

CITY OF MELBOURNE SUBMISSION TO VICTORIA'S DRAFT 30-YEAR INFRASTRUCTURE STRATEGY

MAY 2025

Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we govern, the Wurundjeri Woi-wurrung and Bunurong / Boon Wurrung peoples of the Kulin and pays respect to their Elders past and present. We acknowledge and honour the unbroken spiritual, cultural and political connection they have maintained to this unique place for more than 2000 generations.

We accept the invitation in the Uluru Statement from the Heart and are committed to walking together to build a better future.

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Executive summary

The City of Melbourne welcomes the opportunity to provide feedback to Infrastructure Victoria on *Victoria's draft 30-year infrastructure strategy* (draft Strategy).

We acknowledge that the draft Strategy aims to balance the complexity of longer-term infrastructure planning with the most immediate needs, while recognising the role infrastructure plays in addressing major challenges over the next 30 years, as Victoria accommodates a growing and changing population in the midst of rising debt, and a warmer, drier climate and with more extreme weather events.

Our response to the previous draft strategy in 2021 was focused on the Covid-19 crisis recovery. The City of Melbourne's economic context has since shifted into a post-covid recovery phase, which is almost nine per cent larger than pre-Covid, strong visitor numbers and the lowest CBD shopfront vacancy rate in the country.

Today we are home to a workforce of 622,000 people driven by the knowledge economy sector, which accounts for about two-thirds of our city's total economy. The City of Melbourne aims to unlock the potential of people and places by supporting a thriving innovation ecosystem and to strengthen our reputation as a global business city.

At the same time, new challenges and opportunities have emerged post-Covid, including a different rhythm to city activity and lower office occupancy.

Parts of our City will be amongst the most densely populated areas in the world, one of the most significant ongoing infrastructure delivery challenges for City of Melbourne will be servicing, moving and housing a growing residential population at a rate on par with the outer growth areas in a highly constrained, urban environment.

Our population and development growth is contingent on the delivery of catalytic infrastructure. Victorian and Federal government investment and prioritisation of infrastructure in the inner city is critical. We need infrastructure such a transport and schools to unlock housing capacity and support our liveability and community health and wellbeing.

Public transport connections, including the confirmation of the timing and alignment of Melbourne Metro 2, supported by the direct Fishermans Bend tram will be vital in supporting the significant population growth planned for Fishermans Bend. Investment in open space, land and facilities for community sport and recreation, schools and kindergartens is essential in facilitating more people living and working in the central city.

Proactive and coordinated infrastructure planning and delivery will play a critical role in ensuring Melbourne remains a liveable city now and into the future.

City of Melbourne's priorities

The City of Melbourne generally supports the objectives identified in the draft Strategy.

The submission has identified the opportunity to further strengthen the draft Strategy. Our response has focussed on five themes that are a priority for the City of Melbourne. We have identified the changes we are seeking to Infrastructure Victoria's recommendations. New recommendations are also identified. The City of Melbourne's detailed response to each of the draft Strategy's Recommendations and Future Options is identified in Appendix 1.

The five priority themes for the City of Melbourne are:

- **Population growth:** Our residential population has grown by more than 240 per cent since 2001. The Victorian Government's recently released Final Housing Targets, identify a population of an additional 119,500 dwellings by 2050, more than doubling our 2023 dwelling numbers. Our submission seeks greater consideration of the impacts of current and forecast growth in the City of Melbourne and other inner-city municipalities, not just suburban settings. The draft Strategy disproportionately recommends infrastructure investment in Melbourne's growth areas and additional recommendations are needed to support more people living in the inner-city.
- **Affordable housing:** Affordable housing is essential infrastructure required in every neighbourhood to support diverse population needs. The City of Melbourne is supportive of the recommendations in the draft Strategy to expand public sector delivery of social housing. These recommendations should be strengthened by linking the additional affordable housing dwellings targets to projected future demand, rather than current demand (i.e. social housing waiting list and unmet targets under the Mana-na woorn-tyeen maar-takoort Framework). Additional measures are needed to encourage affordable housing delivery

by the private sector, including strengthening the recommendations to facilitate affordable housing through planning permit and rezoning processes. We also acknowledge the importance of delivering on-site support for social housing residents and seek a stronger recommendation for the provision of funding for nearby or on-site facilities and services.

- **Community infrastructure:** Community infrastructure is required to enable healthy lifestyles and community connection, providing places where new residents meet others and develop a sense of belonging. To support the unprecedented residential population growth of our city, and other municipalities, there must be stronger recognition of the additional challenges faced in established urban areas where there is limited land available, and costs are prohibitive.
- **Climate change:** The City of Melbourne has a target of zero net emissions by 2040. While we are supportive of the recommendations to address climate change impacts included in the draft Strategy, more ambitious targets are needed to respond to the climate and biodiversity crisis facing our city. A key focus is water management, including investment in catalytic infrastructure and a need to embed water cycle management into the planning process and wider precinct planning.
- **Transport infrastructure:** A safe and efficient transport system supports the liveability and economic function and vitality of our city. Recommendations to improve tram and bus infrastructure in the inner city, are supported. Provision of sustainable and active transport into our renewal precincts is fundamental in achieving the vision for these precincts and enabling the development of housing. Melbourne Metro 2 will be required to support the significant population growth planned in Fishermans Bend. The draft Strategy is misaligned with existing planning for the Macaulay and Fishermans Bend urban renewal precincts, omitting the critical public transport link across the Yarra River (Birrarung). This infrastructure is essential in supporting the renewal of this precinct, and the City of Melbourne does not support its omission from the draft Strategy. The draft Strategy must also address the role of car parking in the broader transport system, recognising the need to manage parking to meet broader transport and place objectives and maximise the value of transport infrastructure.

As summarised in the following table, there is a clear alignment between the draft Strategy and key strategies and positions of our organisation. These are further detailed in Appendix 1, with references provided at Appendix 2.

Infrastructure Victoria recommendation	Position
Victorians have good access to housing, jobs, services and opportunities	
1: Build more social housing	Amend
2: Facilitate markets and invest in kindergarten infrastructure	Amend
3: Plan and deliver expanded and new schools	Amend
4: Expand TAFE in Melbourne's growth areas and some large regional centres	No comment
5: Build libraries and aquatic centres for Melbourne's growing communities	Amend
6: Make government infrastructure more accessible	Support
7: Rezone locations near existing infrastructure for more home choices	Amend
F: Mandate more affordable homes near existing infrastructure	Amend
F: Phase out residential stamp duties	No comment
8: Extend Melbourne's trams to encourage more new homes nearby	Amend
9: Run faster bus services, more often, in Victoria's largest cities	Support
10: Build a new bus rapid transit network	Support
11: Extend metropolitan trains and run more services in Melbourne's west	No comment
12: Run more bus and coach services in regional Victoria	No comment
13: Make off-peak public transport cheaper and simplify regional fare zones	Amend

Infrastructure Victoria recommendation	Position
Victorians are healthy and safe	
14: Make local streets safer for children and communities	Support
15: Build safe cycling networks in Melbourne and regional cities	Amend
16: Help government schools share their grounds	Support
17: Invest in maintenance, upgrades and expansions of community health facilities	Support
18: Build more residential alcohol and other drug treatment facilities	No comment
19: Invest in digital healthcare	No comment
20: Upgrade critical public hospital infrastructure	Amend
21: Better use prisons and invest more in health facilities and transition housing	Support
Aboriginal people have self-determination and equal outcomes to other Victorians	
22: Invest in secure homes for Aboriginal Victorians	Amend
23: Fund better health and wellbeing infrastructure for Aboriginal Victorians	Support
Victoria has a thriving natural environment	
24: Reduce greenhouse gas emissions from infrastructure	Support
25: Advance integrated water management and use more recycled water	Support
F: Plan for and invest in manufactured water	Amend
26: Better use government land for open space and greenery	Amend
Victoria is resilient to climate change and other future risks	
27: Better prepare infrastructure for climate change	Support
28: Use new flood maps to revise planning schemes	Support
29: Coordinate faster delivery of key energy infrastructure	Support
30: Improve environmental assessments and site selection for energy projects	No comment
31: Invest in home, neighbourhood and big batteries for more energy storage	Amend
32: Determine long duration energy storage needs	Support
33: Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply	Amend
34: Speed up household energy efficiency and electrification	Amend
Victoria has a high productivity and circular economy	
35: Prepare and publish infrastructure sector plans to shape Victoria's cities	Amend
36: Reform infrastructure contributions	Amend
37: Improve asset management of all government infrastructure	Support
38: Prepare for more recycling and waste infrastructure	Support
39: Use digital technologies to better design, build, operate and maintain government Infrastructure	No comment

Infrastructure Victoria recommendation	Position
40: Use modern traffic control technology for efficient and safe journeys	No comment
F: Charge people fairly to use roads	Support
41: Make rail freight competitive, reliable and efficient	No comment
42: Encourage off-peak freight delivery in urban areas	Amend
F: Plan for more efficient and sustainable urban freight	Support
43: Create and preserve opportunities for future major infrastructure projects	Amend
F: Reconfigure the City Loop for more frequent and reliable trains	Support
F: Extend metropolitan trains to growth areas in Melbourne's north and south-east	No comment

City of Melbourne priority themes

Theme 1: Population growth

City of Melbourne is a growth area:

City of Melbourne is currently experiencing rapid population growth. In 2023-2024, Melbourne was the second fastest growing local government area (LGA) in Victoria - and third in Australia - welcoming over 11,000 new residents. Since 2001, City of Melbourne's population has grown by 242 percent, the third largest percentage growth over that period of any LGA in Victoria, surpassed only by City of Wyndham and City of Melton.

Table 1: Population Growth Rate 2023-2024 (ABS)

Local Government Area		Growth Rate	Number of new residents in one year
1	City of Melton	6.6 percent	13,676
2	City of Melbourne	6.5 percent	11,596
3	Mitchell Shire	5.0 percent	2672
4	City of Wyndham	4.0 percent	12,948
5	City of Casey	3.4 percent	13,355

The Victorian Government's recently released *Plan for Victoria* re-orient's growth from greenfield areas to infill development. The City of Melbourne has the second highest housing target in the State after Geelong, and will experience a percentage increase in the number of dwellings surpassed by only Mitchell Shire and City of Melton.

Table 2: Victorian Government Housing Targets (Victorian Government)

Local Government Area		Additional Dwellings by 2051	Percentage Increase
1	City of Geelong	128,600	+101 percent
2	City of Melbourne	119,500	+109 percent
3	City of Melton	109,000	+157 percent
4	City of Wyndham	99,000	+91 percent
5	City of Casey	87,000	+66 percent

City of Melbourne's population forecasts, expect that by 2043, our population will grow by 65 percent. This is a comparable rate of growth to what is expected in traditional growth area councils such as City of Wyndham and City of Casey.

We are a growth area. In addition to our predicated population growth, and the considerable capacity identified in the Victorian Government's final housing targets, the draft Strategy also seeks to accelerate population growth in our municipality:

Recommendation 7 – Rezone locations near existing infrastructure for more home choices

Recommendation 8 – Extend Melbourne's trams to encourage more homes nearby

Emphasis on Growth Areas:

Recommendations 4 and 5 of the draft Strategy are specifically focused on meeting infrastructure needs in growth areas, other recommendations throughout the draft Strategy also emphasise infrastructure shortfalls in growth areas.

Infrastructure Victoria must include major urban renewal precincts in its recommendations that focus on growth areas.

'Growth Areas' are defined in the background document to the draft Strategy '*Social infrastructure in Melbourne's Growth Areas*,' as *the growth areas in the local government areas of Cardinia, Casey, Hume, Melton, Mitchell, Whittlesea and Wyndham*.

City of Melbourne acknowledges the need for significant infrastructure investment in these local government areas. However, focusing infrastructure development in outer suburban areas alone will lead to under provision in inner city neighbourhoods experiencing similar or greater rates of growth.

Much of the growth in City of Melbourne is planned to occur in former industrial areas where significant investment in catalytic infrastructure including public transport and integrated water management infrastructure is required. Essential community infrastructure, including government schools, recreation and aquatic facilities and open space is also needed to support the significant population growth planned for these areas.

Without increased investment, including in new infrastructure, access to services and quality of life in the inner city will reduce as density increases. High quality infrastructure is needed to make new infill development commercially viable, if it is not delivered it will undermine the Victorian Government's infill goals as residential development may follow government investment into greenfield areas.

Summary of City of Melbourne proposed changes to the draft Strategy

IV Recommendation	Action	CoM recommendation	CoM rationale
35. Prepare and publish infrastructure sector plans to shape Victoria's cities.	Support with amended content	In consultation with Local Government prepare and publish infrastructure sector plans to shape Victoria's cities.	Any plans published by the Victorian Government must be prepared in consultation with local government and consider implications to local government and ensure local constraints and opportunities are appropriately considered.

Theme 2: Affordable housing

The City of Melbourne faces ongoing challenges in housing affordability. The City of Melbourne's 2020 housing demand analysis projects an affordable housing shortfall from 6000 to 23,200 homes by 2036. Expanding access to affordable housing is vital to the functioning of our city's society and economy. In addition to the population with very low to low incomes with unmet affordable housing needs, there are approximately 142,000 key workers employed in the City of Melbourne, this is the largest concentration of key workers in Victoria, and requires a broader provision of social and affordable housing options to ensure labour security and support workers to live closer to where they work.

City of Melbourne is supportive of the recommendation in the draft Strategy to expand public sector delivery of social housing, subject to adjusting social housing targets to reflect projected future need, rather than just responding to the current shortfall. Infrastructure Victoria should also bring forward a 'future option' to mandate affordable housing contributions from the private sector.

Infrastructure Victoria must also seek bolder targets for an investment program in social housing for Aboriginal people by increasing the current recommended target of 300 additional affordable homes per year to a number that will reach the total of more than 5000 additional homes by 2036 as stated in the Mana-na woorn-tyeen maar-takoort Framework.

City of Melbourne agrees with commentary in the draft Strategy under recommendation 7 stating that compact cities use less land and make better use of infrastructure and therefore allow people more affordable home choices in more places. The proposed mechanism to achieve this is to rezone locations near existing transport infrastructure for more housing choices. This recommendation must be amended to ensure housing is not prioritised to the detriment of all other uses. Of particular concern is how this would be applied to the MID City North Innovation District, the Arden Precinct and the Fishermans Bend National Employment and Innovation District (NEIC).

Affordable housing options are a crucial element of a successful innovation hub but should be secondary to the primary use, which is to facilitate and foster innovation. If these precincts are reprioritised for housing, Victoria may face shortfalls of land for commercial, advanced industrial and education uses that will reduce future prosperity, economic vitality and employment opportunities.

Summary of City of Melbourne proposed changes to the draft Strategy

IV Recommendation	Action	CoM recommendation	CoM rationale
1. Build more social housing.	Support with amended content	Link any affordable and social housing targets to forecast demand, rather than the current social housing waitlist.	City of Melbourne recommends building 6000 to 10,000 additional affordable housing units each year for the next 10 years to meet current and forecast demand, compared to 4000 dwellings per year as identified in the draft recommendation. The 60,000 homes referenced in the draft Strategy is based on the Victorian Housing Register waitlist, which does not reflect the overall demand from those in rental stress.
*F Mandate more affordable homes near existing infrastructure.	Support amended recommendation	Include as a Recommendation, rather than a Future Option. Mandate affordable housing contributions from the private sector near existing infrastructure.	Council's <i>Affordable Housing Strategy (2020-2030)</i> includes an action to advocate to the Victorian Government to introduce a statewide Mandatory Inclusionary Zoning policy, with higher affordable housing requirements in urban renewal precincts where land increases in value (through re-zoning or improved transport infrastructure). Affordable homes should be allocated to very low, low, and moderate income households as defined in the <i>Planning and Environment Act 1987</i> and prioritised according to existing Victorian Housing Register criteria for access. Include provision of nearby or on-site services with social housing developments to support residents with complex needs. This must be considered alongside Recommendation 7.
22. Invest in secure homes for Aboriginal Victorians.	Support with amended content	It is recommended that the investment program increase the housing target from 300 per year to reach the total target of 5000+ homes by 2036.	300 new affordable homes per year does not fully address the forecasted shortfall as stated in the Mana-na woorn-tyeen maar-takoort Framework considering the annual target has not been met since 2020. It is recommended that the target is increased to address the shortfall

			and to achieve the Framework's overall housing target by 2036.
7. Rezone locations near existing infrastructure for more home choice.	Support with amended content	Specify that zoning changes must not negatively impact innovation, employment and education uses. Zoning changes must be consistent with the objectives of National Employment and Innovation Clusters.	Housing reform must be sensitive to other strategic objectives that provide public benefit. Housing development in inner areas will not be consistent with achieving a compact city if it reduces employment and economic opportunities.

Summary of City of Melbourne proposed new recommendations for including in the final 30-Year Strategy

New Recommendation	IV objective	CoM rationale
Investigate opportunities for encouraging retrofitting of unused office space for housing	Victorians have good access to housing, job, services and opportunities.	Opportunity to explore options for more housing choice in well serviced areas. Retrofitting existing buildings is an environmentally sensitive response to creating additional housing and increasing the city's economic resilience.

Theme 3: Community infrastructure

City of Melbourne supports Infrastructure Victoria's position that *more compact cities – where people live and work closer together – are better for the economy, people and the environment*. However, it is vital that as Melbourne grows denser, residents in infill developments have access to essential community infrastructure.

Population growth and development should not reduce the quality of life of existing residents by overcrowding open spaces, recreation facilities and community facilities, many of which are already at capacity.

Redevelopment precincts (or urban renewal) within the City are typically in former industrial areas that do not benefit from existing parks, reserves and community facilities. In the inner city, land prices are high, and urban renewal is typically led by the Victorian Government. Local government needs to be supported financially and through the planning process to identify and acquire the large spaces needed to provide land for community sport, recreational facilities, and open spaces on a 'municipal scale' which can support vigorous exercise and organised sport.

To date, urban renewal planning has failed to provide sufficient outdoor sports fields and public open space to match population growth and to support fair access for larger municipal (for example libraries, larger ovals) or state or federal government facilities (for example: hospitals, tertiary education) and future populations, including women and girls. To inform the preparation of our Health and Wellbeing Action Plan, data collected by the City of Melbourne suggests a concerning downtrend in participation in organised physical activity, with more than half of the adult residents in the City of Melbourne not getting enough physical activity.

City of Melbourne's Open Space Strategy 2012 (and refresh 2024) identifies the need for a new municipal scale open space in the west of the municipality. City of Melbourne's recreation facilities provision framework identifies a current and future need for the provision of sports fields for community use, with current provision unable to support our existing community.

Infrastructure Victoria must include recommendations to support councils experiencing rapid urban renewal/ infill development to acquire new municipal open spaces (minimum 3 ha) capable of supporting organised community recreation, and sites capable of hosting recreation and aquatic centres.

This could be supported by the implementation of recommendation 36 - *Reform infrastructure contributions*. City of Melbourne supports this recommendation provided it is developed in close consultation with local government and considers the local development/growth context and infrastructure needs of each municipality. City of Melbourne

has diverse neighbourhoods and infrastructure needs, and infrastructure charges must be fairly collected and spent in the areas experiencing growth.

City of Melbourne identified that the current operation of Clause 53.01 Public Open Space Contribution and Subdivision does not require an open space contribution from developments that remain in single ownership- that do not subdivide. This includes most commercial buildings, build-to-rent residential models and student housing development. Any reform of infrastructure contributions must consider the opportunity to address this missed funding opportunity.

Investment in new inner-city primary and secondary school sites is also needed. Recommendations 3 and 16, propose expanding existing schools and increasing utilisation of school grounds, this is only applicable where schools have options to expand within their sites and are serviced by recreation spaces that are not already at capacity. Schools in inner-city locations can place additional demand on the public open space network, and the design and siting of schools must not diminish broader community access to public open space.

City of Melbourne supports additional investment in kindergarten infrastructure to facilitate population growth. Kindergarten funding grants should be flexible to reflect market conditions as costs to provide a new service in inner city areas are typically much greater.

Summary of City of Melbourne proposed changes to the draft Strategy

IV Recommendation	Action	CoM recommendation	CoM rationale
2. Facilitate markets and invest in kindergarten infrastructure.	Support with amended content	New action to investigate the opportunity for new kinder funding grants to be more flexible, to reflect market conditions.	Blanket funding grants don't reflect land cost pressures which can make it unviable to develop kindergartens in the inner city.
3. Plan and deliver expanded and new schools.	Support with amended content	New schools are needed in inner areas where existing schools do not have capability to expand. Expansion through multi-storey buildings at inner city schools must be contingent on space for expanding the capacity of open space and recreation facilities.	Many existing inner-city schools already have multi-storey buildings and have little public open space or recreational space. These schools often rely on City of Melbourne owned open spaces. Children need to be provided with access to open space and recreational facilities at school, without reducing public access by overcrowding existing spaces.
5. Build libraries and aquatic centres for Melbourne's growing communities.	Support with amended recommendation	Build libraries, aquatic and recreation centres for Melbourne's growing communities and urban renewal areas.	City of Melbourne is the second fastest growing municipality in Victoria. This growth is generating needs for additional community infrastructure.
20. Upgrade critical public hospital infrastructure.	Support with amended content	Specify the need to include surrounding transport infrastructure in the scope of the upgrades to the Royal Melbourne Hospital.	The RMH upgrade cannot be considered in isolation from already strained surrounding transport infrastructure. The poor state and design of the Haymarket Roundabout limits the operations, safety and prospects for future expansion of the Parkville biomedical precinct. Resolving this will also assist with providing the safe cycling network in Recommendation 15.

36. Reform infrastructure contributions.	Support with amended content	Include a requirement to consult with local government. Include a requirement for infrastructure contributions to be spent in their entirety within the local government area from which they were levied. Include additional considerations in the reform program (refer to Appendix 1).	Any reform should be informed by local government and consider the local development and growth context and infrastructure needs of each municipality.
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Summary of City of Melbourne proposed new recommendations for including in the final 30-Year Strategy

New Recommendation	IV objective	CoM rationale
Make Community Infrastructure more accessible.	Victorians have good access to housing, jobs, services and opportunities	Embed accessibility principles within any framework to achieve accessibility standards in the delivery of community infrastructure, ensuring inclusion at forefront of infrastructure upgrades.
Identify a new Metropolitan Municipal Open Space (minimum 3 ha) capable of supporting organised community recreation.	Victorians are healthy and safe	Rapid population growth in the inner city will continue to generate need for large scale municipal open spaces that support organised community sport and recreation. Due to high inner city land costs the existing public open space contribution is not sufficient, and support for Council's is required to acquire these spaces.

Theme 4: Climate Change

City of Melbourne declared a climate and biodiversity emergency in 2019. In doing so, we joined around 2300 jurisdictions across 40 countries – a local and international movement recognising that climate change poses serious risks to the people of Melbourne and Australia. The City of Melbourne has a target of zero net emissions by 2040, ahead of the Victorian Government's target of zero net emissions by 2050.

The City of Melbourne support the emphasis on addressing climate change through infrastructure reform. However, we encourage Infrastructure Victoria to take this opportunity to be more ambitious with the targets. This includes stronger targets for phasing out natural gas, embedding water cycle management into planning controls and infrastructure projects and integrated water management in precinct planning and infrastructure prioritisation.

A recommendation to plan for investment in manufactured water is supported by City of Melbourne policy, subject to consideration of any negative environmental impacts of manufactured water.

We support the recommendation to better use government land for open space and greenery and have identified the opportunity to expand this to include urban renewal areas.

Summary of City of Melbourne proposed changes to the draft Strategy

IV Recommendation	Action	CoM recommendation	CoM rationale
*F Plan for and invest in manufactured water.	Support with amended content	Amend content to include consideration of any negative	Melbourne Waters Greater Melbourne Urban Water System Strategy includes an action to lead transition to

		environmental impact of manufactured water.	manufactured water, and notes balancing use of manufactured water commitments towards net zero carbon.
26. Better use government land for open space and greenery.	Support with amended recommendation	Better use government land, including urban renewal areas for open space and greenery and target at least 40% tree canopy and shrub cover on public land.	City of Melbourne's Urban Forest Strategy target is 40% public realm canopy cover. Our Nature in the City Strategy and Open Space Strategy identify the benefits of linkages between spaces for human health and social connection and biodiversity. A higher canopy target of 40% on public land is particularly important in high density urban renewal areas.
31. Invest in home, neighbourhood and big batteries for more energy storage.	Support with amended content	Any extension of the neighbourhood battery program should include supporting projects with a community resilience use case. The Victorian Government must clarify fire safety requirements under the Building Code for battery storage.	City of Melbourne's experience as part of our neighbourhood battery network program has informed these recommendations. City of Melbourne aims to power with 100% renewable energy by 2030.
33. Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply.	Support with amended content	Remove inclusion of continued fossil gas use justified with offsets.	Alignment to Climate Change Mitigation Strategy to 2050 and the City of Melbourne's commitment for our buildings.
34. Speed up household energy efficiency and electrification.	Support with amended recommendation	Speed up household energy efficiency and electrification and phase out gas in all residential and non-residential buildings (except where it is required).	Alignment to Climate Change Mitigation Strategy to 2050 the City of Melbourne's commitments for our buildings.

Summary of City of Melbourne proposed new recommendations for including in the final 30-Year Strategy

New recommendation	IV objective	CoM rationale
Embed integrated water cycle management into planning controls.	Victoria is resilient to climate change and other future risks	This is international best practice. Currently, there is no statutory requirement to ensure implementation.
Integrated Water Cycle Management is incorporated in infrastructure planning.	Victoria is resilient to climate change and other future risks	This goes beyond drinking water supply and flood mitigation and builds in other aspects like treatment of stormwater water, improving waterway health, increasing pervious areas.

Investment in flood mitigation and integrated water management in urban renewal precincts.	Victoria is resilient to climate change and other future risks	Elevate the importance of flood mitigation, particularly in flood prone urban renewal areas.
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Theme 5: Transport Infrastructure

City of Melbourne is encouraged by the draft Strategy's focus on improving transportation choices and safety in Victoria. As City of Melbourne's Transport Strategy 2030 identifies, the way that people travel has changed. More people travel to work in the municipality by train than by car. More people are walking, riding bikes and catching public transport than ever before.

City of Melbourne is supportive of *Recommendation 8 - Extend Melbourne's trams to encourage more new homes nearby*. Improved public transport connections to renewal areas such as Arden, Macaulay and Fishermans Bend will be vital for the future success of these precincts. A direct tram connection between Fisherman's Bend renewal precinct and the CBD via a new bridge over the Yarra River (Birrarung) is essential. This must be identified in the proposed tram network supporting the draft Strategy's Recommendation 8. Development in Fishermans Bend is contingent on the delivery of this catalytic infrastructure and the confirmation of the alignment and delivery timing of the Fishermans Bend tram continues to be a priority for our organisation. If this link is not delivered, it is unlikely the vision for Fishermans Bend will be realised or the Victorian Government's housing targets and infill goals will be achieved. As identified in the draft Strategy Recommendation 43, Melbourne Metro 2 will be required to support the significant population growth identified in Fishermans Bend. With station locations identified, the confirmation of the alignment and timing of the delivery of Melbourne Metro 2 will be critical in unlocking housing and achieving the vision.

The bus network improvements proposed in Recommendations 9 and 10 would deliver improvements to public transport in inner Melbourne. City of Melbourne supports the creation of rapid, high-frequency orbital connections across the public transport network, especially in inner Melbourne, so that roads are less congested for those who rely on them.

More people riding bikes and not travelling in the car, means less congestion, improved health outcomes, reduced emissions and a more productive economy. City of Melbourne's Transport Strategy 2030 supports the delivery of a network of protected bicycle lanes into and through the central city, generally in alignment with Recommendation 15. In addition to the safety benefits of cycling infrastructure improvements, Infrastructure Victoria should also call attention to the need to improve the gender equity of the transport system; currently only 24 per cent of morning bicycle commuters are women, women are more likely to use a bicycle for transport if physically protected infrastructure exists.

A key barrier to the proposed cycling network proposed in Recommendation 15 from Essendon to City is the Haymarket Roundabout. A project to redesign this must be included in Recommendation 20 - *Upgrade critical public hospital infrastructure, Define the scope and timeframes to upgrade the Royal Melbourne Hospital and begin the first stage of construction*.

The draft Strategy should recognise and give emphasis to the role of car parking in broader transport networks, including to maximise the benefit and efficiency of transport infrastructure. Provision and management of car parking, including the extent to which the cost of providing and using parking is passed onto the end user, greatly impacts transport choice, which has impacts for all transport modes. Car parking also has significant impacts on public realm outcomes and the affordability of housing and other land uses.

While car parking has often been regarded as a local government responsibility, there are benefits if the Victorian Government takes a strategic view of car parking as an integral aspect of transport networks and a key lever to achieve broader transport and development objectives. An additional recommendation has been suggested that builds on the Plan for Victoria changes to parking requirements identified for the Victoria Planning Provisions.

Summary of City of Melbourne proposed changes to the draft Strategy

IV Recommendation	Action	CoM recommendation	CoM rationale
8. Extend Melbourne's trams to encourage more new homes nearby.	Support with amended content	Tram extensions should provide direct routes into urban renewal precincts as a catalyst in unlocking precinct capacity for housing and employment. This should be in accordance with endorsed and gazetted precinct plans.	Departure from precinct plans undermines the strategic intent and outcome of key urban renewal precincts. A direct tram to Fishermans Bend Lorimer Precinct and the National Employment and Innovation Cluster from the CBD, is catalytic infrastructure, required to support the renewal of the precincts. A public transport connection into Fishermans Bend across the Yarra River (Birrarung) must also be supported by advancing Melbourne Metro 2 (as per Recommendation 43).
9. Run faster bus services, more often, in Victoria's largest cities.	Support with amended content	Support and resource local government to undertake area wide parking management to facilitate greater bus priority.	Current on-street parking on bus corridors can be a barrier to greater bus efficiency, however in most cases this parking is under the management of local government. Changes to these parking arrangements will result in significant costs for local government if they are not supported.
13. Make off peak public transport cheaper and simplify regional fare zones.	Support with amended content	Clarify that off-peak is defined as any days or times where usage is lower than average commuter patronage.	This is consistent with Council's advocacy to encourage city visitation and Transport Strategy 2030. The City of Melbourne support changes to fares which encourage more people to use public transport, including outside peak times. Public transport usage has changed since COVID and City of Melbourne considers that the definitions need to be reviewed in response to the post COVID settings.
15. Build safe cycling networks in Melbourne and regional cities.	Support with amended content	Address the barriers to movement at Haymarket Roundabout.	A key advocacy project identified in the City of Melbourne's Transport Strategy 2030, this constraint must be addressed to deliver the connection between the CBD and Essendon North (refer also to Recommendation 20).
42. Encourage off-peak freight delivery in urban areas.	Support with amended content	Include demand-responsive pricing where appropriate as well as trialling distribution hubs or similar solutions.	Enable last-mile freight to be transferred to lower-impact vehicles.
43. Create and preserve opportunities	Support with amended content	Include on the list of major infrastructure projects a requirement for the Victorian	Haymarket Roundabout is a significant transport barrier that

for future major infrastructure projects.		Government to re-design Haymarket Roundabout.	should be prioritised as a major transport improvement project.
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Summary of City of Melbourne proposed new recommendations for including in the final 30-Year Strategy

New Recommendation	IV objective	CoM rationale
Pilot and facilitate innovative parking practices to reduce housing costs.	Victorians have good access to housing, jobs, services and opportunities	Parking has a significant impact on transport choices and housing affordability. This recommendation aligns with the changes to parking requirements identified in Plan for Victoria.

Appendix 1: City of Melbourne response to the recommendations in *Victoria's draft 30-year infrastructure strategy*

The City of Melbourne's detailed response to the 43 recommendations and seven future options identified in *Victoria's draft 30-Year infrastructure strategy* are included in Table 2.0 below. Table 2.0 also identifies additional recommendations sought by the City of Melbourne in the finalisation of *Victoria's 30-year infrastructure strategy*.

Our response is informed by City of Melbourne strategies, plans and/or Council practice and experience. The source of our submission response is identified in Table 2.0. Our response forms one of five categories, as defined in Table 1.0.

Table 1.0 Definitions

Term	Definition
Support	The recommendation aligns with an endorsed position of the Melbourne City Council or an established Council practice.
Support recommendation / future option with amended content	The recommendation is generally aligned with endorsed Council policy, but the accompanying content and context requires amendment or further information to be included.
Support with amended recommendation	Amendments to the recommendation / future recommendation are sought by City of Melbourne, with a rationale provided to support the City of Melbourne's requested change.
New recommendation	To be considered for inclusion in the final Victoria's 30-Year Infrastructure Strategy based on Council policy or practice.
No comment	Where a recommendation is not directly relevant to City of Melbourne, or where there is no policy position, City of Melbourne has not provided comment.

Table 2.0 City of Melbourne response to the recommendations in *Victoria's draft 30-year infrastructure strategy*

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
Objective 1: Victorians have good access to housing, jobs, services and opportunities				
1	Build more social housing: Consistently invest in new social housing to provide more Victorians on low incomes with access to a secure and affordable home.	Support with amended content	Affordable Housing Strategy 2020-2030 Homelessness Strategy 2024-2030	City of Melbourne is proactively developing affordable housing on our land, developing a comprehensive affordable housing strategy and re-examining how we can use the planning tools in our control to deliver better and more affordable housing. In our <i>Affordable Housing Strategy 2020-2030</i>, we have an action to advocate to the Victorian Government to develop an ambitious 10-year 'Homes Victoria Strategy' that includes a plan to build between 6000 – 10,000 affordable dwellings per year for ten years. The City of Melbourne supports in principle a 15-year work program to deliver 60,000 affordable homes, however note that the overall target of 60,000 homes is based on the current social housing waitlist and excludes additional demand from those in rental stress, but not registered on the social housing waitlist. City of Melbourne also supports the target being increased to reflect the forecast demand. Investments for social housing should include funding for on-site support facilities and services for social housing residents, enabling better access to health, mental health and social work services for people with complex needs. It should also recognise that women are at a greater risk of experiencing homelessness or housing stress as they age due to systemic economic disadvantages. 2023 ABS data highlighted a 10 per cent increase in women experiencing homelessness nationally.
2	Facilitate markets and invest in kindergarten infrastructure: Facilitate markets for private and not-for-profit investment in kindergarten infrastructure. Share regularly updated information about the demand for and supply of kindergarten places. Publish priorities for government investment to deliver kindergartens in	Support with amended content		City of Melbourne supports the additional investment in kindergarten infrastructure to facilitate population growth. We note the recommendation includes building relationships with private and not-for-profit sectors. We agree early open communication about services changes is crucial to allow for effective service management. At present Victorian Government data on key indicators, such as participation rates are typically at least 12 months old which is a barrier to service management and planning.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	communities that will have the greatest need.			We recommend that new kinder funding grants be more flexible to reflect market conditions rather than blanket amounts. Costs to provide a new service in inner city areas are typically much greater, but grants do not account for this. This means affordable non-profit options face greater financial barriers to opening in inner-city locations.
3	Plan and deliver expanded and new schools: Identify schools to expand and confirm areas that will need new schools. Fund expansions of existing schools and begin delivery of new schools. Minimise costs by expanding the built capacity of existing schools and building larger new schools.	Support with amended content	Macaulay Structure Plan, 2021 Arden Structure Plan – July 2022 Fishermans Bend Framework 2018	City of Melbourne notes concern for the planned expansion and building of new schools, particularly given <i>'nearly all will be in Melbournes new suburbs'</i>, based on modelling of five scenarios which show a minimum requirement of 0-1 new schools in inner Melbourne by 2036. This does not align with growth forecasts for the City of Melbourne or the needs identified in existing planning frameworks. The urban renewal areas of Arden and Macaulay will have a combined 30,000 residents by 2051. Two new government schools (primary and secondary) are earmarked to service this population. The Fishermans Bend Precinct is planned to accommodate 80,000 residents by 2050, requiring provision of a new secondary school. The primary school in Docklands is at full allocation, and at capacity. The precinct is yet to reach capacity and major residential development under construction, this pressure is expected to increase. We also highlight one of the key challenges for schools in established urban areas is the provision of outdoor space. Many existing inner-city schools already have multi-storey buildings and have little open space or recreational space. These schools often rely on CoM's public open space network. Children need to be provided with access to open space and recreational facilities at school, without reducing public access, or by overcrowding and reducing the utility of the public open space network. Amended content: New schools are needed in inner areas where existing schools do not have capability to expand. Expansion through multi-storey buildings at inner city schools must be contingent on the provision of open space and recreation facilities to meet the additional demand generated by the school.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
4	Expand TAFE in Melbourne's growth areas and some large regional centres: Expand TAFE campuses in Melbourne's west, north and south-east growth areas, and some large regional centres, to train more students to fill skills gaps, especially in construction, energy and health.	No comment		No further comment.
5	Build libraries and aquatic centres for Melbourne's growing communities: Fund councils to plan and build libraries and aquatic recreation centres in Melbourne's growth areas.	Support with amended recommendation	Supply and Projected Demand for Outdoor Sports Fields Report 2025 Health and Wellbeing Action Plan 2021-2025 Recreation facilities provision framework 2024-2041	In addition to the recommendation targeting funding of libraries and aquatic recreation centres in Melbourne's growth areas, funding should also be provided to inner city and urban renewal areas. The City of Melbourne recently endorsed a <i>Supply and Projected Demand for Outdoor Sports Fields Report (2025)</i>. The report finds that planning for our municipalities unprecedented growth will require an uplift in infrastructure to support participation in community sport and recreation. This includes increased demand for aquatic centres, stadiums and clubrooms, outdoor sports fields, multi-purpose courts, skate facilities, parks and gardens. Our <i>Health and Wellbeing Action Plan (2021-2025)</i> highlights a concerning downtrend in participation in physical activity. This will be exacerbated if not addressed amid record population growth. To date, the urban renewal planning process has failed to provide sufficient outdoor sports fields and public open space to match population growth. A recent example of the challenges in providing land and facilities for the recreation infrastructure required to support population growth, is the Draft Fishermans Bend Urban Renewal Area Development Contribution Plan 2023 (Department of Transport and Planning), which is being introduced via Amendment GC224. The City of Port Phillip and the City of Melbourne made submissions on the need to secure land and a funding pathway for the delivery of this critical infrastructure. The Fishermans Bend Community Infrastructure Plan 2017 (Fishermans Bend Taskforce, Victorian Government) identified the need for a new aquatic centre

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
				in the precinct to serve the future population (80,000 forecast). This facility has not been advanced by further planning since the need was identified. Community access to public pools has been a key to the Australian approach to water safety and drowning prevention for generations. Inner city areas are home to large numbers of international migrants and increasing numbers of young children who will need local access to places where they can learn to swim. Amended recommendation: Build libraries, aquatic and recreation centres for Melbourne's growing communities and urban renewal areas. Construction of aquatic and recreation centres in urban renewal areas will require early identification and acquisition of sites capable of hosting these facilities.
6	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.	Support	Transport Strategy 2030	City of Melbourne supports this recommendation, noting this is consistent with our <i>Transport Strategy 2030</i>. <i>Outcome 8.4: Enable a fully accessible public transport system. Inaccessible tram stops are particularly poor for equitable access.</i>
*NR	Make community Infrastructure more accessible: Support the upgrade of community facilities to achieve accessibility standards. Ensure inclusion is at the forefront of the development of policy, program, facility or service development.	New recommendation	Inclusive Melbourne Strategy 2022-2032	In accordance with the draft Strategy Recommendation 6, a systematic approach is needed to adopt inclusive principles in the development and renewal of all community infrastructure. Existing community infrastructure also needs to be upgraded to achieve accessibility standards. This includes public toilets, community centres, recreation and aquatic facilities, and libraries. The City of Melbourne's <i>Inclusive Melbourne Strategy (2022–32)</i> is the overarching organisational strategy that ensures inclusion is at the forefront when we undertake any policy, program, facility and service development across the municipality. It is noted that there is the opportunity for the Victorian Government to apply this requirement more broadly.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
7	Rezone locations near existing infrastructure for more home choices: Change all relevant planning schemes to rezone for more homes in Victoria's cities and reach housing targets. More homes should be close to public transport and open space, with good access to services.	Support with amended content	MID City North Opportunities Plan 2020	The City of Melbourne supports higher density around existing infrastructure and services. In principle, we support planning intervention to support this. The recommendation refers to 'inner and middle' suburbs that have existing access to open space and public transport as being appropriate for higher density housing, excluding sites with high heritage or environmental value. City of Melbourne notes concern with this recommendation, as there is no language to ensure that housing is not prioritised to the detriment of all other uses, or where zoning already facilitates residential density in alignment with housing targets and associated affordability provision. Of particular concern is how this would be applied to the MID City North Innovation District, the Arden Precinct and the Fishermans Bend National Employment and Innovation District (NEIC). Housing reform must be sensitive to other strategic objectives that provide public benefit (for example innovation districts), city servicing and commercial uses. Housing development in inner areas will not be consistent with achieving a compact city if it reduces employment and economic opportunities. Affordable housing options are critical in supporting a successful innovation hub but should be secondary to a precinct's primary function. Dilution of land through non-innovation or commercial related activity can undermine the overall objectives of a precinct. As a catalyst for the recommended re-zoning is proximity to transport infrastructure, investigation of any planning changes should also consider the importance of parking requirements in the planning scheme, recognising the impact parking supply has on housing prices, travel patterns and non-car modes.
*NR	Investigate opportunities for encouraging adaptive re-use of unused office space for housing.	New recommendation	Retrofit Melbourne	Covid-19 and the ongoing recovery has influenced a different rhythm to city activity. One of the outcomes of this is lower office occupancy. This changed strategic context may provide the opportunity for adaptive re-use of buildings to service growing residential needs.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
				This will support the provision of homes close to existing services, in a compact city.
*F	Mandate more affordable homes near existing infrastructure: Choose a mechanism to mandate more housing that is affordable for low-income households and close to public transport, open space and services.	Support with amended recommendation	Affordable Housing Strategy 2020-2030	Our <i>Affordable Housing Strategy (2020-2030)</i> includes an action to advocate to the Victorian Government to introduce a statewide Mandatory Inclusionary Zoning policy, with higher affordable housing requirements in urban renewal precincts where land increases in value (through re-zoning or improved transport infrastructure). Questions around tenant eligibility have already been determined by the <i>Planning and Environment Act 1987</i>, while examples of mandatory affordable housing contributions have been gazetted in some Victorian planning schemes. City of Melbourne support this being a recommendation, rather than a future option.
*F	Phase out residential stamp duties: Over the long term, phase out residential stamp duties and phase in residential land tax.	No comment		No further comment.
8	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.	Support with amended content	Macaulay Structure Plan 2021 Arden Structure Plan - July 2022 Transport Strategy 2030 Fishermans Bend Framework Plan, 2017	City of Melbourne supports improved public transport upgrades in line with the <i>Transport Strategy (2030)</i>. The proposed tram connection to Kensington appears to align with Macaulay Road. Our <i>Transport Strategy 2030</i> and the <i>Macaulay Structure Plan</i> do not identify this road as being a suitable alignment for a tram extension. Alignment at Macaulay Road would require significant works, including widening of the road bridge over Moonee Ponds Creek. The <i>Macaulay Structure Plan</i> and <i>Arden Structure Plan – July 2022</i> both identify a north-south high capacity public transport capable corridor that aligns with the proposed north-south connector between Arden Street and Flemington Bridge Station. The Fishermans Bend tram extensions are supported. They align with future tram upgrades identified in the <i>Transport Strategy 2030</i>.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
				The City of Melbourne does not support the abandonment of the tram connection over the Yarra River (Birrarung) identified in the Fishermans Bend Framework Plan. This is a vital connection between the CBD and Fishermans Bend (Lorimer Precinct). In 2024, CoM made a submission to GC224 (Fishermans Bend Urban Renewal Area Development Contributions Plan) which included the following: <i>CoM has prepared this submission (for support) on the basis that the Fishermans Bend tram will be completed in a timely fashion. If that does not occur, CoM considers that the objectives of the draft DCP, the draft Amendment GC224, and the Fishermans Bend Framework, will be unachievable. In that event, support for individual elements of the draft DCP and draft Amendment GC224 found in this submission may be withdrawn.</i>
9	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.	Support with amended content	Transport Strategy 2030	Public transport requires significant improvement to provide a viable alternative for car trips in many places. Frequency is a key aspect. This is reflected the <i>Transport Strategy 2030</i>: <i>Policy 22: Support the Victorian Government's transition to a 'turn-up-and-go' public transport network which offers fast, frequent and convenient services across Greater Melbourne.</i> This recommendation can be strengthened by encouraging the Victorian Government to pursue additional methods for improving bus efficiency. For example, current on-street parking on bus corridors can be a barrier to greater bus efficiency. However, in most cases (i.e. excluding Clearways) this parking is managed by local government. The Victorian Government should support and resource local government to undertake area wide parking management to facilitate greater bus priority.
10	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	Support	Transport Strategy 2030	Establishing Greater Melbourne as a public transport-oriented city requires more than the existing central city focussed radial network. These high-capacity routes need to be connected with orbital (cross-town) services. Orbital services are needed across the metropolitan area, in outer, middle and inner suburbs.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	the new Eastern Busway along Hoddle Street.			This is reflected the <i>Transport Strategy 2030</i>: <i>Policy 27: Support rapid, high-frequency orbital connections across the public transport network, especially in inner Melbourne.</i>
11	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.	No comment		No further comment.
12	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.	No comment		No further comment.
13	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.	Support with amended content	Transport Strategy 2030 City of Melbourne – Outcomes of the City Economy Summit	The City of Melbourne support changes to fares which encourage more people to use public transport, including outside peak times. Spreading demand into off-peak times can shoulder significant savings on transport infrastructure costs. This is reflected in <i>Transport Strategy 2030</i>: <i>Policy 48: Support changes to fares which incentivise public transport use during off-peak periods.</i> Public transport usage has changed since COVID and City of Melbourne considers that the definition of off-peak needs to be reviewed in response to the post COVID settings.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
				Data trends show changes to public transport use throughout the week, with notably less people commuting into the CBD on Mondays and Fridays compared to Tuesdays, Wednesdays and Thursdays. This is consistent with City of Melbourne advocacy, including for variable transport fare pricing to encourage city visitation, with a focus on office workers.
*NR	Pilot and facilitate innovative parking practices: Pilot precinct-level consolidated parking decoupled from dwellings and other land use, particularly in urban renewal precincts. Assess other opportunities for parking innovation, with the support of the Victorian Government to facilitate models that can be privately delivered in the future.	New recommendation	Transport Strategy 2030 Arden Structure Plan – July 2022 Macaulay Structure Plan 2021	This initiative would complement the upcoming changes to parking requirements in the Victoria Planning Provisions detailed in Plan for Victoria. It would help to ensure parking can be more efficiently provided, particularly in urban renewal precincts, to provide flexible access to parking only when it is needed (including over an individual's life stages). This would also enable lower overall rates of parking provision improving affordability, urban design outcomes and broader transport networks. As this type of parking is not yet standard practice, the Victorian Government could play a leading role in partnership with local government and the private sector to incentive and facilitate innovation in this space. Outcome 4, Objective 4.5 of our <i>Transport Strategy 2030</i> states we will support identifying and reducing barriers to unbundling, shared residential parking across buildings and uses, and repurposing unused off-street parking spaces.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
Objective 2: Victorians are healthy and safe				
14	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.	Support	Transport Strategy 2030	As vehicle speed increases above 30 km/h, there is an exponentially higher risk of serious pedestrian injury or death resulting from a collision with a vehicle. Our <i>Transport Strategy 2030</i> includes: <i>Action 8: Work with the Victorian Government to apply a maximum speed limit of 40 km/h on local roads across inner Melbourne.</i>

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
				<i>Action 9: Work with the Victorian Government to pilot lower speeds in areas of high pedestrian activity to improve safety. For example, on the 'Little' streets such as Flinders Lane and Chinatown.</i> The proposal to trial the limits first around schools, playgrounds and childcare centres aligns with Action 9 to pilot lower speeds in high pedestrian activity areas.
15	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.	Support with amended content	Transport Strategy 2030	Recommendations to improve and build upon existing cycling networks to create continuous protected corridors help increase participation in cycling by increasing safety and therefore reducing barriers, especially for women (as cited in the draft Strategy). It is noted that the protected bike lanes identified for City of Melbourne align with areas where protected bike lane construction has occurred (Swanston Street) and where they are planned to occur. The viability of the connection from the CBD to Essendon North via the Royal Melbourne Hospital is contingent on addressing the barriers to movement and cycling at Haymarket Roundabout. This is a key advocacy project identified in the CoM Transport Strategy 2030, and as a priority in the Victorian Governments <i>Parkville Precinct Opportunities Statement</i>. Victoria's 3—Year Infrastructure Strategy should address this constraint in Recommendation 15 or in Recommendation 20, in relation to the Royal Melbourne Hospital.
16	Help government schools share their grounds: Prioritise which government school sports fields and facilities could deliver the greatest benefits if they were shared with local communities outside school hours. Give these schools extra help for maintenance if they voluntarily share their grounds outside school hours. Offer funding for upgrades to incentivise shared access outside school hours.	Support		Provision of community accessible sporting facilities is an ongoing challenge for the City of Melbourne. The exploration of shared facilities is supported and could be expanded to include tertiary institutions. It is noted that there is very little scope for this recommendation to deliver significant public access to spaces in the City of Melbourne. Many schools do not have large ovals or recreation facilities, and some already provide public access to their facilities. Some schools in the municipality have a shortage of open and recreational space and use Council facilities or public parks for recreational needs.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
*NR	Identify a new Metropolitan Municipal Open Space (minimum 3ha) capable of supporting organised community recreation	New recommendation	Health and Wellbeing Action Plan, Open Space Strategy 2012 (and Light touch Review 2024) Draft City Spatial Plan	City of Melbourne's <i>Open Space Strategy (2012)</i> identified the need for a Municipal Open Space. A 2024 review of the strategy confirmed it remains an outstanding need. The space should be a minimum of 3 hectares and be designed to provide structured community sporting facilities, without being encumbered by other primary uses/functions, for example a drainage reserve. Infrastructure Victoria should recommend the Victorian Government identify and protect land of this scale to meet the current and future demand. Land in in E-Gate and Dynon urban renewal areas should be designated for this purpose, with the spatial requirements of the Municipal Open Space for community sport and recreation purposes, a prerequisite for any future planning of these areas. Our <i>Health and Wellbeing Action Plan</i> highlights a concerning downtrend in participation in organised physical activity that will be exacerbated without addressing the need for Municipal Open Space that supports active recreation as a primary function.
17	Invest in maintenance, upgrades and expansions of community health facilities: Develop and fund 5-year priorities for Victorian Government investment in community health facilities.	Support	Health and Wellbeing Action Plan 2021-2025	City of Melbourne's <i>Health and Wellbeing Action Plan (2021-2025)</i> recognises the link between poor access to community health services and poor health and mortality outcomes. The recommendation to invest in the maintenance and improvement of health services is supported.
18	Build more residential alcohol and other drug treatment facilities: Plan and start building residential rehabilitation and withdrawal facilities to meet the demand for alcohol and other drug treatment.	No comment		No further comment.
19	Invest in digital healthcare: Expand digital healthcare to improve the quality of care and ease demand on public hospitals. Deliver a statewide medical image sharing system and a statewide	No comment		No further comment.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	virtual care service that remotely monitors suitable patients at home.			
20	Upgrade critical public hospital infrastructure: Define the scope and timeframes to upgrade the Royal Melbourne Hospital and begin the first stage of construction. Continue with upgrades at the Alfred and Austin hospitals.	Support with amended content	Transport Strategy 2030 Arden Structure Plan - 2022	City of Melbourne supports hospital upgrades to meet the objectives of <i>Health Services Act 1988</i>. Clarity on the extent of upgrades required will provide critical context to future strategic planning in the surrounding area, particularly given the Victorian Governments announcements that the hospital in the Arden precinct will not proceed and budget reallocated to Parkville. The recommendation should acknowledge the importance of the hospital redevelopment responding to the surrounding context. The Victorian Government, in its <i>Parkville Opportunities Plan (2022)</i>, acknowledges the importance of upgrading the Haymarket Roundabout, which sits at the south-eastern interface to the hospital and is recognised in the <i>Transport Strategy 2030</i>) as a key movement barrier between the CBD and Parkville. Any scope and timeframe for hospital re-development should specify the need to include surrounding transport infrastructure in the scope of the upgrades to the Royal Melbourne Hospital.
21	Better use prisons and invest more in health facilities and transition housing: Use prison capacity to move people to facilities that meet their needs. Invest more in prison health facilities and post-release transition housing. Close old prisons that are underused and expensive to keep.	Support	Homelessness Strategy 2024-2030	This recommendation aligns with our <i>Homelessness Strategy 2024-2030</i> which recommends ongoing advocacy for state and national investment in early intervention and preventative programs targeted to people as they leave institutions, including hospitals, out-of-home care and prisons.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
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Objective 3: Aboriginal people have self-determination and equal outcomes to other Victorians

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
22	Invest in secure homes for Aboriginal Victorians: Fund a 10-year program to build social homes for Aboriginal Victorians and provide secure and sustainable tenancies. Work with Aboriginal housing providers and Traditional Owner corporations to develop capacity across the Aboriginal housing and homelessness sector.	Support with amended content	Priority 1.1 in Homelessness Strategy 2024-2030 Pillar 4 in Stretch Reconciliation Action Plan 2024-2027	City of Melbourne support the investment in secure housing for Aboriginal People. While Aboriginal people make up 0.5 per cent of City of Melbourne's population, they represent 5 per cent of the people sleeping rough in our municipality. We view our role as being both responsible for delivery and advocacy. This is reflected in an outcome of our <i>Homelessness Strategy 2024-2030</i>; '<i>Aboriginal peoples at risk of homelessness have access to culturally safe health, homelessness support and housing services in our city</i>'. As part of our <i>Affordable Housing Strategy 2020-2030</i>, City of Melbourne is committed to reconciliation and working with local Aboriginal organisations to ensure greater housing security for Aboriginal people in our municipality. In late 2024 the City of Melbourne in partnership with the Victorian Government completed our 'Make Room' project providing 50 long term accommodation and wrap around health care services. Tenancing is partially managed by Ngwala Willumbong, a state-wide Community Controlled Organisation serving Aboriginal and Torres Strait Islander communities. The Victorian Government has not met the target of 300 Aboriginal-owned social homes built per year since 2020, therefore it is recommended that the yearly target be amended to a higher number to accommodate the cumulative shortfall.
23	Fund better health and wellbeing infrastructure for Aboriginal Victorians: Fund and start health and wellbeing infrastructure projects for Aboriginal Community Controlled Organisations (ACCOs). Provide additional annual funding to further develop the skills and capacity of health and wellbeing ACCOs to plan, develop and deliver new and upgraded infrastructure in a self-determined way. Establish an interim fund for minor works and repairs until	Support	Stretch Reconciliation Action Plan 2024-2027	The City of Melbourne's vision for reconciliation is to work alongside Sovereign First Nations, enabling true self-determination and ensuring Aboriginal peoples have the freedom to live well according to their own values and beliefs.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	a self-determined perpetual infrastructure fund is introduced.			

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
Section 4: Victoria has a thriving natural environment				
24	Reduce greenhouse gas emissions from infrastructure: Adopt carbon values and measure carbon in infrastructure projects to reduce emissions.	Support	Climate Change Mitigation Strategy to 2050 Biodiversity Action Plan Emission Reduction Action Plan 2021-2026	Consistent with City of Melbourne policy, this recommendation details the need to cost carbon, including the embodied carbon of materials and construction processes. It recognises additional benefits to valuing carbon beyond simple cost benefit analyses, including job creation, and low carbon and circular product and development, which will have broader economic and environmental benefits. It also recognises the need for government support in updating standards and specifications along with government procurement practices to encourage the switch to low-carbon products and acknowledges the decision hierarchy of 'not build, retrofit, build less, use low carbon products'.
25	Advance integrated water management and use more recycled water: Work with partners to fund and deliver integrated water management projects. Determine the costs and benefits of introducing recycled drinking water in Melbourne and Geelong and build a pilot recycled drinking water facility. Deliver a community education	Support	Municipal Integrated Water Management Plan Climate and Biodiversity Emergency Action Plan	The recommendation supports the delivery of City of Melbourne's alternative water targets within the Municipal Integrated Water Management Plan. It is also aligned with the Integrated Water Management (IWM) Forum Catchment Action Plans.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	campaign on the need for more water sources.		Draft Sustainable Assets Policy	
*F	Plan for and invest in manufactured water: Plan for and invest in manufactured water. Return more water to Traditional Owners and the environment.	Support with amended content	Municipal Integrated Water Management Plan Climate and Biodiversity Emergency Action Plan Draft Sustainable Assets Policy	The Greater Melbourne Urban Water and System Strategy: Water for Life (Melbourne Water) outlines adaptive pathways for securing water in changing conditions, all pathways include manufactured water. However, there is also acknowledgement that in isolation, manufactured water will not meet all of our future water needs and investment will also be needed in water efficiency, surface water and integrated water management. City of Melbourne suggests that Infrastructure Victoria consider as part of this recommendation any negative environmental impact of manufactured water in their planning for meeting Victoria's water supply needs.
26	Better use government land for open space and greenery: Fund actions to better connect open spaces to each other and plant more trees and shrubs in urban areas. Give Victorians access to more public land in fast growing suburbs. Target at least 30% tree canopy and shrub cover on public land.	Support with amended recommendation	Municipal Integrated Water Management Plan Climate and Biodiversity Emergency Action Plan Draft Sustainable Assets Policy Urban Forest Strategy 2012-2032 Nature in the City Strategy (2017) Open Space Strategy 2012 (and 2024 refresh)	This recommendation aligns with City of Melbourne's <i>Nature in the City Strategy</i> and <i>Open Space Strategy (2012 and 2024 refresh)</i> , which identify the benefits of links between spaces for human health and social connection and biodiversity. We encourage Infrastructure Victoria to consider and recommend a 40 per cent canopy coverage target, consistent with the City of Melbourne's Urban Forest Strategy 2012-2032. This is particularly important for urban renewal and high density precincts. Amended recommendation: Better use government land, including urban renewal areas for open space and greenery and target at least 40% tree canopy and shrub cover on public land.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne Reference	City of Melbourne comment
Section 5: Victoria is resilient to climate change and other future risks				
27	Better prepare infrastructure for climate change: Fund high-priority, cost-effective infrastructure adaptation actions when climate adaptation action plans are updated in 2026. Produce an energy sector adaptation plan.	Support	Climate Change Mitigation Strategy to 2050 Climate and Biodiversity Emergency Response 2020	This recommendation is generally aligned with our Climate Change Mitigation Strategy to 2050.
28	Use new flood maps to revise planning schemes: Produce a common set of flood projections based on the latest climate data. Use this information to update flood studies and maps and apply them in planning schemes. Minimise building in areas at high risk of flooding.	Support	Endorsed Submission to 2022 Flood Event Victoria	In our submission to the Inquiry into the 2022 Flood Event, City of Melbourne recommended that there should be a requirement for catchment management authorities and Melbourne Water to update flood data and review mitigation measures in place every five years. CoM also recommended that the Department of Transport and Planning consider introducing updated flood data into planning schemes.
*NR	Embed integrated water cycle management into planning controls	New recommendation		Integrated water cycle management is required at precinct scale to deliver on the required targets for flood reduction, pollution reduction and water reuse. However, as there is no statutory requirement, this is not always achieved through the statutory planning process. Often it is unclear who is responsible for funding precinct scale projects. For example, the Arden Structure Plan – July 2022 makes recommendations for a precinct scale stormwater harvesting scheme. However, implementation of the scheme requires a multi organisation funding mechanism, which adds a level of complexity to the implementation of the service. Without planning controls to steer funding, projects such as this may not be realised. This has been identified as a main barrier to the adoption of Integrated Water Management (IWM) in priority metropolitan development sites by the DEECA IWM Catchment Forum working group and impacts on the implementation of Melbourne Waters Healthy Waterways Strategy 2018-28 (Melbourne Water).

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne Reference	City of Melbourne comment
*NR	Integrated Water Cycle Management is incorporated in infrastructure planning	New recommendation	Draft Sustainable Assets Policy - City of Melbourne 2022 City of Melbourne submission to Infrastructure Victoria, Victoria's Draft 30-Year Infrastructure Strategy, March 2021	Integrated water cycle management goes beyond drinking water supply and flood mitigation and builds in other aspects like treatment of stormwater, improving waterway health and increasing pervious areas. For example, the Fishermans Bend Water Sensitive City Strategy (May 2022) builds on flood management, a climate resilient water system and urban ecology. All of these factors are of equal importance and should be delivered through infrastructure projects.
*NR	Investment in flood mitigation and integrated water management in urban renewal precincts	New recommendation	City of Melbourne submission to Infrastructure Victoria, Victoria's Draft 30-Year Infrastructure Strategy, March 2021 City of Melbourne submission to GC224 Fishermans Bend Urban Renewal Area Development Contributions Plan (February 2024) City of Melbourne Submission to C407 – Arden Structure Plan (October, 2021)	In the City of Melbourne's submission to the Infrastructure Victoria Strategy in 2021, we recommended prioritising immediate investment in foundational and catalytic flood mitigation and integrated water management infrastructure in the urban renewal areas of Arden, Macaulay and Fishermans Bend to unlock the development potential of these areas. This will shape them as attractive places for community development and will attract the further investment needed to achieve housing targets. This is a priority recommendation.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne Reference	City of Melbourne comment
29	Coordinate faster delivery of key energy infrastructure: Fast-track key energy projects and coordinate enabling infrastructure. Establish a unified energy transition project pipeline and conduct annual progress assessments. Create a central energy transition coordinator to align priorities, improve transparency and manage risks.	Support	Climate Change Mitigation Strategy to 2050	This recommendation is generally aligned with our Climate Change Mitigation Strategy to 2050.
30	Improve environmental assessments and site selection for energy projects: Reform environmental assessments and help energy project proponents select good sites.	No comment		No further comment.
31	Invest in home, neighbourhood and big batteries for more energy storage: Create new support for home batteries and provide incentives to encourage people to join a virtual power plant. Expand the neighbourhood batteries program, or similar. Facilitate more investment in big batteries for the transmission network.	Support with amended content	Council Plan 2021-25 (Major Initiative 34)	City of Melbourne is creating a network of neighbourhood batteries. Informed by this experience, we suggest this recommendation includes supporting projects focused on community resilience, as part of expanding investment in neighbourhood and big battery projects (i.e. refuges with backup power in event of emergency, fire, storm, etc). A focus on a solution to a tangible issue such as backup power in an emergency can generate more community interest and support. An additional action for the Victorian Government is to clarify fire safety requirements under the Building Code, with explicit provisions related to connecting mid-scale battery energy storage systems and electric vehicles to charging infrastructure. Current provisions do not adequately cater for this type of infrastructure project and causes unnecessary delay to navigate regulatory grey areas, therefore we recommend this is reviewed as part of the finalisation of the draft Strategy.
32	Determine long duration energy storage needs: Determine the most efficient policy or investment options to provide enough long duration	Support	Climate Change Mitigation Strategy to 2050	This recommendation is generally aligned with our Climate Change Mitigation Strategy to 2050.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne Reference	City of Melbourne comment
	energy storage to meet Victoria's needs.		Climate and Biodiversity Emergency Action Plan Emissions Reduction Plan 2021-26 Draft Sustainable Assets Policy Retrofit Melbourne	
33	Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply: Develop an energy plan for electrification and gas use that meets each region's needs and prepare gas infrastructure decommissioning for homes and some businesses. Secure gas supplies to meet demand. Set a renewable gas target and support renewable gas production	Support with amended content	Climate Change Mitigation Strategy to 2050 Climate and Biodiversity Emergency Action Plan Emissions Reduction Plan 2021-26 Draft Sustainable Assets Policy Retrofit Melbourne	City of Melbourne is generally supportive of this recommendation, except the inclusion of continued fossil gas use justified with offsets. Renewable gas should be used as a last resort in place of very hard to electrify scenarios or process heat.
34	Speed up household energy efficiency and electrification: Require efficient electric space heating and hot water when people replace their heaters at end-of-life and support low-income households to go all-electric. Complete social	Support with amended recommendation	Climate Change Mitigation Strategy to 2050 Climate and Biodiversity	City of Melbourne is supportive of initiatives that speed up household energy and electrification. A more ambitious recommendation is suggested that pushes a phase out of all gas in all residential and non-residential buildings (except where gas is needed for a process purpose) and funding to support electrification in all housing, regardless of ownership type. Non-residential buildings are

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne Reference	City of Melbourne comment
	housing energy upgrades, including electrification. Require Victorian homeowners to disclose the energy efficiency of their homes at the time of sale or lease.		Emergency Action Plan Emissions Reduction Plan 2021-26 Draft Sustainable Assets Policy Retrofit Melbourne	insufficiently captured in the current recommendation. City of Melbourne is supportive of existing home energy efficiency disclosure. City of Melbourne is committed to phasing out gas use, with elimination of gas consumption from our top 10 gas consuming buildings a target under our Emissions Reductions Plan. Amend recommendation: Speed up household energy efficiency and electrification and phase out gas in all residential and non-residential buildings (except where it is required).

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
Objective 6: Victoria has a high productivity and circular economy				
35	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.	Support with amended content		City of Melbourne supports a set of plans that include timelines, triggers and order of infrastructure at the State level, but any plans should consider implications to local governments. The City of Melbourne emphasises that input and open and transparent communication with local government is imperative. We note that infrastructure sector plans must be supported by high quality and up to date land use and population data and assumptions that consider local constraints and opportunities.
36	Reform infrastructure contributions:	Support with amended content		Any new model must undergo close consultation with local government and consider varying development/growth context and infrastructure needs. City of Melbourne has diverse neighbourhoods, including urban renewal areas,

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	Simplify Victoria's infrastructure contribution schemes to cover all types of housing developments and reflect the cost of infrastructure in different development settings.			infill development and neighbourhoods, infrastructure needs/rates of development are very different across these areas. The new model should be informed by a robust evidence-base, with infrastructure benchmark costings and designs for various growth contexts to avoid significant project budget shortfall. The new model should also: 1. ensure infrastructure contributions are spent in their entirety within the local government area from which they were levied 2. ensure management and implementation at Council is simpler and more streamlined 3. consider public open space, community infrastructure, drainage and land projects 4. consider appropriate cost recovery level for projects given the significant project shortfalls that local governments need to bear under the current DCP model 5. retain the ability for works in-kind negotiations and ensure the system has sufficient flexibility to facilitate this 6. consider transitional arrangements for existing DCPs already in operation 7. Review current legislation or planning processes that allows commercial, build-to-rent schemes, student housing and other forms that don't require subdivision to avoid open space contributions. Infrastructure charges must be fairly collected and spent in the areas experiencing growth.
37	Improve asset management of all government infrastructure: Fund asset managers to better understand the condition, use and performance	Support		The City of Melbourne supports the improved management of Victorian Government infrastructure.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	standards of all government infrastructure. Use this information to develop asset management strategies and prioritise funding.			Part of the recommendation seeks better data collection on asset condition. This is a significant issue for the City of Melbourne as we are home to many large scale precincts of State significance, which have varying models of asset delivery, management and ownership.
38	Prepare for more recycling and waste infrastructure: Identify places for new recycling and waste infrastructure and publish them in the next update to the Victorian recycling infrastructure plan. Plan for waste and recycling sites together with other commercial and industrial land. Make changes to planning controls to allow for facilities where they are needed.	Support	Waste and Resource Recovery Strategy 2030	Recycling Victoria has recently released the Victorian Recycling Infrastructure Plan (VRIP) and increased the cap on waste to energy facilities. This should speed up permits and allow for greater capacity, reducing the risk and impacts on landfill into the mid-2030s. Waste and resource facilities servicing our municipality must be accessible for commercial and industrial waste, which is a large commercial waste stream and supports the Circular Economy. As landfills meet capacity, and with no more landfill's being built, we need to be clear on how new infrastructure will be built and where Victoria's waste will be managed in the mid 2030's. This should be included in the VRIP. If waste to energy is pursued, we need to see Victorian Government investment in a site for the use of bottom ash. Options exist, but no investment by the Victorian Government is currently committed.
39	Use digital technologies to better design, build, operate and maintain government Infrastructure: Pilot digital technologies on government infrastructure projects and report on their progress. Use building information modelling on major infrastructure and housing projects. Improve capabilities in government agencies and review procurement processes to promote greater use of digital technologies.	No comment		No further comment.
40	Use modern traffic control technology for efficient and safe journeys: Further extend modern	No comment		No further comment.

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	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.			
*F	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.	Support	Transport Strategy 2030	City of Melbourne supports this recommendation. While not a local government responsibility, the <i>Transport Strategy 2030</i> includes an action for the City of Melbourne to facilitate public discussion on this issue: <i>Action 25: Continue a public conversation about road pricing reform. This will be supported by evidence, and in collaboration with government, community, experts and stakeholders.</i>
41	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.	No comment		No further comment.
42	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.	Support with amended content	Transport Strategy 2030	This recommendation is aligned with the <i>Transport Strategy 2030</i> : <i>Policy 20: Support innovative, efficient and low-impact solutions to last-kilometre freight delivery, waste removal and servicing.</i> This recommendation should be expanded to include demand-responsive pricing where appropriate, as well as trialling distribution hubs or similar solutions that enable last-mile freight to be transferred to lower-impact vehicles.
*F	Plan for more efficient and sustainable urban freight: Develop a network of urban freight delivery precincts in Melbourne to improve	Support	Transport Strategy 2030	This recommendation aligns with the <i>Transport Strategy 2030</i> :

#	Victoria's draft 30-year strategy Recommendation	City of Melbourne response	City of Melbourne reference	City of Melbourne comment
	freight productivity and reduce emissions.			<i>Policy 21: Support the growth of the Port of Melbourne whilst ensuring the mitigation of future amenity impacts.</i>
43	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.	Support with amended content	Transport Strategy 2030	City of Melbourne supports preparation for future major infrastructure projects. The recommendation lists a number of projects and should include a re-design of Haymarket Roundabout. The <i>Transport Strategy 2030</i> raised the re-design of Haymarket roundabout as a priority for the Victorian Government. A barrier to movement between the CBD, the MID City North Innovation District and the Parkville NEIC, the Haymarket Roundabout is likely to worsen with any re-development of the Royal Melbourne Hospital and/or adjoining sites, the opening of the Parkville Metro Station, completion of the West Gate Tunnel Project, and major developments approved for construction within the immediate vicinity. This should be considered alongside our comments on Recommendation 7.
*F	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.	Support	Transport Strategy 2030	City of Melbourne supports reconfiguring the city loop following the opening of the Metro Tunnel. This future option aligns with the <i>Transport Strategy 2030</i>: <i>Action 22: Advocate to the Victorian Government for planning and investment in capacity-boosting public transport as a matter of urgency, beginning with Melbourne Metro 2, which will unlock Fishermans Bend.</i>
*F	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.	No comment		No further comment, noting the provision of public transport is consistent with the <i>Transport Strategy 2030</i> .

Appendix 2: References

City of Melbourne references

- Affordable Housing Strategy 2020-2030
- City of Melbourne Forecast 2023-2043
- City of Melbourne – Outcomes of the City Economy Summit, March 2024
- City of Melbourne Submission to Arden Structure Plan, October 2021
- City of Melbourne Submission to Fishermans Bend Urban Renewal Area Development Contributions Plan and Planning Scheme Amendment GC224, February 2023
- City of Melbourne Submission to the Parliamentary Inquiry into the 22 Flood Event, May 2023
- Climate and Biodiversity Emergency Action Plan
- Climate Change Mitigation Strategy to 2050
- Council Plan 2021-2025
- Emissions Reduction Plan 2021-2026
- Fair Access Sport and Recreation Allocation and Use Policy 2024-2027
- Health and Wellbeing Action Plan 2021-2025
- Homelessness Strategy 2024-2030
- Inclusive Melbourne Strategy 2022-2032
- Macaulay Structure Plan 2021
- MID City North Opportunities Plan 2020
- Municipal Integrated Water Management Plan 2017
- Open Space Strategy 2012
- Open Space Strategy Light Touch Review 2024
- Recreation Facilities Provision Framework 2024-2041
- Retrofit Melbourne, 2023
- Stretch Reconciliation Action Plan July 2024 – July 2027
- Supply and Projected Demand for Outdoor Sports Fields Report 2025
- Transport Strategy 2030
- Urban Forest Strategy 2012-2032
- Waste and Resource Recovery Strategy 2030

External references

- ABS 2025: <https://www.abs.gov.au/statistics/people/population/regional-population/latest-release#data-downloads>
- Arden Structure Plan – July 2022, Victorian Planning Authority 2022
- City of Casey Population Summary: .id, 2025: <https://forecast.id.com.au/wyndham/>, <https://forecast.id.com.au/casey/population-summary#:~:text=Between%202021%20and%202046%2C%20the,average%20annual%20change%20of%202.05%25.>
- Draft Fishermans Bend Urban Renewal Area Development Contributions Plan and Planning Scheme Amendment GC224, Department of Transport and Planning November 2023
- Fishermans Bend Framework Plan, State Government of Victoria 2018
- Fishermans Bend Community Infrastructure Plan, State Government of Victoria 2017
- Fishermans Bend Water Sensitive City Strategy, State Government of Victoria May 2022
- Mana-na woorn-tyeen maar-takoort Framework, Aboriginal Housing Victoria 2020
- Greater Melbourne Urban Water and System Strategy: Water for Life, Melbourne Water 2022
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- Parkville Precinct Opportunities Statement, State Government of Victoria 2022
- Statewide Housing Targets, Victorian Government, Department of Transport and Planning, 2025: <https://engage.vic.gov.au/project/developing-a-new-plan-for-Victoria/page/housing-targets-2051>

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