Our view of what we should do to meet Victoria's infrastructure needs

Cultural, civic, sporting, recreation and tourism

Education and training

Energy

Information and communications technology

Health and human services

Justice and emergency services

Science, agriculture and environment

Transport

Water and waste

Recommendations for consideration for Victoria's 30-year infrastructure strategy

30 July 2016

Contents

Introduction

The Regional Jury appreciates the opportunity to prioritise options for Infrastructure Victoria's 30-year strategy. The commitment to seek the input of regional and rural people augurs well for the future of a participatory and informed democracy.

Victoria is comparatively compact with a natural advantage for well-connected regional centres. Effective infrastructure planning will enhance Victoria's growth as a whole.
In *Progress in Australian Regions Yearbooks* (2014 & 2015), Australian Government Department of Infrastructure and Regional Development suggest that regional Victoria is disadvantaged, neglected, and discriminated against. Coordinated infrastructure planning strengthens the state's prosperity.

Victoria is not just Melbourne

All Victorians have a right to expect infrastructure decisions to be based on priority needs over the next 30 years, not election cycles or commercial interests. The Victorian government needs to better manage and contain the growth of Melbourne. The current growth rate is unsustainable with the outer suburban sprawl poorly serviced by infrastructure.

We note that the majority of options canvassed by Infrastructure Victoria in *All Things Considered* (2016) have direct relevance to Melbourne. Options for Melbourne are not only greater in number, but typically scope and cost as well. We appreciate that Melbourne's population continues to grow at an increasing rate. Significant infrastructure in the regions, however, will attract people from Melbourne and new business, industry and opportunities. This makes for a healthy state.

All Victorians have a right to expect core services

In regional Victoria we have the fundamental right to expect the same core services as people living in Melbourne. Our technology, health, education, transportation and justice needs, for instance, are just as important for us. People will continue to shift from regional Victoria to Melbourne if the disparity in services, in favour of Melbourne, continues.

Universal design principles provide accessibility for all. These principles are integral for optimal outcomes that are accessed by the broadest range of people. Universal design principles must be applied to behavioural change, maintenance of existing infrastructure and the development of new infrastructure.

A challenge for Infrastructure Victoria and government

Policy and infrastructure planning need to be considered hand in hand . We urge Infrastructure Victoria to continue its work in planning for the long-term. We call for a public commitment from all levels of government and all political parties to fund and support infrastructure in accordance with the assessment and prioritisation within *All Things Considered*.

Who are we?

The Regional Citizen Jury met in Shepparton over a period of six Saturdays during May, June and July 2016 to discuss the Infrastructure Victoria report *All Things Considered*. The jury members were from a diverse range of backgrounds, occupations and ages. They represented all of regional Victoria, coming from a range of locations including:

- Ballmattum
- Barmah
- Benalla
- Bendigo
- Buninyong
- Campbell's Creek
- Castlemaine
- Dookie
- Echuca
- Euroa
- Kerang
- Kialla
- Kyabram
- Lemnos
- Longwood
- Marraweeney
- Murrawee
- Myrtleford
- Nathalia
- Numurkah
- Oxley
- Seymour
- Shepparton
- Tallygaroopna
- Tatura
- Tolmie
- Wangaratta
- Wyuna
- Yarrawonga

Our key messages

The Regional Citizen Jury strongly believes:

- all Victorians need access to fast internet and reliable mobile phone coverage at world's best standard;

- infrastructure investment and support are needed to ensure the security of food, environment, and natural resources in regional Victoria;

- investment in regional Victoria's infrastructure will relieve the congestion in Melbourne and optimise the growth potential across Victoria;

- provision of essential government services must not discriminate against regional Victorians;

- transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods;

- the utilisation of infrastructure leads to better health outcomes, better community interaction, and improved quality of life;

- the use of existing assets should be strongly considered for all infrastructure planning for community benefit;

- continuous cooperative planning is critical across local, state, and federal government; and

- the transition to clean alternative energy sources protects our environment.

These key messages are all to be considered equally and ordered arbitrarily.

Priority options

The regional citizen jury identified the following as their priority recommendations, using a voting system which gave each juror five votes to use on any of the options included in the report.

Option	Priority
AST - Access to services through technology and ICT	13 votes
WSE - Wind and solar energy generation large scale	13 votes
Additional option - Increase availability of ICT via statewide fibre rollout	13 votes
RHU – Regional highway upgrades	12 votes
HSR - High speed rail from Sydney to Melbourne	8 votes
Additional option - Upgrade of passenger rail services in regional Victoria	8 votes
HIC - Health infrastructure coordinated planning	7 votes
Additional option - Develop an integrated transport plan for Victoria	7 votes
Additional option - Expand tertiary education in regional areas	7 votes
SIP - Subregional infrastructure planning	5 votes
TNP - Transport network price regime	5 votes
MAH - Melbourne Airport heavy rail	5 votes
TAF - TAFE recapitalisation	4 votes
RMU - Recycled material usage in building construction	4 votes
ACG - Ageing coal generation asset transition	4 votes
Additional option - Double the expenditure on regional highway maintenance to meet the projected maintenance needs	4 votes
PTV - Public transport accessibility	3 votes
STE - School and tertiary education cooperation	3 votes
RFI - Riparian fencing investment	3 votes
HCA - Health care alternative delivery	2 votes
JCS - Justice and human services co-location	2 votes
CSC - Justice case management system	2 votes
LLH - Lifelong learning Hubs	2 votes

EOC - Employment outside central city	2 votes
WDE - Water delivery efficiency in irrigation	2 votes
Additional option: Hubs for local renewable energy self sufficiency	2 votes
CSS1 - Community space shared use agreement	1 vote
GOM - Government owned and managed social housing provision	1 vote
SHA - Social housing asset rationalisation and refresh	1 vote
MRE 1 - Melton rail extension	1 vote
MTN - Mass transit public transport system	1 vote
OWE - Organic waste to energy	1 vote
DCD - Data centre location diversification	1 vote
Concept for further investigation - Change developer contribution plans to ensure that developers contribute to all hidden costs of their developments	2 votes
Concept for further investigation - Regional east-west link upgrade Rail connecting major regional hubs in line with current transport corridors	1 vote

Recommended options

NEED 1

Address infrastructure demands in areas with high population growth

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
SIP - Subregional Infrastructure Planning Formalise and simplify a whole-of-government sub-regional infrastructure planning process *Priority: 5 votes*	UDC Need 2 Need 12	• Cooperative planning between local, state and federal government is one of our key messages. • Coordinates the approach in planning and simplifies the process • Builds better more connected communities through better communication between relevant organisations • Benefits in jointly planning infrastructure between 3 tiers of government statewide • This is a logical approach and should have already been happening	• The concern would be that this option talks specifically about Melbourne but doesn't specify the effects to regional areas. This approach should be rolled out state-wide for a more coordinated response. • Query the definition of 'sub-regional' as the meaning is not clear.

NEED 2

Address infrastructure demands in areas with low or negative growth

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
HCA **Health Care Alternative Delivery** Deliver a mobile and e-health network throughout Victoria, enabling people to be treated in a coordinated and controlled way by multiple practitioners across the health service. *Priority: 2 votes*	Need 3 Need 12	• Strategies that support the equitable provision of health services to all Victorians links to our key message that essential government services should be equitably provided to all Victorians. • The use of external health monitoring and health service delivery has been successfully implemented in remote communities across Australia for a number of years. Benefits have included, improved clinical communications between healthcare providers, more regular patient access to specialist services via online consultation and a range of online tools and resources; and Improved professionals access to information databases and decision support tools. • Provides centralised access to patient information subject to the solution of security and privacy concerns and improves data collection for ongoing monitoring, diagnosis and early intervention. • Supports further collaboration between patients, GPs and specialists without further need to travel – saving in travel costs and stress of travelling when unwell. • Provides access to health care to a wider areas of regional Victoria. This links into our key message that all Victorians need access to fast internet and reliable mobile phone coverage. • Provides access to specialists where the local provision of services doesn't exist • While e-health options can reduce the need for specialists to be located in regional Victoria, it must not have the adverse effect of downgrading services to rural Victoria. There is still a need for encouraging specialists to be present on a permanent basis or roster system. This had implications for providing infrastructure such as consulting rooms, accommodation etc.	

NEED 3

Respond to increasing pressure on health care, particularly due to ageing

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
HIC - Health infrastructure coordinated planning Develop a 30 year health strategy that responds to forecast population growth and supports all components of the health system. *Priority: 7 votes*		• Links to our key message about co-ordinated planning. • This strategy should reflect population growth. • It is an enabling option; 30 year plan essential to provide co-ordinated, cost effective and cutting edge health care for all Victorians. • Provide health and aged care facilities in rural areas to keep and treat people in rural areas. • Maximise asset life cycle through coordinated maintenance and upgrade planning. • Encourage the growth of regional Victoria and mitigate the effects of excessive urban sprawl. • Provides cooperative planning between local, state and federal governments. • Supports flexible local infrastructure that strengthens community interaction and support.	A complete review of health services for Victoria is suggested

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
HCP - Health care patient subsidised travel program extension Extend the existing travel subsidy program to people in regional communities to enable them to access health services that cannot efficiently be provided in their local community.	Need 12	• Improvement of access to jobs and services for people in regional and rural areas. • This is an important extension of an existing program. • Everyone deserves easy access to health care. • The travel reimbursement should be advised to clients who have to travel distances to access health care. • Transport infrastructure must be integrated to improve quality of movement of people and goods. • Supports flexible local infrastructure that strengthens community interaction and support. • Rural people incur significant travel and accommodation costs in accessing health services in Melbourne and regional centres.	
HCS - Healthcare smart facilities Invest in the renewal in health infrastructure to remain fit for purpose and be flexible to respond to innovations in technology and models of care.	AST HIC	• Supports a social model of health. • Expands community health practice. • Better use of current facilities. • Needs access to fast Internet and reliable mobile phone coverage. • Encourages the growth of regional Victoria and mitigates the effects of excessive urban sprawl. • Supports local infrastructure that strengthens community interaction and support.	Needs co-ordinated planning and funding from all levels of government.

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
ACM - Aged care and mental health residential care investment Respond to the growing need for residential aged care and mental health facilities by supporting people to remain in their homes and when this is not possible, providing new purpose-built facilities.		• Supports people to remain in their own homes with increased quality of life. • Lessens the load on existing healthcare infrastructure. • Ensures age appropriate care options available when considering new facilities. • Incorporates in-home care tailored to individual or family needs. • Designing homes that will accommodate ageing residents' needs. • Essential government services should be equitably provided to all Victorians.	Needs analysis to be done by experts to facilitate planning
HCD - Health care delivery role change: Shift some health service delivery from traditional sources to nurses, pharmacists and allied health professionals to reduce the demand on hospitals.		• Reduces waiting lists in hospitals. • Eases pressure on emergency services. • Encourages co-location and better use and uptake of medical services. • Broadens scope of practice for general practitioner/Doctor services. • Faster response to patient needs. • Services closer to user. • Essential government services should be equitably provided to all Victorians.	Requires changes to legislation/ registration of healthcare professionals.

Option not supported	Why we are opposing this option?
PHC - Preventative healthcare awareness Invest in technology that supports preventative health, for example remote health monitoring and self-monitoring equipment.	• There are Apps to do this. • An individual choice. • We acknowledge this is a good idea but we believe there are many other higher priorities.

NEED 4

Enable physical activity and participation

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
ALP - Active lifestyle infrastructure Make improvements to the amenity of public spaces by improving lighting and streetscapes, and providing facilities like water bubblers, showers, bike racks and lockers.	ALR BHT RSA Need 10	• Improvements in amenities of public spaces allows for healthy environment, encourages outdoor activity. Keeping in mind safety aspects are addressed.	
BWP3 - Bicycle and walking path separation Modify existing road, bike and walkway infrastructure to separate cycling and pedestrian use.		• Encourage use of bicycles for commuting, resulting exercise benefits.	

Option not supported	Why we are opposing this option?
SRF – Sport and recreational facility investment framework	• Relates closely to CSS1 (see need 5)
BVA – Bicycle and vehicle accident fault allocation	• Had strong opposition indicated on worksheets from sessions 2, 3, 4 but was not written up in session 5 • Not ready for this legal transition

NEED 5

Provide spaces where communities can come together

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
CSS1 - Community space shared use agreement Improve resources and governance processes that will assist in establishing shared use agreements for community spaces and facilities between different agencies and associations across Victoria. *Priority: 1 vote*	CSU	• Facilitates better use of existing infrastructure resources to become more flexible with community and across all 3 tiers of Government. Therefore, enabling the community environment to be utilized for group activities for all disciplines with options of user pay system • We expect continuous cooperative planning between local, state, and federal government. • Utilise infrastructure for better health outcomes, better community interaction, and improved quality of life.	• Break down barriers of red tape administration etc. public liability insurance, risk management.
CSU – Community and public space utilisation deregulation Improve the use of community or public spaces through changes to financial and planning regulations.	Need 2 CSS1 CSR	• Enhance the utilization of community public spaces for participation for all community. • Potential to break down barriers of red tape administration. • We expect continuous cooperative planning between local, state, and federal government. • Utilise infrastructure for better health outcomes, better community interaction, and improved quality of life.	

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Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
CSR **Community space refurbishment or rationalisation** Refurbish or rationalise public community spaces across Victoria which are no longer fit for purpose or meeting community need.	Need 1 Need 2	• Bringing society together to utilise community space. • Utilise infrastructure for better health outcomes, better community interaction, and improved quality of life. .	

NEED 6

Improve accessibility for people with mobility challenges

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
PTV- public transport accessibility Upgrade public transport assets across all modes (trains, trams, buses) to provide accessibility for Victorians. *Priority: 3 votes*		• Equal access to public transport allows empowerment and enables growth in housing corridors, thus allowing access to health and education services, it should be accessible, flexible and affordable for all • Infrastructure investment in regional Victoria will relieve the congestion in Melbourne and optimise the growth potential across Victoria. • Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	• Links to other Low carbon options • Funding via a rolling government investment program • Build it and they will come

NEED 7

Provide better access to housing for the most vulnerable Victorians

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
GOM – Government owned and managed social housing provision to increase stock This option consists of the government investing in the provision of additional government funded, built and managed public housing stock *Priority: 1 vote*	AHR	• Increased numbers of available affordable housing to target need. • Decrease housing waiting lists • Address possible demand on public housing system due to increased population. • Economic benefits to state • Reduction in homelessness and better quality of and higher standard of living for venerable Victorians. • Consider sale of homes to tenants scheme. This results in turnover of current stock providing funds to build additional stock as the property has been sold to the tenant. • Look at low carbon housing options i.e. (the greeny flat) • Regional Victoria's investment in infrastructure will relieve the congestion in Melbourne and optimise the growth potential across Victoria. • We expect continuous cooperative planning between local, state, and federal government. • Provision of essential government services must not discriminate against regional Victorians. • Existing assets should be strongly considered for all infrastructure planning for community benefit.	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
SHA – Social housing asset rationalisation and refresh This option proposes to refresh and renovate suitable assets and invest in better purpose-built accommodation apartments through the sale of old unsuitable assets. *Priority: 1 vote*		• Upgrade of current housing stock needed. • Increased safety, eco-efficiency and increased standard of living for vulnerable Victorians. • Sell off high value assets ensuring that replacement accommodation is available to the existing tenants prior to sale. The proceeds of the high value assets should be put back into public housing. • We expect continuous cooperative planning between local, state, and federal government will ensure efficient refresh of housing stock. • Provision of essential government services must not discriminate against regional Victorians. • Existing assets should be strongly considered for all infrastructure planning for community benefit. • Investment in infrastructure will relieve the congestion in Melbourne and optimise the growth potential across Victoria. • We expect continuous cooperative planning between local, state, and federal government. • Provision of essential government services must not discriminate against regional Victorians. • Existing assets should be strongly considered for all infrastructure planning for community benefit.	Funding via the sale of unsuitable, high value assets – but also need to consider the needs of the tenants.

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
SHS1 - Affordable housing sector regulatory amendment Utilise the Victorian Planning Provisions to provide public, community and private affordable housing in strategic urban renewal precincts and other significant change areas	AHR Need 1	• Opportunity for community driven affordable housing → co-ops etc. • Opens door to new possibilities for affordable housing • Embed Social Housing Options in new suburbs and set targets for developers and planners etc. Look at new legislation to enforce certain percentages of social housing stocks. • Review allocation of properties and current tenancies to ensure that appropriate properties are allocated to the needs. i.e. tenants that have multiple bedroom properties after the children have left home whereby a single bedroom flat is more appropriate. Legislative change to enable DHHS to enforce relocation. Annual review of public housing stock and who is staying in the properties and the financial and other change of circumstances. • Investment in infrastructure will relieve the congestion in Melbourne and optimise the growth potential across Victoria. • We expect continuous cooperative planning between local, state, and federal government. • Provision of essential government services must not discriminate against regional Victorians. • Existing assets should be strongly considered for all infrastructure planning for community benefit.	

NEED 8

Address expanded demand on the justice system

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
JCS – Justice and human services co-location Co-locate services delivered by the justice sector to provide clients with all necessary services in one location. *Priority: 2 votes*	JHS CSC JFV	• Co-location may reduce hardship in relation to access to justice in terms of travel. • Sharing of information opportunity between departments – DoJR, DHHS & Court Services Victoria will serve to better to address disadvantage and needs of individuals • May provide an ability to address complete needs of families in crisis with a broader range of interventions and support in one location – a wrap around service model. • Multi jurisdictional - Children's Court, VoCAT, VCAT, Magistrates Court, mediation services, Child protection, Housing etc. all in one location. • Relates to a range of other options that address expanded demand on the Justice System. • We expect cooperative planning between tiers of government and that essential government services should be equitably provided to all Victorians. • Existing Neighbourhood Justice Centre (NJC) model is effective in Collingwood. • Possibility to co locate other relevant services such as rehabilitation services and programs. • Proviso that victims would be separate and safe from perpetrators. • Could be considered in upgrade of older justice infrastructure.	

NEED 8

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
CSC – Justice case management system Roll out a case management system across Victorian Court jurisdictions to integrate and standardise document management and create one view of the client. *Priority: 2 votes*		• Whole of client view across courts and correctional services. • Create efficiencies in justice system with regard to the case management of clients. • Will lead to better access and possible co ordination with Mental Health and Alcohol and Other Drug sectors. • We expect cooperative planning between tiers of government and that essential government services should be equitably provided to all Victorians	
JHS – Justice and human services joint planning Establish joint infrastructure planning of justice operations and services (including courts and police) with human services.	JCS	• Benefits of communication - filling information gaps to facilitate better prevention and planning outcomes. • May lead to better outcomes for vulnerable people. • Possibility of including other services in location – offending behaviour programs, rehabilitation programs, AOD etc. • Better ability for early intervention for at-risk individuals. • We expect cooperative planning between tiers of government and that essential government services should be equitably provided to all Victorians	• We see this as very closely linked to option JCS

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
MJC – Justice delivery in regional areas Address the needs for justice in regional areas, including Bendigo Law Courts	JCS JHS	• Will lead to courts upgrading to meet accessibility and security requirements • Will lead to vital improvements needed for regional courts where current infrastructure is outdated • Strongly links in with other options relating to Justice and Human Services co location. • We want to encourage the growth of Regional Victoria and we expect cooperative planning between tiers of government and that essential government services should be equitably provided to all Victorians.	• Could tie in with co-location of services
JFV – Justice family violence response Respond to the infrastructure implications of the Royal Commission into Family Violence including the need for specialist courts and appropriate environments	JCS JHS	• Family violence is a recognised priority. • The government has committed to a response. • A response needs to factor in the needs of both victims and perpetrators • Strongly ties in with other options that we have supported in Need 8 as an increase in reporting of incidents may lead to an increased burden on existing systems and infrastructure. • We expect cooperative planning between tiers of government and that essential government services should be equitably provided to all Victorians.	• Focus on family violence may lead to an additional burden on justice system and existing infrastructure through increased reporting of incidents.

NEED 9

High quality education for lifelong learning

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
TAF – TAFE recapitalisation Separate asset management funding for TAFES and dual sector universities from market driven funding *Priority: 4 votes*	STE LLH SFU A variation on SCU1 VEL Could link to new option regarding student accommodation	• TAFEs urgently need recapitalisation to compete with private • TAFE can be used for Option STE • TAFE can provide after hours community gathering points (SCU1) & (LLH), space for childcare facilities (SFU) • TAFE facilities could also be utilised for Option LLH • Regional TAFES are a priority to boost these communities. This may encourage qualified educators and the general community members. • Ensures and enables greater access to education for everyone. • Increase training of tradespeople and therefore availability of qualified tradespeople. • Could possibly provide temporary facilities for option SSS (School shortages). • Could link with option SRS (School Resource Sharing through technology) • We expect cooperative planning between Local, State and Federal Governments. • Essential government services should be equitably provided to all Victorians. • We support flexible local infrastructure that strengthens community interaction and support	Our endorsement is contingent upon students being the financial beneficiaries of extra funding (lower fees) if money is pulled from private training organisations and put into TAFE.

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Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
STE – School and tertiary education cooperation Encourage partnerships between schools and tertiary education providers to share building through specific educational programs, to strengthen pathways for school students to transition to tertiary education. *Priority: 3 votes*	Need 1 Need 2 Need 12	• Could contribute to TAFE by ensuring greater funding based on dual use of infrastructure. • Better utilisation and maintenance of facilities based on dual use. • Providing more flexible options to the diverse community • Better transition for students to workers- into broader society – greater retention rates. • Improved use of current infrastructure, not new building • Has been in use (tried and true) for many years. For example, Nossal High School at Monash University, Berwick = minimise unknown risk. • We expect cooperative planning between Local, State and Federal Governments. • Essential government services should be equitably provided to all Victorians • We support flexible local infrastructure that strengthens community interaction and support.	
LLH - Lifelong learning hubs Provide appropriate infrastructure that can support lifelong learning. This would cover the whole spectrum of life form youth to senior and will benefit all generations *Priority: 2 votes*		• This infrastructure should cover the whole spectrum of life from early childhood to seniors and will benefit all generations. • Will promote better use of existing infrastructure. • We acknowledge that learning is a life long process and that generations can learn from one another. • All Victorians need access to fast internet and reliable mobile phone coverage. • We expect cooperative planning between Local, State and Federal Governments. • Essential government services should be equitably provided to all Victorians and that we support flexible local infrastructure that strengthens community interaction and support	

Option not supported	Why we are opposing this option?
SOO School boundary enrolment Review the legislation, policy and enforcement of school zone boundaries to assist in managing capacity as well as planning issues.	• Strongly opposed. • There are better ways to improve desirability other than forming boundaries. • Cultural objections • Local community issue

NEED 10

Meet growing demand for access to economic activity in Central Melbourne

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
TNP – Transport Network Price Regime Overall pricing review to manage demand for travel at peak/non-peak times across the entire transport network. *Priority: 5 votes*	Need 11 Need 13 HCT3	• Transport infrastructure must be integrated to improve quality of movement of people and goods. • Encourages public transport use. • Facilitates users to get into the city during off-peak times without penalty. • Enables regional Victorian people who rely on car transport to have an improved access to Melbourne. • Moves towards a user-pays system, particularly during peak times. • This option should include peak hour tolls on all Melbourne freeways to fund necessary infrastructure and encourage public transport use. • Although this option is supported, it should be undertaken only for high congestion areas at peak times, not over the entire road network.	
EOC - Employment outside central city Provide planning and financial incentives to encourage businesses to locate outside the central city. *Priority: 2 votes*	MTN	• We need to encourage the growth of regional Victoria and mitigate the effects of excessive urban sprawl. • Supports decentralisation. • Encourages expansion beyond outskirts of Melbourne to regional centres. • Regional cities already have some existing infrastructure that could be utilized. Eg. TAC is in Geelong, Ambulance Victoria and State Revenue Office are in Ballarat.	This is key and needs to be amended in the option – more affordable living in regional areas and lifestyle.

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
MRE 1 - Melton rail extension Extend the electrified suburban rail network from Sunshine to Melton. *Priority: 1 vote*	Need 1 Need 11	• Mitigates the effects of excessive urban sprawl. • Improved capacity to Geelong, Bendigo and Ballarat lines. • Take people off roads to city. • Links affordable and choice of housing in regional Victoria with access to Melbourne. • Removes three level crossings on Ballarat line between Sunshine and Deer Park West. • Would allow commuters boarding from Melton into the City to pick up metro trains rather than V-Line trains. This would cut time and overcrowding for Ballarat train commuters. • Developer contributions for new estates. • General government revenue. • Melton is flagged as a high growth area.	Reasonable for users of the service to pay a levy on their fare.
ATM - Advanced Traffic Management: Expand the use of traffic management tools to manage freeway flows and to achieve higher levels of efficiency and reliability.		• Transport infrastructure must be integrated to improve quality of movement of people and goods. • Improved use of traffic management tools i.e. ramp signalling, lane use management and other intelligent transport systems to improve flow of traffic. • Allows ease of access and reduces walls of traffic. • Allows freeways and arterial roads to flow more efficiently. • Regional Victoria tends to rely on car travel. • Done well in other large cities of the world. • All new builds should have it. • Regional Victoria tends to rely on car travel. • Should allow for provision for the enabling of autonomous vehicle technologies.	Funded using TNP

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
GAT – Growth area train station upgrade and provision: Provide new stations in growth areas and upgrade existing over capacity stations.		• We support flexible local infrastructure that strengthens community interaction and support. • Provides the required access to public transport to accommodate high growth areas. • Reduces dependence on cars as the primary transport option for growth areas. • Will give existing and future residents greater access to transport options. • May require upgrade of existing stations to accommodate the larger patronage and potentially higher capacity trains. • Need to have a system in which developer pays a portion i.e. Developer Contribution Plans. • Parking needs to be considered as part of any station development or upgrades. • Additional stations on the existing regional rail link may result in slower access for regional Victorians due to more frequent stopping, however it will increase access for more people.	No direct clear benefit for regional Victoria.
GPR - Gippsland – Pakenham rail shuttle Provide increased services on the Gippsland line that connect with metropolitan services at Pakenham.	Need 12	• Encourage growth of regional Victoria • This option will benefit access from the Latrobe Valley to Melbourne. • Relieves observed crowding issues currently experienced on trains. • Provides benefit through improved access to Melbourne for regional residents of the Gippsland area. • Appears relatively low cost compared to RRE1 (Regional Rail Eastern Corridor Dedicated Rail Track). • Avoids the need to build a new regional rail track (RRE1).	

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Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
ITT - Increased Telecommuting: Increase telecommuting by providing CBD businesses with financial incentives to keep employees working from home.		• All Victorians need access to fast internet and reliable mobile phone coverage. • Provide equity for essential services. • This is recommended with qualifications. • Provides the ability to work from home with the consequence of reducing congestion on the road. • Also provides the opportunity for flexible working hours. • Government should address the current onerous requirements for formal OH&S inspections of home offices as this is a current barrier. • Opportunity for regional Victorians to access medical services as appropriate without travelling to Melbourne or regional cities.	This option is only supported without government subsidies.
TNI - Transport Network Information Centralisation Overall pricing review to manage demand for travel at peak/non-peak times across the entire transport network.		• Transport infrastructure must be integrated. • Provides the ability for all people to make decisions as to how they will use transport. • Increases data available for use across technical platforms.	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
HCT3 - High Capacity Trains Procurement of 7-car high capacity trains for the metropolitan network.		• Improve the quality of movement of people. • Increases capacity of rail network compared to existing rolling stock of Metro Rail by 22%. • Reduces congestion on roads. • Addresses current overcrowding concerns on trains. • Allows the ability to move greater numbers of people. • Increases customer satisfaction. • Provides accessibility for people with mobility issues more than the current fleet. • The jury prefers this option rather than the option of 10 car trains as incorporation of the 7 car fleet requires less infrastructure works to existing platforms and are a lower cost. • This option delays any need for a 10-car capacity option.	

Option not supported	Why we are opposing this option?
RRE1 - Regional Rail eastern corridor dedicated rail track Build dedicated regional rail tracks on the south-east corridor to separate regional passengers and freight from metropolitan trains.	• This option is considered to be too costly • We recommend the option GPR (Gippsland Pakenham rail shuttle) instead.

NEED 11

Improve access to middle and outer metropolitan major employment centres

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
MAH - Melbourne Airport heavy rail *Priority: 5 votes*	Need 12 Need 1 Need 18 Need 10 PTV SIP	• Crucial link from the main airport of Victoria to the city of Melbourne. • Airport patronage is going from 30 million (2013 figure) to an estimated 2030 figure of 60 million - Source: Melbourne Airport • The airport itself has stated that the rail link is desperately needed to cope with anticipated demand. • The airport currently has 3 locations available for a station and preliminary planning has already been done on a final design of the station - Source: Melbourne Airport and Tim Fischer (in a presentation to the Regional Jury) • The Victorian Chamber of Commerce and Industry (VECCI) has publicly stated it's support for an airport rail link as crucial to tourism growth. • This option will reduce traffic congestion and expenditure on freeways and reduce the need for huge areas of airport car parking. • Reduce greenhouse gas emissions • The economic benefits of a rail link would grow as congestion worsens on the Tullamarine and surrounding freeways. • Reduces the need for major widening/expansion works of the Tullamarine freeway. • Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Infrastructure investment in regional Victoria will relieve the congestion in Melbourne and optimise the growth potential across Victoria.	• May require private funding in addition to investment by Government. • A levy on the Airport may be appropriate as they are the main beneficiaries. • User pay system to be considered.

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
		• We expect continuous cooperative planning between local, state, and federal government. • Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	
MTN - Mass transit public transport system tailored for each employment centre *Priority: 1 vote*	SSP MBN	• Utilises public transport • Less vehicles on the roads • Develops outer Melbourne growth employment centres and allows for greater access in these areas. • Significant affect on the need for a high cost • Allows for flexibility and individual tailoring in specific growth areas • Reduced congestion in growth employment centres. • Can lead to Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • We must invest in the transition to clean alternative energy sources to protect our environment. • Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
PTT - Public Transport timetabling		- Deliver timetabling changes and service connectivity for all Victoria. - Improve peak period services. Enhances use of current infrastructure – makes better use of what already exists. - Encourage more use of public transport, hence removing more cars from roads, reducing traffic and greenhouse gas emissions - Makes public transport more efficient. - Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. - We expect continuous cooperative planning between local, state, and federal government. - Provision of essential government services must not discriminate against regional Victorians. - We must invest in the transition to clean alternative energy sources to protect our environment. - Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	The jury emphatically suggests that this must be implemented and addressed Victoria wide

Option not supported	Why we are opposing this option?
WTB - Water taxis, buses, ferries to the central city.	- Will not be timely or reliable service compared to existing transport options. - Variable conditions on Port Phillip will impact reliability. - Speed restrictions on the Yarra will impact timeliness.
CPM - Car Parking Management	- Better dealt with by transport network pricing. - Doesn't address issues with peak congestion.

NEED 12

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

Recommended Option	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
AST – Access to services through technology and ICT Identification of options to improve service delivery utilising ICT and technology. *Priority: 13 votes*	This is an enabling option. Many other needs will be enhanced by ubiquitous fibre infrastructure state-wide. eg. Need 1.	• This option is essential to meet our first key message about all Victorians needing access to fast internet. It also encourages growth of regional Victoria. It will require co-operative planning between governments and will result in equitable services provided to all Victorians. • Improved access to high-speed internet for business and services via a fibre network. Fibre to the node is obsolete. (Presenter: Mark Gregory RMIT) • Gives businesses and services the right infrastructure to enable them to be competitive and equitable • Encourages new businesses and existing business to decentralise. • Local government areas could install their own fibre network to allow growth in regional areas and community focused participation in its implementation. • Allows workers to work remotely. Rural businesses will be able to participate in the global economy. • The benefit is that this would not require users to travel. This includes providing centralised online information hubs and/or potential new service delivery methods. • Students will not need to leave regional areas due to poor connectivity • Enables local government to register as a carrier to facilitate local solutions to fast internet access.	• Investigate use of spare capacity of optic fibre in rail system to be more cost effective. • Download and pricing equality for all Victorians must be a part of this option • Link new option on fibre rollout

Recommended option	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
HSR – high speed rail from Sydney to Melbourne Construct a high speed rail line between Melbourne and Sydney to provide an alternative to air travel. *Priority: 8 votes*		• Transport infrastructure must be integrated to improve quality of movement of people and goods. • A great driver for decentralization; Eg. Creation of new towns, more rural living options, gains for tourism. • Encourages economic development along the line, including employment opportunities outside of Melbourne. • Can be an excellent link with Tullamarine, being the major international airport in Australia. • Benefits ease of transport for freight and passengers.	Consider privately funded options.
HCP – Health care patient subsidised travel program extension This option would extend the existing Victorian Patient Transport Assistance Scheme (VPTAS) to provide more services to people in regional communities to enable them to access health services that cannot be efficiently provided	Need 3	• Essential government services should be provided equitably to all Victorians. • Will lead to better and improved health outcomes • Gives better access to centralised health centres • Helps growing aged population • Help for disadvantaged and lower socio-economic backgrounds • Reduces disadvantage for regional areas	
CRR2 – Central regional rail control centre Establish an integrated regional rail control centre to manage movements of both passenger and freight trains	Need 2 Need 5 MPR	• Transport infrastructure must be integrated. • It will improve the efficiency of regional rail services • Specifically, improved passenger rail from Shepparton to Melbourne is recommended.	

Recommended option	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
CSS2 – Community space statewide event planning There are many community and public spaces across Victoria which could be better utilised. This option proposes the development of a local annual community activities calendar for public spaces.		• Flexible local infrastructure will strengthen community interaction. • Improves interconnectedness between public spaces. • Allows better use of community spaces.	Low cost with greater public space infrastructure optimisation.
RBU – Regional bus upgrades Deliver new and expanded bus networks throughout regional Victorian cities and towns including Geelong-Bellarine, Bendigo, La Trobe Valley, Grampians, Ballarat and Shepparton, with a focus on the provision of adequate capacity and connections in growth areas.		• This transport infrastructure upgrade will improve the quality of movement of people. • Key to address travel from rural to regional centres and across regions – improves public bus services for regional people • Addresses isolation issues • Social equity – if no vehicle in Melbourne it is possible to get around using public transport but this cannot be done in regional Victoria.	
RRS - Regional rolling stock expansion Procure new rolling stock to support additional services on regional lines. This option supports additional capacity for rail journeys between regional areas and the central city.	CRR2	• Important for regional rail routes to upgrade freight and passenger travel.	

Recommended option	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
RHU – Regional Highway Upgrades *Priority: 12 votes*	Need 13	• Improves efficiency of freight and car travel • Improves safety of freight and car travel • Will add to the increasing attitude changes in regional Victoria surrounding road safety • Will contribute and weave in with the recent plan released by the Victorian government mentioned in the 'Comments' sections of this option. • Strong and repeated support • Needs to include adequate funding for maintenance of the roads we already have • Four times more likely to be killed on regional roads than metropolitan roads • 44% of road toll occurs on regional roads • Needs to reference the 'Safe system road infrastructure program', 'Towards Zero' and the 'Road Safety Action Plan', and the "Towards Zero 2016-2020 Road Safety Strategy and Plan" released by the Victorian government in partnership with TAC, Vic Roads and Vic Police	

NEED 13

Improve the efficiency of freight supply chains

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
HPF – High productivity freight vehicles network completion	UDC Need 2 Need 12	• Improved freight efficiency • Increase opportunity for regional development • Driver for improved regional road networks • More efficient transport of agricultural produce from regional areas to the Port of Melbourne • Less trucks on network BUT bigger • Shepparton by-pass, Strathmerton by-pass and Murray River crossings supported. • Reduces costs for processors and exporters. • Complements Port of Melbourne expansion and sale/lease of the Port. • Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Infrastructure investment in regional Victoria will relieve the congestion in Melbourne and optimise the growth potential across Victoria. • Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods	User pays – registration levy on the HPF vehicles

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
NEL - North East Link		- Links eastern freeway and M80 - Improved access to northern regional Victoria - Supports reduction in travel times and congestion in inner Melbourne areas. - It would reduce traffic on suburban roads and the City link and the Monash freeway - Increased connectedness of freight networks across Melbourne and regional areas. - Caution: High Cost - Quicker freight times - Possible removal of curfews/time restrictions on transport/freight vehicles. - Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	
NCP – New Container Port Investigate the development of a new container port to meet expanding demand *Amended* - options to include Portland, Bay West and Hastings		- A new port will be required when Melbourne reaches peak capacity - A container port at Portland would also be a huge incentive for decentralisation - Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. - Infrastructure investment in regional Victoria will relieve the congestion in Melbourne and optimise the growth potential across Victoria. - Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
MBF – Melbourne-Brisbane rail freight line *Amended –* Accelerate the construction of the Melbourne-Brisbane Rail Freight line		• Interstate freight efficiency • Reduces road damage over time • Promotes decentralisation • Relative contribution to road safety • Reduction in freight costs for private and public enterprise • Faster 'farm gate to plate' • Infrastructure investment in regional Victoria will relieve congestion in Melbourne and optimise the growth potential across Victoria. • Transport infrastructure in regional Victoria must be safe, properly maintained, and integrated to improve quality of movement of people and goods.	

NEED 14

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

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
RWW – Recycled treated waste water for drinking Treat waste water to a quality suitable for drinking to supplement drinking water supplies.	Need 17	• Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Better value and use of an existing asset • Improves resilience of drinking water supply for the State. Provides certainty of supply in the face of potential drier conditions under climate change • Will result in reduced pressure on natural water systems creating a stable environment that enhances biodiversity • There is likely to be opposition to the idea however the benefits outweigh the concern. This is a proven technology successfully used widely around the world • Provides major augmentation of the State's drinking water supplies • Suggest that the recycling of stormwater for drinking purposes may be more palatable to the community, however effluent recycling for potable use is still supported by the jury • This is a longer term option considering that the desalination plant is currently supplying any required capacity if needed	May be initial opposition to the idea from the community

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
SRH – storm water harvesting and reuse for non-potable uses Harvest storm water in Melbourne and regional cities for use in a range of non-potable purposes such as watering of public spaces and meeting water demands at urban and industrial sites.		• Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Better value and use of an existing asset that is otherwise currently not available for consumptive use • More acceptable to the community than recycling for potable use and raises awareness of water security within the community • Reduces stress on urban streams and rivers by capturing pollutants and nutrients that flow from urban catchments • Improvement of public spaces through appropriate watering with harvested water • Could contribute to greater efficiencies in our water delivery system and into the greater narrative concerning water conservation. • Reduces stress on urban water courses by capturing pollutant and nutrients before they enter the waterway • A large scale option that can challenge or reduce the need for additional investment in high-energy water augmentation options	• May be initial opposition to the idea from the community • Changes to legislation for new developments

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
TWR – Recycle treated water for non-potable, peri-urban agricultural use Greater use of recycled waste water for new agricultural activities in peri-urban areas		• Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Better value and use of an existing asset by using existing town wastewater treatment plants • Food and water security through increased food production and more efficient use of water • Ability to grow food close to the end-users which results in less food miles • Reduces requirement to access water from natural systems where it is vital in aiding a stable environment that provides for ecosystems and habitats • Land use planning and zoning around towns is essential for this to work	• Needs to be near water source to be cost effective

NEED 15

Manage pressures on landfill and waste recovery facilities

Recommended Option	Links to needs/ other options	Why we are recommending it?	Other comments eg Funding options
RMU – Recycled material usage in building construction Make the incorporation of recycled materials mandatory, creating stronger market drivers for using recycled products in new construction. *Priority: 4 votes*		• Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Promotes use of sustainable materials by reducing need for new materials • Reduces load on landfill • Can lead to reductions in energy costs associated with new product manufacturing • A very low cost for a low contribution to the associated need, however if implemented alongside other options it can form a broader strategy in dealing with need 15.	Must reuse waste materials on industry and personal levels.
HWD-House hold waste disposal fees Restructure waste disposal fees from a fixed fee to a variable charge based on the amount of waste generated by a household.		• Infrastructure investment and support is needed to ensure the security of food, environment, and natural resources in regional Victoria. • Can lead to an attitude change with regard to personal and commercial waste. • Landfill sites will have increased longevity due to reduction in pressures. • An increased user pays structure will have the capacity to relieve pressure on the future system. • The relatively low cost associated with this option and the significant contribution in addressing the need makes this option increasingly attractive and relatively actionable.	Increasing population over the next 30 years comes with increased waste issues and stresses on the current system.

NEED 16

Help preserve natural environments and minimise biodiversity loss

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
RFI-riparian fencing investment This option focuses on investment in riparian fences to prevent stock access into rivers and limit the associated damage. *Priority: 3 votes*	Need 14 Need 17 Need 19	• Protects waterways • Reduces erosion • Minimises biodiversity loss • Consider electric fencing (where appropriate) rather than physical fencing as per GBCMA submission. • Ensure the security of food, environment and natural resources We must invest in the the transition to alternative energy sources to look after our environment.	
EWD **Environment Water Delivery Infrastructure** This option considers how infrastructure can be used to optimise the quantity and timing of water delivery to the environment.	Need 14 Need 17 Need 19	• Provides the necessary infrastructure to support the supply of water to the environment • Enables better management of water environments • Increases resource use efficiency • Potential to rehabilitate natural water environments • Infrastructure needs to be prioritised in line with existing and future environmental watering plans. • Ensure the security of food, environment and natural resources	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
HCL – Habitat corridor link expansion and improvement This option improves habitat corridors through a range of mechanisms such as planning over lays, land acquisition, corridor boundary fencing, riparian fencing, revegetation and private land covenants.	Need 4 ALP	• Increases landscape resilience • Improves the migration of key species • Increases biodiversity • Protect the environmental features of our state • Ensure the security of food, environment and natural resources • High cost benefit • Potential to attract visitors and tourists to the areas • Potential social benefits by providing areas for recreational use • The provision of corridors promotes ecosystems health and growth.	

NEED 17

Improve the health of waterways and coastal areas

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
WIR - Waterway Infrastructure Remove Pollutants This option seeks to introduce new pollution/litter traps along waterways to remove pollutants from stormwater and enhance river water quality.	Need 14 Need 16 Need 19	• Provides the basis for water quality assurance • Produces statistical information regarding the health of waterways by measuring what litter and gross pollutants have been prevented from entering waterways • Prevent litter and gross pollutants from entering waterways, particularly in high population areas This addresses our key message of ensuring the security of food, environment and natural resources.	Provision to be provided to remove carp killed by the release of Herpes Carp Virus.

NEED 18

Transition to lower carbon energy supply and use

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options

WSE- Wind and solar energy generation large scale
 	
Establish a targeted grants program for investments in wind and solar energy infrastructure.
 	
Priority: 13 votes
	IPS
	
	ACG
	
	LSE
	
	CWF
		• Considerable environmental benefits
		    o reduction in water use
		    o reduction in greenhouse gases
		• Reduced reliance on brown coal
		• Employment opportunities for regional areas.
		• There is already support for this in relation to community schemes such as the Hepburn Community windfarm.
		• We must make the transition to a low carbon energy supply in order to ensure the protection of our environment and natural resources.
			Householder could be provided grants for installation of wind power

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
ACG – Ageing coal generation asset transition Provide subsidies for the development and use of lower emission energy sources instead of brown coal power plants. *Priority: 4 votes*		• Forms a part of the inevitable transition to a low carbon economy • The impacts on the communities around the Latrobe Valley must be considered in any transition • May provide growth opportunities in alternate energy production in other regional areas • This is a higher cost option however it poses a significant contribution towards this need and will improve our current costly and inefficient transfer of energy through the State. • Reappropriation of existing infrastructure is an integral component of meeting flexible infrastructure needs • Interventions would assist in reflecting the true cost to the environment in energy costs • National and international firms are divesting from coal generation infrastructure • Reduction in use of aging coal generation assets would result in immense reductions to water use and greenhouse gas and particulate emissions, as well as positively impacting ecosystems and habitats where coal mining might otherwise occur • We must make the transition to a low carbon energy supply in order to ensure the protection of our environment and natural resources.	
OWE – Organic Waste to Energy Use organic waste to generate energy. *Priority: 1 vote*	ACG HWD	• Reduced carbon emissions • Reduces the pressure on existing and future landfills • Contributes to the alternate energy future of the state and the reduced reliance on coal • We must make the transition to a low carbon energy supply in order to ensure the protection of our environment and natural resources	

NEED 19

Improve the resilience of critical infrastructure

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg funding options
DCD- Data centre location Diversification Relocate data centres where appropriate away from central Melbourne to ensure that there is sufficient locational separation between primary and secondary data centres to reduce risk exposure and optimise performance from users. *Priority: 1 vote*	HIC	• Allows for high standard and diversification of data control • Ensures the resilience of data storage • All Victorians need access to fast and reliable internet • Encourage growth in regional areas of Victoria • Cooperative planning between local, state and federal governments • Government services should be equitably provided to all Victorians Support for flexible local infrastructure	

Options we were not able to reach a consensus on

Option	Why we were not able to reach a clear decision
SHG – Social housing government role change SHP1 – Social housing private provision to increase stock SHS3 – social housing stock transfer model	The Jury was divided on these options with no clear rejection nor agreeance for them. • Rejection of these options was on the basis that it does not fit with the agreed principle that the majority of social housing should be owned and operated by the government. • Government would be regulator not supplier. This is in keeping current trends in the supply of community for other infrastructure making funds available for other infrastructure initiatives. • Could allow for community organisation participation in the overall scheme. • Private investment should increase the number of housing available • Reduce government debt
BBG - Bendigo Ballarat Geelong Rail Revival	The Jury was divided on this option. The division was around the cost benefit and whether there were more affordable options. • Cost high compared to benefits. • Would beneficial but high cost. • Look at better business options to address need. • Rail lines are there. There are lower cost options i.e. Maryborough to Bendigo. • The need for access across regions and from rural into regions was recognised. • Investigate light rail using existing freight line • Longer term priority • Alternatively increase the number of buses bus routes
EWE - Eastern Freeway to City Link	• The Jury was divided on this option. Many saw the need for a link. • This is an option that fits into a broader network which is why it is important. • Will be needed to improve access need a connection. • Reduce travel times. • Problem particularly for Geelong and Ballarat which will be addressed. • Others were concerned about the cost benefit. • Consider in the future when benefit cost ratio is higher or above one • High cost or toll way. • Better interim option is the North East Link (NEL) between the M80 and Eastern Freeway at Ringwood.

Recommended additional options

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg. funding options
Increase availability of ICT via statewide fibre rollout. Locally owned fibre across Vic communities with local government being the carriers; also using VicTrack's fibre network *Priority: 13 votes*	Need 1 Need 2 Need 3 Need 9 Need 12	• Very high priority • Increases regional equality and remote access to services • Grow and promote regional cities – take pressure of Melbourne • Strong enabler of other options to meet various needs including health, education, and economic development which generates jobs.	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg. funding options
Upgrade of passenger rail services in regional Victoria. Examples include: •Increase the speed and frequency of passenger rail services to the rest of regional Victoria including timetabling for work commuters •Increase the speed and frequent of passenger rail services from Shepparton to Seymour to the same frequency as the Seymour - Melbourne service •Extend passenger rail services from Shepparton to Cobram •Increase the frequency of passenger rail services from Wangaratta to Seymour to the same frequency as the Seymour Melbourne service •Improve the maintenance of rural rail lines so that trains can operate at optimum speeds *Priority: 8 votes*	RRE2 RRS CRR2 Need 2 Need 12	• High priority • Note that other regions have similar needs and may benefit from similar improvements and the issues identified apply to much of rural Victoria • Success of recent investment in other regional rail services eg. Bendigo, Ballarat and Geelong in improving access to Melbourne and attracting more people to the regions • Links with additional option of establishing an integrated transport strategy • Shepparton is a major business centre with connections with Melbourne • People from Shepparton frequently need to travel to Melbourne for business, access to health services and other needs. • Shepparton people often drive to Seymour to catch a train because there are not enough services to Shepparton • Wangaratta is a major business centre with connections with Melbourne • People from Wangaratta frequently need to travel to Melbourne for business, access to health services and other needs. • there are not enough services from Wangaratta to Seymour • Increasing passenger rail services to country cities will usually result in increased usage as evidenced by upgrades to the Bendigo line • Rail is the preferred method of travel to Melbourne for many country people. • Some rural passenger and freight lines have very low speed limits due to poor track maintenance	

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg. funding options
Develop an integrated transport plan for the state of Victoria, with an emphasis on public transport *Priority: 7 votes*	Needs 1 Need 12 Need 13 Other planning/coordination and collaboration options like CPS 1	• Would help address several Needs • Improved planning will better utilise the infrastructure we already have • Gridlock on major freeways occurs because public transport planning is inadequate • Viewed as a high priority through several jury discussions	
Expand tertiary education in regional areas, for example by increasing student accommodation. *Priority: 7 votes*	TAF	• Student accommodation will bring international students, expand employment opportunities and help to retain students in regional areas.	Universities are federally funded. Opportunity to link Unis and Tafes through IV.
Double the expenditure on regional highway maintenance to meet the projected maintenance needs *Priority: 4 votes*	Need 12 RHU SIP Consistent with TAC 'Towards Zero' campaign.	• Regional highway maintenance is currently half of the maintenance needs of those highways • It will prevent the rundown of the quality of highways • Improved road safety • Four times more likely to die on regional roads than metro roads. • Cheaper to maintain properly than to rebuild • People are four times more likely to die on country roads c/w city roads	Doubling funding will save money in the long term. Without maintenance replacement of roads will become very expensive.
Hubs for local renewable energy self sufficiency *Priority: 2 votes*		• Utilises new battery technology • Environmental benefits • Community groups would become involved in renewable energy	May reduce cost of subsidized electricity. Need to investigate costs of solar panels batteries and legal leases.

Recommended option	Links to needs/ other options	Why we are recommending it?	Other comments eg. funding options
Encourage the development of cities where water resources are available. eg: along the Murray, Goulburn and Ovens Rivers	Need 1 Need 12 Need 14	• Eliminates the high cost of long distance pipeline water grids eg. To Bendigo and Ballarat. Takes advantage of natural assets	
Shared working spaces in regional/rural centres for remote workers. eg ICT capable office hubs fitted with up to date computer and video conferencing facilities to use to reduce the number of commuter trips to Melbourne	Need 1 Need 2 Need 3 Need 9 Need 12	• It will reduce traffic congestion in and around Melbourne. • Will make moving the regional areas more attractive – more affordable housing yet access to employment hubs.	Could use existing libraries and educational campuses to reduce cost. Employers and users may also contribute
Grow/ promote regional cities by locating government departments and services to regional hubs.	Need 1 Need 2	• Less emphasis on metropolitan population growth allows for local services to better cater for metro population. Growth of regional areas makes the financing of regional services easier.	

Concepts which warrant further investigation

Concept	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
Change developer contribution plans to ensure that developers contribute to all hidden costs of their developments including increased need for arterial roads *Priority: 2 votes*		• Shift home costs to beneficiaries	
Regional East-West Link Upgrade - Rail connecting major regional hubs in line with current transport corridors - Connecting high population areas such as Geelong, Ballarat, Bendigo, Mildura, Echuca, Shepparton, Benalla, Wodonga, Gippsland etc. *Priority: 1 vote*	CSC JDP	• Transport Melbourne to Ballarat and Bendigo has increased. • Geelong and Portland ports will become direct links to Regional hubs. • Lighten congestion on roads and increase environmental benefits.	Funded progressively. Not cheap but worth it.

Concept	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
Increase the role of Youth justice group conferencing in dealing with juveniles in trouble.	CSC JDP	• May help to reduce demand for justice infrastructure including jails • Brings improved outcomes in dealing with youth justice and victim restoration • Gives magistrates more say in diversion programs • Brings more understanding to youth problems • Reduces the need for the construction of new prisons • This option would include option JIP: justice diversionary policy and programs • This should also be used to bring an increased emphasis on restorative justice. • High priority but we think it's already being undertaken.	
Regional air freight intermodal terminal – inland port for air freight and rail large enough to support demand. Suggested location Murray Darling basin.	RRE2	• Allows for fast direct access for perishable goods to national/international markets. • Examples in Renmark and Toowoomba	
Replace pine plantations with native hardwoods and softwood.	Need 2 Need 4 Need 12 Need 16	• Increasing biodiversity and protect environment • Employment opportunities in regional areas, eg furniture production • Increase tourism – camping sites. • Recognise that this may fall outside the scope of infrastructure, but believe this warrants consideration, including providing the infrastructure to support this industry	

Concept	Links to needs/other options	Why we are recommending it?	Other comments eg. funding options
Limit high rise development in Melbourne suburbs to four stories, based on the European model	UDC	• Reduces the stress on communities and services • Need to make sure you have the infrastructure and services in place to cater for higher density living • High rise development tends to create social problems • Some debate that limiting height may work against the intent of UDC	

Regional Citizen Jury report