

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

Committee:	Public Accounts and Estimates Committee
Inquiry:	2024-25 Financial and Performance Outcomes
Hearing date:	26 November 2025
Witness:	Jeroen Weimar
Committee Member:	Jade Benham
Page/s of transcript:	5

Question:

In the same section on page 10, you have also listed indicators of activity for grass mowed, signs replaced, fixed barriers repaired. So, can the committee please have the data for the previous five years? As you stated in your introduction, you continue to improve. Can we see the comparative data for the last five years?

Answer:

The Department of Transport and Planning (DTP) plan and deliver a program of works that aims to ensure the roadside is safe. In 2024-2025, DTP mowed 53,700 kilometres, repaired 41,828 signs and fixed 309 barriers.

Victoria has moved to a Victorian Road Maintenance Contract (VRMC) model across the state, in part, to ensure consistent data formatting and capture. As such, data prior to this model implementation has variations year to year over the previous five years. Consequently, direct comparisons cannot be provided.

Jeroen Weimar

Secretary, Department of Transport and Planning

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Question:

Jade Benham - The same section on page 10 also indicates the department cleared 20,000 square metres of graffiti. What was the cost of this work, and how does it compare to the previous five financial years?

Jeroen Weimar - Ms Benham, I do not have a separate number to hand on the cost of removing that graffiti, but of course we have reported the amount of graffiti we have removed. I would be very happy to give you advice on that. This is the reality of the diversity of work we do across our road maintenance program. Graffiti is a problem to fix.

Jade Benham - So you are going to provide that data to us?

Jeroen Weimar - I can certainly see what information we have and come back to you on that, Ms Benham.

Answer:

The Department of Transport and Planning (DTP) plan and deliver a program of works that aims to ensure offensive graffiti is removed in accordance with the Department's *Road Management Plan*.

Over the last four financial years from 2021-2022, DTP spent \$4.3 million on graffiti removal. This includes \$1.5 million in the most recent financial period, 2024-2025.

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Question:

As of today, how many roads or sections of road are subject to ‘pavement in poor condition’ management plans?

Answer:

As at June 2025, 159 individual sites across Victoria’s arterial road network were being managed under a pavement in poor condition plan. This is a significant reduction from the 1,993km of road in the same category in the immediate aftermath of extreme weather events in 2022 and 2023.

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Question:

In regard to the development facilitation pathway, how many extra new homes have been created under this program?

Answer:

Since the release of the Housing Statement, 7,544 homes have been approved in planning permits granted under Development Facilitation planning permit application pathways. In the same period, the Development Facilitation Program (DFP) has facilitated the approval of planning scheme amendments that will unlock the supply of over 5,700 residential lots.

Of the 7,544 homes permitted under the program, applicants have committed to delivering over 2,000 as affordable and social homes and more than \$12 million to the Social Housing Growth Fund, to acquit the required affordable housing contribution.

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Question:

How many extra houses, social homes, have been completed on these surplus properties?

Answer:

Victoria's Housing Statement commits to unlocking and rezoning surplus government land to deliver around 9,000 homes across 45 sites in both metropolitan Melbourne and regional Victoria with at least 10 per cent of affordable homes to be built across these sites.

Since the release of the Housing Statement, significant activity has been underway to build new homes. The way this is being delivered on the ground varies across each site through staged delivery of different solutions at different times.

In some locations, social and affordable homes will be integrated with a mix of private homes. In other locations, the staged delivery across a single site will see different buildings with different tenure typologies. For example, one building might be Build-to-Sell, another Build-to-Rent and another be affordable housing to be managed by a Community Housing Provider.

At this early stage in the delivery cycle, 345 homes for sale or private rental have been built.

The number of new homes approved, commenced and built across typologies will increase in a staged manner.

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Committee Member:	Roma Britnell
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Question:

Roma Britnell - I will just move on to the cost blowouts on St Kilda Pier. What is the precise increase in the TEI for the St Kilda Pier rebuild compared to the original budget, and on what date was the project reclassified from a minor to a major project?

Jeroen Weimar - Thank you, Ms Britnell. I was pleased that we completed the work on St Kilda Pier in partnership with Parks Victoria, and it is good to see the increasing usage numbers on the pier since it has reopened. I might ask Mr Tighe to just advise on the details of your question.

Dean Tighe - I will have to check, Ms Britnell, but any cost increase would be reported in the 'State Capital Program', budget paper 4. I am happy to follow that up for you, but I have not got those figures to hand at the moment.

Answer:

Please refer to Page 103 of the Department of Transport and Planning 2024-25 Financial and Performance Outcomes Questionnaire which contains this information.

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Committee Member:	Aiv Puglielli
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Question:

Aiv Puglielli - Just looking at the Fitzroy tram corridor, in terms of accessibility upgrades to that corridor, looking at route 86 – I understand they previously received funding for community consultation – can I confirm: have the designs for those accessibility upgrades been confirmed?

Jeroen Weimar - I might just check in with my team on this in terms of the work we are doing on the tram corridor. Whilst they find the reference points, certainly in the 2024–25 year, 12 level access stops were delivered across the tram network, and we are starting to see I think some real traction now. The other key part I think of our tram program has been that we now have the next-generation tram in testing at Maidstone depot. Maidstone depot has been completed, and we have got an order book of a hundred of those trams to come through. That will significantly boost the number of level access trams we have operating on the network, so a hundred E-class trams, a hundred G-class trams on order, which will massively improve accessibility to the network, recognising that as a streetcar system it is quite a challenging thing to go and do.

Aiv Puglielli - But that particular corridor, those designs for the upgrades – have they been confirmed?

Dean Tighe - I have not got anything on the 86, which is my local tram network, but I will endeavour to get back to you on that one, if that is okay.

Aiv Puglielli - Thank you. That is much appreciated. If you can also provide it to the committee, it would be good to have the date for when the construction is due to start. That would be great.

Answer:

The Department of Transport and Planning has been funded to undertake planning, design and development activities, including community engagement, for tram upgrades.

This work has considered community feedback along with network planning priorities, environmental assessments, traffic studies and other project considerations to provide options for future upgrades along these corridors.

Four level access stop pairs on Route 82 along Droop St, Footscray have progressed to the delivery phase, with DTP receiving delivery funding in the 2025/26 State Budget. Construction of these stops will occur as part of DTP's rolling program of capital works on the tram network.

Two other stop pairs are planned for Route 59, including outside the Moonee Ponds Civic Centre, and on Mt Alexander Road at the intersection of Glass and Leake St.

In 2025, DTP delivered new level access stop pairs on Route 57, on Union Road in Ascot Vale, outside of the Melbourne Showgrounds, and on Victoria St in North Melbourne, outside of Queen Victoria Market.

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Question:

Aiv Puglielli - I understand there are a number of other roads that have had separated bicycle lanes approved or designs consulted on by the City of Melbourne, but those, as far as I am aware, have not yet been approved by the department. One example is Queensberry Street. Can I ask: has that particular one been approved?

Fiona Adamson - I will have to actually confirm that with you. My understanding is we are not holding anything up, like any final approvals up. Let me check that, and we will come back on that.

Answer:

This project is being delivered by City of Melbourne (CoM), who is working to finalise its design. Once CoM designs are finalised and shared with Department of Transport and Planning (DTP) for endorsement, our team will work closely with CoM to ensure their timely approval.

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Question:

Can I ask, for context: has Heritage Victoria ever prosecuted developers for failing to adhere to various orders such as make-safe or repair orders?

Answer:

The *Heritage Act 2017* includes several provisions designed to prevent or remedy actions that could harm State heritage listed places and objects, including stop orders, rectification orders and repair orders.

Heritage Victoria's overall approach to regulatory enforcement is detailed in its Compliance and Enforcement Strategy, which is available on its website.

Any decision to pursue prosecution for a breach of the Heritage Act is made in line with the Policy of the Director of Public Prosecutions of Victoria, which stipulates that a prosecution may only proceed if there is a reasonable prospect of conviction and if it is deemed to be in the public interest.

Heritage Victoria's records indicate that from 2001 there have been 12 successful prosecutions under the Heritage Act. The records indicate that a mix of companies and individuals were prosecuted, including developers.

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Question:

Aiv Puglielli - can the panel tell the committee: when was the last time that the train station in Richmond was upgraded?

Jeroen Weimar - Gosh, I think that is not, in my memory, over the last 10 years, Mr Puglielli. That would be my first answer. We might have to take that question on notice.

Aiv Puglielli - Thank you. That is much appreciated. It would be good to know also when the last time was that Richmond station was assessed by the department for upgrades.

Jeroen Weimar - I might just use this to just talk briefly, if I may, about the work we are doing currently on rail franchising. Obviously we are about to go into the next iteration of the metro rail franchise. We are at the request for expressions of interest stage in that process at this point in time. The metro trains franchisee will take over all 227 stations, now we have added five onto them, and manage that through. Part of that is about the safe and effective management of all the stations, including Richmond station. As we keep adding more services to the network, Richmond is getting a lot more throughput at this point in time. It is very important to the MCG and the wider surrounding area. We will gladly advise when it was last upgraded, but I would appreciate it is a key area of focus for us.

Answer:

Upgrades at train stations are continually prioritised based on a number of factors including patronage demand and growth, safety and accessibility issues, as well as site complexities and constraints.

In 2024, lighting at Richmond station was upgraded to an advanced LED system. This has improved safety through enhanced visibility and improved passenger comfort, and sustainability through better energy efficiency and reduced environmental impact.

To support network changes associated with the introduction of the Metro Tunnel Project, the following customer information improvements will be delivered at Richmond Station ahead of the new timetable and network changes (the Big Switch) on 1 February 2026:

- New and/or updated physical wayfinding signage;
- New station entrance sign;

- New static customer information (e.g. updated network map, precinct map and platform finder); and
- Passenger information displays updated to reflect new network operations.

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Question:

Aiv Puglielli - Can I get an update on the green spine project in central Geelong?

Jeroen Weimar - Could you give me a bit more of a clue?

Aiv Puglielli - It is an area that state government assumed control over several years ago. It is to deal with what has been a heavily car-dependent and lacking cycling infrastructure place.

Jeroen Weimar - Having spent a bit of time in Geelong a few years ago, this is an area I can visualise quite well. But, Stuart, you might want to just give a bit of advice on that.

Stuart Moseley - I am going to have to take that one on notice.

Answer:

The Malop Street Green Spine is a project in Central Geelong that seeks to connect Johnstone Park to Eastern Park. The project aims to create a green, pedestrian and bike-oriented environment including a continuous canopy of trees and a series of alfresco, seating and gathering spaces.

The Malop Street Green Spine is identified as a key project in the State's Central Geelong Framework Plan, approved by the Minister for Planning in 2023.

The project has been progressively implemented since 2018, with the State Government contributing \$8 million, alongside \$12 million from the Commonwealth Government and \$3 million from the City of Greater Geelong.

The completed works have contributed to a continuous canopy of trees and a series of alfresco, seating and gathering spaces.

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Question:

Just looking at a piece of industrial land on the corner of Stubbs Street and Macaulay Road in Kensington, the community have wanted it to be turned into open space for years. It still has not been developed. What is the hold-up?

Answer:

The land on the corner of Stubbs Street and Macaulay Road in Kensington is owned by VicTrack and is currently leased.

VicTrack will continue discussions with the City of Melbourne about opportunities for the council to lease or purchase VicTrack land to create new open spaces for the community.

When transacting land, as a government agency, VicTrack must adhere to the Victorian Government Land Transaction Policy, which includes a requirement to sell or lease land at a rate no less than that determined by the Valuer General Victoria.

The policy also sets out the processes and requirements that apply when councils or other parties seek to purchase or lease land from government agencies, including VicTrack.

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Committee Member:	Michael Galea
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Question:

Michael Galea - You mentioned those two routes in particular – 798 and the 831. Not just the expanded service and coverage for these new estates in Clyde North and providing that grid formation too, but the frequency is really key to actually driving that mode shift and getting people onto buses as well, which has been great to see. On that note, I am curious if you have any update on how, whether it is these specific services or any of the broader new GAIC services, they are performing.

Dean Tighe - Actual performance – that is a good question.

Jeroen Weimar - Mr Galea, I am very happy to take that question, and Ms Adamson might help me with some of the performance figures on this. What we have seen is the performance of the bus network continues to hold up really well. I think some of these data are also included within our DPS measures. We are starting to see growth again of people coming on our bus network, and we are maintaining good reliability and good punctuality. Ms Adamson, is there anything else you want to add to that?

Fiona Adamson - We are certainly seeing an uplift in bus usage – patronage – and the key to that is actually having services where people want them. So this whole bus reform package is about identifying where people need to have services and making sure we are making those changes as well as introducing new services. We can come back with the exact numbers on that, Mr Galea.

Answer:

The Clyde North and Casey areas across the south-east are some of the fastest growing regions in Melbourne. With more growth expected, this means increased demand for improved public transport services.

The 2023-24 Growth Area Infrastructure Contribution (GAIC) round invested \$401,331,656 million to support thirty-seven projects. This included allocated funding to upgrade routes 798 Cranbourne to Clyde North and Route 831 Berwick Station-Kingsmere Estate.

Route 798 was extended a further eight kilometres to Clyde North via Hardys Road in Casey to service areas where there was previously no public transport, providing locals a better connection to shops, schools, train stations and further public transport network connections. Changes went live on 11 May 2025.

Route 831 was extended into Casey by eleven kilometres towards Clyde via Bells Road. The service extension went live on 24 August 2025, providing residents in Minta Farm, Thompsons Road and Clyde North a direct connection to Berwick train station, shops and schools. Residents along Bells Road and Tuckers Road also have access to bus services for the first time.

The route frequency was also improved, increasing on weekdays from every 40 minutes to every 20 minutes, and on weekends to every 40 minutes most of the time, compared to the previous hourly frequency. The span of hours was also increased on all days to allow additional morning and night-time trips to be added.

At this early stage, both routes 798 and 831 have shown a growth in patronage on weekdays.

Since 1 July 2024, as well as the upgraded routes 798 and 831, the following bus packages have been delivered and funded via the GAIC:

- Route 524 Phase 1 – Donnybrook Station to Peppercorn Hill (16 March 2025): New Route 524 to service residents of Olivine Estate and Peppercorn Hill Estate
- Route 925 (23 March 2025): Route 925 extension to Officer South.
- Wyndham Service Uplifts (1 July 2025): Service increases for Wyndham routes 170, 180, 190, 192.
- Route 928 (24 August 2025): Route 928 bus services to the growth area of Cardinia and
- Route 390 (7 September 2025): Service increases for Route 390 Mernda to Craigieburn Station.
- Route 543 (5 October 2025): Bus service extension – Route 543 to Craigieburn Central.
- Craigieburn Service Uplifts (5 October 2025): Service uplifts for Craigieburn routes 525, 528, 537, 529, 533.
- Route 524 Phase 2 (5 October 2025): Uplift to Route 524 – Kalkallo to Olivine via Donnybrook Station.
- Wyndham service upgrades (commencing 7 December 2025):
 - Route 153 Williams Landing Station – Werribee Station via Princes Highway service uplift: Upgrade services to operate every 20 minutes to improve services to the new Wyndham Law Courts precinct, and connect to both bus and train services at Werribee, Hoppers Crossing and Williams Landing stations.
 - Route 154 Tarneit - Laverton via Tarneit North: Delivery of a fixed route 154 to residential areas currently reliant on the Tarneit North FlexiRide. Will also provide a link between Tarneit Station and the employment area of Laverton North.
 - Route 194 – Wyndham Vale Station via Harpley and Mambourin - Phase 1: A new bus connection between Harpley and Cornerstone Estates, and Wyndham Vale Station.

Further the Victorian Government has committed \$162 million in delivering new and improved bus services under the 2025/26 State Budget and GAIC for new or improved bus services, with a focus on connecting communities in Melbourne's growing suburbs to train stations, schools, health services and jobs. This includes the continuation of Route 881 – Clyde North to Merinda Park Station.

This latest funding for more services adds to the new or improved bus services announced this time last year, backed by \$180 million worth of investments under the Victorian State Budget 2024/25 and the GAIC.

Jeroen Weimar
Secretary, Department of Transport and Planning