

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

<b>Committee:</b>	Public Accounts and Estimates Committee
<b>Inquiry:</b>	2026-27 Budget Estimates
<b>Hearing date:</b>	18 May 2026
<b>Witness:</b>	Gabrielle Williams MP
<b>Committee Member:</b>	Aiv Puglielli
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**Question:**

**Aiv Puglielli** - Yes, just to keep us moving – I have limited time – could I ask with respect to the 86 tram corridor, Gertrude Street and Smith Street, is there a date set for those particular sites?

**Jeroen Weimar** - In terms of the –

**Aiv Puglielli** - Delivery of upgrades for those sites.

**Jeroen Weimar** - Well, the 86 already of course has the benefit of having E-class trams running upon it, so it is a low-floor stock. It is a good, accessible corridor. Right now our focus is very much on getting Droop Street organised for the route 82, getting the G-class out into Thornbury and getting Northcote sorted out. We can come back to you on what the timelines are for the stops on Gertrude Street.

**Answer:**

We know tram stop upgrades can change the layout of a street and the way people move in the area. That's why we've undertaken a new corridor approach to the delivery of tram stop upgrades.

Following an allocation of funding in the 2022-23 Victorian Budget, the Department of Transport and Planning undertook public consultation in 2023 and 2024 on the design and location of level access tram stops on three priority tram corridors: High Street in Thornbury and Northcote; Gordon and Droop Street in Footscray; and Gertrude and Smith Street in Fitzroy.

Following completion of planning and detailed development, in the 2025-26 Victorian Budget, Government committed funding to deliver level access stops on Route 82 in Footscray. Construction of the five level access stops along Droop and Gordon Street will start in the coming months, improving access to the new Footscray Hospital. These improvements will deliver level-access boarding for passengers when new G Class trams roll out on Route 82.

In the 2026-27 Victorian Budget, Government committed funding to deliver level access stop upgrades on High Street, Thornbury and Northcote. This includes a stop at the intersection of Separation St and High St, improving access to Northcote Plaza, Northcote Station, and Route 508 bus services.

Additionally, funding was provided for the planning of level access stop upgrades on Keilor Road, Niddrie and Sydney Road, Brunswick and Coburg.



Gabrielle Williams MP

Minister for Public and Active Transport

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**Question:**

**Aiv Puglielli** - Thank you. That would be much appreciated. Can I also move on to another matter, budget paper 3, page 94, looking at Richmond station. Could I just ask: is there a dollar figure that the committee could be provided with as to how much has been spent on upgrades for Richmond station, say, over the last decade? Is that something you would be able to source?

**Gabrielle Williams** - Look, I would have to take that on notice. I would not have that figure to hand.

**Aiv Puglielli** - If you are taking that question away to follow it up, can I also ask for Burnley station as well? Is that all right?

**Gabrielle Williams** - In terms of – sorry, what was the full question?

**Aiv Puglielli** - You were going to take away to get me, over 10 years, the investment.

**Gabrielle Williams** - Over 10 years, the investment and the upgrades. Sure. I am just noting that I am not sure how you want to categorise upgrades here because some upgrades might be to things, for example, like tactiles or ensuring there are safety uplifts but also CCTV, lighting, painting and those sorts of improvements. In terms of Richmond station, there are some technology uplifts that I know MTM have been introducing to stop pit access.

**Answer:**

Since 2014, the Allan Labor Government has committed over \$370 million to deliver accessibility, safety and amenity upgrades at over 100 stations across the metropolitan rail network. This is in addition to the new and upgraded stations delivered as part of Big Build projects like the Level Crossing Removal Project.

Over the past decade, \$20.2 million has been invested to upgrade Richmond Station, and \$4.5 million has been invested to upgrade Burnley Station.

Improvements at Richmond have included updated wayfinding signage as part of the Metro Tunnel Readiness Project, upgraded Passenger Information Displays (PIDs), enhanced LED lighting for passenger safety, and asphalt resurfacing on pedestrian footpaths and walkways across the station precinct.

Additionally, Richmond Station was one of the stations chosen for the LiDAR (Light Detection and Ranging) and AI-integrated CCTV camera pilot, designed to provide real-time alerts for unauthorised track entry, enabling faster intervention by rail personnel and emergency services. This technology is

also designed to capture passenger density on platforms and monitor crowd sizes to provide real time feedback to station staff - assisting with platform crowd management.

Burnley Station has received critical safety and accessibility platform upgrades on Platforms 3 and 4, passenger connectivity and underpass improvements, and power supply improvements.

These investments are in addition to our investment in the ongoing maintenance of these stations through the metropolitan rail franchise contract.



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