

PARLIAMENT OF VICTORIA

**PARLIAMENTARY DEBATES
(HANSARD)**

LEGISLATIVE COUNCIL

FIFTY-EIGHTH PARLIAMENT

FIRST SESSION

ANSWERS TO CONSTITUENCY QUESTIONS

30 March to 1 May 2018

(Extract from book 5)

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By authority of the Victorian Government Printer

The Governor

The Honourable LINDA DESSAU, AC

The Lieutenant-Governor

The Honourable KEN LAY, AO, APM

The ministry

(from 16 October 2017)

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Minister for Training and Skills, and Minister for Corrections	The Hon. G. A. Tierney, MLC
Minister for Planning	The Hon. R. W. Wynne, MP
Cabinet Secretary	Ms M. Thomas, MP

Legislative Council committees

Privileges Committee — Mr Dalidakis, Mr Mulino, Mr O’Sullivan, Mr Purcell, Mr Rich-Phillips, Ms Springle, Ms Symes and Ms Wooldridge.

Procedure Committee — The President, Dr Carling-Jenkins, Mr Davis, Mr Jennings, Ms Pennicuik, Ms Pulford, Ms Tierney and Ms Wooldridge.

Legislative Council standing committees

Standing Committee on the Economy and Infrastructure — Mr Bourman, #Mr Davis, Ms Dunn, Mr Eideh, Mr Finn, Mr Gepp, Mr Leane, #Mr Melhem, Mr Ondarchie, Mr O’Sullivan and #Mr Rich-Phillips.

Standing Committee on the Environment and Planning — Ms Bath, #Mr Bourman, Mr Dalla-Riva, Mr Davis, #Ms Dunn, Mr Elasmarr, Mr Melhem, #Mr Purcell, #Mr Ramsay, #Dr Ratnam, Ms Shing, #Ms Symes, Ms Truong and Mr Young.

Standing Committee on Legal and Social Issues — #Ms Crozier, #Mr Elasmarr, Ms Fitzherbert, Mr Morris, Mr Mulino, Ms Patten, Mrs Peulich, #Dr Ratnam, #Mr Rich-Phillips, Mr Somyurek, Ms Springle and Ms Symes.

participating members

Legislative Council select committees

Port of Melbourne Select Committee — Mr Mulino, Mr Ondarchie, Mr Purcell, Mr Rich-Phillips, Ms Shing and Ms Tierney.

Fire Services Bill Select Committee — Ms Lovell, Mr Melhem, Mr Mulino, Mr O’Sullivan, Mr Rich Phillips, Ms Shing and Mr Young.

Joint committees

Accountability and Oversight Committee — (*Council*): Mr O’Sullivan, Mr Purcell and Ms Symes. (*Assembly*): Mr Angus, Mr Gidley, Mr Noonan and Ms Thomson.

Dispute Resolution Committee — (*Council*): Mr Bourman, Mr Dalidakis, Ms Dunn, Mr Jennings and Ms Wooldridge. (*Assembly*): Ms Allan, Mr Clark, Ms Hutchins, Mr Merlino, Mr M. O’Brien, Mr Pakula and Mr Walsh.

Economic, Education, Jobs and Skills Committee — (*Council*): Mr Bourman, Mr Elasmarr and Mr Melhem. (*Assembly*): Mr Crisp, Mrs Fyffe, Ms Garrett and Ms Ryall.

Electoral Matters Committee — (*Council*): Ms Bath, Ms Patten and Mr Somyurek. (*Assembly*): Ms Asher, Ms Blandthorn, Mr Dixon and Ms Spence.

Environment, Natural Resources and Regional Development Committee — (*Council*): Mr O’Sullivan, Mr Ramsay and Mr Young. (*Assembly*): Mr J. Bull, Ms Halfpenny, Mr Richardson and Mr Riordan.

Family and Community Development Committee — (*Council*): Dr Carling-Jenkins and Mr Finn. (*Assembly*): Ms Britnell, Ms Couzens, Mr Edbrooke, Ms Edwards and Ms McLeish.

House Committee — (*Council*): The President (*ex officio*), Mr Eideh, Ms Lovell, Mr Mulino and Mr Young. (*Assembly*): The Speaker (*ex officio*), Mr J. Bull, Mr Crisp, Mrs Fyffe, Mr Staikos, Ms Suleyman and Mr Thompson.

Independent Broad-based Anti-corruption Commission Committee — (*Council*): Mr Ramsay and Ms Symes. (*Assembly*): Mr Hibbins, Mr D. O’Brien, Mr Richardson, Ms Thomson and Mr Wells.

Law Reform, Road and Community Safety Committee — (*Council*): Mr Gepp and Ms Patten. (*Assembly*): Mr Dixon, Mr Howard, Ms Suleyman, Mr Thompson and Mr Tilley.

Public Accounts and Estimates Committee — (*Council*): Ms Patten, Ms Pennicuik and Ms Shing. (*Assembly*): Mr Dimopoulos, Mr Morris, Mr D. O’Brien, Mr Pearson, Mr T. Smith and Ms Ward.

Scrutiny of Acts and Regulations Committee — (*Council*): Ms Bath and Mr Dalla-Riva. (*Assembly*): Ms Blandthorn, Mr J. Bull, Mr Dimopoulos, Ms Kilkenny and Mr Pesutto.

Heads of parliamentary departments

Assembly — Acting Clerk of the Legislative Assembly: Ms Bridget Noonan

Council — Acting Clerk of the Parliaments and Clerk of the Legislative Council: Mr A. Young

Parliamentary Services — Secretary: Mr P. Lochert

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FIFTY-EIGHTH PARLIAMENT — FIRST SESSION

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Deputy President:

Mr K. EIDEH

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Carling-Jenkins, Dr Rachel ³	Western Metropolitan	AC	O'Donohue, Mr Edward John	Eastern Victoria	LP
Crozier, Ms Georgina Mary	Southern Metropolitan	LP	Ondarchie, Mr Craig Philip	Northern Metropolitan	LP
Dalidakis, Mr Philip	Southern Metropolitan	ALP	O'Sullivan, Luke Bartholomew ⁹	Northern Victoria	Nats
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Elasmr, Mr Nazih	Northern Metropolitan	ALP	Ramsay, Mr Simon	Western Victoria	LP
Finn, Mr Bernard Thomas C.	Western Metropolitan	LP	Ratnam, Dr Samantha Shantini ¹¹	Northern Metropolitan	Greens
Fitzherbert, Ms Margaret	Southern Metropolitan	LP	Rich-Phillips, Mr Gordon Kenneth	South Eastern Metropolitan	LP
Gepp, Mr Mark ⁵	Northern Victoria	ALP	Shing, Ms Harriet	Eastern Victoria	ALP
Hartland, Ms Colleen Mildred ⁷	Western Metropolitan	Greens	Somyurek, Mr Adem	South Eastern Metropolitan	ALP
Herbert, Mr Steven Ralph ⁶	Northern Victoria	ALP	Springle, Ms Nina	South Eastern Metropolitan	Greens
Jennings, Mr Gavin Wayne	South Eastern Metropolitan	ALP	Symes, Ms Jaclyn	Northern Victoria	ALP
Leane, Mr Shaun Leo	Eastern Metropolitan	ALP	Tierney, Ms Gayle Anne	Western Victoria	ALP
Lovell, Ms Wendy Ann	Northern Victoria	LP	Truong, Ms Huong ¹²	Western Metropolitan	Greens
Melhem, Mr Cesar	Western Metropolitan	ALP	Wooldridge, Ms Mary Louise Newling	Eastern Metropolitan	LP
			Young, Mr Daniel	Northern Victoria	SFFP

¹ Resigned 28 September 2017

² Appointed 15 April 2015

³ DLP until 26 June 2017

⁴ Resigned 27 May 2016

⁵ Appointed 7 June 2017

⁶ Resigned 6 April 2017

⁷ Resigned 9 February 2018

⁸ Resigned 25 February 2015

⁹ Appointed 12 October 2016

¹⁰ ASP until 16 January 2018

¹¹ Appointed 18 October 2017

¹² Appointed 21 February 2018

PARTY ABBREVIATIONS

AC — Australian Conservatives; ALP — Labor Party; ASP — Australian Sex Party;
DLP — Democratic Labour Party; Greens — Australian Greens;
LP — Liberal Party; Nats — The Nationals; RV — Reason Victoria
SFFP — Shooters, Fishers and Farmers Party; VILJ — Vote 1 Local Jobs

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ANSWERS TO CONSTITUENCY QUESTIONS

Answers have been incorporated in the form supplied by the departments on behalf of the appropriate ministers and received by Hansard in the period shown.

30 March to 1 May 2018**Western Victoria Region**

Question asked by: Mr Ramsay
Directed to: Minister for Roads and Road Safety
Asked on: 6 February 2018

ANSWER:

I acknowledge that there have been traffic delays in Barwon Heads during the recent summer peak holiday period. These delays may have increased due to the recent installation of pedestrian crossings on and adjacent to Barwon Heads Road. The new pedestrian crossings were installed following extensive community consultation and have improved safety and access for pedestrians during the peak holiday season. It was recognised at the time that some additional delays to vehicles travelling through this area would occur.

VicRoads has advised me it is currently reviewing traffic data collected within Barwon Heads over the recent peak holiday period to determine if any adjustments can be made to the current arrangements.

Western Victoria Region

Question asked by: Mr Ramsay
Directed to: Minister for Roads and Road Safety
Asked on: 7 February 2018

ANSWER:

The Andrews Labor Government is investing \$109 million to reduce congestion and improve pedestrian and cyclist safety in Drysdale, and across the Bellarine Peninsula.

Improving pedestrian and cyclist safety is a key benefit of the Drysdale Bypass. Children will be able to walk or ride safely to their schools and nearby sporting precincts. VicRoads advise that signalised intersections installed as part of the project will provide controlled pedestrian crossing points, and a pedestrian underpass below the bypass will provide access to schools without having to negotiate bypass traffic.

The Bypass will incorporate the upgrade of two intersections to use traffic lights. These intersections will ensure the high traffic demands during summer and peak periods can be managed, providing a more reliable travel experience for our growth areas across the Bellarine.

Western Metropolitan Region

Question asked by: Mr Finn
Directed to: Minister for Roads and Road Safety
Asked on: 7 February 2018

ANSWER:

The CityLink Tulla Widening project is scheduled to be completed by mid year. The section between Bulla Road and the City has been opened since December 2017.

The community will begin to see a staged opening between Bulla Road and the airport between now and mid-year, when the project is due for completion.

As works are completed, new lanes will be opened. On the 25 February, an additional lane was opened inbound between Melrose Drive and Bulla Road.

To minimise impact to motorists, works were undertaken at night when traffic was lightest. This allowed us to maintain the existing capacity and ensured the Tullamarine Freeway was open to traffic each day.

Safety is our primary concern. During construction, we are reducing speed limits as traffic conditions change, which helps to protect motorists and our workers.

Eastern Metropolitan Region

Question asked by: Mr Leane
Directed to: Minister for Health
Asked on: 7 February 2018

ANSWER:

The Andrews Labor Government's new \$10 million Maroondah Breast Cancer Centre will bring together the best breast screening, breast cancer treatment and supportive care services under one roof for women in Melbourne's east. BreastScreen Victoria and Radiation Oncology Consultation services will be provided from the new facility, along with Eastern Health's Diagnostic Breast Imaging, Interventional Breast Imaging, Medical Oncology, Breast Care Nurse Consultation, and Wellness/Support Care Consultation.

Construction of the centre is complete and the centre is expected to open to the public in early April 2018.

A key election commitment, co-located on the Maroondah Hospital site, the centre will provide improved, world class services closer to home for up to 25 000 additional women in the eastern suburbs.

Eastern Metropolitan Region

Question asked by: Ms Wooldridge
Directed to: Minister for Police
Asked on: 8 February 2018

ANSWER:

The Andrews Government is committed to ensuring that Victoria Police has the powers and resources it needs to reduce harm in the community and keep Victorians safe.

Our record \$2 billion investment is delivering 3135 new sworn police officers over the next five years, on top of attrition, to ensure communities have the police they need, when they need them. Victoria Police has developed a new and sophisticated Staff Allocation Model (SAM) to determine how many police are needed and where.

In 2018-19, this investment will see 825 new police officers hit the streets, including an additional 61 officers to the Diamond Creek division that includes Banyule and Nillumbik. This includes 12 family violence specialist roles, which will assist Police tackle this issue head on and free up existing police to focus on other crime. This allocation builds on the 45 additional police officers allocated to the division in 2017-18.

As reflected in the latest data published by the Crime Statistics Agency (CSA) for the year ending 31 December 2017, the Government's commitment to effectively resource Victoria Police is showing results. CSA data shows that crime across Eltham, as well as the Nillumbik and Banyule Local Government Areas (LGAs) has decreased. The number of offences recorded in the Nillumbik LGA and Banyule LGA have decreased by 26.7 per cent and 4.3 per cent respectively.

Under the Andrews Government, the Community Crime Prevention program has funded five grants, totalling \$49 471, in the Nillumbik LGA. A total of eight grants were funded in the Banyule LGA, totalling \$50 038. These grants have funded a range of crime prevention initiatives and programs promoting community safety in the area.

The Government will continue to work with the Chief Commissioner to tackle complex law and order challenges and give police the resources they need to keep the community safe and to drive down high harm crime.

Southern Metropolitan Region

Question asked by: Ms Crozier
Directed to: Minister for Planning
Asked on: 20 February 2018

ANSWER:

Plan Melbourne 2017-2050 sets a policy direction to increase density and activity in established areas currently serviced by existing public transport networks, employment opportunities and infrastructure. Elsternwick has been identified as a major activity centre and suitable to accommodate additional growth.

Glen Eira City Council has recently adopted the Elsternwick Activity Centre Structure Plan to provide certainty for stakeholders about the level of change and type of development that can be expected in Elsternwick. The council has undertaken community consultation during preparation of the structure plan. The council is now in the process of preparing a planning scheme amendment to implement the structure plan as part of the Glen Eira Planning Scheme. This process includes public exhibition and the right for any person to make a submission.

Southern Metropolitan Region

Question asked by: Ms Pennicuik
Directed to: Minister for Roads and Road Safety
Asked on: 20 February 2018

ANSWER:

VicRoads has investigated this matter and identified that modifications to the Kings Way and Park Street intersection will occur as part of the Melbourne Metro Rail Authority's (MMRA) Network Enhancement Project. This includes the following changes at the south west corner of the intersection and to the existing zebra crossing:

- Signage improvements to raise awareness of the pedestrian crossing as motorists approach it; and
- Reduction in the width of the left turn slip lane from Kings Way into Park Street, to decrease the speed of vehicles approaching the zebra crossing.

VicRoads has advised that these improvements were completed by early March 2018, to create a safer walking environment for pedestrians using this crossing.

Eastern Metropolitan Region

Question asked by: Ms Dunn
Directed to: Minister for Roads and Road Safety
Asked on: 21 February 2018

ANSWER:

The North East Link will be designed and constructed to enable the use of High Productivity Freight Vehicles (HPFV) along its route, extending from the M80 in the North to Springvale Road.

Given this, the completion of the North East Link will open up access for HPFV, including A-Double trucks, via the M80 ring road east of the Hume, via the North East Link, Eastern Freeway between Bulleen Road and Springvale Road and EastLink to the M1 Interchange and beyond.

Western Metropolitan Region

Question asked by: Mr Melhem
Directed to: Minister for Roads and Road Safety
Asked on: 21 February 2018

ANSWER:

The Victorian Government is building the West Gate Tunnel Project to address some of Melbourne's biggest transport and planning challenges.

If these challenges are not addressed, there will be significant impacts for Melbourne's west.

The West Gate Bridge already carries around 200 000 vehicles every day — in less than 15 years that number will soar to around 250 000. That's tremendous growth in the Western Metropolitan Region and it's only going to increase.

Without the West Gate Tunnel Project, road network performance in Melbourne's west will deteriorate significantly with widespread congestion and delays.

Travel times between the west and the Port of Melbourne or the inner north will be much longer. For example, a trip from Werribee or Melton to the inner north will be at least 20 minutes slower than it is today.

As Victoria's economy continues to grow, so too does the Port of Melbourne's freight task, which is expected to triple by 2050. Truck volumes are forecast to increase by up to 9000 a day on the West Gate Freeway and West Gate Bridge, with large increases also expected on Francis Street and Buckley Street.

The city centre and inner north will be affected, as more trucks will be accessing North Melbourne via Dynon Road and travelling from the Port to the West Gate Freeway via Wurundjeri Way.

Population increases in the west are some of the highest in the nation. Taken together, the poor performance of the west's road network will reduce access to workplaces, schools and hospitals. A continuing decline in travel times and reliability on the freight network will also increase costs for businesses.

For the rest of the State, poor access to the Port of Melbourne will reduce the competitiveness of Victoria's exports and undermine Melbourne's position as Australia's premier freight and logistics hub.

By 2031, the impact of an overstretched bridge will be felt right along the M1 corridor, from Geelong to Pakenham. Without an alternative to the bridge, Melbourne will grind to a halt.

This is why we're getting to work on the West Gate Tunnel Project now, to change the way people and freight move around Melbourne and preserve our city's world-renowned liveability.

Eastern Metropolitan Region

Question asked by: Ms Wooldridge
Directed to: Minister for Roads and Road Safety
Asked on: 21 February 2018

ANSWER:

The upcoming community workshops are just the beginning of the North East Link Authority's commitment to face-to-face engagement in 2018. Other opportunities to get involved in the first half of the year include participating in their Community Liaison Groups and stakeholder working groups, or attending one of the upcoming community drop-in information sessions.

The first series of community workshops will focus on three conversation streams — urban design, walking and cycling, and your environment — following feedback from local communities in a survey filled out by more than 7000 residents.

The second series of community workshops will continue after Easter. These sessions will help the Authority to have more in-depth conversations with communities about specific design challenges and opportunities.

Eastern Victoria Region

Question asked by: Ms Shing
Directed to: Minister for Roads and Road Safety
Asked on: 21 February 2018

ANSWER:

The installation of safety barriers in the Latrobe Valley and South Gippsland is part of the Andrews Labor Government's Towards Zero Road Safety Strategy and Action Plan, which aims to reduce the number of lives lost on Victoria's roads to less than 200 and the incidence of serious injuries by 15 per cent by 2020. The rollout of this initiative began in late 2016 and will continue through to 2020.

VicRoads advises me that accurate crash records are not available until at least six months after a crash occurs. As such, less than one year of crash records are available since the rollout began and are insufficient to determine the extent to which flexible safety barriers have reduced the number of crashes, serious injuries and fatalities. However, I understand that figures of barrier hits in 2017 are available. This data shows that barriers in eastern Victoria were hit around 169 times last year, which means 169 potentially serious or fatal crashes avoided. Every barrier that has been hit is a life potentially saved or serious injury avoided. Crash statistics are available to the public at <https://www.vicroads.vic.gov.au/>.

Northern Victoria Region

Question asked by: Ms Lovell
Directed to: Minister for Roads and Road Safety
Asked on: 22 February 2018

ANSWER:

In recognition of pedestrian safety and speed issues in Strathmerton, VicRoads has been working with the Moira Shire Council to resolve this issue. In 2016, the Andrews Labour Government funded a \$50 000 pedestrian crossing on the Murray Valley Highway in Strathmerton, under the Building our Regions funding program. The Council is delivering the works, which are currently in the design phase. The works are expected to be completed by May 2018, and will include a refuge island to protect pedestrians when they cross the Murray Valley Highway in Strathmerton. Once works are completed, VicRoads will monitor the location to evaluate the effectiveness of this safety improvement measure and determine if a speed limit review is needed.

The start and finish times of schools vary considerably across Victoria. The implementation of school speed zones between 8:00am and 9:30am means that 99 per cent of Victorian students are entering school gates at the time when the reduced speed limits are in operation. Similarly, the application of school speed zones between 2:30pm and 4:00pm ensures that the reduced speed limits are in place at the time that 95 per cent of Victorian students are leaving the school gates.

Southern Metropolitan Region

Question asked by: Ms Pennicuik
Directed to: Minister for Roads and Road Safety
Asked on: 22 February 2018

ANSWER:

VicRoads has advised it is aware of the concerns raised and following its investigations has taken immediate action to implement temporary solutions at this location and is now working towards a permanent solution.

In the temporary case, the following changes have already been implemented to make the crossing safer:

- Amended the line marking to make the stop lines more visible
- Modified the pedestrian crossing lines to dashes

- Removed the central lane lines between the pedestrian crossing and the stop lines
- Moved the stop line further west
- Installed temporary traffic island barriers with additional signage
- Repositioned the lanterns on signals
- Installed additional signage on the signal poles for vehicles to stop at red lights
- Removed the gawk screens in area to increase sight distance

The proposed changes which are currently being assessed for the permanent case include:

- A new traffic signal arrangement
- Changing locations of traffic signals
- Altering the location of traffic islands
- Changing traffic lantern types

Eastern Victoria Region

Question asked by: Mr O'Donohue
Directed to: Minister for Roads and Road Safety
Asked on: 22 February 2018

ANSWER:

Speed limits are set to provide an appropriate balance between safety and mobility, with consideration given to factors such as the number of access points along the route, the nature of the road environment, adjacent speed zones, road user types and safety history.

VicRoads receives many requests for speed limit reductions and assesses them against its Speed Zoning Guidelines. These guidelines are used to ensure that a consistent and credible system of speed zoning is applied across the state.

The Andrews Labor Government is also committed to a Safe System approach to achieve improved road safety outcomes that involve better vehicle safety, creating a safer and more forgiving road environment, having more compliant road users and appropriate travel speeds. The Safe System approach recognises that humans will make mistakes, and that the road network should be designed so that road users are not penalised with death or serious injury when they make mistakes.

VicRoads advises me that it has reviewed the speed limit on Wellington Road between Narre Warren East and Clematis, taking into account the above criteria, and found that the current speed limit of 100 km/h is appropriate for this section of road.

Western Victoria Region

Question asked by: Mr Purcell
Directed to: Minister for Roads and Road Safety
Asked on: 6 March 2018

ANSWER:

I thank the Member for Western Victoria for his question asking about road works in Port Fairy in early March.

I am advised that 980 metres of the Princes Highway was resurfaced through Port Fairy, in time for the Folk Festival. The local work crew were out of the town on Thursday morning, well ahead of visitors arriving on Friday.

Eastern Metropolitan Region

Question asked by: Ms Wooldridge
Directed to: Minister for Public Transport
Asked on: 7 March 2018

ANSWER:

The Hurstbridge Line Upgrade Project and Mernda Rail Extension will enable new and more frequent rail services to these growing areas of Melbourne. The Hurstbridge project involves duplicating the section of single track between Heidelberg and Rosanna to improve the frequency and reliability of rail services in Melbourne's north-east corridor.

The design, construction, commissioning and timetable development activities associated with new rail infrastructure means that there is generally a significant amount of time required to deliver service upgrades on the heavy rail network.

Accordingly, improvements on the Hurstbridge line are being delivered in two stages, with an initial set of service upgrades already delivered in August 2017. The second stage timetable will be implemented following completion of the infrastructure upgrades and will be announced once full details of the changes have been confirmed.

Eastern Metropolitan Region

Question asked by: Ms Dunn
Directed to: Minister for Planning
Asked on: 7 March 2018

ANSWER:

The former Boronia Heights Secondary College was located on the Mount View campus and this site is now surplus to the Department of Education and Training needs.

This site is nominated as one of the six trial sites that will be redeveloped to provide high-quality, affordable homes under the Inclusionary Housing Pilot program, delivering up to 100 new social housing homes across the six sites.

The site, which comprises 8.05 hectares of public land, was chosen for its large size, location and access to local services, jobs and public transport. Work is now progressing to put this site to market.

Proposed planning changes for all Inclusionary Housing Pilot sites are being reviewed by the independent Government Land Standing Advisory Committee. In accordance with its terms of reference, the advisory committee considers the suitability of the proposed Neighbourhood Residential rezoning and any overlay for each site in line with the relevant planning scheme and State and Local Policy Frameworks. The advisory committee may also consider matters such as the protection of native vegetation, parking requirements, and open space contributions in line with current development requirements. It is outside the scope of the advisory committee to review the decision that a subject site is surplus to government needs.

In November and December 2017, the advisory committee sought public feedback on the planning proposal to consider the appropriate future use of the site, including the development of housing. A three-day public hearing was held in February 2018 where anyone who had made a written submission was invited make a verbal submission. A total of 67 submissions were made to the advisory committee, but not all submitters requested to be heard at the public hearings.

Public feedback from the panel hearing process will inform recommendations the advisory committee provides in its report back to me. I will consider this feedback when deciding on the proposed planning changes.

Following my decision on the proposed planning changes, design concepts for the redevelopment of 40 Mount View Road, Boronia will be sought through an Expression of Interest process. Interested developers will be invited

to partner with community housing providers to submit innovative design concepts that incorporate an inclusive mix of social and private housing which offers high-quality design and amenity.

Design concepts will be short-listed and released for public consultation, with public feedback informing the final design selected for development.

Northern Metropolitan Region

Question asked by: Ms Patten
Directed to: Minister for Planning
Asked on: 7 March 2018

ANSWER:

The former HM Prison Pentridge is of historical, architectural, archaeological and aesthetic significance to the State of Victoria and is included on the Victorian Heritage Register under the provisions of the Heritage Act 2017.

The former prison was sold by the Victorian Government in 1999 for redevelopment. The southern part of the site is currently owned by Future Estate, while the northern part of the site is owned by the Shayher Group.

In 2006 a permit was issued by Heritage Victoria to the former owner of the southern part of the site and required a covenant establishing a museum as part of D Division. The museum is to occupy D Division's single storey bluestone entry wing, the exercise yard and eight cells.

In 2015 Future Estate took ownership of the southern section of the site and negotiated an extension to the completion date for the museum. It is understood that Future Estate now intends to sell D Division.

I am advised by Heritage Victoria that the museum must be delivered as part of any future redevelopment of D Division. Taking this requirement, I do not think it necessary for the Victorian Government to re-acquire D Division.

While a permit has been issued by Heritage Victoria allowing some limited residential development in parts of the former exercise yards of D Division, I do not consider that this would be an appropriate site for public housing.

Northern Victoria Region

Question asked by: Ms Symes
Directed to: Minister for Tourism and Major Events
Asked on: 7 March 2018

ANSWER:

The Benalla Wall to Wall Festival 2018 was held from 9 to 12 March 2018. I am pleased to advise funding was provided from the Victorian Government for the Festival, which comprised of funding allocations from Creative Victoria and the Regional Event Fund.

During the Festival, I understand twenty street artists, including local artists, and artists from around Australia, the USA and Malaysia, painted the town walls of Benalla. Benalla was transformed into an outdoor art gallery featuring 22 murals, a wooden re-creation of a milk bar, a paint-by-numbers interactive community event, walking tours, inflatable sculptures and street art workshops.

Visitors to Benalla can view the street art not only during the three days of the Festival, but year-round, as the street art remains after the Festival is over.

An economic impact analysis of the 2018 event is still to be completed, but I welcome and acknowledge the 2017 results.

The 2017 economic impact of the Festival was calculated by determining the number of visitors who visited Benalla specifically to see the street art, and then calculating the per person spend by those visitors in Benalla. In 2017, it was estimated that a total of 5800 visitors attended the Festival, of which 4487 non-residents of Benalla specifically visited for the Festival. This is an impressive number for a town that had a population of just under 14 000 at the 2016 census.

The total estimated economic impact over the three days of the festival was \$418 232.

I understand the estimated total economic impact over the four months following the festival was calculated to be \$2.153 million and \$5.920 million over the 11-month post festival period.

Whilst the total number of specific jobs created as an outcome of the Festival has not been calculated, the high visitation numbers would suggest that food, beverage, hospitality, accommodation and event hiring companies in and around Benalla have all gained economic benefit from the staging of the event and, in turn, so have their employees.

Eastern Victoria Region

Question asked by: Ms Bath
Directed to: Minister for Agriculture
Asked on: 7 March 2018

ANSWER:

Your question is relevant to supply from both the plantation industry and native forests.

The bushfire events of January and February 2009 resulted in widespread damage to private and public forests. HVP alone lost 16 500 hectares of plantation. This included 4650 hectares of pine in Gippsland. Other companies also lost plantations in these fires. These losses have affected the resource currently available to local timber businesses. The plantations have been replanted but it takes time to grow plantations to maturity.

With regard to the native timber resource, VicForests is a State-owned enterprise established under the State Owned Enterprises Act 1992 and is responsible for the sustainable harvest, regeneration and sale of timber from Victoria's public forests on behalf of the Victorian Government. VicForests is obliged to ensure that wood supply from our native forests is sustainable. Changes in the resource base such as those created by changes in zoning, fire or the consideration of species such as Leadbeater's possum have a considerable impact on future sustainable harvest levels. VicForests adjusts the supply of timber to account for changes in resource availability and sustainability.

The reduction in timber availability for the Heyfield Mill to which you refer came as a result of VicForests' 2017 Resource Outlook, which forecast ash sawlog supply at a level of 153 000m³ per annum in the short term decreasing to 130 000m³ per annum from 2020-21 onwards. This supply level represents a medium term decrease of 88 000m³ per annum since the 2013 Resource Outlook. This reduction is attributed to a range of factors, with the key factor relating to actions to protect the Leadbeater's Possum.

The Government is committed to supporting Victorian jobs and industries, Over 21 000 people are directly employed in the forestry industry in Victoria. Many of these jobs are regionally based and the Victorian government has invested in a number of initiatives to support regional development and jobs. The Victorian Government acted to provide certainty for jobs in the timber industry and the town of Heyfield by purchasing the Australian Sustainable Hardwoods (ASH) Heyfield timber mill and enabling it to continue.

Eastern Victoria Region

Question asked by: Mr O'Donohue
Directed to: Minister for Education
Asked on: 8 March 2018

ANSWER:

Investment in education and school infrastructure is a priority for the Andrews Labor Government. This has been demonstrated through our last three State Budgets that have delivered the largest ever investment in Victorian school infrastructure, and we have now allocated more than \$2.8 billion to build, upgrade and maintain schools across the State. This funding means that 64 new school projects are now in the pipeline which will come online in the next few years.

I note that in the previous Liberal Government's final budget, not one dollar was provided for new school land.

Regarding the provision of a new secondary school in Pakenham, the Premier, Hon Daniel Andrews MP, Daniel Mulino, Member for Eastern Victoria and I visited John Henry Primary School in Pakenham on 13 March to announce a \$236.8 million investment to purchase land for 14 new school sites across Victoria.

I am pleased to advise that this included funding to acquire a site for a secondary school in Pakenham. Thank you for your party's belated interest in school provision in Pakenham.

Western Victoria Region

Question asked by: Mr Ramsay
Directed to: Minister for Sport
Asked on: 8 March 2018

ANSWER:

Providing high quality sport and recreation facilities in Victoria is a key aim of the Andrews Labor Government, and is integral to increasing participation opportunities and enhancing the health and wellbeing of all Victorians.

Stage One of the Drysdale Sports Precinct was based on the Drysdale Clifton Springs Cultural and Community Hub Sub-Regional Sports Precinct Master Plan (April 2011). This stage of the project includes a premier football/cricket oval, multi-use sports field, sports lighting to 100 lux, cricket nets, relocatable pavilion, car parking and fence at a cost of \$6 726 000. Stage One is completed and officially opened on 17 March 2018.

The Master Plan has a further two stages to be undertaken, neither of which identifies a swimming pool. However, as part of common municipal planning processes, the City of Greater Geelong would need to consider the impact of the Drysdale Bypass on the future sporting requirements for the growing population of Drysdale and Bellarine communities.

Thank you for raising this matter with me and I trust this information has been of assistance to you.

South Eastern Metropolitan Region

Question asked by: Ms Springle
Directed to: Minister for Roads and Road Safety
Asked on: 27 March 2018

ANSWER:

As part of the Environmental Effects Statement (EES) process a Traffic Impact Assessment (TIA) is being prepared. The TIA will include details on the current and future traffic volumes and travel times for both the Mordialloc Freeway and the surrounding network. The TIA will be released as part of the EES public exhibition in late 2018.

Western Victoria Region

Question asked by: Mr Ramsay
Directed to: Minister for Education
Asked on: 27 March 2018

ANSWER:

I am advised that the Victorian School Building Authority (VSBA) has been working with the Catholic Archdiocese of Melbourne for some time in relation to the Archdiocese's purchase of the former Bannockburn Primary School site.

There has been no delay to the opening of the St Mary MacKillop Catholic Primary School on the former Bannockburn Primary School site, which relocated to its new site at the beginning of 2018 thanks to a \$1m grant from the Andrews Labor Government. Significant work by the Archdiocese and the VSBA enabled the refurbishment of the existing buildings and the opening of the St Mary Mackillop Catholic Primary School from the commencement of Term 1 2018.

Final procedures to transfer ownership of the site to the Archdiocese are ongoing and expected to be complete later in the year. However, this will not affect school operation.

I encourage you to spend more time in your electorate rather than peddling misinformation in Parliament.

Western Victoria Region

Question asked by: Mr Morris
Directed to: Minister for Energy, Environment and Climate Change
Asked on: 27 March 2018

ANSWER:

The 2017 tree removal at the Ballan Recreation Reserve was funded under the Victorian Government's Public Safety on Public Land program in consultation with the Ballan Recreation Reserve Committee of Management. The works are part of a broader plan to remove old cypress trees which border the reserve.

The Department of Environment Land Water and Planning (DELWP) are currently working with the Ballan Recreation Reserve Committee of Management to prepare a funding application for further tree removal. The application will be independently assessed as part of the state wide public risk funding process and outcomes will be known in July 2018.

If the 2018 funding application is successful, the timing of the works will be coordinated to meet the needs of reserve users, the community, the successful contractor and rail authorities. The committee of management and DELWP will continue to liaise with the community of Ballan to ensure public safety remains a priority.

Southern Metropolitan Region

Question asked by: Ms Fitzherbert
Directed to: Minister for Energy, Environment and Climate Change
Asked on: 27 March 2018

ANSWER:

Release of the draft master plan was authorised from 20 November 2017, when it was released on Engage Victoria. The plan was not released publicly prior to that date.

Parks Victoria did not receive any submission or proposal from the State Sports Centre Trust seeking to extend into Albert Park Reserve.

Southern Metropolitan Region

Question asked by: Ms Crozier
Directed to: Minister for Public Transport
Asked on: 27 March 2018

ANSWER:

It is extraordinary that the Member for Southern Metropolitan would complain about car parking at Ormond, Carnegie and Glenhuntly train stations, given that she voted in Parliament to block extra car parking being provided.

An approved development at Ormond train station would have provided 600 car parks, including for commuters. The Greens complained this was too many car parks, and the Member for Southern Metropolitan voted with them to revoke the planning approval.

More than 400 extra car parks are being provided along the corridor between Caulfield and Dandenong as part of the project to remove nine level crossings and rebuild five train stations, including Carnegie. Again the Member for Southern Metropolitan voted in Parliament to attempt to revoke the planning approval for this project and the car parks it provided.

The former Liberal Government did not remove a single level crossing on the Frankston line. In stark contrast, the Andrews Labor Government is removing 13 and has funded more than 5000 new car parking spaces at regional and metropolitan train stations across the state.

Northern Victoria Region

Question asked by: Mr Gepp
Directed to: Minister for Sport
Asked on: 28 March 2018

ANSWER:

Sport and active recreation plays an important part in the lives of Victorians. It provides settings for social interaction, sharing common interests, achieving personal bests and community inclusion.

Sporting clubs play a big part in shaping and supporting local communities. Being part of a club provides a socially valued role for participants and creates a sense of community membership.

The Sporting Club Grants Program contributes to the Victorian Government's sport and recreation policy priorities and provides a single entry point for community sport and active recreation clubs to access funding that will assist in addressing a range of barriers to community participation right across the state.

I am delighted to inform you that the following clubs from northern Victoria were successful in their applications for funding under the 2017-18 Sporting Club Grants Program, Round 2:

- Barham Koondrook Cricket Club
- Cobram Football Netball Club
- Merbein Football Netball Club
- Shepparton Soccer Club
- Shepparton Swans Football Netball Club
- Echuca Basketball Association
- Echuca Junior Football Club

- Kyabram Bowls Club
- Cobram Pistol Club and
- Ultima Football Netball Club

Sport and Recreation Victoria, within the Department of Health and Human Services, will be in contact with the aforementioned clubs shortly regarding funding arrangements for the above activity.

Western Metropolitan Region

Question asked by: Mr Melhem
Directed to: Minister for Education
Asked on: 28 March 2018

ANSWER:

Thank you for your continued advocacy on behalf of the people of Melbourne's west, particularly on matters relating to education. The Andrews Labor Government has a strong and ambitious agenda to grow educational opportunities for all Victorians. With an allocation of more than \$2.8 billion to school infrastructure over the past three State Budgets, this investment delivers the largest overall education package on record to Victoria's schools.

In the 2017-18 State Budget, \$13.8 million was allocated towards the design and construction of the first stage of Truganina East P-9 School. Stage 1 comprises the administration building, general purpose classrooms and landscaping.

I am advised that the new school project is well underway, an architectural firm and a builder have been appointed, with works scheduled to be completed in readiness for the school to open for Term 1, 2019.

Enrolment information, along with the appointment of the school principal, is expected to be made available during Term 3, 2018.

Eastern Victoria Region

Question asked by: Ms Bath
Directed to: Minister for Agriculture
Asked on: 28 March 2018

ANSWER:

The Government has committed \$110 million for investment in plantations and will ensure that this significant, long-term initiative derives maximum value for Victoria's forest industry and community. Achieving this outcome requires very careful consideration and planning.

Southern Metropolitan Region

Question asked by: Mr Davis
Directed to: Premier
Asked on: 28 March 2018

ANSWER:

The Victorian Ombudsman has tabled her report into matters concerning the 2014 election campaign. In her observations, the Ombudsman notes that the Members of Parliament involved in the staff pooling arrangements acted in good faith and derived little or no personal benefit from the use of parliamentary funds in this way.

The Ombudsman has made no recommendations that action be taken against anyone involved in these arrangements.

The Government accepts the Ombudsman's view that there are competing interpretations of the relationship between Section 30 of the Parliamentary Administration Act 2005 and the Members Guide, and that any confusion should be resolved swiftly.

The Australian Labor Party Victorian branch has previously acted to reimburse, in full, funds expended through the staff pooling arrangements.

The Ombudsman recommends that the Parliament consider giving greater clarity to the role of electorate office staff and improve transparency around the expenditure of MP allowances. The Government is already taking a number of steps to make the Parliamentary allowance system for MPs more transparent and accountable — something the previous Coalition Government refused to do.

Labor fully supports all of the Ombudsman's recommendations and will ensure the Parliament is provided with all the support required to implement them. This is in stark contrast to the Coalition and the Greens who refused to allow the Ombudsman to look into their staffing arrangements.

Western Metropolitan Region

Question asked by: Mr Finn
Directed to: Minister for Public Transport
Asked on: 28 March 2018

ANSWER:

Once again the Member for Western Metropolitan joins his Liberal colleagues to stand in opposition to the removal of the dangerous and congested level crossing at Buckley Street, Essendon.

We all know that the majority of locals in Melbourne's north west support this project.

The Liberal Party has recently demonstrated its willingness to play political pointscoreing. In stark contrast, the Andrews Labor Government continues to demonstrate its determination to deliver on its election commitments. We promised to remove the dangerous and congested Buckley Street level crossing; work began last December, and the boom gates are expected to be gone by the end of 2018.

South Eastern Metropolitan Region

Question asked by: Mrs Peulich
Directed to: Minister for Multicultural Affairs
Asked on: 28 March 2018

ANSWER:

It is vital that all Victorian students have access to high quality languages education so they are equipped to participate in an increasingly globalised, multilingual world where the ability to communicate in and across languages has never been more important.

As Minister for Multicultural Affairs I recognise the importance of migrants and the children of migrants having the opportunity to speak the language of their country of origin and to celebrate their cultural and linguistic heritage.

The question raised relates to the Victorian curriculum which is the responsibility of the Victorian Curriculum and Assessment Authority and I understand that the authority is working closely with members of the Greek community on the question of Greek language education.

Eastern Metropolitan Region

Question asked by: Ms Wooldridge
Directed to: Minister for Public Transport
Asked on: 29 March 2018

ANSWER:

I thank the Member for Eastern Metropolitan for her continued interest in the Andrew Labor Government's investments along the Hurstbridge line as we are planning ahead — and delivering — more long-term solutions for the north east.

The \$588 million Hurstbridge Line Upgrade will improve the frequency and reliability of services across Melbourne's north east. By removing a significant bottleneck on the Hurstbridge line, services can be optimised, with flow-on benefits for the South Morang/Mernda line.

The Level Crossing Removal Authority is currently undertaking a construction blitz to remove two level crossings at Grange Road in Alphington and Lower Plenty Road in Rosanna, build a second track from Heidelberg to Rosanna, and build a new Rosanna Station.

As previously stated, the 2017-18 Budget provides approximately \$5 million for planning and development for the second stage of the Hurstbridge line upgrade, with a focus on addressing the single track between Greensborough and Eltham. Early planning is underway for the second stage of the Hurstbridge line upgrade to run more trains, more often to and from Eltham.

Detailed planning and development work to determine the benefits of track duplication between Greensborough and Eltham is ongoing. As you are aware, critical environmental, geographic and heritage considerations are prevalent through this area and the Andrews Labor Government is committed to ensuring all investigations are thorough and robust before committing to additional duplication works. Necessary station upgrades to improve the passenger experience will also be taken into consideration during the planning period.

The Andrews Labor Government and the Treasurer will hand down the 2018-19 Budget on 1 May 2018.

Northern Metropolitan Region

Question asked by: Ms Patten
Directed to: Minister for Energy, Environment and Climate Change
Asked on: 29 March 2018

ANSWER:

In November 2017, the Andrews Labor Government announced that it had negotiated rebates with AGL, EnergyAustralia and Origin for approximately 285 000 customers on the highest priced default deals, known as 'standing offers'.

Your constituent, Graham Habgood, does not indicate who his energy retailer is or the type of offer he is on. Nevertheless, he may be eligible for a rebate if his energy provider is either AGL, Origin Energy or EnergyAustralia and he is on a standing offer. Mr Habgood would need to confirm his eligibility with his retailer.

I understand that AGL and Origin Energy commenced paying the rebate to eligible customers on bills issued from 1 January 2018. EnergyAustralia has indicated to me that it will commence paying the rebate to eligible customers shortly, with payments backdated to 1 January 2018.

Northern Metropolitan Region

Question asked by: Dr Ratnam
Directed to: Minister for Public Transport
Asked on: 29 March 2018

ANSWER:

I thank the Member for Northern Metropolitan for her interest in the Andrews Labor Government's level crossing removal program. As you know, the Level Crossing Removal Authority has been tasked with removing 50 level crossings. To date we've removed 17, with another 11 currently under construction, including the dangerous and congested level crossing at Camp Road, Campbellfield.

A month-long construction blitz late last year saw the Camp Road level crossing consigned to history. The road is now open and the trains again running along the Upfield line in Campbellfield.

Minor works and landscaping will continue through the early months of 2018.

This project has allowed for the possibility of future infrastructure improvements in the area, including a second track on the Upfield line between Gowrie and Upfield stations; the widening of Camp Road to allow for cycling and automobile traffic growth; a potential future station at Campbellfield; and the Upfield bicycle path extension.

Northern Victoria Region

Question asked by: Mr O'Sullivan
Directed to: Minister for Education
Asked on: 29 March 2018

ANSWER:

Swimming and water safety education is part of Health and Physical Education in the Victorian Curriculum. This ensures that all Victorian children have the opportunity to develop basic swimming and water safety competency, and reduce their risk of drowning and injury.

In addition to the \$9.2 million already invested in the Swimming in Schools initiative in the 2017-18 Budget, the Andrews Labor Government has announced a further \$9.8 million for schools over the next two years. As with the previous allocation of funding, schools will be able to determine how they use the funding to best meet the needs of their students.

Victorian government schools are also allocated funding through the Student Resource Package to support implementation of the curriculum.

The Parent Payment Policy is governed by the Education and Training Reform Act 2006 which provides for free instruction of the standard curriculum to all students in government schools. This ensures that all students can participate in the standard curriculum program, regardless of a parent's ability to pay for educational costs. Schools may request parent payments for pool entry and transport.

Eastern Metropolitan Region

Question asked by: Ms Dunn
Directed to: Minister for Roads and Road Safety
Asked on: 29 March 2018

ANSWER:

The North East Link is still in the early design stage and the assessments for the Environment Effects Statement (EES) are being conducted.

The EES will consider the potential impacts on waterways and floodplains within or intersecting the North East Link project area. The North East Link Authority (NELA) is working with water authorities, local government and interested community and environment groups to protect local character and identity.

Southern Metropolitan Region

Question asked by: Mr Davis
Directed to: Premier
Asked on: 29 March 2018

ANSWER:

The Victorian Ombudsman has tabled her report into matters concerning the 2014 election campaign. In her observations, the Ombudsman notes that the Members of Parliament involved in the staff pooling arrangements acted in good faith and derived little or no personal benefit from the use of parliamentary funds in this way.

The Ombudsman has made no recommendations that action be taken against anyone involved in these arrangements.

The Government accepts the Ombudsman's view that there are competing interpretations of the relationship between Section 30 of the Parliamentary Administration Act 2005 and the Members Guide, and that any confusion should be resolved swiftly.

The Australian Labor Party Victorian branch has previously acted to reimburse, in full, funds expended through the staff pooling arrangements.

The Ombudsman recommends that the Parliament consider giving greater clarity to the role of electorate office staff and improve transparency around the expenditure of MP allowances. The Government is already taking a number of steps to make the Parliamentary allowance system for MPs more transparent and accountable — something the previous Coalition Government refused to do.

Labor fully supports all of the Ombudsman's recommendations and will ensure the Parliament is provided with all the support required to implement them. This is in stark contrast to the Coalition and the Greens who refused to allow the Ombudsman to look into their staffing arrangements.

Eastern Victoria Region

Question asked by: Ms Bath
Directed to: Minister for Education
Asked on: 29 March 2018

ANSWER:

Swimming and water safety education is part of Health and Physical Education in the Victorian Curriculum. This ensures that all Victorian children have the opportunity to develop basic swimming and water safety competency, and reduce their risk of drowning and injury.

All Gippsland government primary, special and Catholic primary schools have already received funding towards the cost of swimming and water safety education, and this year, the funding contribution will increase.

As part of the 2017-18 State Budget, the Andrews Labor Government allocated \$9.2 million over three years to support Victorian government and Catholic primary schools to deliver swimming and water safety as per the requirements of the Victorian Curriculum.

This year, the Government announced a further \$9.8 million to contribute towards the cost of swimming and water safety programs for Victorian government primary and special schools and Catholic primary schools.

Western Metropolitan Region

Question asked by: Mr Finn
Directed to: Minister for Roads and Road Safety
Asked on: 29 March 2018

ANSWER:

The Victorian Government is listening to locals in Brooklyn and has made commitments to reduce the number of trucks on Millers Road and work with residents to make their homes quieter.

In direct response to community feedback, the Government made a change to toll points on the West Gate Freeway, which will reduce the predicted increase in truck volumes on Millers Road by 3000.

For residents whose houses face Millers Road, between the West Gate Freeway and Geelong Road, noise mitigation measures will be offered. These could include options like double glazing, insulation, fencing and air conditioning.

A new air quality monitoring station will be installed at Millers Road, which will be active during construction and up to five years during operation.

In addition, there will be a traffic study carried out in consultation with local residents. The study will identify and help plan for what is required to manage traffic along these major arterial roads. It will consider safety, accessibility and amenity for the local community.

At every step of the way the West Gate Tunnel Project has been shaped by community feedback. Major changes and new commitments include tunnel exits moved away from houses, additional truck bans, protections for existing parks, extensive new shared use paths and new open space.