

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

Committee:	Public Accounts and Estimates Committee
Inquiry:	2023/24 Financial and Performance Outcomes
Hearing date:	20 November 2024
Witness:	Paul Younis, Secretary, Department of Transport and Planning
Committee Member:	Nick McGowan MP
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Question:

Nick McGOWAN: Secretary, have you ever used the legal firm Ashurst, or has your department, in any way, shape or form?

Paul YOUNIS: I believe we have a list of all the legal firms that we use in our annual report. They are in appendix 9, I think it is, of the annual report. I am happy to just go to that, if you like, and check if Ashurst is on that, but certainly Ashurst is a legal firm that rings a bell with me. I will check. Yes, we used Ashurst, and that is reported in our annual report.

Nick McGOWAN: What was the value of that contract of expenditure on Ashurst?

Paul YOUNIS: There are a number of contracts there, and that is listed in the annual report.

Nick McGOWAN: And the total value of those contracts, Mr Younis?

Answer:

The Department of Transport and Planning (DTP) has used the supplier Ashurst Australia.

DTP had 18 active contracts with Ashurst Australia in the Financial Year 2023-24. These contracts had a total contract value of \$7.45m (inc GST). DTP's total expenditure with Ashurst Australia was \$2.59m (ex GST) in FY 2023-24.

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Committee Member:	Nick McGown MP
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Question:

Nick McGOWAN: Okay, so what is the cost of the public artwork that you are putting there at Ringwood East train station? You are putting a turtle. What is the cost of the 2.5-metre-by-2-metre turtle? What is the cost of that at Ringwood East train station?

Paul YOUNIS: Sorry?

Nick McGOWAN: The cost of the turtle.

Paul YOUNIS: At?

Nick McGOWAN: Ringwood East train station.

Paul YOUNIS: I have not got a breakdown of the cost. That is a part of the development of Ringwood.

Nick McGOWAN: How much is the cost of that public art? I just need the cost.

Paul YOUNIS: I don't have a breakdown of that cost. I'm not sure if it's broken down in the contract.

Nick McGOWAN: The sculpture you are paying to have a piece of public art. How much is the cost of that?

Paul YOUNIS: An important part of all public infrastructure and all of the –

Nick McGOWAN: I do not need the glib statement; I just need to know the cost.

Paul YOUNIS: I do not have a breakdown of that cost.

Nick McGOWAN: Can you provide the cost to me?

Paul YOUNIS: I am not sure if it is broken out in the contract.

Nick McGOWAN: I am sure the sculptor provided an invoice to the department. Can you provide the cost of the sculpture?

Paul YOUNIS: I will need to check because –

Nick McGOWAN: On what?

Paul YOUNIS: it may have been part of the overall contract for the development of the station and not a separate contract.

Nick McGOWAN: So if the sculptor has charged you for the turtle, you can provide a copy of the value of that?

Paul YOUNIS: If I have those figures, we will provide it, but as I said, that particular project may have been part of the overall construction. We have urban designers who will tell us that making places where people feel safe is important –

Nick McGOWAN: I am just wanting to know the cost of the public sculpture. What about the public sculpture at Greensborough station – the orchid at Greensborough station?

Paul YOUNIS: To have those types of sculptures, that type of public art is an important part –

Nick McGOWAN: That is fine, just tell me how much it costs.

Paul YOUNIS: of the amenities provided in public places, so that we do not build places –

Nick McGOWAN: That is the explanation. I just need to know the cost, Mr Secretary.

Paul YOUNIS: that are not accessible, that people do not feel comfortable or safe in.

Nick McGOWAN: Can you provide me also with the cost of the orchid at Greensborough train station?

Paul YOUNIS: Once again, if we have those costs broken down –

Nick McGOWAN: You will take that on notice.

Answer:

The Level Crossing Removal Project is creating a legacy for Melbourne by achieving the best possible outcome for transport users, as well as ensuring that communities benefit from the experience of better and enduring public places. Integrating public artwork into LXR projects contributes to place making and enhancing local identity.

The cost of public art is built into the contracts the government enters into with the construction partners responsible for delivering the LXR projects. These contracts are assessed for a number of criteria including value for money. The details of the contracts are confidential due to their commercially sensitive nature.

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Committee:	Public Accounts and Estimates Committee
Inquiry:	2023/24 Financial and Performance Outcomes
Hearing date:	20 November 2024
Witness:	Frankie Carroll, CEO, Suburban Rail Loop Authority
Committee Member:	Bev McArthur MP
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Question:

Bev MCARTHUR: Thank you. And in relation to – maybe you can answer this too – the project proposal report that the Victorian government submitted to the Commonwealth, can a copy be provided to the committee, please?

Paul YOUNIS: I will take that on notice, Mrs McArthur, because I am not certain that that detail is available more generally. But if that is available, then we will provide a copy.

Bev MCARTHUR: Thank you, Secretary, and in relation to the rail project proposal report template, it asks for the outline of funding and financing opportunities – Mr McGowan started this question – with direct reference to value capture strategies. On that basis, what is the value capture plan for the SRL?

Paul YOUNIS: Just what value capture is is a recognition that there is an increase in value of properties as a result of significant state infrastructure, and the value capture mechanisms – and there are a whole range of value capture mechanisms that are available –

Bev MCARTHUR: We get the theory, Secretary. What is it? What is the value capture?

Paul YOUNIS: The value capture has not been announced or decided by government yet. There are a range of options that are available to them.

Bev MCARTHUR: Well, what was submitted to the federal department?

Paul YOUNIS: Their funding is not part of the value capture. The value capture mechanisms are the state decision, and that mechanism is being run by DTF.

Danny O'BRIEN: The point of the question was that the template for the project proposal report that you have now submitted to the Commonwealth actually asks for an explanation of how the value capture will operate. That is the question. So what did you tell the Commonwealth that we are going to do?

Paul YOUNIS: I will take that on notice. As I said, if any information that we provided in the PPR is available then I will provide it, but I am not certain that that is available.

Answer:

The Project Proposal Report (PPR) for the Commonwealth's \$2.2 billion commitment for early works for the Suburban Rail Loop (SRL) East has been submitted to the Commonwealth for consideration.

The PPR is a draft document that will form the basis of ongoing discussions and deliberations with Commonwealth agencies throughout the funding approval process.

It is not the Commonwealth's normal practice to publicly release project PPRs, given they commonly include commercially sensitive information that, if released publicly, may be detrimental in the context of ongoing market engagement.

On this basis, it would not be appropriate for the PPR document to be publicly released.

With regard to value capture elements of the SRL, this funding stream, which is separate from Commonwealth funding, will be determined by the Funding and Financing Strategy for the project as outlined in the SRL Business and Investment Case.

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Committee:	Public Accounts and Estimates Committee
Inquiry:	2023/24 Financial and Performance Outcomes
Hearing date:	20 November 2024
Witness:	Duncan Elliott, CEO, Major Roads Projects
Committee Member:	Bev McArthur MP
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Question:

Bev MCARTHUR: Great. Fantastic. Mr Tieppo, at Major Road Projects Victoria do you try and support local companies – i.e. Victorian and Australian tier 3 contractors?

William TIEPPO: Yes. Most of those contracts provide – Mr Devlin and Mr Elliott encourage local contractors to be part of those things. That has been quite successful.

Paul YOUNIS: Mrs McArthur, Mr Elliott runs the major projects program. He might be able to give a bit of an overview of the local content input that goes into the contracts that run regionally.

Bev MCARTHUR: Good. Okay. Mr Elliott?

Paul YOUNIS: Yes.

Bev MCARTHUR: Thank you, Secretary. Thank you, Mr Elliott. Given that you do support local tier 3 contractors, can you tell me which company has been awarded the Barwon Heads Road project at a value of around \$50 million?

Duncan ELLIOTT: I cannot off the top of my head, but I am happy to take that on notice.

Answer:

Barwon Heads Road Upgrade Stage 2 is currently in procurement.

Following a comprehensive and robust evaluation process undertaken by Major Road Projects Victoria:

- Bild Infrastructure Pty Ltd was selected as the preferred contractor for Barwon Heads Road Upgrade – Work Package 4 and will enter into an ITC Development Agreement; and
- FCC Construction Australia Pty Ltd was selected as the preferred contractor for the Barwon Heads Road Upgrade – Work Package 5 and has entered into an ITC Development Agreement.

At the end of the Development Phase, Contractors will submit a Delivery Phase Offer which will be subject to a value for money assessment.

No delivery contracts have been awarded for these projects.

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Witness:	Paul Younis, Secretary, Department of Transport and Planning
Committee Member:	Danny O'Brien MP
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Question:

Danny O'BRIEN: Thank you, Chair. Good morning, team. Secretary, page 54 of the questionnaire states that the TEI of the road safety strategy – that is, the total estimated investment of the road safety strategy:

... has decreased by \$42.800 million due to the budget transfer to the Department of Justice and ... Safety for additional intersection speed and highway network cameras.

Was this a directive of Treasury to raise more revenue?

Paul YOUNIS: Mr O'Brien, the road safety program is funded through a variety of different sources of funding, and Treasury makes decisions about how that is allocated across the budget portfolios. As far as the department of transport is concerned, we work very closely with the TAC, with the police –

Danny O'BRIEN: I know who you work closely with, Secretary; I do not need to be told that again. Who made the decision to transfer \$43 million out of the road safety strategy to speed cameras?

Paul YOUNIS: As I was getting to, the program that we have across our entire road safety program covers the federal black spot program. The road safety program covers –

Danny O'BRIEN: That is irrelevant background, Secretary.

Paul YOUNIS: Where that is funded for in the budget, I would have to take that on notice. When we deliver that program, we deliver it as a whole. How it is accounted for in the budget papers, I will have to take that on notice.

Danny O'BRIEN: Okay. \$42.8 million for speed cameras – how many speed cameras does that purchase?

Paul YOUNIS: The speed camera purchase, I have not got a number on those. That is managed by the department of justice.

Danny O'BRIEN: Okay. So they would also be able to tell us how much revenue those cameras will raise?

Paul YOUNIS: We hold the account that takes the revenue –

Danny O'BRIEN: Through the Better Roads trust.

Paul YOUNIS: and that is through the Better Roads trust. That account, which is reported in our annual report, which I am sure is here somewhere, will have the income for that, so you can refer to the annual report.

Danny O'BRIEN: No, I have got that for last year. This is a transfer to establish new speed cameras, \$42 million worth. How many would that usually fund?

Paul YOUNIS: I would have to take that on notice.

Answer:

The additional cameras were funded in the 2021-22 State Budget as part of the Road Safety Strategy initiative to reduce the risk of speeding related fatalities and serious injuries. They were included as part of a package of initiatives under the Road Safety Strategy 2021-2030 and first Action Plan.

They are accounted for in Budget Paper 3 under *Road Safety Strategy* and Budget Paper 4 under *Road Safety Strategy (statewide)*.

The question regarding the number of new speed cameras funded by the expenditure is a matter for the Department of Justice and Community Safety.

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Committee:	Public Accounts and Estimates Committee
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Hearing date:	20 November 2024
Witness:	William Tieppo, Deputy Secretary, Network Design and Integration
Committee Member:	Danny O'Brien MP
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Question:

Danny O'BRIEN: Okay. There was a new iPAVE report undertaken. You and the minister have flagged over the last couple of years the report that assesses the state of the roads; a new one was undertaken in April this year. It is referenced on page 39 of the annual report. What percentage of the surveyed network was found to be in poor or very poor condition?

Paul YOUNIS: On that particular report, we do a survey across our network regularly, and Mr Tieppo might have an update on where that is. That informs our program. Have you got an update on that?

William TIEPPO: Yes. Mr O'Brien, I think the August report for the pavement sites in poor condition on the network totalled about 480 kilometres under mitigation that is needed. To put it in context, the iPAVe report was on only 8700 kilometres of the network that were flood affected.

Danny O'BRIEN: Sorry, did you say this was an August iPAVE report?

William TIEPPO: No, that was at the end of August this year. We track our own pavements in poor condition as well, Mr O'Brien, as part of our maintenance program. We have identified, across the whole network, 487 kilometres that are under mitigation, whether it is a speed limit or ready to be programmed into the program. But I think the report that was done by ARRB at the time does not categorise pavements in poor condition. It purely just gives you road condition data.

Danny O'BRIEN: Well, it did last year. It gave you 'very good', 'good', 'fair', 'poor' or 'very poor'. And the one that you did last year was 91 per cent poor or very poor. What did the August one give it?

William TIEPPO: I have not got that information with me, Mr O'Brien.

Danny O'BRIEN: Can the committee have a copy of the August iPAVE report?

William TIEPPO: That is probably something that we can have a look at and take notice if you want, Mr O'Brien.

Danny O'BRIEN: Could we have a copy of any of the management and resilience reports interpreting the data?

William TIEPPO: Yes.

Danny O'BRIEN: Are you happy to take that on notice and provide a copy?

William TIEPPO: Yes.

Answer:

The Department is preparing the requested information in a form that can be easily understood and communicated.

This is highly technical data and has been provided alongside raw data collected from a range of sources including for example, in-person inspections and surveillance technology.

The Department needs to ensure it takes the time to prepare this information in a way that it is meaningful, can be understood, in particular the context and when read in isolation to all other data relating to the road network.

The Department also needs to ensure when preparing this information that it is done so following cabinet and commercial guidelines.

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Committee:	Public Accounts and Estimates Committee
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Witness:	Andrew McKeegan, Deputy Secretary, Planning and Land Services
Committee Member:	Danny O'Brien MP
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Question:

Danny O'BRIEN: Thank you very much, Secretary. Can I move onto a couple of other issues in planning. I am interested in the development facilitation program. Are you able to provide a full list of all the projects that have applied for development facilitation and what ministerial decisions have been made on them?

Paul YOUNIS: Mr McKeegan might be able to help us in relation to the development facilitation program. He runs that program. There has certainly been an increase over the last 12 months in the scope of that program, and he might be able to give us a rundown of that particular program.

Danny O'BRIEN: Is it correct there were 78 projects eligible when the scheme was first announced?

Andrew McKEEGAN: So through the DFP pathway there have been 11 applications that have been through and approved, which have delivered 2155 dwellings. There are a number in the pipeline for the DFP, so there are still a number of active programs. The way the DFP works is that proponents will come to the government and they will work within the front end of facilitating their project to get it through, so that we can make sure that they have got all of the material, they have got it right and the applications are there. And then once it comes into the system, they become a live application that goes into the system.

Danny O'BRIEN: Just to clarify, you mentioned housing, but this is not just a housing project.

Andrew MCKEEGAN: No, DFP does a whole range of pathways – so both, yes.

Danny O'BRIEN: Would it be possible to get a list of all the projects that have applied and their current status?

Andrew MCKEEGAN: So the number of applications and where they are at in the system?

Danny O'BRIEN: Yes. Can you provide that on notice for us?

Andrew MCKEEGAN: Yes.

Answer:

A total of 76 permit applications have been made to the Development Facilitation Program under Clauses 53.22 and 53.23 of the Victoria Planning Provisions (VPP). 42 of those applications have been determined and approved, while 34 remain under assessment. The complete list of Ministerial permits is available publicly online at [Ministerial permits register](#) .

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Committee Member:	Danny O'Brien MP
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Question:

Danny O'BRIEN: Thank you. Secretary, what measures are currently in place to examine the probity of the minister when making direct approvals on planning applications, including political interests such as political donations? Where a project has bypassed the usual process and goes directly to ministerial approval, what is the process?

Paul YOUNIS: Our internal mechanism of assessing and giving recommendations to the minister is well established, and that is run by Mr McKeegan's department, and they are the statutory approvals. If there are any conflicts of interest or any interests, there is a mechanism for that be declared. If there are any conflicts that are seen to be material, then there is a mechanism of delegation or changes to the decision-making process.

Danny O'BRIEN: Who is the delegation to?

Paul YOUNIS: That will depend on the nature of the application.

Danny O'BRIEN: So, if the minister had a conflict of interest, for example, on a major project, would it be delegated to another minister?

Paul YOUNIS: The minister could delegate it to a cabinet committee. She could delegate it to a planning officer within the department. That would be upon recommendation. We would get advice, and that would be a decision of the minister and the department but done on recommendation.

Danny O'BRIEN: Has that occurred at all in the past 12 months?

Paul YOUNIS: I am not aware of any occurrence of that in the past 12 months. I will just double check with Mr McKeegan. No.

Danny O'BRIEN: Okay. Could I ask you to take that on notice – to double check that that is accurate?

Paul YOUNIS: Yes.

Answer:

The Minister for Planning has not delegated any development decision in the past 12 months due to a known conflict of interest.

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Question:

Aiv PUGLIELLI: Thank you. Just looking at your 2023–24 annual report, on page 231 it shows an increase of over 213,000 per cent in non-road diesel in depots, total energy used in transportation. What is that? Is that a typo?

Paul YOUNIS: I had better go to that so I know exactly what I am looking at. So, page –

Aiv PUGLIELLI: Page 231 of the annual report.

Paul YOUNIS: It shows the LPG in buildings –

Aiv PUGLIELLI: So, non-road diesel in depots, and it is the table of total energy use and transportation. 213,000 per cent plus increase – percentagewise, what is that?

Paul YOUNIS: I will have to take that on notice. I actually cannot find that figure.

Answer:

The Victorian Department of Treasury and Finance (DTF) introduced new environmental reporting requirements, including depot emissions, for the 2022/2023 annual reports.

In the first year of the new reporting requirements, the Department of Transport and Planning's (DTP) 2022/2023 depot emissions included tractor and plant machinery only.

In the second year of the new reporting requirements, the scope of DTP's reported depot emissions expanded with the inclusion of 130 trucks. This asset group accounted for most of the "Non-road diesel in depots" category in DTP's 2023/2024 annual report.

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Question:

Aiv PUGLIELLI: Thank you. Non-road diesel engine emissions are the largest source of unregulated air pollution in this country. They emit particulate matter, mainly farm particles, PM2.5, oxides of nitrogen, volatile organic compounds and a range air toxics that are harmful to human health. What is being done to rectify this?

Paul YOUNIS: Sorry, I missed the –

Aiv PUGLIELLI: The emissions of non-road diesel engines.

Paul YOUNIS: The emissions of non-road diesel engines.

Aiv PUGLIELLI: Diesel engines, yes.

Paul YOUNIS: I will have to take that question on notice.

Answer:

Action on non-road diesel engine emissions is being undertaken as part of the National Clean Air Agreement (NCAA). The NCAA was agreed by the Environment Ministers from all Australian jurisdictions in 2015 and has been supported by consecutive work plans that detail a rolling program of activities to respond to air quality priorities.

One of the priority actions of the 2021-23 NCAA work plan was the evaluation of a national approach to managing emissions from non-road diesel engines. A Draft Impact Analysis was led by the Australian and New South Wales governments and released for public consultation. The Impact Analysis found that the most effective approach would be for the Commonwealth to regulate emissions from non-road diesel engines through new legislation and emission standards.

Non-road diesel emissions include emissions from maritime activities and plant, equipment and machinery used and primary and industrial production, including tractors, cranes, loaders, excavators, bulldozers, forklifts, pumps and generators. These are outside the scope of the Department Transport and Planning's responsibilities.

Non-road emissions also include emissions from railway rolling stock. As noted during the hearing, V/Line is reducing emissions through replacing older rolling stock, updating rolling stock to newer,

less polluting powerplants, operational improvements to reduce idling and exploring the use of low-carbon-liquid fuels.

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Question:

Aiv PUGLIELLI: Sure. No worries at all. Looking ahead to *Victoria's Bus Plan* that was released in mid-2021, reform objective 3 was for better performing buses, and it referred to measures like bus lanes and priority traffic signals. Could I ask how many bus lanes and priority traffic signals the department has implemented since 2021?

Paul YOUNIS: We would be able to give you that on notice, but there are a number of works underway now in relation to dedicated bus lanes. Part of the North East Link project increases the dedicated bus lanes significantly. A lot of our major projects, as we are doing those major projects, increases those bus lanes and reallocates road space to the appropriate use. The North East Link is the prime example of that. Mr Tieppo, I am not sure if you have got other examples of that, but we will have to come back to you on the breakdown of how many lanes are being done.

Fiona ADAMSON: And the signals – we will have to come back on the signals.

Paul YOUNIS: And there is other work being done on signals. We have done a lot of signal rationalisation, which gives buses and active transport priority. That number is in the hundreds, where we have put those in in the last two or three years, but the exact numbers I have not got in front of me now.

Aiv PUGLIELLI: Broader data on notice would be wonderful, thank you.

Answer:

Priority bus lanes have been planned or implemented as part of a number of Big Build projects and major network change initiatives. These include Fitzsimons Lane, Mickleham Road, and Hoddle Street.

In the relevant period, the DTP Signal Network Optimisation Program, which reviews and optimises the metropolitan traffic signal network, has achieved the following related to buses:

- Bus improvements have been made to 731 traffic signals
- 148 traffic signal corridors (a route with multiple traffic signals) have been reviewed and 110 of those included bus improvements

Bus improvements typically consist of operational changes to the traffic signal system that reduce delays to buses.

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Question:

Danny O'BRIEN: Okay. Page 28 of the questionnaire lists the metropolitan road and intersection upgrades program, and there is a slight variation on the spending there. Can I get a list of what those projects were when they were funded, the total EOI at announcement, the total EOI expected now and the expected completion date?

Paul YOUNIS: Yes, I have not got them here, but if we have that, we will put that –

Danny O'BRIEN: The projects are listed in the previous budget papers. Can I get those updates on notice?

Paul YOUNIS: We can do that.

Answer:

2020-21 Metropolitan Road and Intersection Upgrades initiative was funded for Total Estimated Investment (TEI) of \$117 million. The initiative received additional funding from the 2021-22 Metro Roads Upgrade Program to fund an increase for Metropolitan Roads Construction Package 1.

Current TEI for 2020-21 Metropolitan Road and Intersection Upgrades Program is \$121.42 million, (refer 2024-25 State Budget, State Capital Program (Budget Paper No. 4), Page 81.)

Metropolitan Roads Construction Package 1 is currently in construction and is due for practical completion in March 2025.

The projects funded, and completion dates, in 2020-21 Metropolitan Road and Intersection Upgrades include:

- Racecourse Road, Kensington (Expected Completion, mid-2025);
- Cardinia Road / Henry Road, Pakenham (Completed, December 2021);
- High Street and Coburns Road, Melton (Expected completion, March 2025);
- Mickleham Road and Aitken College, Greenvale (Project incorporated into Mickleham Rd Stage 1. Expected completion early 2025);
- South Gippsland Highway, Lynbrook Boulevard to Dandenong Bypass (Expected Completion, June 2026);
- Melton Highway / Leakes Road (Expected Completion, September 2025);

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- Norton Drive / High Street, Melton (Completed, October 2024);
- Melton Highway / Sunshine Avenue / Old Calder Highway (Expected Completion, TBD following design process);
- Metropolitan Roads Construction Package 1 (Expected Completion, March 2025); and
- Metropolitan Roads Construction Package 2 (Expected Completion, April 2025)

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Question:

Aiv PUGLIELLI: Reform objective 4, with respect to that one, can I ask how many routes have been simplified and which routes those are?

Paul YOUNIS: We have done a fair bit of work in relation to traffic signals. In the bus plan, you are referring to?

Aiv PUGLIELLI: Still on the bus plan, yes.

Paul YOUNIS: Since the introduction of the bus plan we have been progressively upgrading and reviewing routes. The number of routes exactly is in the hundreds that we have viewed, and there are still quite a few to do. Mr Tieppo, have you got the number?

William TIEPPO: We have not got that exact number with us at the moment.

Paul YOUNIS: We will give you that number.

Aiv PUGLIELLI: Thank you.

Answer:

Since the launch of Victoria's Bus Plan, a series of Metropolitan, Regional and School bus routes have been introduced and/or modified to simplify and improve Victoria's bus network. Please refer to the attachment titled 'PAEC Bus Services'.

	List of changes	Number of routes in scope	Brief description of the change
1	Extension of route 433 to Stone Hill Estate in Maddingley and pairing with services to Darley through Bacchus Marsh.	2	Route 435 and 433 merged into a single route
2	Continuation of routes 888 and 889 in Casey.	2	Routes 888 and 889 previous GAIC funded has funding for continuous operation.
3	Continuation of routes 152 and 182 in Wyndham.	2	Routes 152 and 182 previous GAIC funded has funding for continuous operation.
4	Service changes to integrate the Bulleen Park and Ride.	4	Route 200, 905, 305, 309 are changed to enable the opening of Bulleen Park and Ride
5	Network changes in Heatherton to complement Suburban Rail Loop works.	2	Routes 631, 821 are changed to enable SRL stabling works
6	Extended Kilmore town bus services.	1	Modification of the Kilmore Link Bus
7	Route 501 high-frequency weekday shuttle between Donnybrook and Craigieburn.	1	Introduction of a shuttle bus service, operating 7 days a week, between Donnybrook and Craigieburn
8	New Route 475 in Sunbury and Diggers Rest.	1	Introduction of a new route between Sunbury and Diggers Rest
9	Extension to routes 863 and 895 in Cranbourne West and Narre Warren.	2	863 extension to Cranbourne West. Route 895 is extended to Casey Business Park
10	Extension and realignment of routes servicing Box Hill – Burwood - Deakin University – Clayton – Southland.	2	Routes 733 and 767 are upgraded in frequency for weekday interpeak and weekend
11	Rapid running on Route 246.	1	Trial of rapid running
12	New FlexiRide service in Tarneit North.	1	Introduction of a new FlexiRide service in Tarneit North
13	Extended routes in Casey.	1	Route 898 is extended to provide better coverage
14	New and extended routes in Clyde and Clyde North.	1	Route 897 is extended to provide better coverage
15	Extra services in Craigieburn.	6	Routes extended in growth areas and/or frequency upgrades on routes 390, 525, 528, 529, 533 and 537
16	Extra services in Moonee Ponds – Melbourne University.	1	Additional trips added to Route 505
17	More frequent services Fishermans Bend – CBD.	3	Realignment of Route 235 & 237 with service level upgrades while additional trips were added to 215
18	Better bus stops in Fishermans Bend.	2	Upgrade of bus stops in Fishermans Bend, servicing 235.237
19	Night bus expanded from 21 to 34 routes.		Some of our most popular bus routes expanded to a 24-hour weekend service on Fridays and Saturdays and new bus routes now operate after midnight on weekends.
20	New school services for Werribee	12	School Bus Service uplifts
21	New school services to Point Cook	2	School Bus Service uplifts
22	New school services to Lara Secondary College	1	School Bus Service uplifts
23	New school services to Wulerrp Secondary College	1	School Bus Service uplifts
24	New school service to St Francis Catholic College	2	School Bus Service uplifts
25	New school services to Staughton College	6	School Bus Service uplifts
26	New school services to Rockbank Primary	2	School Bus Service uplifts
27	New school service to Deanside Primary School	1	School Bus Service uplifts
28	New school services to Mount Rowan Secondary College & Ballarat HS	2	School Bus Service uplifts
29	New school services to Brookside P-9 & Lakeview SC	2	School Bus Service uplifts
30	New school service to Kambrya Secondary College	1	School Bus Service uplifts
31	New school service to Yarrabing Secondary College	1	School Bus Service uplifts
32	New school bus services to Springside West Secondary College	5	School Bus Service uplifts
33	New school bus services to Greenvale Secondary College	2	School Bus Service uplifts
34	New school bus services to Bemim Secondary College	6	School Bus Service uplifts
35	New school bus services to Walcom Ngarrwa Secondary College	1	School Bus Service uplifts
36	New school bus services to Oberon High School	6	School Bus Service uplifts
37	New school bus services to Bellarine Secondary College	8	School Bus Service uplifts
38	New school bus service to Sacred Heart & St Joseph's	1	School Bus Service uplifts
39	New school bus services to Wallan Secondary School & Wallan PS	8	School Bus Service uplifts
40	New school bus service to Ashwood High School	1	School Bus Service uplifts
41	New school bus service to Wollert Secondary College	1	School Bus Service uplifts
42	New school bus services to Clyde Secondary College	2	School Bus Service uplifts
43	New school bus service to Mount Ridley College	1	School Bus Service uplifts
44	New school bus services to Lucas Primary School, Ballarat HS, Siena PS	3	School Bus Service uplifts
45	New school bus service to Bannockburn P12 College	1	School Bus Service uplifts
46	New school bus services to McKinnon Secondary College	2	School Bus Service uplifts
47	New high-frequency shuttle bus linking Victoria Park Station with the University of Melbourne and the Parkville.	1	Introduction of Route 202 linking Melbourne University to Victoria Park Station and Yarra Bend
48	New route 390 for Craigieburn, Wollert and Mernda.	1	Introduction of new Route 390 between Craigieburn and Mernda via Wollert
49	New and extended routes for Keysborough and Springvale.	1	Route 816 extension to provide better coverage
50	Buses realigned to access the new Chelsea Station bus interchange.	4	Routes 707, 857 858 and 902 for minor route path change to enable new Chelsea Station Bus interchange
51	Buses realigned to access the new Glenroy Station bus interchange.	4	Bus routes realigned to access the new interchange at Glenroy Station - routes 513, 514, 534 & 536
52	Extended services for route 631 in Heatherton.	1	Minor network change with more services added on route 631 to enable SRL works.
53	Upgraded services for route 538 in Broadmeadows.	1	Route 538 was realigned to be more direct with additional trips

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54	Buses realigned to access the new Deer Park Station bus interchange.	3	Route 400, 420 & 422 realigned to access the new interchange at Deer Park Station
55	Buses realigned to access the new Hampton Station bus interchange.	2	Routes 708 and 828 have minor route path changes to enable Hampton Station Bus interchange
56	Extra services for Grattan Street services.	5	Routes 401, 402, 403, 505 & 546 were realigned. Routes 505 & 546 received service level upgrades
57	Buses realigned to access the new Merinda Park Station bus interchange.	2	Routes serviced - routes 881 and 863
58	Route and timetable change for Ballarat route 15.	1	Realignment of the route path for the Route 15
59	New service for Kilmore.	1	Introduction of the Kilmore Link Bus
60	More bus services for Alexandra to Eildon.	1	Increase in service frequency from 2 days per week to a return service every week day
61	Sale bus network networks improvements.	8	Reform of existing network - 7 town network routes plus modification to an intertown service (Sale to Stratford). Increase in service frequency, including introduction of Saturday services for first time
62	Armstrong Creek and Torquay bus network changes and improvements.	26	Network reform involving 6 public bus routes, 19 school bus routes and a V/Line coach route. Reform to increase accessibility for Armstrong Creek, Torquay and Jan Juc residents.
63	Yarra Valley Network Reform.	4	Network reform - more services added to route 685, with the route 684 truncating at Ringwood Station.
64	FlexiRide	2	Route 787 was upgraded while FlexiRide Rosebud was provided
65	a. Mornington Peninsula trial - Mornington Peninsula, Safety Beach, Dromana, McRae and Rosebud.		
66	b. Melton South	1	Introduction of a new FlexiRide service in Melton South
67	Dandenong to Chadstone – service upgrades and route realignment to route 800.	1	Route 800 has Sunday services introduced and improved Saturday frequency and weekday span.
68	Anzac station bus network integration - timetable and route path changes for routes 603, 604 and 605.	3	603 604 605 have been upgraded and extended to connect Anzac Station
69	Better services for Fishermans Bend	1	Route 606 has frequency upgrade on weekdays and more services introduced on weekend to Fishermans Bend
70	Route 612 Upgrade	1	Sunday services are introduced on route 612.
71	Croydon Station LX Bus Interchange - Coolstore Rd	27	12 metro routes and 15 school specials have minor route path changes to enable New interchange at Croydon
Total routes in scope:		218	

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

Committee:	Public Accounts and Estimates Committee
Inquiry:	2023/24 Financial and Performance Outcomes
Hearing date:	20 November 2024
Witness:	Paul Younis, Secretary, Department of Transport and Planning
Committee Member:	Aiv Puglielli MP
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Question:

Aiv PUGLIELLI: Could I ask how many real-time information screens have been installed since 2021?

Paul YOUNIS: As a part of our smarter roads program, we had – sorry, this is on the buses, you are talking about?

Aiv PUGLIELLI: Still on the bus plan, yes.

Paul YOUNIS: Once again I will take that on notice, because we talk about redoing routes, but part of the bus plan was upgrading stops. There have been quite a number of stops in the order of – well, 80 was on our last program to upgrade to accessible stops but also accessible displays, real-time displays on our buses. I know Kinetic, when they took over their contract, did a lot of work in relation to real-time displays. The exact number I have not got in front of me, and if that is available, then we will provide that on notice.

Aiv PUGLIELLI: On notice. That would be great, thank you.

Answer:

Since 2021, there have been 49 new Real-Time Passenger Information Displays (PIDs) delivered across the network, with a further 72 to be delivered in the next quarter.

At present, there are 582 units on the network.

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

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Question:

Aiv PUGLIELLI: Looking at action 1 for the 2021–23 period, it is to develop a bus reform implementation plan. Where is that?

Paul YOUNIS: We have got a zero-emission bus transition plan. The bus reform plan –

Aiv PUGLIELLI: Implementation plan phase. Is it in the room with us right now?

Paul YOUNIS: Mr Tieppo?

William TIEPPO: I have not got it.

Paul YOUNIS: We will have to get back to you on the status of that.

Aiv PUGLIELLI: All good. Thank you.

Answer:

The Department of Transport and Planning (DTP) is continuing to deliver bus network reform in line with Victoria's Bus Plan.

Since the release of the Bus Plan, DTP has delivered new bus routes, simplified existing routes, and upgraded timetables across approximately 218 public transport and school transport services across Melbourne and regional Victoria, making the network simpler, faster and more reliable. We have introduced, modified and extended school bus services across the state, with a focus on growth areas. This has seen Victorians benefit from about 4,600 additional services running on the network each week.

The first Zero Emission Bus Franchises have been awarded, covering 131 public transport routes and more than 230 school bus services across Melbourne. Over time, these franchises will transition our bus fleet with more modern, zero emission buses, towards a cleaner, smarter fleet, and deliver better value for money from our bus network.

DTP is continuing to improve the passenger experience with trials of Rapid Running on Route 246, removing the need for a timetable and moving towards a headway based turn up and go service. All

door boarding is reducing dwell times at stops to improve performance and ensure passengers get to their destination on time. Route network changes to remove duplication and simplify routes is making the bus network easier to understand, making the network more accessible to more people.

With over 4000 buses in the State's bus fleet, progressive reform will take time, and ongoing reform will be required to respond to changes in technology, travel patterns and to integrate new communities, infrastructure and activity centres into the state's bus network.

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

Committee:	Public Accounts and Estimates Committee
Inquiry:	2023/24 Financial and Performance Outcomes
Hearing date:	20 November 2024
Witness:	Paul Younis, Secretary
Committee Member:	Aiv Puglielli MP
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Question:

Aiv PUGLIELLI: Okay. Thank you. Can I ask – and you can clarify if this is for the wrong department – has the government made any representation to the federal government’s National Emergency Management Agency’s Disaster Ready Fund to help access mitigation options for Kensington Banks or the Maribyrnong catchment areas?

Paul YOUNIS: Any submission from the state to the Commonwealth is managed by DPC. They coordinate them because generally those types of inquiries cross a number of departments – unless DPC hand it to somebody else. I am not aware of the input in relation to that. That is a matter for DPC and/or DEECA to give that feedback.

Aiv PUGLIELLI: Okay. So your department has not advised them to do so?

Paul YOUNIS: We did not make a direct submission, and I would have to take on notice, if there was a submission from the state, whether we made a contribution to that submission.

Answer:

The Department of Transport and Planning did not directly request or receive funding from the Federal Government’s Disaster Ready Fund regarding mitigation options for Kensington Banks or the Maribyrnong catchment area.

At the state-level, the Department of Energy, Environment and Climate Action and Melbourne Water have mitigation responsibilities for floodplain and catchment areas. Emergency Management Victoria is the lead agency for the Disaster Ready Fund in Victoria.

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

Committee:	Public Accounts and Estimates Committee
Inquiry:	2023/24 Financial and Performance Outcomes
Hearing date:	20 November 2024
Witness:	Paul Younis, Secretary, Department of Transport and Planning
Committee Member:	Aiv Puglielli MP
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Question:

Aiv PUGLIELLI: Thank you. I would like to ask now a bit about public land. Can you provide to the committee an inventory of all public land sites deemed surplus to government requirements and proposed or likely to be proposed for private sale?

Paul YOUNIS: We have identified 45. There are different types – there are sites that we sell privately that are surplus to government requirements. What has happened in the last 18 months is that government made a policy direction that if there are any surplus to requirements it should go first to a potential housing site if the unlocking of those sites could add to housing. There are 45 sites that have been identified. Not all of those we have made public, because we are still working through a whole due diligence in relation to a number of those sites and that due diligence needs to happen prior to release to the market. But those sites will particularly deliver I think around 9000 homes. We have also put in place a land coordinator-general, who will manage our land transactions from start through to delivery so that we can ensure that, as much as possible, the land that is surplus to the normal requirements of government, what are traditionally the requirements, is made available to support the housing demand process. The list of sites is not available publicly as yet because we only provide that list once we have gone through our due diligence process of release, and I think there would be 20 or something that we have got listed now. We will provide that list, but there are a number that we have identified separately where we are working through a due diligence process.

Aiv PUGLIELLI: The total of which and the breakdown – can you provide that as an inventory to the committee?

Paul YOUNIS: Once again, I need to be careful about what I can provide as to what is available to the committee. There are those parcels that have been completed where we have gone through their due diligence which we now know are either available for private sale, which is reducing, and/or are being made available for development. For example, the Kew former VicRoads site is one site that we have now made public.

We have been through due diligence, and it is going through a process of development that will increase housing on that site. But I am very conscious that there are some elements of the entire list that we are not at liberty to provide. What I will do is provide you the parts that are available for the public.

Aiv PUGLIELLI: On notice, that would be wonderful. Thank you.

Answer:

As part of Victoria's Housing Statement, the Victorian Government committed to delivering 9000 dwellings, with at least 10 per cent affordable housing, across 45 government land sites over the next ten years.

Each of the 45 sites have either gone through, or are going through, an extensive due diligence process to determine suitability for housing development, with sites in various stages of delivery.

Sites which have gone through the due diligence process and have been publicly announced to date, include:

- 60 Denmark Street, Kew
- Footscray Station, Hyde Street
- Oakleigh Station, 1-15 Johnston Street Oakleigh
- 1020 Latrobe Street Delacombe (Ballarat Saleyards site)
- 2-80 Muir Road and 52-54 Baanip Boulevard, Mount Duneed (Waurm Ponds Station)
- Junction Place Precinct 5, Wodonga
- 2 Osborne Street, Bendigo (Flora Hill)
- 9-43 Chum Street, Golden Square, Bendigo
- 247 and 267 St Albans Road, Sunshine North
- Quinn, Bridge Road and Coxon Street, Officer
- 621 Burwood Highway, Knoxfield
- 419-421 Upper Heidelberg Road, Ivanhoe
- Fitzroy Gasworks, 433 Smith Street, Fitzroy
- 260 O'Herns Road, Epping
- 61 Eastone Avenue Wollert and 100A Cotters Road Epping (Auroa)
- 541 Sydney Road, Coburg
- 147a Cairnlea Drive, Cairnlea
- 706 Boronia Road, Wantirna
- Grange Road, Alphington
- 9 Maralinga Avenue, Keysborough
- 18a Miller Street, Preston
- 323 McDonalds Road, Epping
- Laurens Street, North Melbourne