1. During the submissions made on behalf of the Department, the IAC asked further questions that were taken on notice.

2. This document sets out the Department’s response to the questions raised by the IAC, save for the IAC’s question concerning who led the reference design approach. NELP will provide a detailed response to that question.

**What is the status of the 2008 Victorian Transport Plan? What is the status of an updated Victorian Transport Plan? Is it the case that a suite of plans and strategies makes up the current Victorian Transport Plan?**

3. The 2008 Victorian Transport Plan has been superseded by further strategic planning and no longer reflects Victoria’s transport strategy.

4. Victoria’s current transport strategy should be understood as being comprised by the suite of plans and strategies identified in paragraph 15 of the Department’s written submissions, which includes *Plan Melbourne 2017-2040*, the *Infrastructure Plan (2017)*, and the *Transport Integration Act 2010 (Vic)*.

**There is a level of dissatisfaction and uncertainty as to whether other projects will be delivered (eg. improving bus travel times from Hoddle Street to the CBD). What will ensure that complementary projects will be delivered, particularly where they are not included in, or in the absence of, a Transport Plan?**

5. Complementary projects which capitalise on opportunities created by the Project, will be considered as part of future planning for an integrated transport system. The delivery of these projects is beyond the scope of the Project. The need for these complementary projects will be examined and considered by government by reference to their merits at appropriate points in time in the future.
6. A further question was asked concerning planning for services using the Doncaster Busway and on the Hoddle Street-CBD bus corridor.

7. The proposed Doncaster Busway will facilitate the provision of a quality bus service between the CBD and the North East well into the future. Recent improvements to this corridor include streamlining Hoddle Street and the introduction of 17 extra peak services added across Doncaster bus services in October 2018.

8. Paragraph 49 of the Department’s written submissions referred to strategic bus network planning. The Department confirms that this work has considered how buses get from the freeway to the CBD.

9. Future service plans for the bus network will consider improvements to bus services in order to ensure a high-quality public transport service when the busway opens. The Department will develop service plans to support the opening of the Doncaster Busway. This will be undertaken as a separate process to the Project.

10. The Department will also work with local government to improve bus movements through their streets including Hoddle Street to the CBD.

11. The matters in paragraphs [7]-[10] above also respond to the question raised by Manningham City Council through the IAC.