

Questions taken on notice and further information agreed to be supplied at the hearings.

Committee:	Financial and Performance Outcomes
Inquiry:	2021/22 – 2022/23
Hearing date:	22 November 2023
Witness:	Paul Younis
Committee Member:	Danny O’Brien MP
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Question:

Danny O’BRIEN: But in 2021 outcomes the department told us that it had either repaired or had periodic maintenance on over 18,000 kilometres of our 19,000 kilometres of regional road. Can you give me that –

Paul YOUNIS: 23,000 kilometres of regional roads, yes.

Danny O’BRIEN: Well, 19,000 of regional, I guess, and 23,000 overall, isn’t it?

Paul YOUNIS: Metro, yes.

Danny O’BRIEN: So can you give me those figures for the last two years as well?

Answer:

In the *Inquiry into 2020-21 financial and performance outcomes* hearing, the Department stated that it had repaired or had periodic maintenance over about 1,800 km of the 19,000 km comprising our regional road network (Page 34 – Transcript - PAEC 10 November 2021).

In 2021-22, about 1,260 km of the regional road network was repaired or had periodic maintenance undertaken.

In 2022-23, about 2,470 km of the regional road network was repaired or has periodic maintenance undertaken.

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Question:

Danny O’BRIEN: Okay. Can I ask: how many sections of road are currently subject to a pavement in poor condition management plan? I have got multiple in my electorate now, the situation where the road is so bad that instead of fixing it we put up a permanent speed reduction sign. So the question is, if you can provide: how many sections of road are actually subject to such a management plan?

Paul YOUNIS: Can I tell you, the management plan – and this is all about trying to make sure that we have as safe a network as we possibly can, and let us be –

Bev McArthur: They are staying up for years.

Paul YOUNIS: It is a real challenge for us. When our teams were going out earlier in the year to repair roads with potholes, there was water coming up out of that –

Danny O’BRIEN: Sorry, Secretary, I have got limited time, and I understand why it is happening. The question was: how many are there? Do you have that?

Paul YOUNIS: That varies all the time, and if I am able to provide that information, I will provide that information. I have not got a number here, unless Mr Tieppo has got one? No.

Danny O’BRIEN: If you could provide it for the two years in question, and the current figure if there is one. Likewise, if you are looking, how many new signs did it require, because one of the consistent pieces of feedback that I get – and I am sure Mrs McArthur gets it – is people saying, ‘if you stopped spending the money on bloody signs that reduce the speed limit because the road’s wrecked, you’d be able to fix the road.’

Bev McARTHUR: You have rough surface signs as well.

Danny O’BRIEN: Yes, that too.

Paul YOUNIS: It would be unusual for us to have that information, because the road signs are supplied and provided by our contractual arrangements, and that is part of the unit cost

that we have. I would be very surprised if we had the number of signs that we bought for this program on hand, but –

Danny O'BRIEN: All right. Well, I will let you look for me and see if you can find out.

Answer:

As of 30 Oct 2023, there are 50 kilometres of road across 61 sites in metropolitan Melbourne, and 784 kilometres of roads across 480 sites in regional Victoria that are subject to a *Pavement in poor condition* management plan. These roads section have either condition-based speed limit reductions, advanced warnings of rough road signage, or are being actively managed through additional inspections.

The Department does not record the specific number of speed limit or advanced warning rough road signs used on the *Roads in poor condition* register.

As the number and length of roads on the *Roads in poor condition* register fluctuates as works are carried out throughout the year, the Department is unable to provide a point-in-time figure across a specific financial year.