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

Your details

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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): Professional Membership Association

Your focus areas

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

Topics	Regions
☒ Across sectors	☒ Regional Victoria
☒ Circular economy	☒ Urban growth areas
☒ Cities	☒ Melbourne
☒ Climate change	
☒ Community infrastructure	
☐ Education	
☐ Energy	
☒ Freight	
☒ Health	
☒ Housing	
☐ Infrastructure for Victoria's First Peoples	
☒ Transport	
☐ Water	

Submission template: Victoria's draft 30-year infrastructure strategy

Your feedback

Refer to attachment

Declaration

☒ I agree to Infrastructure Victoria's privacy collection statement.

☒ I give permission for Infrastructure Victoria to publish my submission on its website:

  ☒ with my name **or**

  ☐ anonymously (identifying personal information will be redacted).

☐ I do not give permission for Infrastructure Victoria to publish my submission.

☒ I would like to receive updates from Infrastructure Victoria about the strategy and our research program (about 6 emails a year).

Signature:	Kirsty Kelly
Date:	24/04/2025

Need help?

Contact us on 03 7005 9500 or email enquiries@infrastructurevictoria.com.au.

Victoria's draft 30-year infrastructure strategy – Infrastructure Victoria

Submission by Victoria & Tasmania Branch, AITPM

About AITPM

AITPM (the Australian Institute of Traffic Planning & Management) is the leading national membership body representing all Australian Transport Community professionals and practitioners. AITPM members and stakeholders work in fields including transport planning, transport and traffic engineering, transport modelling, active travel, travel demand management and travel behaviour change across all sectors. In Victoria, AITPM represents 595 transport professionals, and connects with 1,750 through our range of professional development activities throughout the year.

AITPM members and stakeholders work together to ensure multimodal transport systems are designed, built and operated in ways that support healthy people, communities and economies in all parts of Australia. To set a strong foundation for this mission, AITPM has adopted a Policy and Principles Platform that addresses how AITPM will advocate on behalf of the broader Transport Community for the creation of successful transport systems. The AITPM Policy and Principles Platform is provided as Attachment 1 to this submission. See www.aitpm.com.au/policy/policy-platform for further information.

Introduction to submission

The AITPM Victorian & Tasmania Branch welcomes the opportunity to provide a response to "Victoria's draft 30-year infrastructure strategy" prepared by Infrastructure Victoria. The document is likely to have significant implications for the transport and infrastructure needs of Victoria in the coming decades in the matters of sustainability, safety, efficiency, inclusivity, resilience and/or impact on place. Infrastructure Victoria should be applauded for their efforts in preparing this strategy, which will go towards delivering healthy people, communities and economies – a key aim of AITPM.

The strategy document is wide ranging with 43 recommendations and seven Future Options. As such AITPM has focused on recommendations and Future Options most applicable to transport and traffic management. In the following sections we have summarised our findings for each of these under the following headings from the strategy document:

- Victorians have good access to housing, jobs, services and opportunities (seven recommendations reviewed)

- Victorians are healthy and safe (six recommendations reviewed)

- Victoria has a high productivity and circular economy (seven recommendations reviewed)

Further detailed findings on each of the recommendations reviewed by AITPM are available in Attachment 2 to this paper.

Victorians have good access to housing, jobs, services and opportunities

The key recommendations in this section of the IV Strategy include making government infrastructure more accessible, extending Melbourne's trams, running faster bus services, building a new bus rapid transit network, and extending metropolitan trains. AITPM emphasises the need for detailed planning, community engagement, and consideration of broader urban and societal values to ensure the successful implementation of these recommendations.

IV Recommendation	AITPM Commentary
R6 Make government infrastructure more accessible	This is feasible as it continues an ongoing process of making transit stops accessible. There are missing details on ensuring footpaths and thoroughfares are accessible and integration of transit stops into the built environment. AITPM recommends further detail on upgrades outside of transport stops, such as footpaths to the stops and the vehicles using these stops.
R8 Extend Melbourne's trams to encourage more new homes nearby	It is feasible to increase weekend frequency on existing routes proposed for housing growth. High-cost projects of tram extensions are a long-term aspiration subject to funding. The recommendation is missing improvements to the radial public transport system and consideration of sustainable transport on non-city commutes. AITPM recommends considering more cross-city routes and ensuring new tram vehicles are constructed for increased frequency.
R9 Run faster bus services, more often, in Victoria's largest cities	This is feasible but only with community and stakeholder engagement. Built infrastructure costs are relatively low and much of this recommendation advocates for the reform of the existing bus network. The recommendation is missing evaluation of service levels and reasonableness of cost estimates. AITPM recommends ensuring the recommendation's purpose is clear: improving access to fast, frequent bus services, increasing social inclusion, and balancing both equally.
R10 Build a new bus rapid transit network	This is feasible and cost-effective, addressing significant gaps in Melbourne's rapid transit network. We note a significant missed opportunity for rapid cross-town public transport between the La Trobe NEIC and Box Hill. AITPM recommends considering additional transit routes and metrics to ensure benefits are realised.
R11 Extend metropolitan trains and run more services in Melbourne's west	This is feasible and critical for the often-neglected western suburbs of Melbourne. The recommendation is missing strategies for job and economic growth in Melbourne's West and station improvements for 'door-to-door' journeys. AITPM recommends linking service upgrades with job and economic growth strategies and improving station facilities and modal interchanges.
R12 Run more bus and coach services in regional Victoria	This is feasible and complements recommendations in Recommendation 9 around faster bus services in regional centres. However, it is missing consideration of cost-effective solutions. AITPM recommends ensuring cost-effective solutions are considered.
R13 Make off-peak public transport cheaper and simplify regional fare zones	This is feasible but requires State Government assessment of balancing reduced off-peak fares and increased patronage without impacting passenger comfort on services. The recommendation requires further consideration of complexities like on-off peak switchover and defining new regional zones. AITPM recommends a review to address these complexities.

Victorians are healthy and safe

This section of the strategy focuses on recommendations to improve safety and health in local communities. Key transport recommendations include making local streets safer for children and communities by implementing successful strategies from places like the City of Yarra and building safe cycling networks in Melbourne and regional cities to support active transportation. We recognise the importance of this recommendations as well as the need to expand these policies to outer suburbs and commercial areas, ensuring necessary streetscape modifications, and prioritising equity and accessibility in cycling infrastructure.

IV Recommendation	AITPM Commentary
R14 Make local streets safer for children and communities	This is feasible and highly recommended, with successful examples of implementation in places like the City of Yarra already. The recommendation is missing broader urban and societal value, such as equity, environmental, and mode-shift benefits. AITPM recommends expanding this policy to outer suburbs and commercial areas, including cyclists, and ensuring necessary streetscape modifications to communicate lower speed environments to drivers.
R15 Build safe cycling networks in Melbourne and regional cities	This is feasible with current plans and increasing support for active transportation. The recommendation is missing a comprehensive strategy highlighting all relevant advantages, including equity and accessibility. AITPM recommends prioritising redesigning existing cycling infrastructure to keep this protected, maintained, and safe, and ensuring the strategy includes equity and accessibility, not just safety.

Victoria has a high productivity and circular economy

This section emphasizes the importance of preparing and publishing infrastructure sector plans, reforming infrastructure contributions, and improving asset management by involving the public. It also highlights the need to use modern traffic control technology to enhance data collection across all transportation modes and optimize networks for all users. Additionally, it addresses the feasibility of fair road user charges, competitive rail freight, urban off-peak freight delivery, and planning for efficient urban freight.

AITPM acknowledges the significance of these recommendations and the need for stakeholder and community engagement. Modern traffic control should cater to all modes, not just private vehicles. A Federal Government-led initiative is deemed necessary for implementing road user charges to avoid disadvantaging Victoria.

Proactive land protection and effective cross-government coordination are recommended for future major infrastructure projects.

IV Recommendation	AITPM Commentary
R35 Prepare and publish infrastructure sector plans	This is feasible but will requires significant stakeholder collaboration. It is missing acknowledgment of local community influence. AITPM recommends involving local communities and stakeholders in strategic planning.
R36 Reform infrastructure contributions	This is feasible but is missing consideration of different income groups, housing types, and a monitoring mechanism. AITPM recommends including affordability and social equity factors, incorporating a monitoring mechanism, and ensuring contributions fund essential services before occupancy.
R37 Improve asset management of all government infrastructure	This is feasible but will requires significant stakeholder collaboration. It is missing local community engagement. AITPM recommends involving the public in managing infrastructure assets to understand conditions and set funding priorities.
R40 Use modern traffic control technology	This is feasible and should continue to be expanded. The recommendation is missing consideration of all system users and inter-modal connections. AITPM recommends incorporating advanced technologies to enhance data collection across all transportation modes and optimise safe and efficient networks for all users.
Future Option: Charge people fairly to use roads	This is only feasible if addressed at the Federal level otherwise there is significant risk that Victoria will be disadvantaged. The recommendation is missing clear implementation pathways, equity impacts on low-income motorists, and complementary investments in public and active transportation. AITPM recommends extending the car parking levy beyond the Melbourne CBD and ensuring road pricing is a national initiative.
R41 Make rail freight competitive, reliable, and efficient	This is feasible but will require significant coordinated planning and investment. The recommendation is missing governance for managing access between freight and passenger services. AITPM recommends infrastructure improvements for rail freight efficiency, particularly for broad gauge tracks sharing routes with passenger trains.
R42 Encourage off-peak freight delivery in urban areas	This is feasible in some areas, but wider implementation requires addressing community concerns and logistics coordination. The recommendation is missing stakeholder commitment and co-ordination, community acceptance, real-time tracking, and performance metrics. AITPM recommends promoting low-emission vehicles, defining success metrics, and implementing noise reduction strategies.

Future Option: Plan for more efficient and sustainable urban freight	This is feasible with robust land use planning and early collaboration. The recommendation overlooks the challenge of finding well-located urban space for freight centres. AITPM recommends identifying early-stage land and updating planning schemes, and clearly defining success measures.
R43 Create and preserve opportunities for future major infrastructure projects	This is feasible with proactive land protection measures and effective cross-government coordination. The recommendation is missing clear process for identifying, zoning, and protecting land corridors early. AITPM recommends supporting land protection for future projects and ensuring land availability without obstructive developments.
Future Option: Reconfigure the City Loop for more frequent and reliable trains	This is feasible but will require long-term investment and careful planning. The recommendation missing infrastructure upgrades on suburban rail lines to support this upgrade, management of passenger service disruptions during construction, and incorporation of smart technologies to future proof the system and improve reliability. AITPM recommends supporting reconfiguring the City Loop and upgrading train lines to meet future patronage demands.
Future Option: Extend metropolitan trains to growth areas	The feasibility of this recommendation varies depending on the corridor; higher-priority initiatives are ready for implementation with others less certain. The recommendation is missing clear prioritisation of growth areas and integration with supporting infrastructure. AITPM recommends prioritising electrification of the Melton and Wyndham Vale lines, followed by the Northern Growth Corridor to Wallan, with Clyde as the lowest priority.

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24 April 2025

Attachment 1: AITPM Policy and Principles Platform
*Attachment 2: Detailed discussion of each recommendation*

AITPM POLICY AND PRINCIPLES PLATFORM

WHY ARE TRANSPORT SYSTEMS IMPORTANT?

The impact of a successful transport system shows up as healthy people, communities and economies. Transport links and activates places, enabling people and businesses to access:

- Goods and services
- Jobs
- Education and training
- Health services
- Entertainment, sport and recreation
- Friend and family networks

AITPM is committed to educating governments and the community on the importance of successful transport systems – and, in turn, a properly resourced Transport Community – in ensuring healthy and prosperous outcomes for Australians.
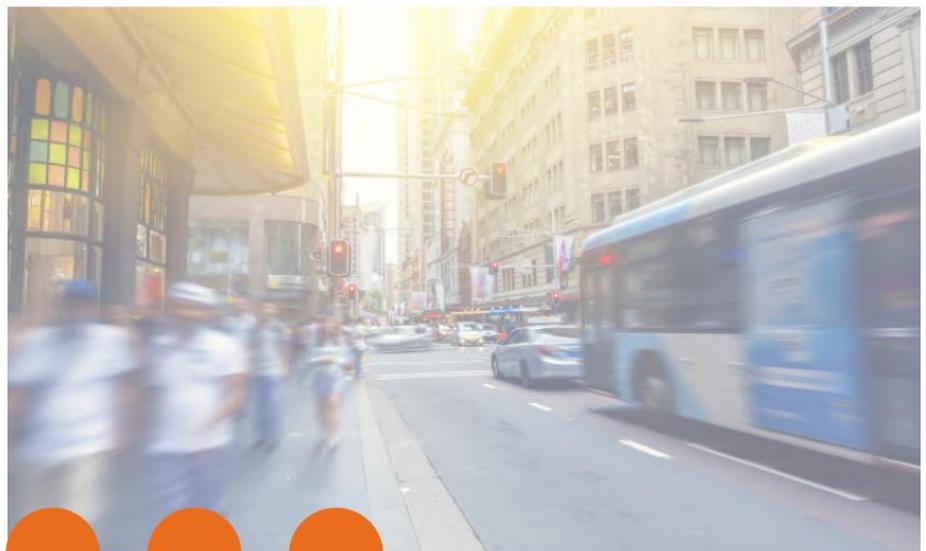
AITPM POLICY AND PRINCIPLES PLATFORM

OUR PURPOSE

AITPM's purpose is to raise the profile of the Transport Community. The community's practitioners and stakeholders are critical participants in delivering a sustainable, efficient, accessible and safe transport system.

Every day people across Australia's Transport Community identify, investigate, plan, develop and implement solutions to achieve this. In doing its work, the aims of the Transport Community include:

- Supporting a switch to sustainable transport choices, to help reduce Australia's emissions and lessen transport's impact on the environment
- Growing national and community prosperity by enabling the safe and efficient movement of people, goods and services
- Delivering inclusive transport services that provide access to opportunities for all users
- Building the resilience of communities and businesses by ensuring transport networks remain safe and connected under changing external conditions, including natural disasters
- Integrating the movement of people and vehicles within flourishing places in different geographic settings, from cities and towns to rural and regional areas.

AITPM POLICY AND PRINCIPLES PLATFORM

SUCCESSFUL TRANSPORT SYSTEMS ARE CREATED THROUGH

1. Integrated transport and land use planning at all levels, from future-focused strategic planning to the implementation of site-specific developments
2. The application of sound, long-term, non-partisan and evidence-based public policy, with cross-sectoral support
3. The systematic collection, monitoring and evaluation of transport data to support decision-making
4. The consistent application of a range of appropriate contemporary modelling tools by suitably resourced professionals
5. A culture of research and innovation that is collaborative across sectors and disciplines
6. Genuine, inclusive engagement, collaboration and co-design activities encompassing all communities and stakeholders
7. A holistic 'Safe Systems' approach covering all transport infrastructure and operations, and the interactions between people, vehicles and the transport environment
8. Sustainable and transparent funding and pricing models that support desired strategic transport outcomes
9. A diverse and welcoming community of transport professionals that has the capacity to handle the demands placed on it
10. Capable transport practitioners with the qualifications, skills and experience to plan, design, engineer, deliver, operate and manage Australia's transport systems
11. The commitment of governments and industry to educate and support the next generation of transport professionals.

- As the national association for transport professionals, AITPM leads the Transport Community in connecting, collaborating and delivering, developing industry skills, capability and knowledge as we create successful transport systems together.

We are the collective voice of the Transport Community, and we advocate for delivering sustainable, efficient, accessible and safe transport systems

AITPM POLICY AND PRINCIPLES PLATFORM

WHO IS PART OF THE TRANSPORT COMMUNITY?

The Australian Transport Community is made up of professionals from a wide range of disciplines and backgrounds, including:

- Transport planners
- Traffic and transport engineers
- Land use, transport and traffic modellers
- Road safety practitioners
- Transport economists
- Road and public transport infrastructure designers
- Active transport specialists
- Travel behaviour change specialists
- Transport researchers, educators and engagement professionals
- Transport policy specialists.
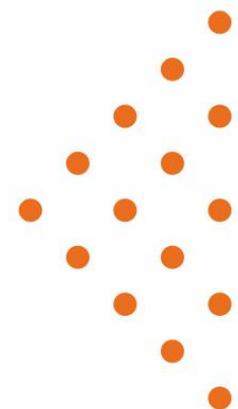
To design, deliver and manage transport systems, this community of transport professionals connects to a broader network of professions and suppliers covering these areas of focus

- Urban and regional planning
- Transport and traffic data collection and analysis
- Modelling programs and resources
- Traffic management and control
- Intelligent transport systems
- Infrastructure supply, engineering and construction
- Transport service operations – from rail through to micromobility.

Victorians have good access to housing, jobs, services and opportunities

R6 Make government infrastructure more accessible - Complete priority public transport stop upgrades to meet legal accessibility requirements and fund further upgrades. Provide better public information on accessibility in government buildings.	
Is this feasible?	Yes, it is a continuation of an ongoing process; quickening the process of making transit stops accessible. It is noted that it is essentially a legal requirement to have stops accessible, as outlined by the strategy.
What is missing from this recommendation?	Ensuring footpaths and throughfares are also accessible and there is no mention of transit stop integration into the built environment. Perhaps this is assumed, or implied that inaccessible path upgrades are included. Additionally, would all transit vehicles be made accessible given that a large portion of Melbourne's tram fleet is high floored.
AITPM recommendation	Further detail on upgrades outside of the transport stops such as footpaths to the stops and the vehicles using these stops.

R8 Extend Melbourne's trams to encourage more new homes nearby - Increase services on key tram routes in activity centres that have been designated for additional housing development. Complete a detailed assessment of tram extensions in Melbourne's established suburbs. Start building extensions in areas that can support more new homes. Rezone land around the extended tram lines so more homes are built.	
Is this feasible?	Increasing weekend frequency on existing routes proposed for housing growth is feasible and should be encouraged. We do note the high project costs of tram extensions and this is a long-term aspiration subject to funding. Feasibility will differ between the extension proposal and whether individual streetscapes can handle a new tramway.
What is missing from this recommendation?	Improving the radial public transport system - there is an argument for more cross-city routes to be considered in the strategy. The document needs to consider sustainable transport on non-city commutes. Regarding recommendation of increasing frequency, this would likely require the construction of new tram vehicles, especially if this would be considered for peak time services.
AITPM recommendation	Strategy needs to consider sustainable transport on radial routes and vehicle fleet over the next 30 years to support growth in the tram network.

R9 Run faster bus services, more often, in Victoria's largest cities - Run buses more often, for longer hours, and give buses priority on the road. In stages, straighten out existing bus routes so they are fast and direct.	
Is this feasible?	Re-working existing routes will require community and stakeholder engagement. Built infrastructure costs would be relatively low, and a lot of

	the recommendation appears to advocate for the reform of the existing bus network
What is missing from this recommendation?	There is no evaluation of the service levels and cost estimates' reasonableness. More attention is needed on cost-effective services where low volume is expected. It is essential to engage both 'trunk' and 'local' services without sacrificing one for the other, as local services are vital for social inclusion.
AITPM recommendation	Ensuring that this recommendation purpose is clear: 1) Improve access to fast, frequent bus services, 2) Increase social inclusion, 3) Balancing points 1 and 2 equally

R10 Build a new bus rapid transit network - Complete a detailed assessment, reserve the required land, and build a new bus rapid transit network. Start with routes that connect train stations and busy destinations in Melbourne's north, west, and south-east, and extend the new Eastern Busway along Hoddle Street.	
Is this feasible?	Yes, this is a cost-effective public transport recommendation which addresses the significant gaps in the Melbourne rapid transit network.
What is missing from this recommendation?	There is a gap in rapid cross-town public transport between the La Trobe NEIC and Box Hill. Patronage forecasts should include metrics for social benefits, with user benefits tied to patronage unit value.
AITPM recommendation	Consideration of additional transit routes and consideration of metrics to ensure benefits are realised.

R11 Extend metropolitan trains and run more services in Melbourne's west - Extend and electrify metropolitan trains to Melton. Reallocate trains that serve Melton to other areas in Melbourne's west and regional Victoria. Assess delivery of a new train station at Altona North accompanied by land rezoning.	
Is this feasible?	Yes, this is a critical item for the often-neglected western suburbs of Melbourne.
What is missing from this recommendation?	Although not directly related to the service change, strategies for job and economic growth in Melbourne's West should be linked to these recommendations. It is essential that these service upgrades are accompanied by station improvements and modal interchanges that facilitate 'door-to-door' journeys, such as bus service connectivity.
AITPM recommendation	IV to consider "door to door" journeys in more detail.

R12 Run more bus and coach services in regional Victoria - Deliver more bus services in regional cities. Run more V/Line coach services to better connect small towns to regional cities. Start with routes that improve access to jobs, education and healthcare.

Is this feasible?	Yes, this complements the recommendations in R9 around faster bus services in regional centres.
What is missing from this recommendation?	Similarly to R9, consideration of cost-effective solutions.
AITPM recommendation	As R9.

R13 Make off-peak public transport cheaper and simplify regional fare zones - After upgrading the myki ticketing system, charge lower fares for off-peak travel on Victoria's buses, trains and trams. Simplify fares and reduce the number of regional fare zones.	
Is this feasible?	Yes, but we note that this is for the State Government to assess the balance between reducing off-peak fares and increasing patronage without unduly impacting comfort on services.
What is missing from this recommendation?	No substantial findings. A broad recommendation requires its own report before critique – there are many complexities like on-off peak switchover and defining new regional zones that may be difficult to implement.
AITPM recommendation	Further consideration of the complexities involved in simplifying off peak public and regional fare zones.

Victorians are healthy and safe

R14 Make local streets safer for children and communities - Reduce speed limits to 30km/h on local streets, starting in places that children often visit including around schools, playgrounds, childcare centres and kindergartens.	
Is this feasible?	Yes, it is feasible and recommended. This policy has been implemented in places such as the City of Yarra, with support for expanding to more areas.
What is missing from this recommendation?	This recommendation highlights the safety benefits for children and pedestrians but misses the broader urban and societal value. Previous research and pilot outcomes show the policy's role in sustainable transportation development. Already adopted in some Victorian suburbs, it supports stronger implementation and recommendations. This policy enhances pedestrian safety, improves area liveability by reducing speed, noise, and pollution, and promotes active mobility like cycling and scooter use. To strengthen the recommendation, it should emphasize equity, environmental, and mode-shift benefits and specify that streetscape modifications may be needed to communicate lower speed environments to drivers, beyond just signage.
AITPM recommendation	1. Broaden this policy to include outer suburbs, commercial areas (e.g., streets with restaurants, cafés, and shops), and roads without separated cycling infrastructure. This expansion will enhance safety and support active mobility.

	2. Explicitly include cyclists in the recommendation alongside pedestrians and communities to reflect the policy's inclusive nature and its benefits for all vulnerable road users. 3. Yarra City's successful 30 km/h speed limit trial on local streets shows positive reception. AITPM supports extending this to more streets, including necessary streetscape modifications, not just adding signage, to communicate the lower speed environment to drivers.

R15 Build safe cycling networks in Melbourne and regional cities - Continue building protected and connected cycle corridors across Victoria. Publish updates to the strategic cycling corridor network.	
Is this feasible?	Yes, considering the current plans to build cycling infrastructure across Victoria and the increasing support for active transportation from both the community and political spheres, it is feasible.
What is missing from this recommendation?	When discussing cycling, an often-overlooked issue is the right of cyclists to access safe public spaces equally with pedestrians, public transport users, and drivers. A comprehensive strategy should highlight all relevant advantages to promote safety and equity. However, conversations around cycling corridors often focus solely on safety and modal shift, neglecting other aspects. Additionally, many bicycle lanes are poorly designed, unprotected, and unsafe, undermining efforts to encourage active transportation. Although this challenge is mentioned, the strategy does not address how to improve poor infrastructure in the recommendations.
AITPM recommendation	1. Prioritize redesigning existing cycling infrastructure to keep it protected, maintained, and safe. 2. Ensure the strategy includes equity and accessibility, not just safety.

Victoria has a high productivity and circular economy

R35 Prepare and publish infrastructure sector plans to shape Victoria's cities - Agree a set of assumptions for future population, jobs and land use for more compact cities. Require each department that owns infrastructure to develop an infrastructure sector plan as soon as possible, based on these assumptions, and publish strategic-level plans. Use the finished sector plans to decide infrastructure project funding.	
Is this feasible?	Yes, but it is noted that a significant barrier to efficient development is insufficient collaboration between stakeholders who often work toward the same goal but operate in isolation, not sharing evidence, progress, and plans. It is important for stakeholders to actively collaborate and exchange assumptions, data, and strategies, working on agreed assumptions.
What is missing from this recommendation?	The recommendation should acknowledge the influence of local communities and stakeholders in strategic infrastructure plans. Engaging local communities helps align assumptions and priorities with their needs and values.

AITPM recommendation	Local communities and stakeholders must be involved in strategic planning. Their input should shape development and decisions to align with community needs and priorities.

R36 Reform infrastructure contributions - Simplify Victoria's infrastructure contribution schemes to cover all types of housing developments and reflect the cost of infrastructure in different development settings.

Is this feasible?	Yes
What is missing from this recommendation?	This section could recommend that infrastructure contributions fund essential services—like bus routes, public facilities, and intersection upgrades—before new subdivisions are occupied. While addressing equity in cost distribution between suburbs, it fails to account for the diversity within suburbs. Suburbs are not homogeneous, and any contribution scheme should consider different income groups and housing types to ensure fair cost distribution. Additionally, there is no mechanism proposed to monitor and evaluate the scheme's outcomes over time.
AITPM recommendation	AITPM supports this recommendation and suggests the following: 1. Consider including affordability and social equity factors, such as tiered contributions and exemptions for affordable housing. 2. Incorporate a monitoring and assessment mechanism to ensure the successful implementation of the new infrastructure contributions scheme over time. 3. Ensure that infrastructure contributions are used to provide essential services, such as bus routes, public facilities, and intersection upgrades, before occupancy is allowed in new subdivisions. This would help minimize the likelihood of new households becoming car-dependent when residents move in.

R37 Improve asset management of all government infrastructure - Fund asset managers to better understand the condition, use and performance standards of all government infrastructure. Use this information to develop asset management strategies and prioritise funding.

Is this feasible?	Yes
What is missing from this recommendation?	This recommendation overlooks community engagement. Local communities can provide valuable insights for asset monitoring and should be involved in decisions affecting their area.
AITPM recommendation	We suggest involving the public in managing infrastructure assets to understand conditions and set funding priorities.

R40 Use modern traffic control technology for efficient and safe journeys - Further extend modern traffic control technology like sensors and cameras along arterial roads in Victoria's largest cities. Begin expanding smart motorways into Melbourne's growth area freeways.

Is this feasible?	Yes, this has been implemented and should continue to be expanded.
What is missing from this recommendation?	The recommendation states that engineers will use data collected from these devices to optimize traffic signals and improve traffic flow. However, it does not address that transportation involves more than just optimizing car traffic flow and enhancing car-related safety. It is essential to consider the needs of all system users and utilize advanced technologies to enhance the transportation system for everyone. For example, we currently lack the necessary data to design an efficient and safe cycling network for bicycle and e-bike users, which could be collected using such advanced devices. Additionally, employing these technologies can help improve inter-modal and multi-modal transportation systems by providing seamless connections between different modes with real-time information. Regarding vehicle and pedestrian flow through intersections, the recommendation does not specifically mention that cameras could complement the existing system of inductive loops to facilitate automatic identification of queueing and approaching traffic and adjust signal phase lengths in real time. This approach is feasible and should be considered.
AITPM recommendation	AITPM endorses this recommendation and further suggests that incorporating advanced technologies should enhance data collection across all transportation modes. This approach aims to optimize safe and efficient networks for motor vehicles, cyclists, e-bikes, pedestrians, and public transport.

Future Option Charge people fairly to use roads - Introduce Road charges that help manage congestion and improve productivity. Consider options such as car parking levies, off-peak freeway tolls, congestion pricing trials, or road user charging for all motorists with lowered fixed road charges. Work with the Australian Government on road pricing options.	
Is this feasible?	This initiative must be addressed at the Federal level to prevent any potential disadvantages for Victoria compared to other states. It is also worth noting that car parking levies are already implemented in the Melbourne CBD.
What is missing from this recommendation?	The recommendation should encourage the Australian Federal Government to consider this proposal. It could be enhanced by outlining clear implementation pathways, including a phased pilot program to test road user charging in specific metropolitan areas. Additionally, it should address equity impacts on low-income motorists and include complementary investments in public and active transportation to offer viable alternatives.
AITPM recommendation	The car parking levy could be extended beyond the Melbourne CBD. Road pricing must be a national initiative, as state-by-state efforts will not succeed.

R41 Make rail freight competitive, reliable and efficient - Develop and publish a 30-year integrated rail freight network plan and fund a 10-year rail freight maintenance program. Develop a freight network coordination policy.

Is this feasible?	Yes, this is achievable with coordinated planning and investment. However, it necessitates substantial infrastructure enhancements and clear prioritization to prevent conflicts with passenger services.
What is missing from this recommendation?	In the metropolitan rail network, broad gauge freight trains share tracks with passenger trains, competing for paths. To boost rail freight volumes, dedicated freight tracks may be needed. Recommendations should include governance and coordination to manage access between freight and passenger services.
AITPM recommendation	Infrastructure improvements are necessary to enhance the efficiency and operation of rail freight, particularly for broad gauge tracks that share routes with passenger trains. A dedicated maintenance program is recommended.

R42 Encourage off-peak freight delivery in urban areas - Prepare for growing freight volumes in urban areas by piloting an off-peak freight delivery program in a high-density area of Melbourne. If successful, expand off-peak delivery for more productive and sustainable freight movement.	
Is this feasible?	Piloting in some areas is feasible, but wider implementation requires addressing community concerns, governance roles, and logistics coordination.
What is missing from this recommendation?	1. Stakeholder Commitment: The plan references working with stakeholders but does not specify who leads the coordination efforts or what role the Councils play. 2. Community Acceptance: Off-peak deliveries could generate noise and impact residents, which needs to be addressed. 3. Technology and Real-time Tracking: The strategy lacks details on the role of real-time tracking, optimization, and booking systems. 4. Performance Metrics: The strategy would benefit from a clear list of performance metrics to strengthen its effectiveness.
AITPM recommendation	1. Promote and incentivise electric and low-emission vehicles 2. Define success metrics 3. Implement noise reduction strategies

Future Option Plan for more efficient and sustainable urban freight - Develop a network of urban freight delivery precincts in Melbourne to improve freight productivity and reduce emissions.	
Is this feasible?	Yes, this is achievable; however, it necessitates robust land use planning and early collaboration with local councils and industry to secure urban space in areas with high demand.
What is missing from this recommendation?	The strategy highlights land scarcity but overlooks the challenge of finding well-located urban space for freight centres, amid competing land demands and rising property costs.

AITPM recommendation	Identify early-stage land by updating planning schemes and clearly define success measures.

R43 Create and preserve opportunities for future major infrastructure projects - Create and preserve opportunities to build major infrastructure projects which might be required in the long term. This includes expanding desalination capacity, City Loop reconfiguration, extending and electrifying metropolitan trains to growth areas in Melbourne's north and south-east, Melbourne Metro 2, the Bay West port, the outer metropolitan road and rail corridor and connecting western intermodal freight terminal.

Is this feasible?	Yes, this is achievable if action is taken promptly. It necessitates proactive land protection measures and effective cross-government coordination to avoid costly delays and retrofitting.
What is missing from this recommendation?	The recommendation should outline a clear process for identifying, zoning, and protecting land corridors early. It must also address governance and legal measures to prevent development that could obstruct future infrastructure projects.
AITPM recommendation	Support the protection of these future projects but ensure that the land is available, and developments do not occur that will significantly increase project costs.

Future Option Reconfigure the City Loop for more frequent and reliable trains - Reconfigure the City Loop by splitting 2 City Loop tunnels into 2 separate cross-city train lines. Build around 3 kilometres of new train tunnels and upgrade related power and signalling. Increase service frequency on the Craigieburn, Upfield and Frankston lines.

Is this feasible?	Yes, it's feasible with long-term investment, but construction and service disruptions need careful planning and management.
What is missing from this recommendation?	Infrastructure upgrades and additional trains are necessary for the Upfield, Craigieburn, and Frankston lines to accommodate increased train services and meet future passenger demand. The plan does not address how passenger service disruptions will be managed during construction. Furthermore, the strategy should consider incorporating smart technologies, such as digital signalling and automation, to future-proof the system and ensure long-term reliability.
AITPM recommendation	AITPM fully supports reconfiguring the City Loop and upgrading the Upfield, Craigieburn, and Frankston lines to meet future patronage demands.

Future Option Extend metropolitan trains to growth areas in Melbourne's north and south-east - Extend and electrify metropolitan trains to Clyde and towards Kalkallo to support growth in new suburbs.

Is this feasible?	The feasibility of projects varies depending on the corridor. Higher-priority initiatives, such as those in Melton and Wyndham Vale, are ready for implementation. In contrast, projects in Clyde and Wallan require additional planning and supporting infrastructure.
What is missing from this recommendation?	The recommendation should include a clear prioritisation of growth areas based on population projections and infrastructure readiness. Electrification of the Melton and Wyndham Vale lines is identified as the highest priority due to rapid growth and existing demand. This is followed by the Northern Growth Corridor extending to Wallan, while the Clyde extension is considered a lower priority at this stage. Additionally, integration with supporting infrastructure such as feeder buses and active transport links in new suburbs like Kalkallo, Clyde, and Wallan are necessary for long-term connectivity.
AITPM recommendation	The electrification of the Melton and Wyndham Vale lines are the highest priority, then Northern Growth Corridor to Wallan with Clyde the lowest priority.