

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

Your details

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About you

Please tell us which best describes you:

☐ Victorian resident
☐ Victorian business owner/operator
☐ Industry professional
☐ Community organisation representative
☒ Local government representative
☐ State government representative
☐ Researcher
☐ Other (please specify): Click or tap here to enter text.

Your feedback

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

Recommendation name:	Build more social housing
Recommendation number:	1
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Mornington Peninsula Shire, like all municipalities in Victoria, is experiencing the housing crises. In the September quarter of 2024, just 1.7% of rental properties within the Shire were deemed 'affordable' by the Department of Families, Fairness and Housing. The Shire has a particular shortfall of social and affordable housing, and no dedicated emergency accommodation is available on the Mornington Peninsula. The dramatic shortfall of social and affordable housing across Victoria requires significant commitment to address the issue at the state government level. The Shire welcomes leadership and action from the Victorian Government to address the shortfall of social and affordable housing where possible.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Ensure funding for new social housing is distributed across Local Government areas, and not just focused in the urban areas close to Melbourne CBD.

Recommendation name:	Facilitate markets and invest in kindergarten infrastructure
Recommendation number:	2
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	Mornington Peninsula Shire kindergarten infrastructure is ageing and generally not fit for purpose given changing regulations and teaching practice. A 2023 strategic review of all 28 Council owned kindergarten sites reveals a range of issues including shortcomings in building quality and regulatory compliance and well as on-going issues with management models and volunteerism. The alternatives to Local Government provision of services are dependent on market forces however in a number of areas on the Peninsula with very low SEIFA metrics and are likely to represent a

	market failure for private investors. Council would like to innovate and explore the development of partnerships particularly with the NGO sector in the provision of renewed facilities. Council is concerned with recent evidence of significant shortcomings in the quality of privately providers in the long day care sector, particularly as this sector increases its offer in the sessional kindergarten space. Ensuring quality services are available to residents is a key driver to maintaining a level of community control of this sector.
Share any supporting evidence or examples	Mornington Peninsula Shire welcomes the opportunity to apply for kindergarten infrastructure grants but post Covid escalations in building cost leaves a shortfall between available funding and the cost of contemporary projects. Recent projects expanding kindergarten capacity in collaboration with VSBA include the Tootgarook KOSS and the modular at Dromana Kindergarten. MPS is keen to explore other opportunities of either KOSS models where appropriate and the redevelopment of standalone sites as family service centres.
Include proposed changes and improvements	Expand the provision of infrastructure grants to support renewal projects. Form a more strategic alignment between KOSS planners and LG to set a pipeline of projects to meet the needs of the 3- and 4-year-old reforms.

Recommendation name:	Plan and deliver expanded and new schools
Recommendation number:	3
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Expand TAFE in Melbourne's growth areas and some large regional centres
Recommendation number:	4
Do you support this topic or recommendation?	☐ Yes ☐ No

	☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Build libraries and aquatic centres for Melbourne's growing communities
Recommendation number:	5
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	These facilities are critical to support healthy communities. It is not just important in the growth areas, but also in established areas where aging infrastructure requires renewal and upgrade, often outside the ability of Local Councils to fund
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Widen to all Local Government areas, not just growth areas.

Recommendation name:	Make government infrastructure more accessible
Recommendation number:	6
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Completing priority public transport stop upgrades and fund further upgrades will ensure all members of the community can access public transport
Share any supporting evidence or examples	Click or tap here to enter text.

Include proposed changes and improvements	It is important that these upgrades are also prioritised for local government areas like the Mornington Peninsula to ensure peri-urban residents are not disadvantaged.
Recommendation name:	Rezone locations near existing infrastructure for more home choices
Recommendation number:	7
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	The benefits of building more compact cities, and more homes in places already serviced by high quality infrastructure is well established and is in principle supported. Infrastructure Victoria's own research report Choosing Victoria's Future (2023) exemplifies this. It is noted that the Victorian government's Activity Centres program together with the associated introduction of the Precinct Zone and Housing Choice and Transport Zone into the Victorian Planning Provisions in early 2025 seeks to implement this recommendation. Mornington Peninsula Shire has carried out a significant amount of strategic work to inform the Mornington Peninsula Housing and Settlement Strategy Refresh 2020-2036 (July 2020). This Strategy, to be implemented by planning scheme amendment C219morn (currently awaiting approval with the Minister for Planning), directs housing growth to the Shire's activity centres. Further, the associated housing capacity analysis demonstrates that with the planning controls proposed by C219morn, the Shire will have housing capacity well in advance of Victoria's Housing Targets. The Mornington Peninsula Shire is also an area of special character and importance with a role clearly distinct from metropolitan Melbourne, as recognised by the Mornington Peninsula Localised Planning Statement (July 2014) (MPLPS). The MPLPS continues to have effect through its reference as a policy document within clause 11.03-5S (Distinctive areas and landscapes) of the Planning Scheme. Planning authorities must therefore consider the MPLPS when carrying out strategic work and preparing amendments (such as rezonings) to the Mornington Peninsula Planning Scheme. Therefore, we contend that while there is merit in reviewing existing zoning within metropolitan Melbourne to build a more compact city, any rezoning of land near existing infrastructure within the Mornington Peninsula Shire, should give regard to: The strategic directives of the MPLPS which recognises that the Mornington Peninsula is not a designated growth area, and,

	The assessment of the Shire's housing capacity as carried out for planning scheme amendment C219morn, which is in-excess of the Victorian Government's own Housing Targets figures. Public transport services are significantly limited in comparison to other metropolitan areas. Environmental risk including for example, bushfire, sea-level rise and erosion.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Revise the draft recommendation to ensure areas of distinctive character, as recognised by the Mornington Peninsula Localised Planning Statement, and areas that are subject to environmental hazards, are not rezoned inappropriately.

Recommendation name:	Extend Melbourne's trams to encourage more new homes nearby
Recommendation number:	8
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment – not relevant.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Run faster bus services, more often, in Victoria's largest cities
Recommendation number:	9
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	To make buses a more attractive transport option, they need to run regularly and more directly.
Share any supporting evidence or examples	An incredible 82% of the Mornington Peninsula is not serviced by adequate public transport. There are significant levels of social and

	economic disadvantage on the Peninsula which are worsened by dependency on private vehicles.
Include proposed changes and improvements	Ensure these bus services service peri-urban areas like the Mornington Peninsula Shire, not just urban areas close to Melbourne city.
Recommendation name:	Build a new bus rapid transit network
Recommendation number:	10
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Need to address the very limited existing bus services to the Peninsula with most of the peninsula not serviced by efficient and high standard of connectivity between town centres. An incredible 82% of the Mornington Peninsula is not serviced by adequate public transport. There are significant levels of social and economic disadvantage on the Peninsula which are worsened by dependency on private vehicles. The Peninsula's community will benefit from improved public transport with a reduction of car dependency, better connectivity and access to jobs, services and education. A limited rail service on the Stony Point line needs supplementing by more regular bus services feeding to and from the Western Port area through to Frankston and Dandenong where better public transport services exist. Bus services on the peninsula need to be reviewed as an integrated system rather than just a collection of routes, to improve connections and reduce barriers to linked trips.
Share any supporting evidence or examples	There are pockets of significant disadvantage across the Peninsula with; Lower median household incomes than Greater Melbourne;s average. Substantially higher proportion of older people in the community. 16% of our younger people leave school early 36% of our residents are disengaged with work or education compared to 27% across Greater Melbourne. These economic and social factors mean that access to private vehicles may be limited leading to major transport disadvantage and potential isolation without an adequate and accessible public transport service. Elderly residents, women, children and growing number of homeless people have an urgent need to have reliable access to public transport to create opportunities and access to jobs and services.

Include proposed changes and improvements	Better integration of public transport between busses and rail with a more reliable faster and more frequent express bus route service connecting our major townships to Frankston train station, with peak period frequencies of 15 minutes and a transition to zero emission buses. A zero emissions cross Peninsula bus service from Hastings to Mornington as soon as possible to connect with express bus routes. Extending the Rosebud FlexiRide service both in hours and catchment to include also other town areas to also link to an express bus service.
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Recommendation name:	Extend metropolitan trains and run more services in Melbourne's west
Recommendation number:	11
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	The Mornington Peninsula lacks adequate public transport, and the existing Stony Point rail corridor does not provide an appropriate level of service to meet community needs. Hastings is a focal point for industrial growth, employment, housing and community amenity. Better public transport will unlock employment and educational opportunities.
Share any supporting evidence or examples	There are pockets of significant disadvantage across the Peninsula with; Lower median household incomes than Greater Melbourne's average. Substantially higher proportion of older people in the community. 16% of our younger people leave school early 36% of our residents are disengaged with work or education compared to 27% across Greater Melbourne. These economic and social factors mean that access to private vehicles may be limited leading to major transport disadvantage and potential isolation without an adequate and accessible public transport service. Elderly residents, women, children and growing number of homeless people have an urgent need to have reliable access to public transport to create opportunities and access to jobs and services
Include proposed changes and improvements	Upgrade train stations on the Stony Point rail corridor to improve safety, accessibility and active transport connections.

	Electrify the railway line from Frankston to Langwarrin and Hastings including integration with a bus transport hub. Interim improvements to the service frequency on the Stony Point line to 20 minutes during peak periods and 40 minutes off peak.
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Recommendation name:	Run more bus and coach services in regional Victoria
Recommendation number:	12
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment – not relevant as not regional.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Make off-peak public transport cheaper and simplify regional fare zones
Recommendation number:	13
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	This will make it cheaper and easier for people to use public transport. Elderly residents, women, children and growing number of homeless people have an urgent need to have reliable access to public transport to create opportunity.
Share any supporting evidence or examples	There are pockets of significant disadvantage across the Peninsula with; Lower median household incomes than Greater Melbourne's average. Substantially higher proportion of older people in the community. 16% of our younger people leave school early 36% of our residents are disengaged with work or education compared to 27% across Greater Melbourne.

Include proposed changes and improvements	Click or tap here to enter text.
Recommendation name:	Make local streets safer for children and communities
Recommendation number:	14
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	Road trauma is a leading cause of death for children in Australia. Road environments should recognise that humans are vulnerable and reflect Safe System road safety principles so that collisions are less likely and so that death or serious injury does not occur when crashes occur. This should include 30 km/h speed limits and wider implementation of 40 km/h speed limits. Safer environments also encourage more active transport, resulting in better health outcomes for the community. Many residential streets within the Mornington Peninsula don't have footpaths and people walk and cycle on the road pavement, so safe and appropriate speed limits are critical to safely manage the interaction between vehicles and vulnerable road users.
Share any supporting evidence or examples	Mornington Peninsula Shire has around 8no. 40 km/h Areas. They primarily include residential streets and commercial areas. These areas have shown good road trauma reductions and positive feedback from the community that these areas feel safer and are more pleasant than the previous 50 km/h speed limits. There is interest in some sections of our community for more 40 km/h speed limits and for 30 km/h speed limits in areas with a high number of vulnerable road users, including residential streets that don't have footpaths (of which there is hundreds of residential streets within the Mornington Peninsula without speed limits)
Include proposed changes and improvements	While local road changes, such as traffic calming, (as mentioned in Recommendation 14), can be desirable, it should not be a firm requirement to implement safe and appropriate speed limits. Implementing safe and appropriate speed limits is a fundamental of road safety and should not be stifled by requirements for expensive infrastructure. Vehicle speeds can be monitored after speed limit changes, and consideration given to traffic calming if vehicle speed are not meeting the desired targets in the medium term. Recommendation 14 should not be so specific to state that 30 km/h speed limits should not apply to roads that currently have speed limits over 50 km/h. There is likely some existing 50 km/h+ streets that should be 30 km/h but have had speed limits above 50 km/h for decades. The speed limit is not necessarily the current safe and appropriate speed limit for the current road use and road users.

	Most existing 50 km/h residential streets should have 40 km/h speed limits. Recommendation 14 could potentially refer to not implementing 30 km/h speed limits on "collector or arterial roads where there is limited interaction between vulnerable road users and vehicles" instead of referring to a specific existing speed limit. In addition, many roads with speed limits above 50 km/h (particularly 60 km/h, including on collector and arterial roads) should be 50 km/h, which would make these roads safer, more walkable, and more attractive for cyclists, while providing a compromise for vehicle travel speeds and traffic capacity. Safe and appropriate speed limits are a fundamental in having safe roads. In addition to speed limits in local streets, many existing speed limits in all types of existing speed zones and road environments don't suit the current road use and road users. An additional speed limit recommendation could be added to the 30 year plan in relation to implementing safe and appropriate speed limits on all roads in Victoria (both State-managed and Council-managed). Department of Transport & Planning, and Councils can already change speed limits but the investigation and application process (all speed limit changes must be approved by the Victorian Department of Transport & Planning) is time consuming, and inadequate funding is available for implementation of speed limit changes.
Recommendation name:	Build safe cycling networks in Melbourne and regional cities
Recommendation number:	15
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	Access Equity: Improved shared paths and public transport make the Peninsula more accessible for residents who cannot or choose not to drive. Climate Action: Transport is responsible for over 30% of local emissions; these projects support the Shire's net-zero goals. Health and Wellbeing: Active travel helps tackle rising sedentary health risks, especially for young and older populations. Economic Efficiency: Reducing car dependency lowers household transport costs and supports local activity centre vibrancy. Community Alignment: 80% of residents in recent engagement prioritised better walking and cycling connections.
Share any supporting evidence or examples	3 in 10 car trips on the Peninsula are under 3km, showing latent potential for active transport.

	Community engagement found 69% of residents cite safety as a key barrier to walking and cycling. Over the past 10 years, 19 cyclists have been injured at just six high-risk locations
Include proposed changes and improvements	Funding also needs to be provided for peri-urban areas like the Mornington Peninsula to deliver a safe bicycle network. Examples of where funding is needed to complete critical bicycle infrastructure on the Peninsula include: Complete Peninsula Trail from Mornington to Moorooduc station Complete Peninsula trail – Various missing links Implement On road cycle lanes upgrades – missing links etc., including plugging crucial gaps in the cycling network at these locations: • Point Nepean Rd at Truemans Rd, Tootgarook – three cyclists injured • Marine Dve at Bruce Rd, Safety Beach – three cyclists injured • Point Nepean Rd at Elizabeth Ave, Capel Sound – five cyclists injured • Eramosa Rd at the railway crossing for Peninsula trail, Somerville – two cyclists injured • Esplanade (Bruce Rd to Dominion Rd), Mount Martha – six cyclists injured • Eramosa Rd / Frankston Flinders Rd intersection upgrade, Somerville

Recommendation name:	Help government schools share their grounds
Recommendation number:	16
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Shared use of what are essentially community facilities, regardless of ownership are vital in supporting local Health and wellbeing outcomes. Unlocking formal access to sporting facilities located on and controlled by schools is a strategy used by many councils and community groups to not only increase the number of sporting facilities available for use by community clubs but to also reduce the cost burden on local government to supply and manage facilities. Typically, public school facilities are constructed and maintained at levels below the standard of council-owned and managed facilities, and in many cases, facilities do not comply with standards adopted by relevant state sporting associations in relation to preferred field of

	play dimensions and/or the availability of other associated infrastructure, such as change rooms and amenities. Supporting shared use presents partnership opportunities where local government and education facilities may be co funded to provide broader community access, and increased amenity levels for schools. Formal agreements between government schools and councils allowing community access to school facilities generally requires the establishment of a Joint Use Agreement (JUA) between the Department of Education & Training (DET) and a council. Despite current State Government policy supporting and encouraging community use of school facilities and partnerships between councils and schools for the joint use and development of sporting and recreation facilities, there are still several challenges and constraints faced by all stakeholders that restricts the timely establishment and/or effectiveness of JUAs. These challenges can be broadly grouped into planning constraints, non-conforming field of play standards, funding/ management responsibilities, and the process to establish the JUA. For the effective use of sports fields, some investment in irrigation, drainage and/ or floodlighting is usually required in order to facilitate optimum and sustainable community usage.
Share any supporting evidence or examples	Mornington Peninsula Shires 'Sports Capacity Plan (2019)' identifies the importance of shared use facilities and joint use arrangement between local governments, communities and schools. Councils Shire Wide Directions include an increase in the overall capacity of its sports fields in a timely manner, and the adoption of a three-step implementation approach: Step 2- (short-term impact): develop Joint Use Agreements (JUAs) with the Department of Education and Training Victoria to expand the number sporting facilities located on school land that can be accessed by sports clubs, and develop new sporting facilities. The benefits of Joint Use Agreements with schools are that costs to develop and maintain facilities can be shared, and often school facilities offer convenient locations with many school sites being relatively central in a suburb/ township. Mornington Peninsula Shire Council continues to investigate opportunities to establish agreements with schools for the community's use of existing sporting facilities or the upgrade/ development of new facilities, where school facilities will assist in meeting an identified need by a sport.
Include proposed changes and improvements	It is recommended that educational infrastructure be constructed or upgraded to meet minimum standards to allow for shared community use (eg sports fields, courts and playgrounds etc) and streamline the process to establish Joint Use Agreements with schools, community and local government.

Recommendation name:	Invest in maintenance, upgrades and expansions of community health facilities
Recommendation number:	17
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	If Rosebud Hospital was to close, for residents to access acute emergency care during the busy summer peak, our Community would have to travel up to 2 hours to Frankston Hospital. It puts people's lives at risk, Frankston is too far away.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Invest in funds to keep Rosebud Hospital open to expand emergency and imaging department, new operating theatres and more hospital beds.

Recommendation name:	Build more residential alcohol and other drug treatment facilities
Recommendation number:	18
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Alcohol is the primary drug of concern in Victoria and Mornington Peninsula. In 2021, alcohol accounted for more than half of all drugs of concern in Mornington Peninsula - the highest of all the local governments in the Bayside Peninsula Catchment. The Victorian Population Health Survey 2022 found that 23.1% of Mornington Peninsula residents were experiencing increased risk of alcohol-related harm, compared to 13.1% for Victoria. Overall demand for alcohol and other drugs services is not currently being met in Frankston and Mornington Peninsula. It is estimated that 10-15% of emergency department presentations are alcohol-related and 25% of all frontline police officers' time is used responding to alcohol-related crime.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Invest in digital healthcare
Recommendation number:	19
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Upgrade critical public hospital infrastructure
Recommendation number:	20
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Rosebud Hospital was built more than 60 years old and is in very poor condition. The Peninsula's population is growing – 170,000 and counting. The hospital bears more than 8 million visitors each year. Residents often have to travel up to 2 hours to get to Frankston hospital, which can be critical for severe illness/urgent treatment.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	A redeveloped Hospital would attract the best healthcare professionals to the Southern Peninsula. It would also provide the opportunity to bring a range of services together, including aged care, education and research. Existing services such as Monash University and Chisholm TAFE could be better connected to Rosebud Hospital.

Recommendation name:	Better use prisons and invest more in health facilities and transition housing
Recommendation number:	21

Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Invest in secure homes for Aboriginal Victorians
Recommendation number:	22
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Mornington Peninsula Shire supports a Housing First model whereby Housing is an important human right. Once safe and secure housing is procured complex needs can be addressed which significantly benefits one's health and wellbeing, reduces stress, improves mental health, and enables stronger connected communities.
Share any supporting evidence or examples	No comment
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Fund better health and wellbeing infrastructure for Aboriginal Victorians
Recommendation number:	23
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	The Shire remains committed to building respectful relationships and working collaboratively with the community to ensure a better

	future for all. At the heart of this commitment is the development and implementation of the RAP, which aims to: • Strengthen relationships between Council, the Indigenous community, local businesses, and the broader Mornington Peninsula community; • Celebrate and acknowledge the unique Indigenous heritage of the Mornington Peninsula; and • Improve Council services to better serve Indigenous people. These considerations are important for ensuring that the Draft 30-Year Infrastructure Strategy aligns with the Mornington Peninsula Shire's commitment to reconciliation and its overarching objectives of creating stronger, more inclusive relationships and services for Indigenous communities. Ensure that all Victorian Local Government Aboriginal and Torres Strait Islander Gathering Places have a fit for purpose facility for community to connect to culture and find a sense of belonging.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Consistency in Terminology: Throughout the strategy, terms such as "Aboriginal and Torres Strait Islander People," "Aboriginal," "First Peoples," and "Aboriginal Victorians" are used interchangeably. We recommend that the strategy adopt a consistent term to refer to Victoria's First Nations Peoples throughout the document. This will help ensure clarity, cohesion, and a more unified approach to the strategy while respecting the language preferences of the Indigenous communities. Consultation with Traditional Owners (TOs): We strongly recommend that for any recommendations there should be a clear, structured process for consultation with Traditional Owners (TOs) of the land. Incorporating the knowledge and cultural insights of TOs is essential to ensuring that the strategy reflects the connection and values Indigenous communities hold toward the land, aligning with the Shire's RAP goals of building respectful relationships with Indigenous communities. Culturally Safe Building Design: In Recommendation #23, there is a recognition of the importance of culturally safe building design for Aboriginal and Torres Strait Islander Gathering Places. While this is a positive step, we believe it is essential that the principles of culturally safe building design be integrated across all aspects of the strategy—not just for gathering places. Culturally safe design should be a foundational principle that informs every Council project and facility to ensure inclusivity and respect for Indigenous culture at all levels.

Recommendation name:	Reduce greenhouse gas emissions from infrastructure
Recommendation number:	24
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Through the Climate Emergency Plan and ESD Policy for Council Buildings and Civil Works, the Shire acknowledges that infrastructure is one of the largest contributions to greenhouse emissions. We support an evidence based mechanism to value and measure carbon in projects.
Share any supporting evidence or examples	Larger Council projects (e.g. >\$1m) typically include conducting a Life Cycle Assessment to quantify carbon emissions and energy costs, and opportunities to reduce the carbon footprint of the project during construction, operation and demolition.
Include proposed changes and improvements	Recommend that once the carbon value is determined and adopted, this resource be shared with Councils and other organisations, with resources and technical support to encourage a consistent approach across industry. Recommend acknowledging that deconstruction / end of life also contributes to carbon footprint and should be included in carbon price, further incentivising circular design.

Recommendation name:	Advanced integrated water management and use more recycled water
Recommendation number:	25
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Better use government land for open space and greenery
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Recommendation number:	26
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Mornington Peninsula Shire is currently preparing a new Open Space Strategy. While this strategy is not finalised, the findings from the strategy's community engagement align with this recommendation (better connections between open spaces, increased vegetation in open spaces). It is also noted that this recommendation aligns with Plan for Victoria's action no. 13 (introduce minimum standards and guidance for open space in established urban areas). The Shire adopted Our Urban Forest Strategy in 2024, which sets out the objectives, targets and actions required to enhance, protect and manage the natural environment in our urban spaces. Mornington Peninsula has a high level of biodiversity and canopy compared to other LGA's, and careful planning is required to ensure that this continues into the future and our biodiversity is safeguarded. Open spaces and public land play a critical role in this, and support from the state government is required.
Share any supporting evidence or examples	The Shires Open Space Strategy is currently being developed with due regard to the planning practice note 70 and with consideration to the draft guidelines being developed by DEECA. The objectives of the project are to: - Document and record existing open space resources. - Determine future open space needs. - Create a framework for decision making about future open space provision and development. - Inform financial and resource planning and asset management. - Identify areas of under-provision and over-provision of open space and articulate strategies for how land could be acquired or disposed of for the purpose of open space. - Identify opportunities for disposing existing open space that is inappropriate or cannot function for its intended use (recreation, leisure, environment, culture, visual amenity and/or off-road active transport) and acquire more suitable land. - Facilitate a co-ordinated approach to open space planning. - Articulate community and local government aspirations in relation to open space provision and development. Regarding urban forest, there is evidence that canopy, and associated benefits, are not equitably distributed, with vulnerable and low-income communities at higher risk of urban heat island effects and other negative consequences. Our Urban Forest Strategy also documents the critical links that the natural environment has to health and wellbeing, integrated water management, biodiversity, universal design and climate resilience

Include proposed changes and improvements	Ensure that funding opportunities apply to peri-urban areas like the Mornington Peninsula, not just urban areas close to Melbourne city. Include funding, support and actions to plant and manage trees and vegetation on state-government owned / controlled roads, open spaces and precincts to support local canopy and biodiversity targets.
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Recommendation name:	Better prepare infrastructure for climate change
Recommendation number:	27
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	The Shire has extensive experience with planning for and reacting to extreme weather events, including storms, flooding, coastal inundation and erosion, and bushfire recovery support. We support additional investment and resourcing for disaster preparedness, including infrastructure resilience, community resilience and natural environment resilience.
Share any supporting evidence or examples	In December 2022, in response to Notice Of Motion 346 from June 2022, a report was provided to Council assessing the known impact of extreme weather events on Council assets and services, finding estimated \$5,145,000 of impact to Shire assets and services from landslips, storms, flooding and coastal erosion in FY22. A subsequent report presented to Executive in 2024 found an additional estimated \$3,263,000 of costs in FY24.
Include proposed changes and improvements	Climate change impacts are felt strongest at the community level, and local governments are the closest level of government to prepare, respond, react and recover. It would be highly effective and efficient for the state government to invest directly into local government capacity to adapt its infrastructure, and focus on prevention of natural disasters.

Recommendation name:	Use new flood maps to revise planning schemes
Recommendation number:	28
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part

Tell us why	The State government should lead the implementation of the flood mapping to ensure it informs the extent of urban settlement, and building and planning controls, based on the best available data and science. The mapping should consider all relevant aspects relevant to flood risk, including through consultation with local government and water authorities. Council by council or precinct by precinct analysis and separate planning scheme amendments is highly inefficient and adds costs and risks to the development process. A State Government lead approach was previously used successfully to apply the Bushfire Management Overlay in response to environmental risks that have broader and potentially devastating social and economic consequences for our communities. Separately, Amendment VC267 has increased the urgency for the State government to lead this work given the new Clause 55 provisions eliminate any other policy considerations for applications for two or more dwellings on a lot in a residential zone. This is particularly concerning regarding the assessment of environmental risks, such as flooding. If there are no planning controls in place for these matters, they cannot be considered in the assessment of a planning permit – even if a council has evidence of environmental risks (e.g. in a technical study) or a council has adopted an amendment to introduce controls and the amendment is with the Minister for approval.
Share any supporting evidence or examples	It is evident that the current approach being used by Melbourne Water to introduce the Special Building Overlay (or other flood controls) in groups of Councils is taking longer than anticipated. This modelling and mapping have been delayed several times since at least 2021. The latest advice Mornington Peninsula Shire received in 2024 was that the flood mapping had been finalised with a planning scheme amendment to commence in 2025. More recently, the Shire has been advised this has been delayed a further 12 months. The State Government should intervene as a matter of urgency to help councils fast-track inclusion of known environmental hazards into local planning schemes. The costs, timeframes and resourcing implications for councils are otherwise too great to ensure expedient application of appropriate planning controls, with amendments of this nature often taking many years and hundreds of thousands of dollars to implement. Examples of the Mornington Peninsula Shire's recent experience in this regard include Planning Scheme Amendment C271morn to implement erosion and flooding overlay controls into our planning scheme based on the State Government's own Westernport Local Coastal Hazard Assessment data, and the lack of application of similar controls by the State Government arising from the release of their Port Phillip Bay Hazard Assessment. Another option would be for the State Government to amend the parent control of residential zones to include consideration of known environmental risks to circumvent the exemptions introduced by the new Townhouse code.
Include proposed changes and improvements	The recommendation should be revised to clarify that the State government is best placed to lead the planning scheme amendments, in conjunction with planning authorities to introduce

	the Special Building Overlay (or other flood controls) as a matter of urgency to ensure the flood risks are well understood and easy to find by the community.
Recommendation name:	Coordinate faster delivery of key energy infrastructure
Recommendation number:	29
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Coordination to more effectively achieve renewable energy targets is supported. This in turn will assist Council to achieve their respective emissions reduction targets.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.
Recommendation name:	Improve environmental assessments and site selection for energy projects
Recommendation number:	30
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.
Recommendation name:	Invest in home, neighbourhood and big batteries for more energy storage
Recommendation number:	31

Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	An increase in energy storage is supported at all levels, where evidenced by appropriate energy generation and consumption modelling, to improve grid efficiency and enable investment into renewable energy. There are current limitations on the amount of renewable energy generation and energy storage that can be installed, and strong direction and incentives from the Victorian Government are required to ensure that residents, businesses, communities and local government are able to invest. There is significant equity concerns in this area as well, with vulnerable communities, low-income households, renters and other priority populations unable to access solar and battery solutions. This increases the gap in energy resilience along socioeconomic lines, and further impacts these communities' climate resilience.
Share any supporting evidence or examples	The Shire has experience with delivering batteries for Council facilities, supporting and enabling residents to install home batteries, and partnering with the federal government to deliver a neighbourhood battery in Flinders. The Shire has demonstrated economic value of virtual power plant operations through its virtual energy network trial by sharing excess solar generation between Council sites and exporting stored energy (behind the meter) to improve the business case for installation of additional renewable generation capacity and storage.
Include proposed changes and improvements	Recommend targeting actions and investment to priority populations.

Recommendation name:	Determine long duration energy storage needs
Recommendation number:	32
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply
Recommendation number:	33
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	This is viewed as an appropriate proposal to support achievement of net zero emissions legislated target whilst mitigating transition risk posed to priority communities and industry that relies on gas.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.
Recommendation name:	Speed up household energy efficiency and electrification
Recommendation number:	34
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Speeding up household energy efficiency and electrification is consistent with both Strategic Objective 1.3 of the Mornington Peninsula Shire's Council Plan (2021-2025) as well as the local policy at Clause 15.01-2L-02 (Environmentally sustainable development). Mornington Peninsula Shire has limited capacity to influence electrification and energy efficiency through the planning scheme, particularly where planning permission is not triggered for a development. The Shire does, however, play a key role in understanding and addressing barriers for local residents, communities and businesses, and providing education and support to access information, programs, rebates and incentives. Recommendation 34 will assist in encouraging the switch to electric appliances outside of the planning system. The support for low-income households is also strongly supported to ensure the financial burden of electrification and energy efficiency upgrades do not unreasonably impact more vulnerable members of the community. Similarly, the recommendation will build upon the strategy included within the Victorian Government's <i>Environmentally sustainable development of buildings and subdivisions (2020)</i> (the ESD Roadmap), by improving ESD outcomes outside of the planning system. Shire officers understand that the ESD roadmap is expected to be updated later in 2025 and welcome any acceleration in this process.

Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Recommend that specific funding, programs and actions target renters as a key sector with high barriers to improve energy efficiency and electrification.
Recommendation name:	Prepare and publish infrastructure sector plans to shape Victoria's cities
Recommendation number:	35
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Local government is tasked with coordinating land-use planning, social and community services, public health, waste and recycling and other responsibilities. Many of these responsibilities are in-part shared with the state government. Local governments develop strategies across each of these categories. Should state government departments publish their high-level infrastructure plans for the next 15-20 years, local government would have much greater capacity to coordinate and align their goals with their state-counterparts.
Share any supporting evidence or examples	The Mornington Peninsula Industrial Land Use and Infrastructure and Rezoning Strategy (2020) identified a shortage of appropriately sized, zoned and available land and associated infrastructure as key constraints in maintaining and expanding the Shire's industrial base. As such, the Shire is currently investigating the creation of new industrial precincts in the east of the Peninsula, around Hastings and Somerville. The development of such precincts will require significant investment in infrastructure, including but not limited to the realignment/widening of roads and potential extension of the train line to support the growth of the designated Hastings State Significant Industrial Precinct. The Shire has for many years advocated for the release of surplus Special Use Zone (SUZ) land (associated with the Port of Hastings) to enable other uses including residential, conservation, commercial and industrial. Without clear indication from the State Government about the planning of potential road-upgrades to these areas, it has proven difficult to adequately plan for the transport impacts of the potential land-use changes. The provision of sector plans (such as road/transport) would provide

	certainty and clarity regarding the investment in road and/or rail upgrades to this region and support holistic planning outcomes.
Include proposed changes and improvements	Click or tap here to enter text.
Recommendation name:	Reform Victoria's infrastructure contributions
Recommendation number:	36
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	The Shire has previously advocated to the State Government to review the current framework for capturing funding for infrastructure, including its submission for the Plan for Victoria consultation process. It is encouraging to see that Plan for Victoria includes <i>'Streamline community infrastructure developer contributions'</i> as action 9 within the Plan. It is nonetheless worth reiterating the difficulties the Shire has faced with capturing sufficient funding to support the development of community infrastructure. The Mornington Peninsula is not a designated growth area, and residential land is bound by the Urban Growth Boundary. There is limited opportunity for large urban renewal projects or greenfield development (apart from excess SUZ1 zoned land associated with the Port of Hastings). As such, most housing growth absorbed by the peninsula is small-scale infill development. The existing Victorian development contributions system is ill-adapted to capture funding to support infrastructure from this type of small-scale infill development. Therefore, despite the steady growth of the Peninsula's population, the Shire has not had adequate funding to deliver infrastructure according to the Shire's growing needs. Further complicating the issue of capturing sufficient infrastructure contributions are: • The geographic size and spread of population across the Peninsula, • Significant seasonal population influxes, • Ageing infrastructure, and, • Municipal rate capping. The Shire's two previous Planning Scheme Reviews have identified the need to investigate the merits of preparing a planning scheme amendment to incorporate a Municipal-wide Development Contributions Plan to ensure sufficient funds are raised to build the required infrastructure for the Shire's steadily growing population. The preparation, feasibility and justification of a shire wide DCP is a costly and time intensive task for the Shire.

	A reformed infrastructure contributions framework should address the above issues and avoid the need for municipal councils to carry out lengthy and costly planning scheme amendments to implement their own bespoke Development Contributions Plans to cover infrastructure funding shortfalls. It is critical that funding captured through developer contributions is retained and spent by Local Government to support local communities.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Clarify that funding captured through developer contributions must be retained and spent by Local Government to support local communities.
Recommendation name:	Improve asset management of government infrastructure
Recommendation number:	37
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	Local government are also owners and providers of a vast network of long-term community assets. These assets need ongoing maintenance and renewal investment to maintain their effectiveness in supporting community. Good asset management practice provides decision makers with informed and up to date asset information to assist with their decisions around investment in community assets. The lack of good asset management practices and information for state owned community assets constrains opportunities for more cohesive planning and partnerships with local governments and other agencies to provide community infrastructure for Victorian communities. Council commits significant funding and resources to effectively and efficiently manage their asset portfolio. The suggested 0.05% of asset portfolio value is a reasonable benchmark figure with which to commence funding of this important work. It is comparable with the level of investment typically applied by local government in managing its asset management functions and obligations.
Share any supporting evidence or examples	Councils are required under the Local Government Act to develop, endorse and publish a ten-year Asset Plan which outlines the assets owned by Council, the service they provide, or support and the costs associated with maintaining and renewing this infrastructure. The current Mornington Peninsula Shire Asset Plan is available on the

	website www.mornpen.vic.gov.au/About-Us/Strategies-Plans-Policies/Strategy-Plan-Listing/Asset-Plan-2022-32
Include proposed changes and improvements	With a focus on asset management practice and asset management data, state government will be able to contribute proactively to planning for long term asset planning in the community and identify opportunities to work co-operatively with local governments and other service agencies with similar asset foci.
Recommendation name:	Prepare for more recycling and waste infrastructure
Recommendation number:	38
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	The volume of waste to landfill is likely to stay at the current volumes or increase further due to population growth and current consumer trends unless further infrastructure is provided to recover and process materials into a viable end product. It's to be noted that increased material recovery/processing facilities need to go hand in hand with viable end use product development to ensure recovered materials are reused and not end up back in landfill or limit the use of end products reducing volume or materials processed and closure of facilities (eg soft plastic). A clear assessment of available material, end products should be included in any infrastructure planning. Increased infrastructure should also be in addition to an expanded product stewardship scheme to deal with problematic items such as tyres, mattresses, solar panels, polystyrene etc. Infrastructure needs to be planned for future problematic items such as solar panels which are beginning to see their end of life across the state. The location of these facilities is critical to provide opportunities for peri-urban or regional council's access. The easy part is to recover/separate items at existing transfer stations, however, costs associated with transporting and processing items may be cost prohibitive depending on the location of the facility. There must be State Government programs in place to fund/support the collection of difficult items such as household chemicals to protect the environment where there is a clear statewide benefit. (eg.Detox Your Home – subject to be cut by the State Government).
Share any supporting evidence or examples	Volume of items received through our resource recovery centres (13,500 mattress, 8,600 tyres, 2,800 fridges/freezers). Impact of a mandated FOGO service on the quality of the end product – greater contamination leading to less viable end product – what is going to happen to this end product. There were issues over the last 12-24 mths with existing FOGO processing facilities to process the volume of material received with increased FOGO services / generation of green waste – infrastructure hasn't kept pace with volumes received with increased recovery/natural weather events (Storms).

Include proposed changes and improvements	Increased product stewardship scheme, increase in materials accepted through the CDS and better use of this existing infrastructure. To collect items/materials where a clear high value end product can be obtained/utilised – not just the recovery of an item to reduce waste to landfill e.g. end product provides little or no value and may be problematic in the future.
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Recommendation name:	Use digital technologies to better design, build, operate and maintain government infrastructure
Recommendation number:	39
Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
Tell us why	No comment
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Use modern traffic control technology for efficient and safe journeys
Recommendation number:	40
Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
Tell us why	This technology can improve journey times and provide motorists with real time information to inform their travel decisions. Many of the main corridors including Peninsula Link, Mornington Tyabb Rd and Bungower Rd are suffering from congestion at daily peak times. Along with Point Nepean Rd being regularly gridlocked and not only in the summer season. In addition, Mornington Peninsula Shire in discussion with DTP has identified the need to reduce the impact on the amenity and safety for residents from high volumes of heavy freight vehicles travelling through local towns. A high priority action is needed to divert freight movements from travelling through the towns to more appropriate freight corridors.

Share any supporting evidence or examples	Many transport studies by DTP and the Council have identified key arterial corridors have traffic volumes above their capacities. Connected vehicle data has shown travel speeds along the key arterial corridors is displaying consistent traffic congestion. Emergency services are concerned about response times to emergencies when Point Nepean Rd is grid locked on the southern Peninsula. A significant proportion of freight movements bound for the Western Port area use Frankston Flinders Rd through Somerville and Tyabb where there are other more appropriate alternative corridors including Western Port Hwy. Heavy vehicle movements are significantly higher on Frankston Flinders Rd compared to Western Port HWY
Include proposed changes and improvements	Also provide funding for this technology in peri-urban areas like the Peninsula to enable implementation of traffic control technology along key corridors feeding to the Peninsula and main activity centres. Travel time signage and ramp signal metering is required on Peninsula Link and Mornington Peninsula Freeway. Provide smart wayfinding signs on feeder roads to the Western Port area of alternative freight corridors with real time travel times. Implement variable speed signs and curfew signs to manage freight speeds and access through Somerville and Tyabb to deter heavy vehicle movements.
Recommendation name:	Make rail freight competitive, reliable and efficient
Recommendation number:	41
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	Road freight can more effectively deliver door to door for the peninsula's dispersed distribution of freight generating businesses. The existing Stony Point rail corridor has limited provision for effective freight movement apart from Bluescope's existing rail freight terminal. However, upgrading and the Stony Point rail line and key stations would enable more effective freight movement by rail.
Share any supporting evidence or examples	Click or tap here to enter text.

Include proposed changes and improvements	Alternatively, upgrade major road freight corridors including Western Port Hwy. Upgrade the Stony Point rail line to be more effective as a freight movement mode.
Recommendation name:	Encourage off-peak freight delivery in urban areas
Recommendation number:	42
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	Could assist with decreasing peak loading on road network however not for corridors running through townships where noise and amenity impacts would be increased.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	Click or tap here to enter text.

Recommendation name:	Create and preserve options for future major infrastructure projects
Recommendation number:	43
Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
Tell us why	In addition to the projects identified, it is critical that the Government clearly articulates its vision for the Port of Hastings and identifies what land it requires to deliver this vision and what land is surplus to requirement. This will then enable the orderly planning of the land that is surplus to the Port's requirement for alternative productive uses such as housing, industry, conservation and agriculture.
Share any supporting evidence or examples	Significant potential of future rezoning of Port Related Use land that will open opportunity for increased development including industrial, housing and employment generating uses. Current planning of developments including the Victorian Renewable Energy Terminal and Industrial Parks will generate increased freight movements

	pushing traffic volumes beyond the capacities of the existing road network.
Include proposed changes and improvements	Recommend that the State Government articulates its vision for the Port of Hastings and identifies what land it requires to deliver this vision and what land is surplus to requirement so that orderly planning of land can occur.

More feedback (optional)

Road safety

While Victoria's infrastructure strategy is not specifically related to road safety, road safety improvements compete for infrastructure funding, and in our view, there is a distinct lack of recommendations related to road safety as a distinct type of infrastructure (except for Recommendation 14). The lack of recognition of road safety will likely severely limit the delivery of the *Victorian Road Safety Strategy 2021-2030* and related action plans, and the strategy's goal of halving deaths by 2030. Given the high costs of road trauma, investment in road safety has the potential to provide a high benefit-cost ratio.

While some transport projects (such as projects to reduce congestion) may have a secondary benefit of improving safety, road safety projects are a type of project in their own right. Road safety improvements such as road safety barriers, roundabouts etc are needed in many locations based on road safety considerations alone. Therefore, road safety infrastructure is a type of infrastructure that should receive significant funding.

Given that the community, politicians and road safety professionals all agree that road trauma (including the 'hidden road toll' of serious injuries) is a huge problem facing society and that Zero is the only acceptable number, road safety deserves a higher focus in an infrastructure strategy for Victoria. We don't believe that there is sufficient justification to not include road safety in the infrastructure strategy due to there being a separate Victorian road safety strategy as many of the initiatives included in the infrastructure strategy also have their own specific strategies.

Without road safety infrastructure being sufficiently covered in the infrastructure strategy, road safety improvements will be a lower priority in competing for funding with all the other infrastructure recommended in the strategy. Yet, without significant funding and a focus on road safety the objectives of the *Victorian Road Safety Strategy 2021-2030* of halving road deaths by 2030 and zero by 2050 won't be achieved. As a minimum, a recommendation could simply be "Implement the *Victorian Road Safety Strategy 2021-2030* and its related action plans".

Road safety is important not just due to the impact that road trauma has on society, but that people should reasonably be able to expect that they won't be killed or seriously injured when travelling. The road network currently sets people up to fail where something out of their control, or a simple mistake by them or someone else could result in death or serious injury. Having a transport system where the likelihood of crashing isn't minimised and the system doesn't protect people when they crash so that death or serious injury are not the result is not consistent with a high standard of living that Victorians expect and deserve.

In addition, there is an urgent need for increased State investment in ensuring Victoria's existing assets are maintained and renewed, including increased investment in:

- Coastal infrastructure to protect one of Victoria's greatest assets, its 'beaches'
- Community infrastructure within coastal/foreshore areas (public toilets, playgrounds, paths, stairs and more generally beach access, parking areas.
- Renewal/resurfacing of the existing State managed road network

Maintenance of State managed roads and road related infrastructure (such as barriers which are not being repaired when damaged and signs when they fall down or reach end of life).

