


Submission form: Victoria’s draft 30-year infrastructure strategy

Your details

Name:	Liam Prescott and Alicia te Wierik, Members of the Regional Transport Committee
Organisation (if applicable):	Regional Transport Forum
Position (if applicable):	Click or tap here to enter text.
Email:	
Phone:	Click or tap here to enter text.

About you

Please tell us which best describes you:

- Victorian resident
- Victorian business owner/operator
- Industry professional
- Community organisation representative
- Local government representative
- State government representative
- Researcher
- Other (please specify): Regional Transport Forum Committee

Your focus areas

Select the topics or regions you are providing feedback on (select all that apply):

Topics	Regions
<input type="checkbox"/> Across sectors	<input checked="" type="checkbox"/> Regional Victoria
<input type="checkbox"/> Circular economy	<input type="checkbox"/> Urban growth areas
<input type="checkbox"/> Cities	<input type="checkbox"/> Melbourne
<input type="checkbox"/> Climate change	
<input type="checkbox"/> Community infrastructure	
<input type="checkbox"/> Education	
<input type="checkbox"/> Energy	
<input type="checkbox"/> Freight	
<input type="checkbox"/> Health	
<input type="checkbox"/> Housing	
<input type="checkbox"/> Infrastructure for Victoria's First Peoples	
<input checked="" type="checkbox"/> Transport	
<input type="checkbox"/> Water	

Your feedback

Add as many sections as you need to provide all your feedback in this submission.

Topic/area:	Victorians have good access to housing, jobs, services and opportunities
Recommendation name:	Make government infrastructure more accessible
Recommendation number:	6
1. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
2. Tell us why	The reasons provided are supported
3. Share any supporting evidence or examples	Click or tap here to enter text.
4. Include proposed changes and improvements	More frequent buses and trains will make their use by people with disability more likely. Frequency increases will need to be supported by appropriate infrastructure.
Topic/area:	Victorians have good access to housing, jobs, services and opportunities
Recommendation name:	Run faster bus services, more often, in Victoria's largest cities
Recommendation number:	9
5. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
6. Tell us why	The reasons provided are supported
7. Share any supporting evidence or examples	Click or tap here to enter text.
8. Include proposed changes and improvements	The recommendation should include investigation of logical new routes, not just redesign of existing routes
Topic/area:	Victorians have good access to housing, jobs, services and opportunities
Recommendation name:	Extend metropolitan trains and run more services in Melbourne's west
Recommendation number:	11

9. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
10. Tell us why	The reasons provided are supported
11. Share any supporting evidence or examples	Click or tap here to enter text.
12. Include proposed changes and improvements	Click or tap here to enter text.
Topic/area:	Victorians have good access to housing, jobs, services and opportunities
Recommendation name:	Run more bus and coach services in regional Victoria
Recommendation number:	12
13. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
14. Tell us why	The reasons provided are supported
15. Share any supporting evidence or examples	Click or tap here to enter text.
16. Include proposed changes and improvements	Public transport planning should be transparent and available to Councils in order to assist their strategic planning of residential development. Pre-planning for new services should align with Plan for Victoria housing targets, and local government strategic planning, in order that growing residential areas are provided with appropriate enabling transport options when making decisions about locations of employment, education and recreation.
Topic/area:	Victorians have good access to housing, jobs, services and opportunities
Recommendation name:	Make off-peak public transport cheaper and simplify regional fare zones
Recommendation number:	13
17. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
18. Tell us why	Cheaper off-peak fares will support higher utilisation of existing bus routes,

19. Share any supporting evidence or examples	Click or tap here to enter text.
20. Include proposed changes and improvements	Click or tap here to enter text.
Topic/area:	Victorians are healthy and safe
Recommendation name:	Make local streets safer for children and communities
Recommendation number:	14
21. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
22. Tell us why	The reasons provided are supported
23. Share any supporting evidence or examples	Click or tap here to enter text.
24. Include proposed changes and improvements	Regional councils will require support and training to implement lower speed limits, with conflicting community views likely to make on-the-ground implementation slow and time consuming. Clear evidence based guidelines or regulations for where 30kph is appropriately implemented will be necessary. Greenfield residential developments and new subdivisions provide a cost-neutral opportunity to implement 30kph local areas from the start, and are likely to be least contentious.
Topic/area:	Victorians are healthy and safe
Recommendation name:	Build safe cycling networks in Melbourne and regional cities
Recommendation number:	15
25. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> In part
26. Tell us why	Click or tap here to enter text.
27. Share any supporting evidence or examples	Click or tap here to enter text.
28. Include proposed changes and improvements	<p>Separated bike infrastructure needs to feed into safe local streets and destinations.</p> <p>Routes selected for separated infrastructure should be connected, direct and attractive (5 design principles of dutch cycling), and not limited to alignment with existing key arterial road routes.</p>

Topic/area:	Victoria has a high productivity and circular economy
Recommendation name:	Prepare and publish infrastructure sector plans to shape Victoria's cities
Recommendation number:	35
29. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
30. Tell us why	The next step following the new Plan for Victoria is infrastructure plans to align infrastructure planning with planned housing growth. The plans need to be prepared at a state level to ensure connections across local and regional boundaries.
31. Share any supporting evidence or examples	
32. Include proposed changes and improvements	Ensure that the plans are prepared beyond the regions for a consistent alignment with Plan for Victoria

Topic/area:	Victoria has a high productivity and circular economy
Recommendation name:	Use modern traffic control technology for efficient and safe journeys
Recommendation number:	40
33. Do you support this topic or recommendation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> In part
34. Tell us why	Modern control technology will enable more efficient and effective use of the existing road network to cater for increased demand and population.
35. Share any supporting evidence or examples	Click or tap here to enter text.
36. Include proposed changes and improvements	Click or tap here to enter text.

Topic/area:	Victoria has a high productivity and circular economy
Recommendation name:	Make rail freight competitive, reliable and efficient
Recommendation number:	41
37. Do you support this topic or recommendation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> In part
38. Tell us why	The Ballarat-Geelong line currently used for freight has significant population growth within its catchment across multiple LGA's. Is there any triple bottom line type analysis which supports prioritisation of either freight or passenger travel on existing lines, assuming they are not able to operate alongside each other?
39. Share any supporting evidence or examples	Click or tap here to enter text.
40. Include proposed changes and improvements	Click or tap here to enter text.

More feedback (optional)

The Victorian Regional Transport Forum (RTF) was established in early 2024 to address the unique challenges faced by regional councils in transport planning. Co-founded by transport planners from Ballarat and Wodonga, the RTF has grown into a collaborative platform uniting 50 regional councils, providing knowledge sharing, advocacy, and capacity-building opportunities for regional planners and engineers working with transport. Since its inception, the RTF has held five successful meetings, engaging over 95 stakeholders from councils, state government, and transport related agencies. The initiative fosters cross-council collaboration, enabling a unified voice for regional transport advocacy and innovative tailored solutions.

The Victoria Infrastructure Strategy focuses on delivery to meet metropolitan Melbourne infrastructure needs, with some recommendations relating to the regional centres of Geelong, Ballarat and Bendigo. The first line of the Strategy states “every Victorian depends on infrastructure” and acknowledges that when “governments provide people with the infrastructure they need, communities become more resilient and able to thrive”.

There is limited indication of specific infrastructure investment for regional towns and communities beyond the three (3) largest regional centres and metropolitan Melbourne.

It is agreed that “the Victorian Government cannot build everything, everywhere” however, the implication of the Strategy for regional and rural communities is that investment in regional infrastructure will continue to lag behind as scarce government funds are targetted to improving infrastructure in metropolitan activity centres.

Regional towns and cities provide opportunities for cost effective early interventions to avoid problems which larger urban areas experience. Many of these towns and cities are expecting significant growth as indicated in Plan for Victoria regional housing targets. The Regional Transport Committee recommends Infrastructure Victoria consider analysis conducted for City of Bendigo’s new Zero Emission transport project, (which sets private trip mode targets for 1/3 EV, 1/3 public transport and 1/3 active travel), and provide support for investing in a sustainable transport future regionally, rather than a Business as Usual approach which is shown to be more expensive.

Improved public transport routes, stops, connectivity and frequency of service between all regional towns and also into metropolitan Melbourne would support more equitable access to vital infrastructure including hospitals, health facilities, education and employment. Across regional Victoria, public transport is either unavailable, unreliable or incompatible to make the trip connections needed.

The Regional Transport Committee asks Infrastructure Victoria to recommend improving regional public transport services across a wider breadth of Victorian towns to enable communities across regional Victoria “to become more resilient and thrive”.

Clarity around the preferred role of the regional rail network is also sought. The Strategy refers to a growing demand on the Victorian rail network for freight purposes. The Ballarat-Geelong line currently used for freight has significant population growth within its catchment across multiple LGA’s. Is there any triple bottom line type analysis which supports prioritisation of either freight or passenger travel on existing lines, assuming they are not able to operate alongside each other.

The Regional Transport Forum hears from local government planners and engineers across regional Victoria grappling with regional transport issues. Unlike their metropolitan or regional city counterparts, most rural and regional local governments do not have access to specialised transport planners. It is suggested that an additional recommendation could be for state government to fund or support local government transport planner roles to guide integrated infrastructure planning, provision and design at the local level consistent with State government objectives.

