

**PARLIAMENT OF VICTORIA**

**PARLIAMENTARY DEBATES  
(HANSARD)**

**LEGISLATIVE COUNCIL**

**FIFTY-EIGHTH PARLIAMENT**

**FIRST SESSION**

**ANSWERS TO CONSTITUENCY QUESTIONS**

**10 August to 24 August 2018**

**(Extract from book 12)**

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## **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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Deputy Premier, Minister for Education and Minister for Emergency Services . . . . .	The Hon. J. A. Merlino, MP
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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 Mulino, #Mr Purcell, #Mr Ramsay, #Dr Ratnam, #Ms Symes, Ms Truong and Mr Young.

**Standing Committee on Legal and Social Issues** — #Ms Crozier, #Mr Elasmarr, Ms Fitzherbert, Mr Morris, Ms Patten, Mrs Peulich, #Dr Ratnam, #Mr Rich-Phillips, Ms Shing, 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*): Dr Carling-Jenkins and Mr Gepp. (*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

**MEMBERS OF THE LEGISLATIVE COUNCIL**  
**FIFTY-EIGHTH PARLIAMENT — FIRST SESSION**

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**Deputy President:**

Mr N. ELASMAR

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**Deputy Leader of the Government:**

The Hon. J. L. PULFORD

**Leader of the Opposition:**

The Hon. M. WOOLDRIDGE

**Deputy Leader of the Opposition:**

The Hon. G. K. RICH-PHILLIPS

**Leader of The Nationals:**

Mr L. B. O'SULLIVAN

**Leader of the Greens:**

Dr S. RATNAM

Member	Region	Party	Member	Region	Party
Atkinson, Mr Bruce Norman	Eastern Metropolitan	LP	Mikakos, Ms Jenny	Northern Metropolitan	ALP
Barber, Mr Gregory John <sup>1</sup>	Northern Metropolitan	Greens	Morris, Mr Joshua	Western Victoria	LP
Bath, Ms Melina <sup>2</sup>	Eastern Victoria	Nats	Mulino, Mr Daniel	Eastern Victoria	ALP
Bourman, Mr Jeffrey	Eastern Victoria	SFFP	O'Brien, Mr Daniel David <sup>8</sup>	Eastern Victoria	Nats
Carling-Jenkins, Dr Rachel <sup>3</sup>	Western Metropolitan	Ind	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, Mr Luke Bartholomew <sup>9</sup>	Northern Victoria	Nats
Dalla-Riva, Mr Richard Alex Gordon	Eastern Metropolitan	LP	Patten, Ms Fiona <sup>10</sup>	Northern Metropolitan	FPRP
Davis, Mr David McLean	Southern Metropolitan	LP	Pennicuik, Ms Susan Margaret	Southern Metropolitan	Greens
Drum, Mr Damian Kevin <sup>4</sup>	Northern Victoria	Nats	Peulich, Mrs Inga	South Eastern Metropolitan	LP
Dunn, Ms Samantha	Eastern Metropolitan	Greens	Pulford, Ms Jaala Lee	Western Victoria	ALP
Eideh, Mr Khalil M.	Western Metropolitan	ALP	Purcell, Mr James	Western Victoria	VILJ
Elasmar, Mr Nazih	Northern Metropolitan	ALP	Ramsay, Mr Simon	Western Victoria	LP
Finn, Mr Bernard Thomas C.	Western Metropolitan	LP	Ratnam, Dr Samantha Shantini <sup>11</sup>	Northern Metropolitan	Greens
Fitzherbert, Ms Margaret	Southern Metropolitan	LP	Rich-Phillips, Mr Gordon Kenneth	South Eastern Metropolitan	LP
Gepp, Mr Mark <sup>5</sup>	Northern Victoria	ALP	Shing, Ms Harriet	Eastern Victoria	ALP
Hartland, Ms Colleen Mildred <sup>6</sup>	Western Metropolitan	Greens	Somyurek, Mr Adem	South Eastern Metropolitan	ALP
Herbert, Mr Steven Ralph <sup>7</sup>	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 <sup>12</sup>	Western Metropolitan	Greens
Melhem, Mr Cesar	Western Metropolitan	ALP	Wooldridge, Ms Mary Louise Newling	Eastern Metropolitan	LP
			Young, Mr Daniel	Northern Victoria	SFFP

<sup>1</sup> Resigned 28 September 2017

<sup>2</sup> Appointed 15 April 2015

<sup>3</sup> DLP until 26 June 2017;  
AC until 3 August 2018

<sup>4</sup> Resigned 27 May 2016

<sup>5</sup> Appointed 7 June 2017

<sup>6</sup> Resigned 9 February 2018

<sup>7</sup> Resigned 6 April 2017

<sup>8</sup> Resigned 25 February 2015

<sup>9</sup> Appointed 12 October 2016

<sup>10</sup> ASP until 16 January 2018;  
RV until 14 August 2018

<sup>11</sup> Appointed 18 October 2017

<sup>12</sup> Appointed 21 February 2018

**PARTY ABBREVIATIONS**

AC — Australian Conservatives; ALP — Labor Party; ASP — Australian Sex Party; DLP — Democratic Labour Party;  
FPRP — Fiona Patten's Reason Party; Greens — Australian Greens; Ind — Independent; 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.*

**10 August to 24 August 2018****Northern Victoria Region**

**Question asked by:** Ms Lovell  
**Directed to:** Minister for Health  
**Asked on:** 8 June 2017

**ANSWER:**

I refer you to my answer to your previous question asked on 28 March 2018.

**Eastern Victoria Region**

**Question asked by:** Ms Shing  
**Directed to:** Minister for Health  
**Asked on:** 8 February 2018

**ANSWER:**

I am informed that under the proposed funding agreement put forward by the Liberal Federal Government, our hospitals would be hit hard. When compared to the funding arrangements under the original National Health Reform Agreement signed by the Gillard Labor Government, Victoria would receive significantly less funding for our vital health services.

For Gippsland Hospitals, the proposed agreement would mean \$97 million over its first five years, equivalent to 324 fewer doctors, 772 fewer nurses, or 15 553 fewer elective surgeries. This would mean:

- \$41.0 million less for Latrobe Regional Hospital;
- \$14.2 million less for West Gippsland Healthcare Group;
- \$12.2 million less for Bairnsdale Regional Health Service;
- \$12.0 million less for Central Gippsland Health Service;
- \$8.6 million less for Bass Coast Health; and
- \$8.5 million less in combined funding for Gippsland Southern Health Service, Omeo District Health, Orbost Regional Health, South Gippsland Hospital and Yarram & District Health Service.

Victoria cannot continue to absorb additional costs where the Commonwealth has withdrawn service delivery funding. Victoria would like to see conditions under the National Health Reform Agreement restored to the position prior to the drastic cuts inflicted in the 2014-15 Federal Coalition Budget.

**Western Victoria Region**

**Question asked by:** Mr Ramsay  
**Directed to:** Minister for Roads and Road Safety  
**Asked on:** 1 May 2018

**ANSWER:**

I am advised that VicRoads is aware of the community's concerns regarding this intersection and is in the process of commencing community engagement to discuss this matter. VicRoads will further investigate possible upgrade options at this location, including traffic signals.

As you may appreciate, VicRoads receives many requests each year for the installation of traffic signals throughout Victoria. All requests are prioritised based on the extent to which such a treatment would improve safety and/or congestion at the intersection. VicRoads considers factors such as the need to cater for pedestrians, the historical safety record of the site and the impact that treating the intersection would have on the performance of the surrounding road network.

**Eastern Metropolitan Region**

**Question asked by:** Ms Wooldridge  
**Directed to:** Minister for Roads and Road Safety  
**Asked on:** 10 May 2018

**ANSWER:**

The Bolton Street Mother's Day event attracted 600 people. Local traders provided positive feedback on the event, which assisted in increasing business on Bolton Street. The total cost of the project was \$10.5 million.

**Northern Metropolitan Region**

**Question asked by:** Mr Ondarchie  
**Directed to:** Minister for Housing, Disability and Ageing  
**Asked on:** 5 June 2018

**ANSWER:**

The \$152 Family Violence Housing Blitz has in part helped community housing agencies purchase 185 properties and lease 124 so that women and children escaping family violence can quickly access safe and secure housing — up from the original target of 130 purchases and 100 leases.

The Andrews Labor Government has invested more than \$300 million to boost social housing stock, redevelop refuges, expand Safe at Home programs and provide rental assistance for family violence survivors to find housing safely and quickly.

This means that in this term the Andrews Labor Government has invested \$1 billion in housing and homelessness services so we can intervene early, get people housed quickly and help them maintain that housing.

We are also preparing for the future with our \$1 billion Social Housing Growth Fund that will add around 2200 more homes in five years.

The \$1 billion loan guarantee and \$100 million loan facility will help build even more.

This investment stands in stark contrast to the former Liberal Government who cut \$330 million from housing — and the honourable member's actions in voting to frustrate the delivery of the renewal and increased numbers of social housing in his own electorate.

With the greatest of respect, we will not be taking any advice on social housing from the honourable member of the opposition.

**Eastern Metropolitan Region**

**Question asked by:** Ms Dunn  
**Directed to:** Minister for Roads and Road Safety  
**Asked on:** 5 June 2018

**ANSWER:**

Planning work is well underway for North-East Link, the missing link in Melbourne's freeway network to reduce congestion and take trucks off local roads. Once built, the missing link between the Eastern Freeway and the M80 Ring Road will take 15 000 trucks off local roads and cut travel times by up to 30 minutes. Most importantly, the project will give local roads back to local people — taking 32 000 vehicles per day off nearby Greensborough Road.

Pedestrians and school children near St Mary's Parish Primary school are encouraged, if they are able to, to access the pedestrian footbridge over Grimshaw Street near the front of the school, as the safest way to cross Grimshaw Street.

Alternatively, crossing at the signalised intersections, when it is safe to do so, is also appropriate.

To reduce congestion and improve traffic flow during peak times, VicRoads reviewed the traffic light timing along Grimshaw Street between the Greensborough Highway and Para Road late last year. As a result, VicRoads implemented traffic signal improvements at the intersections of Grimshaw Street with The Circuit and Greensborough Road with Grimshaw Street.

VicRoads will continue to monitor the operation and safety of Grimshaw Street and undertake a further review of the signal operation at the two schools, to see if any further changes can be made to minimise queuing through the intersections.

VicRoads will also liaise with Victoria Police regarding illegal behaviour observed.

**Eastern Victoria Region**

**Question asked by:** Mr O'Donohue  
**Directed to:** Minister for Health  
**Asked on:** 8 June 2018

**ANSWER:**

I am advised that the Angliss Hospital ICU is on track to open in coming weeks.

**Eastern Victoria Region**

**Question asked by:** Ms Bath  
**Directed to:** Minister for Mental Health  
**Asked on:** 8 June 2018

**ANSWER:**

On 4 June 2018, I announced that the HOPE Restart Centre will establish a new residential rehabilitation facility near Bairnsdale in East Gippsland, with Odyssey House to operate the new facility. This facility is expected to be operational in late 2019. Residents from across Gippsland will be able to access the new facility.

Through the Ice Action Plan and the recent Drug Rehabilitation Plan, the Andrews Labor Government is more than doubling the number of residential rehabilitation beds in Victoria, from 208 beds in 2014-15 to 450 beds when all facilities are fully operational.

Over half these new beds will be located in regional Victoria, meaning that people from regional areas can access treatment closer to home, family members and community supports. Compare this with the preceding 4 years when only 2 Residential Rehabilitation Beds were opened.

**Northern Metropolitan Region**

**Question asked by:** Mr Ondarchie  
**Directed to:** Minister for Health  
**Asked on:** 22 June 2018

**ANSWER:**

I am advised that:

There has been no cut in the capital budget nor delay in the expansion project. The total expenditure for the expansion project at Northern Memorial Park is expected to be around \$190 million over a timespan of approximately 20 years.

**Eastern Victoria Region**

**Question asked by:** Ms Bath  
**Directed to:** Minister for Mental Health  
**Asked on:** 22 June 2018

**ANSWER:**

The Andrews Labor Government understands the concerns and impact of drug use on the Victorian community, and we've worked tirelessly since coming to office to prevent and reduce drug-related harm.

Since 2014-15, we've increased funding for drug services by 57 per cent, with a record investment of \$259.9 million in 2018-19.

In 2017-18 alone, three new initiatives were launched to help support people struggling with ice and other drugs in Gippsland. Annual funding for these new initiatives will provide additional treatment services to the Gippsland community in the following ways:

- \$143 529 has been provided to both Latrobe Community Health and Gippsland Lakes Community Health to appoint specialist family violence advisors to build the capacity of local alcohol and other drug treatment providers to identify and respond to those affected by family violence;
- \$104 933 has been provided to the Gippsland AOD Treatment Services consortium, led by Latrobe Community Health, to expand services for clients already in treatment who are at higher risk of overdose by engaging them at key transition points in their treatment journey; and
- \$463 135 to Uniting AOD Services to provide extra treatment access for parents in Gippsland whose children are the subject of a family reunification order.

Through our Ice Action Plan and Drug Rehabilitation Plan, the government is more than doubling the number of residential rehabilitation beds across Victoria, providing an additional 700 Victorians access to high quality residential treatment each year.

Over half of the new beds will be located in regional Victoria, including the new residential rehabilitation facility located in Gippsland.

These investments mean more Victorians are getting the support they need to get their lives

**Eastern Metropolitan Region**

**Question asked by:** Ms Dunn  
**Directed to:** Minister for Energy, Environment and Climate Change  
**Asked on:** 24 July 2018

**ANSWER:**

I thank the Member for Eastern Metropolitan for her constituency question regarding Yarra Flats Park. I can advise that improvements works are currently underway at the park to enhance the visitor experience and these works will be ongoing.

Parks Victoria continues to work with other agencies and local government in relation to the issues you raise including weed programs, replacement of bollards and fencing, removal of rubbish, maintenance of signs along the Heidelberg School Artists Trail and improvements to billabongs along the Yarra River.

Parks Victoria is also working to deliver new visitor experiences at Yarra Flats Park, including an opportunity for visitors to experience the river and surrounding environment in new ways.

I would also like to acknowledge the great work that volunteer groups, such as the Riverland Conservation Society, do to contribute to the protection and enhancement of the environment at Yarra Flat Park.

**Western Metropolitan Region**

**Question asked by:** Ms Truong  
**Directed to:** Minister for Public Transport  
**Asked on:** 24 July 2018

**ANSWER:**

I thank the Member for Western Metropolitan and her continued interest in the Andrews Labor Government's level crossing removal program. I am pleased to see she is calling for more level crossings to be removed as previously she has advocated for others to remain.

As you know, the Andrews Labor Government has an ambitious program to remove 50 of Melbourne's most dangerous and congested level crossings by 2022, and the Level Crossing Removal Authority (LXRA) is delivering this important initiative with 26 level crossings already removed.

I recognise concerns about level crossings in Deer Park and Sunshine West and appreciate your feedback about safety and congestion at these sites.

The Andrews Labor Government will consider the removal of additional dangerous level crossings, beyond our current schedule, in the future as part of our ongoing work to reduce congestion, increase safety and improve public transport.

**South Eastern Metropolitan Region**

**Question asked by:** Mrs Peulich  
**Directed to:** Minister for Public Transport  
**Asked on:** 24 July 2018

**ANSWER:**

The Andrews Labor Government is removing 13 level crossings on the Frankston line with four already gone, including the crossing at Skye/Overton Road in Frankston. The former Liberal Government did not remove a single level crossing on the Frankston line and this constituency question from the member for South Eastern Metropolitan underlines why. The suggestion from the Member that no-one wanted the level crossing at Skye Road

removed and that the removal of the level crossing had not improved traffic congestion is completely out of touch with the community.

The removal of the level crossing at Skye/Overton Road in June 2018 is already benefiting the thousands of people who drive through it daily. Traffic is flowing freely, safely separated from trains underneath the new twin rail bridge.

The new signalised intersection now provides additional green time to all phasing movements, in particular the phase between Frankston off-ramp and Dandenong Road West, which has the highest traffic movement through the intersection.

Twenty-six of Victoria's most dangerous and congested level crossings are gone and the Andrews Labor Government will continue to remove level crossings as quickly as possible to save lives and cut congestion. It is very clear that if the Liberal Party were to form Government the removal of level crossings in Victoria would grind to a halt.

### **Western Victoria Region**

**Question asked by:** Mr Ramsay  
**Directed to:** Minister for Water  
**Asked on:** 24 July 2018

#### **ANSWER:**

The impact of Barwon Water's past extraction of groundwater from the Barwon Downs borefield is a significant concern for me and the local community.

Barwon Water and Southern Rural Water are actively working to address these issues. Barwon Water intends to submit an application to Southern Rural Water to renew the groundwater licence.

To answer your question, the concerns of Victorian Farmers Federation warrant investigation. The amount of groundwater which can be sustainably extracted will be examined in the licence assessment and review of licence conditions. Any subsequent changes to the current cap on the groundwater resource may follow based on information obtained and assessed as part of the licence renewal process. The most important aspect of this licence renewal is the environment and sustainability of the water resource.

### **Southern Metropolitan Region**

**Question asked by:** Mr Davis  
**Directed to:** Minister for Public Transport  
**Asked on:** 24 July 2018

#### **ANSWER:**

The Andrews Labor Government's elevated design solution for the removal of the level crossings saved thousands of trees compared with the trench-based solution that the Liberal Party advocated for. The design also allowed for 11 MCGs of open space to be created that could not have occurred under a trench-based solution. The City of Glen Eira supported the removal of the level crossings and the Government will continue to consult with them on the future of Woorayl Reserve Carnegie. The Government will also consult with the community on any future plans for Woorayl Reserve.

The Liberal Party has committed to building a new dedicated track for V/Line trains. This project will require the destruction of hundreds of homes within the City of Glen Eira and places the future of Woorayl Reserve at risk.

**Northern Metropolitan Region**

**Question asked by:** Mr Ondarchie  
**Directed to:** Minister for Public Transport  
**Asked on:** 24 July 2018

**ANSWER:**

The current terminus for tram route 58 in Pascoe Vale South is serviced by an on-road tram stop which provides no amenities for passengers. The terminus operates on a single-track facility and queuing of trams waiting to change direction causes traffic congestion on Melville Road.

The extensive consultation process undertaken by Public Transport Victoria (PTV) balanced the feedback of traders and residents to create a safer, accessible and more reliable tram service for Pascoe Vale South. A range of views were expressed by residents and traders during the five-month consultation process.

Traders generally prioritised parking as their key issue. PTV has listened to traders' concerns and worked closely with the City of Moreland to provide parking arrangements designed to support the local shopping strip. In addition, residents were advised that the terminus upgrade will provide more room for passengers to safely wait for their tram, shelter from the elements and tram arrival information. Pedestrian crossings nearby will make it safer for pedestrians to cross Melville Road to access both the tram stop and the local shops.

As part of the upgrade, a dual-track turn-around facility will be built which will make tram operations more reliable.

Most importantly, the level-access stop design will mean that people using wheelchairs will be able to catch the tram, as well as making it easier for parents with prams, the elderly, people with injuries and passengers with shopping trolleys to get on and off the tram.

I make no apology for the Andrews Labor Government's continued investment in major and minor public transport services and infrastructure, after four years of inaction by the previous Liberal-National Government.

**South Eastern Metropolitan Region**

**Question asked by:** Mr Rich-Phillips  
**Directed to:** Minister for Public Transport  
**Asked on:** 25 July 2018

**ANSWER:**

The Liberal election commitment to extend the rail line from Cranbourne to Clyde follows on from their previous election commitments to extend rail lines to Doncaster, Rowville and Avalon. These projects were under-developed and under-funded and as a result were never delivered. The former Liberal Government did not deliver a single metre of track on any of the rail extension projects they promised.

The Liberal commitment to extend from Cranbourne to Clyde but not duplicate between Dandenong and Cranbourne is another example of an under-developed and under-funded project that will never happen. Without first duplicating the track, additional trains cannot be run on the line. Thousands more people will be trying to get on the existing number of trains which will lead to more congestion, cancellations and delays.

I have met with the City of Casey and they explained how the line has to be duplicated before it is extended, exactly the opposite of what the Liberal Party proposes.

The Andrews Labor Government has already started the duplication of the line at the Dandenong end and is undertaking the planning work to deliver the rest of the duplication. The Liberal commitment to halt this project will be a terrible outcome for passengers travelling from Cranbourne.

**Southern Metropolitan Region**

**Question asked by:** Ms Crozier  
**Directed to:** Minister for Families and Children  
**Asked on:** 25 July 2018

**ANSWER:**

I am advised that:

Jeff Kennett and the Liberal Party privatised Victoria's power industry, promising competition would lead to cheaper electricity prices, but the only winners are energy companies making big profits.

That is why the Andrews Labor Government is putting power back in the hands of Victorian households.

A re-elected Andrews Labor Government will help Victorians save around \$890 a year on their power bills with half price solar panels at no up-front cost.

The new Solar Homes program, which will see solar panels installed on 650 000 homes over ten years.

This will save the typical Victorian household up to \$2225 for installation of an average 4kW solar system and help them save \$890 a year on their electricity bills.

We're also helping Victorians save hundreds on their power bills by looking for a better offer.

The Home Energy Assist program assists more than 3300 low income and concessions households to become more energy efficient and lower their energy bills.

More than 100 000 households have now used the Victorian Energy Compare website at [www.vic.gov.au/victorianenergycompare](http://www.vic.gov.au/victorianenergycompare) and claimed the \$50 Power Saving Bonus — with users saving on average hundreds of dollars a year.

The Andrews Labor Government offers a wide range of concessions to make essential services — rates, water and energy — more affordable for low-income households and to help out with bills in times of hardship. It is projected that the government will spend \$574.3 million on concessions in 2018-19.

And this year's Victorian Budget also provided \$21.7 million to increase the Utility Relief Grant cap from \$500 to \$650 — the first cap increase in over ten years — helping households and families suffering unexpected hardship.

Life support machines that qualify for the Life Support Concession in Victoria are those machines that use at least 1880 kilowatt hours per annum, which includes oxygen concentrators, intermittent peritoneal dialysis machines and haemodialysis machines.

Energy concessions are wholly funded by state governments and as a result, eligibility criteria and entitlements vary from state to state. Unlike most states which place an annual maximum capped limit on the electricity concession amount that can be claimed by a household, Victoria provides concession cardholders with a discount on their electricity bill based on the amount of energy they use. Victorian households that use a higher than average amount of electricity (such as people with CPAP machines) are able to receive a higher than average concession.

These important measures build on the Labor Government's other initiatives to ease the cost of living, including quarterly vehicle registration, the Fair Go cap on council rates, cuts to stamp duty for first home buyers and reducing fares for regional public transport users — all designed to make it easier for Victorians to make ends meet.



**Eastern Metropolitan Region**

**Question asked by:** Mr Leane  
**Directed to:** Minister for Sport  
**Asked on:** 25 July 2018

**ANSWER:**

I refer to your constituency question regarding the 2018-19 The World Game Facilities Fund application for the Silcock Pavilion Redevelopment in Croydon. Firstly, I'd like to commend you on your commitment to advocating the importance of sport and recreation in your electorate.

Providing high quality sport and recreation infrastructure is a key aim of the government, and is integral to the health and well-being of all Victorians. In April I announced a government commitment of \$241 million for community sport, including \$60 million for the continuation of the Community Sports Infrastructure Fund and another \$15 million for the Female Friendly Facilities Fund.

I am happy to advise that this project is one of 25 across the state sharing in \$5 million from the 2018-19 The World Game Facilities Fund. I can confirm that the Silcock Pavilion Redevelopment has been successful and will receive \$250 000 to build a new pavilion that will create an inclusive environment for participants, officials, spectators and volunteers.

**Southern Metropolitan Region**

**Question asked by:** Mr Davis  
**Directed to:** Minister for Public Transport  
**Asked on:** 25 July 2018

**ANSWER:**

The Andrews Labor Government's elevated design solution for the removal of the level crossings saved thousands of trees compared with the trench-based solution that the Liberal Party advocated for. The design also allowed for 11 MCGs of open space to be created that could not have occurred under a trench-based solution.

This is one of the largest single releases of new urban parkland in Melbourne's history, providing much needed additional green and open space for communities in Melbourne's south-east.

I am pleased to advise that more than 30 000 trees, plants and shrubs will be planted as part of this project. The project will deliver an overall net increase in trees and plants once final landscaping is completed. Around 84 per cent of these new plantings will be native and selected to attract birdlife. While the vegetation concerns from the Member for Southern Metropolitan are noted, the plantings are based on the advice of a panel chaired by Professor Tim Entwisle, the Director and Chief Executive of the Royal Botanic Gardens Victoria. The community can decide for themselves who they believe has the greater expertise in this subject area.

The concern from the Member for Southern Metropolitan that some of the trees that have been planted are small is also noted. Planting small trees that then grow into larger trees is a standard aspect of all tree planting programs.

**Northern Victoria Region**

**Question asked by:** Ms Lovell  
**Directed to:** Minister for Public Transport  
**Asked on:** 25 July 2018

**ANSWER:**

The Andrews Labor Government has allocated \$356 million to upgrade the Shepparton line. This is the biggest upgrade to the Shepparton line in a generation, and it's being delivered by a Labor Government.

This investment includes new stabling, signalling and track upgrades, level crossing upgrades and platform extensions at Shepparton, Mooropna, Murchison East and Nagambie stations. It will deliver VLocity trains to Shepparton and pave the way for nine return passenger services a day.

While this work is underway, 29 extra weekly coaches between Shepparton and Seymour have been introduced to give passengers greater travel choice. In addition, the Andrews Labor Government added nine train services between Melbourne and Shepparton in 2017, with more to come next year.

Contrast this with the announcement of only \$77 million for the Shepparton line by the Liberal/National Opposition, which won't deliver the public transport improvements the Shepparton community is calling for.

**Northern Metropolitan Region**

**Question asked by:** Ms Patten  
**Directed to:** Minister for Police  
**Asked on:** 25 July 2018

**ANSWER:**

I thank the member for her question. The matter raised falls within the portfolio responsibilities of the Attorney-General, I can however provide, on behalf of the Attorney-General, the following response to the members question.

All applications for a Working With Children Check undergo a thorough vetting process, including identifying any relevant charges, convictions or prescribed findings.

The Government takes community safety seriously and is committed to keeping children safe. In August 2017, the Government made changes to the Working with Children Act 2005 in response to recommendations of the Royal Commission into Institutional Responses to Child Sexual Abuse. These changes further strengthened the protections afforded by the WWC Check scheme, and included:

- the removal of references to supervision from the WWC Act to ensure that a WWC Check is required regardless of whether the child-related work is being supervised or not;
- the expansion of the definition of 'direct contact' in the WWC Act to include oral, written or electronic communication in addition to face-to-face and physical contact, and
- the ability to consider charges that have been finally dealt with other than by way of a conviction or finding of guilt (such as where a person has been found not guilty of an offence).

Further questions should be directed to the Attorney-General.

**Eastern Metropolitan Region**

**Question asked by:** Ms Wooldridge  
**Directed to:** Minister for Public Transport  
**Asked on:** 26 July 2018

**ANSWER:**

I thank the Member for Eastern Metropolitan for her continued interest in the Andrews Labor Government's investments along the Hurstbridge line as we are building the infrastructure needed for long-term solutions for the north-east.

To ensure the historic trestle bridge continues to be structurally sound for trains to run safely, an independent engineering assessment was undertaken earlier this year. In response to the assessment, Metro Trains Melbourne replaced deck timbers and timber girders to address areas of deterioration on the bridge. These works subsequently allowed the temporary speed restriction to be lifted in July. Additional girder replacements and pier strengthening works are scheduled to be undertaken during upcoming planned occupations.

This is another example of how the Andrews Labor Government is addressing the future needs of the bridge. As part of the \$530 million Hurstbridge Line Upgrade — Stage 2 project, a re-elected Andrews Labor Government will build a brand new train station at Greensborough and the duplication of three kilometres of track between Greensborough and Montmorency, and 1.5 kilometres of track between Diamond Creek and Wattle Glen to allow more train services during the morning peak. This will allow trains to run every six and a half minutes at Greensborough, every 10 minutes at Eltham and Montmorency, and every 20 minutes at Hurst bridge, Diamond Creek and Wattle Glen — as well as two extra Hurstbridge express services.

Labor will also protect the Eltham Trestle Bridge — the last remaining timber bridge on Melbourne's electric train network — which has local heritage protection and is an important part of the area's character.

This is in stark contrast to the Liberal-National Coalition's half-baked, under-costed promise for this area.

Only Labor will protect this important piece of Melbourne's history, with planning work to be carried out for a long-term solution as part of the project.

**Northern Metropolitan Region**

**Question asked by:** Mr Elasmarr  
**Directed to:** Minister for Tourism and Major Events  
**Asked on:** 26 July 2018

**ANSWER:**

The Northern Metropolitan region is well placed to benefit from the Victorian Government's investment in the expansion of the Melbourne Convention and Exhibition Centre (MCEC).

The expansion has added nearly 20 000 square metres of flexible, multi-purpose event space, including meeting rooms, banquet rooms and 9000 square metres of new exhibition hall. The expanded MCEC is complemented by a \$150 million commercial development by Plenary Group and its partners, which includes a 347-room hotel and multi-deck car park.

The expanded MCEC is expected to attract 74 000 international visitors every year, who will spend an average of \$693 each day while in Melbourne, resulting in an annual \$167 million boost to the Victorian economy.

Operation of the expanded facilities and new hotel is expected to add over 900 direct and indirect jobs.

Victorian Government investment in projects such as the MCEC expansion will ensure the continued growth of Victoria's visitor economy and the Northern Metropolitan region.

### Southern Metropolitan Region

**Question asked by:** Ms Fitzherbert  
**Directed to:** Minister for Finance  
**Asked on:** 26 July 2018

**ANSWER:**

WorkSafe has attended the site located at 43 Bank Street, South Melbourne, on eight separate occasions since 28 June 2018 to follow up on complaints.

The company removing the asbestos is licensed to remove Class A (friable) asbestos material. An industry standard sealed plastic enclosure has been erected to contain the removal area, and asbestos removal signage has been erected at the entrance to the removal zone. Asbestos removal work is proceeding.

An independent hygienist has been engaged to conduct para-occupational air monitoring, and conduct site inspections for the purpose of providing clearance certificates (to confirm no presence of asbestos) once the removal works have been completed.

The site is secured with temporary wire mesh fence to prevent unauthorised access. WorkSafe has issued one Improvement Notice in relation to the removal works, and WorkSafe has verified that the duty holder has complied with this notice.

Section 277 of the OHS Regulations (signs and barricades) requires appropriately placed signs and barricades are used to indicate the area where the removal work is being performed. Signage is reported to be consistent with this requirement.

The asbestos notification indicates that the removal works will be completed 17 August 2018. Subsequent visits to the site have not raised any other concerns.

### Eastern Metropolitan Region

**Question asked by:** Ms Dunn  
**Directed to:** Minister for Roads and Road Safety  
**Asked on:** 27 July 2018

**ANSWER:**

The request that was made was to obtain origin and destination data for vehicles on Rosanna Road, and assess which suburbs those vehicles came from and travelled to. The data requested is not possible given the extraordinary size of the area to be assessed. This would not be justifiable as the North East Link project does not require this level of data.

VicRoads currently has a Bluetooth system which is able to track vehicles through signalised intersections. The North East Link Authority has used this technology to assess where the vehicles have been first detected on the network and then have travelled on Rosanna Road.

It is not possible to provide the raw data due to privacy, however an assessment of the current data shows:

Percentage	Origin
6%	Central Melbourne
16%	East
12%	Inner East
10%	North
41%	North East
1%	South
10%	South East
2%	West

The Bluetooth system does have some limitations. Although the system will pick up when the vehicle is first detected in the network, it does not necessarily mean that they have originated from this location. It also requires VicRoads to have Bluetooth detectors in certain locations to identify vehicles and for the vehicles to have a Bluetooth enabled device tuned on.

Advanced camera technology is required to obtain origin and destination data for vehicles along a particular road to be able to identify the number plates on each vehicle exiting and entering all roads leading to the particular study area. The cost of these surveys is high, with previous surveys of short sections of road often costing in the order of \$200 000 per day.

### Western Victoria Region

**Question asked by:** Mr Ramsay  
**Directed to:** Minister for Roads and Road Safety  
**Asked on:** 27 July 2018

#### ANSWER:

I thank the Member for highlighting this crucial project for the Bellarine Peninsula, advocated by the Labor Member for Bellarine and funded by the Andrews Labor Government. Works are on the Drysdale Bypass. An early work agreement has been signed which paves the way for construction works to begin in September 2018.

Between now and the end of the year, detailed archaeological recovery works are also underway to discover and document artefacts of cultural significance.

These Cultural Heritage works which regularly occur on major road projects are in line with legislative requirements and the project's Cultural Heritage Management Plan.

### Northern Metropolitan Region

**Question asked by:** Mr Ondarchie  
**Directed to:** Minister for Public Transport  
**Asked on:** 27 July 2018

#### ANSWER:

I thank the Member for Northern Metropolitan for his continued interest in the Andrews Labor Government's huge public transport investments across Melbourne's north and our program to remove 50 of Victoria's dangerous and congested level crossings.

In 2014, we made a commitment to remove 20 of these 50 level crossings by the end of 2018 and, to date, we have removed 26, more than half-way there.

The Andrews Labor Government is moving ahead with plans to remove the dangerous and congested level crossings at Bell Street in Moreland and Moreland Road in Brunswick. Early planning and investigations have identified the most feasible designs for removing the level crossings at Bell Street and Moreland Road are rail over road and rail under road.

These designs avoid compulsory property acquisition, preserve the heritage-listed Coburg and Moreland stations and allow for other level crossings on the Upfield line to be removed in the future.

Both designs are under consideration and a final decision has not yet been made. The latest round of public consultation was open until 9 August to gather community feedback into the project. In addition to community feedback, further technical investigations will assist in the development of the designs. Works will start in 2019 and the boom gates are expected to be gone in 2020.

**Western Metropolitan Region**

**Question asked by:** Ms Truong  
**Directed to:** Minister for Health  
**Asked on:** 7 August 2018

**ANSWER:**

The Victorian Government recognises the growing needs of the community and is committed to building a new Footscray hospital for Melbourne.

The planning for a new hospital, including a decision on a preferred site, is complex and takes time. Government is considering a range of factors in determining the optimal site for the new Footscray Hospital including the need to ensure it can meet the long term health needs of the community, and maintain the provision of safe and high quality health services while the new facility is planned for and delivered.

A detailed consultation process is also underway to make sure that the views and ideas of patients, staff, local council, community groups and traders are captured and incorporated into the development process.

**Western Metropolitan Region**

**Question asked by:** Mr Finn  
**Directed to:** Minister for Housing, Disability and Ageing  
**Asked on:** 7 August 2018

**ANSWER:**

I have already given my written commitment to ensuring the continuity of services for their family members and have provided the assurance that a new service provider will meet the highest standards of quality of care. I did so on 21 June when you raised the same matter.

I can again reassure the clients and families of Autism Plus that any new provider will have experience in delivering high quality support for people with autism with complex needs and that every effort will be made to enact the transfer of services to a new provider with minimal disruption for the clients.

**Northern Metropolitan Region**

**Question asked by:** Mr Elasmarr  
**Directed to:** Minister for Sport  
**Asked on:** 9 August 2018

**ANSWER:**

I have already approved and announced over 1100 allocations under the Defibrillators for Sporting Clubs and Facilities Program 2015-19.

I am informed that there have already been three successful emergency deployments of a program delivered defibrillator.

Round five of the program closed for applications in June 2018. I am informed that the department received over 340 applications from clubs and facilities to this additional and final round of the current program.

Various program related announcements are expected to be made throughout August 2018.

Formal advice on the assessment outcomes will be sent to all round five applicants in early September 2018. Successful applicants will also be provided with advice regarding the defibrillator delivery schedules for 2018-19.