

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

# Victorian Infrastructure Plan 2021





The Secretary  
Department of Treasury and Finance  
1 Treasury Place Melbourne Victoria 3002 Australia

If you would like to receive this publication in an accessible format, please contact the department on 03 9651 5111

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## 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.







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# Message from the Treasurer

Victorians deserve the best infrastructure and services, from schools to hospitals, public transport, roads and community safety.

The *Victorian Infrastructure Plan 2021* sets out the investments to build an inclusive, resilient and competitive Victorian economy.

The plan also responds to the recommendations in *Victoria's infrastructure strategy 2021–2051* released in August 2021 by Infrastructure Victoria.

Since Infrastructure Victoria released the State's first 30-year infrastructure strategy in 2016, the Victorian Government has allocated billions of dollars in investment for new infrastructure.

The *Victorian Budget 2021/22* invests an average of \$22.5 billion in government infrastructure investment a year over the budget and forward estimates – more than four times the 10-year average to 2014–15.

But our plan also recognises that we can't just focus on new infrastructure building.

We're also using best practice land use planning, new technologies and other reforms to deliver the maximum benefit to all Victorians and facilitate recovery following the COVID-19 pandemic.

That's why the benefits of our investments will be felt by Victorians now and for years to come.



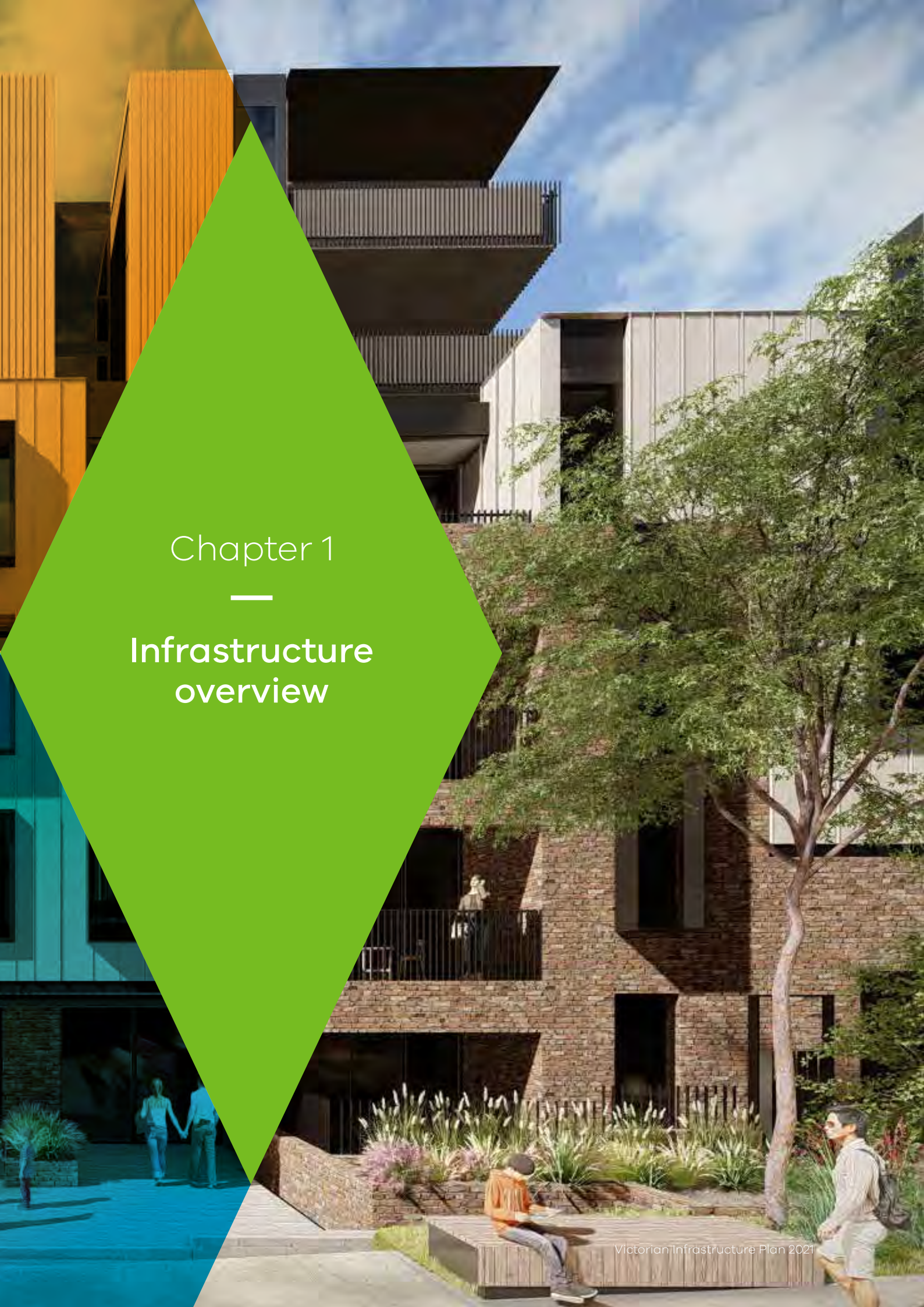
**Tim Pallas MP**  
Treasurer





The *Victorian Infrastructure Plan 2021* is our five-year statewide infrastructure plan delivering the economic, social and environmental outcomes critical to Victoria's continued prosperity



The image is a full-page architectural rendering of a modern building complex. The building features a mix of materials, including dark grey panels, light grey panels, and brickwork. It has multiple levels with balconies and large windows. In the foreground, there is a landscaped area with a paved walkway, a wooden bench, and various plants. A person is sitting on the bench, and another person is walking in the background. A large green diamond shape is overlaid on the left side of the image, containing the chapter title. The sky is blue with some clouds.

Chapter 1  
—  
Infrastructure  
overview



# 1.1 The Victorian Infrastructure Plan 2021: the investments critical to Victoria's continued prosperity

The *Victorian Infrastructure Plan 2021* outlines the Victorian Government's current investment directions across eight sectors (see Chapter 2), specifying significant projects, reform directions and funding over the next five years and beyond.

The foundation of this plan is the *2021–22 Budget* and the Government's record investment of \$144 billion in new and existing projects.

This plan is not intended to provide an exhaustive list of every investment across every sector. The *2021–22 Budget Paper No. 4 State Capital Program* describes our full asset investment program. Investments over \$100 million are published in the Office of Projects Victoria's Victorian Major Projects Pipeline.

This plan also contains responses to Infrastructure Victoria's 94 recommendations in *Victoria's infrastructure strategy 2021–2051*.

The Victorian Government has accepted 83 recommendations in full, in part or in principle. With a record pipeline of investments and initiatives already underway, Infrastructure Victoria's 30-year strategy provides a foundation to inform the ongoing development of government policy and investment decisions. As such, a number of recommendations are supported in principle and will be considered as part of future budgets.

Five recommendations are subject to further consideration due to policy or other complexities of specific recommended actions. A further six recommendations are not supported as they do not align with current government policy and are not being pursued at this time.

The reasoning behind the Government's response to each recommendation can be found in Chapter 3.

Infrastructure Victoria is an independent statutory authority providing advice to government on Victoria's current and future infrastructure needs.

The first 30-year infrastructure strategy, released in 2016, contained 137 recommendations. Infrastructure Victoria has recently assessed that over 90 per cent of these recommendations have commenced or been completed.

The updated 2021 strategy sets out 94 recommendations that span various types of infrastructure policies, reforms and projects. Combined, Infrastructure Victoria has estimated the recommendations have a total capital cost of around \$100 billion over 30 years.

The Victorian Government is ultimately responsible for prioritising infrastructure spending according to Victoria's prevailing economic and financial position and broader fiscal policy settings.

## Infrastructure Victoria's 30-year infrastructure strategy

In August 2021, Infrastructure Victoria delivered an update to Victoria's first 30-year infrastructure strategy, released in 2016.



## 1.2 Victorian Infrastructure Plan guiding objectives

The social, economic and environmental objectives set out in the first Victorian Infrastructure Plan released in 2017 remain just as relevant today.

Our sustained investment pipeline responds to demand created by population growth over the past decade. The pipeline also addresses long-term, global changes such as digitalisation, globalisation, and climate change, while ensuring we emerge stronger from the COVID-19 pandemic.

Melbourne has long relied on strong overseas migration to drive its growth and this has been impeded during the pandemic period. The slow-down in growth has been concentrated in Melbourne due to its priority as a destination for overseas migrants. Strong construction activity, plus an increase in people moving from Melbourne, point to the regions continuing the strong population growth they were experiencing prior to the pandemic.

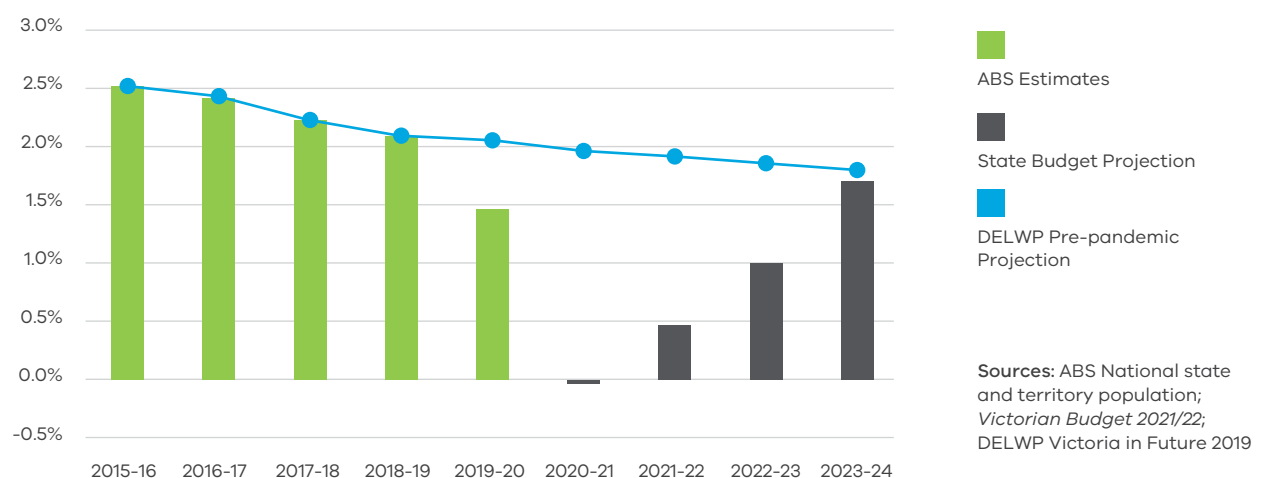
Once international movement resumes, the city's strengths in jobs, education and lifestyle will attract migrants once again. As the projections from the 2021–22 Budget show, by mid-decade the resumption of migration will drive the state's population growth back toward pre-pandemic rates. However, the earlier weakness in population growth will leave the size of the Victorian population lower than would otherwise have been expected over the forecast period.

The objectives set out in the first Victorian Infrastructure Plan released in 2017 remain just as relevant today:

- › Create a job-generating and inclusive economy
- › Provide a sustainable environment
- › Build thriving and resilient communities
- › Establish an innovative and highly adaptable Victoria

We are prioritising projects and precincts that will stimulate economic and productivity growth, create jobs, support vital public services, address a changing climate and maintain our high standard of living.

### Annual population growth rate, Victoria: estimates and projections





# 1.3 Victoria's Big Build

The scale of Victoria's capital investment program is unprecedented and will benefit all Victorians for years to come.

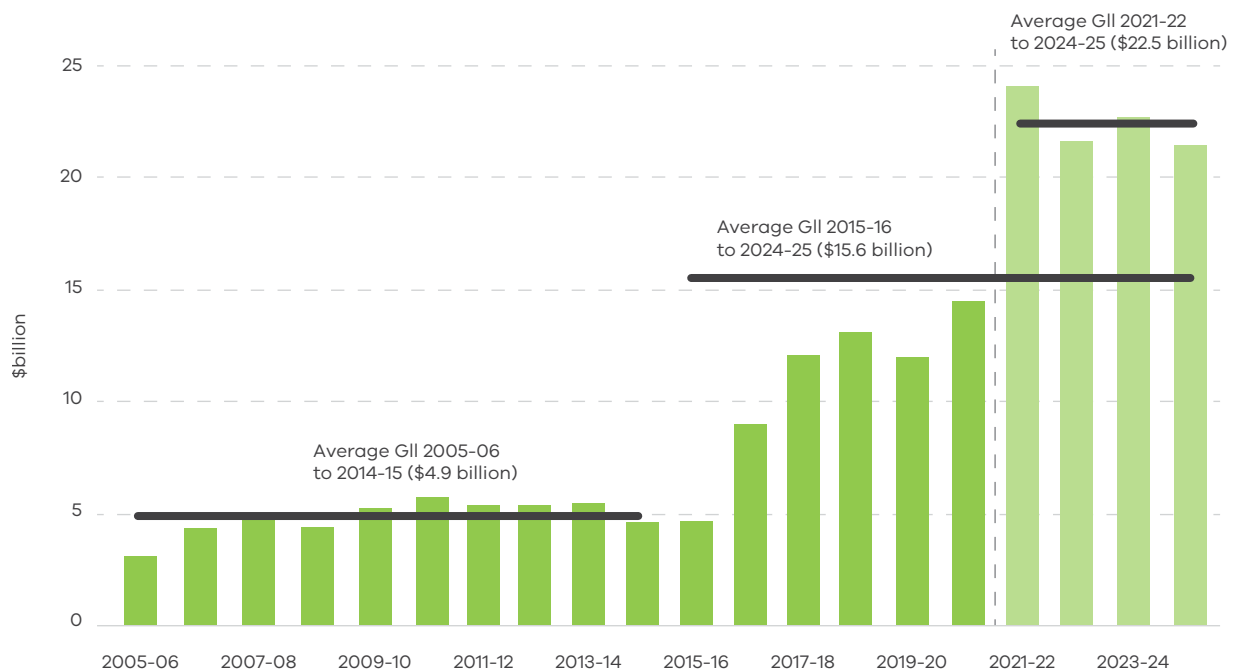
In the 2021–22 Budget, government infrastructure investment is projected to average \$22.5 billion a year over the budget and forward estimates – more than four times the 10-year average to 2014–15.

This pipeline will address current and future needs, while also providing certainty and confidence to the engineering, construction and manufacturing sectors involved in building new

infrastructure. These sectors can continue to train and recruit staff with the knowledge that Victoria's infrastructure investment will remain strong and continue to support services.

The Victorian Government is committed to ensuring major projects provide opportunities for employment and training, particularly for apprentices and trainees. Apprenticeships Victoria was announced in the 2020–21 Budget to lead transformative approaches in collaboration with Victoria's infrastructure program to create high-quality skills pathways for apprentices and trainees.

6 | Government infrastructure investment (average) <sup>(a)(b)(c)</sup>



Source: Department of Treasury and Finance

Notes:

- (a) Includes general government net infrastructure investment and estimated cash flows for public private partnership projects.
- (b) Includes the estimated private sector construction-related expenditure associated with the North East Link held in the PNFC sector.
- (c) Excludes the impact of the medium-term lease over the operations of the Port of Melbourne and the divestment of Victoria's share of Snowy Hydro Limited.



Apprenticeships Victoria's flagship program, Big Build Apprenticeships, aims to enhance the impact of the Major Projects Skills Guarantee. The program will support up to 1,500 apprentices and trainees each year (once fully operational), including women and disadvantaged Victorians, and secure a pipeline of skilled workers in critical areas.

The level of spending on government infrastructure reflects significant investment in transformational projects across a range of sectors including education, health, housing, transport and energy. Investments across these sectors will shape the future of our state and contribute to job creation, economic activity and social inclusion.

The Victorian Government is committed to making Victoria the Education State and having the right school infrastructure in place to meet the needs of growing communities. Over the past seven years, the Government has invested more than \$10.9 billion in building and improving Victoria's government schools. The Government is continuing to deliver 100 new schools over eight years from 2019–2026. Concurrent to this, a new kindergarten will be built at or next to every new primary school as part of our commitment to roll out funded three-year-old kindergarten across the state.

Victoria's Big Housing Build will transform the social and affordable housing system and create opportunities for small, medium and large building contractors. Victoria's Big Housing Build includes \$5.3 billion to construct more than 12,000 new dwellings. The Government's expansion into affordable housing is an important step towards a contemporary housing system that provides more choice for people in housing stress.

Set to open in 2025, the \$1.5 billion new Footscray Hospital is the largest ever health infrastructure investment in Victoria. The hospital will treat almost 15,000 more patients and allow almost 20,000 extra people to be seen in the emergency department each year. The site has also provided a unique opportunity to create a leading health and education precinct – staff and students at Victoria University's Footscray Park campus will have a direct connection to the new hospital.

Significant investments in renewable energy of up to \$1.6 billion will support Victoria's long-term and interim emissions reduction targets and the State's adaptation to the impacts of climate change. The Victorian Government is also preparing Adaptation Action Plans to build our climate resilience across essential systems, including the built environment, to ensure Victoria is resilient as the climate continues to change.

The development of business precincts in Docklands, Fishermans Bend, Footscray and Parkville, and transport precincts in Arden and Sunshine provide opportunities for people to work and study closer to home, access affordable social housing and health services, and improve their mobility through an efficient and interconnected public transport network.

At the same time, landmark transport investments are creating thousands of jobs and delivering benefits for generations to come. These investments include the North East Link, Metro Tunnel, West Gate Tunnel, Geelong Fast Rail and the removal of 85 level crossings by 2025. Two ground-breaking rail projects, the Suburban Rail Loop and Melbourne Airport Rail, will transform the rail network and the way people move throughout the state.





## Big Housing Build

Victoria's Big Housing Build includes \$5.3 billion to construct more than 12,000 new dwellings, including:

- › 9,300 new social housing dwellings replacing 1,100 old housing units
- › 2,900 new, mainly affordable homes in locations close to jobs and transport.

This is Victoria's – and Australia's – biggest ever investment in social and affordable housing. Social housing will assist households in greatest need including Aboriginal Victorians, pensioners, Victorians with disability and family violence victim survivors. Of our new social homes, 10 per cent, or 820 homes, will be for Aboriginal Victorians, 2,000 will be for Victorians living with mental illness, reflecting our commitment to mental health and fixing a broken system and 1,000 will be for family violence victim survivors.

The new homes will meet 7-star energy efficiency standards, making them more comfortable during summer and winter, and saving tenants on their power bills.

This unprecedented investment will boost Victoria's economic recovery, generating an estimated \$6.7 billion in economic activity – with 10 per cent of the work on major projects to be done by apprentices, cadets and trainees.

A quarter of the total investment, or \$1.25 billion, will be in regional areas, with a minimum investment guarantee of \$765 million committed to 18 local government areas.

Our Social Housing Growth Fund provides an ongoing mechanism for eligible Community Housing Agencies to deliver more social housing for Victorians in need of housing support.





## Suburban Rail Loop – more than a train line

Suburban Rail Loop (SRL) is a multi-generational investment that will transform Victoria's public transport system and deliver enormous economic, social and environmental benefits for all Victorians. SRL will change how people move around Melbourne and Victoria, as well as where many people live and work.

The 90km orbital rail line will link every major rail line from the Frankston Line to the Werribee Line via Melbourne Airport, better connecting Victorians to jobs, retail, education, health services and each other.

Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect regional services, so passengers outside Melbourne can conveniently travel directly to employment, world-class hospitals and universities in the suburbs without having to travel into the CBD.

In addition to significant transport benefits, SRL provides an opportunity to plan the services, amenities and infrastructure we're going to need in key growth suburbs for future generations. Strategic land planning and development initiatives in SRL Precincts (the 1600-metre areas around stations) will attract and support new businesses, generate thousands of jobs

and deliver better local services as well as additional housing.

SRL's construction over several decades will deliver a long pipeline of jobs and help train the next generation of skilled Victorian workers. Up to 24,000 jobs will be supported across the Victorian economy during delivery of SRL East and SRL North from Cheltenham to Melbourne Airport.

SRL will be delivered in stages over several decades. New hi-tech automated trains will be running on SRL East (Cheltenham to Box Hill) by 2035, consisting of 26km twin tunnels and six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

The SRL Business and Investment Case was released in August 2021 and details how the mega project will reduce transport congestion, slash travel times, and deliver up to \$58.7 billion in economic, social and environmental benefits to Victoria, with a positive benefit-cost ratio (BCR) range between 1.1 and 1.7.

Works on SRL East will get underway in 2022 and will create up to 8,000 direct local jobs during construction.

## 1.4 Ensuring the successful delivery of the state's infrastructure program

Delivering a record capital investment program the size and complexity of Victoria's current pipeline brings challenges.

Factors impacting the capital program include market capacity constraints and high demand for skills and input resources. We have implemented a range of measures to help address these challenges and ensure the successful delivery of the state's infrastructure program.

### Market capacity constraints

Investment in the capital program over the budget and forward estimates is projected to average around \$1.9 billion a month. This level of infrastructure investment in Victoria coincides with increases in other Australian jurisdictions, particularly along the eastern seaboard.

Analysis, including by Infrastructure Australia, shows increased volume of public infrastructure spending across all states in Australia is pushing up demand for skills, labour and material, which will force costs higher. International benchmarking undertaken by the Office of Projects Victoria for major road, rail and social infrastructure projects reinforces the challenges in major project delivery.

The Victorian Government has taken action to mitigate these impacts by implementing a range of strategies to support growth in the construction industry, including freeing up supply chains, an extractive resources strategy and increasing investment in skills.

### Actions responding to industry challenges

The Victorian Government has been actively consulting with industry stakeholders to develop a broad range of reforms to optimise the way infrastructure is procured and delivered in Victoria, and better leverage market innovation. There are also opportunities to improve how procurement and packaging strategies are determined, and to reduce the burden on contractors or suppliers when tendering for government infrastructure projects.

Priority reforms in 2021–22 include redesigning government project development and procurement processes and improving the way past project lessons are shared across government and industry.

The Department of Treasury and Finance will also update guidance relating to procurement and packaging for major projects, develop guidance for projects delivered through collaborative contracting models and prepare new standard-form contracts.

The operation of the Construction Supplier Register and Residential Cladding Rectification Register will also be improved to better support suppliers using these services.

Victoria is also leading the way with using digital engineering and emerging technologies like 3D visualisation, modelling and intelligent analytics to better plan and build liveable cities.





## Digital Twin Victoria

Digital twins bring together huge amounts of data on a single platform to create a digital simulation of the real world. The use of digital twins and related technologies is being accelerated by infrastructure sectors moving to a 'digital-by-default' position. Digital Twin Victoria will be a critical part of this digital ecosystem, creating a central place to collaborate, share inputs and generate data-driven insights to power better decision-making.

An example of a Digital Twin Victoria tool is 'eComply' which applies digital twin technology, spatial intelligence and machine learning to assess digital building design compliance with the Small Lot Housing Code, reducing building approval times. Implementation planning has commenced, with statewide rollout planned for 2022.

## Delivering a digital planning system for Victoria

An easy-to-use digital planning system will reduce complexity and provide greater consistency and certainty for users. The current reform program will deliver mobile first services, a self-service portal to access planning information and applications and real-time mapping, data and reporting. The development of planning rules as code will enable the transition to self-service online planning services and better tools to support strategic and statutory planning. A number of digital products have already been delivered including:

**Planning Schemes Online** – a new digital format for planning schemes to improve navigation.

**State Project Facilitation portal** – an online lodgement portal for major transport and infrastructure projects.

**Regional Planning Hub** – an online portal for rural and regional councils to request statutory and strategic planning support.

# 1.5 An integrated approach to land use and infrastructure planning

Guiding urban development in the most appropriate locations provides the right infrastructure at the right time.

Both the metropolitan-wide Plan Melbourne, and the more detailed Land Use Framework Plans currently in development, identify key locations for employment and housing growth and the transport, health and education infrastructure that is required to support a thriving economy and neighbourhoods. Co-ordinated growth of precincts in response to new infrastructure investment is also set out in these plans.

Our integrated approach to land use and infrastructure planning is underpinned by reform to the planning system to speed up infrastructure delivery and provide greater certainty for private sector investment.

## Plan Melbourne

*Plan Melbourne 2017–2050* is the Victorian Government’s long-term plan designed to respond to the statewide, regional and local challenges and opportunities Victoria faces between now and 2050. It seeks to integrate long-term land use, infrastructure and transport planning and meet the city’s future environmental, population, housing and employment needs.

In 2019, the *Plan Melbourne 2017–2050 Addendum* was released to ensure the plan continues to closely align with city-shaping infrastructure projects, while also providing an update on key land use and transport planning that has occurred since 2017. In particular, the Addendum embeds the Suburban Rail Loop and sets out the commitments that the Government has made to build Melbourne Airport Rail and North East Link.

## Land Use Framework Plans

Draft Land Use Framework Plans have been developed to guide strategic land use and infrastructure development for Melbourne over the next 30 years. These plans provide a means of aligning Plan Melbourne with local planning strategies. Plans have been prepared for each of the six metropolitan regions identified in Plan Melbourne – Inner, Inner South East, Eastern, Southern, Western and Northern metropolitan regions.

The plans identify locations for urban renewal and growth, flag future transport opportunities, prepare for community, health, education, recreation, sporting, and cultural facilities, and continue work in protecting and identifying open space and greening initiatives. The plans also provide a strategic basis to leverage the development of activity centres and precincts around transport infrastructure, in particular the Suburban Rail Loop. The Metropolitan Partnerships have provided valuable local insight to inform development of the plans.

## Fast tracking delivery of infrastructure, jobs and housing

To speed up delivery of vital major projects and boost construction of social and affordable housing, the *2021–22 Budget* invests \$111 million over four years to unlock our planning system.

A new assessment model for state significant development proposals is being developed that will make the approvals process simpler and quicker for these developments, giving investors even more confidence to build projects in Victoria. A 12-month Development Facilitation Program will speed up the assessment and determination of identified priority projects. Upgrades to online services will help maintain and improve digital systems for permit and planning scheme amendments.





## New Arden Precinct and Fishermans Bend

The Victorian Government, in partnership with the City of Melbourne, has unveiled plans for a new Arden Precinct, confirming North Melbourne as a major inner-city hub for thousands of jobs, affordable housing and transport links.

Outlined in the Arden Structure Plan, the new suburb, which will take in 50 hectares of land between Macaulay Road, Dryburgh Street, and the Moonee Ponds Creek, is expected to create up to 34,000 jobs and be home to around 15,000 new residents by 2050.

A key feature of the new Arden Precinct is the new Arden Station, which will catalyse the precinct's transformation into a new employment and transport hub by providing a direct link to other significant employment and residential hubs across Melbourne.

The Arden Structure Plan is a growth blueprint to guide the precinct's development, complementing the neighbouring Parkville biomedical innovation and research precinct and turning North Melbourne into an employment hub for science, health, education and digital technology.

Fishermans Bend is Australia's largest urban renewal project, covering around 480 hectares that will be home to an estimated 80,000 people and 80,000 jobs by 2050.

The transformation of Fishermans Bend is guided by the Fishermans Bend Framework; a plan for parks, schools, roads, transport and community facilities and services to ensure liveability as the precinct grows over the next 30 years. The Framework is supported by a suite of evidence-based research reports and its development benefited from more than twelve months of engagement with community and other stakeholders.

## 1.6 Harnessing all sectors to finance and deliver the infrastructure we need

The scale of Victoria's infrastructure needs means a partnership approach is required between government and the private and community sectors.

The Victorian Government is the primary provider of public infrastructure in Victoria, through planning, funding and delivering projects. The Victorian Government fully funds many infrastructure projects through the state budget.

The Commonwealth Government has a role in influencing infrastructure decisions, through providing payments to states, territories and local governments. The Commonwealth Government plays a lead role in delivering communications infrastructure and is responsible for delivering and managing national roads, major airports and aviation services.

Local government plays a key role in delivering and maintaining infrastructure, particularly for local roads, community, sports and recreation facilities.

The private sector is involved in financing, constructing and operating infrastructure, with Victoria a world leader in the delivery of privately financed infrastructure. The Government continues to evolve the public private partnerships (PPP) model by fostering innovation and encouraging industry development. Private finance provides the appropriate financial and commercial incentives for the private sector to drive innovation and efficiencies, deliver projects to time and budget, and achieve consistent service standards over the life of the infrastructure asset.

Developers contribute to the infrastructure required to service their developments through Infrastructure Contributions Plans, Development Contributions Plans and payment of Growth Areas Infrastructure Contributions.

Value capture and creation aims to enhance the public value of government activity. Value capture harnesses the economic value created by government investments, activities and policies and helps to generate alternative revenue streams to offset the Government's original investment.

The community sector plays an increasingly key role in delivering and managing social infrastructure in Victoria, including housing, health and education facilities.

Both the community and private sectors also use Victorian Government investment in infrastructure to create employment pathways for apprentices, trainees and disadvantaged Victorians.



# 1.7 Developing regional Victoria

## Supporting regional and rural Victorian communities access jobs, markets, study and services close to home.

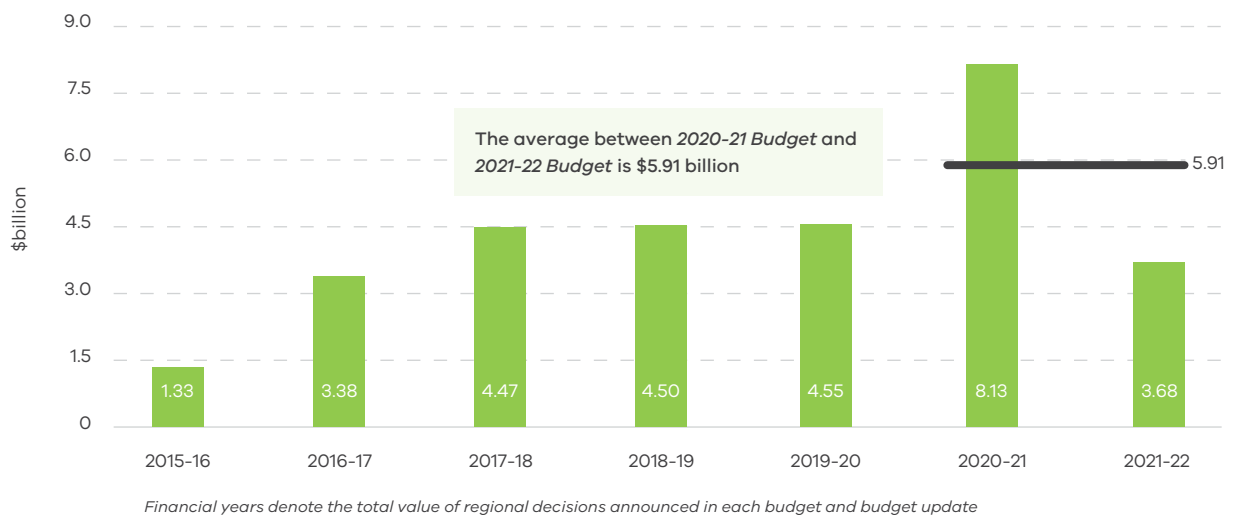
Our investment of over \$30 billion in the regions since 2015–16 provides new and improved roads and rail, schools, hospitals, emergency services, sport, creative and other vital community infrastructure and services.

Improvements to digital, freight and energy infrastructure are helping our regional industries to enhance productivity, reach customers, build resilience and access the workers they need.

The Regional Jobs and Infrastructure Fund (RJIF) is central to driving recovery and growth in rural and regional Victoria. RJIF is creating and retaining jobs, leveraging private sector investment, growing and diversifying regional economies and improving the liveability of our regional cities, centres and towns.

All Victorians benefit from state-shaping transformational projects, such as the North East Link and Regional Rail Revival, which create improved freight linkages and passenger movements across the state.

### Victorian Government regional investment



Source: Department of Treasury and Finance



## Regional Rail Revival

The Victorian and Commonwealth Governments have invested more than \$4 billion in the Regional Rail Revival program, which is upgrading every regional passenger rail line in Victoria and creating 3,000 jobs and supplier opportunities – many of these in regional Victoria.

Regional Rail Revival is already delivering significant benefits for regional Victorians, including VLocity trains to Bairnsdale, four extra weekday services for Shepparton, and extended platforms at Donnybrook and Wallan stations, which will boost reliability on the Seymour Line.

Major construction on the Ballarat Line Upgrade is now complete, resulting in 135 new services each week on the line with passengers enjoying a rebuilt station at Rockbank and a new station at Cobblebank, as well as new services between Melton and Southern Cross Station.

More benefits to regional Victorians are on the way as construction ramps up across the state.





## Victoria's Digital Future Now

The \$626 million Victoria's Digital Future Now program helps make new technology one of regional Victoria's strengths, by radically improving mobile coverage and broadband access, supporting businesses to grow and create new jobs.

This includes \$300 million to eradicate Mobile Black Spots in populated areas of regional Victoria and \$250 million to co-fund business grade broadband connectivity for regional communities through the Gigabit State program.

This investment will improve the availability of reliable high-speed fibre optic and wireless broadband services for regional businesses, while also supporting 2,000 jobs. The Digital Skills and Jobs Program puts regional Victorians looking for work at the centre of our digital future – with training, internships and opportunities for employment.

This plan is organised around eight sectors, and looks at the long-term priorities, key projects, funding and reforms for each sector





An aerial photograph of a city, likely Los Angeles, showing a large stadium (Dolby Theatre) and a baseball field (Dodger Stadium) in the center. The city skyline is visible in the background, and a dense residential area is in the foreground. A large pink diamond shape is overlaid on the left side of the image, containing the chapter title.

## Chapter 2

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## Sector priorities, projects, and reforms



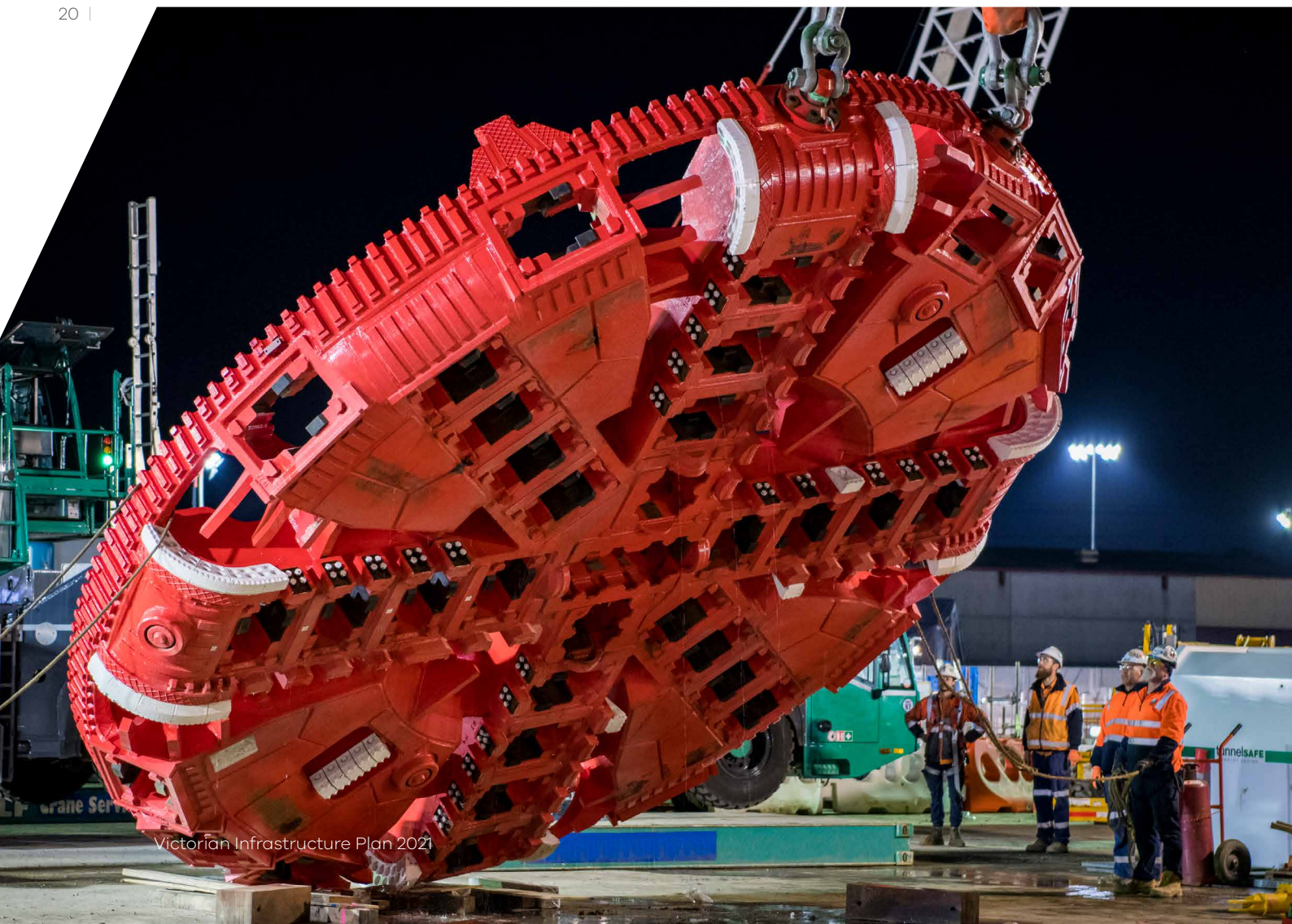
## 2.1 Overview of sectors

The *Victorian Infrastructure Plan 2021* is organised around eight sectors. This chapter outlines long-term priorities for each sector, key projects and funding and reforms.

Digital Connectivity is no longer a separate sector like it was in the 2017 Victorian Infrastructure Plan, given the increasing importance of digitalisation across the economy.

Investment funding and project completion timelines are in line with the *2021–22 Budget* and extend over the next five financial years and beyond. Funding includes asset total estimated investment (TEI) and output funding, with some TEI amounts excluding funding previously reclassified to output funding. Some initiatives have funding prior to the *2021–22 Budget*, and some projects and reforms may be allocated further funding in future.

Each of the eight sectors and their key objectives are listed on the next page.







### Transport

Delivering simple, safe connected journeys to support access to economic and social opportunities and power Victoria's economy through the efficient movement of freight.

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### Culture, sport and community

Maintaining our status as Australia's sporting and cultural capital by investing in cultural, sporting and recreational assets.

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### Education and training

Supporting the next generation of Victorians by improving education and training facilities.

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### Energy

Ensuring a low-cost, low-emissions energy future for all Victorians by supporting renewable energy projects to meet our renewable energy and our net zero emissions targets.

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### Environment

Managing environmental and waste assets to ensure we all enjoy our green spaces.

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### Health and human services

Supporting the health of our citizens and communities by improving health and human services infrastructure.

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### Justice and emergency services

Making sure we all feel safe in our communities by supporting our justice and emergency services.

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### Water

Ensuring we all have access to secure water sources by addressing the impacts of population growth and climate.

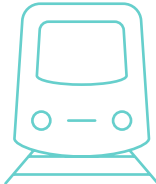
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# 2.2 Transport



## 2.2.1 Transport sector priorities

### Making the most of existing assets

- › Victoria’s transport network is extensive, covering every corner of the state. We’re making the most of this valuable asset by investing in maintenance and upgrades which increase its capacity, efficiency and longevity.

### Building for the future

- › To meet projected growth across Victoria and keep people and freight moving in the future, the Government is planning and delivering state-changing and city-shaping major projects to increase transport capacity and connections.

### Connecting communities

- › Local and regional economies are important to the prosperity of the entire state. It is vital to support changing work and travel patterns, particularly as Victoria recovers from the effects of the COVID-19 pandemic. We are improving safety, reliability and journey times for all network users, and driving the efficient movement of freight across Victoria.

### Smarter transport solutions

- › Technology solutions have the potential to drive efficiencies in the way we operate the transport network, and improve safety, capacity, sustainability and amenity, which complement and enhance infrastructure. Emerging mobility options also have the potential to change the way we move and improve connections to economic and social opportunities.

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## 2.2.2 Transport sector projects

<b>Title</b>	A more productive road network for freight
<b>Funding</b>	\$42m
<b>Location</b>	Statewide
<b>Description</b>	Development of a new automated road assessment and permit system to allow heavy vehicles to access the road network in a faster and more efficient way. Pre-approved heavy vehicle types and mapping of key routes will be expanded to support safer and more reliable heavy freight movements. This also includes a program of priority bridge upgrades and renewal works to improve safety and productivity across the state’s road network.
<b>Estimated completion</b>	2024–25



<b>Title</b>	<b>Additional VLocity trains</b>
<b>Funding</b>	\$340m TEI
<b>Location</b>	Regional
<b>Description</b>	Purchase of up to 18 new VLocity trains to meet increasing demand on the regional network. The new trains will replace older trains on Victoria's busiest regional lines to improve passenger amenity and increase capacity. Funding will also be provided for supporting infrastructure.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Capacity improvements to Wyndham Vale and Melton</b>
<b>Funding</b>	\$72m TEI
<b>Location</b>	Metro
<b>Description</b>	Infrastructure upgrades will be delivered along the Wyndham Vale and Melton corridors to enable the future operation of higher capacity trains. Funding is also provided to undertake development work for a new commuter train, as a future replacement for the existing classic fleet currently operating on regional lines.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Cranbourne Line Duplication</b>
<b>Funding</b>	\$765m TEI
<b>Location</b>	Metro
<b>Description</b>	The Cranbourne Line Duplication will complement other major works on the corridor, double the frequency of trains in the peak times and help improve the reliability and punctuality of services.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Geelong Fast Rail</b>
<b>Funding</b>	TBC
<b>Location</b>	Regional
<b>Description</b>	The Government is committed to providing faster, more frequent and more reliable services to Geelong, Victoria's second largest city and one of Australia's fastest growing regions. Funding is provided to develop a business case and prepare a reference design for Geelong Fast Rail works, with further funding set aside for delivery of the project. The Victorian and Commonwealth Governments have committed \$2.0 billion each to the project. The TEI and estimated completion date will be disclosed following finalisation of the business case.
<b>Estimated completion</b>	TBC
<b>Title</b>	<b>High Capacity Metro Trains</b>
<b>Funding</b>	\$2,243m TEI
<b>Location</b>	Metro
<b>Description</b>	Delivering 65 High Capacity Metro Trains to get more Victorians where they need to go. Melbourne's bigger, better trains will be a carriage longer, have improved seats, and better accessibility features.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Hurstbridge Line Upgrade Stage 2</b>
<b>Funding</b>	\$537m TEI
<b>Location</b>	Metro
<b>Description</b>	Includes duplicating track and delivering associated infrastructure, to remove operational constraints and improve efficiency. This will enable more consistent timetabling on the Hurstbridge line, and increase the service capacity of both the Hurstbridge and Mernda lines, to manage expected population growth in the Whittlesea corridor.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Improving Transport Connections to Fishermans Bend</b>
<b>Funding</b>	\$15m
<b>Location</b>	Metro
<b>Description</b>	Continued planning and development for transit corridors within Fishermans Bend. This includes planning for land acquisition and corridor protection in the precinct, as well as further investigation of the feasibility of high-capacity transport options.
<b>Estimated completion</b>	TBC – In planning (2021–2023)
<b>Title</b>	<b>Level Crossing Removal Program</b>
<b>Funding</b>	Various
<b>Location</b>	Metro
<b>Description</b>	The Government is removing 85 of the most dangerous and congested level crossings in Melbourne by 2025 – reducing congestion on roads, improving public transport, increasing safety and creating jobs. Included in the program is \$6.76 billion for the first 50 level crossing removals, \$6.55 billion for an additional 25 removals, \$2.54 billion for 10 more recently announced removals, and \$1.39 billion for the Metropolitan Network Modernisation Program which is upgrading power, signalling and stations associated with the program.
<b>Estimated completion</b>	2025
<b>Title</b>	<b>M80 Ring Road upgrade</b>
<b>Funding</b>	\$668m TEI
<b>Location</b>	Metro
<b>Description</b>	The M80 Ring Road will be widened and traffic management infrastructure will be installed between: Princes Freeway to Western Highway; Sydney Road to Edgars Road; and Plenty Road to Greensborough Highway. This will complete the 38 km M80 Ring Road upgrade and improve transport network efficiency and road safety.  This initiative is co-funded by the Commonwealth Government.
<b>Estimated completion</b>	2022



<b>Title</b>	<b>Melbourne Airport Rail</b>
<b>Funding</b>	TBC
<b>Location</b>	Metro
<b>Description</b>	Melbourne Airport Rail is a transformational public transport project connecting Melbourne Airport to Victoria’s regional and metropolitan train network. Trains will run from Melbourne Airport through to Sunshine Station, then into the Metro Tunnel and the heart of the CBD, before continuing on to the Cranbourne and Pakenham lines. This eagerly-awaited project will connect people from the airport to where they need to go – be that work, home or Victoria’s key tourism destinations – via a rail service for the first time. The Victorian and Commonwealth Governments have committed \$5.0 billion each to the project. The TEI and estimated completion date will be disclosed following finalisation of the business case.
<b>Estimated completion</b>	TBC
<b>Title</b>	<b>Metro road upgrades</b>
<b>Funding</b>	Various
<b>Location</b>	Metro
<b>Description</b>	Extensive road upgrades across metropolitan Melbourne, including \$387 million for the Keeping Victorians Moving initiative, which delivers strategies to reduce congestion and travel times on metro roads such as real-time traffic detectors, variable message signs, road surveillance and strengthen clearway management; \$522 million for the Mordialloc Freeway, connecting the Mornington Peninsula Freeway at Springvale Road to the Dingley Bypass; \$283 million for Hall Road upgrade; \$114 million for Western Port Highway and \$114 million for the O’Herns Road upgrade to reduce congestion in Melbourne’s northern growth areas; and \$100 million for the Calder Freeway and interchange planning.  This initiative is co-funded by the Commonwealth Government.
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Metro Tunnel</b>
<b>Funding</b>	\$12,255m TEI
<b>Location</b>	Metro
<b>Description</b>	The Metro Tunnel will free up space in the City Loop to run more trains to and from the suburbs, by taking our busiest train lines through a new tunnel under the city.
<b>Estimated completion</b>	2025



<b>Title</b>	<b>Monash Freeway upgrade – Stage 2</b>
<b>Funding</b>	\$1,038m TEI
<b>Location</b>	Metro
<b>Description</b>	<p>The second stage of the Monash Freeway upgrade project will expand the Monash Freeway with additional lanes between Warrigal Road and EastLink, and between Clyde Road and Cardinia Road, reducing congestion and improving travel times for more drivers in Melbourne’s south-east. The upgrade also includes installing smart on-road technology from the South Gippsland Freeway to the Beaconsfield interchange and links to a new, upgraded O’Shea Road. These works build on the significant investment already made as part of the first stage of the Monash Freeway upgrade project.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	2022
<b>Title</b>	<b>Murray Basin Rail Project</b>
<b>Funding</b>	\$794m TEI
<b>Location</b>	Regional
<b>Description</b>	<p>The Murray Basin Rail Project will deliver benefits for primary producers and freight operators across the Murray Basin freight network, addressing key operational issues identified by industry, delivering more freight paths, reducing journey times and boosting network reliability and resilience.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	TBC
<b>Title</b>	<b>New metropolitan trains</b>
<b>Funding</b>	\$986m TEI
<b>Location</b>	Statewide
<b>Description</b>	<p>Purchase of 25 new trains to improve the reliability, accessibility and passenger experience on the metropolitan network. The new trains will be manufactured in Victoria, supporting a significant number of local manufacturing and supply chain jobs. These new trains will allow replacement of the Comeng fleet to continue and support Victoria’s compliance with Commonwealth accessibility standards and rail safety regulations. Funding is also provided to upgrade the Craigieburn train maintenance facility to support the delivery and operation of new trains.</p>
<b>Estimated completion</b>	2026–27



<b>Title</b>	<b>New trains for Sunbury</b>
<b>Funding</b>	\$1,973m TEI
<b>Location</b>	Metro
<b>Description</b>	The Sunbury line will be transformed as part of the largest rail corridor upgrade in Victoria's history. A range of platform, stabling and traction power upgrades will be undertaken on the Sunbury line to support the end-to-end operation of High Capacity Metro Trains on the Sunbury to Cranbourne–Pakenham rail corridor. This investment complements other recent investments by the State on this corridor including the Metro Tunnel project, the removal of several level crossings, and power, signalling and other infrastructure upgrades on the Cranbourne–Pakenham line.
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Next Generation Trams</b>
<b>Funding</b>	\$1,483m TEI
<b>Location</b>	Metro
<b>Description</b>	<p>Purchase of 100 Next Generation Trams to commence the retirement of the high-floor tram fleet and support Victoria's compliance with Commonwealth Disability Standards for Accessible Public Transport. Next Generation Trams will be manufactured in Victoria, supporting a significant number of local manufacturing and supply chain jobs over the next decade and contributing to Victoria's economic recovery. The delivery of Next Generation Trams will improve tram network performance, reliability, capacity and accessibility, and cater for the future needs of a growing Melbourne.</p> <p>An additional \$368 million is provided to deliver enabling infrastructure to support the deployment of Next Generation Trams including construction of a new tram maintenance facility in Melbourne's north-west, upgrades to Southbank Depot and land acquisition for new power substations.</p>
<b>Estimated completion</b>	2028–29



<b>Title</b>	<b>North East Link</b>
<b>Funding</b>	\$15,441m TEI
<b>Location</b>	Metro
<b>Description</b>	<p>North East Link will take thousands of vehicles off local roads, deliver significant travel time savings, increase the capacity of Melbourne’s freight network and finally complete the missing link between the Eastern Freeway and the M80 Ring Road.</p> <p>North East Link will connect with Melbourne’s existing freeways, providing continuous traffic flow conditions for long-distance travel across and through Melbourne, with links to key parts of the arterial road network. In addition to providing a safe and efficient freeway connection that removes significant volumes of trucks per day from local and arterial roads, North East Link will:</p> <ul style="list-style-type: none"> <li>› complete the ring road between the Eastern Freeway and the M80 Ring Road, connecting the growing northern and south-eastern suburbs</li> <li>› upgrade the Eastern Freeway with additional lanes and new technology, resulting in considerably faster trips</li> <li>› deliver a new busway with dedicated express bus lanes along the Eastern Freeway, resulting in 30 per cent faster trips from Doncaster towards the city</li> <li>› deliver 34 kilometres of walking and cycling paths – nine more kilometres than originally planned.</li> </ul> <p>In October 2021 the State parties and the Spark consortium signed an \$11.1 billion Public Private Partnership contract for the Primary Package that locks in a 25-year deal to build, operate and maintain the tunnels, with tolls to go back to the State.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	2028
<b>Title</b>	<b>Pedestrian and cycling infrastructure</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Targeted investment in walking and cycling infrastructure across Melbourne and regional Victoria, including \$27 million for new bike lanes on St Kilda Road, \$26 million for walking and cycling upgrades – stage 2, and \$16 million for Active Transport priority projects to promote Victoria’s walking and cycling network safety and usage.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Public transport service upgrades</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Extensive public transport service upgrades, including \$71 million to progress bus network reform to deliver service changes and extensions across Victoria; \$25 million to address critical safety issues and improve bus services in outer Melbourne and school special services; and an additional \$56 million for metropolitan bus services to improve connectivity and accessibility. Funding of \$195 million has also been provided for additional metro and regional train services across Victoria following the completion of major projects including Ballarat Line Upgrade, Cranbourne–Pakenham Line Upgrade and High Capacity Metro Trains.
<b>Estimated completion</b>	Ongoing
<b>Title</b>	<b>Regional Rail Revival</b>
<b>Funding</b>	Over \$4 billion
<b>Location</b>	Regional
<b>Description</b>	<p>The Victorian and Commonwealth Governments have invested more than \$4 billion in the Regional Rail Revival program, upgrading every regional rail line in Victoria. Regional Victorians are already benefiting from 135 new services each week on the Ballarat Line, VLocity trains to Bairnsdale and more services to Shepparton. Further investments include the South Geelong to Waurin Ponds Duplication, the Bendigo and Echuca Line Upgrade, Gippsland Line Upgrade, North East Line Upgrade, Shepparton Line Upgrade and Warrnambool Line Upgrade.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Regional road upgrades</b>
<b>Funding</b>	Various
<b>Location</b>	Regional
<b>Description</b>	<p>Extensive road upgrades across regional Victoria, including \$656 million for the Western Highway duplication from Ballarat to Stawell; \$365 million for Barwon Heads Road upgrade and \$255 million for Great Ocean Road renewal and major upgrades; \$253 million for Princes Highway East Duplication Stage 3; \$173 million for the Echuca-Moama bridge and \$110 million for improving the South Gippsland Highway.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	2024–25



<b>Title</b>	<b>Road maintenance and asset protection</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Extensive road maintenance and asset protection investment across metropolitan and regional Victoria, including a \$450 million road maintenance blitz funded in the <i>2020–21 Budget</i> , and \$72 million for bridge strengthening for freight efficiency.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Road Safety improvements</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Targeted road safety improvements across Victoria, including \$385 million to deliver initiatives under the new <i>Road Safety Strategy 2021–2030</i> and \$63.4 million for the School and Community Safety program.
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Suburban Rail Loop Initial and Early Works</b>
<b>Funding</b>	\$2,360m TEI
<b>Location</b>	Metro
<b>Description</b>	<p>The Suburban Rail Loop is a city and state-shaping project that will transform Victoria’s public transport system. Linking every major railway line from Frankston to Werribee via the airport, it will provide important travel connections to employment, health, education and retail centres in Melbourne’s middle suburbs. Three new transport super hubs at Clayton, Broadmeadows and Sunshine will connect regional passengers to the Suburban Rail Loop. The Government is investing in a program of preparatory works for Suburban Rail Loop East (from Cheltenham to Box Hill). This scope of preparatory works includes project development, initial land assembly, construction power works, utility relocations and protection works, geotechnical investigations and precinct activation measures.</p> <p>The Government is also investing \$9.3 billion towards major works on SRL East to deliver 26-kilometre twin rail tunnels and six underground stations between Cheltenham and Box Hill as well as investment in new community projects and initiatives in the broader areas around the stations.</p>
<b>Estimated completion</b>	2024–25 for the Initial and Early Works program



<b>Title</b>	<b>Suburban Roads Upgrade – Northern Roads Upgrade and South Eastern Roads Upgrade</b>
<b>Funding</b>	\$2,209m TEI
<b>Location</b>	Statewide
<b>Description</b>	<p>Building on the success of the Western Roads Upgrade, the Government has announced two additional packages of arterial road upgrades in the northern and south-eastern suburbs of Melbourne.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	2025–26
<b>Title</b>	<b>Tram Stop Accessibility Strategy</b>
<b>Funding</b>	\$3m
<b>Location</b>	Metro
<b>Description</b>	<p>A Tram Stop Accessibility Strategy is being developed to investigate options to streamline the design and construction of accessible tram stops and to prioritise construction of tram stop upgrades across the network.</p> <p>The <i>2021–22 Budget</i> approved \$25 million to deliver accessibility and usability upgrades across the public transport network.</p>
<b>Estimated completion</b>	2021–22

<b>Title</b>	<b>West Gate Tunnel Project</b>
<b>Funding</b>	\$6,288m TEI
<b>Location</b>	Metro
<b>Description</b>	<p>The West Gate Tunnel Project will deliver a vital alternative to the West Gate Bridge. It will provide a much-needed second river crossing, quicker and safer journeys, and remove thousands of trucks from residential streets.</p> <p>In December 2017, the State and the Transurban Group entered into a public private partnership contract for the Transurban Group to build, operate and maintain the West Gate Tunnel project.</p> <p>Transurban has advised the Australian Stock Exchange that it no longer believes the project can be completed in 2023. In addition, parties to the Project Agreement and design and construction subcontract have lodged legal claims against the other parties. The State is engaged in active negotiations with all parties to resolve disputes in relation to the project.</p>
<b>Estimated completion</b>	TBC

<b>Title</b>	<b>Western Rail Plan</b>
<b>Funding</b>	\$130m
<b>Location</b>	Statewide
<b>Description</b>	<p>Planning is underway on the Western Rail Plan to deliver a faster, high-capacity rail network servicing Melbourne's growing outer suburbs in the west and regional cities, Geelong and Ballarat. The plan is supported by a \$130 million investment from the Victorian and Commonwealth Governments, and progress has already been made on the route for Melbourne Airport Rail and the first stage of Geelong Fast Rail.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	TBC – In planning

<b>Title</b>	<b>Zero Emissions Bus Fleet</b>
<b>Funding</b>	\$20m
<b>Location</b>	Statewide
<b>Description</b>	A trial of zero emissions bus technology will take place in Victoria, which will support Victoria's manufacturing and energy industries and provide a pathway towards a future Victorian bus fleet that produces zero emissions.
<b>Estimated completion</b>	2025–26







## 2.2.3 Transport sector reforms

### Bus Reform

- › The Victorian Government recognises the important role buses play in our transport system and has invested \$400 million since 2015 in new, more frequent and extended services across the state. Victoria's Bus Plan outlines how we will build on these investments to deliver a modern, productive, environmentally sustainable bus network that increases the number of passengers. Key reform objectives that will transform the network include restructuring and simplifying the network; a cleaner and smarter bus fleet; improved performance; better accessibility and customer experience; and stronger planning and partnerships. Recent reforms include introducing Prepay All Door Boarding across the myki bus network, which has sped up journeys. Rapid Running has also been successfully trialled on Route 246 with up to 10 more routes expected to be trialled in the near future.

### Smarter Roads

- › Victoria is investing \$340 million in Smarter Roads to transform how busy suburban roads in Melbourne's west, east and south-east are managed. Smarter Roads is a technology-based investment to unlock system-wide benefits through implementation of monitoring, management and technology upgrades focused on improving the movement of passenger and freight vehicles, reducing congestion and journey times and improving productivity. The Smarter Roads initiative is also investing in smart technologies that have the potential to communicate and interact with vehicles with higher levels of driver assistance and automation.

### New mobility

- › Victoria is utilising new technologies to improve the transport system to make it safer, more efficient and easier to use. Examples include trialling Demand Responsive Transport (FlexiRide); installing dozens of sensors at pedestrian crossings to improve safety; using new technology for managing crowding on public transport (RideSpace); working to generate and release more real-time public transport data to support development of more advanced journey planning across modes and better information for transport system users; and exploring Mobility as a Service (MaaS) to enable real-time journey planning, responsive transport services and payment across multiple modes to make the transport system easier to use and more efficient.

### Net zero emissions transport

- › The transport sector is expected to play a major role in delivering on a net zero emission future. The accompanying Transport Sector Pledge 2021–25 sets actions such as:
  - fifty per cent of all new light vehicle sales will be Zero Emission Vehicles (ZEVs) by 2030
  - all new public transport bus purchases will be ZEVs by 2025 – the Victorian Government fleet will introduce 400 ZEVs by 2023
  - active transport will comprise 25 per cent of mode share by 2030.

The pledge is backed by \$100 million to ensure Victoria is a leader in the uptake of zero emission vehicles. The *2020–21 Budget* invested \$20 million in statewide trials to explore solutions to achieve a zero emission bus (ZEB) fleet. It is anticipated that hydrogen bus trials will be viable in coming years and will be further explored as part of the Government's ZEB trial initiative.











## 2.3 Culture, sport and community



### 2.3.1 Culture, sport and community sector priorities

#### Maintaining Victoria's competitive edge

- › Victoria is the cultural and sporting heart of Australia. Driving recovery from the COVID-19 pandemic and growing our reputation nationally and internationally will require continuous improvement to the infrastructure that makes our world-class events possible and provides high-quality and demand driving tourism products.

#### Planning for a growing population

- › Victorian communities need land and space for new sporting and cultural facilities and upgrades to existing facilities. Modernising existing facilities and coordinating approaches to better meet demand is key to equitable access.

#### Growing participation

- › Targeted investments in new and existing natural and built assets give people the opportunity to actively participate, creating healthier and more inclusive communities.

#### Maintaining and improving our current facilities

- › Victoria has significant cultural, sporting, recreation and community assets. Maintaining and improving these assets will ensure they are safe, suitable and appropriate, maximising positive benefits for both current and future generations in the community.

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### 2.3.2 Culture, sport and community sector projects

<b>Title</b>	2021 Local Sports Infrastructure Fund
<b>Funding</b>	\$22m
<b>Location</b>	Statewide
<b>Description</b>	Funding of 73 community sport and active recreation infrastructure projects across five categories: Better Indoor Stadiums, Female Friendly Facilities, Community Sports Lighting, Facilities for Active Seniors, and Scoreboards and Fixed Equipment.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Community Sports Infrastructure Stimulus Program (Round 1)</b>
<b>Funding</b>	\$68m
<b>Location</b>	Statewide
<b>Description</b>	Round 1 of the Community Sports Infrastructure Stimulus Program, funding 27 projects including \$5 million to transform Debneys Park in Flemington into a new community and sports hub.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Community Sports Infrastructure Stimulus Program (Round 2)</b>
<b>Funding</b>	\$110m
<b>Location</b>	Statewide
<b>Description</b>	Round 2 of Community Sports Infrastructure Stimulus Program, funding 42 community sport infrastructure projects across the state, including \$10 million for Stage 2 of the Mildura South Regional Sports Precinct, \$4.5 million for the Olympic Park Redevelopment in Heidelberg and \$3.9 million to fast track the Women and Girls Sport and Wellness Centre in Thornbury at the home of the Fitzroy Stars.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Docklands Studios Melbourne</b>
<b>Funding</b>	\$46m TEI
<b>Location</b>	Metro
<b>Description</b>	Construction of a sixth sound stage at Docklands Studios Melbourne, a state-of-the-art film and television production facility located in Docklands. Docklands Studios Melbourne is the only facility of its kind in Victoria, and one of only three major film and production centres in Australia.
<b>Estimated completion</b>	2021–22



<b>Title</b>	<b>Fishermans Bend Innovation Precinct at the former General Motors Holden Site – Stage 1</b>
<b>Funding</b>	\$179m TEI
<b>Location</b>	Metro
<b>Description</b>	The Victorian Government announced investment of \$179.4 million in the <i>2021–22 Budget</i> to support stage one of the Fishermans Bend Innovation Precinct development at the former General Motors Holden site. Stage 1 is expected to unlock developable land capable of supporting 2,000 jobs by 2024.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Kardinia Park Stadium redevelopment Stage 5</b>
<b>Funding</b>	\$142m TEI
<b>Location</b>	Regional
<b>Description</b>	Stage 5 enhancements include a new 14,000 capacity two-tier northern stand that will replace the ageing Ford Stand and Ablett Terrace and increase the stadium capacity to 40,000, a new northern entry plaza for patrons, AFL standard unisex change rooms and facilities, replacement of existing Geelong Cricket Club facilities and a regional cricket hub.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>La Trobe University Sports Park</b>
<b>Funding</b>	\$116m
<b>Location</b>	Metro
<b>Description</b>	The Home of the Matildas and State Football Centre, including a show pitch with seating, high-performance gymnasium, sport science, medical and recovery areas and administration facilities for Football Victoria. The Rugby Centre of Excellence, including a show pitch with grandstand seating, high-performance gymnasium, sport science, medical and recovery areas, a training and match day home for the Melbourne Rebels' Super W team and administration facilities for Rugby Victoria.  This initiative is co-funded by the Commonwealth Government.
<b>Estimated completion</b>	2023–24



<b>Title</b>	<b>Marvel Stadium Upgrade</b>
<b>Funding</b>	\$225m
<b>Location</b>	Metro
<b>Description</b>	Upgrades including enhancements to the southern and eastern stadium entrances, refurbishment of the interior and exterior of the stadium to improve game-day experiences, upgrades to food and beverage areas and improvements to the stadium's technology.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Melbourne Arts Precinct Transformation</b>
<b>Funding</b>	\$1,700m
<b>Location</b>	Metro
<b>Description</b>	Funding has been allocated to transform Melbourne's Arts Precinct, including building NGV Contemporary – the country's largest gallery dedicated to contemporary art and design, creation of a major new public garden, and restoration of the State Theatre at the Arts Centre Melbourne.
<b>Estimated completion</b>	2028–29
<b>Title</b>	<b>Regional Tourism Infrastructure – Flagships</b>
<b>Funding</b>	\$121m over 4 years
<b>Location</b>	Regional
<b>Description</b>	A range of regional tourism infrastructure projects including Grampians Peak Trail Projects; Falls to Hotham Alpine Crossing – Stage 1; Wilson Promontory Revitalisation; Murray River Adventure Trail; Gippsland Tourism Recovery Package; Great Ocean Road Revitalisation; Brambuk Cultural Centre Revitalisation; Mallee Silo Art projects including Rainbow Silo Art and the Mallee Silo Art initiatives; Ballarat Centre for Photography; and Prosecco Road – Early Works.
<b>Estimated completion</b>	2023–24



<b>Title</b>	<b>Regional Tourism Investment Fund</b>
<b>Funding</b>	\$150m over 4 years
<b>Location</b>	Regional
<b>Description</b>	Delivery of projects in line with the findings from the Regional Tourism Review to increase visitation, align with visitor demand and leverage major private sector investment to develop new attractions and increase service levels.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>State Basketball Centre redevelopment</b>
<b>Funding</b>	\$132m (including \$27m local government contribution)
<b>Location</b>	Metro
<b>Description</b>	Located in Knox, the redevelopment includes 12 additional basketball courts (to 18 courts in total); new dedicated high-performance training and administration facilities for basketball, including the Deakin Melbourne Boomers and South East Melbourne Phoenix; and a new regional gymnastics facility.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Tourism Railway Upgrades (Puffing Billy Railway)</b>
<b>Funding</b>	\$8m
<b>Location</b>	Metro
<b>Description</b>	Contribution to the improvement of Victoria's tourism railway infrastructure to increase accessibility and improve the visitor experience. A new Discovery Centre will be built at Lakeside Station, improving services and featuring educational and volunteer facilities, along with a café and space to host events and meetings.
<b>Estimated completion</b>	2021–22



### 2.3.3 Culture, sport and community sector reforms

#### Visitor Economy Recovery and Reform Plan

- › The *Visitor Economy Recovery and Reform Plan* was released in April 2020. The Plan is underpinned by an investment of \$633 million and serves as a whole-of-state strategy to ensure Victoria maintains and grows its visitor economy market share through and beyond recovery from the impacts of bushfires and the global pandemic, quickly increasing economic activity. It will do this with new projects, a speedy recovery of the domestic market, and by building a resilient industry that supports long-term growth. The Plan sets a goal of achieving \$35 billion in annual visitor expenditure supporting 300,000 jobs by June 2024.

#### Creative State 2025

- › *Creative State 2025* is the Victorian Government's next four-year creative industries strategy, designed to grow jobs and skills, and secure Victoria's reputation as a global cultural destination and bold creative leader. *Creative State 2025* aims to engender industry stability, create opportunity and stimulate growth for Victoria's creative workers, businesses and industries. Importantly, the strategy positions our creative industries as a catalyst for the state's future economic prosperity and social wellbeing. The strategy sets out 25 actions across five strategic priorities over the period 2021–2025.

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#### Active Victoria strategic framework

- › *Active Victoria* is the Victorian Government's strategic framework for sport and active recreation. It provides the vision and strategic directions that guide Sport and Recreation Victoria activities and investment in support of the sector. The strategy underwent extensive review in 2021 to ensure that as Victoria recovers from the global pandemic it reflects priorities for program and infrastructure delivery that will grow sport and active recreation participation outcomes and the Victorian economy. The revised strategy is currently being updated. The strategy sets a roadmap to deliver outcomes across the sport and active recreation sector through to 2025.











## 2.4 Education and training



### 2.4.1 Education and training sector priorities

#### Catering for a growing population

- › Future population growth means more Victorians engaged in education. Maintaining educational excellence and equity requires more infrastructure and better asset use.

#### Creating inclusive shared spaces

- › Schools are at the heart of local communities. With smart design, land use and facility sharing, schools will be places the whole community can benefit from.

#### Maximising use of technology

- › Students need access to the latest technology to equip them with the adaptive skills and knowledge to succeed now, and in future.

#### Developing skills for tomorrow

- › The Education State develops the skills students need to thrive in future industries. Job-focused training and growing young Victorians' Asia engagement capability are two examples.

#### Improving education infrastructure

- › The quality of school facilities is linked to education outcomes for students and teachers.

#### Kindergarten for all three-year-olds

- › Victoria will be the first state or territory in Australia to introduce a universal funded kindergarten program for three-year-olds. From 2022, three-year-olds across the state will have access to at least five hours of a kindergarten program per week. The hours will then increase into the full 15-hour program by 2029.

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### 2.4.2 Education and training sector projects

<b>Title</b>	<b>Building Better TAFEs</b>
<b>Funding</b>	\$220m TEI
<b>Location</b>	Statewide
<b>Description</b>	The Government has been investing significantly in TAFEs through the Building Better TAFEs Fund, with more than \$220 million allocated to TAFE infrastructure projects across the state since 2019. Projects include \$68 million for Chisholm Institute Frankston Campus Redevelopment – Stage 2, \$60 million for Bendigo Kangan Institute's Broadmeadows Campus Redevelopment, \$40 million for Melbourne Polytechnic Collingwood Campus Redevelopment, and \$20 million for South West TAFE Library and Learning Hub in Warrnambool.
<b>Estimated completion</b>	2024–25



<b>Title</b>	<b>Building Blocks</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Funding is provided for the Building Blocks program (formally Children’s Facilities Capital Program), which provides grants to local councils and eligible providers to build, expand and improve early years infrastructure. This will support additional kindergarten places and give families across Victoria greater access to local kindergartens. In addition, the Building Blocks Inclusion stream (formally the Inclusive Kindergartens Facilities Program) provides upgrades to buildings, playgrounds and equipment to help kindergartens provide more inclusive environments for children with disability or additional needs. Recent investments include \$40 million provided in the <i>2020–21 Budget</i> , \$28 million in the 2020 Building Works stimulus package, and \$34 million provided in the <i>2019–20 Budget</i> .
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Child Link</b>
<b>Funding</b>	\$44m TEI
<b>Location</b>	Statewide
<b>Description</b>	Funding is provided for the Child Link register in accordance with the <i>Child Legislation Amendment (Information Sharing) Act 2018</i> . Child Link will provide factual information about a child to authorised users to enable information sharing and promote child wellbeing and safety outcomes. The <i>2019–20 Budget</i> allocated funds to plan this work, the <i>2020–21 Budget</i> allocated funds to progress implementation, and the <i>2021-22 Budget</i> provided funds to finish establishing the register.
<b>Estimated completion</b>	2021–22



<b>Title</b>	<b>Inclusive Schools Fund</b>
<b>Funding</b>	\$70m
<b>Location</b>	Statewide
<b>Description</b>	The Inclusive Schools Fund supports small, innovative building projects that make a big difference to meeting the educational and social needs of children and young people with disability and additional needs. Since 2015, over 300 projects have been funded through this program – providing primary, secondary and specialist schools with new facilities such as outdoor sensory gardens and learning areas, specialist play and recreation equipment, as well as adapting indoor learning spaces to be more inclusive.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Land acquisition</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Land is being acquired for future school sites across Victoria, including recent investments of \$276 million in the <i>2021–22 Budget</i> , \$147 million in the <i>2020–21 Budget</i> and \$57 million in the <i>2019–20 Budget</i> .
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>New Schools Construction</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	The Victorian Government is delivering on its commitment to opening 100 new schools across the state between 2019 and 2026. To date, 34 schools have opened between 2019 and 2021, with an additional 28 schools funded and scheduled to open between 2022 and 2024. Recent investments for new schools and additional stages of recently opened schools include \$492 million in the <i>2021–22 Budget</i> , \$122 million in the <i>2020–21 Budget</i> , \$439 million provided in the 2020 Building Works stimulus package, and \$627 million provided in <i>2019–20 Budget</i> .
<b>Estimated completion</b>	2023–24



<b>Title</b>	<b>Relocatable Buildings Program – providing relocatable buildings to meet growing demand</b>
<b>Funding</b>	\$105m TEI
<b>Location</b>	Statewide
<b>Description</b>	Funding in the <i>2021–22 Budget</i> , building on previous investments, for relocatable buildings to relieve pressure at schools that are reaching their capacity and to provide additional functional spaces for learning.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>School upgrades</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	The Victorian Government is significantly investing in school upgrades across the state, including \$340 million to upgrade 52 schools announced in the recent <i>2021–22 Budget</i> , \$892.2 million to upgrade 123 schools and \$388.8 million to upgrade 39 special schools announced in the <i>2020–21 Budget</i> , and \$401.3 million to upgrade 56 schools as part of the 2020 Building Works stimulus package.
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>School upgrades - growth</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	Funding has been provided to expand capacity to meet enrolment growth at several established area primary, P–12 and secondary schools across the state. Projects include \$130 million for expanded capacity at nine schools to be ready for the 2022 school year, \$98 million for seven schools ready for the 2023 school year, and \$85 million for six schools ready for the 2024 school year.
<b>Estimated completion</b>	2024–25



<b>Title</b>	Three-Year-Old Kindergarten
<b>Funding</b>	Over \$5 billion
<b>Location</b>	Statewide
<b>Description</b>	The Victorian Government allocated \$5 billion over a decade to 2029 to deliver 15 hours of three-year-old kindergarten, including \$1.68 billion for infrastructure (which includes the Building Blocks program). An initial investment has been made to support every Victorian child to access at least five hours per week of subsidised three-year-old kindergarten by 2022, to provide them with the skills they need to be ready for school. The funding supports continued expansion of kindergarten infrastructure, in partnership with local government and other eligible providers. Funding is also provided for the delivery of kindergartens on school sites.
<b>Estimated completion</b>	2028–29





## 2.4.3 Education and training sector reforms

### Asset Management

- › The Victorian Government is implementing and strengthening a range of government school asset management reforms, including equipping schools with the information, tools, and capability they need to manage their assets. The Rolling Facilities Evaluation conducts condition assessments of buildings and other assets such as car parks, footpaths and fencing at schools on a rolling five-year cycle. Following completion of a Rolling Facilities Evaluation, schools are supported to develop a five-year School Maintenance Plan which addresses identified maintenance issues and builds a routine maintenance program. Bricks and Mortar training provides school principals, business managers and facilities officers with guidance and information to manage fixed assets. A new school asset information management system is being rolled out to replace numerous legacy systems, reducing administrative burden and enabling schools to manage their maintenance and compliance activities in one contemporary system.

### Provision Planning

- › The Government is continuing to improve future schools provision planning including the development of 20-year estimates for government school demand across the state and input to the state's Precinct Structure Planning processes in Melbourne's growth areas to plan for sites in greenfield growth areas up to 30 years in advance.

### Established Areas Project

- › To address demand in established areas of Melbourne, the Established Areas Program considers the infrastructure and planning needs of existing Victorian government schools. The program provides strategic analysis on enrolment demand, and considers what targeted, place-based approaches can be applied to support schools with enrolment growth including both infrastructure and non-infrastructure interventions.

### Community Use/Shared Use

- › Community/shared use of infrastructure is being incorporated where possible through identifying new opportunities, considering access arrangements during construction of facilities such as gyms, and maximising the use of public assets outside of school hours.

### Supporting Three-Year-Old Kindergarten Reform

- › New arrangements have been established to support the delivery of early childhood infrastructure, including the rollout of universal funded three-year-old kindergarten. This includes Building Blocks Grants – a single grants program for kindergarten infrastructure; Building Blocks Partnerships – an in-principal agreement between the State and a local government or not-for-profit provider for co-investment in a kindergarten project pipeline to provide greater investment certainty; and Kindergartens on Schools Sites – a pipeline of new kindergartens at existing schools and a commitment to working with local government to ensure that there is a kindergarten onsite or next door to every new government primary school that opens from 2021.



### Building Better TAFEs

- › The Government is investing in the state's TAFEs to ensure students have the best vocational education facilities and equipment that support their learning and training needs, align with industry needs and best practice standards and ensure students are employable and 'job-ready' when entering the workforce. The Victorian Government has committed \$220 million under the Building Better TAFE Fund.









## 2.5 Energy



### 2.5.1 Energy sector priorities

#### Ensuring efficient and affordable energy services

- › Victoria is making sure we improve energy efficiency standards to slash emissions, while helping Victorians reap the benefits of the energy transition. This includes helping Victorian households and businesses make the most of the energy generated, allowing for increased consumer control over new energy technologies, and supporting energy affordability.

#### Protecting our energy security

- › Victoria is implementing policies and reforms to encourage new technology, improve energy security and drive improved safety outcomes. This will help the energy system withstand shocks and disruptions, and equip Victoria to take corrective action when necessary during periods of peak energy demand.

#### Leading our transition to a clean energy economy and supporting jobs in the new energy sector

- › Victoria's economy will recover and grow through a range of large-scale, sustainable energy and planning projects to ensure Victoria is stronger than ever and thriving in the long term. Victoria is working with the renewable energy industry, electricity networks, and consumer groups to attract and facilitate investment in renewable energy – creating jobs, cutting emissions and helping regional economies realise the benefits of the energy transition.

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### 2.5.2 Energy sector projects

<b>Title</b>	<b>Cheaper Clean Energy for Small Business</b>
<b>Funding</b>	\$48m
<b>Location</b>	Statewide
<b>Description</b>	The Solar Victoria solar panel rebate and loans scheme will be expanded and made available to eligible small businesses to help them reduce their energy costs. Targeted incentives will also be provided to facilitate engagement in the Victorian Energy Upgrades program.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Cheaper cleaner energy to drive economic recovery</b>
<b>Funding</b>	\$552m
<b>Location</b>	Statewide
<b>Description</b>	<p>New energy projects that create renewable energy hubs across the state, improve crucial grid infrastructure, decarbonise our energy system, and drive down emissions.</p> <p>Six renewable energy zones will unlock new renewable energy investment that will support economic growth and jobs.</p> <p>Through our second renewable energy auction, we will deliver more than 600 megawatts of new, clean energy, to create enough energy to power 100 per cent of the Victorian Government with renewable energy – from public transport to schools and government buildings.</p> <p>This investment will create enough energy to power more than 350,000 houses, support local manufacturing and jobs, and ensure the Government meets its increased legislated target of 50 per cent of electricity generation from renewable sources – which has been estimated to create around 24,000 jobs by 2030 and generate up to \$5.8 billion in additional economic activity.</p>
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Clean energy transition initiatives</b>
<b>Funding</b>	\$50m
<b>Location</b>	Statewide
<b>Description</b>	<p>A package of initiatives to deliver low-emissions, low-cost energy services in Victoria including legislative amendments and policy development to mandate timely utility connections for new homes and buildings; establishing community power hubs to develop and deliver renewable energy projects in regional Victoria and metropolitan Melbourne; and development of a gas roadmap to support more efficient use of gas.</p>
<b>Estimated completion</b>	2023–24



<b>Title</b>	<b>Energy efficiency upgrades for homes</b>
<b>Funding</b>	\$797m
<b>Location</b>	Statewide
<b>Description</b>	<p>The biggest household energy efficiency package in any state’s history, creating thousands of jobs, while also reducing greenhouse gas emissions. This will deliver energy efficiency upgrades for 250,000 low-income households and over 35,000 social housing properties, delivering lower energy bills, improved thermal comfort for families and climate-resilient housing.</p> <p>There will be 42,000 additional solar rebates for households, and for the first time 15,000 solar rebates will be available for businesses.</p> <p>In addition, Victorians can now apply for a battery, with the Government providing 17,500 household battery rebates over the next three years.</p> <p>This will help more Victorians get the benefits from the renewable energy transition and will be delivered, in part, by the Government’s \$1.3 billion Solar Homes program.</p>
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Grid resilience: Neighbourhood batteries and microgrid trials</b>
<b>Funding</b>	\$21m
<b>Location</b>	Statewide
<b>Description</b>	<p>Trials of new technologies to improve grid resilience. Trial sites for microgrids and stand-alone power systems will be deployed to improve bushfire resilience and energy safety in fire-affected communities, while neighbourhood batteries will be rolled out to deliver localised storage and enhanced system strength.</p>
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Solar Homes (incl. PV owner-occupier, landlord, hot water and batteries)</b>
<b>Funding</b>	\$1,300m
<b>Location</b>	Statewide
<b>Description</b>	<p>The Solar Homes program is helping eligible Victorian households and businesses take charge of their power bills, adopt renewable energy and provide a cleaner, better future for all Victorians. The programs make it easier to get solar, with rebates for solar panels (PV), solar hot water and solar batteries, along with incentives including interest-free loans for solar panels (PV).</p>
<b>Estimated completion</b>	2028–29



<b>Title</b>	<b>Zero emission vehicles: accelerating adoption</b>
<b>Funding</b>	\$100m
<b>Location</b>	Statewide
<b>Description</b>	<p>This package will make Zero Emissions Vehicles (ZEVs) more affordable, build charging infrastructure and achieve more ZEVs in government and commercial fleets.</p> <p>The investment includes a \$3,000 subsidy for more than 20,000 new ZEV purchases as a part of a comprehensive plan to meet Victoria's target of net zero emissions by 2050 and support new jobs.</p>
<b>Estimated completion</b>	2023–24

## 2.5.3 Energy sector reforms

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### The Victorian Default Offer

- › The Victorian Default Offer is a regulated price set by Government, not energy companies, that represents a fair price for electricity. This nation-leading price reform has resulted in the automatic switch for all Victorian households and small businesses from their electricity company's expensive standing offers to the Victorian Default Offer.

The Victorian Default Offer is part of the Government's Energy Fairness Plan to make the electricity market simpler, more transparent and affordable for all consumers.

### Speeding up Energy Connections for new Homes

- › *The Energy Legislation Amendment (Licence Conditions) Act 2020* enables the Government to set conditions that energy companies must meet, including timeliness for connection. Lengthy delays in connecting new housing developments to the power grid have previously impacted housing construction timeframes and costs.

### Victorian Renewable Energy Target

- › The Victorian Government has increased the Victorian Renewable Energy Target (VRET) to 50 per cent by 2030. In 2020, Victoria met its first VRET target of 25 per cent with more than 26 per cent of Victoria's electricity sourced from renewable energy generation. Meeting the VRET targets will not only bring forward significant investment in new renewable energy projects but will also support the reliability of Victoria's electricity supply, generate billions of dollars of additional economic activity in Victoria, create thousands of jobs, and reduce emissions, contributing to Victoria's long-term target of net zero emissions by 2050.

### Creating a fairer, more transparent energy retail market for Victorian customers

- › The Government introduced changes to the energy sector in 2021 to protect Victorian households and businesses from aggressive and exploitative practices by energy retailers. The changes ban unsolicited door-to-door sales and telemarketing by energy retailers and introduce penalties of up to \$1 million for energy retailers that wrongfully disconnect vulnerable Victorians.



### Zero Emissions Vehicle Roadmap

- › By 2030, half of all light vehicle sales in Victoria will be Zero Emissions Vehicles (ZEVs). Our Roadmap delivers the long-term vision to roll out this key driver of our clean energy future. The ZEV Roadmap is focused on decarbonising the transport sector through actions that will be taken this decade to remove barriers to the uptake of ZEV technology. It also seeks to leverage opportunities associated with the impact of this technology transition.

### Renewable Hydrogen Industry Development Plan

- › The Victorian Government is leading and supporting the development of Victoria's rapidly emerging renewable hydrogen sector, as part of its work to reach net zero emissions by 2050. Renewable hydrogen is a clean and versatile form of energy that has the potential to touch all parts of our economy and transform energy systems. The Renewable Hydrogen Industry Development Plan sets out a blueprint to capitalise on renewable hydrogen's economic opportunity, creating long-term jobs and enabling the state's transition to net zero emissions.

### Renewable Energy Zones

- › The Victorian Government is developing Victoria's six Renewable Energy Zones (REZs), supported by a \$540 million REZ Fund to invest in network infrastructure and the establishment of a new co-ordinating body, VicGrid, to build Victoria's renewable superhighways. Developing the six REZs across the state will allow new renewable energy projects to be connected in a timely manner, reducing risk premiums for investors, achieving better energy affordability and reliability outcomes for consumers, helping to achieve our climate change goals and furthering regional economic development goals.

### Response to the Independent Review of Victoria's Electricity and Gas Network Safety Framework

- › The Independent Review of Victoria's Electricity and Gas Network Safety Framework (Grimes Review) made 43 recommendations representing a significant reform agenda, chiefly focused on broadening Energy Safe Victoria's capabilities and preparedness to take strong regulatory action. The Government is continuing to deliver reforms to ensure adequacy of the safety regulatory obligations, incentives and other arrangements governing the safety of the electricity and gas networks.









## 2.6 Environment



### 2.6.1 Environment sector priorities

#### Protecting Victoria's biodiversity by 2037

- › Victoria is taking a modern and effective approach to protecting the state's rich biodiversity, with conservation efforts that ensure our natural environment is healthy, valued and cared for.

#### Managing our parks

- › Sound management of our parklands will ensure all Victorians can continue to enjoy our natural environment, while supporting growth in nature-based tourism. The Government continues to invest in enhancing and improving Victoria's parks estate, including through the Victoria's Great Outdoors and Suburban Parks programs.

#### Taking action on climate change

- › Victoria is committed to reaching net zero emissions by 2050 and becoming climate resilient. Victoria's Climate Change Strategy sets out our priorities for climate action. Victoria has set ambitious, but achievable targets to reduce the state's greenhouse gas emissions from 2005 levels by 28–33% by 2025 and 45–50% by 2030. To help meet these targets, we have prepared emissions reduction pledges for each emissions sector for 2021–2025 – the first in a progression of five-yearly pledges required under the *Climate Change Act 2017*. We have also made ambitious commitments to reduce emissions from the Victorian Government's own operations. By 2025, Victorian Government operations will be powered by 100 per cent renewable electricity.

- › Victoria's Climate Change Strategy also sets adaptation priorities for the next five years and Adaptation Action Plans, required by the *Climate Change Act 2017*, respond to those priorities. The plans are for seven systems vulnerable to the impacts of climate change or essential to prepare for future change, and will commence in 2022. These system-based plans are complemented by community-led regional adaptation strategies that will guide collective effort to reduce the impacts of climate change and maximise opportunities across Victoria's regions.

#### Improving resource recovery and waste management

- › The Victorian Government's circular economy policy, *Recycling Victoria: a new economy*, is driving reform in recycling and waste resource recovery. Long-term planning and investment in waste management will ensure Victoria has efficient and sustainable resource recovery systems to make the most of our finite resources.



## 2.6.2 Environment sector projects

<b>Title</b>	<b>Recycling Victoria: a new economy</b>
<b>Funding</b>	\$380m
<b>Location</b>	Statewide
<b>Description</b>	<i>Recycling Victoria: a new economy</i> is a plan to drive fundamental changes in our economy to reduce waste, make more productive use of our resources and establish a recycling system Victorians can rely on.
<b>Estimated completion</b>	2030
<b>Title</b>	<b>Safe Public Open Spaces</b>
<b>Funding</b>	\$50m TEI
<b>Location</b>	Statewide
<b>Description</b>	Maintenance and upgrade by Parks Victoria of a range of visitor facilities across Victoria, including 35 playgrounds ensuring safe and equitable access to parks to facilitate community exercise and wellbeing.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Suburban Parks Program</b>
<b>Funding</b>	\$154m
<b>Location</b>	Metro
<b>Description</b>	Investment to deliver the Suburban Parks Program, reinforcing Melbourne’s status as the parks capital of Australia.
<b>Estimated completion</b>	2022–23



<b>Title</b>	Victoria's great outdoors
<b>Funding</b>	\$105.6m
<b>Location</b>	Statewide
<b>Description</b>	Investment to enable Victorians to enjoy the great outdoors with cheaper camping fees, new camping grounds, 4WD tracks and walking trails.
<b>Estimated completion</b>	2022–23
<b>Title</b>	Werribee Open Range Zoo
<b>Funding</b>	\$84m TEI
<b>Location</b>	Metro
<b>Description</b>	The Werribee Open Range Zoo will be expanded to accommodate higher visitor numbers, with additional visitor amenities and experiences including a new open range elephant sanctuary at Werribee Open Range Zoo for the Asian elephant herd to be relocated from Melbourne Zoo.
<b>Estimated completion</b>	2024–25





## 2.6.3 Environment sector reforms

### **Improve the accountability, oversight and performance of Victoria's waste and recycling system**

- › The new Circular Economy (Waste Reduction and Recycling) Bill will enable improved oversight, accountability and performance of Victoria's waste and recycling system through the establishment of Recycling Victoria. This entity will provide strategic leadership and regulation to the state's waste and recycling sector.

### **Kerbside recycling reform**

- › The Government is changing how Victorians recycle so that materials collected from households are high quality and can be used again to make new products.

### **Set Victoria's greenhouse gas emissions reduction target for 2035**

- › In 2023, as required under the *Climate Change Act 2017*, the Government will set a Victorian greenhouse gas emissions reduction target for 2035. This will continue Victoria's transition to net zero emissions by 2050 and build on our ambitious emissions reduction targets for 2025 and 2030.

### **Commence implementation of Adaptation Action Plans (AAP) 2022–26**

- › The implementation of the first set of five-yearly AAPs required by the *Climate Change Act 2017* will support metropolitan and regional communities to prepare for climate change impacts based on best available future climate information for Victoria and build resilience to future impacts by 2022.

### **Marine and Coastal Strategy**

- › The development of a Marine and Coastal Strategy will enable the Government to implement priority marine and coastal policy reforms and to realise the vision of the policy 'a healthy, dynamic, biodiverse marine and coastal environment that is valued in its own right, and that benefits the Victorian community, now and in the future' by 2022.

### **Institutional and governance reforms for Victoria's alpine sector**

- › These reforms will deliver institutional changes to support the future success of the alpine resorts and associated communities to address the long-term financial pressures on the sector by 2022.









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Joan Kirner  
Women's and Children's



## 2.7 Health and human services



### 2.7.1 Health and human services sector priorities

#### Building a proactive system that anticipates demand

- › Victoria's population is growing and ageing, altering the nature and demand on services. Anticipating future needs lets us build capacity to keep pace with change.

#### Driving system-wide reform for safer, better services

- › The challenges facing our systems mean new approaches to health and human services design, quality assurance, workforce capabilities and technology.

#### Integrating care across the health and social service system

- › Those who are vulnerable or with complex needs rely on multiple providers. Better service connections will strengthen early intervention, outcomes and lower cost.

#### Improving equity and access

- › Better planning and policy design will target support where it's needed most, to give people the best care, wherever they live.

#### Investing in the future

- › Development and adoption of cutting-edge research, practice and technology will maintain Victoria's world-class health and human services system in future.

#### All Victorians have stable, affordable and appropriate housing

- › Victorians have safe homes that provide emotional and physical sanctuary, and have security of tenure in housing that is accessible, appropriate, affordable and tailored to them. This includes supports to reduce housing insecurity and homelessness, to enable suitable housing for all.

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### 2.7.2 Health and human services sector projects

<b>Title</b>	Australian Institute for Infectious Diseases
<b>Funding</b>	\$400m
<b>Location</b>	Metro
<b>Description</b>	The Institute will be the largest centre of expertise in the southern hemisphere and will support the ongoing efforts of the world-leading researchers at Victoria's universities and medical research institutes. It will also accelerate research into the prevention of future pandemics and rapidly developing treatments.
<b>Estimated completion</b>	2026–27



<b>Title</b>	<b>Building a better hospital for Melbourne’s inner west</b>
<b>Funding</b>	\$1,495m TEI
<b>Location</b>	Metro
<b>Description</b>	The Government has committed to replace the ageing Footscray Hospital on Gordon Street, which was built in the 1950s. The new hospital will be located at Victoria University’s Footscray Park campus (corner of Ballarat and Geelong Roads). The new Footscray Hospital will feature at least 504 beds, enabling care for almost an additional 15,000 patients and an extra 20,000 people to be seen by the emergency department each year.
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Building a new rehabilitation centre for Bendigo</b>
<b>Funding</b>	\$60m TEI
<b>Location</b>	Regional
<b>Description</b>	<p>A new rehabilitation centre will be built at Bendigo Hospital, which will include the relocation and consolidation of outpatient rehabilitation services and staff administration services into newly upgraded buildings.</p> <p>The new rehabilitation centre will bring together health services from different locations within the hospital grounds to improve access for recovering patients.</p>
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Building and upgrading public sector aged care facilities</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	The Victorian Government is significantly investing in public sector aged care facilities across the state, including \$135 million for a 150-bed public sector residential aged care facility at the Monash Health Kingston Campus, \$81.58 million to build a new 120-bed residential aged care facility in Wantirna, and \$65 million to rebuild the Glenview Community Care aged care facility in Rutherglen.
<b>Estimated completion</b>	2025–26









<b>Title</b>	<b>Building emergency departments kids and families can count on</b>
<b>Funding</b>	\$102m TEI
<b>Location</b>	Statewide
<b>Description</b>	<p>Funding is provided to construct dedicated children's emergency departments at Northern Hospital, Frankston Hospital, Casey Hospital, Maroondah Hospital and University Hospital Geelong. The projects will reconfigure or expand emergency departments to ensure children receive care in a dedicated and appropriate environment.</p> <p>This initiative is co-funded by the Commonwealth Government.</p>
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Expanding and upgrading mental health facilities</b>
<b>Funding</b>	Various
<b>Location</b>	Statewide
<b>Description</b>	<p>As part of the Victorian Government's initial response to the Royal Commission into Victoria's Mental Health System, \$492 million has been provided to deliver 120 new acute mental health beds at The Royal Melbourne Hospital, Northern Hospital, Sunshine Hospital and the McKellar Centre in Geelong, and \$349.56 million to deliver an additional 82 beds at Thomas Embling Hospital, along with refurbishment of existing beds and supporting infrastructure. \$141 million is also provided to expand youth mental health treatment facilities, delivering five new 10-bed youth prevention and recovery care units in the Barwon South West, Gippsland, Grampians, Hume and North Eastern Metropolitan regions. Three existing youth prevention and recovery care units will be upgraded in Bendigo, Dandenong and Frankston.</p>
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>Family Violence – refuge redevelopment</b>
<b>Funding</b>	\$48m TEI
<b>Location</b>	Statewide
<b>Description</b>	<p>In response to a recommendation of the Royal Commission into Family Violence to phase out communal refuges and replace them with core and cluster facilities, this investment will build 20 new core and cluster refuges. The 'core and cluster' model provides onsite support services in a central facility (the 'core') as well as an average of six independent living units (the 'cluster'), for women and their children, all on the one parcel of land. As part of this initiative, new Aboriginal family violence refuges in Warrnambool, Horsham and Shepparton are also being built.</p>
<b>Estimated completion</b>	2021–22



<b>Title</b>	<b>First stage of the new Melton Hospital</b>
<b>Funding</b>	\$70m TEI
<b>Location</b>	Metro
<b>Description</b>	Funding is provided to purchase land and undertake detailed capital planning and early works for a new Melton Hospital. The Melton growth corridor is one of the fastest growing areas and funding will progress design of planning and early works for the new hospital so that it can meet the healthcare needs of the local community.

<b>Estimated completion</b>	2021–22
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<b>Title</b>	<b>Growth in social housing</b>
<b>Funding</b>	\$5,700m
<b>Location</b>	Statewide

<b>Description</b>	<p>The \$5.3 billion Big Housing Build will deliver more than 12,000 new homes across Victoria including 9,300 social housing dwellings replacing 1,100 old social housing dwellings and 2,900 new mainly affordable dwellings.</p> <p>Additional funding of \$209 million has been allocated to commence providing 1,000 public housing homes for 1,800 Victorians that are escaping family violence, and those who are experiencing or at risk of homelessness.</p> <p>\$185 million has also been provided to create more than 1,000 new homes through an innovative new partnership between community housing organisations, the private sector and the Government. The first of its kind for social housing in Australia – the Government will lease land in Brighton, Flemington and Prahran to a consortium to build, operate and maintain housing on the sites for 40 years. The dwellings will replace 445 outdated social dwellings and be a mix of one, two, three and four-bedroom homes – catering for individuals, couples and families.</p> <p>Four public housing sites are being redeveloped with modern, safe, secure and energy efficient homes. The redeveloped sites will create more vibrant, integrated and diverse communities through a mix of social and private housing, and will deliver 457 new social housing dwellings (385 owned by the Director of Housing plus 72 community housing dwellings), an increase of 50 per cent above the existing number of public housing dwellings.</p>
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<b>Estimated completion</b>	2026–27
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<b>Title</b>	<b>Low rise upgrade 2021–22</b>
<b>Funding</b>	\$58m TEI
<b>Location</b>	Statewide
<b>Description</b>	Upgrade of public homes across the state including villas upgrades, estates, community facilities, fire reinstatements and property disability modifications.
<b>Estimated completion</b>	2021–22
<b>Title</b>	<b>Metropolitan Health Infrastructure Fund</b>
<b>Funding</b>	\$200m TEI
<b>Location</b>	Metro
<b>Description</b>	Funding is provided for the Metropolitan Health Infrastructure Fund to improve the quality and amenity of infrastructure across a range of metropolitan health services. This funding will allow health services to respond to local priorities and maintain and enhance their service delivery capacity.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Metropolitan hospital redevelopment and expansion</b>
<b>Funding</b>	Various
<b>Location</b>	Metro
<b>Description</b>	The Victorian Government is investing significantly in metropolitan hospital redevelopment and expansions, including \$605 million to build a world-class hospital for Frankston delivering additional capacity for 120 beds, more operating theatres, enhanced mental health and oncology services along with expanded maternity and paediatric services, and new initiatives in emergency department care. The Government is also providing \$103 million to expand the Angliss Hospital including a new in-patient unit.
<b>Estimated completion</b>	2026–27



<b>Title</b>	<b>More help for Victorian mums and dads (Early Parenting Centres)</b>
<b>Funding</b>	\$123m TEI
<b>Location</b>	Statewide
<b>Description</b>	The Victorian Government is committed to improving the lives of all parents with infants experiencing sleep and settling problems, and is providing funding for seven new early parenting centres be in Ballarat, Bendigo, Casey, Frankston, Geelong, Whittlesea and Wyndham, and funding to refurbish The Tweddle Child and Family Health Service and Queen Elizabeth Centre.

<b>Estimated completion</b>	2023–24
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<b>Title</b>	<b>Regional Drug Residential Rehabilitation Services</b>
<b>Funding</b>	\$52m TEI
<b>Location</b>	Regional
<b>Description</b>	The Victorian Government is investing \$52.1 million in the regional alcohol and drug residential rehabilitation services – Stage 2 and 3 projects. The project aims to help more Victorians in the Barwon, Hume and Gippsland regions access specialist support. The funding will build three new regional alcohol and drug residential rehabilitation facilities in Corio, Traralgon and Wangaratta. Once complete, these facilities will provide alcohol and drug residential rehabilitation services to an additional 900 Victorians every year.

<b>Estimated completion</b>	2022–23
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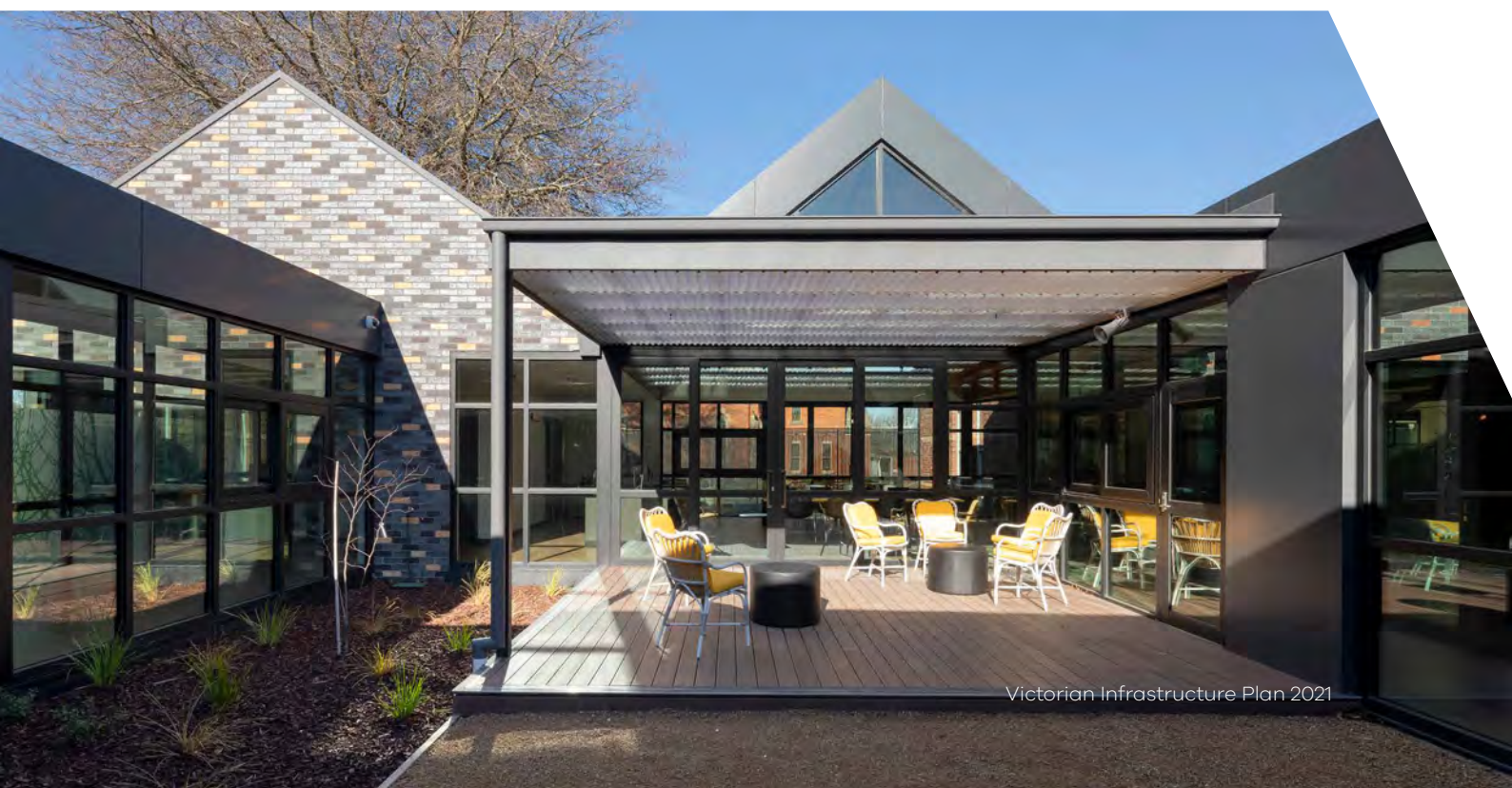




<b>Title</b>	<b>Regional Health Infrastructure Fund</b>
<b>Funding</b>	\$490m TEI
<b>Location</b>	Regional
<b>Description</b>	Funding is provided to the Regional Health Infrastructure Fund to improve the quality and amenity of infrastructure across range of rural and regional health services. This funding will allow health services to respond to local priorities and maintain and enhance their service delivery capacity.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Regional hospital redevelopment and expansion</b>
<b>Funding</b>	Various
<b>Location</b>	Regional
<b>Description</b>	<p>Investing in the state’s regional health infrastructure remains a priority for the Victorian Government and is demonstrated by the Government committing to expand and redevelop hospitals across Victoria.</p> <p>Key projects include \$542 million to redevelop and expand Ballarat Base Hospital, \$384 million to redevelop Warrnambool Base Hospital, \$217 million to significantly expand Latrobe Regional Hospital (Stage 3A), \$115 million to redevelop the emergency department at Wonthaggi, and \$100 million to build a world-class hospital in Maryborough.</p>
<b>Estimated completion</b>	2027–28
<b>Title</b>	<b>Ten new community hospitals</b>
<b>Funding</b>	\$675m TEI
<b>Location</b>	Statewide
<b>Description</b>	Funding is provided to construct and expand 10 community hospitals in Craigieburn, Cranbourne, Pakenham, Phillip Island, Sunbury, Torquay, Mernda, Eltham, Point Cook and the inner south of Melbourne. This investment will increase capacity and ensure patient access to high-quality health care services in key growth areas.
<b>Estimated completion</b>	2024–25



<b>Title</b>	<b>Upgrading and maintaining social housing</b>
<b>Funding</b>	\$498m
<b>Location</b>	Statewide
<b>Description</b>	The 2020 Building Works stimulus package included funding to upgrade and maintain more than 23,000 social housing units across Victoria and build 168 new social housing dwellings. The Government has also committed \$30 million to upgrade more than 450 Specialist Disability Accommodation properties across the state for approximately 1800 residents.
<b>Estimated completion</b>	2021–22
<b>Title</b>	<b>Victorian Heart Hospital</b>
<b>Funding</b>	\$564m TEI
<b>Location</b>	Metro
<b>Description</b>	The Victorian Heart Hospital will be Australia’s first dedicated cardiac hospital and will include a full range of ambulatory and inpatient cardiac care, including cardiac theatres, cardiac catheterisation laboratories and ambulatory services such as cardiac CT, echocardiography, and specialist consultation.
<b>Estimated completion</b>	2022–23





## 2.7.3 Health and human services sector reforms

### Ten-year strategy for social and affordable housing

- › The Victorian Government has committed to developing a 10-year strategy for social and affordable housing with a public discussion paper launched in February 2021. The strategy will set the vision for the future social and affordable housing system and provide the practical roadmap needed to ensure all Victorians who need housing support have a safety net as well as access to safe, secure and affordable housing.

### Establishing support and safety hubs

- › The Government released the *Family Violence Reform Rolling Action Plan 2020–2023* at the end of 2020. The plan sets out the activities for the next three years to progress the reform. Key initiatives led by Family Safety Victoria include continuing to roll out The Orange Door networks across Victoria, with another six to open in 2021. Statewide coverage is expected by the end of 2022. The Orange Door network provides support for adults, young people and children experiencing family violence and families who need support with their children.

### A new partnership with local government

- › Homes Victoria will work with local governments to develop a 'social and affordable housing compact', which will give local governments an important role in identifying priorities for social housing growth in their municipality. We will also consult with councils on mechanisms to bring social housing closer to the treatment of other public value infrastructure such as schools and hospitals, which are exempt from council rates. This reflects the public benefit that access to safe, secure and affordable housing brings to local communities.

### Reforming care services

- › Victoria is reforming residential care services to deliver a new model of therapeutic care for children and young people who cannot stay at home. We will set up 25 new two and three-bed residential care facilities for better placement matching, and trial a Care Hub which delivers wraparound support for children and young people entering care for the first time.
- › In an Australian first, the Victorian Government fully funded Home Stretch for all young people leaving foster, kinship and residential care. The *2020–21 Budget* provided \$75 million over four years to ensure all Victorian care leavers are provided with support as they transition to adulthood.

### Aboriginal Housing and Homelessness Framework – Mana-na woorn tyeen maar-takoort (Every Aboriginal person has a home)

- › Aboriginal people have higher rates of homelessness in Victoria than anywhere in Australia. To address this, the Aboriginal Housing and Homelessness Framework – Mana-na woorn tyeen maar-takoort (Every Aboriginal person has a home) – will put in place the building blocks of a new approach to achieve safe and secure housing for Aboriginal Victorians.
- › Victoria will target 10 per cent of Victoria's social housing boost to meet the needs of Aboriginal Victorians.



### **Homelessness to a Home (H2H)**

- › The Homelessness to a Home (H2H) initiative has been launched to provide 1,845 households with access to stable medium and long-term housing, and support packages to people experiencing homelessness who are residing in emergency accommodation due to the COVID-19 pandemic. The initiative is an opportunity to make a significant, lasting impact on homelessness and rough sleeping in Victoria.

### **Independent Social Housing Regulation Reform Review**

- › Establishment of the Social Housing Regulatory Review was publicly announced in November 2020 alongside the Big Housing Build investment announcement. The Panel will provide a draft report in November 2021 and a final report in March 2022.

### **Homes Victoria: a new contemporary housing agency**

- › The Director of Housing is now known as Homes Victoria and a new advisory board for Homes Victoria was announced in May 2021. The board will oversee the rollout of the 10-year housing strategy along with other initiatives relevant to secure and affordable housing.

### **Royal Commission into Victoria's Mental Health System**

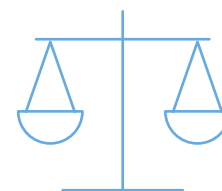
- › The Royal Commission into Victoria's Mental Health System laid out a 10-year reform program to significantly reshape Victoria's mental health and wellbeing system. The reforms need to balance the time required for large-scale, complex change with the urgency required to deal with current system challenges. Delivery is well underway for accelerated initiatives that will underpin system-wide, enduring reform.
- › These include previously funded interim report recommendations of the Royal Commission, such as the establishment of the Victorian Collaborative Centre for Mental Health and Wellbeing, and designs and a dedicated capital investment fund for the mental health system.
- › They also include development of a mental health and wellbeing workforce strategy, new mental health and wellbeing legislation, and the funding of foundational building blocks for transformation of Area Mental Health and Wellbeing Services.
- › Also included are accommodation and wellbeing supports to 2,000 Victorians living with a mental illness and allocated supported housing places as part of the Big Housing Build, and co-design and planning for a further 500 supported housing places for young people living with mental illness.







## 2.8 Justice and emergency services



### 2.8.1 Justice and emergency services sector priorities

#### Keeping Victorians safe

- › Victoria is implementing nation-leading family violence reforms, including significant investment in Specialist Family Violence Courts to keep women and children safer.

#### Building the corrections and youth justice facilities we need

- › Victoria is upgrading and building new corrections and youth justice facilities to meet demand, improve system effectiveness, and increase community safety.

#### New and improved court services

- › Victoria is expanding and upgrading courts to ease demand pressures and improve our court system.

#### Deploying ICT innovations

- › Adopting new technologies enables justice and emergency services to offer Victorians the best service possible.

#### Enhancing public safety

- › Updating and developing facilities, plus better management processes, will ensure Victorians feel supported in emergencies.

### 2.8.2 Justice and emergency services sector projects

<b>Title</b>	<b>Bendigo Law Courts Redevelopment</b>
<b>Funding</b>	\$152m TEI
<b>Location</b>	Regional
<b>Description</b>	A new state-of-the-art regional court for Bendigo that puts people and community first. This landmark civic building will set a new standard for the delivery of justice to the Bendigo community and the wider Loddon Mallee region.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Chisholm Road prison project</b>
<b>Funding</b>	\$1,119m TEI
<b>Location</b>	Regional
<b>Description</b>	Delivery of the 1,248-bed maximum security prison in the Lara Prison Precinct.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Community Safety Statement</b>
<b>Funding</b>	\$315m TEI
<b>Location</b>	Statewide
<b>Description</b>	Asset funding to support 2729 additional police, including station refurbishments. Investment in Victoria Police to fight crime, and ensure it has the resources required to reduce harm in the community and keep Victorians safe.
<b>Estimated completion</b>	Various
<b>Title</b>	<b>Courts case management system</b>
<b>Funding</b>	\$89m
<b>Location</b>	Statewide
<b>Description</b>	A new Case Management System for the Magistrates' Court of Victoria and the Children's Court of Victoria as part of the Government's response to address family violence. The new system will enhance access to justice through stronger information sharing and improved court processes, and strengthen the ability to capture and share appropriate information across the courts and key external parties including Victoria Police, Corrections Victoria and the Department of Families, Fairness and Housing.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Delivering new police station infrastructure</b>
<b>Funding</b>	\$29m TEI
<b>Location</b>	Regional
<b>Description</b>	Funding for construction of a new Benalla Police Station.
<b>Estimated completion</b>	2024–25



<b>Title</b>	<b>Emergency services high-priority infrastructure</b>
<b>Funding</b>	\$121m TEI
<b>Location</b>	Statewide
<b>Description</b>	Delivery of high-priority infrastructure to support operations of the Victorian State Emergency Service.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Men’s prison system capacity</b>
<b>Funding</b>	\$805m TEI
<b>Location</b>	Statewide
<b>Description</b>	Increasing capacity and delivering new supporting infrastructure across the men’s prison system.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>New Wyndham Law Court Development</b>
<b>Funding</b>	\$271m TEI
<b>Location</b>	Metro
<b>Description</b>	A new state-of-the-art court facility for Melbourne’s rapidly growing west, which will be the largest court complex outside of Melbourne’s central business district, bringing together multiple Victorian court jurisdictions and tribunals and providing a full range of specialist court programs.
<b>Estimated completion</b>	2024–25
<b>Title</b>	<b>New youth justice facility</b>
<b>Funding</b>	\$420m TEI
<b>Location</b>	Metro
<b>Description</b>	Delivery of a new 140-bed youth justice facility to support the rehabilitation of young offenders and improve community safety. The facility will include a mental health unit and an intensive intervention unit.
<b>Estimated completion</b>	2022–23



<b>Title</b>	<b>Statewide construction of fire stations</b>
<b>Funding</b>	\$78m
<b>Location</b>	Statewide
<b>Description</b>	The Victorian Government has provided \$78 million to fund eight fire stations across Victoria to be managed by Fire Rescue Victoria. These projects are located in Bendigo, Box Hill, Brooklyn, Clyde North, Corio, Craigieburn, Frankston, and Port Melbourne.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Supporting the state's forensic capability</b>
<b>Funding</b>	\$40m TEI
<b>Location</b>	Statewide
<b>Description</b>	Facility upgrades to enhance the forensic capability of the Victorian Institute of Forensic Medicine, including the addition of magnetic resonance imaging technology, lab equipment, structural upgrades, and new case management systems.
<b>Estimated completion</b>	2022–23
<b>Title</b>	<b>Women's prison system capacity</b>
<b>Funding</b>	\$189m TEI
<b>Location</b>	Statewide
<b>Description</b>	Delivery of 106 new beds and supporting infrastructure to the Dame Phyllis Frost Centre, enabling unsuitable beds across the women's system to be decommissioned.
<b>Estimated completion</b>	2022–23



## 2.8.3 Justice and emergency services sector reforms

### Justice and Emergency Services Sector Planning

- › The Justice Asset and Infrastructure Plan will inform government of asset and infrastructure priorities across the whole justice system. The Plan will articulate the infrastructure challenges being faced across the system and provides a framework to prioritise investments that address challenges at a whole-of-system level.

### Emergency Management Strategic Action Plan

- › The Victorian Emergency Management Strategic Action Plan outlines statewide strategic priorities, with corresponding actions to guide the ongoing reform of our emergency management sector, and support Victoria in achieving its vision of a safer and more resilient community. The Government updates the Plan on an annual basis, outlining statewide priorities which are critical to the success of preparing for, responding to, and recovering from emergency events in Victoria.

### Crime Prevention Strategy

- › The Victorian Government's Crime Prevention Strategy was released in June 2021, setting out a clear approach for government to partner with communities and key organisations to deliver innovative solutions that address the underlying causes of crime and improve safety for all Victorians. As part of the Strategy's Building Safer Communities program, the Creating Safer Places funding stream supports Victorian Councils to improve urban design and infrastructure to deter crime, increase safety and activate public places. Alongside the Strategy, a one off grant program funded through the Government's Building Works stimulus package, the Community Safety Infrastructure Grants, are supporting improved public infrastructure to strengthen community safety, security and confidence in public places.

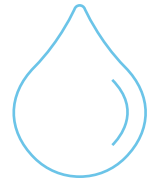








## 2.9 Water



### 2.9.1 Water sector priorities

#### Extending and using our water grid better

- › Good water management means modernising our water grid, making sure we're using water efficiently, and securing additional water resources.

#### Building resilience to climate change

- › We will continue to enhance Victoria's water security by enabling access to all sources of water (including manufactured water), increasing resilience of urban, regional and rural areas to manage the risks of climate change and droughts, as well as considering longer term options and investments to secure our water supply.

#### Improving the health of waterways and catchments

- › We're investing in infrastructure, developing preservation plans and working with local communities to protect our rivers and catchments.

### 2.9.2 Water sector projects

<b>Title</b>	<b>East Grampians Rural Pipeline Project</b>
<b>Funding</b>	\$85.2m (including \$53.2m Commonwealth and Water Corporations funding)
<b>Location</b>	Regional
<b>Description</b>	The East Grampians Water Supply Project will construct around 1,600km of pipeline to provide a reliable and secure reticulated water supply to rural properties in the East Grampians region. This project will supply 1,700 ML per annum of reticulated water and provide around 1,500 rural enterprises with the opportunity to access a reticulated water supply, over an area of 530,000 hectares.
<b>Estimated completion</b>	2022



<b>Title</b>	<b>Goulburn-Murray Water – Water Efficiency Project (GMW WEP)</b>
<b>Funding</b>	\$178m Commonwealth funding
<b>Location</b>	Regional
<b>Description</b>	The \$177.5 million GMW WEP project will deliver modernisation and rationalisation works across the Goulburn-Murray Irrigation District (GMID). It complies with the agreed socio-economic criteria and is estimated to generate 15.9 GL/y Long Term Average Annual Yield (LTAAY) of water recovery.
<b>Estimated completion</b>	2023–24
<b>Title</b>	<b>Integrated Water Projects package of works</b>
<b>Funding</b>	\$12.7m
<b>Location</b>	Metro
<b>Description</b>	Funding was committed for integrated water management projects through the Victorian Government’s \$2.7 billion Building Works stimulus package and another \$2 million towards the Werribee Zoo Recycled Water Scheme (Werribee Recycled Water Expansion Project).
<b>Estimated completion</b>	2021–22
<b>Title</b>	<b>Macalister Irrigation District (MID) Modernisation Project – Phase 2</b>
<b>Funding</b>	\$63m (including \$52.17m Commonwealth and Water Corporations funding)
<b>Location</b>	Regional
<b>Description</b>	Replacement of open channel systems with new pipelines, and modernisation works including the upgrade and automation of outlets. It is estimated to generate 10.3 GL/y of water savings and improve water delivery efficiency to support increased agricultural output.
<b>Estimated completion</b>	2023–24



<b>Title</b>	<b>Mitiamo and District Reticulated Water Supply Project</b>
<b>Funding</b>	\$29m (including \$18.8m Commonwealth and Water Corporations funding)
<b>Location</b>	Regional
<b>Description</b>	The Mitiamo and District Reticulated Water Supply Project will construct a new pressurised pipeline to integrate water supply across the district and include a pump station and an 85 ML storage. This project will provide a secure pressurised water supply to sustain a viable regional economy, with improved service delivery and reliability for around 180 rural properties.
<b>Estimated completion</b>	2021
<b>Title</b>	<b>Western Irrigation Network</b>
<b>Funding</b>	\$116.3m (including \$48.07m Commonwealth, and \$68.23m Water Corporations funding)
<b>Location</b>	Regional
<b>Description</b>	The Western Irrigation Network project is to establish a new recycled water irrigation scheme in the Parwan-Balliang region, through construction of approximately 58 km of pipeline connecting existing recycled water plants at Bacchus Marsh, Melton and Sunbury, and construction of 2.1 GL combined water storages, pump stations and distribution network.
<b>Estimated completion</b>	2025



## 2.9.3 Water sector reforms

### Sustainable Water Strategies

- › The Government is working with community, the water sector and Traditional Owners to develop Sustainable Water Strategies (SWS), which are long-term plans to secure a sustainable supply of water in Victoria's regions. The Government is currently working with stakeholders to develop a Central and Gippsland Region SWS by 2022.

### Aboriginal Access to Water Roadmap

- › The Government is working with Traditional Owners and Aboriginal peak bodies to develop an Aboriginal Access to Water Roadmap by 2022. The Roadmap will be the first Traditional Owners-led and endorsed document to provide policy recommendations and solutions for Traditional Owners to access water, and will explore options to commit to specific returns of water for self-determined purposes.

### Integrated Water Management

- › The Integrated Water Management (IWM) Program and policy will continue to enhance Victoria's water security and, build resilience in urban, regional and rural areas to the risks and impacts of climate change and droughts. IWM projects will increase the use of stormwater, rainwater and recycled water by 2024, and help develop longer term options to secure our water supply.

### Structural reforms to protect waterways

- › The recent amendments to the *Water Act 1989* and the *Catchment and Land Protection Act 1994*, through the passing of the Water and Catchment Legislation Amendment Bill 2021 will deliver market and structural reforms to further protect the health of Victoria's waterways and their resilience to climate change. The structural reforms will be implemented in 2021, while market reforms will be implemented in 2023 following detailed engagement and the development of a number of instruments to operationalise the reforms.







The Government has considered  
all 94 recommendations in *Victoria's  
Infrastructure Strategy 2021–2051*





## Chapter 3

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# Government response to Infrastructure Victoria's 30-year strategy recommendations



In August 2021, Infrastructure Victoria presented *Victoria's infrastructure strategy 2021–2051* to the Government, which included 94 recommendations. Responses to each recommendation are included in this chapter along with an explanatory rationale.

Recommendations are organised by the eight sectors within this plan along with a small number of cross-sector recommendations. The recommendation numbers and themes used by Infrastructure Victoria to organise recommendations are also included for reference.

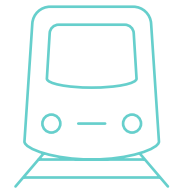
- › **Supported:** the recommendation is supported with implementation actions and investments underway.
- › **Supported in principle:** broad direction of the recommendation is supported, but specific actions are subject to further policy and/or budget consideration or other external factors (such as Commonwealth funding).

- › **Partly supported:** the objective of the recommendation is supported and some implementation actions have commenced, although for optimal outcome, some implementation actions may vary from Infrastructure Victoria's recommendation.
- › **Subject to further consideration:** government requires more time to give consideration to this recommendation due to policy and/or other complexities of specific actions.
- › **Not supported:** the recommendation does not align with current government policy and is not being pursued at this time.





# 3.1 Transport



Confront long-term challenges  
Navigate the energy transition

#2

<b>IV Recommendation</b>	Transition government fleet and freight vehicles to zero emissions technologies
<b>IV Recommendation description</b>	Within the next five years, require all new government fleet vehicles to be zero emissions vehicles where available. Incentivise uptake of zero emissions freight vehicles through reviewing restrictions on zero emissions freight movements on freight routes.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. Commitments have been made to transition government fleet vehicles to zero emissions technologies.</p> <p>Funding has been provided as part of the <i>2020–21 Budget</i> to encourage zero emission vehicle uptake across the government fleet through direct procurement and infrastructure upgrades to government-owned and leased buildings. The package includes \$15 million to replace 400 vehicles in the Victorian Government fleet with ZEVs and undertake associated infrastructure upgrades.</p> <p>In addition, a package of actions relating to ZEVs includes:</p> <ul style="list-style-type: none"> <li>› a \$20 million trial of zero emission bus technology. The outcomes of the trial will inform how to reach a commitment to procuring 100 per cent zero emission buses for public transport services from 2025</li> <li>› a \$5 million Commercial Sector Innovation Fund to support the uptake of ZEVs in the commercial passenger, freight and infrastructure industries.</li> </ul> <p>There are many reasons for restrictions on freight vehicle movements including safety, amenity, noise, emissions, mass and size. While ZEV freight vehicles will not mitigate the full range of issues for which restrictions are imposed, the Government may consider how it might be suitable to exempt ZEV freight vehicles from certain restrictions on freight routes on a case-by-case basis. Any potential changes would receive appropriate community and industry consultation.</p>
<b>Timeframe</b>	Five years



## Embrace technology and innovation

#21

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### IV Recommendation

Prepare for increasingly automated vehicle fleets

### IV Recommendation description

In the next year, begin updating transport regulations to allow automated vehicle operation on the road network. In the next 10 years, upgrade roads and communications infrastructure to help facilitate increasingly connected and automated vehicles, particularly for corporate and government fleets. Develop policy, business case and land use planning guidance to maximise the benefits of automated vehicles and mitigate their risks.

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### Government Position

**Supported in principle**

### Rationale

The Government supports the intent of this recommendation and is working closely with national bodies to develop and deliver coordinated and consistent regulations for highly automated driving systems. Victorian regulations will be updated in line with this process.

Victoria has established an Automated Driving System Permit Scheme and is supporting trials to determine whether this technology is safe and suitable for deployment.

Victoria is investing in connected and automated vehicle trials to test communications and infrastructure requirements, and is partnering with global automotive and technology companies and the Australian Integrated Multi-modal Eco-System (AIMES) in Melbourne.

The Smarter Roads initiative is also investing in smart technologies that have the potential to communicate and interact with vehicles with higher levels of driver assistance and automation. Any additional investment associated with this recommendation will be considered as part of future budgets.

Victoria's focus is on maximising the benefit of automated systems that improve road safety for all users in the short term without waiting for highly-automated (driverless) vehicles. This includes encouraging the uptake of vehicles with Advanced Driver Assistance Systems (ADAS) and Vehicle to Everything (V2X) communications.

Consideration of driverless applications in business cases and planning schemes will be adopted in the latter timeframe of this recommendation as the technologies become more certain.

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### Timeframe

Ten years



#22

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**IV Recommendation** Facilitate integration of public transport with new mobility services

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**IV Recommendation description** In the next five years, develop open access ticketing platforms to facilitate integration of public transport modes with new mobility services, incorporating better data sharing and collection. Remove public transport contract barriers to allow integration of existing and emerging transport modes and services.

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**Government Position** Supported in principle

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**Rationale**

The Government supports the intent of this recommendation and is investigating opportunities to implement open access ticketing to enable a simpler customer experience and the potential for integration into journey planning/management tools. Any investment associated with this recommendation will be considered as part of future ticketing contract requirements and is subject to funding approvals.

Victoria is continually improving the collection and publication of transport data for public transport and roads in line with the Government's Open Data Policy.

Steps have already been taken to update regulations and public transport contracts (when they are up for renewal) to enable greater flexibility of service provision, for example in Commercial Passenger Vehicles and metropolitan and regional bus contracts. The Government will continue to include mobility service flexibility in future contracts.

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**Timeframe** Five years





## #23

<b>IV Recommendation</b>	Incorporate personal mobility devices in regulation
<b>IV Recommendation description</b>	In the next two years, incorporate nationally consistent rules for personal mobility devices in Victorian legislation, update existing active transport design standards to better accommodate new devices and develop a statewide regulatory framework for shared mobility schemes.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	<p>The Government partly supports this recommendation. Trials are underway in four local council areas in Melbourne and Ballarat to understand the implications of personal mobility devices (specifically e-scooters) to community safety, amenity and mobility. The results of these trials will determine the regulatory approach to personal mobility devices and whether there is scope to align regulations across Australia.</p> <p>The findings of the trials and any consequent regulations will also determine whether there is need to update design standards and other regulations, in conjunction with appropriate community consultation.</p>
<b>Timeframe</b>	Two years

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## #24

<b>IV Recommendation</b>	Introduce new road network demand management technology
<b>IV Recommendation description</b>	In the next five years, progressively introduce new road network demand management technologies across the state and integrate management systems for different road-based transport modes. Combine them with a road infrastructure upgrade program to optimise the benefits of technologies, such as by providing extra clearways and introducing dedicated lanes for bus routes.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation and is making a significant investment through its Smarter Roads program and other initiatives.</p> <p>Smarter Roads is a technology-based investment to unlock system-wide benefits through implementation of monitoring, management and technology upgrades focused on improving the movement of passenger and freight vehicles, reducing congestion and journey times and improving productivity.</p> <p>Other initiatives such as the Road Occupancy Charge and implementation of new cycle lanes demonstrate the Government's commitment to ensuring efficient use of road space to move people and goods. The Government will continue to investigate and roll out infrastructure upgrades to optimise road capacity.</p>
<b>Timeframe</b>	Five years



## Manage urban change Integrate land use and infrastructure planning

#33

<b>IV Recommendation</b>	Publish Victoria's transport plan
<b>IV Recommendation description</b>	In the next year, develop and publish Victoria's integrated transport plan. Require the transport and strategic land use plans to align with each other.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	<p>The Department of Transport conducts detailed ongoing integrated transport planning. This manifests through the Big Build infrastructure program and coordinated maintenance and upgrade projects that will facilitate the movement of people and goods now and into the future.</p> <p>There is already an integrated land use plan that incorporates transport (Plan Melbourne). The Government acknowledges that continued alignment of land use planning and transport is important to maximise productivity and social inclusion.</p>
<b>Timeframe</b>	Five years

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## Create thriving urban places

#38

<b>IV Recommendation</b>	Partner with local governments to fund pedestrian infrastructure
<b>IV Recommendation description</b>	Over the next five years, partner with local governments to fund pedestrian infrastructure network upgrades to connect people to priority places, including central Melbourne, the Monash National Employment and Innovation Cluster, other activity centres and train stations.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation subject to further consideration of the most effective approach to partnerships and delivery. Any additional investment associated with this recommendation will be considered as part of future budgets.</p> <p>The <i>2021–22 Budget</i> approved \$16.7 million in funding for projects that will have benefits for pedestrians.</p> <p>Active transport is a priority for the Metropolitan Partnerships. The Partnerships have worked with local government to identify opportunities for improved active transport infrastructure.</p>
<b>Timeframe</b>	Five years



#39

**IV Recommendation**

Transform cycling in Melbourne, Ballarat, Bendigo and Geelong

**IV Recommendation description**

In the next 10 years, prioritise and significantly progress developing a continuous network of high quality, safer cycling corridors in Melbourne, Ballarat Bendigo and Geelong, including separated cycle ways and more storage at train stations and activity centres. In the next five years, immediate priorities include connections within and between central Melbourne and surrounding suburbs, and connections to the Monash, La Trobe and Sunshine National Employment and Innovation Clusters.

**Government Position**

**Supported in principle**

**Rationale**

The Government supports the intent of this recommendation and is investing heavily in cycling infrastructure in both Melbourne and regional Victoria.

The *Victorian Cycling Strategy 2018–28* outlines priorities, goals and strategic approaches to cycling across Victoria and includes connecting strategic corridors, improving cycling safety and integrating cycling with public transport.

100km of new and improved cycling routes are being rolled out across key inner-city suburbs to make it easier and safer for people to cycle to and from the CBD.

Across Victoria, the \$100 million TAC Safer Cyclists and Pedestrian Fund is delivering 44 walking and cycling projects, in addition to more than 250 kilometres of cycling and walking paths as part of the Government's major transport infrastructure program.

Any additional investment associated with this recommendation will be considered as part of future budgets.

**Timeframe**

Ten years





## #40

<b>IV Recommendation</b>	Improve walking and cycling data to better estimate travel, health and safety impacts and benefits
<b>IV Recommendation description</b>	In the next year, begin developing better walking and cycling information and data. In the next three years, incorporate this data and information into Victorian Government transport models for strategic and project planning, and project appraisal to guide investment decisions.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation and is undertaking cross-agency policy work on better data collection for walking and cycling.</p> <p>The Government recognises the benefits that improved modelling with walking and cycling data would provide, and is working through technical and practical issues to incorporate into existing transport models.</p> <p>Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years

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## #41

<b>IV Recommendation</b>	Reallocate road space to priority transport modes
<b>IV Recommendation description</b>	In the next year, start delivering road space reallocation initiatives to better support and enforce priority movement through streets and places. Adopt a five-year target for delivery of more ambitious road space reallocation initiatives. Legislate for faster, simpler, and more consultative road space reallocation in government decision-making.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. However, a five-year target or legislation is not under consideration at this stage as it is not deemed necessary in order to implement road space reallocation.</p> <p>Road space allocation improvements are being progressively rolled out at key locations, guided by Victoria's Movement and Place framework. This outlines the competing interests on the transport network and reports performance in terms of movement, place, environment and safety outcomes.</p> <p>The <i>2020–21 Budget</i> included funding for temporary cycling corridors, reallocating road space to support active transport.</p> <p>Funding was also allocated for enhanced separation of trams on six corridors in the CBD. Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years



## #42

<b>IV Recommendation</b>	Redesign tram routes
<b>IV Recommendation description</b>	In the next 10 years, redesign tram routes, including short shuttle routes, and reserve land for future tram depots, for more capacity in fast growing inner Melbourne areas.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation. Planning for tram network reform is underway in combination with significant infrastructure upgrades.</p> <p>A number of tram operation changes were implemented in 2020 in response to management of the COVID-19 pandemic, and the Government is considering a series of further configuration changes that will increase capacity and frequency in the inner city, in line with this recommendation.</p> <p>This includes reform of the tram network including the Metro Tunnel Reconfiguration (to align with Metro Tunnel). The Park Street Link is also being delivered as part of Metro Tunnel works.</p> <p>Funding was provided in the <i>2020–21 Budget</i> and <i>2021–22 Budget</i> to develop plans for tram network reform. Provision will be made for tram stabling as required to implement approved network changes.</p> <p>Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Ten years

## #43

<b>IV Recommendation</b>	Activate urban renewal with new tram links
<b>IV Recommendation description</b>	In the next year, fund the northern Fishermans Bend tram connection for delivery by 2026 and complete the planning for the southern route. Within two to five years, commit to delivering a tram extension to Arden, and to the former defence site at Maribyrnong if required.
<b>Government Position</b>	<b>Subject to further consideration</b>
<b>Rationale</b>	<p>The Government requires more time to consider this recommendation, as the Government's intent is to deliver transport infrastructure and services to emerging precincts that are fit for purpose and represent public value while stimulating economic investment and community development.</p> <p>The Government has made a \$15 million investment in the Fishermans Bend precinct to plan for longer term transport links. This is on top of a \$179.4 million investment to transform the former General Motors Holden site into an innovation hub.</p>



## #44

**IV Recommendation** Plan for and fund public transport accessibility, including tram stop upgrades

**IV Recommendation description** Fund public transport accessibility improvements to infrastructure and services, including for priority tram and bus stops, to make substantial progress toward the legislated 2032 accessibility targets.

**Government Position** Supported

**Rationale** The Government supports this recommendation and is developing a program of investment to improve the accessibility of the public transport network. The scale and cost of works needed to achieve full compliance with the *Disability Standards Accessible Public Transport Act 2002* is significant given Melbourne has the largest operational tram network in the world, with implementation of the upgrade program required to be staged over time to minimise disruption to the transport network.

The *2021–22 Budget* approved \$25 million to deliver accessibility and usability upgrades across the public transport network.

Victoria released its action plan for *Accessible Public Transport in Victoria 2020–2024* which includes an action to develop a Tram Stop Rollout Strategy that will provide a pathway to the rollout of accessible tram stops across the network.

A *Transport Accessibility Strategy* is also being developed to guide accessibility investments and upgrades. The Strategy is a holistic plan on how Victoria will achieve compliance with legislated accessibility targets, prioritise accessibility improvements across the transport network and improve the experiences of people with disability across the transport system.

Any additional investment associated with this recommendation will be considered as part of future budgets.

**Timeframe** Ten years





## Steer changes in travel behaviour

### #45

<b>IV Recommendation</b>	Adopt permanent off-peak discounts for public transport fares
<b>IV Recommendation description</b>	Permanently adopt discounted off-peak fares for metropolitan public transport and discontinue ticket types that do not offer discounts for off-peak travel.
<b>Government Position</b>	<b>Subject to further consideration</b>
<b>Rationale</b>	<p>The Government will further consider this recommendation, noting that the timing and extent of possible implementation will be subject to evaluation of outcomes and future budget capacity.</p> <p>The Government will evaluate the impact of the temporary off-peak discount offer and consider permanent implementation of peak and off-peak public transport fares for metropolitan services. Regional commuter train services already have peak and off-peak pricing.</p> <p>The COVID-19 pandemic has changed Victorians' travel patterns and how and when they use public transport. In response, the Government is reviewing the existing suite of myki products to continue to incentivise frequent public transport use and ensure all customers are incentivised by price signals in the fares structure.</p>

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### #46

<b>IV Recommendation</b>	Reduce bus and tram fares
<b>IV Recommendation description</b>	In the next year, reduce bus and tram fares, while maintaining an integrated ticketing system, to encourage people to make greater use of cost-effective public transport services that can be quickly expanded.
<b>Government Position</b>	<b>Subject to further consideration</b>
<b>Rationale</b>	<p>The Government requires more time to consider this recommendation, as the potential implications are extensive and would not be considered in isolation of the broader fares structure and policies.</p> <p>However overall, the Government supports balancing simplicity of fares structure with incentivising particular types of travel.</p>



## #47

<b>IV Recommendation</b>	Remove the Free Tram Zone
<b>IV Recommendation description</b>	In the next year, remove the free tram zone to improve equity, enhance the performance of the tram network and provide better safety and transport access for those most in need.
<b>Government Position</b>	<b>Not supported</b>
<b>Rationale</b>	<p>The Government will not remove the Free Tram Zone at this time.</p> <p>The benefits, costs and effects of the Free Tram Zone are continually being considered as part of integrated transport planning for Melbourne CBD and surrounds.</p> <p>A Parliamentary Inquiry into expanding Melbourne's Free Tram Zone received input from a variety of groups with strong opinions on both sides. Retailers and some public transport user groups support the removal of the Free Tram Zone to encourage walking and reduce crowding, while student and tourism groups are largely supportive of the extension to, respectively, provide better access for students and encourage tourism.</p>

## #48

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<b>IV Recommendation</b>	Appoint an independent transport pricing adviser
<b>IV Recommendation description</b>	In the next year, appoint an independent body to advise on and monitor transport prices over the next 30 years.
<b>Government Position</b>	<b>Not supported</b>
<b>Rationale</b>	The Government will not implement this recommendation as current legislation and procedures provide sufficient scope to review and set transport pricing to ensure positive community outcomes.



## #49

**IV Recommendation** Reduce inner Melbourne congestion by further reforming parking pricing

**IV Recommendation description** Within the next two years, review the Melbourne Congestion Levy on parking to increase its value, expand the properties it applies to, and cover a wider area. In the next five years, consider extending the levy to on-street parking and supporting a trial of demand-responsive pricing for inner Melbourne on-street parking.

**Government Position** **Subject to further consideration**

**Rationale** The Government broadly supports the overall objective of the recommendation, and will continue to periodically review congestion levy settings to ensure the levy is effective at reducing congestion in central Melbourne.

However, the Government has no plans to extend the congestion levy to on-street parking, or make pricing demand-responsive.

## #50

**IV Recommendation** Price parking at major public transport hubs

**IV Recommendation description** In the next five years, charge parking fees at major public transport hubs, followed by all train stations and park-and-rides, to help encourage people to travel there using public and active transport, and to make parking spaces available for public transport users who need them most.

**Government Position** **Not supported**

**Rationale** The Government requires more time to give consideration to this recommendation, and considers that any changes to parking arrangements would be on a location-by-location basis rather than a blanket approach.

Parking at stations is a key attractor to mass transit use and each station has specific socio-geographic considerations. The Government is continually assessing the balance of this attraction to mass transit use with local transport and congestion issues on a location-by-location basis.



#51

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**IV Recommendation** Incorporate congestion pricing for all new metropolitan freeways

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**IV Recommendation description** Apply congestion-based peak and off-peak tolling to all new metropolitan freeways, including the North East Link, to better manage traffic flow and impacts on nearby local roads.

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**Government Position** Not supported

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**Rationale** This recommendation does not align with existing government policy.

Each new tolling project in Victoria currently requires its own project-specific legislation to establish a legal basis to facilitate the operation and tolling powers involved in the project. These tolls are set at rates that aim to achieve balance for a number of movement, revenue and contractual objectives. The North East Link motorway will be tolled, but rates have not yet been set.

This legislative requirement means that significant lead time is required for each new tolling project to ensure that it has the required rights and powers to charge tolls and enforce their collection.





## #52

<b>IV Recommendation</b>	Trial full-scale congestion pricing in inner Melbourne
<b>IV Recommendation description</b>	In the next five years, trial full-scale congestion pricing in inner Melbourne to reduce congestion on inner city roads.
<b>Government Position</b>	<b>Not supported</b>
<b>Rationale</b>	<p>This recommendation does not align with existing government policy, however the Government is continually monitoring the balance of public versus private vehicle use and congestion on inner-city roads.</p> <p>Impacts of management of the COVID-19 pandemic have significantly changed travel patterns particularly into Melbourne CBD and this has increased uncertainty about future demand, particularly in central Melbourne.</p>

## #53

<b>IV Recommendation</b>	Phase out fixed road user charges and introduce user pays charging
<b>IV Recommendation description</b>	Replace fixed road user charges with variable distance-based and congestion charges over the next 10 years, by gradually expanding and reforming the existing electric vehicle charge. Ensure user pays charging reflects the relative costs of road use, encouraging people to adopt beneficial travel behaviour.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation and is considering the long-term effects of the erosion of revenue from the fuel levy as more vehicles move to non-fossil fuels and electric propulsion.</p> <p>The introduction of distance-based charging for zero and low-emission vehicles in Victoria is a first step in ensuring the long-term sustainability of the transport network by making sure everyone pays their fair share to build and maintain our roads.</p> <p>The Victorian Government is also currently working with its state and Commonwealth counterparts to enhance the manner in which heavy vehicles (those over 4.5 tonnes) are charged for their road use.</p> <p>The Government will continue to work with the Commonwealth Government on heavy vehicle road reform to develop a future model that is fair for all users of the transport network while funding maintenance and development of infrastructure and services that provide the best value to Victorians.</p> <p>The Government will continue to monitor the policy settings associated with road charges.</p>
<b>Timeframe</b>	Ten years

## Harness infrastructure for productivity and growth Shape the transport network for better access

#57

<b>IV Recommendation</b>	Reshape the metropolitan bus network and introduce 'next generation' bus services
<b>IV Recommendation description</b>	By 2025, reshape the metropolitan bus network in Melbourne's north-west and south-east in time for the opening of the Melbourne Metro Tunnel. Introduce 'next generation' bus services, beginning by using them on the new Doncaster busway. In the next 10 years, continue reforming bus networks in Melbourne and Geelong, including by revising the coverage standard and using more flexible bus services in lower demand areas.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation which aligns with Victoria's Bus Plan. However, any additional investment associated with this recommendation will be considered as part of future budgets.</p> <p>Victoria's Bus Plan sets out how the Government will deliver a modern, productive, environmentally-sustainable bus network that increases the number of people choosing to take the bus by delivering simple, safe, reliable and comfortable journeys.</p> <p>The bus reforms will include route changes and service upgrades to support the opening of Melbourne Metro Tunnel and planning for the first large-scale network reform associated with the Doncaster Busway.</p> <p>On-demand bus services are currently being trialled to understand their role as an alternative to a fixed route network in areas where this would provide a more efficient service.</p> <p>The <i>2021-22 Budget</i> provided \$74.3 million to plan for bus reform across the state including in Melbourne's growth areas.</p>
<b>Timeframe</b>	Ten years

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#58

**IV Recommendation**

Connect suburban jobs through 'next generation' buses and road upgrades

**IV Recommendation description**

In the next five years, create new 'next generation' bus services and better roads to connect outer and growing suburbs to National Employment and Innovation Clusters and major employment centres. Consider using a 'next generation' bus service instead of trams between Caulfield and Rowville.

**Government Position**

**Supported in principle**

**Rationale**

The Government supports the intent of this recommendation, which aligns with Victoria's Bus Plan and integrated transport planning that aims to optimise connections to National Employment and Economic Clusters and economic centres by public transport and road connections.

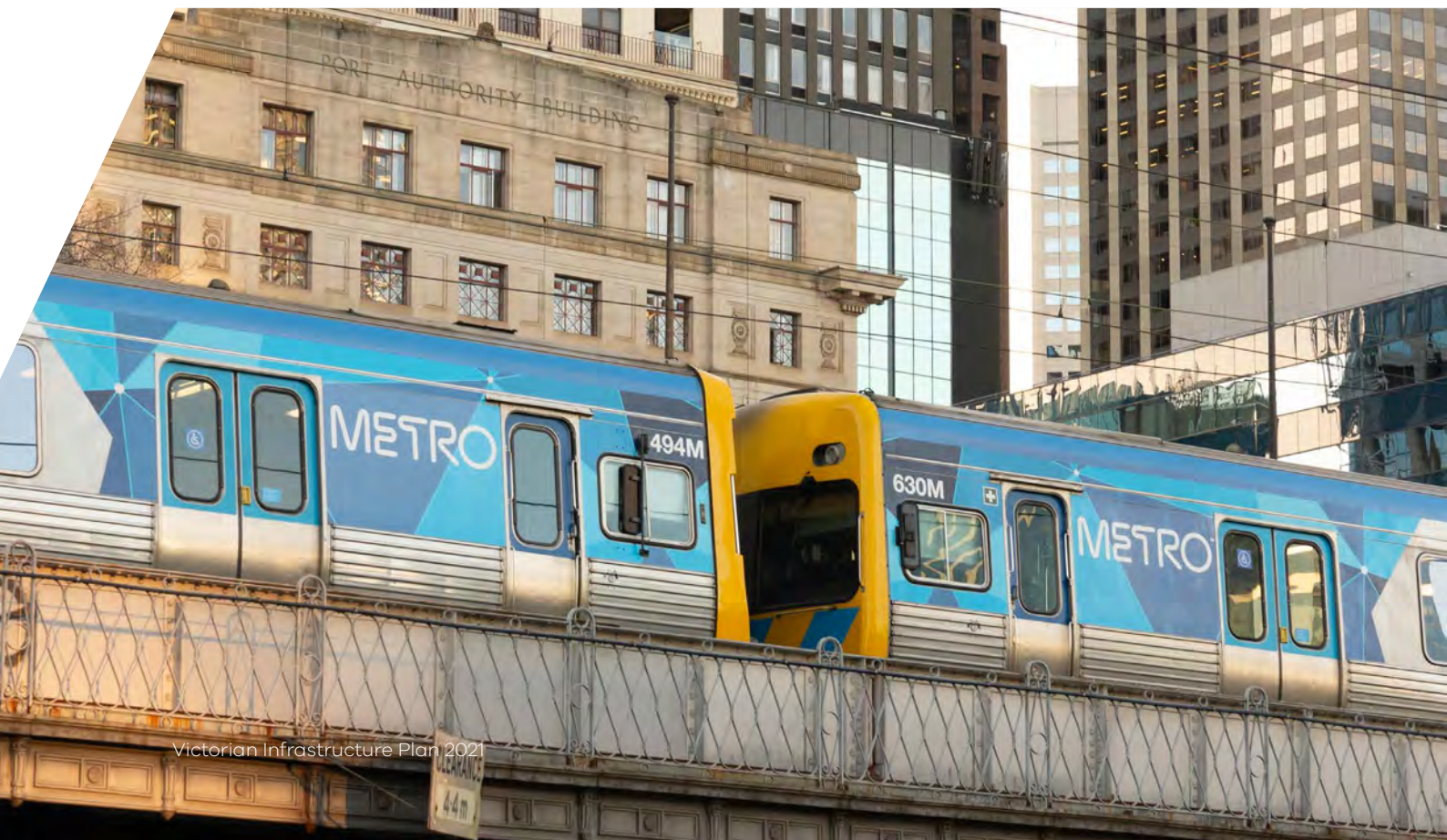
As this planning progresses, options will be assessed for investment and considered as part of future budgets.

The 2021–22 Budget approved funding for the extension of bus routes into Clyde and Clyde North and additional services on the 505 bus route serving the Parkville National Employment and Innovation Cluster.

The Government is considering options for high-capacity public transport links, including 'next generation' bus services, between Caulfield and Rowville.

**Timeframe**

Five years



#59

<b>IV Recommendation</b>	Increase off-peak service frequencies and suburban rail corridor capacity
<b>IV Recommendation description</b>	Over the next five years, increase Melbourne’s train service frequencies for off-peak, counter-peak and weekend services. Develop and progressively deliver a prioritised 15-year network service upgrade program for suburban train corridors, including track and signalling improvements, higher capacity trains, carriage retrofits and an upgraded train control centre.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation, and has committed to progressively increasing the frequency of metropolitan train services towards delivering a ‘turn up and go’ network. The January 2021 timetable changes represented the largest uplift in services in decades, including shoulder peak and off-peak services to spread demand and support new travel patterns. Further investment will deliver more improvements including:</p> <ul style="list-style-type: none"><li>› \$242 million towards upgrades and services to increase frequencies in Melbourne’s south (<i>2020–21 Budget</i>)</li><li>› an extra 280 metropolitan and 170 regional train services were added to the network each week from 31 January 2021, increasing shoulder peak services and giving Victorians more options on their journeys</li><li>› High Capacity Signalling technology to be installed on the Metro Tunnel and on the Cranbourne, Pakenham and Sunbury lines to deliver more trains, more often, during peak times. The technology is currently being trailed on a section of the Mernda Line between Epping and South Morang stations.</li></ul> <p>Further investment in timetable services and upgrades to track, signalling and rolling stock will continue subject to future budget approval.</p>
<b>Timeframe</b>	Fifteen years



## #60

### IV Recommendation

Reconfigure the City Loop for more frequent and reliable services

### IV Recommendation description

Within the next two years, complete a business case to reconfigure the City Loop, including determining its timing. Include planning for more frequent metropolitan services on the Craigieburn, Upfield, Frankston, and Glen Waverley services, while considering a future express railway line between Camberwell and Burnley to prepare for future rail patronage on the Lilydale, Belgrave, and Alamein lines. Explore options and staging to extend metropolitan services to the Mitchell local government area, including possible station locations.

### Government Position

Supported in principle

### Rationale

The Government supports the intent of this recommendation.

The City Loop reconfiguration is a necessary part of delivering the future rail network that supports passenger movements and efficient train operations.

The exact timing, sequence and configuration of the City Loop will be determined by the results of integrated transport planning that is considering the entire network, planning and delivery of major new rail infrastructure and interactions with other public transport services.

Therefore, further consideration of scope and timing is required, and funding is subject to future budget processes.

### Timeframe

Ten years





## #61

<b>IV Recommendation</b>	Prepare for Melbourne Metro Two and direct Geelong rail services
<b>IV Recommendation description</b>	Within five years complete a business case for the Melbourne Metro Two Tunnel project, and protect the land required to construct it. Consider using the tunnel to re-route Geelong services direct to Southern Cross, and consider new stations or relocating existing stations. To shape demand for the project in the next five years, enable more intensive land use around the rail network, and introduce 'next generation' bus services between Newport and Fishermans Bend, and Victoria Park and Parkville.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation, subject to the results of ongoing integrated transport planning for the development of the Fishermans Bend precinct plan, Geelong Fast Rail project, and further consideration of scope and timing.</p> <p>Planning is underway on the Western Rail Plan to deliver a faster, high-capacity rail network servicing Melbourne's growing outer suburbs in the west, and regional cities Geelong and Ballarat. The plan is supported by a \$130 million investment from the Victorian and Commonwealth Governments, and progress has already been made on the route for Melbourne Airport Rail and the first stage of Geelong Fast Rail.</p> <p>Further integrated transport and land use planning will be conducted to maximise opportunities created by any major transport infrastructure projects such as Melbourne Metro Two.</p>
<b>Timeframe</b>	Five years

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## #62

<b>IV Recommendation</b>	Protect a long-term option for a new cross-city motorway
<b>IV Recommendation description</b>	Within five years, determine an updated future alignment and preserve the option for constructing, if required, a new motorway linking the Eastern Freeway and CityLink. If delivered, implement the project with a transport network pricing scheme, and active and public transport improvements.
<b>Government Position</b>	<b>Not supported</b>
<b>Rationale</b>	<p>This recommendation does not align with existing Government policy.</p> <p>While the Government considers there is no case for a motorway linking the Eastern Freeway and CityLink at this time, supporting West-Centre-East movement across all modes is being considered in the context of integrated transport and land use planning, and the delivery of major transport infrastructure projects such as the North East Link, West Gate Tunnel and Suburban Rail Loop. Appropriate land acquisition overlays would be developed if necessary as part of this planning.</p>



## Improve freight efficiency for industry competitiveness

#63

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### IV Recommendation

Optimise capacity at the Port of Melbourne

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### IV Recommendation description

Support efforts to progressively optimise the Port of Melbourne's capacity, and actively take steps to manage amenity implications for community acceptance, as identified in our Advice on Securing Victoria's Ports Capacity.

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### Government Position

**Supported in principle**

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### Rationale

The Government supports the intent of this recommendation. However, any additional investment associated with this recommendation will be considered as part of future budgets.

The Government continues to work with the Port of Melbourne and other stakeholders to optimise capacity, including approving plans for the Port of Melbourne's \$125 million on-dock rail that will get more freight onto rail, take trucks off local roads and cut costs for regional exporters.

The Victorian and Commonwealth Governments are also investing in the \$58 million port rail shuttle that will transform the way freight moves around Melbourne, reduce trucks in the city, reduce congestion at the port and improve costs for exporters.

A new Victorian Commercial Ports Strategy is under development to provide an overarching vision for the port system that clearly articulates the State's economic priorities and how this intersects with port operations. Transport connections, port efficiency and amenity will be considered under the strategy.

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### Timeframe

Five years

## #64

<b>IV Recommendation</b>	Act now to protect the future Bay West Port option
<b>IV Recommendation description</b>	Within the next five years, identify and secure land, and apply planning protection for transport corridors and buffers for a future Bay West Port, particularly for future road and rail connections. Monitor and report on the triggers to develop a new port, and commence and continue environmental assessment and monitoring over the next 30 years. Around 2040, begin detailed planning.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation, subject to further consideration of scope and timing. Any additional investment associated with this recommendation will be considered as part of future budgets.</p> <p>The Government recognises the need to resolve the location of Bay West Port and identify and protect the associated transport corridors.</p> <p>Work on a new Victorian Commercial Ports Strategy has commenced. This will provide an overarching vision for the port system that clearly articulates the State's economic priorities and how this intersects with port operations. The strategy will identify the steps required to protect a future port option.</p>
<b>Timeframe</b>	Five years





## #65

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### IV Recommendation

Deliver a new intermodal freight terminal for Inland Rail

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### IV Recommendation description

In the next year, determine the preferred new intermodal terminal and facilitate its delivery, transport links and the surrounding precinct to operate soon after the Melbourne to Brisbane Inland Rail project is completed. Progress planning for another intermodal freight terminal and precinct, and secure necessary land.

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### Government Position

**Supported in principle**

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### Rationale

The Government supports the intent of this recommendation, subject to further consideration of scope and timing, and further engagement with the Commonwealth Government. Any additional investment associated with this recommendation will be considered as part of future budgets.

The Government agrees that these precincts are necessary for meeting the state's growing freight task, and for Victoria to access the benefits of Inland Rail.

The Government's preference is for the facility to be in Truganina in Melbourne's west.

The west of Melbourne is home to close to 50 per cent of Victoria's existing interstate freight rail customers. In 2020, 60 per cent of new industrial development in Melbourne was in the west, a trend expected to continue.

The west is also home to the greatest Melbourne stock of large format 'hyperscale' warehouses (in excess of 40,000m<sup>2</sup>) capable of generating the freight volumes that sustain interstate freight.

A terminal in the west provides for significantly higher volumes onto Inland Rail than a northern terminal solution with around 500,000 TEU higher volumes in 2036 better realising the economic and productivity outcomes of Inland Rail.

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### Timeframe

Five years

## #66

### IV Recommendation

Construct an outer metropolitan road and rail corridor

### IV Recommendation description

Within two years, determine staging for the outer metropolitan rail and road corridor. Subject to detailed business cases, start construction of priority sections, starting with the E6 motorway by the end of this decade. Progressively stage corridor development for completion in the next 30 years. Provide a freight rail link to coincide with the opening of the Western Intermodal Freight Terminal.

### Government Position

Supported in principle

### Rationale

The Government supports the intent of this recommendation and strategic transport role that the outer metropolitan rail and road corridor provides to communities and businesses across the west and north of Melbourne as well as to national supply chains. It is likely that a staged delivery over 30-years plus would be required given the significant corridor length and expected growth in transport demand.

The OMR/E6 transport corridor is protected by a Public Acquisition Overlay established in 2010. The continuation of the planning work will determine the timing and sequence of business case development and any consequent construction. Any funding for these activities will be considered as part of future budgets.

### Timeframe

Thirty years





## Plan for growth areas

#74

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**IV Recommendation** Extend rail services in Melbourne’s western and northern growth areas

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**IV Recommendation description** In the next two years, develop business cases to extend electrified metropolitan train services from Sunshine to Rockbank, from Craigieburn to Beveridge, and on the Wyndham Vale corridor, to be delivered by 2031. Deliver extra services to south-east Melbourne by running Rockbank services to Pakenham via the Melbourne Metro Tunnel. Consider adding extra stations on the Wyndham Vale and Melton corridors, and secure remaining land required for stations and stabling.

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**Government Position** **Partly supported**

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**Rationale** The Government supports the intent of this recommendation, and is working to deliver connected infrastructure for Melbourne’s western and northern growth areas.

For example, the Government’s Western Rail Plan sets out a range of objectives needed to deliver a faster, high-capacity rail network servicing our growing outer suburbs. Other extensions to the rail network are being considered as part of integrated transport planning and the planning of improved rail services in Northern Melbourne and Northern Regional Victoria.

However, the timing of planning and delivery of electrifications, rail extensions, additional stations and service routing will be the result of detailed ongoing integrated transport planning. Any additional investment associated with this recommendation will be considered as a result of this planning and as part of future budgets.

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**Timeframe** Five years

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#75

**IV Recommendation**

Link outer suburbs to rail with 'next generation' buses

**IV Recommendation description**

In the next year, introduce 'next generation' bus services towards Clyde, Mornington Peninsula, Wollert and Armstrong Creek. In the next five years, complete feasibility studies to plan the ultimate development of public transport services on these corridors and secure remaining land required.

**Government Position**

**Supported in principle**

**Rationale**

The Government supports the intent of this recommendation, subject to further consideration of scope and timing. Any additional investment associated with this recommendation will be considered as part of future budgets.

The Government has published Victoria's Bus Plan which sets out how we will start to deliver a modern, productive, environmentally-sustainable bus network across Melbourne and regional areas that increases the number of people choosing to take the bus by delivering simple, safe, reliable and comfortable journeys.

The Government recognises the important role buses plays in connecting people in growth areas and is undertaking ongoing precinct and integrated transport planning to deliver the right mix of services at the right time, including the potential of new mobility services such as on-demand buses.

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**Timeframe**

Five years





## #76

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**IV Recommendation** Expand and upgrade Melbourne’s outer suburban road and bus networks

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**IV Recommendation description** In the next 15 years, deliver a program of upgrades to Melbourne’s arterial road, freeway and bus networks beyond what is currently funded, focusing on congested roads and corridors in outer metropolitan and growth suburbs council areas.

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**Government Position** **Supported in principle**

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**Rationale**

The Government supports the intent of this recommendation, subject to further consideration of scope and timing.

The *2021–22 Budget* approved more than \$50 million for the Metropolitan Road Upgrades program. This program will undertake development and delivery of a range of high priority projects on metropolitan arterial roads that will aid in establishing a safe, resilient and sustainable network, and to meet the demand in the short and medium term whilst supporting the Victorian Government’s commitment to a number of major projects.

The COVID-19 pandemic has significantly changed travel patterns, increasing local movements as people work from home and travel less frequently to places such as Melbourne CBD. This has increased uncertainty about future demand across the network. Work is continuing to help understand the network effects and respond accordingly to ensure we support effective movement of people and goods into the future.

Victoria’s Bus Plan sets out how the Government will deliver a modern, productive, environmentally sustainable bus network, including in outer metropolitan and growth suburbs. Future investments will build on the \$4 billion investment into the Suburban Roads Upgrade program already benefiting communities across western, northern and south-eastern Melbourne.

Any additional investment associated with this recommendation will be considered as part of future budgets.

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**Timeframe** Fifteen years

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## Develop regional Victoria Enhance regional market access and economic growth

#78

<b>IV Recommendation</b>	Deliver long-term funding certainty for regional road maintenance and upgrades
<b>IV Recommendation description</b>	Within two years, specify clear levels of service for each type of regional road and bridge. Following this, dedicate a 10-year funding program to sustainably fund Victorian Government regional road and bridge maintenance and upgrades to meet these service levels. Funding should be prioritised based on improving safety, decreasing vehicle emissions, and lifting productivity.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation, and has already committed additional funding to regional road maintenance.</p> <p>The Government established Regional Roads Victoria in 2018 and is considering level of service definition for all roads as part of integrated transport planning. The service level will reflect the level of economic activity that is required to support the economic needs of a transport corridor.</p> <p>Any additional investment associated with this recommendation will be considered as part of future budgets and in partnership with the Commonwealth Government. It is not proposed to alter the current approach of allocating funding over the four-year forward estimates period.</p>
<b>Timeframe</b>	Five years

| 119







## #79

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### IV Recommendation

Fund and plan for ongoing regional rail freight network development and maintenance

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### IV Recommendation description

In the next year, fund a 30-year periodic regional freight rail maintenance program, informed by a publicly available network development and asset management plan. Using the plan, thoroughly determine the feasibility of the next major regional freight upgrade within five years.

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### Government Position

**Partly supported**

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### Rationale

The Government supports the intent of this recommendation, which aligns with existing initiatives and investments to build an extensive and sustainable regional rail freight network.

The *2021–22 Budget* included funding for routine and periodic maintenance on the freight network.

\$83 million is being invested in replacing sleepers, repairing ballasts and renewing level crossing equipment along almost 400 kilometres of critical freight-only rail lines.

Asset management planning is undertaken continually based on up-to-date assessments of asset condition, use and expected lifetime. Any published plan is likely to become outdated quickly and may set expectations that are not met due to shifting freight maintenance priorities and unforeseen asset requirements.

This ongoing asset assessment in tandem with integrated freight planning, in consultation with industry and the community, will determine the prioritisation and feasibility of freight network upgrades and development.

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### Timeframe

Five years

## Better connect the regions

#83

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### IV Recommendation

Redesign regional public transport to meet local needs

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### IV Recommendation description

In the next five years, redesign existing regional transport services so they are integrated, based on regional needs assessments, and sustainably funded. Use significant technological and reform opportunities to deliver innovative service models that meet local needs.

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### Government Position

Supported in principle

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### Rationale

The Government supports the intent of this recommendation, subject to further consideration of scope and timing. Any additional investment associated with this recommendation will be considered as part of future budgets.

Victoria's Bus Plan for example, sets out how we will start to deliver a modern, productive, environmentally-sustainable bus network that supports regional transport needs.

In partnership with local government and community stakeholder organisations, regional public transport is also being supported through local transport forums and the Flexible Local Transport Solutions program.

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### Timeframe

Five years

| 121



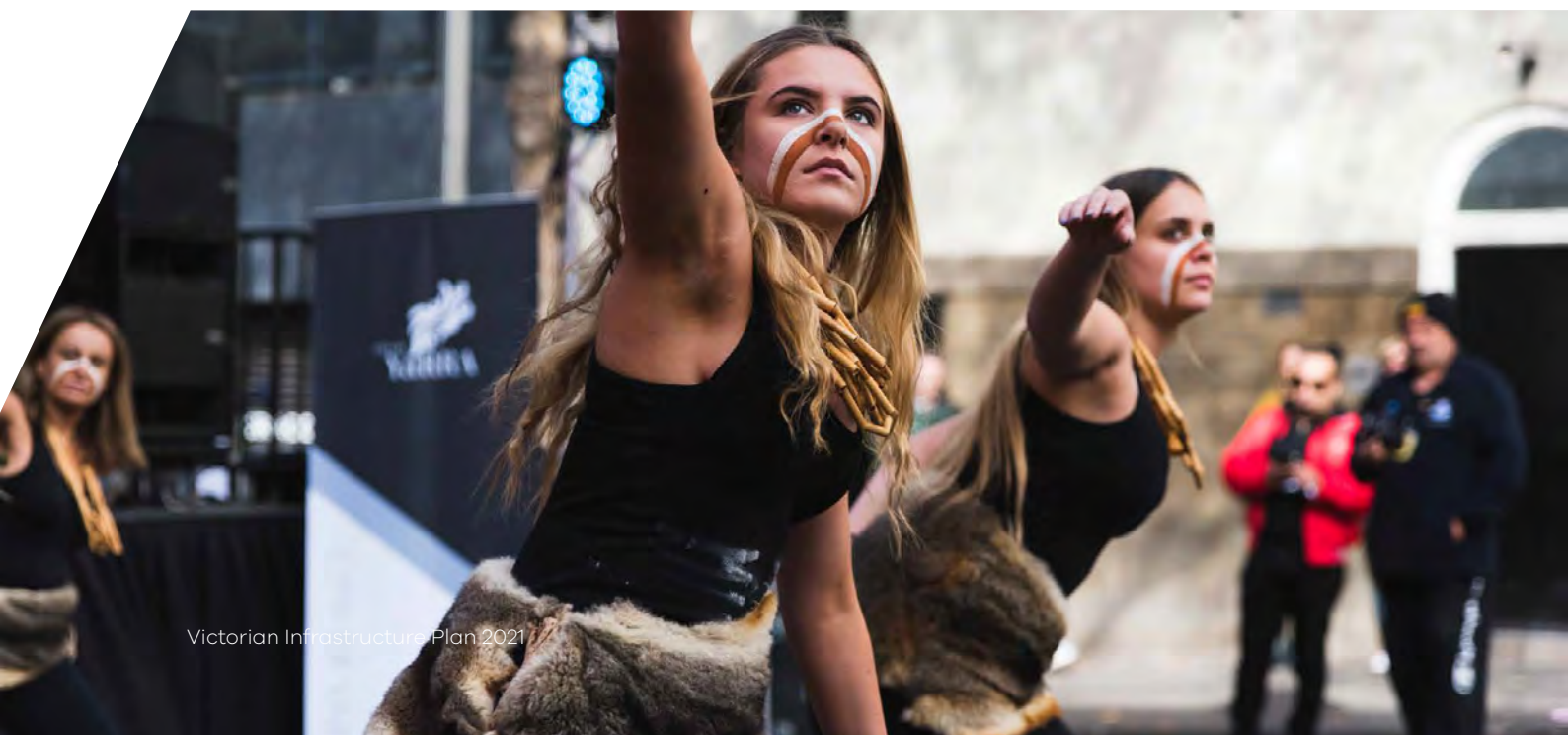
## 3.2 Culture, sport and community



Harness infrastructure for productivity and growth  
Align social infrastructure with better service delivery

#67

<b>IV Recommendation</b>	Co-design an Aboriginal community controlled infrastructure plan
<b>IV Recommendation description</b>	In the next year, start a co-design process with Aboriginal Victorians to develop a plan to guide investment in Aboriginal community-controlled infrastructure to meet current and future social, economic and cultural needs.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation, and will develop an outcomes framework for government investment in Aboriginal community infrastructure that identifies an appropriate mechanism to estimate return on social investment.</p> <p>The Government will also look to improve the Aboriginal Community Infrastructure Program; create collaboration opportunities between State Government and other levels of government; and support access and stronger relationships between the Government and the Aboriginal community organisation sector.</p> <p>Additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years





## Plan for growth areas

### #72

<b>IV Recommendation</b>	Prioritise and oversee infrastructure delivery in growing communities
<b>IV Recommendation description</b>	In the next year, empower a government body to monitor infrastructure delivery in Victoria's new growth areas and priority urban renewal precincts, and proactively advise on delivery sequencing and funding. In the next five years, develop program business cases for growth areas and precincts that consider timing, sequencing and funding of infrastructure.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation.</p> <p>The Government has existing governance arrangements in place to monitor infrastructure delivery in Victoria's priority urban renewal precincts.</p> <p>The Business Precincts portfolio is supported by the Department of Jobs, Precincts and Regions and the Transport Precincts portfolio is supported by the Department of Transport. Within the next year, the Government will consider a pipeline of precinct development proposals to support Victoria's economic recovery.</p> <p>The Metropolitan Partnerships provide government with valuable insight about the needs of suburban communities.</p> <p>The Victorian Planning Authority works with all agencies to plan for infrastructure in precincts, growth areas and regional cities.</p>
<b>Timeframe</b>	Five years

### #73

<b>IV Recommendation</b>	Fund libraries and aquatic centres in growth areas
<b>IV Recommendation description</b>	In the next five years, increase funding to support local governments to plan and deliver libraries and aquatic recreation centres in Melbourne's seven growth area municipalities.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>Government funding to support community facilities in growth areas is provided through programs including the Growing Suburbs Fund and the Living Libraries Infrastructure Program.</p> <p>The Government supports the intent of this recommendation, and any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years



## Develop regional Victoria Enhance regional market access and economic growth

### #81

**IV Recommendation** Plan for and facilitate regional nature-based tourism investments

**IV Recommendation description** In the next two years, develop a Victorian nature-based tourism strategy to guide industry development and prioritise further investments. During the next 15 years, support regional tourism investment by allowing more site-specific leases for up to 49 years for infrastructure proposals that meet strict criteria and complement environmental and cultural values.

**Government Position** **Supported in principle**

**Rationale** The Government supports the development of a Victorian nature-based tourism strategy to guide industry development and prioritise further investments. This initiative is consistent with the Visitor Economy Recovery and Reform Plan and will be delivered within the proposed timeframe. The strategy will be developed drawing upon expertise across government. Any investment associated with the implementation of the strategy will need to be considered through future budgets. The allowance of more site-specific leases for up to 49 years for infrastructure is consistent with legislative direction and supporting development of nature-based infrastructure.

**Timeframe** Fifteen years

### #82

**IV Recommendation** Develop a Victorian Aboriginal tourism strategy with Aboriginal communities

**IV Recommendation description** Support and partner with Aboriginal communities in the next two years to guide future investments in Aboriginal tourism and cultural heritage, including through Joint Management Plans.

**Government Position** **Supported in principle**

**Rationale** The Government supports the development of a Victorian Aboriginal tourism strategy with Aboriginal communities. This initiative is consistent with the Visitor Economy Recovery and Reform Plan and will be delivered over the next two to three years. The strategy will be developed according to principles of Aboriginal self-determination. Development of the strategy will draw upon expertise across government. Any investment associated with the implementation of the strategy will need to be considered through future budgets.

**Timeframe** Five years

## Better connect the regions

#84

<b>IV Recommendation</b>	Address regional Victoria's digital connectivity gaps
<b>IV Recommendation description</b>	In the next five years, continue delivering regional digital connectivity improvements, and monitor and review the need for further government investment following the roll-out of the Digital Future Now initiative.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports this recommendation. This initiative is consistent with the Connecting Victoria initiative which will be implemented within the next five years.
<b>Timeframe</b>	Five years

#85

<b>IV Recommendation</b>	Improve regional telecommunications infrastructure resilience
<b>IV Recommendation description</b>	In the next five years, develop more resilient regional telecommunications infrastructure so communities can stay safe during emergencies, including better mobile coverage, back-up systems and power supply, and emergency mobile roaming.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports this recommendation. This initiative is consistent with the Connecting Victoria initiative which will be implemented within the next five years.
<b>Timeframe</b>	Five years

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## #86

<b>IV Recommendation</b>	Fund regional libraries to provide better internet access
<b>IV Recommendation description</b>	In the next year, start a five-year funding program for libraries in regional towns and rural areas to improve community access to fast, free internet services, leveraging existing library infrastructure.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	The Government supports expanding digital access in regional areas, including through community facilities such as libraries. As this recommendation is over five years, investments and full implementation will be considered as part of future budgets.
<b>Timeframe</b>	Five years

## Foster regional Victorian's health, wellbeing and inclusion

## #88

<b>IV Recommendation</b>	Deliver multipurpose shared social service facilities in the regions
<b>IV Recommendation description</b>	In the next year, start regional planning for social services to identify opportunities for multipurpose shared services facilities, then deliver them where appropriate, over the next five years, in partnership with local governments and community organisations.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	The Government supports the intent of this recommendation. As this recommendation is over five years, investments will be considered as part of future budgets, and having regard for regional strategic planning processes (e.g. Regional Economic Development Strategies) and Regional Partnership priorities.
<b>Timeframe</b>	Five years

## #89

<b>IV Recommendation</b>	Update community infrastructure
<b>IV Recommendation description</b>	Fund regional councils in the next five years to update, repurpose or retire outdated community infrastructure for better service delivery.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	The Government supports the intent of this recommendation. As this recommendation is over five years, investments will be considered as part of future budgets and having regard for regional strategic planning processes (e.g. Regional Economic Development Strategies) and Regional Partnership priorities.
<b>Timeframe</b>	Five years

## #90

<b>IV Recommendation</b>	Create climate-adapted facilities for rural communities
<b>IV Recommendation description</b>	In the next five years, fund local governments to plan and help deliver a network of designated, accessible climate-adapted community facilities, to manage the health impacts of extreme heat and bushfire smoke.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. As this recommendation is over five years, investments will be considered as part of future budgets and having regard for regional strategic planning processes (e.g. Regional Economic Development Strategies) and Regional Partnership priorities.</p> <p>The Government is finalising Adaptation Action Plans for 2022–26 to meet the requirements of the <i>Climate Change Act 2017</i>.</p>
<b>Timeframe</b>	Five years

## 3.3 Energy



### Confront long-term challenges Navigate the energy transition

#1

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**IV Recommendation** Accelerate consumer purchases of zero emissions vehicles

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**IV Recommendation description** In the next two years, publish a statewide electric vehicle charging network strategy, and produce charging infrastructure design standards and payment principles. Over the next five years, monitor and review the effectiveness of financial incentives in encouraging early zero emission vehicle purchases. Commit to no longer registering new petrol and diesel vehicles in Victoria by 2035 at the latest, through increasingly stringent vehicle registration emissions standards.

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**Government Position** Partly supported

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**Rationale** The Government supports the intent of this recommendation. However, a Government decision has not been made regarding no longer registering new petrol and diesel vehicles in Victoria by 2035, as recommended by Infrastructure Victoria.

The Victorian Government's Zero Emissions Vehicle (ZEV) Roadmap, supported by a \$100 million package of policies, including a 50 per cent light passenger ZEV sales target by 2030, vehicle subsidies, and charging infrastructure investments, will ensure Victoria is a leader in the adoption of ZEVs in Australia.

The Government is anticipating the final report of the Transport Expect Advisory Panel into implementation of the 2030 ZEV target in late 2021, and will evaluate current programs before committing to any further actions.

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**Timeframe** Five years

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### #3

<b>IV Recommendation</b>	Augment electricity transmission for renewable energy and resilience
<b>IV Recommendation description</b>	Support augmentation of critical electricity transmission infrastructure by 2027–28 to accommodate new renewable energy generation and improve network resilience and reliability through interconnection with other states.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports this recommendation. This will be achieved by delivering six Renewable Energy Zones (REZs) in Victoria, with a \$540 million investment to strengthen Victoria’s grid and enable an orderly and coordinated transition to renewable energy. A new body, VicGrid, will facilitate development of Victoria’s REZs. Victoria is continuing to work with other jurisdictions and energy market bodies to deliver major transmission projects, including those identified in the Australian Energy Market Operator’s Integrated System Plan. Projects such as the Victorian Big Battery will also support network resilience and reliability in Victoria.
<b>Timeframe</b>	Five years

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### #4

<b>IV Recommendation</b>	Identify and coordinate Renewable Energy Zones
<b>IV Recommendation description</b>	In the next year, identify Renewable Energy Zones, especially in the state’s north-west, and continue to coordinate their development over the next 10 years.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports this recommendation. This will be achieved through the development of six Renewable Energy Zones, in the Central North, Gippsland, Murray River, Ovens Murray, South Victoria and Western Victoria. The Government is investing \$540 million to support connection of large-scale renewable energy projects and facilitate renewable energy investment. Renewable Energy Zone development will involve careful consideration of planning, communities, Traditional Owners, the environment and impacts on other industries such as agriculture, including cumulative impacts.
<b>Timeframe</b>	Five years



## #5

<b>IV Recommendation</b>	Require 7-star energy-rated new homes by 2022, and increase afterwards
<b>IV Recommendation description</b>	Require all new homes to achieve a minimum 7.0-star NatHERS rating (or equivalent) by 2022, increasing towards 8.0 stars (or equivalent) by 2025, either through the National Construction Code or Victorian regulations.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports this recommendation. All new Victorian homes will meet '7 star' building standards under changes to the National Construction Code planned to take effect from September 2022. The Victorian Government has also strengthened efficiency requirements for fixed appliances in new homes and is continuing to explore ways to make homes more energy efficient. This includes removing regulatory barriers to installing efficient electric hot water systems to support the wider uptake of low emissions, all-electric homes.
<b>Timeframe</b>	Five years

## #6

<b>IV Recommendation</b>	Mandate a home energy disclosure scheme
<b>IV Recommendation description</b>	In the next five years, develop an energy efficiency disclosure scheme for home sales, to overcome information barriers and encourage energy efficiency improvements to existing homes.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	The Government supports the intent of the recommendation, and notes that existing programs and tools support the disclosure of information about energy efficiency in homes. Sustainability Victoria (SV)'s FirstRate5 software is one way to meet mandatory requirements for energy efficiency performance in the National Construction Code and provides disclosure of energy information for new homes. The whole-of-home tool in the 7 Star Homes program will fit into future disclosure requirements and enables builders to demonstrate how efficient their home is. The Residential Efficiency Scorecard also helps consumers overcome information barriers and encourages energy efficiency improvements through an energy star rating, tailored specifically for homes.
<b>Timeframe</b>	Five years

#7

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**IV Recommendation** Strengthen minimum energy efficiency standards for rented homes

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**IV Recommendation description** In the next three years, increase minimum energy efficiency standards to reduce energy use and costs in rented homes. During the next 15 years, keep updating these standards to reflect new cost effective measures, and improve renters' ability to make home energy efficiency improvements.

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**Government Position** **Supported**

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**Rationale** The Government supports this recommendation. As part of the 2018 Residential Tenancies Act reform package, a minimum standard for heating in rental homes commenced in March 2021. This requires all rented homes to have an energy-efficient heater in the main living area. The Government has also committed to introducing minimum energy efficiency standards for ceiling insulation, draught sealing and hot water for rented homes, with consultation to commence in 2021.

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**Timeframe** Five years

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## #9

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<b>IV Recommendation</b>	Encourage demand management pricing to reduce peaks and optimise distributed energy
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<b>IV Recommendation description</b>	In the next 10 years, optimise use of existing electricity infrastructure by encouraging demand management pricing.
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<b>Government Position</b>	<b>Supported</b>
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<b>Rationale</b>	The Government supports this recommendation. This is being achieved through new Time of Use network tariffs that distribution network service providers are now required to offer. These tariffs provide price signals to incentivise rooftop solar self-consumption, battery storage uptake, EV charging, and demand shifting away from peak times. This can defer avoidable network investment and improve system reliability. The Government will continue monitoring the new tariffs and consider further opportunities for demand-based pricing.
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<b>Timeframe</b>	Five years
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## #10

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<b>IV Recommendation</b>	Confirm gas policies and pathways to reach net zero emissions and allow new gas-free homes
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<b>IV Recommendation description</b>	Within a year, respond to Infrastructure Victoria's advice on gas infrastructure, including by considering the trajectory to transition natural gas to reach net zero emissions by 2050. This allows gas network planning changes after 2025. Adjust policies so they do not encourage or embed future residential natural gas use.
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<b>Government Position</b>	<b>Supported</b>
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<b>Rationale</b>	The Government supports this recommendation. The Government is exploring sustainable alternatives and pathways for the gas sector to transition to net zero emissions, and will respond to Infrastructure Victoria's advice on gas infrastructure when it is finalised. The Government is currently developing a Gas Substitution Roadmap, as a strategic framework for decarbonising natural gas in Victoria. This includes transition pathways and policy mechanisms to achieve Victoria's emissions reduction targets through electrification, reduced fugitive emissions, more efficient use of gas, and increased use of alternative gases such as hydrogen and biogas.
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<b>Timeframe</b>	Five years
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## Develop regional Victoria Enhance regional market access and economic growth

#80

**IV Recommendation** Upgrade power supply for agriculture and regional industry

**IV Recommendation description** In the next five years, contribute toward strategic power supply infrastructure upgrades for agriculture and regional industry, where an independent assessment demonstrates significant potential for increased productivity, competitiveness and growth.

**Government Position** Subject to further consideration

**Rationale** While the Government supports the intent of the recommendation, there are no current programs targeted at improving local electricity supply for agriculture and regional industry. However, the development of Renewable Energy Zones (REZ) across the state and investment in network infrastructure will strengthen power supply and have flow-on benefits for agriculture and regional industry. The \$31 million Business Recovery Energy Efficiency Fund (BREEF) further supports agriculture and regional industry to invest in capital works and energy demand management technologies. Targeted support to improve power supply infrastructure for agriculture and regional industry will be subject to further consideration by government.

Future power supply infrastructure could consider strategic agricultural industry energy distribution and reliability issues, options for enhancing energy security, and transition to renewable energy for the agriculture sector.

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## 3.4 Environment



### Confront long-term challenges Respond to a changing climate

#11

<b>IV Recommendation</b>	Specify climate scenarios and carbon value in assessing infrastructure
<b>IV Recommendation description</b>	In the next year, update and expand practical instructions for government agencies on integrating climate-related risks into infrastructure assessments. This should include high, medium and low future climate change scenarios, transitional risks and valuing emission reductions.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. Practical guidance for Victorian government agencies will reflect approaches to scenario analysis consistent with emerging international standards and in response to the latest climate science and the impacts of climate change. Consideration will be given to the valuation of greenhouse gas emissions to support decision-making in understanding transitional risks – including decisions relating to infrastructure.</p> <p>This whole of Government guidance forms part of our continuing response to reducing emissions and addressing climate change impacts as set out in Victoria's Climate Change Strategy.</p> <p>Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years

#12

<b>IV Recommendation</b>	Strategically review climate consequences for infrastructure
<b>IV Recommendation description</b>	Strategically review the climate change consequences for Victoria's infrastructure needs and priorities, beginning in November 2021 after delivering the adaptation plans under the <i>Climate Change Act 2017</i> .
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	The Government supports the intent of this recommendation and is finalising Adaptation Action Plans for 2022–26 to meet the requirements of the <i>Climate Change Act 2017</i> . Any additional investment associated with this recommendation will be considered as part of future budgets.
<b>Timeframe</b>	Five years



## Embed resilience

#18

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**IV Recommendation** Invest in protection and adaptation for Victoria's coasts

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**IV Recommendation description** In the next year, develop clear guidance on coastal adaptation planning, including thresholds, triggers, and planning guidelines to support local area decision-making. Invest in coastal protection upgrades and maintenance, including beach and dune protection and rehabilitation, and storm surge protection, over the next eight years.

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**Government Position** Supported in principle

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**Rationale** The Government supports the intent of this recommendation. Work is underway through the Victoria's Resilient Coast Project to provide a framework and guidelines for adaptation on the coast. This will be completed by end of 2021 and will be piloted and tested in 2022. It implements the *Marine and Coastal Policy 2020* which includes a 'pathway approach' to adaptation. The framework and guidelines support regional and local area decision-making.

The Government is also investing in improved asset management practices and is using a suite of adaptation options for managing coastal hazard risk. These include beach and dune protection and rehabilitation and appropriately located and maintained coastal protection infrastructure.

Any additional investment associated with this recommendation will be considered as part of future business cases.

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**Timeframe** Five years

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## Build a circular economy for waste and recycling

#28

<b>IV Recommendation</b>	Facilitate improved recycling infrastructure for priority materials
<b>IV Recommendation description</b>	In the next year, focus efforts to increase and upgrade waste processing infrastructure on six priority materials. Facilitate increased recovery and reprocessing capacity and capability for paper and card, plastics, and organics by 2025. Revisit funding mechanisms and align recycling infrastructure with land use settings.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation. The Victorian Government is investing over \$100 million to significantly expand Victoria's waste and recycling infrastructure. This includes the Recycling Victoria Infrastructure Fund that will significantly boost Victoria's recycling capacity and improve the way hazardous wastes are managed. The package is initially targeting investment in infrastructure to collect, sort and process priority materials and those subject to the waste export ban including plastic, paper, cardboard and glass, as well as chemical waste. Over time it will also support infrastructure for organics, textiles, and other priority materials, and in 2021–22 is expected to cumulatively increase the capacity of Victoria's resource recovery infrastructure by 1 million tonnes.</p> <p>Aligning investment in new infrastructure with land use settings will be addressed through the new Victorian Recycling Infrastructure Plan.</p> <p>The Victorian Government's circular economy policy, <i>Recycling Victoria: a new economy</i>, has a 10-year delivery trajectory, with individual reforms and initiatives, including those to expand infrastructure to process more recycled or hazardous materials, to be delivered over the course of that time.</p>
<b>Timeframe</b>	Ten years

## #29

### IV Recommendation

Strengthen end markets for recycled materials

### IV Recommendation description

Continue to deliver market development for recycled materials by updating standards and specifications to be performance-based rather than material based, and explicitly require the Victorian public sector to use recycled products where feasible. In the next five years, support research, development and demonstrations to build confidence and demand for recycled products.

### Government Position

Supported

### Rationale

The Government supports this recommendation. The Victorian Government will continue to support the development of strong markets for recycled materials – through investing in research that looks for new and innovative uses for recycled materials, and using state purchasing power to drive demand throughout the Victorian economy. This is being delivered through the \$30.5 million Recycled Markets Acceleration Package that is supporting research on new uses for recycled materials and supporting commercialisation of more Victorian innovations. The Government is also leveraging its own buying power to make sure more recycled content is used as part of government-funded transport projects. This is being delivered through the Recycled First program that requires bidders on major transport infrastructure projects in Victoria's Big Build to demonstrate how they will prioritise the use of recycled and reused materials, such as recycled plastics, over new materials.

The Victorian Government's circular economy policy, *Recycling Victoria: a new economy*, has a 10-year delivery trajectory, with individual reforms and initiatives, including those to expand markets for recycled materials, to be delivered over the course of that time.

### Timeframe

Ten years







### #30

#### IV Recommendation

Address barriers to recycling and reducing waste

#### IV Recommendation description

In the next year, reduce recyclable material contamination by supporting greater consistency in kerbside and commercial collection and separation of glass, paper, cardboard and organic materials. In the next year, design and implement behaviour change programs to reduce contamination, and consistently maintain further behaviour change programs in the next 30 years.

#### Government Position

Supported in principle

#### Rationale

The Government supports the intent of this recommendation, with reform to kerbside and commercial recycling and waste collection well underway. The Victorian Government is providing \$127 million to support local councils to reform kerbside recycling. This includes the rollout of a standardised four-bin system, standardising the items accepted in those bins across the state, as well as improved drop-off facilities. A coordinated education campaign will be delivered alongside these changes to support Victorians to use the new kerbside system and reduce contamination.

The Victorian Government's circular economy policy, *Recycling Victoria: a new economy*, has a 10-year delivery trajectory, with individual initiatives including reforms to Victoria's kerbside recycling system, to be delivered over the course of that time.

#### Timeframe

Ten years



#31

<b>IV Recommendation</b>	Minimise waste and improve residual waste infrastructure planning
<b>IV Recommendation description</b>	In the next two years, improve infrastructure planning for managing residual waste, and further clarify the role of waste-to-energy facilities. Over the next 30 years, consistently invest in waste avoidance through behaviour change programs, pricing, regulation and other incentives.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. As part of the Victorian Government's circular economy policy, <i>Recycling Victoria: a new economy</i>, the Government has made a commitment to improve planning for waste and recycling facilities. The development of the new Victorian Recycling Infrastructure Plan will ensure that land use planning systems align with infrastructure planning, so that Victoria is able to accommodate the additional recycling infrastructure required to meet resource recovery goals, and that landfills essential for the safe disposal of materials that cannot be recovered, are protected. The Government has released the Victorian waste-to-energy framework. It recognises the role of waste-to-energy to divert waste from landfill, and strikes the right balance to focus on waste avoidance and recycling in Victoria's transition to a circular economy. It sets a 1 million tonne per year cap on the amount of residual waste that can be used for waste-to-energy up to 2040. The Government is investing \$10 million to support early entrants into Victoria's waste-to-energy market, including facilities turning organic waste into bioenergy. Waste-to-energy policy settings will be reviewed in 2023.</p> <p>Victoria is working with businesses to develop new and innovative ways of avoiding, reusing or reducing waste through the Circular Economy Business Innovation Centre. The Government is also implementing a behaviour change program focused on correct waste disposal and waste minimisation. Further to this, support is being provided to communities and councils to identify and pursue local opportunities for improving material use, waste reduction, and to participate in the circular economy.</p> <p>The Victorian Government's circular economy policy, <i>Recycling Victoria: a new economy</i>, has a 10-year delivery trajectory, with individual initiatives including reforms to Victoria's waste and recycling infrastructure planning and support for waste avoidance, to be delivered over the course of that time.</p>
<b>Timeframe</b>	Ten years

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## Create thriving urban places

#37

<b>IV Recommendation</b>	Develop an interconnected open space network
<b>IV Recommendation description</b>	In the next three years, help create an interconnected open space network and extend the urban tree canopy, by providing direct funding, and reviewing and reforming the developer open space contribution scheme.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation, and this will be delivered through implementing actions from the Open Space for Everyone Strategy. As initial implementation actions are over 2 years, its full scope will require consideration in future budgets.</p> <p>Initiatives currently underway include the creation of 6,500 hectares of new and connected parklands as well as planting of 500,000 trees in Melbourne's west. Review of funding and finance models for creation of open space will be completed by the end of 2023.</p>
<b>Timeframe</b>	Five years

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## Harness infrastructure for productivity and growth Plan for growth areas

#77

<b>IV Recommendation</b>	Target 30 per cent tree canopy coverage in new growth areas
<b>IV Recommendation description</b>	Over the next 30 years, achieve 30 per cent tree canopy coverage in new growth areas by mandating coverage during precinct development, funding relevant Victorian Government agencies and local government to plant, replace and maintain canopy trees, and work with utility providers to remove barriers to tree planting.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation, and it is being addressed through a range of initiatives. Precinct Structure Planning Guidelines are being updated to help plan for growth area development, which includes incorporating urban greening objectives in growth areas, including a canopy coverage of 30 per cent within the public realm of greenfield areas. Where planning permits are required, garden bed areas are required that encourage canopy cover in the private realm, and projects such as the Future Homes initiative are seeking to influence a denser built form, including to enable larger private green spaces.</p>
<b>Timeframe</b>	Five years







## 3.5 Health and human services



Manage urban change  
Embrace technology and innovation

#25

**IV Recommendation** Use innovation to deliver better models of health care

**IV Recommendation description** Within two years, help slow the growth in demand for hospital infrastructure by developing a comprehensive statewide health innovation strategy, supported by funding over five years to promote and progressively implement better models of health care.

**Government Position** Supported in principle

### Rationale

The Government supports the intent of this recommendation.

Infrastructure costs are growing rapidly, and new approaches are needed to increase efficiency and reduce reliance on traditional infrastructure to meet demand.

Expansion of existing and new models of care, including in particular hospital in the home, telehealth and short-stay surgical models, will continue to form an important component of demand management strategies. Priority investments are in place to expand these models through the 2020–21 Better at Home (\$120.9m) and the 2021–22 elective surgery (\$21.6m) budget initiatives. Further investment will be considered in future budgets.

**Timeframe** Five years



## Adapt infrastructure for modern needs

#55

<b>IV Recommendation</b>	Rapidly renew old public housing
<b>IV Recommendation description</b>	Rapidly renew dilapidated public housing properties to improve functionality, accessibility and energy efficiency with a priority to renew at least half of all older low-rise apartments and older three-bedroom detached dwellings by 2031.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation. This will be achieved through the following initiatives.</p> <p>The Government's \$5.3 billion Big Housing Build investment will deliver more than 12,000 new homes across Victoria. This includes 9,300 social housing properties, including replacing 1,100 old public housing dwellings and 2,900 mainly affordable housing dwellings. The new homes will meet 7-star energy efficiency standards, making them more comfortable during summer and winter, and saving tenants on their power bills.</p> <p>As part of the \$2.7 billion Building Works stimulus package, the Government is investing almost \$500 million to upgrade and maintain more than 23,000 social housing units across Victoria and build 168 new social housing dwellings.</p> <p>The \$185 million Public Housing Renewal Program is redeveloping four public housing sites with modern, safe, secure and energy efficient homes at Abbotsford Street, North Melbourne; Walker Street; Northcote; Stokes/Penola Street and Oakover Road, Preston; and Gronn Place, Brunswick West.</p> <p>As part of the Public Housing Renewal Program, Victoria is implementing a Ground Lease Model, which will deliver more than 1,100 new homes through an innovative new partnership between community housing organisations, the private sector and the Government. The first of its kind for social housing in Australia, the Government will lease land in Brighton, Flemington and Prahran to a consortium to build, operate and maintain housing on the sites for 40 years.</p> <p>The Victorian Government is investing \$112 million to improve the energy efficiency of 35,000 social housing properties. This includes grants for community housing providers.</p> <p>The upgrades will include insulation and draught sealing and installing energy efficient appliances, such as heating and hot water systems, to save on bills and make homes more comfortable.</p>
<b>Timeframe</b>	Ten years

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#56

**IV Recommendation**

Upgrade and rebuild public hospital infrastructure

**IV Recommendation description**

In the next five years, publish priorities for hospital renewal to enable modern health care services and meet future demand. In the next 10 years, redevelop the Royal Melbourne Hospital and progress the upgrade and rebuild of the Alfred Hospital and Austin Hospital.

**Government Position**

Supported in principle

**Rationale**

The renewal of the Alfred, Royal Melbourne and Austin hospitals would unlock substantial precinct activation benefits as significant anchor tenants in central metropolitan areas impacted by the COVID-19 economic downturn. Renewal of these facilities will create hundreds of jobs in construction and additional roles in health services delivery. The *2020–21 Budget* allocated \$10 million to commence planning to upgrade the existing Parkville site and create an additional site for the Royal Melbourne Hospital, and investigate the potential for a new Royal Women’s Hospital site in the Arden Renewal Precinct in North Melbourne. Further service planning is also underway with Alfred Health. Any additional investment associated with this recommendation will be considered as part of future budgets.

**Timeframe**

Ten years



## Harness infrastructure for productivity and growth Align social infrastructure with better service delivery

#68

<b>IV Recommendation</b>	Set targets to grow social housing
<b>IV Recommendation description</b>	In the next year, set a transparent statewide social housing growth target to reach and maintain at least the national average of 4.5 social housing dwellings for every 100 households by 2031.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation and is addressing it with its investment of \$5.3 billion into the Big Housing Build – the largest single investment in social and affordable housing in the state’s history. The timeframe for meeting the target contained in the recommendation requires further investigation. As this recommendation is over 10 years, future budget consideration will be required to address the full scope.</p> <p>The Big Housing Build will deliver 10 per cent growth in Victoria’s social housing system by the end of the program. As part of Victoria’s Big Housing Build, there will be more homes for Aboriginal people, victim-survivors of family violence and people living with mental illness.</p> <p>The Big Housing Build comes on top of the \$185 million Public Housing Renewal Program and Ground Lease Model and the \$209 million Building new Homes to Fight Homelessness Program, delivering more than 11,000 new social dwellings over the next four years.</p> <p>Homes Victoria is developing a 10-year strategy for social and affordable housing, which is expected to be released in coming months.</p>
<b>Timeframe</b>	Fifteen years

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## #69

<b>IV Recommendation</b>	Build new hospital capacity
<b>IV Recommendation description</b>	In the next five years, reserve land for future hospital sites. Over 30 years, build new public hospital capacity to meet Victoria's future needs, especially increases in demand from Melbourne's rapidly growing outer northern and western suburbs.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation to reserve land for future hospital sites and building new public hospital capacity. As part of future implementation, the outer southern metropolitan region will also be considered along with outer northern and western growth areas.</p> <p>Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Thirty years

## #70

<b>IV Recommendation</b>	Deliver infrastructure for a more responsive and integrated mental health system
<b>IV Recommendation description</b>	In the next year, establish a dedicated infrastructure fund to support more responsive and integrated mental health and wellbeing services, consistent with the recommendations of the Royal Commission into Victoria's Mental Health System.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation.</p> <p>The Government will consider any additional investment to deliver on the Royal Commission recommendation regarding infrastructure funding as part of future budgets, alongside the costs of operating assets and system efficiencies that their operation may generate. Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years



## Develop regional Victoria Better connect the regions

#87

**IV Recommendation** Use rural schools for children’s specialist and allied telehealth services

**IV Recommendation description** Retrofit or better use selected rural school infrastructure for children’s specialist and allied telehealth services to improve children’s health and development. In the next year, begin a trial in a remote region, such as Wimmera Southern Mallee, to demonstrate the value of adopting the approach in other rural locations.

**Government Position** Supported in principle

**Rationale** The Government supports the intent of this recommendation to expand access to specialist and allied telehealth.

A successful trial of community-based school nursing in primary schools in the Latrobe Valley has demonstrated the capacity for rural schools (as service setting) to deliver telehealth services, and ‘in school’ health supports for children and families. This model or similar models could be scaled to other communities. Any additional investment associated with this recommendation will be considered as part of future budgets.

**Timeframe** Five years

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## Foster regional Victorian's health, wellbeing and inclusion

#91

<b>IV Recommendation</b>	Build regional residential alcohol and drug rehabilitation facilities
<b>IV Recommendation description</b>	Within five years, build residential detoxification and rehabilitation facilities in regional Victoria to provide equitable access to alcohol and other drug treatment.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports this recommendation for increased alcohol and other drug (AOD) residential services, however notes that while residential treatment infrastructure is needed in regional Victoria, these services must be supported by care for clients pre admission and post discharge. This includes harm reduction services, pharmacotherapy treatment (including addiction specialists) and complex counselling and case management.</p> <p>Recent investment via the Drug Rehabilitation Plan included the rapid stand up of 100 beds in a range of regional locations. The Government will evaluate the impact of the Plan before proceeding with further investment in those regions. While proximity to services is important, this needs to be balanced with the need to ensure service efficiency – facilities with fewer than 30 beds in one location can result in significant continuity and efficiency losses.</p> <p>Any additional investment associated with this recommendation will be considered as part of future budgets.</p>
<b>Timeframe</b>	Five years

#92

<b>IV Recommendation</b>	Fund more Youth Foyers in regional Victoria
<b>IV Recommendation description</b>	Fund at least six new Youth Foyers in regional Victoria by 2026, to better use existing education infrastructure and support vulnerable young people.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. As this recommendation is over five years, its full scope will require consideration in future budgets.</p> <p>The Government supports Youth Foyers as a housing model with demonstrated outcomes.</p> <p>A five-year, longitudinal study of the three existing Education First Youth Foyers was held between 2013 to 2018. The study found that the model substantively improved participants' education, employment and housing outcomes, and that most young people participating in the research completed educational qualifications during their foyer stay or after they had left.</p> <p>However, the lack of affordable rental properties and a competitive rental market contributed to many research participants experiencing some housing and financial stress a year after exit. The study also found that approximately 40 per cent of participants were not studying or working a year after exit, partly due to a shortage of jobs and scarcity of work experience.</p> <p>Homes Victoria provides operational funding for 12 youth foyers (including three Education First Youth Foyers) across Victoria.</p> <p>Foyers are currently located in Glen Waverley, Broadmeadows, Shepparton, Collingwood, Fitzroy, Melbourne CBD, Warrnambool, Ballarat, Pakenham, Melton, Thomastown and Lilydale.</p>
<b>Timeframe</b>	Five years

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#93

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**IV Recommendation** Expand social housing in regional centres, in locations with good access

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**IV Recommendation description** Focus social housing investments in regional centres, near transport and services, for better access to health, social and economic support.

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**Government Position** **Supported**

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**Rationale**

The Government supports this recommendation. The Big Housing Build will invest 25 per cent of the total \$5.3 billion program across regional Victoria. This will provide \$1.25 billion across regional Victoria.

The Big Housing Build provides a Minimum Investment Commitment to regional local government areas that have a significant regional town or city or have high population growth. 18 local government areas have been identified for the Minimum Investment Guarantee, with \$765 million committed across these local government areas. For example:

- › Ballarat has a Minimum Investment Guarantee of \$80 million
- › Greater Bendigo has a Minimum Investment Guarantee of \$85 million
- › Greater Geelong has a Minimum Investment Guarantee of \$180 million.

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**Timeframe** Five years

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## #94

<b>IV Recommendation</b>	Make social housing suitable for changing local climates
<b>IV Recommendation description</b>	Continue to deliver a long-term program of modifying social housing to be climate resilient by improving the energy efficiency and energy affordability of residences.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation.</p> <p>As part of the <i>2020–21 Budget</i>, the Victorian Government announced a \$112 million energy efficiency package for social housing which includes upgrades to homes such as replacing inefficient heaters with reverse cycle air conditioners, providing seals on windows and doors, installing insulation and replacing hot water systems in 35,000 social housing properties. This will make social housing homes across the state safer in extreme temperatures. The rollout includes fast-start activities, prioritising the provision of air conditioning for residents of climate zone 4, which is the state’s hottest.</p> <p>To reduce cost of living pressures for low-income Victorians, all new homes constructed as part of the Big Housing Build will meet 7-star NatHERS energy efficiency standards to ensure a comfortable living environment and low energy costs. Many larger developments will also achieve a 5-Star Green Star which includes requirements for climate adaptation planning. All new public housing is being constructed with all electric design, reverse cycle air conditioning as standard and solar photovoltaic systems integrated wherever possible.</p> <p>Public consultation on the Victorian Government’s Draft Health and Human Services Climate Change Adaptation Action Plan 2022–2026 closed on 6 August 2021. The Draft Plan includes directions for social housing infrastructure.</p>
<b>Timeframe</b>	Ten years

## 3.6 Justice and emergency services



Confront long-term challenges  
Embed resilience

### #19

<b>IV Recommendation</b>	Build back better after emergencies
<b>IV Recommendation description</b>	In the next year, consider policy changes and funding mechanisms so high priority public infrastructure destroyed by emergencies is built to a more resilient standard or in less vulnerable locations.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports the recommendation, and it is consistent with the establishment of Bushfire Recovery Victoria in 2020 to support communities recover from disaster events. Restoring community infrastructure is an important investment in supporting community recovery and provides opportunity to enhance the resilience of public infrastructure.
<b>Timeframe</b>	Five years

### #20

<b>IV Recommendation</b>	Improve critical infrastructure information flows and embed resilience
<b>IV Recommendation description</b>	Over the next five years, expand information sharing capabilities and embed resilience across and between critical infrastructure sectors and jurisdictions. Among mechanisms to achieve this, consider expanding the Victorian legislated definition of critical infrastructure beyond energy, water, and transport.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports the recommendation to improve critical infrastructure information flows and embed resilience, and is considering opportunities to continue improving critical infrastructure and information sharing capabilities.
<b>Timeframe</b>	Five years



## Embrace technology and innovation

### #26

<b>IV Recommendation</b>	Modernise courts through digitisation and contemporary shared facilities
<b>IV Recommendation description</b>	In the next year, begin increasing court efficiency and help meet demand by digitising suitable court systems and procedures. Invest in new contemporary, adaptable, multi-jurisdictional court facilities during the next 10 years.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports the recommendation to modernise courts through digitisation and the delivery of contemporary shared facilities. The recommendation aligns with recent investment to deliver the Bendigo Wyndham Law Courts, and new Case Management Systems for the Magistrates' and Children's Courts.
<b>Timeframe</b>	Ten years

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### #27

<b>IV Recommendation</b>	Improve technology and infrastructure for a responsive police service
<b>IV Recommendation description</b>	In the next 10 years, invest in technological capacity to better support a responsive police service, and deliver infrastructure to enable a contemporary hub-and-spoke policing model, co-located with health and human services where appropriate.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports the recommendation to improve technology and infrastructure for a responsive police service, and has made significant investments to ensure Victoria Police has the resources, powers and technology needed to keep Victorians safe and remain an agile and responsive police force.
<b>Timeframe</b>	Ten years



## Harness infrastructure for productivity and growth Align social infrastructure with better service delivery

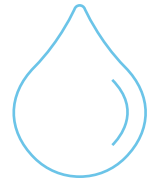
#71

<b>IV Recommendation</b>	Plan and consistently deliver corrections and youth justice infrastructure while managing demand with policy settings
<b>IV Recommendation description</b>	Plan and consistently deliver corrections and youth justice infrastructure while managing demand. By 2023, undertake long-term corrections and youth justice infrastructure planning, alongside policy measures that reduce short-term volatility and demand. In the next 15 years, consistently deliver a program of corrections and youth justice infrastructure projects to meet long-term demand.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports the recommendation to plan and consistently deliver corrections and youth justice infrastructure while managing demand consistent with policy setting. The Justice Asset and Infrastructure Plan is being developed as a 10-year plan to inform asset and infrastructure priorities across the justice system.
<b>Timeframe</b>	Ten years





## 3.7 Water



### Confront long-term challenges Respond to a changing climate

#### #13

<b>IV Recommendation</b>	Consider all water supply sources
<b>IV Recommendation description</b>	Consider all water sources for supply augmentation, including identifying and addressing barriers to purified recycled drinking water within the next 10 years. When planning for future water supply, investigate all options including, but not limited to recycled water, seawater desalination, stormwater harvesting and better use of the water grid.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation to use diversified water sources that are safe and suitable to improve water security and the resilience and liveability of our cities and towns. For example, stormwater and recycled water will be used to support urban greening and reduce pressure on drinking water supplies.</p> <p>The draft Central and Gippsland Region Sustainable Water Strategy (CGRSWS) highlights a need to use more manufactured water (desalinated and fit-for-purpose recycled water) and stormwater to meet Melbourne's urban water needs over the next 50 years. The draft CGRSWS also proposes the development of a Water Supply Readiness Roadmap.</p>
<b>Timeframe</b>	Fifty years

#### #14

<b>IV Recommendation</b>	Progress integrated water cycle management
<b>IV Recommendation description</b>	Within five years, accelerate progress toward an integrated model of water cycle management, starting by clarifying policy settings to allow the better use of stormwater and recycled water.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	The Government supports this recommendation, as it is broadly consistent with Water for Victoria which has supported place-based collaborative planning through 15 Integrated Water Management Forums across the state, and has accelerated planning and delivery of a broad range of Integrated Water Management projects. Significant work has been undertaken to address unnecessary policy and regulatory constraints to increase the use of stormwater and recycled water where it is safe and economically viable to do so.
<b>Timeframe</b>	Five years

#15

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<b>IV Recommendation</b>	Improve decision-making for urban water investment
<b>IV Recommendation description</b>	In the next five years, clearly allocate the roles and responsibilities for urban water systems and major supply augmentation planning.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	<p>The Government supports the intent of this recommendation. The bulk of urban water planning and investment in Victoria is primarily carried out by urban water corporations. This is done through the five-yearly urban water strategy process and associated independent pricing submission process to ensure augmentations are supported by the customers who ultimately pay for them. Urban Water Strategies (UWS) must align with regional Sustainable Water Strategies which are the responsibility of DELWP and the Minister for Water.</p> <p>The current Central and Gippsland Region Sustainable Water Strategy (CGRSWS) process will improve decision-making for major urban water supply augmentations in the region by developing new processes to identify preferred near-term water supply options based on a quadruple bottom-line analysis; clarifying the roles and responsibilities of the various parties for decision-making and implementation, and articulating the triggers for readiness, selection and implementation.</p> <p>The CGRSWS and UWS are to be finalised in 2022.</p>
<b>Timeframe</b>	Five years

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## #16

<b>IV Recommendation</b>	Strengthen agricultural water security by modernising irrigation
<b>IV Recommendation description</b>	In the next 30 years, contribute funding toward planning and delivery of water infrastructure and irrigation modernisation projects across Victoria.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation, and has undertaken a significant amount of irrigation modernisation and construction of domestic and stock schemes over the last decade, and continues to invest in these projects that improve water security and improve service delivery for agriculture.</p> <p>Modernisation projects currently underway with funding contributions from the Commonwealth and Water Corporations include the \$177.5 million Goulburn-Murray Water Efficiency Project, \$62.6 million Macalister Irrigation District Modernisation Project Phase 2 and \$116.3 million Werribee Irrigation District Modernisation Project (Stages 4 and 5).</p> <p>The Government is also considering options to underpin water security for Victoria's agricultural industries, including access to manufactured water and groundwater through the regional Sustainable Water Strategy process.</p>
<b>Timeframe</b>	Thirty years

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## #17

<b>IV Recommendation</b>	Upgrade Victoria's emergency water network
<b>IV Recommendation description</b>	In the next year, assess the condition, capacity and security of Victoria's emergency water supply point network, and upgrade or replace inadequate supply points. Clarify ongoing responsibility for monitoring, maintenance and funding to secure a resilient network.
<b>Government Position</b>	<b>Supported</b>
<b>Rationale</b>	<p>The Government supports this recommendation, and over the last 18 months has invested \$1.5 million in upgrading emergency water supply points in areas impacted by drying conditions.</p> <p>A statewide review of the emergency water supply network is currently underway to assess and identify areas to improve these assets. An additional \$1.8 million will be spent over the next two years in improving the emergency supply network across the state.</p> <p>The statewide review is to be finalised by late 2021, and the establishment of new points and upgrade works is to be completed by 2023.</p>
<b>Timeframe</b>	Five years







## 3.8 Cross sector

Confront long-term challenges  
Navigate the energy transition

#8

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**IV Recommendation** Make Victorian Government buildings more energy efficient

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**IV Recommendation description** Generate energy savings in existing owned and leased Victorian Government buildings through energy efficiency upgrades. Set and report against energy efficiency targets for the next five years to support delivery of energy efficiency outcomes, then review with a view to set a longer-term energy efficiency target.

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**Government Position** Partly supported

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**Rationale** The Government supports the intent of the recommendation to implement energy efficiency upgrades across existing owned and leased Victorian buildings. This is currently supported through the *Greener Government Buildings* program which has invested over \$280 million in energy efficiency projects since 2009. Setting and reporting against energy efficiency targets is subject to further consideration.

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**Timeframe** Five years

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## Manage urban change Integrate land use and infrastructure planning

#32

<b>IV Recommendation</b>	Produce public plans for priority infrastructure sectors
<b>IV Recommendation description</b>	In the next five years, develop and publish long-term statewide infrastructure plans for priority infrastructure sectors for which the Victorian Government maintains substantial responsibilities, including sequencing and timelines for investment.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	The Government supports the intent of the recommendation, and will consider opportunities to enhance the existing suite of published sector plans and strategies. The Government notes that there are also integrated long-term land use plans that incorporate transport and other infrastructure planning. The metropolitan-wide Plan Melbourne, and the more detailed Land Use Framework Plans currently in development, identify key locations for employment and housing growth, and the transport, health and education infrastructure that is required to support a thriving economy and liveable and sustainable neighbourhoods. A co-ordinated growth of precincts in response to new infrastructure investment is also set out in these plans.
<b>Timeframe</b>	Five years

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## #34

**IV Recommendation** Review Victoria's infrastructure contribution system to cover gaps

**IV Recommendation description** In the next two years, complete a review of Victoria's many infrastructure contributions schemes to create a consistent and efficient system that contributes to Victorian and local government infrastructure costs. A revised infrastructure contribution system can apply more broadly, including in established suburbs, growth areas, peri-urban areas, and regional cities.

**Government Position** Partly supported

**Rationale** The Government supports the intent of this recommendation. In November 2020, the Minister for Planning established the Infrastructure Contributions Advisory Committee to provide advice and recommendations on Victoria's infrastructure contributions system.

The findings and recommendations from that process will provide a reform framework and implementation strategy to address issues of consistency and efficiency in Victoria's infrastructure contribution system.

**Timeframe** Five years



## Create thriving urban places

#35

<b>IV Recommendation</b>	Support more homes in priority established places
<b>IV Recommendation description</b>	In the next year, identify new priority locations in established suburbs for residential intensification to better use existing infrastructure. Following this, in partnership with local government, review planning settings to allow increased housing density and establish design review advisory panels.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	The Government supports the intent of this recommendation, and it is being addressed through Plan Melbourne directions (2.1 and 8). These directions are given effect through regionally-specific strategies identified in Land Use Framework Plans (LUFs) currently in development. LUFs identify locations for medium and higher-density housing and can be used by metropolitan councils to update their municipal strategies and policies within a clearly defined land use framework. LUFs also set regional-level planning policy to be implemented into planning schemes and help to inform council decision-making for precinct planning, local and regional planning strategies, and infrastructure and services projects.
<b>Timeframe</b>	Five years

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#36

<b>IV Recommendation</b>	Use value-capture mechanisms to deliver very low income housing
<b>IV Recommendation description</b>	Within the next two years, change and actively apply planning regulations to provide affordable rental housing for Victorians on very low incomes in places with good access to public transport and services, when they are re-zoned for more intensive residential use.
<b>Government Position</b>	<b>Partly supported</b>
<b>Rationale</b>	The Government supports the intent of this recommendation.  Current planning tools that rely on voluntary negotiation between landowners and councils to generate affordable housing outcomes are limited, and consideration is being given to how the planning system can be better aligned to deliver a more consistent and uniform approach to facilitate affordable housing outcomes. The process of capturing some of the value of the land for affordable housing at the time of rezoning has been used by some local councils during the planning scheme amendment process. This is in line with the policy directions for increasing affordable housing under Plan Melbourne.
<b>Timeframe</b>	Five years

## Adapt infrastructure for modern needs

#54

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<b>IV Recommendation</b>	Require accessible buildings for public services
<b>IV Recommendation description</b>	In the next year, establish an accessibility upgrade fund to contribute towards priority building upgrades to meet contemporary accessibility standards. By 2032, require all Victorian Government provided and funded services to be delivered from premises that meet contemporary accessibility standards.
<b>Government Position</b>	<b>Supported in principle</b>
<b>Rationale</b>	The Government supports the intent of this recommendation to ensure that public buildings and premises delivering public services meet contemporary accessibility standards. The Government is not proposing to establish a separate fund at this time, as departments continually factor the <i>Disability Discrimination Act 1992</i> and other legislation requirements into their asset management and investment plans which are considered through annual budget processes.
<b>Timeframe</b>	Ten years









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