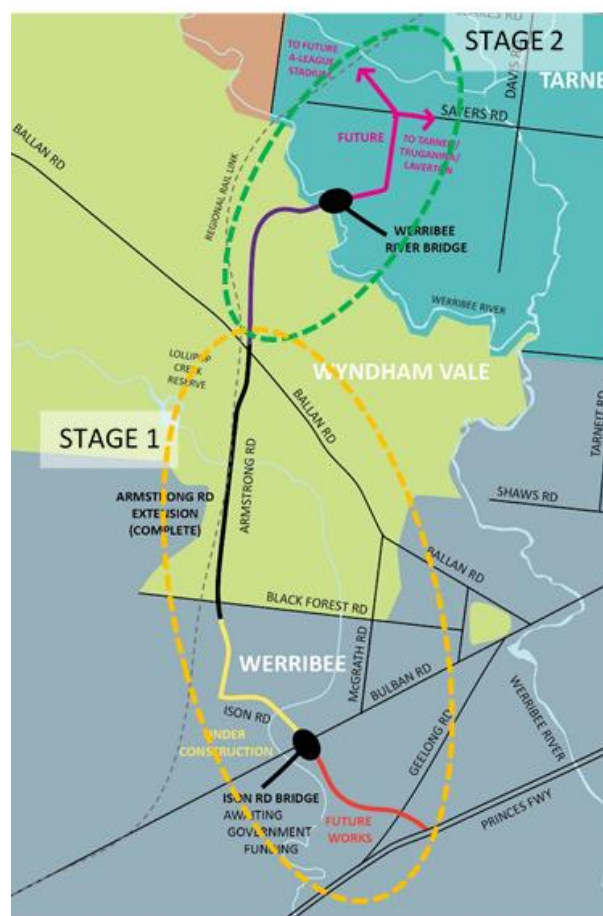
By providing a freeway connection to the growth areas it will not only support the existing and future population growth, but it will leverage the faster realisation of land tax, stamp duty and developer contributions, as well as growth area infrastructure charges.

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 Federal and Victorian Governments 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.



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

WESTERN INTERSTATE 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 Federal and Victorian 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 Federal and Victorian Government 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 Victorian 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.



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.



KINDERGARTEN FUNDING - UNIVERSAL ACCESS TO 15 HOURS PER WEEK

Research shows that high-quality early childhood, health and support services have huge benefits in terms of children's lifelong wellbeing. We want to give our children the start in life they deserve and to do this they need long-term funding that guarantees 15 hours of four-year-old kinder per child, per week.

Wyndham City calls on the Federal Government to commit to long-term funding that guarantees 15 hours of four year- old kindergarten per child, per week, on an ongoing basis.

The Federal and State Governments have agreed to fund 15 hours of kindergarten per week for four-year old children in Australia under a national partnership agreement. Wyndham City welcomes the Federal Government's announcement in May 2020 that federal funding for the national agreement will be extended to December 2021.

Annual federal funding has been renewed repeatedly since the first national partnership agreement in 2008. To provide certainty for both service providers and Australian families, long-term funding will be required towards this initiative.

Long term funding was recommended by the Universal Access National Partnership Review Report, which was presented to the national meeting of Education Ministers in June 2020. The review also found that over the life of the national partnership agreement universal access to 15 hours per week of four-year-old kindergarten has moved from an aspiration to a community expectation as an essential part of early education.

The proportion of children enrolled for the target of 600 hours has increased from 12 per cent in 2008 to 96 per cent in 2018. The review noted that "The 600 hours per year requirement is accepted as a minimum and parental expectations have adjusted to this new norm".

Without a commitment from the Federal Government, local children will only have access to 10 hours of kindergarten per week, instead of 15. If this happens, families could be forced to pay an average of \$2000 extra every year and many vulnerable and disadvantaged children may fall through the gaps.

Repeated short-term funding commitments also make it difficult for providers to conduct the long-term planning necessary to deliver optimal services and support for young families.

For these reasons, Wyndham City strongly urges the Federal Government to commit to long-term funding that guarantees 15 hours of four year- old kindergarten per child, per week, on an ongoing basis



ENHANCED EMPLOYMENT SERVICES

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 the nation recovers from the COVID-19 pandemic, enhanced employment services must continue to be part of the plan.

Wyndham City calls on the Federal Government to:

- fund employment trials through the Regional Employment Trial, 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 welcomes the Federal Government's continued commitment to supporting traineeships and apprenticeships, as evident in the measures outlined in the 2020-21 Federal Budget.

To ensure there is a more targeted approach to employment support services, Wyndham City urges the Federal Government to work more closely with the Victorian Government in rolling out an integrated, place-based employment service for disadvantaged job seekers that builds on the employment trial underway with local Jobactive and Jobs Victoria providers. It is vital that the place-based approach to rolling out employment services is built on and that Wyndham is identified as a preferred location in the lead up to the end of the current Jobactive funding in 2022. Additional components of the employment trials funded through the Regional Employment Trial should be funded, while existing funding opportunities must be capitalised on.





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