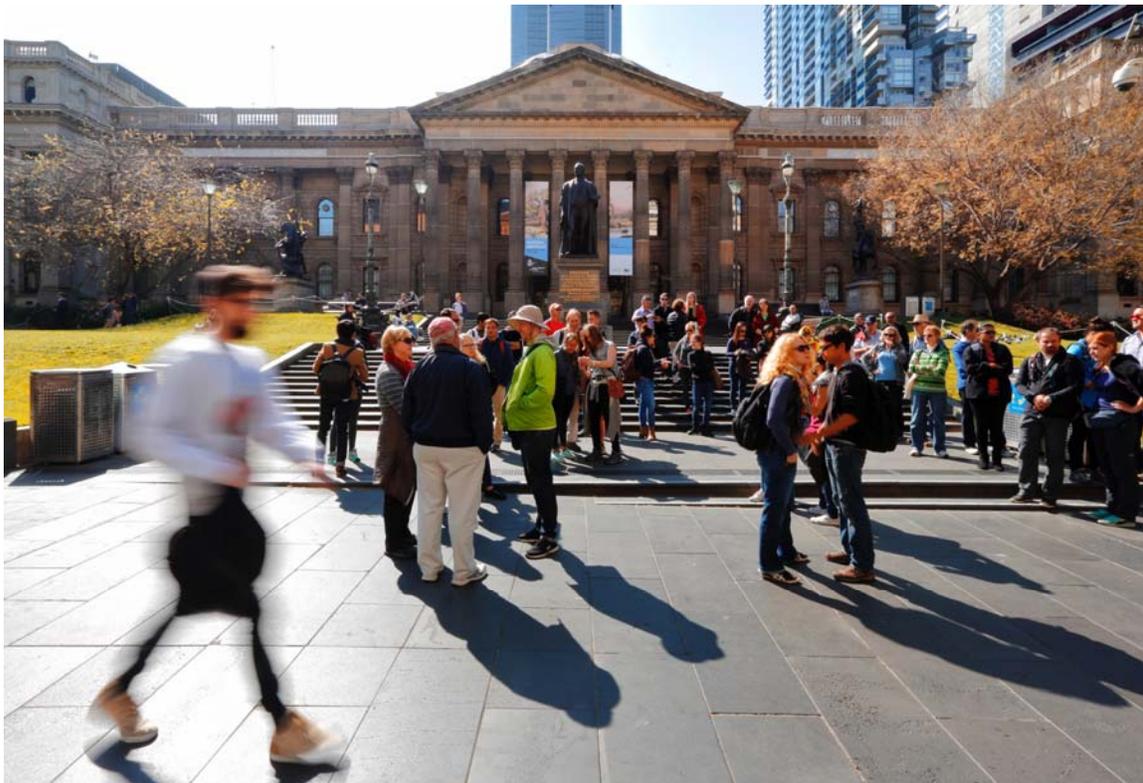


# Infrastructure Victoria

## *All things considered* Consultation Report

July 2016



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# Infrastructure Victoria Consultation Report – *All things considered*

## 1. Introduction

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Infrastructure Victoria undertook a second phase of consultation with stakeholders and communities across Victoria in May and June 2016 as part of the development of a 30-year infrastructure strategy for Victoria. This consultation program was independently designed and coordinated by Nation Partners.

Consultation was focused on *All things considered*, a paper with more than 200 options that Infrastructure Victoria has considered to meet Victoria's infrastructure needs.

The purpose of consultation was to understand areas of support and differing views, which options should be reassessed or rescope, and to identify suggested new options not included in *All things considered*.

This report summarises the outcomes and key findings of the consultation program on *All things considered*. It has two sections:

**Section 1** provides an overview of the key findings, an outline of the consultation approach, a profile of participation and representation, and a description of the overarching methodology applied.

**Section 2** synthesises and summarises the feedback received on the options. It highlights options that stakeholders and the community have supported or contested, options that have generated calls for reassessment or rescope, and suggested new options. This section also considers key themes throughout the consultation.

## a. Key findings

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The consultation program on *All things considered* provided Infrastructure Victoria with a comprehensive and meaningful body of feedback and evidence to consider. While the key findings from this analysis are listed below, it should be noted that broadly speaking there is clear evidence for retaining many of the listed options. Only a handful of options were strongly opposed.

### Participation

- The consultation attracted strong participation. **264 formal submissions** were lodged, **461 online surveys were** completed, **12 meetings** were held with local government networks across regional and metropolitan Victoria, **four private sector roundtables** were held on **energy, waste, health, and funding and financing**, as well as **one cross-sector innovation roundtable**. **Six one-on-one interviews** with five organisations were conducted with leaders in the **social housing, environment and aged-care sectors**. **Seven meetings/briefings** were held with **multicultural, youth and commercial community leaders** in regional Victoria.
- **Individual community members** (103 submissions) and stakeholders from **local government and transport sectors** (56 and 27 submissions respectively) were the most active contributors to the consultation process. There were no submissions from the information communications technology and justice and emergency services sectors.
- Those living in **metropolitan Victoria, aged between 25 and 44**, comprised the majority of online survey respondents.

### Themes

- Across the consultation a strong desire to see options that maximise **connectivity**, enhance **community amenity**, encourage **decentralisation**, modernise **essential services** and manage **growth** can be identified.
- Many stakeholders expressed a desire for **better integration of transport and land use planning** and offered a number of suggestions on how **infrastructure projects might be funded or financed**.
- Significant support was expressed for Infrastructure Victoria's approach to the challenge of developing a 30-year strategy. Some stakeholders **indicated they would have liked more time for consultation**. Local government expressed concern that they would be unable to provide meaningful feedback during the caretaker period in September and October 2016.
- The majority of feedback focused on options related to **Needs 1, 2,4, 5 and 10**. **Needs 3, 6, 7, 9, 11, 12, 13, 14, 15, 18** also generated feedback.
- Submissions have included a number of suggested new options not included in *All things considered*. Many centred on **heavy and light rail** proposals, **freeway and major road projects**, the expansion of **green space** and new **hospital and health services**.

## Feedback on options

- Options that generated the greatest level of engagement (be it support, criticism, or calls to reassess or rescope) are listed below. These options generated the most frequent feedback but did not necessarily receive high levels of support:
  - **Bicycle and walking path expansion and improvement (BWP2)** (received 2.6% of all overall commentary on options)<sup>1</sup>
  - **Subregional infrastructure planning (SIP)** (2.5%)
  - **Growth area bus service expansion (LBS)** (2.5%)
  - **Centralised planning scheme (CPS1)** (2.4%)
  - **Bicycle and vehicle accident fault allocation (BVA)** (1.8%)
  - **Arterial road network employment centre enhancements (ARN)** (1.8%)
  - **Bicycle and walking path separation (BWP3)** (1.5%)
  - **Urban development in established areas (UDC)** (1.5%).
- Options that generated limited or no feedback through submissions and online survey are: **Water taxis/buses/ferries to the central city (WTB)**, **New or expanded men's prison (NMP)**, **New or expanded women's prison (NWP)**, **Mildura passenger rail restoration (MPR)**, **Justice service delivery through new technology (JSD)**, **Cross city road tunnel (CCR)**, and **Central city job cap (CCJ)**.
- **Bicycle and walking path expansions and improvements (BWP2)** and **Bicycle and walking path separation (BWP3)** were supported in high numbers across the consultation (receiving 82 and 39 expressions of support respectively).
- Public transport infrastructure, and heavy rail projects in particular, generated significant interest. **Melton rail electrification (MRE1)** (36 expressions of support) and **Melbourne Airport heavy rail line (MAH)** (27 expressions of support) were supported by community members and stakeholders alike. Local government and community stakeholders in regional and rural Victoria nominated **regional rail services** as vital to the future of their communities and urged Infrastructure Victoria to consider all opportunities to expand them.
- Major road projects generated significant discussion.
  - **Eastern Freeway to Citylink connection (EWE)** and **CityLink to Western Ring Road connection (EWW)** were polarising options, receiving 30 and 16 expressions of support and nine and four expressions of opposition respectively. While it received various supportive comments indicating a view that EWE is needed to cater for population growth and address congestion (30 comments), several councils and individuals highlighted the potential impacts of these options (nine comments).
  - **North-East link (NEL)** attracted 38 expressions of support and only two comments contesting the option. **Outer metropolitan ring road (OMR)** also generated a high level of support with 27 comments, and six comments contesting the option.
  - Regional stakeholders expressed the need to prioritise and address **road and highway projects** particular to their areas.

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<sup>1</sup> This figure was calculated by dividing the number of times an option was commented on in submissions and online engagement, by the total number of comments captured on all options. For example, 3614 comments were captured in total across all options, 95 of which related to BWP2 (95 divided by 3604 equals 2.6%).

- Some notable transport options attracted low levels of interest. **High speed rail from Sydney to Melbourne (HSR)**, generated seven comments contesting the cost and benefits of this option and 12 comments in support, while **Avalon Airport heavy rail line (AAH)** generated only one comment, with a request for reassessment of this filtered out option.
- **Subregional infrastructure planning (SIP)**, an option that would draw together three levels of government to plan for infrastructure was strongly supported during consultation, generating 59 expressions of support.
- In contrast, **Centralised planning scheme (CPS1)**, which proposes to enact a centralised planning scheme by a central authority, was one of the most contested (34 opposing submissions). Local government stakeholders were particularly averse to this option because there is a view that local government is best-placed to respond to local planning and liveability priorities. However, this is contrasted with support for this option from other stakeholders and through online feedback.
- **Landfill levy increase (LLI)** was largely contested by stakeholders and the community, in submissions and during engagement opportunities, with many arguing that it would not encourage better waste management practices but would have the effect of contributing to illegal dumping. Some expressed concern that funding would not be returned to the community or local government for waste management initiatives. It received 13 expressions of contest and 15 calls for rescope.
- Stakeholders and community members have called for Infrastructure Victoria to review and reassess a number of options that were either filtered out or remain at the concept stage. These options include **Rowville heavy rail (RHR)**, **Doncaster heavy rail line (DHR)**, **Urban forest (UFF)** and **Bendigo-Ballarat-Geelong rail service (BBG)**. Some have questioned the evidence base upon which Infrastructure Victoria has made its initial assessment, calling for a re-examination of research and studies.
- Several options have been identified as being in need of rescoping. Stakeholders and community members are supportive of these projects but believe the remit needs to be expanded. They include but are not limited to: **Urban development in established areas (UDC)**, **Growth area bus service expansion (LBS)** and **Train station carparking improvement (TSC)**.

## **b. Consultation approach**

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Following the release of *All things considered*, Infrastructure Victoria undertook public consultation during May and June 2016. The primary objectives of the consultation were:

- To build understanding amongst stakeholders and the community of the infrastructure challenges and options identified by Infrastructure Victoria;
- To engage stakeholders and the community on the range of options identified for the 30-year infrastructure strategy;
- To seek stakeholder and community input into prioritising the options to meet Victoria's infrastructure needs; and
- To encourage feedback, supported by evidence, from stakeholders that could constructively inform the development of the strategy.

Nation Partners developed an engagement plan to achieve the objectives of the consultation and supported Infrastructure Victoria in its implementation. The plan was informed by opportunities, challenges and lessons learned from the first round of consultation, including:

- The importance of engaging with hard-to-reach groups including rural and remote stakeholders and communities, young people, culturally and linguistically diverse (CALD) groups;
- Varying levels of engagement with, and understanding of, the breadth and depth of 'content' developed by Infrastructure Victoria;
- Opportunities to increase engagement with private sector organisations to seek their views on Infrastructure Victoria and the strategy; and
- Feedback from stakeholders that they would like more information on how Infrastructure Victoria is developing the strategy.

The engagement plan involved a multi-pronged approach consisting of:

1. Face-to-face engagement with local governments as a key conduit to the broader Victorian community and in recognition of the role they play in managing and maintaining much of the State's infrastructure;
2. Face-to-face engagement with key stakeholder groups, based on a gap analysis undertaken. The focus was on sectors with low participation during the first round of consultation, in particular private sector organisations;
3. Face-to-face engagement with a sample of community leaders in rural and regional areas, such as youth groups, CALD representative bodies and economic development/business groups;
4. Online engagement/discussion In lieu of workshops to enable broad community reach, in particular, rural and regional communities;
5. Phone interviews with targeted stakeholders who are key influencers and commentators across the spectrum of the environment and social sectors to gain feedback on the options;
6. Small group discussions with university students on their vision for a 30-year infrastructure strategy; and
7. Formal submissions to be received from stakeholders and community members.

## **c. Participation and representation**

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### **Local government engagement**

This intensive program of face-to-face engagement, primarily conducted through established local government networks, saw direct engagement with 75% of all Victorian councils. More than 100 CEOs, Mayors and Directors of Infrastructure and Planning took part in 12 meetings across metropolitan and regional Victoria. This engagement resulted in high number of councils and council peak bodies contributing formal submissions and timely feedback given. Below is an overview of local government networks engaged.

- Inner South Melbourne Forum (CEOs forum)
- Eastern Region Group of Councils
- South East Melbourne Group of CEOs
- Gippsland Local Government Network
- Interface Councils
- Great South Coast Mayors and CEOs
- Loddon Campaspe Group of Mayors and CEOs
- Mildura Rural City Council
- Wimmera Group of CEOs
- Peri Urban Group of Rural Councils
- Wodonga City Council
- Western Region Group of CEOs

### **Face-to-face engagement with a sample of community leaders in rural and regional areas**

Seven meetings across Wodonga, Mildura, Warragul, Morwell, Geelong and Bendigo, were held with community and commercial leaders to gauge sentiment and encourage promotion/awareness of the consultation process and opportunities for the broader community to contribute to the discussion. Meetings were also held with representatives from youth groups, business/economic development groups as well as ethnic communities/CALD groups to understand the infrastructure challenges and needs particular to those groups.

- Committee for Gippsland
- Gippsland Ethnic Communities Council
- Loddon Campaspe Multicultural Services
- Mildura youth representatives
- Sunraysia Mallee Ethnic Communities Council
- Committee for Geelong
- Wodonga youth representatives

### **Online discussion platform**

An online discussion forum, Synthetron, was also held on 15 June 2016 to specifically focus on infrastructure priorities for rural and regional Victoria. Despite intense promotion undertaken directly by Infrastructure Victoria, and coordination with local government to disseminate and promote the online discussion forum, participation rates were low. Hence, the outputs of the discussion forum have not been included in this consultation report.

## Industry roundtables

Five facilitated discussions were held with 44 representatives from key organisations to develop a sense of the opportunities and challenges, priorities and feedback on options. Only a small number of the participants had previously engaged with Infrastructure Victoria. Several participants chose to continue discussions with Infrastructure Victoria as a result of the roundtable.

## Phone interviews with targeted stakeholders

Senior representatives from five organisations in the social/community service and the environment sector were contacted directly and participated in a 30 to 45 minute phone interview to provide feedback on the options and the strategy development.

## University engagement

Discussions with small groups of undergraduate and postgraduate students were undertaken at Deakin University (Waurnd Ponds campus) and Monash University (Clayton). Students participated in a visioning exercise and contributed their views on what they think Victoria will look like in 2046, i.e. in 30-years time. They also discussed the infrastructure priorities that they think are needed to achieve the vision.

## Formal submissions

Stakeholders and community members embraced the opportunity to provide a formal submission to Infrastructure Victoria, with 264 formal submissions received from stakeholders and community members. This is more than double the number of submissions (126) received from consultation on *Laying the foundations*.

Community members accounted for the largest number of formal submissions (see Figure A below). Among submissions received from stakeholders a large number were from local government, transport and planning sectors. The lowest level of participation was from stakeholders in the justice and emergency services and ICT sectors with no submissions received. A small number of submissions were received from water and waste, energy, health and human services and education and training.

Figure A. Submissions by multi-sector

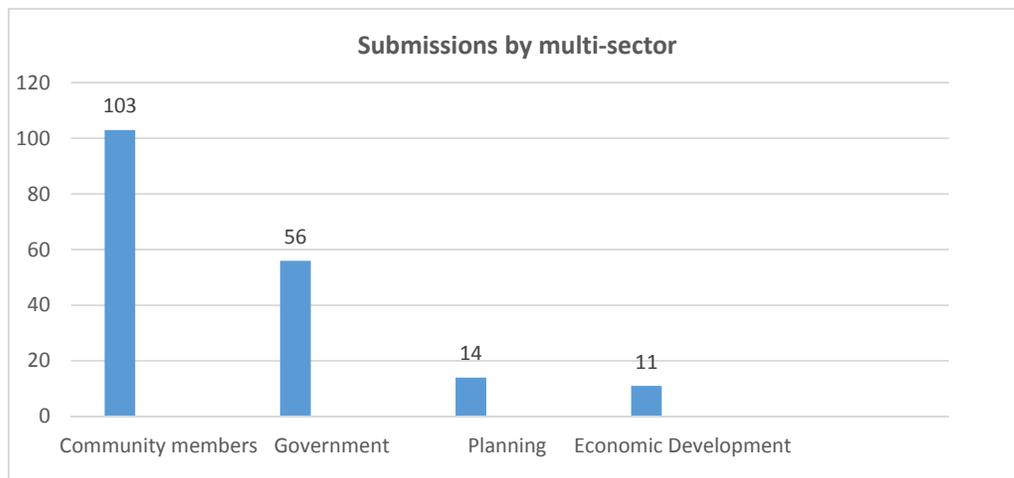
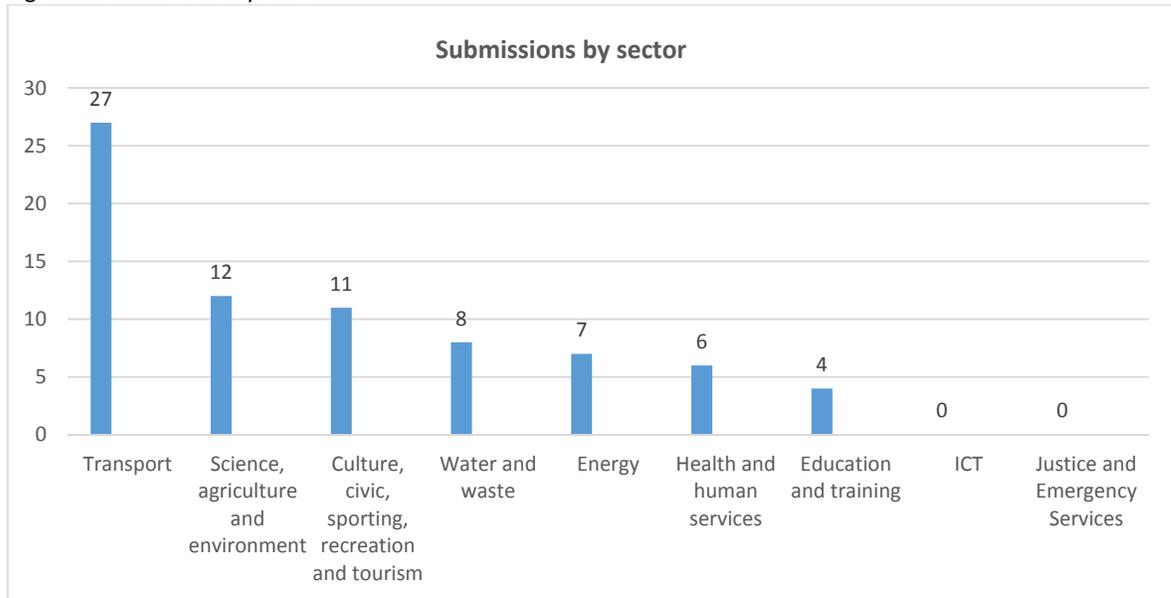


Figure B. Submissions by sector



### Online survey

The online survey generated strong participation with 461 surveys completed. While the figures were high overall, engagement across the various need surveys was mixed. Some generated only a very small number of completed surveys (four surveys in one case) while others generated more than 30 responses. Figures C and D below show a breakdown of survey participants by age and locality. Surveys were mostly completed by those aged 25-34 (29% of all surveys) and 35-44 (24% of all surveys). The surveys were predominately completed by those living in metropolitan Melbourne (78% of all surveys). These results reflect a similar demographic representation to that which contributed to online engagement activities in Phase 1 (early 2016) and are inline with Victoria's current population figures.

Figure C. Survey participation by age group

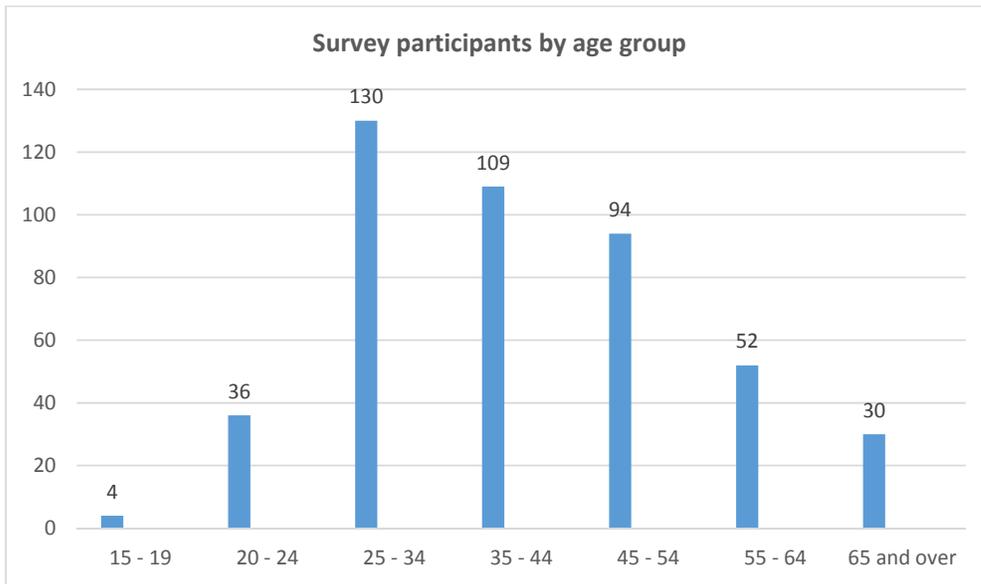
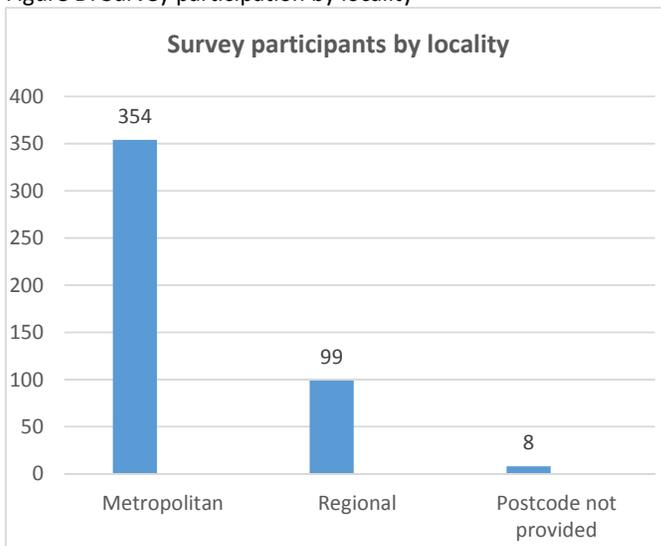


Figure D. Survey participation by locality



#### **d. Feedback analysis and reporting methodology**

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Preparation of this report has been conducted through an intensive program of data capture and analysis. The qualitative research tool Nvivo has been used to organise and analyse consultation data.

A code frame that could best sort and analyse the data was developed. Analysts sorted and intensively read through the collated data, applying a code that best reflected each input.

When analysing a piece of consultation data, analysts coded whether the author was supporting an option, contesting that option, or whether they were calling for Infrastructure Victoria to reassess or rescope that option. The distinction between support and reassess or rescope, is an important one and will be discussed later in the report. Lastly it should be noted that new options that were suggested have also been captured in this task, as were a range of high-level macro themes – such as planning, maintenance and asset management.

This process of coding options has produced a tally of the amount of times an option was supported, contested or called to be reassessed or rescoped. The level of support for an option relative to others was determined via a simple calculation. The number of supports (per option) were divided by the total number of support expressions received during consultation.

For example, the table “Most frequent expressions of support” provides a ranking that reflects the number of times an option has received an expression of support through online surveys and submissions. The percentage column on the right hand side of the table was reached by dividing the number of ‘expressions of support’ (per option) by the overall number (2302) of expressions of support (received across all options) to achieve the percentage calculation. This process was repeated for other tables including: Most frequent feedback contesting the proposed options (page 19), Most frequent requests for reassessment (page 23) and Most frequent requests for rescoping (page 26).

It should be noted that the online survey did not allow respondents to select options that had been filtered out, or those which had been listed as ‘Concepts requiring further development’ in *All things considered*. This meant that some needs where a smaller of options were listed, particularly Needs 6, 8, 14 and 17, may be overly represented in the support or contested categories. Where a large number of expressions of support or contest are from the online survey this has been noted in the report to provide context.

This quantitative picture of the consultation data provides an indicative figure of where feedback was received. It is limited in that it is guided by how a given piece of qualitative data (in this case submissions and online content) was coded or interpreted. The tallied numbers that feature in this report should be read as a broad insight into trends across the consultation data.

## 2. Detailed review of consultation feedback

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This section provides a detailed analysis of consultation feedback, which has been grouped in the following categories:

- Supported options;
- Contested options;
- Options that should be reassessed and rescope;
- Suggested new options not included in *All things considered*.

Stakeholder and community commentary on issues of context, and higher order discussion on issues relating to infrastructure has also been captured at the start and end of this section.

Before progressing to this analysis it is useful to note that stakeholders and community members showed a deep engagement and interest in options related to the following needs identified by Infrastructure Victoria:

- Need 1 - Address infrastructure demands in areas with high population growth
- Need 2 - Address infrastructure challenges in areas with low or negative growth
- Need 4 - Enable physical activity and participation
- Need 5 - Provide spaces where communities can come together
- Need 10 - Meet growing demand for access to economic activity in central Melbourne.

These needs also generated discussion but with lesser frequency:

- Need 3 - Respond to increasing pressure on health care, particularly due to ageing
- Need 6 - Improve accessibility for people with mobility challenges
- Need 7 - Provide better access to housing for the most vulnerable Victorians
- Need 9 - Provide access to high-quality education infrastructure to support lifelong learning
- Need 11 - Improve access to middle and outer metropolitan major employment centres
- Need 12 - Improve access to jobs and services for people in regional and rural areas
- Need 13 - Improve the efficiency of freight supply chains
- Need 14 - Manage threats to water security, particularly in regional and rural areas
- Need 15 - Manage pressures on landfill and waste recovery facilities
- Need 18 - Transition to lower carbon energy supply and use.

Notable gaps in feedback and responses could also be identified. The following needs attracted minimal feedback from stakeholders and members of the community:

- Need 8 - Address expanded demand on the justice system
- Need 16 - Help preserve natural environments and minimise biodiversity loss
- Need 17 - Improve the health of the waterways and coastal areas
- Need 19 - Improve the resilience of critical infrastructure.

The commentary and data provided in Section 2 focuses on the most frequent areas of feedback.<sup>2</sup>

Where possible, feedback captured at face-to-face engagement (such as meetings and roundtables) has been integrated in the analysis and commentary.

Appendix A provides a full breakdown of options by support, contest, reassessment and rescope.

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<sup>2</sup> Only those options ranked in the top 15 (for options supported and not supported), and top five (for calls for reassessment and calls for rescope) have been highlighted and discussed.

## **a. Contextual comments**

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Throughout consultation Infrastructure Victoria was provided with a body of comments that did not relate to specific options. Of particular note were comments relating to the process undertaken by Infrastructure Victoria to develop the 30-year strategy and the need for Infrastructure Victoria to better address infrastructure challenges particular to regional and rural Victoria. Comments on both topics are captured in this section to provide context and insight.

### **Infrastructure Victoria process**

There was general support for Infrastructure Victoria and its approach to the task of developing a 30-year strategy. Several stakeholders applauded the needs-based methodology employed to determine options.

*"The Committee is encouraged by the approach in All things considered to structure Infrastructure Victoria's approach to solutions that meet Victoria's longer term needs"*

Committee for Melbourne

Others acknowledged the open and transparent approach that had been taken in the options phase:

*"Wyndham City Council welcomes the work by Infrastructure Victoria (IV) on developing a 30 year infrastructure strategy for Victoria; both the large and comprehensive list of infrastructure projects and a rigorous methodology to evaluate and prioritise them."*

Wyndham City Council

Additionally, the Moonee Valley City Council felt the strategy offered much potential for the improvement planning and delivery of infrastructure in Victoria:

*"The development of a highly visible, long term plan provides invaluable opportunities for both the wider community and all levels of government to plan and deliver infrastructure in a more effective and coordinated manner."*

Moonee Valley City Council

Equally the Community Housing Federation of Victoria, along with other stakeholders, was heartened by the long-term focus of Infrastructure Victoria.

*"Thoughtful long term planning that demonstrates a whole-of-government strategy is rare so we applaud this initiative."*

Community Housing Federation of Victoria

Others appreciated the consultation approach undertaken:

*"RCV would firstly like to acknowledge the work undertaken so far by IV. The task of preparing a 30-year strategy for Victoria's entire infrastructure requirements is obviously immense. We congratulate IV for the consultative and transparent approach that you have taken so far and thank you for meeting with our group earlier this year."*

Regional Cities Victoria

While there was ample evidence of support for Infrastructure Victoria and its approach to the development of the 30-year infrastructure strategy, some stakeholders made critical remarks on the consultation timeframe, indicating they were unable to provide reasonable comment on options:

*“It is acknowledged however that the timeframe for this consultation process was limited. A longer consultation period given the scale of this report would have been appreciated, given the level of internal coordination required to adequately respond to the various themes.”*

City of Whittlesea.

Other councils, such as Kingston City Council expressed concern about the timing for future consultation aligning with the local government caretaker period. However, they also noted *“the very tight timeframes afforded to Infrastructure Victoria to develop Victoria’s 30-year infrastructure strategy.”*

The mandate and general scope of Infrastructure Victoria’s task was met with optimism by a diversity of stakeholders. However, others, such as Interface Councils, were more sanguine and expressed concerns about how Infrastructure Victoria’s 30-year strategy would align with existing plans and strategy. As they explained:

*“There appears to be some disconnect with regards state policy documents. For example, a number of options tabled do not appear to reference existing requirements of the Victorian Planning Provisions. Interface Councils would strongly encourage Infrastructure Victoria to place great emphasis on ensuring there is consistency between existing state planning policy, the Plan Melbourne refresh paper (once released) and the 30-year infrastructure strategy.”*

Interface Councils

This view was reflected by the Municipal Association of Victoria. A major local government stakeholder that wanted better integration of existing plans into Infrastructure Victoria’s development of the 30-year strategy.

*“Existing government strategies, such as Plan Melbourne, Regional Growth Plans and Freight Futures, and the work undertaken regionally by councils as part of the Regional Development Australia Committees, Regional Managers Forums and the metropolitan sub-regional groups, must be considered as important inputs to the process.”*

Municipal Association of Victoria

### **Metropolitan/regional focus**

A small number of stakeholders argued the options presented were too Melbourne-centred.

Great South Coast Group (group of councils) noted in its submission that the focus of *All things considered*:

*“appears to be squarely on metropolitan Melbourne.”*

Great South Coast Group

This was also noted by local government stakeholders at the meeting of Wimmera Councils Group of CEOs. In its formal submission Central Goldfields Shire Council critiqued the approach undertaken by Infrastructure Victoria:

*“In reading “All things considered” it was apparent that Infrastructure Victoria does not fully understand regional Victoria. There is a sense that the recommendations and discussions were very metro-centric.”*

Central Goldfields Shire Council

In other instances rural stakeholders believed that while the needs for Bendigo, Ballarat and Geelong were captured, smaller, outlying communities were not given due consideration stating that there is:

*“the need to ensure that the “outer regional” areas of Victoria are appropriately considered in the project options.”*

Horsham Rural City Council

Generally, however, there was an acknowledgement that a number of changes had been made to the strategic framework following consultation on *Laying the foundations*. As noted by the Shire of Campaspe:

*“As identified earlier, like many regional municipalities Campaspe faces the challenge of population decline in some communities. Council is pleased to see that the task of planning for such scenarios has been noted within the document.”*

Shire of Campaspe

Regional Cities Victoria also noted that there had been changes made to address the imbalance between the metropolitan and regional focus in response to feedback:

*“RCV also notes the increased focus that has been placed on regional cities in your report and thanks IV for recognising RCV’s feedback, provided after the ‘Laying the Foundations’ report, published in February.”*

Regional Cities Victoria

Throughout the consultation, stakeholders and community members offered practical suggestions on how new infrastructure needs and opportunities can be met in regional Victoria. The most prominent option that captured this sentiment was **Employment outside central city incentivisation (EOC)** with councils on the fringes of Melbourne particularly supportive of this option. Moorabool Shire Council among others argued:

*“It is essential that local or sub regional employment opportunities are created to cut travel time, ease congestion of vehicles traveling to central Melbourne.”*

Moorabool Shire Council

Similarly, community members welcomed the efforts to locate employment outside of Melbourne’s city centre, with one online survey respondent encouraging the State Government to:

*“Legislate to ensure decentralisation of work centres to improve use of existing transport services travelling from the city”*

Online survey respondent

The objective of creating economic opportunities outside Melbourne and in regional Victoria was frequently advocated by local government stakeholders in meetings with Infrastructure Victoria. Stakeholders argued more should be done to **move large employers, including government services** and offices away from Melbourne and into the regional cities. Several stakeholders, such as Mildura Rural City Council, cited (in a meeting with Infrastructure Victoria) the relocation of the Traffic

Accident Commission’s headquarters to Geelong as an example of successful state intervention that acted to boost a regional centre.

## **b. Options supported**

Questions asked in the consultation process: *Do the options address the need? If so, which of these best address the need? If you had to prioritise the options, which would be your top picks?*

Stakeholders and community members provided clear statements of support for options they prioritised and were keen to see included in the strategy. Notable among these were options for roads and highways, cycling and other active transport infrastructure, communal and recreational spaces, and public transport as well as options for essential services (waste, water and energy).

### **Most frequent expressions of support<sup>3</sup>**

<b>Option</b>	<b>Expressions of support</b>	<b>Percentage of overall supportive comments</b>
<b>Bicycle and walking path expansion and improvement (BWP2)</b>	82	3.6%
<b>Subregional infrastructure planning (SIP)</b>	59	2.6%
<b>Growth area bus service expansion (LBS)</b>	55	2.4%
<b>Bicycle and walking path separation (BWP3)</b>	39	1.7%
<b>Doncaster heavy rail line (DHR)</b>	39	1.7%
<b>North-East link (NEL)</b>	38	1.6%
<b>Public transport accessibility (PTV)</b>	37	1.6%
<b>Wind and solar energy generation large-scale investments (WSE)</b>	37	1.6%
<b>Centralised planning scheme (CPS1)</b>	36	1.6%
<b>Melton rail electrification (MRE1)</b>	36	1.6%
<b>Active lifestyle infrastructure regulation (ALR)</b>	35	1.5%
<b>Arterial road network employment centre enhancements (ARN)</b>	35	1.5%
<b>Rowville heavy rail line (RHR)</b>	35	1.5%
<b>Community space shared use agreements (CSS1)</b>	33	1.4%
<b>Sport and recreational facility investment framework (SRF)</b>	31	1.3%
<b>School shortages (SSS)</b>	31	1.3%
<b>Eastern Freeway to Citylink connection (EWE)</b>	30	1.3%
<b>Ageing coal generation asset transition (ACG)</b>	29	1.3%
<b>Energy efficient development (EED)</b>	29	1.3%
<b>Melbourne Airport heavy rail line (MAH)</b>	27	1.2%
<b>Outer metropolitan ring road (OMR)</b>	27	1.2%
<b>Integrated shared use community and recreation facilities (RFC)</b>	26	1.1%
<b>Bicycle and vehicle accident fault allocation (BVA)</b>	25	1.1%
<b>Train station carparking improvement (TSC)</b>	23	1.0%

<sup>3</sup> This table provides a ranking that reflects the number of times an option has received an expression of support through online survey and submissions. This number is then divided by the overall number (2302) of expressions of support received across all options to achieve the percentage calculation. This process is repeated for sections that follow.

Options that were seen to foster bicycle and walking activity gained prominence in submissions and online feedback. **Bicycle and walking path expansion (BWP2)** generated particular interest with 82 expressions of support (54% of which were received via the online survey).

*“The importance of recognising major trail networks and other walking/bike paths in promoting active transport and physical activity for all ages. Particular consideration should be given to missing links that prohibit or discourage active lifestyles.”*

Interface Councils.

For others, this option provided an opportunity to advocate for ‘missing links’ in existing bicycle and walking networks within a geographic region/locality:

*“MCC supports this approach, which seeks to fund the expansion of bicycle and walking paths particularly where there are missing links.”*

Melton City Council.

Another option related to bicycle infrastructure, **Bicycle and walking path separation (BWP3)**, was also frequently raised (39 expressions of support). As one online contributor suggested:

*“Separate bikes from cars. Designate some roads as bikes only (except local traffic). I no longer ride to work in the city = too dangerous”*

Online engagement contributor.

One of the most popular options identified among submissions was **Subregional infrastructure planning (SIP)** with 59 expressions of support, half of which came from online votes. Banyule City Council was among many councils advocating for its inclusion in the draft strategy. They argued it had the potential to foster greater cooperation and planning between levels of government:

*“Council strongly supports formalising and simplifying a “whole of government” approach to sub-regional planning. Improved relationships and partnerships between State Government, State Government bodies and Local Government are important in ensuring the appropriate planning and delivery of infrastructure projects.”*

Banyule City Council.

**SIP** was also the joint highest rated option in response to the question ‘which option is most important in your local area’ under Need 1 on the online survey, with 15% of respondents voting for it. In support of SIP one survey respondent stated:

*“Local planning for local needs --- with unbiased input should deliver most efficient needs based value add to infrastructure ---- without benefits to developers---- rather than the whole community.”*

Online engagement contributor.

**Growth area bus service expansion (LBS)** generated a breadth of responses across the consultation. It received expressions of support, contest and was the subject of several calls for rescope (see 2b). For the most part, however, it was well supported with 55 expressions of support recorded across multiple sectors and community members.

*“The MTF has long advocated for growth area bus service expansion as described and understands a successful model has been established in Brimbank and Wyndham, but further rollout hindered by lack of funds.”*

Metropolitan Transport Forum.

*“The bus service is “low hanging fruit” in terms of cost and potential improvement to public transport mode share.”*

Online survey respondent.

**Doncaster heavy rail line (DHR)** and **Rowville heavy rail (RHR)** received a very high number of supportive comments from formal submissions (39 and 35 respectively) but no online votes. Infrastructure Victoria’s initial assessment to ‘filter out’ these options for Need 10 meant online survey respondents were unable to vote for this option in particular in the online survey.

A proportion of the formal submissions received calls for Infrastructure Victoria to reassess **DHR** and **RHR** (for further discussion see section 2d), other submissions provided general statements about the need for heavy rail to Doncaster or Rowville. While both options received the support of local councils and public transport advocacy groups, they were also supported by community members:

*“There is a huge gap in the rail infrastructure in Melbourne and it exists in the eastern corridor of the city. With predicted growth to the area due to the density of housing on Doncaster Hill, the congestion on the Eastern freeway will make traffic movement more of a nightmare than it already is.”*

Maria Ciavarella

*“The addition of a rail service to Rowville via Monash University would have a huge impact on accessibility of the University, easing congestion of the public transport routes and allowing students and staff alike to reach the university with greater ease and more time to focus on their work and studies. Likewise, for residents of Clayton, Notting Hill and surrounding areas, this train line would provide access to central Melbourne and help to alleviate the feelings of isolation that, from my experience, are particularly common among youth living in the area.”*

Eamon Coughlan.

**Public transport accessibility (PTV)** accrued 37 expressions of support in submissions and online engagement. One notable stakeholder, National Disability Services (NDS), endorsed the inclusion of **PTV**:

*“The Government should also ensure that all public transport infrastructure is compliant with the Disability Discrimination Act...NDS strongly supports upgrading of all public transport to ensure its accessibility.”*

National Disability Services

Several survey respondents also expressed a similar view in supporting **PTV**, that it is “very important to allow independence that most people already enjoy.”

**Wind and solar energy generation large-scale investments (WSE)** received support from local government, environment stakeholders and in online engagement (37 expressions of support, 67% of which came from online survey respondents). Many **WSE** supporters wanted the future focus of infrastructure to be on carbon neutral opportunities. The Northern Alliance for Greenhouse Action, among others, advocated for **WSE** together with **Ageing coal generation asset transition (ACG)**:

*“Focus should be on creating clean energy. If energy was renewable, there would be no need to charge private individuals more for use of energy in their homes as emissions would be decreased on a much larger scale.”*

Northern Alliance for Greenhouse Action

Although hotly contested by local government stakeholders (see section 2c), the inclusion of **Centralised planning scheme (CPS1)** in *All things considered* was supported by stakeholders from a variety of sectors as well as community members. Several of whom argued that Victoria:

*“Needs a non partisan approach that includes all aspects of infrastructure including public and private transport”*

Online survey respondent

Other stakeholders identified **CPS1** as an avenue to address issues with long term planning.

*“Master Builders strongly supports the option for a Centralised Planning Scheme (CPS1) in Victoria. By transferring planning decision making and infrastructure coordination from local councils to a centralised authority such as the proposed Victorian Planning Authority, this option directly addresses the major issue in the current planning system: local council decision making.”*

Master Builders Association

**Melton rail electrification (MRE1)** was supported by a cross section of community members and stakeholders from the western region of Melbourne. The option received 36 expressions of support with many calling it a timely initiative for the west and outer west of Melbourne. More than half of this vote (55%) came from online survey respondents. Most argued that the outer west of Melbourne was in great need of transport to respond to population growth. As one community member pointed out:

*“The train network needs to be extended out further to the west to assist with the expanding population. At the moment the west only has one main road to get in and out of the city providing better train service will alleviate that.”*

Online survey respondent

Options that were seen to encourage walkability and active transport design were welcomed by stakeholders. The RACV provided one of the 35 expressions of support received overall for **Active lifestyle infrastructure (ALR)**:

*“The specific needs of cyclists and pedestrians must be taken into stronger consideration in the design of roads and new developments. Planning frameworks should ensure locations such as train stations, tram stops and bus stops are connected to the footpath network and the cycling network.”*

RACV

**Arterial road network employment centre enhancements (ARN)** received 35 expression of support including positive feedback from councils in outer metropolitan Melbourne. While this option was the subject of criticism from some stakeholders (see section 2c) the City of Casey, as with many other councils, believed **ARN** had the potential to reduce commuting time and manage growth in strategic areas:

*“Growth area infrastructure requires a long term program of incremental arterial road upgrades together with one-off big picture projects. A focus on connecting residential areas to employment areas is supported, given the impact of commuting time on family life, health and wellbeing and other liveability indicators.”*

City of Casey

**North-East link (NEL)** enjoyed strong support among stakeholders and community members, with many seeing **NEL** as the main priority road infrastructure project:

*“Completing the Metropolitan Ring Road, from Greensborough to the Eastern Freeway and Eastlink is the most critical road need in Victoria.”*

RACV

Others, including community members, believed the implementation of **NEL** would assuage the need for other major road options.

*“As it seems to me that NEL has great deal more to offer than EWE and that NEL would have major positive effects on land use and enhance the way the whole state functions whilst minimising and often reducing impacts on the inner city.”*

Maxwell Lay

**Community space shared use agreements (CSS1)** was supported by stakeholders and community members alike with 33 notes of support. Most of these came from local government who regarded this option as a timely intervention in meeting the administrative and governance challenge of developing shared use agreements. As Maribyrnong City Council explained:

*“Would welcome improved resources and governance processes that would assist in establishing shared-use agreements for community spaces and facilities between different agencies and associations in Melbourne's west.”*

Despite having been listed as a concept requiring further development in *All things considered*, **Sport and recreational facility investment framework (SRF)** was strongly supported in submissions received. **SRF** received 31 expressions of support from local government and sport and recreation stakeholders. The view articulated by many of these stakeholders was that significant investment was needed to meet growing demands for sporting and recreation infrastructure. Parks and Leisure Australia was one of several stakeholders to note:

*“Supported, noting that complex management models often require resourcing and should not increase the administration burden on volunteers.”*

Parks and Leisure Australia.

**School shortages (SSS)** was supported on 31 occasions. The Australian Education Union (Victorian Branch) was one advocate for this option:

*“The need for timely provision of new public schools has been highlighted by the fact that no new public school was or is to be opened in Victoria in 2016 despite the revelation that the state will require 448 additional primary classes each year over the next ten years.”*

Australian Education Union (Victorian Branch).

This option was also strongly supported by survey respondents, concerned about notable absence of schools in inner-city and Melbourne CBD.

**Eastern Freeway to Citylink connection (EWE)** received 30 expressions of support. Although this option was contested during consultation (see section 2c), a diverse mix of stakeholders and community members urged Infrastructure Victoria to consider the inclusion of this project. Stakeholders believed the project was critical to resolve Melbourne's connectivity and congestion challenges. As the Master Builders Association explained:

“Master Builders strongly supports the option to build the Eastern Freeway to CityLink connection (EWE). This is a vital link that is missing from Melbourne’s current road network. Infrastructure Australia’s audit found that if the link is not built, the cost of delays inflicted by traffic congestion along the road corridor will double over the next twenty years, from \$73 million in 2011 to \$144 million by 2031.”

Master Builders Association

### c. Options not supported

*All things considered* posed the following question: *Are there any options that should not be included? Why?*

Several options listed in *All things considered* were outright contested or challenged in consultation. Most expressions of contest came from online survey respondents, and not in formal submissions. It was difficult to identify trends among these contested options. Options that were supported were also often contested.

#### Most frequent feedback contesting the proposed options

Option	No. of expressions of contest	Percentage of overall contest comments
Centralised planning scheme (CPS1)	34	6.5%
Bicycle and vehicle accident fault allocation (BVA)	32	6.1%
Arterial road network employment centre enhancements (ARN)	19	3.6%
Energy demand management tariff reform (EDM2)	18	3.4%
Growth area bus service expansion (LBS)	17	3.2%
Integrated shared use community and recreation facilities (RFC)	15	2.9%
Community space statewide event planning (CSS2)	14	2.7%
Landfill levy increase (LLI)	13	2.5%
Transport network price regime (TNP)	12	2.3%
National park private management (NPP2)	10	1.9%
Public transport alternative use of taxis or hire cars (PTA)	10	1.9%
Urban development in established areas (UDC)	10	1.9%
Bicycle and walking path data capture (BWP1)	9	1.7%
Eastern Freeway to Citylink connection (EWE)	9	1.7%
Recycled treated wastewater for drinking (RWW)	8	1.5%
Access to services through technology and ICT (AST)	7	1.3%
Car parking management (CPM)	7	1.3%
High speed rail from Sydney to Melbourne (HSR)	7	1.3%
Mobile police and justice workforce (MPW)	7	1.3%
Ageing coal generation asset transition (ACG)	6	1.1%
Bicycle and walking path separation (BWP3)	6	1.1%
Health education programs (HEP)	6	1.1%
Justice and human services co-location (JCS)	6	1.1%

Two options that stood out among those contested were **Centralised planning scheme (CPS1)** and **Bicycle and vehicle accident fault allocation (BVA)**.

**CPS1** was seen by many stakeholders as impacting negatively on the agency of local government (34 statements contesting the option were recorded). The dominant view among local government stakeholders was that:

*“It would not be in the interests of communities to have decisions made by a body that does not understand the local infrastructure needs and priorities or provide any mechanism for the community to participate in decision making.”*

Interface Councils

The Peri Urban Group of Rural Councils was particularly concerned that a centralised planning scheme:

*“would deliver ‘one-size-fits-all’ approach to growth and planning that would result in urban style planning outcomes and the loss of local character and identity which are crucial for tourism opportunities.”*

Peri Urban Group of Rural Councils

Similar concerns about **CPS1** were canvassed during local government meetings with several airing a strong opposition to any form of centralisation on planning or development. In contrast survey respondents expressed a willingness to see the option included in the strategy. 86% of all expressions of support for **CPS1** came from survey respondents (see section 2b for comments in support of **CPS1**).

Despite receiving 25 expressions of support, **Bicycle and vehicle accident fault allocation (BVA)** was also strongly opposed in online consultation. It was contested on 32 occasions by online respondents. These survey respondents were unanimous in the view that this option would create a divide between road users:

*“Fault should lie with the road user who is actually to blame. Too often drivers get blamed for hazardous behaviour by cyclists. I have seen in European countries where cyclists have right of way and they become a hazard.”*

Online survey respondent

**Arterial road network employment centre enhancements (ARN)** was strongly opposed among online survey respondents (receiving 19 expressions of contest) who believed that the provision of road infrastructure was not the best solution to congestion and issues of connectivity.

*“We need to move away from car based infrastructure improvement and should be spending funding on sustainable modes. Further capacity provided on roads provides the ability for more cars to travel by road. We should be making public transport more convenient to encourage people to change to sustainable transport modes.”*

Online survey respondent

**Energy demand management tariff reform (EDM2)** was met with a mixed response with 18 expressions of contest. While it received several expressions of support in submissions (nine), mostly by environment stakeholders, it was contested in online surveys. Survey respondents were mostly concerned about the impact on low income homes. A proportion felt the focus should be on creating clean energy:

*“Tariffs are currently not highly understood at the moment. Added, those on low incomes would be disadvantaged.”*

Online survey respondent

**Growth areas bus service expansion (LBS)** while keenly supported by a host of stakeholders, was highly contested among online survey respondents. The sentiment expressed by many was that rail and tram were a preferred mode of transport to bus options:

*“Unless there are more bus lanes and the research is done to make buses an attractive option to commuters this will just mean more traffic jams for little return. Simplify the system and this might work.”*

Online survey respondent

Community members expressed ambivalence about **Integrated shared use community and recreation facilities (RFC)** and offered a raft of different criticisms. A trend among them was a concern about the implications of joint use. As this survey respondent mentioned:

*“There has to be compromise in the design and functionality of such facilities which might render them unpopular.”*

Online survey respondent

**Community space statewide event planning (CSS2)**, an option listed to address Need 2, Need 5 and Need 12 was contested by stakeholders and community members on 14 occasions. Several opponents regarded this as supplanting the good promotion work already being done at a local level, others feared the option could lead to centralised control of events.

The City of Kingston reflected the view of many opponents to **CSS2** in its submission:

*“This action would be better managed at the local level. The City of Kingston has a community events calendar for festivals and events that use Council’s public spaces.”*

City of Kingston

**Landfill levy increase (LLI)** emerged as a highly contested option in submissions and through online engagement. There were 13 statements of contest recorded, together with 15 statements for the option to be rescoped. Many stakeholders cautioned Infrastructure Victoria about the consequences of implementing a levy increase:

*“Increasing the landfill levy will not reduce domestic waste to landfill, though it is likely to increase illegal dumping.”*

City of Casey

Several councils raised concern during engagement meetings about this option and the possibility of illegal dumping. Indeed, some raised the prospect of increasing grants to fund and create incentives for improved waste practices. City of Greater Bendigo likewise argued the option would be:

*“better dealt with by an education and promotional campaign in the first instance to try to enact behaviour change.”*

City of Greater Bendigo

Strong opposition was voiced against **Transport network price regime (TNP)** with 12 expressions of contest noted in submissions and online engagement. Many community members opposed this

option on the basis that introducing road charges would be counterproductive. Likewise Peri Urban Group of Rural Councils feared it would encourage motorists to use alternative routes:

*“This initiative results in large vehicles utilising residential streets and neighbourhoods during the evening when they are most likely to create a disturbance with reversing signals, unloading noise and refrigeration.”*

Peri Urban Group of Rural Councils

**National park private management (NPP2)** was rejected by stakeholders on 10 occasions. The City of Casey argued **NPP2** would:

*“involve user charges that aren’t associated with demand management or sensitive areas (e.g. Alpine national parks for skiing and infrastructure). There is a fundamental equity issue here that all citizens should be able to access the National Park Estate irrespective of ability to pay.”*

City of Casey

Survey respondents raised concerns about equity of access to parks:

*“I don’t think our national parks should be privatised. What then happens if parks don’t have enough revenue to properly manage assets, values, and threats?! Our national parks are priority areas for conserving because of their significant environmental, social and cultural values. Government should be accountable for them.”*

Online survey respondent

**Public transport alternative use of taxis or hire cars (PTA)** was met with a mix response. While it was supported on 16 occasions, 10 expressions of contest were also registered, with many survey respondents unable to see the benefits of this option. Others, such as the City of Boroondara, did not regard this as an adequate solution to the need:

*“Council does not advocate for changes to the bus and taxi/hire car regulations. Council believes that local solutions, which include alternative transport services, are more appropriate.”*

City of Boroondara

**Urban development in established areas (UDC)** received 10 expressions of contest based on a variety of reasons. There was concern among stakeholders about how this would align with the current review of residential zones. Given this, some questioned whether the issue of urban development in established areas was in scope for Infrastructure Victoria to address. Among them was the Property Council of Australia that argued:

*“The Government is currently undertaking a review of residential zones. This issue is currently being managed by the Government and should be out of Infrastructure Victoria’s scope.”*

Property Council of Australia

**Bicycle and walking path data capture (BWP1)** received nine expressions of contest from survey respondents. The view articulated by many of them was that there was already a substantive body of data indicating the need for bicycle and walking infrastructure. As one survey response argued:

*“There is enough data around now for infrastructure for bicycle and walking paths now. The population is growing our congestion is getting worse on a daily basic and there is enough evidence around the world for this infrastucture.”*

Online survey respondent

Notwithstanding 30 comments in support of **Eastern Freeway to CityLink Connection (EWE)**, there were nine statements of opposition. Two councils pointed out the option was previously rejected when developed as East West Link – a decision they supported due to its impact on their municipalities. Other groups, such as Darebin Climate Action Now were opposed to **EWE**, and other major road projects, because:

*“These projects defer funding from lower emission alternatives and encourage increasing emissions through increasing private car use.”*

Darebin Climate Action Now

**Recycled treated wastewater for drinking (RWW)** raised concern among stakeholders and community members who preferred other options to meet this need. Chief among those concerns was the perceived health risk posed by drinking recycled water. As one community member stated:

*“not sure I want to drink former sewerage - how about you?”*

Online survey respondent

#### **d. Options for reassessment or rescoping**

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*All Things Considered* posed the following question: *Do you have any feedback on the options we think need further development or have been filtered out?* Throughout the consultation stakeholders and community members called for options to be reassessed or rescoped.

Many of the requests for reassessment were asking Infrastructure Victoria to reevaluate its decision to filter out the option as stated in *All things considered*. In some cases these submissions or statements are guided by external research, reports or findings that stakeholders and community members that were cited or referenced.

#### **Options for reassessment**

##### **Most frequent requests for reassessment**

<b>Option</b>	<b>Calls for reassessment</b>	<b>Percentage of overall reassess comments</b>
<b>Doncaster heavy rail line (DHR)</b>	9	12.5%
<b>Urban forest (UFF)</b>	9	12.5%
<b>Bendigo-Ballarat-Geelong rail service (BBG)</b>	6	8.3%
<b>Rowville heavy rail line (RHR)</b>	6	8.3%
<b>Centralised planning scheme (CPS1)</b>	3	4.2%
<b>Online liveability infrastructure platform (OLI)</b>	3	4.2%
<b>Bicycle and vehicle accident fault allocation (BVA)</b>	2	2.8%
<b>Coastal protection infrastructure (CPI)</b>	2	2.8%
<b>Car parking management (CPM)</b>	2	2.8%
<b>Household waste disposal fees (HWD)</b>	2	2.8%
<b>School campus utilisation (SCU1)</b>	2	2.8%
<b>Avalon Airport heavy rail line (AAH)</b>	1	1.5%

Two rail options targeted for reassessment were **Doncaster heavy rail line (DHR)** and **Rowville heavy rail line (RHR)**.

Both options had been filtered out by Infrastructure Victoria in *All things considered*. This initial position generated significant feedback from local government, transport stakeholders and community members. **DHR** received 39 expressions of support and nine calls for reassessment while **RHR** received 35 expressions of support and six calls for reassessment.

Although many of these submissions questioned these options being filtered out by Infrastructure Victoria, only a handful of submissions offered new or substantive supporting evidence. In the case of **DHR**, a 2014 study used by Infrastructure Victoria to inform the ‘filtering out’ decision was highly contested:

*“The decision of IV to ‘filter out’ the Doncaster Heavy Rail (DHR) option based on the study completed in 2014 beggars belief.”*

Daniel Meadth

Likewise, another submitter cautioned Infrastructure Victoria against the use of existing studies:

*“It would be a great mistake for IV to uncritically accept the URS Study, as has been done so by PTV and the Deloitte/Aurecon Options Assessment for IV. This submission supporting the City of Manningham submission argues that Doncaster Rail should not be filtered out by IV.”*

Jackie Fristacky

Similarly, in relation to **RHR**, stakeholders made their dissatisfaction known:

*“The Rowville heavy rail line (RHR) has been “filtered out” for consideration on two counts of not meeting infrastructure needs “based on evidence available” and the City of Monash cannot accept this view.”*

City of Monash

Some submissions argued that Infrastructure Victoria needed to reconsider both **RHR** and **DHR** on the basis of findings from other public studies and plans. In many cases, copies of these studies and plans were provided.

Likewise, the Eastern Transport Coalition argued for a reexamination of other evidence. In particular, the group explained that the 2014 study into Doncaster Rail failed to account for new growth and development in the Doncaster areas:

*“DHR Feasibility Study failed to factor in accurate population projections for Doncaster Hill (referencing outdated data from the 2006 Census), ultimately influencing the projected patronage data that led to the finding that the proposal to extend the rail line to Doncaster Hill was not feasible (consequently invalidating the proposal). This means that the data used in the transport modeling to determine projected patronage figures, and ultimately, assess the figures against the projected cost to deliver the project were underestimated.”*

Eastern Transport Coalition

**Urban forest (UFF)**, an option filtered out for Need 18, attracted nine requests for reassessment. Stakeholders and community members explained that Urban Forest was narrowly scoped and should

be more fully developed. Northern Alliance for Greenhouse Action was one of several submitters to argue that there is now:

*“strong and ample evidence that green infrastructure can improve health and wellbeing outcomes, reduce the urban heat island effect, improve air and water quality, reduce cooling demand for electricity, sequester carbon, provide wildlife habitat, and reduce asset damage.”*

Northern Alliance for Greenhouse Action

They, with several local government stakeholders, urged Infrastructure Victoria to examine the research devoted to Urban Forests and their associated environment and health benefits.

The **Bendigo-Ballarat-Geelong rail service (BBG)** attracted six calls for reassessment. One submitter questioned the cost benefit analysis which was an input to Infrastructure Victoria’s assessment of this option.

*“Reinstating the Bendigo – Geelong railway will facilitate easier access to the Geelong Port from northern Victoria and reduce the need for further expansion of the Bendigo – Melbourne Geelong freeways. These savings do not appear to be factored into any cost benefit analyses.”*

Robin Hicks

Another submitter questioned other bodies of evidence used to assess this option:

*“On a regional level I am disappointed that the Bendigo-Ballarat-Geelong Rail Revival appears to have been discounted. The evidence for this decision appears to rely on the widely discredited PTV study from April 2013 that relied on making significant infrastructure improvements to undertake track realignments and significant historic station renovations.”*

Ross Thomson

**Online liveability infrastructure platform (OLI)** attracted three calls for reassessment, all from local government. The rationale for the call for this option to be reassessed was centered around the importance of accessibility of information for the broader community, regardless of location:

*“Currently there are a number of tools employed that address the information divide to a degree but the area is fragmented by local government.”*

City of Greater Geelong

*“The importance of having an information source that raises awareness of existing and emerging gaps, equity in funding and monitoring change over time.”*

Mornington Peninsula Shire Council

## Options for rescope

### Most frequent requests for rescoping

Option	Calls for rescope	Percentage of overall rescope comments
Subregional infrastructure planning (SIP)	27	4.0%
Urban development in established areas (UDC)	22	3.3%
Growth area bus service expansion (LBS)	19	2.8%
Landfill waste levy increase (LLI)	15	2.2%
Centralised planning scheme (CPS1)	14	2.1%
Bicycle and walking path expansion and improvement (BWP2)	13	1.9%
Community and public space utilisation deregulation (CSU)	12	1.8%
Train station carparking improvement (TSC)	12	1.8%
Wind and solar energy generation large-scale investments (WSE)	12	1.8%
Arterial road network employment centre enhancements (ARN)	10	1.5%
School shortages (SSS)	10	1.5%
Bicycle and walking path separation (BWP3)	9	1.3%
Growth area train station upgrade and provision (GAT)	9	1.3%
Infrastructure resilience assessment test (IRA)	9	1.3%
New port (NCP)	9	1.3%
Household waste disposal fees (HWD)	8	1.2%
Integrated shared use community and recreation facilities (RFC)	8	1.2%
Affordable housing sector regulatory amendment (SHS1)	8	1.2%
Transport network price regime (TNP)	8	1.2%
Ageing coal generation asset transition (ACG)	7	1.0%
Affordable and social housing targeted development (AHR)	7	1.0%
Greenfield development sequencing (GFS)	7	1.0%
Public transport alternative use of taxis or hire cars (PTA)	7	1.0%
Public transport accessibility (PTV)	7	1.0%

**Subregional infrastructure planning (SIP)** generated a number of calls for rescope from stakeholders and community members. Although generally supportive, some councils believed that **SIP** needed to also recognise existing infrastructure deficits in rural areas.

*“A number of rural councils have a significant infrastructure deficit as a result of historically poor planning decisions and a lack of capacity to fund the demands of a growing population.”*

Baw Baw Shire Council

Others, such as Moorabool Shire Council suggested that the option needed to be “fleshed out”:

*“There is a gap between regional growth plans and the capacity of local government to gain clear three-way commitment to infrastructure needs, whether it be in low growth or fast growth environments.”*

Moorabool Shire Council

**Urban development in established areas (UDC)** was strongly supported in consultation while also being subject to repeated calls for rescope (22 calls). Many stakeholders wanted clarity over how this

would work in practice, others wanted the intent of this option to shift. As the City of Boroondara explained:

*“Council does not support a blanket position of facilitating greater residential development in established suburbs but does support focusing new housing within areas targeted for growth and intensification.”*

City of Boroondara

**Growth area bus service expansion (LBS)** was a popular option among stakeholders and generated 55 expressions of support through the submissions (see section 2b). However, stakeholders have advocated for the option to be rescoped (19 requests recorded) and the scope of the option expanded. The target of 20 minute services, in particular, generated critical feedback.

*“A target of a 20min service is substantially sub-optimal, condemning the outer suburbs to a second rate service in perpetuity.”*

Wyndham City Council

While **Landfill waste levy increase (LLI)** was a highly contested option (see section 2c) there were also 15 calls for this option to be rescoped. These calls are often accompanied by a strong desire to see money collected from the levy to be re-invested in initiatives to improve waste management, recovery and education, as well as a clear direction to justify an increase in the levy.

*“If the landfill levy charge is increased, there needs to be a mechanism to ensure that additional revenue generated is re-invested back into waste diversion and education programs.”*

Glen Eira City Council

*“A moderate increase in the land fill levy should be implemented and fund investment in conversion of the current land fill sites to Organic Waste to Energy facilities.”*

Online survey respondent

There were also a number of calls for **Centralised planning scheme (CPS1)** to be rescoped (see also section 2b and 2c). The calls for rescope sought further discussion and exploration of the scope and implications of this option:

*“HIA welcomes the opportunity for a concept similar to the Centralised planning system to be explored further with the aim of achieving efficiencies and equity with regard to planning decision-making and the coordination and provision of infrastructure. HIA does hold some reservation with the concept of a central authority though we are willing to discuss this further to assist in determining what might be an appropriate model and scope should this concept be further developed.”*

Housing Industry Association

*“PIA is supportive of this option being explored further however noting that it is a significant option with wide-ranging ramifications. There needs to be more discussion and debate about this option in its own right and to ensure there is no duplication with the implementation of Plan Melbourne Refresh.”*

Planning Institute of Australia

Many local governments expressed support, in principle, for coordination and a streamlined approach to planning approvals but questioned the approach as described in *All things considered*. In

particular, some have expressed concerns about how local issues can be adequately addressed through a centralised authority:

*“As the Options Book notes this could mean co-ordination at a State rather than municipal level. This requires careful consideration of what services are managed centrally and how local views and needs are taken into account. The scope for this option needs to be reviewed in full consultation with local government. A one-size-fits-all approach to planning does not result in good community outcomes.”*

City of Whittlesea

Others questioned how this option adds to what currently exists:

*“Council requires further information to comment on this – it is not clear what is proposed. If the intended benefit is to ensure a coordinated and streamlined approach to planning approvals, that is supported. However there are already mechanisms (Ministerial call in for state significant projects) and examples of locations in Victoria where a State agency (MPA, rail crossing authority, VicRoads) or the Minister assumes the role of the Planning Authority or Responsible Authority.”*

City of Casey

#### **e. New options**

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*All things considered* posed the following question: *Are there any alternative options that will better address the need? How will they address the need? What evidence can you provide to support these alternative options?*

Over 300 new infrastructure options, that were not in *All things considered*, were proposed by stakeholders and community members in their submissions. A small number of stakeholders took the opportunity to present their list of (mostly) localised infrastructure options that are not in *All things considered*. While many of these projects were highly localised, a number of trends and themes could be identified across these disparate projects. The summary below provides an overview of new options advocated in formal submissions and through online engagement. This is not intended to be an exhaustive and detailed list of new options but rather provides a sense the areas of interest for stakeholders and community members alike.

**Expansion of light rail/tram (8)<sup>4</sup>** – from extension of existing tram lines to building new light rail and tram options in metropolitan Melbourne and a regional city, e.g. a tram line through Bundoora Campus.

**Expansion of bus network (5)** – new bus routes to particular employment, service hubs or along busy freeways/arterial roads and new ancillary facilities to support existing bus services, e.g. buses to Epping Hospital, LaTrobe employment cluster bus route, park and ride on the Eastern Freeway for express buses to the city.

**Expansion of heavy rail and an increase in existing services (11)** – heavy rail connections that are either new or extension to existing lines, duplication of lines to accommodate growth and new stations, e.g. local V/Line connections between Warragul and Sale, new stations at Beveridge and Lockerbie, line duplication between Geelong and Waurin Ponds stations.

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<sup>4</sup> Numbers in parenthesis indicate the number of suggested new options in this theme.

**Freeway expansions/connections (11)** – road projects aimed at improving connections to freeways, bypasses for key regional cities or widening/duplication of existing freeways, e.g. construction of the Traralgon Bypass, Palmer Road arterial from Point Cook to Calder Park, upgrade the Calder Freeway with proper flyover interchanges at Calder Park Drive and Sunshine Avenue.

**Freight rail expansions (3)** – specific rail projects to support freight movement, e.g. freight rail link to Wodonga and the Goulburn Valley Freight and Logistics Centre in Shepparton, Gippsland rail line connecting to ports.

**Freight hubs (6)** – create new freight hubs outside of Melbourne, e.g. Avalon as a freight focused centre.

**Airport expansions (5)** – new/third airport for Melbourne or expanding existing airports, e.g. Avalon and Essendon.

**Hospital and health service expansion (8)** – expanding or redevelop existing health services or build new hospitals in specific locations, e.g. new health services in Broadmeadows, Craigieburn, LaTrobe City, redevelopment of Footscray hospital.

**Green space provision (9)** – consideration of parks and green space as infrastructure and options to establish or extend parks and green spaces in specific locations, e.g. West Melbourne/Docklands, green spines and green spaces.

**ESD in construction (6)** – targets and standards for buildings and infrastructure projects aimed at improving sustainability, e.g. compulsory for all new houses and buildings to be energy neutral, all new large infrastructure projects have high sustainability rating – preference to use or reference international standards.

**ICT considerations (4)** – better use of technology and data to drive improved outcomes across different infrastructure, e.g. use of telematics to enable smarter, safer and more efficient transport networks, virtual fencing by utilising GPS on livestock to control movement.

**Road safety upgrades (4)** – upgrades to roads and bridges to address safety concerns either at specific locations or across networks, e.g. enhance functionality and safety capacity of bridges, specifically the Maribyrnong Road Bridge and the Canning Street Bridge, national highway network upgraded to a minimum AusRAP safety rating of 3-star.

**New large scale public facilities (5)** – new large-scale community facilities or expansion of existing facilities, mostly in arts and culture, in specific locations, e.g. Geelong Convention and Exhibition Centre, NGV Contemporary Art Gallery.

**Expansion of the State's events calendar (5)** – specific events across Victoria, e.g. International Multicultural Festival, Big Wave International Tour SW Victoria.

**Protection measures against climate change (5)** – options aimed at improving resilience against shocks such as fires and flooding events, or to support particular sectors to adapt to the effects of climate change, e.g. strengthening of the state's food economy – infrastructure planning for food, support efforts of major industry and councils to mitigate risks to critical energy and mine infrastructure, fire protection measures.

## f. Key themes

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While the consultation was largely centred on options in *All things considered*, many stakeholders and community members took the opportunity to provide feedback to Infrastructure Victoria on a range of topics related to the development of the 30-year strategy.

Stakeholders were particularly interested for Infrastructure Victoria to respond to the following questions in its 30-year strategy:

- How can Infrastructure Victoria contribute to better infrastructure planning outcomes?
- How will infrastructure options be paid for?
- Who will be responsible for infrastructure maintenance and management be funded and allocated?

### **Planning**

The topic of planning generated significant interest during consultation. Stakeholders highlighted the challenges of planning for infrastructure opportunities when dealing with layers of government and multiple sectors. Many people suggested the multiple policies, laws and by-laws that needed to be worked through, costing time, money and delaying good infrastructure projects from happening. Cross government planning presents opportunities for good planning outcomes, particularly when responding to growth.

A desire to better integrate land use and transport planning was one identifiable theme. As the Institute of Public Works Engineering Australasia described:

*“The development of a long term integrated transport strategy for Victoria would ensure the designation and protection of transport corridors for all forms of transport. This would include potentially controversial corridors. Critically, all existing designated corridors must be protected at all costs to maintain transport options as Victoria goes forward. Acquired land/properties must be quarantined to future proof the State’s integrated transport system.”*

Institute of Public Works Engineering Australasia

Similarly, Macro Plan (private developers at Essendon Fields) argued for Infrastructure Victoria to reconsider how integrated planning could lead to better outcomes.

*“Infrastructure Victoria has an opportunity within this consultation process to revisit how integrated infrastructure (in this case public transport) and land use planning can drive strategic decision making at all levels of government”*

Macro Plan

Other stakeholders, such as Melbourne Water, pointed out that integrated planning served to respond to multiple infrastructure needs. As they explained:

*“In an increasingly urbanised region it is becoming more important to provide opportunities for exercise such as cycling and walking; community interactions and access to open outdoor areas. Better planning for public land especially in urban areas to enhance connectivity and multiple uses is needed. Melbourne Water has large land holdings in the greater Melbourne region which we are seeking to better utilise to deliver social outcomes through a multi-use approach.”*

Melbourne Water

## **Funding and financing**

Several stakeholders were interested to understand Infrastructure Victoria's approach on funding and financing of projects. Throughout the consultation stakeholders have provided an array of ideas and suggestions on how best to consider the matter of funding and financing, with some suggestions carrying their own set of trade offs.

The Housing Industry Association gave a raft of suggestions including: *"Community and social infrastructure which benefits the broader community should be borne by the whole community and funded from general rate revenue and borrowings as appropriate."*

Institute of Public Works Engineering Australasia identified itself as a supporter of *"the alternative funding and financing options outlined in All things considered – including the option to remove the rate cap."*

However, it reiterated that as a key sector stakeholder it was *"keen to encourage consideration of infrastructure cost containment"* including: *"Improved procurement practices, Regionalisation of service provision, Optimisation of operating efficiency, Community consultation to inform service planning"* Institute of Public Works Engineering Australasia.

The funding and financing concept of beneficiary charges (value capture) emerged prominently in discussions. Many believed beneficiary charges posed a unique opportunity to fund projects, particularly large public transport projects.

*"It also makes sense to grow funding sources via beneficiary charges (value capture) where it is practicable, fair, efficient and sensible to do so. Thought needs to be given to the theoretical underpinning of beneficiary charges."*

Clayton Utz

Other stakeholders, notably the Property Council of Australia, were more cautious about adopting value capture as a means to fully fund projects. As the Property Council of Australia explained:

*"There needs to be a clear understanding and acknowledgement by all levels of government that any value capture mechanisms will only be appropriate in certain circumstances, and that these approaches will, and should not, fully fund the costs of infrastructure."*

Property Council of Australia

The Urban Development Institute of Australia suggested that charges such as stamp duty, land tax, and developer charges collected in a certain development area should be spent in that area:

*"Existing tax and charges such as stamp duty, land tax, rates, and various developer contributions (inc. GAIC) needs to be better utilised to support the development where they have been received. For example, research undertaken last year revealed that the average tax and charges applied to the development of greenfield lots is greater than \$36,000 per lot."*

Urban Development Institute of Australia

Throughout much of this discussion rate capping was flagged as an issue of significance to local government and its ability to carry out capital works. Stakeholders explained that the Infrastructure Victoria's recommendations, if implemented, would require local government to carry 'a significant load'. Yet as the Municipal Association of Victoria explained:

*“Rate capping is likely to create serious issues for local government in the future and affect the overall quality of Victoria’s infrastructure network.”*

Municipal Association of Victoria

The funding and financing roundtable suggested that Infrastructure Victoria may wish to consider the relative role of different funding streams when developing their 30-year strategy. In addition, the roundtable noted that infrastructure decision making should first ask “does the project make sense?” before considering funding and financing options. The roundtable also highlighted the importance of quantifying costs and benefits of proposals and that the delivery of a particular infrastructure project is likely to require a package of funding and financing options.

Growth Area Infrastructure Contribution (GAIC), a charge designed to contribute to the funding of state infrastructure in Melbourne’s growth areas, was subject to several comments in submissions. Stakeholders called for GAIC to be invested locally instead of being added to general revenue. The City of Whittlesea was one advocate of this view:

*“Currently GAIC payable on development of new areas can be redistributed by Treasury. It would be more appropriate to legislate to ensure GAIC funds are reinvested in the area of the development rather than being used as general revenue.”*

City of Whittlesea

Other stakeholders, such as Interface Councils, felt GAIC directly related to Need 1 - Addressing infrastructure demands in areas of high growth. They envisaged an opportunity for Infrastructure Victoria to:

*“recommend a more effective and transparent governance of this funding stream is required to assist with the funding of options that qualify for it.”*

Interface Councils

### **Maintenance and asset management**

The subject of maintenance and asset management received significant attention during consultation, both in stakeholder meetings and in submissions. Local government stakeholders, in particular, welcomed the consideration given by Infrastructure Victoria on maintenance and asset management.

Although supportive of Infrastructure Victoria’s stated “*focus on the need for more costly, frequent and earlier maintenance efforts*”, Interface Councils expressed concern that an inequity currently exists “*in terms of the standards and regulations local government must adhere to and the lack thereof for state government.*” They gave the example of the current arterial road network which they argued was substandard: “*There is a significant need for increased investment in the renewal of road pavements across the existing network, state-wide.*” Furthermore they argued that:

*“It seems only fair and responsible that if there are standards and regulations that require local government to maintain assets to a certain level, the same should apply for other levels of government, before exploring to options that require us to expand or build new assets. As such Interface Councils emphasise the need for a broader, state-wide conversation about these standards, in particular for roads, and a commitment to adhering to these by all parties responsible for managing and maintaining infrastructure assets.”*

Interface Councils

Knox City Council suggested a feasible resolution would be for the creation of a centralised Victorian infrastructure management approach:

*“For many Councils, it is hard to divest, rehabilitate or sell ageing or non-fit-for purpose infrastructure due to costs and community anxiety about loss and non-replacement. A centralised Victorian infrastructure management approach could pro-actively yield sustainable infrastructure outcomes through, in the first instance, understanding in detail the true challenge of managing Government’s asset management burden and then sharing knowledge and resources appropriately to address these challenges.”*

Knox City Council

Several councils highlighted the challenge of ensuring maintenance and asset management was met in the context of diminishing funding and even greater community expectation. Glen Eira City Council was one of several councils to explain that:

*“Major projects often involve expenditure over multiple years. Under the methodology applied by the Essential Services Commission (from year 2), Councils will need to apply to the ESC for a cap increase for up to 4 years. There is lack of certainty for a Council that they would get an increase to fund a major capital project. There needs to be clarity of State and Federal Government funding opportunities for major projects that removes the reliance on Local Governments receiving a rates capping variation from the ESC.”*

Glen Eira City Council

Similar views were reflected during meetings in regional Victoria with local government stakeholders. On numerous occasions stakeholders spoke about the diminishing state of local roads, highways as well as bridges. These forms of infrastructure were regarded by many, as the primary drivers of economic and social connectivity in regional Victoria. Access to funding to maintain and manage these critical assets was of primary concern.

## APPENDICES

## APPENDIX A – List of options by number of times coded

	Support	Contest	Reassess	Rescope
Avalon Airport bus dedicated road priority (AAB)	2	0	0	1
Avalon Airport heavy rail line (AAH)	1	0	1	0
Ageing coal generation asset transition (ACG)	29	6	0	7
Aged care and mental health residential care investment (ACM)	12	0	0	0
Automated car technology (ACT)	2	0	1	1
Advanced driver assistance applications (ADA)	1	0	0	0
Active established areas (AEA)	15	0	1	1
Alternative energy vehicles (AEV)	3	0	0	3
Affordable housing community land trusts (AHC)	2	0	0	1
Affordable and social housing targeted development (AHR)	17	0	0	7
Active lifestyle infrastructure provision (ALP)	19	4	0	4
Active lifestyle infrastructure regulation (ALR)	35	2	1	4
Arterial road network employment centre enhancements (ARN)	35	19	0	10
Access to services through technology and ICT (AST)	19	7	0	1
Advanced traffic management (ATM)	12	1	1	0
Bendigo-Ballarat-Geelong rail service (BBG)	0	0	6	0
Brown coal licences (BCL)	1	1	0	1
Big data leveraging (BDL)	6	0	2	3
Bicycle highways through the central city (BHT)	5	1	0	2
Bendigo rail full metropolitan separation (BRF)	0	0	0	1
Burnley rail group upgrades (BRG)	6	0	0	2
Bicycle and vehicle accident fault allocation (BVA)	25	32	2	6
Bicycle and walking path data capture (BWP1)	19	9	0	6
Bicycle and walking path expansion and improvement (BWP2)	82	0	0	13
Bicycle and walking path separation (BWP3)	39	6	0	9
Critical asset centralised risk management (CAR)	10	0	0	4

	Support	Contest	Reassess	Rescope
Central city job cap (CCJ)	0	0	0	0
Cross city road tunnel (CCR)	0	0	0	0
Central city tram network extension (CCT)	8	0	0	1
Coal fired electricity plant conversion to gas fired plant (CFE)	0	1	0	0
Community infrastructure accessibility (CIM)	11	1	7	6
City loop reconfiguration (CLR)	7	1	0	2
Courts maintenance (CMD)	1	0	0	0
Melbourne arts and sports precinct connectivity (CPC)	4	4	0	0
Coastal protection infrastructure (CPI)	5	0	2	5
Car parking management (CPM)	6	7	2	5
Centralised planning scheme (CPS1)	36	34	3	14
Clyde rail extension (CRE)	10	3	0	2
Key movement corridor incident management (CRR1)	6	0	0	0
Central regional rail control centre (CRR2)	5	0	0	0
Justice case management system (CSC)	4	2	0	1
Cultural and sports major infrastructure investment framework (CSM)	19	0	3	6
Community space refurbishment or rationalisation (CSR)	16	0	2	6
Community space shared use agreements (CSS1)	33	2	0	5
Community space statewide event planning (CSS2)	10	14	0	1
Community and public space utilisation deregulation (CSU)	17	5	0	12
Community windfarms (CWF)	1	0	1	0
Doncaster bus improvement (DBI)	6	0	3	0
Data centre location diversification (DCD)	5	0	0	0
Driverless car and ride sharing (DCR)	1	0	0	0
Driverless freight vehicles (DFV)	1	0	1	0
Doncaster heavy rail line (DHR)	39	1	9	0
Doncaster tram service (DTS)	4	3	1	2
Early childhood education availability (ECE1)	1	0	0	1
Early childhood education centralised planning model (ECE2)	3	2	1	5
Early childhood education corporate office facilities (ECE3)	1	3	1	3
Energy demand management efficiency schemes (EDM1)	14	5	0	2
Energy demand management tariff reform (EDM2)	9	18	0	6

	Support	Contest	Reassess	Rescope
Energy efficient development (EED)	29	2	0	6
Employment outside central city incentivisation (EOC)	22	3	1	6
Energy storage infrastructure (ESI)	0	0	0	1
Emergency traffic management (ETM)	7	0	0	0
Environmental water delivery infrastructure (EWD)	4	0	0	2
Eastern Freeway to CityLink connection (EWE)	30	9	0	2
E-waste services (EWS)	1	0	1	0
CityLink to Western Ring Road connection (EWW)	15	4	0	0
Waste landfill site land buffers (FLS)	12	2	0	6
Freight precinct land use planning (FPL)	9	0	1	6
Fuel reserve regulation (FRR)	1	0	1	0
Future waste landfill site locations (FWL)	3	1	0	1
Growth area train station upgrade and provision (GAT)	12	1	1	9
Geelong fast rail (GFR)	7	0	0	0
Greenfield development sequencing (GFS)	10	3	4	7
Government owned and managed social housing provision to increase stock (GOM)	3	0	1	4
Gippsland–Pakenham rail shuttle (GPR)	2	1	0	1
Geothermal power supply (GPS)	2	0	0	1
Geelong rail electrification (GRE)	5	1	0	2
Geelong and Werribee rail upgrade (GWR)	8	0	0	1
Health and aged care repurposing of facilities (HAC)	8	0	0	1
Health care not-for-profit and private sector involvement (HAP)	3	3	0	4
Health care alternative delivery options (HCA)	6	0	1	0
Health care delivery role change (HCD)	7	4	0	3
Health care decentralised delivery model (HCD2)	0	1	0	0
Habitat corridor link expansion and improvement (HCL)	17	1	0	6
Health care patient subsidised travel program extension (HCP)	12	2	0	6
Health care smart facilities (HCS)	6	0	1	1
Health care big data leverage (HCT1)	1	0	0	0
High capacity trains – 10-car (HCT2)	6	1	1	1
High capacity trains – 7-car (HCT3)	10	1	0	2
Health education programs (HEP)	13	6	0	2
Health infrastructure coordinated planning (HIC)	21	0	0	0

	Support	Contest	Reassess	Rescope
HPFV network completion (HPF)	10	1	0	2
Housing rental assistance program extension (HRA)	3	4	0	0
Hoddle Street/Punt Road public transport prioritisation (HSP1)	5	1	0	2
Punt Road Traffic Management Systems (HSP2)	0	0	0	1
High speed rail from Sydney to Melbourne (HSR)	12	7	0	3
Household waste disposal fees (HWD)	9	4	2	8
International airport in the south-east of Melbourne (IAS)	13	4	4	2
Integrated transport control centre (ITC)	3	0	1	1
Integrated power supply augmentation (IPS)	2	0	0	0
Infrastructure resilience assessment test (IRA)	8	2	0	9
Increased telecommuting (ITT)	5	3	0	1
Justice and human services co-location (JCS)	12	6	0	3
Justice delivery in growth areas (JDG)	3	0	1	3
Justice diversion policy and programs (JDP)	1	0	0	1
Justice family violence response (JFV)	4	0	0	1
Justice and human services joint planning (JHS)	1	0	1	0
Justice court CBD legal precinct (JLP)	0	0	0	1
Justice service delivery through new technology (JSD)	0	0	0	0
Growth areas bus service expansion (LBS)	55	17	0	19
Lifelong learning hubs (LLH)	12	0	0	6
Landfill waste levy increase (LLI)	8	13	0	15
Landfill site consolidation (LOC)	2	2	0	0
Local solar energy generation (LSE)	7	2	1	0
Melbourne Airport bus dedicated road priority (MAB)	1	6	0	0
Melbourne Airport heavy rail line (MAH)	27	2	0	5
Melbourne Airport metropolitan public transport connections (MAM)	3	1	0	0
Melbourne Airport new road link (MAN)	1	1	0	0
Melbourne to Brisbane freight rail line (MBF)	11	2	0	0
Metropolitan bus network reform (MBN)	10	0	0	4
Multimodal interchange improvements (MII)	6	0	0	3
Justice delivery in regional areas (MJC)	0	0	0	0

	Support	Contest	Reassess	Rescope
Metropolitan level crossing removal completion (MLC)	15	0	0	3
Melbourne Metro 2 (MMS)	16	2	0	0
Mildura passenger rail restoration (MPR)	0	0	0	0
Mobile police and justice workforce (MPW)	9	7	0	0
Melton rail electrification (MRE1)	36	5	0	5
Employment centre mass transit network (MTN)	13	0	0	4
New port (NCP)	12	1	0	9
North-East link (NEL)	35	2	0	0
Northern metropolitan corridor health service expansion (NHE)	10	3	0	3
New or expanded men's prison (NMP)	0	0	0	0
National park access management (NPA)	0	0	0	1
Nuclear plant construction (NPC)	0	2	0	0
National park pricing and expenditure regime (NPP1)	4	3	0	2
National park private management (NPP2)	1	10	0	1
New underground metro rail system (NUM)	0	1	0	0
New or expanded women's prison (NWP)	0	0	0	0
Online liveability infrastructure OLI platform (OLI)	0	2	3	2
Outer metropolitan ring road (OMR)	27	6	0	5
Organic waste to energy (OWE)	4	0	0	2
Organic waste management (OWM)	18	0	0	4
Preventative health care awareness (PHC)	8	2	0	3
Public high rise housing estate regeneration (PHG)	2	2	0	0
Public high rise housing estate renovation (PHR)	6	3	0	4
Port of Melbourne container terminal expansion (PMC)	5	4	0	4
Port of Melbourne container terminal expansion (PMM)	10	0	0	3
Police station supersites (PSS)	7	0	0	6
Public transport alternative use of taxis or hire cars (PTA)	16	10	0	7
Public transport network resilience (PTN)	12	0	0	0
Public transport train timetabling (PTT)	15	0	0	4
Public transport accessibility (PTV)	37	2	0	7
Regional bus upgrades (RBU)	4	2	0	1
Relocatable community infrastructure (RCI)	5	1	0	5
Residential and commercial property	6	3	0	3

	Support	Contest	Reassess	Rescope
densification (RCP)				
Integrated shared use community and recreation facilities (RFC)	26	15	0	8
Riparian fence investment (RFI)	15	4	0	5
Residential facilities for people with disabilities (RFP)	0	1	0	3
Rowville heavy rail line (RHR)	35	0	6	0
Regional highway upgrades (RHU)	12	0	0	1
Recycled material usage in building construction (RMU)	17	2	0	3
Regional rail eastern corridor dedicated rail track (RRE1)	10	1	0	1
Regional rail electrification (RRE2)	4	3	0	3
Regional rail gauge standardisation (RRG)	6	0	0	2
Regional rolling stock expansion (RRS)	2	1	0	1
Regional road upgrades (RRU)	5	4	0	0
Road space allocation changes (RSA)	19	4	0	4
Rail signals and fleet upgrade (RSF)	16	1	0	1
Recycled treated wastewater for non-potable agricultural use (RTA)	11	0	0	2
Recycled treated wastewater for non-potable household use (RTH)	9	1	0	3
River and waterways natural flow regimes (RWN)	9	0	0	2
Recycled treated wastewater for drinking (RWW)	14	8	0	1
Affordable and social housing development incentives and fund (SAH)	6	1	0	4
Community health facility access (SCC)	5	3	0	3
Social housing infrastructure investment framework (SCP)	5	0	1	1
School campus utilisation (SCU1)	1	4	2	1
Education and medical research precincts linking with the private sector (SEP)	5	0	0	1
School facility use for Out of School Hours Care (SFU)	6	1	0	3
Social housing asset rationalisation and refresh (SHA)	11	0	0	4
Social housing utilising the Defence Housing Australia rental model (SHD1)	7	0	0	1
Social housing flexible use (SHF)	1	1	1	2
Social housing government role change (SHG)	5	4	0	4
Social housing private provision to increase stock (SHP1)	8	0	0	6
Social housing tenant transition to private stock (SHP2)	1	1	1	0

	Support	Contest	Reassess	Rescope
Affordable housing sector regulatory amendment (SHS1)	6	6	0	8
Social housing “Social Rental” model (SHS2)	7	0	0	3
Social housing stock transfer model (SHS3)	5	0	0	3
Social housing tenant transfer within a community (SHT)	6	1	0	2
School infrastructure funding certainty (SIF)	8	0	0	6
Subregional infrastructure planning (SIP)	59	6	0	27
Schools with low performance (SLP)	6	1	0	1
Schools with low enrolments in rural areas (SLR)	1	1	1	1
School boundary enrolment (SOO)	4	2	0	3
Sport and recreational facility investment framework (SRF)	31	0	2	7
Stormwater harvesting and re-use for non-potable purposes (SRH)	14	0	3	3
School region level maintenance contracts (SRM1)	1	0	0	0
Stormwater water quality management (SRQ)	9	0	0	0
School resource sharing through technology (SRS)	3	0	0	1
SmartBus service provision increase (SSP)	8	0	1	0
School shortages (SSS)	31	1	0	10
School sector-wide planning information (SSW)	2	3	0	2
School and tertiary education cooperation (STE)	6	0	0	0
Strategic transit-oriented development corridors (STO)	17	2	0	5
South Yarra Metro Station (SYM)	5	1	2	2
TAFE recapitalisation (TAF)	8	0	0	1
Major inner city hospital refurbishment or replacement (THR)	2	0	0	0
Transport network information centralisation (TNI)	8	0	0	0
Tram network link extensions (TNL)	2	1	0	3
Transport network price regime (TNP)	17	12	0	8
Train platform utilisation (TPU)	2	0	0	0
Train station carparking improvement (TSC)	23	4	1	12
Tram and train fleet modifications (TTF)	5	0	0	0
Tidal and wave energy (TWE)	1	0	0	0
Recycled treated wastewater for new peri-urban agricultural use (TWR)	19	1	0	2

	Support	Contest	Reassess	Rescope
Recycled treated wastewater for non-potable peri-urban agricultural use (TWR)	9	0	0	0
Urban development in established areas (UDC)	22	10	0	22
Urban forest (UFF)	9	0	9	0
Vocational education long-term funding certainty (VEL)	5	0	0	3
Water delivery efficiency in irrigation (WDE)	0	0	0	3
Webb Dock freight rail access (WDF)	12	0	0	3
Wonthaggi Desalination plan expansion (WDP)	2	2	0	0
Western and Eastern treatment plant resilience (WET)	1	0	0	1
Western intermodal freight terminal (WIF)	5	5	3	5
Water infrastructure optimisation through increased network connectivity (WIO1)	4	0	0	0
Water infrastructure optimisation through governance arrangements (WIO2)	4	0	0	0
Waterway infrastructure to remove pollutants (WIR)	14	1	0	3
Water market expansion (WME)	2	0	0	1
Water pricing reform (WPR)	3	0	0	3
Wallan rail electrification (WRE1)	15	2	0	3
Wollert rail extension (WRE2)	7	4	0	2
Water supply augmentation through building new dams (WSA2)	2	0	0	1
Water supply augmentation (WSA1)	2	2	0	0
Wind and solar energy generation large-scale investments (WSE)	37	1	0	12
Water taxis/buses/ferries to the central city (WTB)	0	0	0	0
Wyndham Vale to Werribee rail extension (WVW)	10	3	0	1
Wastewater system augmentation in high growth areas (WWS)	6	0	0	0

## **APPENDIX B – Online survey results**

Need	Which option do you think is the most important to implement for Victoria?	Which option do you think is the most important to implement for your area?	Option should not be implemented?	Number of votes
1	Centralised planning scheme (CPS1) 20 votes (21%)	Centralised planning scheme (CPS1) 15 votes (15%) Growth area bus service expansion (LBS) 15 votes (15%)	Arterial road network employment centre enhancements (ARN) 18 votes (19%)	97 votes
2	Subregional infrastructure planning (SIP) 12 votes (60%)	Subregional infrastructure planning (SIP) 6 votes (60%)	Community space statewide event planning (CSS2) (25%)	20 votes
3	Health infrastructure coordinated planning (HIC) 5 votes (26%)	Aged care and mental health residential care investment (ACM) 4 votes (21%) Health infrastructure coordinated planning (HIC) 4 votes (21%)	Health education programs (HEP) 5 votes (26%)	19 votes
4	Bicycle and walking path expansion and improvement (BWP2) 32 votes (39%)	Bicycle and walking path expansion and improvement (BWP2) 40 votes (48%)	Bicycle and vehicle accident fault allocation (BVA) 29 votes (35%)	83 votes
5	Community and public space utilisation deregulation (CSU) 5 votes (50%)	Community space shared use agreements (CSS1) 4 votes (40%)	Community space statewide event planning (CSS2) 5 votes (50%)	10 votes
6	Public transport accessibility (PTV) 8 votes (80%)	Public transport accessibility (PTV) 8 votes (80%)	Public transport alternative use of taxis or hire cars (PTA) 4 votes (40%)	10 votes
7	Social housing asset rationalisation and refresh (SHA) 3 votes (38%)	Affordable and social housing targeted development (AHR) 3 votes (38%)	Social housing government role change (SHG) 3 votes (38%)	8 votes
8	Justice case management system (CSC) 5 votes (71%)	Mobile police and justice workforce (MPW) 4 votes (57%)	Respondent forced to select Option - 3 votes (42%)	7 votes
9	School shortages (SSS) 10 votes (77%)	School shortages (SSS) 9 votes (69%)	School campus utilisation (SCU1) 4 votes (31%)	13 votes
10	Rail signals and fleet upgrade (RSF) 5 votes (14%) Melbourne Metro 2 (MMS) 5 votes (14%)	Melbourne Metro 2 (MMS) 4 votes (11%)	High speed rail from Sydney to Melbourne (HSR) 8 votes (22%)	36 votes
11	Melbourne Airport heavy rail line (MAH) 9 votes (33%)	Melbourne Airport heavy rail line (MAH) 4 votes (15%) Public transport timetabling (PTT) 4 votes (15%)	Melbourne Airport bus dedicated road priority (MAB) (19%)	27 votes
12	Subregional infrastructure planning (SIP) 4 votes (44%)	Subregional infrastructure planning (SIP) 4 votes (44%)	Regional bus upgrades (RBU) 3 votes (33%)	9 votes
13	North-East link (NEL) 8 votes (27%)	North-East link (NEL) 8 votes (27%) Eastern Freeway to Citylink connection (EWE) 8 votes (27%)	Transport network price regime (TNP) 9 votes (30%)	30 votes
14	Recycled treated wastewater for non-potable peri-urban agricultural use (TWR) 7 votes (64%)	Recycled treated wastewater for non-potable peri-urban agricultural use (TWR) 8 votes (73%)	Recycled treated wastewater for drinking (RWW) 7 votes (64%)	11 votes
15	Recycled material usage in building construction (RMU) 5 votes (29%) Waste landfill site land buffers (FLS) 5 votes (29%)	Landfill waste levy increase (LLI) 6 votes (35%)	Household waste disposal fees (HWD) 6 votes (38%)	17 votes
16	Habitat corridor link expansion and improvement (HCL) 6 votes (86%)	Habitat corridor link expansion and improvement (HCL) 5 votes (71%)	National park private management (NPP2) 6 votes (86%)	7 votes
17	Waterway infrastructure to remove pollutants (WIR) 3 votes 60%	Riparian fence investment (RFI) 2 votes (40%) Waterway infrastructure to remove pollutants (WIR) 2 votes (40%)	Respondent forced to select Option - 3 votes (60%)	5 votes
18	Ageing coal generation asset transition (ACG) 18 votes (47%)	Wind and solar energy generation large-scale investments (WSE) 18 votes (47%)	Energy demand management tariff reform (EDM2) 21 votes (55%)	38 votes
19	Critical asset centralised risk management (CAR) 2 votes (50%) Emergency traffic management (ETM) 2 votes (50%)	Respondent forced to select Option – 2 votes (50%)	Respondent forced to select Option – 3 votes (75%)	4 votes