Places and Spaces

Strategic indicators – Wyndham City plan 2017-21

Infrastructure and housing diversity

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| **Council Performance on the Condition of Sealed Local Roads, 2015 to 2017[[1]](#footnote-1)** | |
|  | **Community satisfaction with the condition of sealed local roads was higher in Wyndham** than on average, all other Councils across Victoria.  In 2017, the satisfaction rating in **Wyndham was** **64 out of 100**, compared to an average of **5 out of 100 at other Councils in Victoria.** |

**Percentage of Various Dwelling Structures, 2016[[2]](#footnote-2)**

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|  | With a much **higher percentage of separate houses (83%) compared to Greater Melbourne (66%) and Victoria (72%),** there is significantly less housing diversity in Wyndham. |

Environment

**Percentage of Garbage, Recyclables and Green Organics Collected from Kerbside Bins that is Diverted from Landfill, 2014/15 to 2016/17[[3]](#footnote-3)**

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|  | **A lower proportion of waste from kerbside bins in Wyndham is diverted from landfill compared to other areas across Victoria.**  On average, nearly half of all waste collected from kerbside bins in Council areas similar to Wyndham is diverted from landfill, while **only 37% of waste is diverted from Wyndham bins.**  Furthermore, the **average proportion of diverted waste across all Victorian Councils is greater than the amount diverted in Wyndham.** |

**Council's Annual Greenhouse Gas Emissions (Tonnes CO2), 2014/15 to 2016/17[[4]](#footnote-4)**

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| **Wyndham Council’s annual greenhouse gas emissions have been steadily decreasing since 2014/15** and are currently below 2013/14 levels. Even though Council experienced significant growth, greenhouse gas emissions from Wyndham City Council’s operations decreased by 8% or 2,069 tonnes in 2016/2017.  This has been achieved mainly through the bulk changeover to energy efficient streetlights. This reflects Council’s resolve to realise its 2020 greenhouse reduction target of 12%. |

**Percentage of LGA with Tree Canopy, 2015[[5]](#footnote-5)**

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| According to the Institute for Sustainable Futures (ISF), **the City of Wyndham has the greatest potential for increased tree canopy coverage due to its large expanses of grass-bare ground cover**. In their 2015 report, the ISF determined that approximately 3.1% of the area of Wyndham was covered by tree canopy. Compared to other growth areas, such as Cardinia (32%) and Whittlesea (19**%**), **there is significantly less tree canopy coverage in Wyndham.**  The context of Wyndham City is that much of the area is covered by endangered grassland and is unsuitable for tree planting and never naturally grew many trees. For these reasons, it is appropriate to use the area inside the urban growth boundary to estimate urban tree cover. Table 1 shows the urban tree coverage area within the 2010 urban growth boundary, derived from unpublished data using a similar methodology as the original study.  Table . Urban tree coverage area within the 2010 urban growth boundary[[6]](#footnote-6)   |  |  | | --- | --- | | **Year** | **Urban tree coverage area within the 2010 urban growth boundary** | | 2005 | 6.4% | | 2017 | 9.0% | |

Commuting

**Proportion of Wyndham Residents that Take 90 Minutes or More to Travel to and From Work, 2014 to 2017[[7]](#footnote-7)**

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|  | The **proportion of Wyndham workers travelling 90 minutes or more to and from work increased** significantly between 2015 and 2016.  In 2015, **15% of Wyndham households** reported that at least 1 member of the household travelled 90+ minutes to and from work each day, this **increased by over 10% in only 12 months to 26% in 2016.**  From 2016 to 2017, there has been a considerable decline, in the proportion of households where at least one member travels over 90 minutes to and from work. |

**Percentage of Workers Using Public Transport to Commute on Census Day, 2016[[8]](#footnote-8)**

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|  | Car as driver is the most popular method of travel to work amongst all Victorian employees**. The largest proportion of drivers is in Wyndham, where over two thirds of employees drive their car to work, compared to 62% of employees across Greater Melbourne and 63% Victoria wide.**  A similar proportion of employees in Wyndham and the Western Region use public transport (train and bus) to travel to work. **In Wyndham and across Victoria, train travel is more common than bus travel.** |

**Percentage of Residents that Believe Public Transport is an Issue for Council to Address in the Next 12 Months, 2013 to 2017[[9]](#footnote-9)**

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| **The percentage of Wyndham residents who believe public transport is an issue for Council to address has steadily decreased over the last 4 years.** Around 16% of residents believed transport was a key issue in 2013. By 2017, the figure fell to **less than 7% of residents**. The opening of the Regional Rail Link stations at Tarneit and Wyndham Vale in 2015 increased Wyndham residents’ access to public transport, and has likely impacted this trend. |

1. Local Government Performance Reporting Framework. (2014/15 to 2016/17). Know your council. [↑](#footnote-ref-1)
2. Australian Bureau of Statistics. (2016). Census of population and housing [↑](#footnote-ref-2)
3. Local Government Performance Reporting Framework. (2014/15 to 2016/17). Know your council. [↑](#footnote-ref-3)
4. State of Environment Reporting - Wyndham City Council [↑](#footnote-ref-4)
5. University of Technology of Sydney. (2014). Benchmarking Australia’s Urban Tree Canopy: An i-Tree Assessment [↑](#footnote-ref-5)
6. Wyndham City. (2018 to 2040). City Forest & Habitat Strategy 2018-2040 Annexes [↑](#footnote-ref-6)
7. Wyndham City Council. (2014 to 2017). Annual community satisfaction survey [↑](#footnote-ref-7)
8. Australian Bureau of Statistics. (2016). Census of population and housing. Compiled and presented by .id Consulting [↑](#footnote-ref-8)
9. Wyndham City Council. (2013 to 2017). Annual community satisfaction survey [↑](#footnote-ref-9)