



Victorian Infrastructure Plan

World-class infrastructure strengthens Victoria
as a globally connected economy, an equitable
society and an environmental leader.

The Secretary
Department of Premier and Cabinet
1 Macarthur Street Melbourne, Victoria, 3002

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Cover photo: The Dome,
Geelong Library and Heritage Centre
Emma Cross, photographer

The page features a large, light grey background. On the left side, there is a vertical strip containing a starry night sky with a prominent band of stars. This strip is divided into three sections by white diagonal lines: a top orange section, a middle purple section, and a bottom dark blue/black section. The title 'Aboriginal Acknowledgement' is positioned in the lower right area of the page, with 'Aboriginal' in orange and 'Acknowledgement' in a darker orange/brown color.

Aboriginal Acknowledgement

The Victorian Government proudly acknowledges Victoria's Aboriginal community and their rich culture and pays respect to their Elders past and present.

We acknowledge Aboriginal people as Australia's first peoples and as the Traditional Owners and custodians of the land and water on which we rely. We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us.

We embrace the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice.





Chapter 3: Government response





In December 2016, Infrastructure Victoria presented the 30-year Infrastructure Strategy to government, which included 137 recommendations. In total 134 of the 137 recommendations (98 per cent) have been supported in full, in part or in principle.

From strategy to action

Each recommendation has been supported in full, in part or in principle is responded to in this chapter, with a brief explanation of the position and next steps toward implementation, if applicable. Recommendations are organised by the nine sectors within this plan. The accompanying Technical Report provides added context to the sector priorities and indicates where projects and reforms meet the Victorian Infrastructure Plan's four overarching objectives: social, environmental, economic and innovation outcomes.

- › **Supported** — the recommendation is supported in full, is fully funded and will be implemented in its entirety.
- › **Supported in principle** — broad direction of the recommendation is supported, but specific actions are subject to further budget consideration (either over the forward estimates or beyond) or external factors (example: Commonwealth funding).
- › **Partly supported** — the objective of the recommendation is supported, although for optimal outcome, implementation actions may vary from Infrastructure Victoria's recommendation.

Only two recommendations are not supported. These are:

- › **Energy pricing** (18.1.1)
This does not align with existing government policy. The government will be reviewing the effectiveness of existing voluntary cost-reflective pricing arrangements in 2020, at the end of the current regulatory period.
- › **Transport network pricing** (10.2.2, 11.2.2, 13.1.2)
The Victorian Government will not introduce new tolls to existing roads. However, options for demand management will be considered as part of long-term integrated transport planning.

One recommendation is subject to future consideration:

- › **Brown coal transition** (18.2.1)
The government is committed to supporting the transition of Latrobe Valley workers following the announcement of Hazelwood's closure. The Latrobe Valley Authority has been established to lead the government response and manage the transition and future economic development in this area.

Infrastructure Victoria recommendations

The following table summarises the relationship between Infrastructure Victoria's recommendations and the government's priorities in each sector. A more detailed view of the government response for each recommendation follows this table.

Sector & government priorities	Relevant Infrastructure Victoria Recommendation
Planning and infrastructure	
Planning and infrastructure	1.1.1, 1.1.2, 1.5.1, 2.4.1, 10.1.1, 10.1.2, 11.1.1, 11.1.2
Transport	
1. Making the most of existing assets	2.1.4, 4.1.1, 4.1.2, 4.1.3, 4.2.1, 6.1.2, 6.1.3, 10.3.1, 10.3.2, 10.4.2, 10.4.3, 10.4.4, 10.4.5, 10.4.6, 10.5.1, 10.6.1, 10.6.4, 10.9.1, 11.3.1, 11.3.2, 11.3.4, 11.4.1, 12.2.1, 12.2.3, 12.2.4, 12.2.10, 13.4.4
2. Building for the future	1.2.1, 1.3.2, 1.3.3, 1.3.4, 1.3.5, 1.3.6, 1.3.7, 1.3.8, 1.3.9, 10.4.7, 10.5.2, 10.8.1, 10.8.2, 10.8.3, 10.8.4, 10.8.5, 10.8.6, 10.9.2, 10.10.1, 10.10.2, 11.3.3, 11.4.2, 11.5.1, 11.5.2, 11.5.3, 11.5.4, 11.5.5, 11.5.6, 11.5.7, 11.5.8, 12.3.1, 12.3.2, 13.5.2, 13.5.3, 13.5.4
3. Connecting regional Victoria	2.1.1, 2.1.2, 12.2.5, 12.2.7, 12.2.8, 12.2.9, 12.3.3, 13.3.1, 13.3.2, 13.3.3, 13.3.4, 13.4.1, 13.4.2, 13.4.3, 13.5.1, 13.5.5
4. Developing smarter transport solutions	1.3.1, 2.1.3, 6.2.1, 6.2.2, 10.2.1, 10.4.1, 10.6.2, 10.6.3, 10.7.1, 10.7.2, 10.7.3, 11.2.1, 11.3.5, 12.2.2, 12.2.6, 13.1.1, 13.2.1, 13.2.2, 13.2.3, 19.1.3, 19.2.2, 19.2.4
Culture, sport and community	
1. Maintaining Victoria's competitive edge	4.3.1, 5.1.1
2. Planning for a growing population	1.4.1, 1.4.3, 1.4.5, 4.3.2, 5.1.2, 5.2.1, 5.4.1, 5.4.3, 9.4.3, 19.2.3,
3. Growing participation	1.4.2, 2.3.1, 4.2.2, 5.2.2,
4. Maintaining our current facilities	1.4.4, 2.3.2, 5.4.2
Digital connectivity	
1. Improving digital access across Victoria	12.1.3, 19.1.2
2. Supporting use of digital technologies	Related recommendations and responses detailed on pages 146–147
3. Transforming state assets	19.1.1
Education and training	
1. Catering for a growing population	9.1.1, 9.3.1
2. Creating inclusive shared spaces	1.4.7, 2.3.3, 5.3.1, 9.3.3, 9.4.2
3. Maximising use of technology	2.2.2, 9.2.1, 12.1.4
4. Developing skills for tomorrow	9.4.1
5. Improving education infrastructure	9.3.2

Sector & government priorities	Relevant Infrastructure Victoria Recommendation
Energy	
1. Ensuring efficiency and affordability	18.1.2, 18.1.3
2. Protecting our energy security	18.2.2
3. Targeting net zero emissions	18.2.3
Environment	
1. Protecting Victoria's biodiversity	1.4.6, 4.2.3, 16.3.1, 16.3.2
2. Managing our parks	16.1.1, 16.2.1, 16.2.2
3. Taking action on climate change	19.1.4
4. Improving resource recovery and waste management	15.1.1, 15.1.2, 15.1.3, 15.2.1, 15.2.2
Health and human services	
1. Building a proactive system that anticipates demand	3.2.2, 3.2.4, 3.4.1, 7.2.1, 7.4.1, 7.4.3
2. Driving system-wide reform for safer, better services	Related recommendation and response detailed on page 172
3. Integrating care across the health and social service system	3.2.1, 3.2.3, 3.3.1, 3.3.2, 8.3.3, 12.1.7
4. Improving equity and access	6.1.1, 7.1.1, 7.3.1, 7.3.2, 7.4.2
5. Investing in the future	2.2.3, 3.1.1, 3.1.2, 12.1.5, 12.1.6
Justice and emergency services	
1. Keeping Victorians safe	2.2.1, 8.1.3, 8.2.1, 12.1.1
2. Building the corrections and youth justice facilities we need	8.3.1
3. New and improved court services	8.1.1, 8.1.2, 8.3.2, 8.3.4
4. Deploying ICT innovations	8.2.2, 8.2.3, 12.1.2
5. Enhancing public safety	19.2.1
Water	
1. Extending and using our water grid better	14.1.1, 14.1.2, 14.1.3, 14.3.1
2. Building resilience to climate change	14.2.1, 14.2.2, 17.1.1, 17.2.1
3. Improving the health of waterways and catchments	16.3.3, 17.1.2, 17.2.2



Planning and infrastructure

Planning is essential to ensure Victorians have the right infrastructure and services into the future. Infrastructure Victoria made recommendations to assist with infrastructure and population planning. The intent of Infrastructure Victoria's recommendations are shared by existing policies, including Plan Melbourne and the Value Creation and Capture Framework.

Recommendation	Position	Rationale
<p>Development in/around employment centres</p> <p>0–5 years</p> <p>1.1.2, 10.1.2, 11.1.1</p>	Partly supported	<p>Government supports these recommendations in part, however will broaden its focus to encourage development in areas identified for growth more broadly across Melbourne and regional cities, to align with the vision of Plan Melbourne. The pipeline of infrastructure provision outlined throughout this plan further supports development in established areas and in/around employment centres.</p>
<p>Development in established areas</p> <p>0–5 years</p> <p>1.1.1, 10.1.1</p>		
<p>Government service/ infrastructure planning</p> <p>0–5 years</p> <p>1.5.1, 2.4.1, 11.1.2</p>	Partly supported	<p>Government is committed to improving integration of service and infrastructure planning. Integrated infrastructure planning occurs through the production of Precinct Structure Plans for new developments in growth corridors. A further 17 PSPs are committed for completion by December 2018 and the guidelines for PSPs are being reviewed as one of the immediate actions out of Plan Melbourne. Local government is already closely involved in these processes.</p> <p>Infrastructure is being funded through State Budgets, developer contributions and the Growth Areas Infrastructure Contributions. Growth Corridor Plans have been produced for each corridor and are currently being updated.</p> <p>In addition, the Premier has appointed a Minister for Suburban Development who will be producing five year Jobs Services and Infrastructure plans for each of the six sub-regions in Plan Melbourne. These will ensure the respective forward plans for major departments and agencies are better coordinated.</p> <p>The Regional and Metropolitan Partnerships enable regions to directly advise government on local priorities. The Value Creation and Capture Framework has also been released to deliver better community outcomes from infrastructure investment.</p>



Transport

PRIORITY 1 – MAKING THE MOST OF EXISTING ASSETS

As Victoria's population grows and demand for transport infrastructure and services increase, optimising and efficiently maintaining our existing assets becomes critical. Infrastructure Victoria made several recommendations in regard to improving the transport system. Government broadly supports these initiatives and is committed to ensuring the most efficient use of, and investment in, the transport network. We are making better use of our current assets by upgrading road and rail infrastructure, and bus services, to improve travel times and safety for all users. We are also investing in maintaining our transport system for the future. Delivering improvements to cycling and walking networks are also supported.

Recommendation	Position	Rationale
Cycling corridors/walking improvements 0–15 years 4.1.3, 10.3.2	Supported in principle	Government supports the intent of this recommendation, and full implementation over 0–15 years will be considered as part of future budgets.
Cycling end-of-trip facilities 0–5 years 4.1.1	Supported	Government supports this recommendation. Changes to the planning system will be undertaken within 0–5 years, subject to an analysis process and alignment with Victoria's Cycling Strategy, currently in development.
Cycling/walking data 0–5 years 4.1.2, 10.3.1	Supported in principle	Government supports the intent of this recommendation, subject to finalisation of the Victorian Cycling Strategy, currently in development. Any potential capital works associated with this recommendation will be considered as part of future budgets.

Recommendation	Position	Rationale
Cycling/walking in established areas 0–5 years 4.2.1	Supported in principle	Government supports the intent of this recommendation, subject to further investigation, finalisation of Victoria's Cycling Strategy and future budget consideration.
Doncaster bus system 5–10 years 10.6.4	Supported in principle	Government agrees with the intent of improving the existing bus system, but as the recommendation is over 5–10 years further investment will be considered as part of future budgets.
Melbourne Airport bus 0–10 years 10.9.1, 11.4.1	Partly supported	Works are underway to increase road capacity as part of CityLink Tulla Widening project that will improve bus travel to the airport. Higher levels of on-road prioritisation will be assessed in the context of the broader network and long-term airport access planning.
Metropolitan bus network 0–10 years 10.4.5, 11.3.4	Partly supported	The intent of this recommendation is supported and is being addressed by the overhaul of existing bus contracts, however a 'clean slate' is not possible due to existing contractual agreements — new contracts will be negotiated with bus operators as contracts come up for renewal.
Metropolitan rail stations 5–30 years 10.4.6	Supported in principle	Government supports the intent of this recommendation and a range of existing projects are delivering upgraded or new stations. As this recommendation is over 30-years, its full scope will require consideration in future budgets.
Metropolitan rail upgrades 0–5 years 10.4.4	Supported	Government supports this recommendation. The metropolitan rail network plan is being refreshed as part of strategic integrated transport planning.
Metropolitan rolling stock 0–5 years 10.5.1	Supported	Government supports this recommendation. Transport For Victoria is developing plans for future rolling stock orders and improvements to provide greater certainty for industry and ensure smoother provision of trams and trains to meet Melbourne's needs.
Public transport accessibility 0–5 years 6.1.3	Supported	Government supports this recommendation to improve the accessibility of the public transport network. We will continue to implement improvements, focusing on investments with big, network-wide impact and maximising improved disability access. Planning processes have been streamlined to facilitate more accessible tram stops.
Regional rail upgrades 0–5 years 12.2.4	Supported	Government supports improving all forms of regional transport and will continue to implement the initiatives identified with regional communities. Regional rail upgrades are a component of the broader rail network and will be considered as part of integrated transport planning.

Recommendation	Position	Rationale
<p>Regional road maintenance</p> <p>5–30 years</p> <p>2.1.4, 12.2.10, 13.4.4</p>	Partly supported	Government supports the intent of this recommendation and considerable work is already underway in relation to road maintenance and upgrades. Potential extra support for regional local governments will need further investigation to understand current funding issues and potential long-term solutions. As this recommendation covers 30 years, future budget consideration will be required to address the full scope.
<p>Regional rolling stock</p> <p>0–5 years</p> <p>12.2.3</p>	Supported	Government supports this recommendation. Transport For Victoria is developing a forward plan of rolling stock orders and improvements to provide greater certainty for industry and ensure smoother provision of trains to meet Victoria's needs.
<p>Road asset management</p> <p>0–5 years</p> <p>10.6.1, 11.3.1, 12.2.1</p>	Supported in principle	Government supports the intent of this recommendation, and work is already underway to categorise maintenance regimes that meet service levels through Whole of Life Asset Management Planning. Further budget consideration will be required to address the full scope of this recommendation. VicRoads also undertakes regular reviews of the arterial road network, consistent with the Road Management Act.
<p>Train timetabling</p> <p>0–5 years</p> <p>10.4.2</p>	Supported	Government supports this recommendation to deliver service uplifts, particularly lines in the west of Melbourne. Schedule changes will continue to be progressively introduced to increase the number of services. Service increases and corresponding changes to timetables will be sequenced to build on and take advantage of new infrastructure as it is introduced on the network.
<p>Transport interchanges</p> <p>0–5 years</p> <p>6.1.2, 10.4.3, 11.3.2</p>	Supported	Government supports this recommendation. This initiative is consistent with Plan Melbourne, and aligns with the anticipated future increased role of transport interchanges in a 'metro-style' rail system. Identification of key interchanges, functionality and scope of potential improvements will be developed within 0–5 years.



As the population grows and demand for transport infrastructure and services increase, optimising and maintaining our existing assets becomes critical.



PRIORITY 2 – BUILDING FOR THE FUTURE

Continued investment in expanding our transport network will provide foundation for the economic and social growth of the state. Infrastructure Victoria made recommendations for several new road, rail and bus infrastructure and services, including a number of longer term initiatives. Many of these infrastructure initiatives are supported in principle, and will rely on further strategic planning and feasibility studies to identify, prioritise and develop options before implementation to ensure we make the best investments.

Recommendation	Position	Rationale
10-car metropolitan trains 10–15 years 10.5.2	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 10–15 years, implementation will be considered as part of future budgets.
City Loop reconfiguration 15–30 years 10.10.1	Supported in principle	Government supports the intent of this recommendation. As implementation is over 15–30 years, it will need to be considered as part of future budgets.
Clyde rail extension 10–15 years 1.3.7, 10.8.4	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 10–15 years, implementation will be considered as part of future budgets.
Employment centre arterial roads 0–5 years 11.5.1	Supported	Government supports this recommendation. This initiative aligns with Plan Melbourne and with integrated transport planning work currently being undertaken.

Recommendation	Position	Rationale
<p>Employment centre mass transit</p> <p>0–15 years</p> <p>11.5.4</p>	Supported in principle	<p>Government supports the intent of this recommendation. Ongoing planning for major employment centres will determine the types of transit links required, the most appropriate solutions and timing. Supporting major employment centres in Melbourne and regional Victoria is a fundamental role of the transport system. Strategic integrated transport, economic development and land use planning will help determine priorities and potential solutions. Any capital works will be considered as part of future budgets. Any potential capital works associated with this recommendation will be considered as part of future budgets.</p>
<p>Eastern Freeway–Citylink–Western Ring Road connectivity</p> <p>0–5 years (anticipated construction/operation period 15–30 years)</p> <p>11.5.8, 13.5.4</p>	Partly supported	<p>The government is moving forward with the West Gate Tunnel, which creates a vital second river crossing and delivers improved transport connections between CityLink and the Western Ring Road. Past business case modelling did not support the development of an Eastern Freeway to CityLink connection, and the previous design had severe environmental and social impacts. There is no case therefore to commence planning works to facilitate this project, given other much higher transport priorities.</p>
<p>Fishermans Bend tram link</p> <p>5–10 years</p> <p>1.2.1, 10.8.1</p>	Supported in principle	<p>Government supports the intent of this recommendation. As this recommendation is over 5–10 years, investments will be considered as part of future budgets.</p>
<p>Growth area local buses</p> <p>0–15 years</p> <p>1.3.2, 11.5.2</p>	Supported in principle	<p>Government supports the intent of this recommendation, and supports the expansion of bus services to connect growing communities with employment, education and social opportunities. As the recommendation is over 0–15 years, full implementation will be considered as part of future budgets.</p>
<p>High-capacity signalling</p> <p>5–30 years</p> <p>10.4.7</p>	Supported in principle	<p>Government supports the intent of this recommendation. A High Capacity Signalling project is being rolled out to prepare the network for future demand. The program will require continual review to ensure its deployment schedule reflects demand.</p>
<p>Level crossing removals</p> <p>0–5 years</p> <p>11.3.3</p>	Supported	<p>Government supports this recommendation. A prioritisation framework that considers updated data, including land use, should be considered as part of any future decisions to expand the level crossing removals program, noting there is no financial commitment beyond the current schedule.</p>
<p>Melbourne Airport rail link</p> <p>15–30 years</p> <p>10.9.2, 11.4.2</p>	Supported in principle	<p>Government supports the intent of the Melbourne Airport rail link. The CityLink Tullamarine Freeway Widening project will provide extra capacity in the near future for the airport bus. Funding has been provided for an airport rail study and will work with the Commonwealth and private sector to explore ways to fund and deliver the project. As the build component of this recommendation is over 15–30 years, implementation will be considered as part of future budgets.</p>
<p>Melbourne Metro — future stages</p> <p>0–5 years (anticipated construction/operation period 15–30 years)</p> <p>10.10.2</p>	Supported	<p>Government supports this recommendation. Future metropolitan rail extensions will be assessed as part of integrated transport planning. Trigger points will be identified as part of this work.</p>

Recommendation	Position	Rationale
Melton rail electrification 10–15 years 1.3.6, 10.8.3	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 10–15 years, implementation will be considered as part of future budgets.
North East Link 10–15 years 11.5.6, 13.5.2	Supported	Government has committed to this project, including funding for development to procurement. Construction will require future funding by a mixture of government contributions and tolls, with final funding arrangements determined as part of the detailed planning process.
Outer metropolitan arterial roads 5–15 years 1.3.5, 11.5.5	Supported in principle	Government supports the intent of this recommendation, and the Roads for Growing Communities Package will upgrade arterial roads in Melbourne's west. As this recommendation is over 5–15 years, implementation of its full scope will be considered as part of future budgets.
Outer Metropolitan Ring Road 15–30 years 11.5.7, 13.5.3	Supported in principle	Government supports the intent of this recommendation, and work is already underway in relation to the longer term network development. As the build component of this recommendation is over 15–30 years, full implementation will be considered as part of future budgets, noting delivery will be staged and may extend beyond the 30-year period.
SmartBus network 0–15 years 1.3.3, 11.5.3	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 0–15 years, implementation will be considered as part of future budgets.
Wallan rail electrification 15–30 years 1.3.8, 10.8.5	Supported in principle	Government supports the intent of this recommendation. As implementation is over 15–30 years, investment will need to be considered as part of future budgets.
Wollert transport links 0–5 years (anticipated construction/operation period 15–30 years) 1.3.9, 10.8.6	Supported	Government supports this recommendation and will commence a feasibility study within five years.



Continued investment in expanding our transport network will create the foundations that will support the economic and social growth of the state.

PRIORITY 3 – CONNECTING REGIONAL VICTORIA

Supporting regional growth by providing and improving transport connections for people and goods across Victoria is a key priority. To meet the needs of all people moving around regional Victoria, we are undertaking integrated transport planning, focussing on improving regional transport, and with regional communities to identify initiatives. Government is also developing a broader freight strategy for Victoria as part of planning for the increasing freight task.

Recommendation	Position	Rationale
Freight precincts 0–5 years 13.3.2	Supported in principle	Government agrees with the intent of this recommendation. Implementation will need to be considered in the context of Victoria's freight strategy (in development), Plan Melbourne and a 0–10 year timeframe. Further budget consideration is required in future years to address the full scope of the recommendation.
Geelong/Werribee/ Wyndham rail 5–15 years 1.3.4, 10.8.2, 12.3.1	Supported in principle	Government supports the intent of this recommendation. As this recommendation covers years 5–15, implementation will be considered as part of future budgets.
High Productivity Freight Vehicles 5–15 years 13.4.3	Supported in principle	Government supports the intent of this recommendation. Work is underway with the Commonwealth Government to develop the Higher Productivity Freight Vehicle network and deploy improvements to roads to enable this network. Further budget consideration is required in future years to address the full scope of this recommendation over 5–15 years.
Inland Rail 0–5 years (10–15 years anticipated completion of potential future project/ reform) 13.5.1	Supported	Government supports the development of the Inland Rail project with the Commonwealth Government.
Long-distance rail services 0–10 years 12.2.9	Supported in principle	Government supports the intent of this recommendation. A range of recent initiatives make progress against this recommendation. As this recommendation is over 10 years, implementation of its full scope will require future budget consideration, as well as further investment in rolling stock.
Port rail shuttle 0–5 years 13.3.1	Supported in principle	Government supports the intent of this recommendation. Delivery of the port rail shuttle will depend on the Port Access Strategy, which is being produced by the Port of Melbourne operator.
Regional city local buses 0–10 years 12.2.7	Supported in principle	Government supports the expansion of bus services across regional Victoria to improve local mobility. Existing work and new funding partly address this recommendation. As this recommendation is over 10 years, full implementation will be considered as part of future budgets.
Regional coaches 0–10 years 21.2, 12.2.8	Supported in principle	Government supports the expansion of coach (or similar) services between regional towns and cities to support demand. The Shepparton/Seymour shuttle will partly address this recommendation and implementation over 10 years will be considered as part of future budgets.

Recommendation	Position	Rationale
Regional highways 0–5 years 2.1.1, 12.2.5, 13.4.1	Partly supported	Government supports evidence based processes for prioritisation. This recommendation is partly addressed through the current assessment and prioritisation of road upgrades. A complex set of factors are considered in the identification and prioritisation of projects, including opportunities for Commonwealth co-funding.
Regional rail eastern corridor 0–5 years (anticipated construction/operation period 15–30 years) 12.3.3, 13.5.5	Supported	Government supports this initiative and is investing \$435 million to upgrade the Gippsland line, to deliver critical enabling works for more frequent and reliable services. Future rail upgrades and trigger points will be identified through integrated transport planning. Any future build components will require future budget consideration.
Regional rail gauge standardisation 5–10 years 13.4.2	Partly supported	Government supports standardisation where there is a strong economic case, but does not support blanket standardisation of the entire regional rail network. Standardisation is already underway through the Murray Basin Rail project and other freight lines.
Torquay transport links 0–5 years (anticipated construction/operation period 15–30 years) 12.3.2	Supported	Government supports this recommendation with funding announced under the Regional Rail Revival for the corridor reservation. Detailed planning to support Torquay to Geelong movements is underway including for the spur line, noted in the Regional Rail Revival.
Webb Dock rail access 0–5 years (10–30 years anticipated completion of potential future project/reform) 13.3.4	Supported in principle	Government supports the intent of this recommendation. Assessment of the Port Access Strategy, being produced by the Port of Melbourne operator, will determine how government is best placed to respond and assist. Rail access to Webb Dock will be volume driven.
Western Interstate Freight Terminal 0–5 years (anticipated construction/operation period 5–15 years) 13.3.3	Supported in principle	Government supports the intent of this recommendation to be considered as part of ongoing work on the state's freight strategy that will determine triggers and further planning requirements. Further budget consideration is required in future years to address the full scope of this recommendation.

PRIORITY 4 – DEVELOPING SMARTER TRANSPORT SOLUTIONS

A responsive, resilient and adaptive transport system will be required to meet rapidly changing needs. Infrastructure Victoria held a similar view in regard to encouraging the development of planning and management tools, innovative solutions and new policies – removing or minimising regulatory and physical barriers that might prevent technology adoption. Government is preparing for the opportunities and challenges presented by the rapid growth and the pace of social and technological change. This includes maximising the movement of people and goods by rolling out advanced traffic management systems, using technology and smart mobility solutions to improve safety and provide users with more accurate information to better plan their journeys.

Recommendation	Position	Rationale
Driver assistance applications 0–15 years 10.7.2, 13.2.3	Supported	Government supports the testing of driver assistance applications and is working with national bodies to amend regulations to enable testing.
Driverless freight vehicles 0–15 years 13.2.2	Partly supported	Government supports the intent of this recommendation. Government is working closely with national regulators to enable testing of increased freight vehicle automation. Deployment of this technology is dependent on the results of these tests, and the suitability of current infrastructure.
Driverless vehicles 0–30 years 6.2.2, 10.7.3	Partly supported	Government supports enabling the trial of highly automated vehicles with appropriate controls and is working with national bodies to develop regulations that support this testing. Once the results of these trials determine the technology is safe and suitable, government will assist in enabling its deployment.
Innovative transport services 0–5 years 1.3.1, 10.7.1, 12.2.2	Supported in principle	Government supports the development of new and innovative transport options, subject to further investigation including safety, equity and value for the community. Government has already started to reform the commercial passenger vehicle sector and will continue to explore other areas where new types of services can improve connectivity.
On-demand transport services 0–10 years 2.1.3, 6.2.1, 12.2.6	Supported in principle	Government will explore its role in better coordination of transport services across multiple providers (examples: public transport, community provided services, not for profit and private providers) to improve connections in local communities. Five Local Transport Forums are currently being trialled in regional and metropolitan areas. Existing work and new funding partly address this recommendation. As this recommendation is over 0–10 years, future budget consideration is required for full implementation.
Public transport real-time information 0–15 years 10.4.1	Supported in principle	Government supports the release of real-time information where it is available and meets appropriate standards. All metropolitan information is already released and regional rail real-time information is now available. Regional bus information is available in some areas and more will be progressively released. Under current technologies, it is not intended to release passenger loading data.

Recommendation	Position	Rationale
Public transport resilience 0–30 years 19.1.3	Supported in principle	Government supports the intent of this recommendation. The implementation of the Critical Infrastructure Resilience Strategy focuses on public transport as one of the key providers of essential services to Victorians. Government and industry continue to work collaboratively on risk management to reduce the impact of disruptions. Transport For Victoria is developing an Asset Management Plan that will help assets meet service requirements and be resilient to future change. The Asset Management Plan will address priorities, and future budgets will give consideration to ongoing implementation over 30-years.
Road space allocation 0–15 years 10.6.3, 11.3.5	Supported in principle	Government supports the intent of this recommendation and the progressive roll-out of on-road prioritisation for public transport at key sites. Road space allocation improvements are being progressively introduced at key locations. Full implementation over 0–15 years will be considered as part of integrated transport planning and future budgets.
Traffic management systems 0–10 years 10.6.2, 13.2.1	Supported	Government supports the roll-out of advanced traffic management systems on selected key routes. VicRoads Managed Motorways program is successfully operating on key routes, including the M1. Deployment of these systems is continuing across the road network.
Transport contingency planning 0–5 years 19.2.2	Supported	Government supports this initiative. Transport For Victoria is developing a Network Impact Management Plan to better manage network disruptions during infrastructure builds such as Metro Tunnel. The Network Impact Management Plan will start to address this recommendation, and will be expanded to cover other major disruptions.
Transport control centres 15–30 years 19.2.4	Supported in principle	Government supports the intent of this recommendation, but notes that it requires consideration of the benefits and risks of consolidated or aggregated control centres. Transport For Victoria is improving system wide operational coordination and integration of transport management. Any potential capital works associated with this recommendation will be considered as part of future budgets.
Transport modelling 0–5 years 10.2.1, 11.2.1, 13.1.1	Supported	Government supports this recommendation. Transport For Victoria is preparing a 10-year model development plan. This will consider the capabilities necessary to understand network performance and the relative costs and benefits. Ongoing review and development of strategic transport models will ensure that they provide accurate assistance in future planning.



Culture, sport and community

PRIORITY 1 – MAINTAINING VICTORIA’S COMPETITIVE EDGE

Victoria is the national capital for culture and sport. Maintaining our competitive edge will require long-term planning to expand and renew the iconic venues that enhance our sporting and cultural reputation, as well as provide economic returns and grow Victoria's visitor economy.

Infrastructure Victoria holds a similar view, identifying a decision-making framework across major sporting and cultural facilities is an important guide to future investments and ensuring transparency. A number of strategies have been put in place, and more are under development, to provide a clear decision-making framework for future investments. These include the Creative State Strategy for cultural assets and the State Facilities Strategy for sporting assets, and the yet to be released Major Stadia Strategy.

Recommendation	Position	Rationale
Major cultural/sporting infrastructure 0–5 years 4.3.1, 5.1.1	Partly Supported	Government partly supports this recommendation and notes that considerable work is already underway through existing strategy development; including the Creative State Strategy, State Facilities Strategy and Major Stadia Strategy. Further work will be undertaken to determine the practicality of a framework that considers both sport and creative industries infrastructure together.

PRIORITY 2 – PLANNING FOR A GROWING POPULATION

A growing population needs spaces and facilities for cultural, sporting and active recreation activities, as well as spaces to support community cohesion. Infrastructure Victoria flagged the need for an evidence based and transparent process for decision-making on future investments. We are committed to supporting local councils to plan for and provide facilities for their local communities. A number of community-based programs and initiatives will improve the utilisation of government owned land and facilities, creating new opportunities for community sport and cultural activities. A further package of policy and planning activities will be brought together to support a Whole of Government Community Facilities Strategy to maximise the use of existing infrastructure and facilities for the benefit of Victorian communities.

Recommendation	Position	Rationale
Community cultural facilities 0–5 years 5.1.2	Supported	Government supports this recommendation as it aligns with Plan Melbourne and the Government's Creative Industries Strategy. Initial work is underway for a review of an assessment methodology that will inform future investments and grant allocations.
Community sport/recreation facilities 0–5 years 4.3.2	Supported	Government supports this recommendation as it aligns with Active Victoria and will be fully addressed through the development of the Community Sport and Recreation Facility Strategy.
Public libraries 0–30 years 1.4.5, 5.4.3, 9.4.3	Supported in principle	Government supports the intent of this recommendation, and will continue to support local councils to build and maintain public libraries within existing funding commitments. Future budget consideration is required for funding increases over the 30-year period.
Public space utilisation 0–5 years 1.4.1, 5.2.1	Supported	Government supports this recommendation to ensure state owned public spaces are well-managed. Land Use Victoria will undertake an audit of Victorian Government land that will identify opportunities for potential community uses, including sport and active recreation, over the next five years.
Relocatable community infrastructure 0–10 years 1.4.3, 5.4.1, 19.2.3	Supported in principle	Government partly supports this recommendation and has several funding programs, which can support increased funding. As this recommendation is over 0–10 years, future budget consideration is required for ongoing funding.



PRIORITY 3 – GROWING PARTICIPATION

Victoria’s increasingly diverse population means new choices in cultural and sporting pursuits, while changing lifestyles and preferences are changing how and when we access those pursuits. There is now opportunity to develop larger, multi-purpose assets, where appropriate, that deliver a range of services and facilities in one precinct. We will work with local councils and community groups across the state to ensure all Victorians can access modern facilities and spaces that ensure everyone can participate. This approach aligns with Infrastructure Victoria which seeks to better support the sharing of facilities and encourage active lifestyle participation.

Recommendation	Position	Rationale
Active lifestyle facilities 0–10 years 4.2.2	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 0–10 years, short-term initial progress will need to supplement by further funding, to address the full scope of this recommendation.
Community space shared use agreements 0–5 years 1.4.2, 2.3.1, 5.2.2	Supported in principle	Government supports the intent of this recommendation but will need to give further consideration to its implementation through existing strategies and funding programs. Future funding may be required depending on the future implementation actions.

PRIORITY 4 – MAINTAINING OUR CURRENT FACILITIES

Victoria’s proud history of cultural and sporting participation has resulted in a significant asset base. We are committed to maintaining our internationally recognised arts and cultural facilities, high performance sport facilities and community sport and creation infrastructure. The scale and breadth of this infrastructure means spending on maintenance can be high and decisions about the priority and sequencing of works is required.

Infrastructure Victoria proposed an incentive fund to refurbish or rationalise community assets. This funding is currently being met through existing funding programs and government recognises that the rationalisation of assets may not be appropriate in all communities. Infrastructure Victoria has also noted the importance of not considering funding allocations between larger, recognised state facilities and smaller community spaces as trade-offs. They are all part of an important eco-system that provides the pathways from amateur to professional, encourage community participation and showcase the skills of our sporting and creative professionals.

Recommendation	Position	Rationale
Community space refurbishment/ rationalisation 0–30 years 1.4.4, 2.3.2, 5.4.2	Supported in principle	Government supports the intent of this recommendation, with the Growing Suburbs Fund providing funding to interface councils for refurbishment and expansion of community facilities. The Community Sport and Recreation Facilities Strategy will also help to guide investment in sport and recreation facilities. As this recommendation is for 0–30 years, future budget consideration will be needed to further investment.



Victoria's increasingly diverse population means new choices in cultural and sporting pursuits, while changing lifestyles and preferences are changing how we access those pursuits.



Digital connectivity

PRIORITY 1 – IMPROVING DIGITAL ACCESS ACROSS VICTORIA

Digitally connected communities, particularly those in regional and rural areas, means greater social connections, more productive business activity and more jobs for Victorians. Infrastructure Victoria held a similar view, recommending that government take a coordinated approach to leveraging its existing infrastructure and partnering with the private sector to improve digital access, particularly in Victoria’s major economic centres and rural areas. This is also a Regional Partnership priority and aligns with existing policy directions such as those within Plan Melbourne. With initiatives including the \$45 million Connecting Regional Communities Program, the Victorian Government is taking steps to achieve this goal.

Recommendation	Position	Rationale
Communications infrastructure 0–10 years 12.1.3, 19.1.2	Supported	Government supports the recommendation and agrees that providing fast and reliable internet and mobile phone connectivity across Victoria is a priority, particularly in regional and rural areas.

PRIORITY 2 – SUPPORTING USE OF DIGITAL TECHNOLOGIES

The Victorian Government recognises that new technologies are changing the way Victorians communicate and conduct business. Government is supporting a range of initiatives that improve communications infrastructure and access to digital technology. Infrastructure Victoria identified information and communications technology as the common link underpinning its 30-year Infrastructure Strategy. Their recommendations regarding driverless vehicles and driver assistance technologies are relevant here and can be found under the Transport sector response on pages 146–147.

PRIORITY 3 – TRANSFORMING STATE ASSETS

Digital technology is transforming how we manage and use infrastructure. The Victorian Government will continue to look for opportunities to use technology to make the most of existing assets, delivering greater efficiency across the Victorian economy. Several of Infrastructure Victoria's recommendations relate to how technology could enable better use of existing assets and assist in managing growing demand through the provision of better information and data. They also cautioned that digital infrastructure itself needs to be managed, particularly risks to cybersecurity and privacy. The Victorian Government is committing to improving its technology capability and management through the ICT Strategy 2016–2020.

Recommendation	Position	Rationale
Critical infrastructure control systems 0–5 years 19.11	Supported in principle	Government supports the intent of this recommendation and has developed a Cyber Security Strategy. The rolling program of work commenced in July 2017, with the full scope subject to future budget processes.



Education and training

PRIORITY 1 – CATERING FOR A GROWING POPULATION

The Victorian Government is committed to maintaining education excellence and equity across our communities, through investing in building and upgrading our early childhood, schools and training and TAFE facilities while planning for future need. Infrastructure Victoria held a similar view, recommending greater transparency in planning and investment priorities, as well as a review of school network planning mechanisms, both within 0–5 years. Existing policies within the Education State initiative provide the initial steps towards implementing these recommendations, however, the longer term view means these investments will be considered as part of ongoing government investment decisions.

Recommendation	Position	Rationale
School investment pipeline 0–5 years 9.3.1	Supported	Government supports publishing demand and condition information annually to provide transparency about how investment priorities are made for new and existing schools. This will be supported by a new process for the ongoing evaluation of the condition of school facilities, which will have implications for school infrastructure programs in the future.
School network planning 0–5 years 9.1.1	Supported	Government supports effective management of school demand to provide Victoria's students with the facilities they need, and will continue to review enrolment placement policy to address any underlying issues regarding school utilisation.



PRIORITY 2 – CREATING INCLUSIVE SHARED SPACES

We are committed to ensuring our education facilities are transformed into integrated community centres. Infrastructure Victoria made recommendations to transform state schools into community facilities over 5–30 years and conduct an audit of TAFE assets to understand opportunities for shared community use within 0–5 years. Existing policies such as Plan Melbourne and the Education State already promote community use of facilities in new and existing schools. The implementation of the existing TAFE and Dual Sector Universities Asset Strategy also fully addresses the ‘Community use of TAFE assets’ recommendation.

Recommendation	Position	Rationale
Community use of TAFE assets 0–5 years 9.4.2	Supported	Government supports conducting an audit of TAFE assets. Utilising these assets as community facilities will assist in maintaining the longer-term viability and increase the integration of TAFE facilities into their communities. Closer links between TAFE facilities and the community will also help improve the quality of services and education for communities.
Schools as community facilities 5–30 years 1.4.7, 2.3.3, 5.3.1, 9.3.3	Supported	Government supports the transformation of schools into community facilities and is already implementing a number of programs, such as the Shared Facilities Fund and Joint Use Agreements.



PRIORITY 3 – MAXIMISING USE OF TECHNOLOGY

This is a key priority for the education and training sector, particularly as facilities and curricula keep pace with change. Infrastructure Victoria made one recommendation to expand and accelerate the provision of ICT infrastructure in schools over 0–10 years particularly for regional and rural schools and those in disadvantaged areas. The Victorian Government is committed to ensure that digital disadvantage across the state is addressed and all young Victorians have equal access to digital education through Education State initiatives.

Recommendation	Position	Rationale
Education delivery through technology 0–10 years 2.2.2, 9.2.1, 12.1.4	Supported	Government supports access to digital education in schools, no matter the location. We will ensure improved connectivity across the state, access to newly established Tech Schools, and promote technology use through STEM centres.

PRIORITY 4 – DEVELOPING SKILLS FOR TOMORROW

As the global economy changes, Victorians must be equipped with the knowledge and capabilities to do jobs of the future, both nationally and internationally. Infrastructure Victoria made one recommendation to investigate and resolve barriers for the inclusion of tertiary courses offered on school sites within 0–5 years. The Victorian Government has committed to establishing Tech Schools and the development of Trade Training Centres under the Education State initiatives. We will also continue to build on strong relationships with Asian countries, such as China, to ensure Victoria remains the leading provider of high quality education in Australia.

Recommendation	Position	Rationale
Tertiary education/VET in schools 0–5 years 9.4.1	Supported	Government supports the increased opportunity for Victorians to access tertiary education and vocational education and training courses, particularly in rural and regional areas. We already have work underway in developing Trade Training Centres and the implementation of Tech Schools onto TAFE sites.

PRIORITY 5 – IMPROVING EDUCATION INFRASTRUCTURE

Improving and maintaining our existing education assets, early childhood, schools and training and TAFE, is critical to supporting population growth and increased demand for education facilities. Infrastructure Victoria made one recommendation to pilot a new regional maintenance model for schools within 0–5 years. The Victorian Government is committed to improving Victoria's school facilities and looking at innovative ways to ensure schools are provided with the right funding and delivery of services. An existing school maintenance pilot is currently focusing on the best outcomes for schools and value for money in maintenance investment.

Recommendation	Position	Rationale
School maintenance 0–5 years 9.3.2	Supported	Government supports piloting a new regional maintenance model for schools. The new maintenance model pilot program underway will ensure this recommendation is implemented in the first five years.



Energy

PRIORITY 1 – ENSURING EFFICIENCY AND AFFORDABILITY

Ensuring a reliable, affordable and sustainable energy supply provides certainty to businesses, industry and the community. Infrastructure Victoria’s three recommendations provide a similar approach to existing policies such as the Victorian Government’s commitment to net zero emissions by 2050 and Plan Melbourne.

Recommendation	Position	Rationale
Energy efficiency of existing public buildings 0–10 years 18.1.2	Supported in principle	Government supports the intent of this recommendation through improving the energy efficiency of public buildings and has committed to improvements through the Greener Government Buildings program. As this recommendation is over 0–10 years, full implementation will be considered as part of future budgets.
Energy efficiency of new buildings 0–10 years 18.1.3	Supported in principle	Government supports initiatives to address energy efficiency for new buildings consistent with existing strategies, such as Plan Melbourne, the Energy Efficiency and Productivity Statement and Victoria's Climate Change Framework. Full implementation of this recommendation is dependent upon national regulation delivered through the provisions of the National Construction Code.

PRIORITY 2 – PROTECTING OUR ENERGY SECURITY

New technologies such as micro-grids and battery storage will be critical to ensuring the reliability of the electricity grid and unlocking economic growth in areas experiencing network constraints. Infrastructure Victoria made one recommendation to provide information specific to the Victorian market on areas of the electricity grid suited to absorb additional capacity within 0–5 years. The government has committed up to \$25 million to have up to 100 megawatt hours of storage installed by 2018. Ongoing work with the Australian Energy Market Operator will also help to provide the necessary certainty for investors.

Recommendation	Position	Rationale
Electricity network capability 0–5 years 18.2.2	Supported in principle	Government supports the intent of this recommendation. Further work on the energy market will be undertaken by the Energy Taskforce, as well as with the Australian Energy Market Operator over the next five years.

PRIORITY 3 – TARGETING NET ZERO EMISSIONS

The Victorian Government supports investment in innovative energy infrastructure to create jobs and lower emissions. This starts with the ways citizens generate and consume energy. Infrastructure Victoria made one recommendation on small-scale solar to ensure updated guidance on installation of solar PV on buildings within 0–5 years. This is broadly consistent with our investment in decentralised distributed power generation, such as investment in large scale solar farms to power Melbourne's trams, and our commitment to zero net emissions by 2050.

Recommendation	Position	Rationale
Small-scale solar 0–5 years 18.2.3	Partly supported	Government partly supports this recommendation and is committed to supporting solar installations at both commercial and community scales.



Environment

PRIORITY 1 – PROTECTING VICTORIA’S BIODIVERSITY

We are committed to protecting Victoria’s biodiversity. We have developed a set of ambitious targets to achieve improvement in the outlook for all species across the state. Infrastructure Victoria holds a similar view, recommending expansion of habitat corridors across the state over the next 5–30 years and growth in green infrastructure, particularly in urban areas, over the next 30 years. Existing policies, including Plan Melbourne and Protecting Victoria’s Environment — Biodiversity 2037, provide the initial steps towards implementing these recommendations. However, the long-term view means these investments will need to be reviewed as part of ongoing strategic government investment decisions.

Recommendation	Position	Rationale
Green infrastructure 0–30 years 1.4.6, 4.2.3, 16.3.1	Partly supported	Government agrees with the intent of this recommendation and will continue to work with local governments to expand urban forests and other green infrastructure, but will not undertake centralised planning of green infrastructure across Victoria.
Habitat corridors 5–30 years 16.3.2	Supported in principle	Government supports the intent of this recommendation, noting protection of habitat corridors should occur where they are of biodiversity importance. As this recommendation is for 5–30 years, future budget consideration will be needed to further investment.

PRIORITY 2 – MANAGING OUR PARKS

Ensuring our parks are well-managed and maintained is key to ensuring they can be enjoyed by the community and visitors, while also protecting valued flora and fauna. Infrastructure Victoria has made recommendations to improve the management of parks, which are supported and will be implemented through Valuing Victoria's Parks and Strengthening Parks Victoria.

Recommendation	Position	Rationale
Parks governance 0–5 years 16.2.1	Supported	Government supports both of these initiatives and they will be addressed as part of Valuing Victoria's Parks.
Parks pricing/funding/ expenditure 0–5 years 16.1.1		
Parks partnerships 0–5 years 16.2.2	Partly supported	Government supports the intent of this recommendation, however further stakeholder consultation would need to occur especially with traditional owners involved in land management. Completion of the response to recommendation 16.2.1 would also be required prior to implementation.

PRIORITY 3 – TAKING ACTION ON CLIMATE CHANGE

This has been identified as a key priority for the environmental sector, particularly as we progress with the passing of the Climate Change Act. Infrastructure Victoria made one directly relevant recommendation for Coastal Protection Infrastructure over the next 5–30 years. They also identified a range of other initiatives related to climate change, for example energy efficiency of new and existing buildings, green infrastructure and coastal protection infrastructure. The response to these recommendations can be found under the Energy (page 158), Environment (page 160) and Water (page 174) sector priorities detailed in this chapter.

Recommendation	Position	Rationale
Coastal protection infrastructure 5–30 years 19.1.4	Supported in principle	Government supports increases in coastal protection infrastructure, as appropriate. As this recommendation is over 5–30 years, implementation will be considered as part of future budgets.

PRIORITY 4 – IMPROVING RESOURCE RECOVERY AND WASTE MANAGEMENT

As the population grows, resource recovery and waste management becomes increasingly important to maintaining a sustainable, liveable environment. Infrastructure Victoria identified that managing pressures on landfill and waste recovery facilities was one of Victoria's infrastructure needs. We will continue to work with industry and key stakeholders to improve how Victoria manages its waste and boost waste recovery rates. The Statewide Waste and Resource Recovery Infrastructure Plan and the development of Regional Waste and Resource Recovery Infrastructure Plans will provide the direction for identification and protection of future landfill sites and resource recovery facilities.

Recommendation	Position	Rationale
Landfill protection 0–5 years 15.2.1	Supported	Government supports this recommendation, which will be addressed through implementation of the response to the review of the Environment Protection Authority.
Organic waste 0–10 years 15.1.2	Supported in principle	Government supports the intent of this recommendation and is committed to the actions in the Victorian Organics Resource Recovery Strategy, with implementation of medium and long-term implementation to be considered as part of future budgets.
Recycled materials in construction 0–5 years 15.1.1	Supported	Government supports the recommendation and will commence work on this over the next two years.
Waste management sites 0–5 years 15.2.2	Supported	Government supports this recommendation and priority actions have been identified as part of Victoria's Regional Waste and Resource Recovery Implementation Plans.
Waste pricing 0–5 years (anticipated operation period 15–30 years) 15.1.3	Supported in principle	Government supports measures to reduce waste generation. While there are no current plans to change waste pricing, further research on waste management systems will occur over the longer term.



As the population grows, resource recovery and waste management will become increasingly important to maintaining a sustainable, liveable environment.



Health and human services

PRIORITY 1 – BUILDING A PROACTIVE SYSTEM THAT ANTICIPATES DEMAND

We will continue to invest in our workers and build new infrastructure to meet the health and human service needs of a growing population. Infrastructure Victoria holds a similar view, recognising that Victoria's expanding and ageing population, is increasing the demand for health and human services. Improving service delivery through investment in key forms of health and human services infrastructure will allow Victoria to keep pace with both the current and future demand.

Policies including Homes for Victorians and the Statewide design, service and infrastructure Plan for Victoria's health system (to be released in 2017), set out the strategic priorities and initial steps towards implementing these recommendations. However, the longer term view means these investments will need to be reviewed as part of ongoing government planning and investment decisions.

Recommendation	Position	Rationale
Acute/sub-acute health facilities 5–15 years 3.2.2	Supported in principle	Government supports the intent of this recommendation with a number of funded projects already announced. As this recommendation is over 5–15 years, its full scope will need to be considered with future budgets.
Affordable housing plan 0–5 years 7.4.1	Partly supported	Government supports the need to increase investment in public housing asset management over the next 0–5 years. This will occur through the existing asset management program, the recently announced estate redevelopment program and the transfer of management responsibilities to the community housing sector.

Recommendation	Position	Rationale
Affordable housing provision 0–30 years 7.4.3	Partly supported	Government agrees with the intent of the recommendation and Homes for Victorians significantly boosts investment in social housing. Further consideration is required into the role of the private sector in the provision of affordable private rental, which can be considered through future monitoring and review to align with the 0–30 year time frame of this recommendation.
Aged care facility approvals 0–5 years 3.4.1	Supported	Government supports this recommendation and will address in the five-year Plan Melbourne Implementation over the next two years.
Major hospitals 10–15 years 3.2.4	Supported in principle	Government supports the intent of this recommendation. A number of funded projects align with the priority hospitals identified by Infrastructure Victoria. As this recommendation is over 10–15, its full scope will need to be considered with future budgets.
Public housing asset management 0–30 years 7.2.1	Partly supported	Government agrees with the intent of this recommendation, however, does not support divesting large portions of existing public housing dwellings. Homes for Victorians public housing estate renewal program will contribute toward the renewal and increase in the supply of social housing dwellings.

PRIORITY 2 – DRIVING SYSTEM-WIDE REFORM FOR SAFER, BETTER SERVICES

In order to respond to future challenges for our health and human services systems, Victoria needs to adopt new approaches to its design of services, assurance of quality and safety of care delivered. This will include investing in workforce capability and new technologies. Infrastructure Victoria’s recommendation regarding joint service planning for Justice, Health and human services is relevant here. Details of projects and reforms that respond to this recommendation can be found in the Health and human services and Justice sectors at pages 96–119.

PRIORITY 3 – INTEGRATING CARE ACROSS THE HEALTH AND SOCIAL SERVICE SYSTEM

We will strengthen prevention and early intervention by investing in facilities that integrate services and that integrate and include the right services and support. This will help deliver effective care and deliver lasting improvements in health, safety and wellbeing. Infrastructure Victoria holds a similar view with a number of recommendations seeking greater integration of services and stakeholder engagement with health care providers. The government's statewide design, service and infrastructure Plan for Victoria's health system will provide the direction and priorities well into the 20-year period.

Recommendation	Position	Rationale
Forensic mental health facilities 5–10 years 3.3.1, 8.3.3	Supported in principle	Government agrees with the intent of this recommendation. The 2017/18 State Budget provides \$43.9 million in capital funding to expand the state's adult forensic mental health capacity. This investment builds on the existing work to provide 18 new beds at Thomas Embling Hospital, as well as expanding mental health treatment services at Dame Phyllis Frost and Ravenhall prisons. As this recommendation is over 5–10 years, investment will need to be considered as part of future budgets.
Health care partnerships 0–30 years 3.2.1	Supported in principle	Government supports the intent of this recommendation and it will be explored as part of the development of the Statewide design, service and infrastructure plan to be released in 2017.
Integrated community health hubs 5–30 years 3.2.3, 12.1.7	Supported in principle	Government supports the intent of this recommendation, and has implemented examples of integrated community health hubs through the Better Care Innovation Fund and the Regional Health Infrastructure Fund. As this recommendation is over 5–30 years, its full scope will need to be considered as part of future budgets.
Mental health/AOD facilities 5–30 years 3.3.2	Supported in principle	Government supports the intent of this recommendation. Funding commitments in 2017/18 include \$10 million for mental health and alcohol and other drug facilities renewal, \$34.8 million for new rehabilitation beds and \$9.7 million to acquire land in regional Victoria to build new residential drug rehabilitation facilities. Further detailed planning is underway through the Statewide design, service and infrastructure planning framework. Additional facilities over 5–30 years will require future budget consideration.

PRIORITY 4 – IMPROVING EQUITY AND ACCESS

Ensuring access to affordable housing and health services for the most vulnerable is a growing concern. The Victorian Government is taking a coordinated approach to introducing a range of planning and policy reforms that provide all Victorians with better access to housing and the services they need. Infrastructure Victoria identified a number of initiatives that address the important issue of housing affordability.

Government's approach to implementing universal design principles will improve equity and access for all Victorians, including regional and rural communities, through making infrastructure, services and places more accessible. Homes for Victorians provides a package of initiatives that address the full range of issues relating to housing affordability from private rental, home ownership, social housing and crisis accommodation.

On average Victorians living in rural and regional areas have poorer health outcomes. Stronger partnerships between providers and strategic investments in bed-based and community infrastructure is critical to improving access to health care wherever people live. Strengthening regional and rural health services is a key priority of the Statewide design, service and infrastructure plan for Victoria's clinical mental health system.

Recommendation	Position	Rationale
Affordable housing fast track approvals 0–5 years 7.3.1	Supported	Government supports this recommendation and will address in the five-year Plan Melbourne Implementation in the next two years.
Affordable housing planning mechanism 0–5 years 7.3.2	Partly supported	Government agrees with the intent of this recommendation; however notes there are various ways for our planning system to support the delivery of affordable housing. Through Homes for Victorians there are a number of initiatives that will explore options to address this recommendation scheduled for implementation within two years.
Crisis accommodation and supportive housing 0–5 years 7.4.2	Supported	Government supports this recommendation and will meet expected demand over the next 4/5 years, noting that continual monitoring of future demand should occur.
Housing rental assistance 0–30 years 7.1.1	Supported	Government is committed to this recommendation and will deliver through a number of key initiatives set out in Homes for Victorians. As this recommendation is 0–30 years, continual monitoring is required to determine whether further investments are needed to address any supply and demand constraints.
Universal design 0–5 years 6.1.1	Supported	Government supports the recommendation and will implement over the next five years.

PRIORITY 5 – INVESTING IN THE FUTURE

New technologies provide the opportunity to transform the way services are designed and delivered in the future. Infrastructure Victoria's recommendations aligned with this priority are designed to seek better ways to invest in new technologies that would improve client outcomes and provide better access for those living in rural and remote areas. We are investing in new information communication technologies to enhance how services are provided, and in medical research to deliver new product innovations and improvements in care.

Recommendation	Position	Rationale
Health care delivery through technology 5–10 years 2.2.3, 3.1.2, 12.1.6	Supported in principle	Government supports the intent of this recommendation. Government is committed to increasing the use of technology to expand access to health care services remotely, including through the Better Care Innovation Fund. As this recommendation is over 5–10 years implementation will be considered with future budgets.
Health care ICT systems 0–10 years 3.1.1, 12.1.5	Supported in principle	Government supports improving the capability of digital health systems with some recent investments made. As this recommendation is made over 0–10 years, implementation of its full scope will need future budget consideration and the readiness of health services.



We are investing in new information communication technologies to enhance how services are provided, and in medical research to deliver new innovations and improvements in care.



Justice and emergency services

PRIORITY 1 – KEEPING VICTORIANS SAFE

All Victorians should feel safe in their communities. We are committed to community safety through a multi-faceted approach that involves the introduction of a series of measures to strengthen law enforcement, police presence, tighten bail conditions and give courts more power. Infrastructure Victoria made recommendations about changes to the model of police station infrastructure provision and police communications channels. Our recently released Community Safety Statement is accompanied with the single largest investment in police since the establishment of Victoria Police, meaning more officers, better equipment and technology and the powers they need to fight crime.

Recommendation	Position	Rationale
Police communications channels 0–5 years 2.21, 8.21, 12.11	Supported	Government supports this recommendation as it aligns with existing priorities. A police assistance line and online reporting channel is expected to be implemented in the next two years.
Police complexes 5–30 years 8.13	Partly supported	Government is committed to delivering a comprehensive approach to tackling crime. Under the Community Safety Statement, significant investment has been committed to new and upgraded police stations across the state, with a focus on strengthening frontline and specialist police capacity. Police complexes as a specific response is inconsistent with government policy.



PRIORITY 2 – BUILDING THE CORRECTIONS AND YOUTH JUSTICE FACILITIES WE NEED

We are committed to upgrading and building new corrections facilities that protect the community and provide opportunities for rehabilitation. Infrastructure Victoria made one recommendation relevant to this priority to undertake planning for a future male prison site in 0–5 years in order to respond to any potential changes in demand.

Recommendation	Position	Rationale
Future prisons 0–5 years 8.3.1	Supported	Government supports this recommendation and has funded the identification and planning for future prisons. This recommendation will be met within the short term.

PRIORITY 3 – NEW AND IMPROVED COURT SERVICES

Our court system is extensive and while some areas are well integrated, there are other areas which operate in isolation. A new case management system will better integrate information exchange between agencies and the Magistrate's and Children's Courts. A key focus for the future will be ensuring that the current infrastructure base and essential services are well-managed through effective asset management.

Infrastructure Victoria's recommendations are similar in their intent that investment be directed at addressing better planning and integration of complementary services in the same assets, addressing the maintenance backlog in courts and expanding assets in high growth areas. We will continue to invest targeting priority investment areas including the emergency management sector, youth justice and court facilities.

Recommendation	Position	Rationale
Courts maintenance 0–15 years 8.3.2	Supported in principle	Government supports the intent of this recommendation as it aligns with the Court Services Victoria Strategic Asset Plan. While some progress will be made, as this recommendation is over 0–15 years, further investment will be considered with future budgets.
Courts in high growth areas 0–15 years 8.1.2	Supported in principle	Government supports the intent of this recommendation, with current investments directed to priority areas. Further budget consideration will be required to implement the full scope of this recommendation over the next 15 years.
Courts in Melbourne's CBD 15–30 years 8.3.4	Supported in principle	Government supports the intent of this recommendation and will consider options to make best use of existing facilities in the next five years. As this recommendation is over 15–30 years, further investment will be considered with future budgets and the investment priorities identified through the Court Services Victoria Strategic Asset Plan.
Justice/health/human services integrated planning 0–5 years 8.1.1	Partly supported	Government agrees with the intent of this recommendation. Considerable work is already underway with the integration of family violence services with justice and potential of forensic mental health linkages where appropriate, however it may be noted that some elements of service delivery are not suitable for integration.

PRIORITY 4 – DEPLOYING ICT INNOVATIONS

Investment in emergency services means personnel have the resources they need to get on with the job of protecting communities. We are committed to strengthening police communication channels and other services to enable personnel working in regional areas to respond more securely and effectively to incidents. Infrastructure Victoria supports the need for technological improvements, including dispute resolution technology and a justice case management ICT system. These are key considerations for this sector and the investment priorities.

Recommendation	Position	Rationale
Dispute resolution technology 0–5 years 8.2.2, 12.1.2	Supported in principle	Government supports the intent of this recommendation and will determine investment requirements for its implementation once the Access to Justice Review is complete in 2017.
Justice case management ICT system 0–10 years 8.2.3	Supported in principle	Government supports the intent of this recommendation and will address the needs of the Magistrates Court and Children's Court in the short term through an \$89.2 million investment for a new case management system. As this recommendation is over 0–10 years further investment will be considered in future budgets.

PRIORITY 5 – ENHANCING PUBLIC SAFETY

Ensuring public safety requires responsive, adaptive emergency services and safety infrastructure. This encompasses a range of assets from fire stations, emergency services to surf lifesaving clubs. Infrastructure Victoria made one recommendation relevant to this priority regarding improving how we plan for service continuity during major disruptions, particularly the increasing risk of ICT failures.

Recommendation	Position	Rationale
Critical infrastructure contingency planning 0–5 years 19.2.1	Supported in principle	Government supports the intent of this recommendation with the establishment of the Victoria State Emergency Services headquarters and critical assets to be addressed in the next four years. Further consideration is required in future budgets to address this recommendation in full.



Water

PRIORITY 1 – EXTENDING AND USING OUR WATER GRID BETTER

Extending and improving the management of our water grid will deliver a more efficient, sustainable and affordable water sector. Infrastructure Victoria made four recommendations to enable better management of Victoria’s water resources and plan for our long-term water needs. Recommendations have largely been supported with some scope changes to align with Water for Victoria.

Recommendation	Position	Rationale
Irrigation water delivery 0–10 years 14.1.3	Supported in principle	Government supports the intent of this recommendation, with any major upgrades to be considered on a project-by-project basis over the next 10-years, as part of future budgets.
Major water supply augmentation 0–5 years (anticipated construction/operation period 15–30 years) 14.3.1	Partly supported	Government supports the intent of this recommendation, and will continue to monitor the need for major augmentation of water supplies through existing planning processes. Of the potential augmentation options, recycling wastewater for drinking is not supported and not government policy.
Water governance 0–5 years 14.1.1	Partly supported	Government partly supports this recommendation, with implementation of Water for Victoria to focus on priority areas. These include integrated water management to promote initiatives like water recycling and stormwater harvesting, emergency management and entitlement frameworks, and compliance regimes.
Water trading 0–10 years 14.1.2	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 0–10 years, implementation will be considered as part of future budgets.



PRIORITY 2 – BUILDING RESILIENCE TO CLIMATE CHANGE

The government is committed to help build resilience to the impacts of climate change, including future droughts and water scarcity. Infrastructure Victoria has made three recommendations to ensure we are making best use of all possible water supplies to insure against water scarcity. Recommendations, such as those dealing with stormwater and recycled water, have largely been supported with some minor scope changes to align with Water for Victoria.

Recommendation	Position	Rationale
Recycled water (non-potable use) 0–10 years 14.2.1	Partly supported	Government supports the intent of this recommendation and the use of recycled water for non-potable purposes aligns with the objectives of Water for Victoria, however the mechanism of a targeted incentive fund is not supported.
Stormwater harvesting 5–30 years 14.2.2, 17.2.1	Supported in principle	Government supports the intent of this recommendation. Implementation is subject to future budget processes or other investment sources, particularly as future capital works may not involve state funding.
Stormwater quality 0–5 years 17.1.1	Partly supported	Government supports this recommendation in part, but to implement over the next five years and to be consistent with Water for Victoria, its scope has been changed to focus on stormwater management rather than quality.

PRIORITY 3 – IMPROVING THE HEALTH OF WATERWAYS AND CATCHMENTS

Infrastructure plays an important role improving the health of our waterways by better managing the impacts of climate change, extreme weather events and minimising damage from livestock. Infrastructure Victoria made two recommendations including expanding fencing of riparian areas in priority waterways over 10–30 years, utilising infrastructure to deliver optimal environmental watering in 15–30 years. Existing plans such as Water for Victoria set the foundations for future action to address these recommendations.

Recommendation	Position	Rationale
Environmental water delivery 15–30 years 16.3.3, 17.2.2	Supported in principle	Government supports the intent of this recommendation. As this recommendation is over 15–30 years, implementation will be considered as part of future budgets.
Riparian fencing 10–30 years 17.1.2	Supported in principle	Government supports the intent of this recommendation as part of its consideration of various waterway management practices. As this recommendation is over 10–30 years, implementation will be considered as part of future budgets.



The government is committed to help build resilience to the impacts of climate change, including future droughts and water scarcity.



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