

APPENDIX A: RESPONSE TO THE METROPOLITAN JURY

If you are interested in more detail on why an option has been recommended in full, in part, or not at all in the draft strategy, we encourage you to read the *Draft options book version two*. We also note that the jury's recommendations were made based on the options in first version of the *Draft options book*. The description of some options changed based on feedback received through consultation and an internal review of the options conducted by Infrastructure Victoria. Where the scope of an option has been materially changed it is noted here.

Need 1. Address infrastructure demands in areas with high population growth

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury recommends delivering information communications technology (ICT) infrastructure necessary to support the community's access to online services	Access to services through technology and ICT (AST)	Strong	High	Government transactions are increasingly transitioning to online platforms. The Victorian Government's recently announced <i>Information Technology Strategy</i> , charges Service Victoria with modernising the delivery of high volume government transactions, with the aim of setting a new standard for customer service in Victoria. As such this has been included in the draft strategy's base case. We note however that the jury's comments focused on provision of improved mobile and internet connectivity. This is, in part, addressed through the new option Enhanced telecommunications performance (ETP), which has been included in the draft strategy. See recommendation - ICT infrastructure (12.1.3 and 19.1.2).

Need 2. Address infrastructure challenges in areas with low or negative growth

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury recommends deregulation to enable the re-use and rationalisation of existing infrastructure to enable	Community and public space utilisation deregulation (CSU)	Strong	Medium	This option has been included in the draft strategy, with a focus initially on state government land. See Recommendation – Public space utilisation (1.4.1 and 5.2.1).

cost effective refurbishment, maximising community usage whilst meeting needs in low growth areas.	Community space refurbishment or rationalisation (CSR)	Strong	Medium	This option has been recommended in part in the draft strategy in the draft strategy. The recommendation focuses on the establishment of fund linked to criteria that would require ineffective assets to be divested or refurbished. See Recommendation – Community space refurb/rationalisation (1.4.4, 2.3.2 and 5.4.2).
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Need 3. Respond to increasing pressure on health care, particularly due to ageing

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
With Australia's growing aging population, the increased demand for aged care residential facilities cannot be met by the current supply. The jury recommends improving the existing aged care facilities and providing additional infrastructure across Victoria.	Aged Care Facility Expansion (ACF) - (previously ACM)	Strong	High	Expanding aged care facilities is important, however we have come to the view that the current system of residential aged care delivery is evolving and meeting service requirements adequately. As such we have not included a recommendation for state government intervention in the provision of aged care. We do recognise that there is an issue for private providers building aged care facilities in established neighbourhoods and have included a review of Urban Planning and Approvals Processes for health facilities (UPA) in the draft strategy. See Recommendation – Aged care facility approvals (3.4.1).
The jury recommends the delivery of a mobile and e-health network throughout Victoria, enabling people to be	Health care alternative delivery options (HCA)	Strong	High	The option HCA has been further developed and incorporated into the options for Digital health embedded across the health system (EEA), as well as Technology enabled health care (TEH). Both of these options have been included in the draft strategy. See Recommendations – Health care ICT systems (3.1.1 and 12.1.5) and Health care delivery through

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treated in a coordinated and controlled way by multiple practitioners within and outside the hospital environment	eHealth embedded across new health system (EEA)	Strong	High	technology (2.2.3, 3.1.2, and 12.1.6).
The jury recommends making better use of technology to collect, manage and analyse data, along with using new technology to improve service access and system integration.	Health care big data leverage (HCT1)	Strong	Medium	This option has been addressed by EEA. See Recommendation – Health care ICT systems (3.1.1 and 12.1.5)
The Jury supports the expansion and provision of appropriate facilities and services to support an increased number of patients who are suffering from an acute mental health and / or alcohol and other drug dependency episodes. Facilities must be specific for different purposes, for example young people need to be in appropriate facilities rather than aged care.	Mental Health and Alcohol and other Drug Dependency (AOD) Acute and Community Facilities (MHA)	Strong	High	This option has been included in the draft strategy. See Recommendation – Mental health/AOD facilities (3.3.2).

Need 4. Enable physical activity and participation

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury recommends retrofitting existing suburbs and towns to increase the opportunities for people to walk and cycle to local infrastructure and services.	Active established areas (AEA)	Strong	Low	We recognise that there is merit in this option, but note the jury's concern about the cost. As such we have recommended three pilots to be delivered and evaluated to determine the best way to achieve the desired outcome. See Recommendation – Cycling/walking in established areas (4.2.1).
The jury recommends making improvements to the amenity of public spaces, by improving lighting and streetscapes and providing facilities like water bubblers, showers, bike racks and lockers. ALR should mandate that developers must include these facilities in all new developments.	Active lifestyle infrastructure provision (ALP)	Strong	High* *Immediate for existing walking and cycling networks, and to be planned alongside longer term BWP2/BWP3 /BHT/AEA projects.	This option has been recommended in part in the draft strategy with the focus being on delivering lockers in all metro train stations and major regional stations. Other aspects of the option (locker rooms and shower facilities, public toilets, weather protection, water bubblers) are considered more appropriately delivered at a local level. See Recommendation – Active lifestyle facilities (4.2.2). The role for developers is considered in ALR.
The jury recommends principles of active design should be incorporated into the construction of new residential, commercial and industrial developments. This	Active lifestyle infrastructure regulation (ALR)	Strong	Immediate	This option has been recommended in part in the draft strategy with a focus on reviewing the current standards to better reflect demand for cycling. See Recommendation– Cycling end-of-trip facilities (4.1.1).

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would involve providing cycle ways, parks and pedestrian infrastructure.				
<p>The jury recommends expand the walking and biking path network, particularly where there are missing links. This includes modifying existing road, bike and walkway infrastructure to separate cycling and pedestrian use. All new and improvement works should aim to achieve separation of cycling and pedestrian infrastructure (i.e., to achieve BWP2 and BWP3 simultaneously).</p>	Bicycle and walking path expansion and improvement (BWP2)	Strong	Immediate for priority safety issues (e.g. as identified in the BikeSpot project), and high for ongoing, wider network expansion	Both of these options have been included in the draft strategy with a focus on state government roads and land, and areas of state significance. See Recommendation – Cycling corridors/walking improvements (4.1.3 and 10.3.2).
	Modify Bicycle and walking path separation (BWP3)	Strong	Immediate for priority safety issues (e.g. as identified in the BikeSpot project), and high for ongoing, wider network expansion	
The Jury recommends establishing an independent, centralised body to research, document and advise on best practice design for cycling and walking	New option 4.1 – Establish a centre of best practice for active (cycling/walking) infrastructure	Strong	High	The opportunity for data analysis capability is considered as part of Bicycle and walking path data capture (BWP1), which has been included in the draft strategy. See Recommendation – Cycling/walking data (4.1.2 and 10.3.1).

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infrastructure. Design guidance is to be provided to VicRoads, local councils, developers, civil engineers and related parties.	design and standardisation			
The Jury recommends a review of traffic signalling principles and implementation, <ul style="list-style-type: none"> • Safety for vulnerable road users such as pedestrians, cyclists, and people with mobility challenges. • People movement, rather than vehicle movement. 	New option 4.2 – Review traffic signalling principles and implementation	Strong	High	Elements of this proposal are addressed by Road space allocation (RSA) and Advanced traffic management (ATM), which have been included in the draft strategy. See Recommendations – Road space allocation (10.6.3 and 11.2.5) and Traffic management systems (10.6.2. and 13.2.1).
The Jury recommends a review of all Victorian road rules, with a particular focus on cycling safety.	New option 4.3 – Review all Victorian road rules from a cycling safety perspective	Strong	High	RSA seeks to make the best use of roads, and would include consideration of safety as one element. However a review of all road rules is out of scope for the draft strategy we believe it extends beyond infrastructure matters. See Recommendation – Road space allocation (10.6.3 and 11.2.5).

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury was unable to reach a recommendation regarding this option and recommends that further research be undertaken in order to determine the value of this option. The Jury strongly supports the aim of improving driver behaviour towards vulnerable road users and it is possible that this outcome of improved driver behaviour could be achieved through other means or in combination with BVA.</p>	<p>Bicycle and vehicle accident fault allocation (BVA)</p>	<p>Mixed</p>		<p>As the jury notes there is limited evidence to show that a change in these arrangements is linked to changing perceptions of cycling. Moreover, the state's no fault liability scheme provided by the TAC and the ability of cyclists to purchase insurance for personal property damage has not been identified as a major barrier to the uptake of cycling. This option has not been recommended in the strategy.</p>

Need 5. Provide spaces where communities can come together

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<p>The Jury recommends the implementation of these options in the near future because they are low cost and have immediate benefits at the individual and community levels. Making better use of existing infrastructure, these options have the potential to strengthen communities and build resilience through enabling community participation, volunteer groups and micro-industries to contribute to local communities in a number of ways.</p>	Community space shared use agreements (CSS1)	Strong	High	This option has been included in the draft strategy. See Recommendation – Community space shared use agreements (1.4.2, 2.3.1 and 5.2.2).
	Schools with low enrolments in rural areas (SLR)			Further research has determined the number of schools considered to have low enrolments in rural areas is too small to warrant for inclusion in the draft strategy. However we have developed a new option for Schools as community facilities (SCF) to make better use of school sites. For rural areas, there could be efficiencies and savings from consolidating community facilities onto school sites. See Recommendation – Schools as community facilities (1.4.6, 2.3.3, 5.3.1 and 9.3.3). We have also recommended better managing demand for schools in local areas through a networked approach. See Recommendation – School network planning (9.1.1).
	Community space refurbishment or rationalisation (CSR)			This option has been recommended in part in the draft strategy in the draft strategy. The recommendation focuses on the establishment of fund linked to criteria that would require ineffective assets to be divested or refurbished. See Recommendation – Community space refurb/rationalisation (1.4.4, 2.3.2 and 5.4.2).

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<p>Noting:</p> <p>While a central, state-run online calendar could be useful, the Jury does not view it as high priority. The event coordination aspect is a higher priority, to solve the issue of existing facilities not being utilised to their full potential.</p>	<p>Community space statewide event planning (CSS2)</p>			<p>This option has not been included in the draft strategy, however the higher priority issue the jury has identified about utilising the full potential of existing facilities is incorporated into CSU, which has been included in the draft strategy. See Recommendation – Public space utilisation (1.4.1 and 5.2.1).</p>

Need 6. Improve accessibility for people with mobility challenges

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury recommends the adoption of the PTV option in a phased approach. All new assets are recommended to be built in consideration of accessibility for all Victorians, enabling use by those with mobility challenges. It is required that accessibility be rolled out to all existing assets as well but as this is a high cost activity, a deliberate and planned retro fit should be done to minimise cost as much as possible, while still delivering the outcome in a timely manner. It is also expected that costs could be minimised by prioritising newest assets first as older assets will have the</p>	<p>Public transport accessibility (PTV)</p>	<p>Strong</p>	<p>Medium</p>	<p>This option has been included in the draft strategy. See Recommendation – Public transport accessibility (6.1.3). We also note that all new assets to be built according to urban design principles is addressed through the option Community infrastructure accessibility (CIM) which has been included in the draft strategy. See Recommendation – Universal design (6.1.1).</p>

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shortest lifespan and their replacements will be easier and cheaper to implement.				
The Jury also recommends the implementation of the PTA as an accessible and flexible delivery option for transport services enabling support to Victorians facing isolation due to disability, location or income. Localised activities in Yarrowonga and Warrnambool have demonstrated the viability of this option. Market driven solutions such as Uber are also opportunities for the community to leverage support for this option.	Public Transport alternative use of taxis and hire cars (PTA)	Strong	Medium	This option has been included in the draft strategy. See Recommendation – On-demand transport services (2.1.3, 6.2.1 and 12.2.6). Market driven solutions are also considered as part of the option Mobility as a Service (MAS), which has also been included in the draft strategy. See Recommendation – Innovative transport services (1.3.1, 10.7.1 and 12.2.2).
The Jury recommends implementing regulatory planning to ensure	Community health and facility access (SCC)			This option has been addressed through CIM, which has been included in the draft strategy. See Recommendation– Universal design (6.1.1).

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accessibility solutions are addressed in new development planning, i.e. employ universal design	Community infrastructure accessibility (CIM)		High	This option has been included in the draft strategy. See Recommendation – Universal design (6.1.1).

Need 7. Provide better access to housing for the most vulnerable Victorians

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury recommends introducing inclusionary zoning, or the mandatory provision of more affordable rental housing through amendments to the State Planning Policy Framework and appropriate legislation.	Affordable and social housing targeted development (AHR)	Strong	High	This option has been included in the draft strategy and has been renamed as Affordable housing inclusionary planning controls. See Recommendation – Affordable housing planning mechanisms (7.3.2).
	New option – Rent to Buy	Strong	High	The option Affordable housing community land trusts (AHC) targets a similar household type and has matched objectives with the 'rent to buy' model. The AHC option was not recommended in the draft strategy because it does not target the most vulnerable Victorians, but would be more likely to provide housing responses for less vulnerable and more moderate income households. The option, however, is considered to have merit. We believe that the 'rent to buy' option also has merit, but we did not progress with the option for similar reasons to AHC. We do not agree with the recommendation that social housing should represent 30 per cent of new suburb/property development. Rather than a mandatory level we have recommended development of a mechanism to place affordable housing where it offers the most benefit. See AHR which is included in Recommendation – Affordable housing planning mechanisms (7.3.2).

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury strongly supports these options in their aim to increase private sector investment into social and community housing by means of incentives.	Affordable social housing development incentives and fund (SAH)	Unanimous	High	This option has been included in the draft strategy and has been renamed Affordable housing development initiatives. See Recommendation – Affordable housing planning mechanisms (7.3.2).
	Social housing social rental model (SHS2)	Unanimous	High	This option is addressed through Affordable private rental stock provision (ARH), which has been recommended in part the draft strategy. As the jury notes this would require funding above and beyond the existing allocation. More detailed analysis is required to determine a target level of affordable private rental stock. See Recommendation – Affordable rental housing provision (7.4.3).
	Government owned and managed social housing provision to increase stock (GOM)			We agree with the intention, and this is reflected in the new option Social housing stock expansion (SHE). This option has been recommended in part in the draft strategy. While we have not specified a target for government, we have recommended further investment beyond existing commitments. See Recommendation – Affordable rental housing provision (7.4.3).
The Jury recommends using the Victorian Planning Provisions to provide affordable housing in strategic urban renewal precincts and other areas of significant change.	Affordable housing sector regulatory amendment (SHS1)	Strong	High	This option has been included in the draft strategy and renamed Affordable housing sector planning system amendment. See Recommendation – Affordable housing fast-track approvals (7.3.1).

Need 8. Address increasing demand on the justice system

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The Jury recommends providing Police early intervention program into schools.	New option - Early intervention programs for at risk juveniles	Strong	High	We agree that early intervention programs for at risk juveniles are an important issue. This has been reflected in Justice and human services integrated planning and delivery (JCS) to ensure that all facilities are fit-for-purpose and can accommodate the diversity of justice and human services activities. The draft strategy, however, does not make recommendations solely focused on service delivery.
The Jury recommends addressing the factors impacting the criminal justice system such as drug and alcohol abuse (Christine Nixon), homelessness, poverty, family violence, mental illness, and low education as a priority to reduce the risk of offending.	Justice diversion(ary) policy and programs (JDP)	Strong	High	This option has not been recommended in the draft strategy because we have determined that diversionary programs are out of scope for an infrastructure strategy. Diversionary programs play an important role in keeping people out of the justice system. It may be a policy worth considering as part of a broader justice policy focus.
	Justice and human services joint planning (JHS)	Strong	High	This option has been addressed by JCS, which has been included in the draft strategy. See Recommendation – Justice/human services integrated planning (8.1.1).
	Justice and human services co-location (JCS)	Strong	High	This option has been included in the draft strategy and has been renamed Justice and human services integrated planning and delivery. See Recommendation – Justice/human services integrated planning (8.1.1).
	Justice family violence response (JFV)	Strong	High	This option has been incorporated into option JCS, which has been included in the draft strategy. See Recommendation – Justice/human services integrated planning (8.1.1).
The jury believes that effective justice delivery requires well maintained facilities and technology that supports and provides a	Justice service delivery through new technology (JSD)	Strong	Medium	This option has been included in the draft strategy. It has been re-scoped to focus on the development of online dispute resolution technologies, and has been renamed Justice service delivery through technology. See Recommendation – Dispute resolution technology (8.2.2 and 12.1.2).
	Justice case management	Strong	Medium	This option has been included in the draft strategy. See Recommendation – Justice case management ICT system (8.2.3).

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comprehensive view of the client.	system (CSC)			
	Courts maintenance (CMD)	Strong	Medium	This option has been included in the draft strategy and renamed Courts maintenance and optimised use. See Recommendation – Courts maintenance (8.3.1).
The Jury concludes that the relocation of police into larger super sites is an unnecessary expense. A better option is JCS - Justice and human services co-location, to provide community hubs for police, justice and social services.	Police station supersites (PSS)	Do not support		Police station supersites provide an important opportunity to deliver integrated services with justice and human services, and even health. This option has been recommended alongside Justice and human services integrated planning and delivery, and a courts delivery program in areas of high-growth. Further work has been undertaken about where this should occur and identified there are sites in the south east of Melbourne where there is an oversupply as well as growth areas where a service is needed. We note that this would not be appropriate for rural communities. See Recommendation – Police station supersites (8.1.2). We recognise the jury's concerns that communities should be able to readily access police services and this is considered in the option Mobile police workforce (MPW) which recommends that government deliver a non-emergency call centre to enable people to connect with police more easily than having to go to a police station. The jury also raises a concern about the cost of this option. In our advice on funding this option, we note the opportunity to gradually sell some of the existing stations, (starting in areas where there is an oversupply of services) to provide a one-off funding boost.

Need 9. Provide access to high-quality education infrastructure to support lifelong learning

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The Jury recommends further development on this option and acknowledge that we need government programs that formalise lifelong learning as an overarching strategy in developing education infrastructure. It would harmonise assets and simplify access to programs that are already in operation.	Lifelong learning hubs (LLH)	Strong	High	The scope of this option has been further developed and refined. It is now called 21 st century libraries (LLH), which is included in the draft strategy. See Recommendation – Public libraries (1.4.5, 5.4.3 and 9.4.3).
Instead of closing schools, the Jury recommends adapting, re-using and sharing facilities where there is a successive low enrolment or attendance and stagnant or decreasing growth areas.	Schools with low enrolments in rural areas (SLR)	Mixed	High	As noted earlier, the intention to ensure that schools facilities are better used has been incorporated into the option Schools as community facilities (SCF). See Recommendation – Schools as community facilities (1.4.6, 2.3.3, 5.3.1 and 9.3.3).
The Jury agrees this concept needs to be addressed. We consider there is not enough information provided	School boundary enrolment (SOO)			We recognise the jury's concern. This option has been further developed and its scope has changed. It now focuses on developing mechanisms to lift the performance of an entire network of schools such as through improving the sharing of resources within local areas. This option has been included in the draft strategy and has been renamed School

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<p>about this option to reach a valid conclusion. The Government needs to provide data on the causes of the problem; information about effective solutions; methods for collecting relevant data and how it would be disseminated.</p>				<p>demand management. See Recommendation – School network planning (9.1.1).</p>
<p>The Jury recommends providing new schools to address demand in high growth areas.</p>	<p>School shortages (SSS)</p>	<p>Strong</p>	<p>High</p>	<p>We agree this option has merit, however, we now consider that government will continue to invest in schools to meet demand over the next 30-years. State government is required to ensure all school age students have access to a local school. Rather than telling the government what they should continue to do, we have focused the recommendations in the draft strategy on those things it should do differently.</p>
<p>The Jury asks that the Victorian Government also consider that paying inflated costs to purchase land in inner city suburb, such as Fisherman's Bend, have a negative impact. To counter this, schools should be planned in initial stages of any new developments.</p>				<p>The draft strategy includes Recommendation – School investment pipeline (9.3.1) to provide clarity about investment priorities over the next five years to improve the delivery of school infrastructure. We do note that schools in growth areas are already included in the development of Precinct Structure Plans. In Fisherman's Bend a development contribution overlay has been applied. All developers must pay a per-dwelling rate of contribution towards the cost of infrastructure provision in this area, as well as a contribution to provide open space.</p>

Need 10. Meet growing demand for access to economic activity in central Melbourne

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Citizen Jury strongly supports these four options given the high population growth projections for metropolitan Melbourne, especially in the outer growth corridors and the inner city. The need for increased rail passenger capacity can be addressed by introducing longer trains (contingent upon lengthening of some platforms) and upgrading track infrastructure to the west of the city.</p>	High capacity trains – 7-car (HCT3)	Strong	Medium	This option has been recommended in part in the draft strategy. We recognise that there is an existing rolling stock strategy in place, and we have assumed purchase of new rolling stock will continue to occur as a business as usual activity. The recommendation is targeted at a more strategic level in building on the existing work to institute an asset management based approach to procurement that supports the continuous build of new rolling stock, avoiding the small-order, stop-start procurement of recent decades. See Recommendation – Metropolitan rolling stock (10.5.1).
	High capacity trains – 10-car (HCT2)	Strong	Medium	This option has been included in the draft strategy. See Recommendation – 10-car metropolitan trains (10.5.2).
	Geelong and Werribee rail upgrade (GWR)	Strong	Medium	This option has been included in the draft strategy. See Recommendation – Geelong/Werribee/Wyndham rail (1.3.4, 10.8.2 and 12.3.1).
	Geelong fast rail (GFR)	Strong	Medium	This option was not recommended in the draft strategy because of its high cost, particularly comparative to other solutions that meet the needs of this corridor and could be delivered sooner. We do however note that this option would warrant further consideration as part of any federal government or private sector proposal to introduce high speed rail.
<p>The Citizen Jury see these three options as a definite priority. Together they lay the foundation for other options that will boost capacity across the rail network. They include</p>	Rail signals and fleet upgrade (RSF)	Strong	Medium	A scaled down form of this option has been included in the draft strategy, to target areas where the signalling system is the primary constraint and there is a need for additional capacity to keep up with demand. See Recommendation – High-capacity signalling (10.4.7).
	Public transport train timetabling (PTT)	Strong	Medium	This option has been included in the draft strategy and has been renamed Public transport train timetabling. See Recommendation – Train timetabling (10.4.2).

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long overdue fixes to signalling equipment across the metropolitan train network, better timetabling to account for trends in patronage, and encouraging better use of existing platforms.	Train platform utilisation (TPU)	Strong	Medium	This option has been incorporated as part of a broader program works as part of Metropolitan rail capacity upgrades (MRC), which has been recommended in part in the draft strategy. The recommendation focuses on development of a process to transparently identify and prioritise network upgrades and enhancements that will ensure that the most effective projects are delivered. See Recommendation – Metropolitan rail upgrades (10.4.5).
The Citizen Jury supports the increased utilisation of Port Phillip Bay and the Yarra and Maribyrnong rivers.	Water taxis/buses /ferries to the central city (WTB)	Moderate	Low	This option was filtered out in <i>All things considered</i> . New evidence has not been brought forward in support of the need for this service and the role for government. As a result the initial assessment remains unchanged. It was considered to provide a very low contribution to meeting the need.
The Citizen Jury supports each of these options because they make better use of existing roads, and create new public transport alternatives for commuters in inner Melbourne. These options recognise that bus, tram and bicycle transport options can be more efficient at moving people than cars, and seek to make such options more attractive to commuters.	Doncaster tram service (DTS)	Moderate	Medium	This option has been incorporated into Transport network extensions (TNE), however this option has not been recommended. Further investigation and planning is required to determine the costs and benefits of this particular extension. However, Infrastructure Victoria has not identified a large scale program of tram extensions as being required to meet any of the access-related needs. We have however made a recommendation for consideration of central city tram extensions, with an initial focus on Fishermans Bend. See Recommendation – Fishermans Bend tram link (1.2.1 and 10.8.1)
	Hoddle Street/Punt Road public transport prioritisation (HSP1)	Moderate	Medium	This option has not been recommended as a standalone option. Additional investigation and planning is required before this particular corridor can be confirmed as the highest priority for public transport prioritisation. However, it has been noted as likely to be a high priority as part of Recommendation – Road space allocation (10.6.3 and 11.2.5).
	Bicycle highways through the central city (BHT)	Moderate	Medium	This option has been recommended in part in the draft strategy. We have recommended that further work is undertaken to identify and prioritise locations where bicycle highways could provide safer and more direct

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				access into and across central Melbourne. See Recommendation – Cycling corridors/walking improvements (4.1.3 and 10.3.2).
	Central city tram network extension (CCT)	Moderate	Medium	This option includes three components: a link to Fishermans Bend, a link to e-Gate and the missing link between Dynon and Footscray. We have recommended prioritisation of the link to Fishermans Bend with further investigation to confirm the timing and scope of the other links. See Recommendation – Fishermans Bend tram link (1.2.1 and 10.8.1).
Overall pricing review to manage demand for travel at peak/non-peak times across the entire rail and road network.	Transport network price regime (TNP)	Strong	High	This option has been included in the draft strategy. See Recommendation – Transport network pricing (10.2.2 and 13.1.2).
The Jury agrees with IVs assessment of this option as providing significant contribution to Melbourne's PT needs.	City Loop reconfiguration (CLR)	Moderate	Medium	This option has been included in the draft strategy. See Recommendation – City loop reconfiguration (10.10.1).
The Jury recognises that although there is strong community support for these options, IV has indicated that they are very high cost and long lead time options. The jury recommends that other options that could address these needs be considered.	Doncaster heavy rail line (DHR)	Do not support		We agree. This option has not been recommended in the draft strategy.
	Rowville heavy rail line (RHR)	Do not support		We agree. This option has not been recommended in the draft strategy.
	Doncaster bus Improvement (DBI)	Moderate		This option has been included in the draft strategy. See Recommendation - Doncaster bus system (10.6.4).

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Infrastructure Victoria's research to date, drawing on demographic and economic projections into the next few decades, strongly suggests a 'West Side Story', i.e. rapid growth in Melbourne's western suburbs. This will add to existing pressure on road and rail infrastructure. It is important that public transport options are attractive to new residents of the west and meet the projected needs into the future.	Growth area train station upgrade and provision (GAT)	High	High	We recognise the need to construct new stations and upgrade existing stations in high growth areas. Where required we have included new and upgraded stations in the scope of the rail extensions and capacity upgrades such as Wallan rail extension (WRE1) and Geelong and Werribee rail upgrade (GWR). See Recommendations – Wallan rail electrification (1.3.7 and 10.8.4) and Geelong/Werribee/Wyndham rail (1.3.4, 10.8.2 and 12.3.1).
	Melton rail electrification (MRE1)	High	High	This option has been included in the draft strategy. See Recommendation – Melton rail electrification (1.3.6 and 10.8.3).
The jury recommends building dedicated bike lanes to facilitate better travel into and across the CBD.	Build dedicated bike lanes to facilitate better travel into and across the CBD (BHT)	Strong	Medium	This option has been included in part in the draft strategy. We have recommended that further work is undertaken to identify and prioritise locations where bicycle highways could provide safer and more direct access into and across central Melbourne. See Recommendation – Cycling corridors/walking improvements (4.1.3 and 10.3.2).
The air corridor between Sydney and Melbourne is the third busiest in the world and essential for commercial activity. The Citizens' Jury is generally in favour of rail	High speed rail from Sydney to Melbourne (HSR)	Whilst the majority of jurors endorse this recommendation,		While we recognise this as an important issue, we have not recommended the implementation of the option within the 30-year timeframe of the draft strategy. We will continue to monitor the development of this project to determine if the timeframe should be revised in future iterations of the draft strategy. Should the federal government or private sector seek to pursue such a scheme, the state government would need to be an active participant, including input to the

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<p>infrastructure as a complement to road and air.</p>		<p>there were a few concerns relating mainly to the business case and economic benefit.</p>		<p>alignment and guiding any land use development.</p>

Need 11. Improve access to middle and outer metropolitan major employment centres

Recommendation	Options	Level of support	Priority	Infrastructure Victoria's response
Addressing the lack of comprehensive coverage in the existing public transport system.	Growth area bus service expansion (LBS)	Strong	High	This option has been included in the draft strategy. See Recommendation – Growth area local buses (1.3.2 and 11.4.2).
	SmartBus service provision increase (SSP)	Strong	High	This option has been addressed by the new option SmartBus network extensions and service increases (SNE), which has been included in the draft strategy. See Recommendation – SmartBus network (1.3.3 and 11.4.3).
	Melbourne Airport metropolitan public transport connections (MAM)	Strong	High	Connections to Melbourne airport have been incorporated into the new option SmartBus network extensions and service increases (SNE), which has been included in the draft strategy. See Recommendation – SmartBus network (1.3.3 and 11.4.3).
	Multimodal interchange improvements (MII)	Strong	High	This option has been recommended in part in the draft strategy. Further work is required to identify and prioritise those interchanges requiring upgrades. See Recommendation – Transport interchanges (6.1.2, 10.4.4 and 11.2.3).
The jury provides conditional support for improving, expanding and connecting the road networks around major employment centres to meet growing demand for access.	Arterial road network employment centre enhancements (ARN)	Moderate, conditional	Moderate	This option has been recommended in part in the draft strategy. We note the jury's recommendation that this be focused on existing roads and only with similar investment in equivalent public transport options. We have recommended the development of a transparent prioritisation framework to identify and prioritise upgrades of arterial roads servicing major employment centres. This could include upgrades to existing roads or new links. Many of these roads often carry multiple modes, such as buses, particularly those that are linked to employment centres. See Recommendation – Employment centre arterial roads (11.4.1).

Recommendation	Options	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury recommends better utilisation of existing inner suburban multi-mode transport hubs in areas such as Box Hill and Camberwell to encourage residential development which would reduce urban sprawl and provide convenient access to existing employment centres. By re-zoning these hubs and better utilising existing public transport corridors, we allow high commercial and residential density – encouraging more people to live near where they work, make the use of public transport more convenient and potentially eliminate private road traffic.</p>	<p>Residential and commercial property densification (RCP)</p>	<p>Strong</p>	<p>High</p>	<p>This option has been incorporated into Strategic transit-oriented centres and corridors (STO). We've also refined the option Compact urban development (UDC) to be more specific about where the densification would take place. Areas around train stations in the east and south-eastern suburbs of Melbourne have been prioritised for additional residential development in the first instance. Areas along transport corridors that feed employment centres can also be intensified for mixed use development, which would include residential and commercial uses. See Recommendations – Development in/around employment centres (1.1.2, 10.1.2 and 11.1.1) and Development in established areas (1.1.1 and 10.1.1).</p>
	<p>Strategic transit-oriented development corridors (STO)</p>	<p>Strong</p>	<p>High</p>	<p>This option has been included in the draft strategy and has been renamed Strategic transit-oriented centres and corridors. See Recommendation – Development in/around employment centres (1.1.2, 10.1.2 and 11.1.1).</p>

Need 12. Improve access to jobs and services for people in regional and rural areas

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury sees the benefits of converting the present Gippsland-Melbourne service to a linking Gippsland-Pakenham shuttle, allowing greater use of the high population Pakenham-Melbourne route by suburban commuter trains. It would also add a more frequent service to and from Gippsland which links with the metropolitan train system.</p> <p>The Jury is not able to strongly endorse this project without proper community consultation, but recommends it to be actively explored.</p>	<p>Gippsland-Pakenham rail shuttle (GPR)</p>	<p>Mixed</p>	<p>Low</p>	<p>This option has not been recommended in the draft strategy. Infrastructure Victoria has recommended that the trigger points that would require a major uplift in capacity on the Dandenong rail corridor be identified within 0-5 years. This option is one potential solution to future capacity constraints on this corridor and further work is required to determine the optimal combination of projects and service changes for a long-term solution. We agree with the jury's concerns about appropriate public consultation on the option.</p>

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury recommends that further research and consultation by Infrastructure Victoria occur before proceeding with this option.	Mobile police and justice workforce (MPW)	Mixed* Cannot be endorsed at this time, and requires further research and consultation.		This option has been included in the draft strategy. This option has been re-scoped to focus on the provision of a non-emergency call centre and supportive technology platforms. See Recommendation – Police non-emergency line (2.2.1, 8.2.1 and 12.1.1).
The Jury strongly endorses the concept of linking regional cities to each other, without the need to travel via Melbourne. The jury generally supports the option of a bus service to meet this need.	Regional bus upgrades (RBU)	Strong	Medium	We agree with the intention of the jury's recommendation. We have developed a new option Regional coach upgrades (RCU) which would provide the links between regional cities. Both RBU and RCU have been included in the draft strategy. See Recommendations – Regional city local buses (12.2.7) and Regional coaches (2.1.2 and 12.2.8).
	Health care patient subsidised travel program extension (HCP)	Strong	Medium	As this program is reviewed and revised on a biannual basis, this option is now part of the base case for the draft strategy.
The Jury strongly endorses this as a common sense improvement that will allow for greater development and utilisation of the regional rail network. This is seen as a clear and obvious first step for the rail network.	Regional rail gauge standardisation (RRG)	Strong	High	This option has been recommended in part in the draft strategy. Further work is required to determine the priorities for gauge standardisation. See Recommendation – Regional rail gauge standardisation (13.4.2).

Need 13. Improve the efficiency of freight supply chains

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The current single road access to the Melbourne Airport terminal is at capacity during peak periods causing significant delays and stress. Additional access options need to provide for passengers and freight to cope with ever increasing demand over next 30 years.	Melbourne Airport heavy rail line (N11) (MAH)	Moderate/mixed support	*Demand study required	This option has been included in the draft strategy. See Recommendation – Melbourne Airport rail link (10.9.2 and 11.3.2).
	Melbourne Airport dedicated road priority (N11) (MAB)	Moderate/mixed support	High	This option has been included in the draft strategy and has been renamed Melbourne airport bus dedicated road priority. See Recommendation – Melbourne Airport bus (10.9.1 and 11.3.1).
	Melbourne Airport new road link (N13) (MAN)	Moderate/mixed support	Medium	This option was filtered out in our initial assessment of the option, given its low contribution relative to the cost. No new evidence was brought forward to contest this assessment and as such the initial assessment has been retained.
	Melbourne Airport metropolitan public transport connections (N11) (MAM)	Moderate/mixed support	High	Connections to Melbourne airport have been incorporated into SmartBus network extensions and service increase (SNE), which has been included in the draft strategy. See Recommendation – SmartBus network (1.3.3 and 11.4.3).
	New option - Melbourne Airport New International Terminal	Moderate/mixed support	Medium	The 30-year strategy has not considered an option for a new international terminal at Melbourne Airport, as expansion for the capacity of the international terminal is included in the private operator's current master plan for the precinct.
	Outer Metropolitan Ring Road (N11 & N13) (OMR)	Moderate/mixed support		This option has been included in the draft strategy, noting that implementation should be staged over a 15-30 year period. See Recommendation – Outer Metropolitan Ring Road (11.4.7 and 13.5.2).

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>Following detailed discussion across the whole Jury, there were divergent views on these options. However, it was very clear that the debate on these options should not be closed, and further informed debate on these options must continue; opinions remain too diverse to rule these options in OR out.</p>	<p>Eastern Freeway Citylink connection (EWE)</p>	<p>Mixed views across the jury, ranging from passionately for to passionately against, however, supportive of ongoing debate.</p>		<p>We note the diversity of views. We have recommended that planning for this longer-term link be undertaken to ensure this option is not precluded, as it may be needed in the latter part of the strategy's 30-year horizon. See Recommendation – Eastern Freeway-CityLink-Western Ring Road (11.4.8 and 13.5.3).</p>
	<p>North-East Link (NEL)</p>	<p>Mixed views across the jury, ranging from passionately for to passionately against, however, supportive of ongoing debate.</p>		<p>This option has been included in the draft strategy. See Recommendation – North-East Link (11.4.6 and 13.5.1).</p>

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury endorses Infrastructure Victoria's concept of a new container port, allowing for freight growth, acknowledging the need for further development of this recommendation.</p>	<p>New container port (NCP)</p>	<p>Strong</p>	<p>A high long term priority, subject to the further development required.</p>	<p>We agree with the jury that this option requires further development. The State Government has requested specific advice on this matter from Infrastructure Victoria. This requires answering two questions:</p> <ul style="list-style-type: none"> • When would a second port be required, which is an analysis of the potential capacity of Port of Melbourne and what will future demand be. • Which should be the next location for the second container port, Hastings or Bay West. <p>This study will consider the jury's advice and will be assessing the options.</p>
<p>The Jury endorses the PMM (Port of Melbourne Metropolitan Container Shuttle) Option as an interim measure to support freight movement until the development of a second Port.</p>	<p>Port of Melbourne container shuttle (PMM)</p>			<p>As part of the lease of the Port of Melbourne the operator will be required, under legislation, to develop a Rail Access Strategy for the port. This could include the proposal for a Port of Melbourne container shuttle. We have included a recommendation for a port rail access policy for the Port of Melbourne to be developed in order to prepare for the submission of the Rail Access Strategy from the new operator. See Recommendation – Port of Melbourne rail access (13.3.2).</p>
<p>The Jury remains open to the PMC option, noting Infrastructure Victoria's requirement for further development of the NCP option.</p>	<p>Expansion of Port of Melbourne (PMC)</p>			<p>This option has not been recommended within the draft strategy as this is within scope of the advice on the timing and locations of a new port that government has specifically asked Infrastructure Victoria to provide by May 2017. It has been renamed Port of Melbourne container terminal expansion.</p>

Need 14. Manage threats to water security, particularly in regional and rural areas

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury supports options to increase the efficiency of potable water usage by augmenting the sources of water for non-potable use, reducing the demand on potable water supply.</p>	<p>Stormwater harvesting and reuse for non-potable household use (SRH)</p>	<p>Strong</p>	<p>High</p>	<p>This option has been included in the draft strategy and renamed Stormwater harvesting and re-use (SRH). See Recommendation – Stormwater harvesting (14.2.2 and 17.2.1). Following the consultation phase, this option was updated to omit the limitation to non-potable household use to allow water businesses and the community to discuss fit-for-purpose uses for stormwater harvesting. This can include meeting a range of outdoor and indoor water demands depending on the level of treatment.</p>
	<p>Recycled treated wastewater for non-potable household use (RTH)</p>	<p>Strong</p>	<p>High</p>	<p>This option has been included in the draft strategy and renamed Recycled treated wastewater for non-potable use. See Recommendation– Recycled water (non-potable use) (14.2.1). Following the consultation phase this option was updated to omit the limitation to 'household use' and include use of resources for water sporting facilities and recreational areas.</p>

Need 15. Manage pressures on landfill and waste recovery facilities

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury recommends that the State assess the existing and anticipated capacity and viability of landfill sites, along with the development of buffer zones and new sites to avoid potential land use conflicts.</p>	Waste landfill site land buffers (FLS)	Strong	High	This option has been recommended in part in the draft strategy. Part of this option is being addressed, as the EPA has commenced work on clarifying where measurement of buffer distances should start. The focus of this recommendation is on revising planning provisions to provide clearer guidance, integrate buffer zone requirements, and use of relevant zones, overlays and provisions in decision making processes See Recommendation – Landfill buffers (15.2.1).
	Future waste landfill site locations (FWL)	Strong	High	This option has been included in the draft strategy and renamed Future waste management and landfill site location. See Recommendation – Waste management sites (15.2.2).
<p>The Jury does not support these options which suggest that household waste disposal fees are re-structured from a fixed fee to a variable charge and that the landfill levy charge is increased in order to reduce the amount of waste sent to landfill and promote recycling.</p>	Household waste disposal fees (HWD)	Do not support		We note the jury's concerns, however, have recommended that exploration of a pricing signal be pursued. This could provide the settings that would encourage market uptake of new technologies like waste to energy generation. HWD is one possible option that could be explored. See Recommendation – Waste pricing (15.1.3).
	Landfill waste levy increase (LLI)	Do not support		We agree. This option has not been recommended in the draft strategy.
<p>The Jury recommends the following alternatives to HWD and LLI:</p>	Requiring manufacturers and other industry groups through			We have come to the view that by clarifying the appropriate waste pricing mechanism there is a clearer context for the market and the community to respond. This could include in the longer term uptake of biodegradable materials.

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
	regulation to limit the amount of waste by selecting packaging that can be disposed of by sustainable means, such as biodegradable material.			
	Building in the cost of disposal into the purchase price of large, dangerous or complex products, such as, cars and batteries via regulation.			We have come to the view that by clarifying the appropriate waste pricing mechanism there is a clearer context for the market and the community to respond. This could mean in the longer term better reflection of the true cost of waste disposal, particularly of those products raised by the jury.
	Promoting responsible waste disposal through: <ul style="list-style-type: none"> • Organic waste management (OWM) 			This option has been recommended in part in the draft strategy, specifically accelerating actions identified in the <i>Victorian organics resource strategy (2016)</i> . See Recommendation – Organic waste (15.1.2).

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
	<ul style="list-style-type: none"> Consistent and appropriate utilisation of kerb side recycling bins. 			<p>There is merit in this proposal. A review of pricing mechanisms is likely to include a review of how well the existing system is operating. Improved price signals are likely to increase efficiencies in waste recovery and management systems.</p>
	<ul style="list-style-type: none"> Provision and enhancement of local government hard waste collections. 			<p>There is merit in this proposal, however, a review of pricing mechanisms is likely to include a review of how well the existing system is operating. Improved price signals are likely to increase efficiencies in waste recovery and management systems.</p>
	<ul style="list-style-type: none"> E-waste services (EWS) 			<p>The government has committed to banning e-Waste to landfill and released a consultation paper in support of this process. As such this option is now considered part of the base case.</p>
	<ul style="list-style-type: none"> Organic waste to energy (OWE) 			<p>This option has been addressed through EGW. Please see response below.</p>

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
	<ul style="list-style-type: none"> Energy generation from waste (EGW). This option overlaps OWE, but it expanded to include sewage and sludge and household and green and industrial waste, however pollutants may be of concern here. 			<p>There is merit in this proposal, however on further investigation we could not find a clear role for state government other than ensuring planning processes and pricing mechanisms are clear. The market should then respond to cost effective opportunities for innovation in waste management.</p>
<p>Encourage the use of recycled materials in building construction</p>	<p>Recycled material usage in building construction (RMU)</p>	<p>Moderate</p>	<p>Medium</p>	<p>This option has been included in the draft strategy. See Recommendation – Recycled materials in construction (15.1.1).</p>

Need 16. Help preserve natural environments and minimise biodiversity loss

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
The jury recommends expansion and improvement of existing natural environments to assist growth of biodiversity particularly along waterways and in areas of urbanisation.	Habitat corridor link expansion and improvement (HCL)	Strong	High	This option has been included in the draft strategy. See Recommendation – Habitat corridors (16.3.2).
	Riparian fence investment (RFI)	Strong	High	This option has been recommended in part in the draft strategy targeted to priority waterways. See Recommendation – Riparian fencing (17.1.2).

Need 18. Transition to lower carbon energy supply and use

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
This option changes energy tariff structures to target peak energy use. Peak and off-peak pricing will be used to change behaviour. This option is targeted towards the commercial and industrial sector. The current system of tariffs is for quantity used and not specific to time of day.	Energy demand management tariff reform (EDM2)	Does not recommend	Low	While the jury did not support the option, they noted this was because it was targeted to the commercial and industrial sector. We have now expanded the scope of the option to include the residential sector and consider its implementation will see cost savings for customers as well as increase consumer awareness on energy consumption. See Recommendation – Energy pricing (18.1.1).
The Jury recommends implementing an Urban	Urban forest (UFF)	Strong	High	We agree with the jury's response that the impact of this option goes further than lowering energy supply and use. The option has been further

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
Forest for Melbourne, with evidence suggesting that the impact goes well beyond lowering Energy supply and use. We believe that tightening regulatory requirements for business and property developers will increase the city's green space areas.				developed and assessed as Green infrastructure and included in the draft strategy. See Recommendation – Green infrastructure (4.2.3 and 16.3.1).
The Jury recommends the Victorian Government provide an appropriate regulatory framework to support a transition from fossil-fuel generated electricity to a range of renewable sources, to include a firm end date for the cessation of brown coal use in electricity generation.	Brown coal licences (BCL)	Strong	High	This option has been included in the draft strategy as one possible mechanism for further investigation to assist in a smooth transition to low carbon energy supply. See Recommendation – Brown coal transition (18.2.1).
	Aging coal generation asset transition (ACG)	Strong	High	This option has been incorporated into BCL, and has been included in the draft strategy as one possible mechanism for a smooth transition from brown coal generation. See Recommendation – Brown coal transition (18.2.1).
	Geothermal power supply (GPS)	Strong	High	In June 2016 the government released a consultation paper on a technology neutral renewable scheme. Given evidence suggests large scale wind and solar projects are likely to be the most cost effective technologies to implement over the short to medium term these are now considered as part of the base case. Over the medium to long-term, other cost effective low emission technologies may be developed however we believe the market is best placed to pursue these.
	Community wind farms (CWF)	Strong	High	
	Local solar generation (LSE)	Strong	High	
	Integrated power supply augmentation	Strong	High	

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>The Jury supports the need for an appropriate framework to support a transition from fossil-fuel generated electricity to a range of renewable sources, but not the Nuclear Plant Construction option.</p>	<p>(IPS) Nuclear plant construction (NPC)</p>	<p>Do not support</p>		<p>We agree. This option has not been recommended in the draft strategy.</p>

Need 19. Improve the resilience of critical infrastructure

Recommendation	Option	Level of support	Priority	Infrastructure Victoria's response
<p>Provide the technologies and facilities that enable co-ordinated management of Melbourne's traffic flow that can give priority to emergency services vehicles to respond to emergencies in an ever increasingly congested road network over the next 30 years.</p>	Integrated transport control centre (ITC)	Strong	High	This option has been included in the draft strategy. See Recommendation – Transport control centres (19.2.4).
	Emergency traffic management (ETM)	Strong	High	While this option has merit, it has not been included in the draft strategy as it does not align clearly with the strategic needs framework.
<p>The existing government and private (i.e. Banks) have their datacentres located within Melbourne CBD or suburban areas that could be susceptible to see common catastrophic events (wild weather, inundation etc.) over the next 30 years.</p>	Data centre location diversification (DCD)	Strongly support	High	This option has not been recommended in the draft strategy. There is a need to ensure that data centre locations are diversified to ensure they are not susceptible to catastrophic events. Determining a suitable site for a data centre is subject to industry standards, there is a limited role for state government to encourage such diversification. The option has been renamed Data centre location planning.