

PARLIAMENT OF VICTORIA

**PARLIAMENTARY DEBATES
(HANSARD)**

LEGISLATIVE ASSEMBLY

FIFTY-SIXTH PARLIAMENT

FIRST SESSION

QUESTIONS ON NOTICE

22 and 23 May 2007

(Extract from book 7)

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QUESTIONS ON NOTICE

*Answers to the following questions on notice were circulated on the date shown.
Questions have been incorporated from the notice paper of the Legislative Assembly.
Answers have been incorporated in the form supplied by the departments on behalf of the appropriate ministers.
The portfolio of the minister answering the question on notice starts each heading.*

Tuesday, 22 May 2007

Public transport: Glen Waverley line cancellation

6. **Mr MULDER** to ask the Minister for Public Transport — was the 5.23 p.m. train from Flinders Street to Glen Waverley on Thursday 14 December 2006 announced at Parliament Station as being cancelled due to a ‘lack of qualified running staff’; if so —
- (1) Is this expression railway slang for a shortage of train drivers.
 - (2) How many train drivers short was Connex Melbourne on that day.

ANSWER:

As at the date the question was raised, the answer is:

- (1) No.
- (2) None.

Public transport: Sandringham line cancellations

7. **Mr MULDER** to ask the Minister for Public Transport with reference to services on the Sandringham line between Sunday 3 and Saturday 9 December 2006 inclusive —
- (1) Was the 7.55 a.m. train from Sandringham to Flinders Street cancelled on Friday 8 December 2006; if so, were intending passengers for the following 8.05 a.m. train left behind at Ripponlea to South Yarra stations inclusive, due to over crowding.
 - (2) How many services, from Sandringham to Flinders Street, and Flinders Street to Sandringham, were cancelled.
 - (3) For each up and down train cancelled, what time and date was each train scheduled to depart Flinders Street or Sandringham respectively.
 - (4) How many trains from Sandringham to Flinders Street, and Flinders Street to Sandringham, ran at least 6 minutes late when arriving at their terminus.
 - (5) What time and date was each train that ran at least 6 minutes late scheduled to depart Flinders Street or Sandringham.

ANSWER:

As at the date the question was raised, the answer is:

- (1) The 7.55 a.m. service from Sandringham to Flinders Street was cancelled on Friday 8 December 2006. Connex is unable to confirm that affected passengers between Ripponlea and South Yarra Stations were unable to board the following 8.05 a.m. train.
- (2) 39 Sandringham line services were cancelled.
- (3) Refer to attachment.

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- (4) 61 Sandringham line services arrived late.
- (5) Refer to attachment.

Question 3

Sandringham Line Cancellations — 3 to 9 December 2006			
Date	Direction	Departure Station	Scheduled Departure
4/12/06	Down	Flinders Street Station	6:40:00 AM
4/12/06	Up	Sandringham	7:15:00 AM
4/12/06	Down	Flinders Street Station	1:27:00 PM
4/12/06	Up	Sandringham	2:03:00 PM
4/12/06	Down	Flinders Street Station	4:37:00 PM
4/12/06	Down	Flinders Street Station	6:01:00 PM
5/12/06	Down	Flinders Street Station	1:12:00 PM
5/12/06	Up	Sandringham	1:48:00 PM
5/12/06	Down	Flinders Street Station	2:27:00 PM
5/12/06	Down	Flinders Street Station	2:57:00 PM
5/12/06	Up	Sandringham	3:03:00 PM
5/12/06	Up	Sandringham	3:33:00 PM
5/12/06	Down	Flinders Street Station	3:55:00 PM
5/12/06	Down	Flinders Street Station	4:27:00 PM
5/12/06	Up	Sandringham	4:30:00 PM
5/12/06	Down	Flinders Street Station	4:57:00 PM
5/12/06	Up	Sandringham	5:02:00 PM
5/12/06	Up	Sandringham	5:31:00 PM
5/12/06	Down	Flinders Street Station	6:01:00 PM
5/12/06	Down	Flinders Street Station	6:24:00 PM
6/12/06	Down	Flinders Street Station	6:24:00 AM
6/12/06	Up	Sandringham	6:59:00 AM
6/12/06	Down	Flinders Street Station	7:40:00 AM
6/12/06	Up	Sandringham	8:15:00 AM
6/12/06	Down	Flinders Street Station	5:17:00 PM
6/12/06	Up	Sandringham	5:52:00 PM
8/12/06	Down	Flinders Street Station	5:47:00 AM
8/12/06	Up	Sandringham	6:26:00 AM
8/12/06	Down	Flinders Street Station	7:21:00 AM
8/12/06	Up	Sandringham	7:55:00 AM
8/12/06	Down	Flinders Street Station	6:24:00 PM
8/12/06	Down	Flinders Street Station	9:32:00 PM
8/12/06	Up	Sandringham	10:16:00 PM
8/12/06	Down	Flinders Street Station	10:52:00 PM
8/12/06	Up	Sandringham	11:15:00 PM
9/12/06	Down	Flinders Street Station	11:32:00 AM
9/12/06	Up	Sandringham	12:14:00 PM
9/12/06	Down	Flinders Street Station	5:32:00 PM
9/12/06	Up	Sandringham	6:14:00 PM

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Note:

Up To Flinders Street Station/Sandringham Station
 Down From Flinders Street Station/Sandringham Station

Question 5

Sandringham Line >6 Minute Late Arrivals — 3 to 9 December 2006			
Date	Direction	Departure Station	Scheduled Departure
4/12/2006	Down	Flinders Street Station	10:57:00 AM
4/12/2006	Down	Flinders Street Station	2:12:00 PM
4/12/2006	Down	Flinders Street Station	2:42:00 PM
4/12/2006	Down	Flinders Street Station	4:48:00 PM
4/12/2006	Down	Flinders Street Station	4:57:00 PM
4/12/2006	Down	Flinders Street Station	6:12:00 PM
4/12/2006	Up	Sandringham	2:48:00 PM
4/12/2006	Up	Sandringham	5:22:00 PM
4/12/2006	Up	Sandringham	6:47:00 PM
5/12/2006	Down	Flinders Street Station	1:27:00 PM
5/12/2006	Down	Flinders Street Station	3:12:00 PM
5/12/2006	Down	Flinders Street Station	5:17:00 PM
5/12/2006	Down	Flinders Street Station	6:35:00 PM
5/12/2006	Down	Flinders Street Station	6:50:00 PM
5/12/2006	Down	Flinders Street Station	10:32:00 PM
5/12/2006	Up	Sandringham	11:18:00 AM
5/12/2006	Up	Sandringham	3:18:00 PM
5/12/2006	Up	Sandringham	3:46:00 PM
5/12/2006	Up	Sandringham	5:22:00 PM
5/12/2006	Up	Sandringham	7:07:00 PM
6/12/2006	Down	Flinders Street Station	8:02:00 AM
6/12/2006	Down	Flinders Street Station	9:00:00 AM
6/12/2006	Down	Flinders Street Station	9:42:00 AM
6/12/2006	Down	Flinders Street Station	9:57:00 AM
6/12/2006	Down	Flinders Street Station	3:35:00 PM
6/12/2006	Down	Flinders Street Station	5:27:00 PM
6/12/2006	Down	Flinders Street Station	6:24:00 PM
6/12/2006	Down	Flinders Street Station	7:05:00 PM
6/12/2006	Down	Flinders Street Station	7:20:00 PM
6/12/2006	Down	Flinders Street Station	8:12:00 PM
6/12/2006	Up	Sandringham	8:35:00 AM
6/12/2006	Up	Sandringham	9:23:00 AM
6/12/2006	Up	Sandringham	3:03:00 PM
6/12/2006	Up	Sandringham	3:33:00 PM
6/12/2006	Up	Sandringham	7:41:00 PM
7/12/2006	Down	Flinders Street Station	8:23:00 AM
7/12/2006	Down	Flinders Street Station	8:47:00 AM
7/12/2006	Down	Flinders Street Station	9:00:00 AM
7/12/2006	Down	Flinders Street Station	9:27:00 AM
7/12/2006	Down	Flinders Street Station	2:57:00 PM
7/12/2006	Down	Flinders Street Station	6:12:00 PM
7/12/2006	Up	Sandringham	8:35:00 AM
7/12/2006	Up	Sandringham	8:57:00 AM
7/12/2006	Up	Sandringham	3:33:00 PM
7/12/2006	Up	Sandringham	4:30:00 PM

Sandringham Line >6 Minute Late Arrivals — 3 to 9 December 2006			
7/12/2006	Up	Sandringham	6:47:00 PM
8/12/2006	Down	Flinders Street Station	8:23:00 AM
8/12/2006	Down	Flinders Street Station	12:27:00 PM
8/12/2006	Down	Flinders Street Station	5:49:00 PM
8/12/2006	Down	Flinders Street Station	11:52:00 PM
8/12/2006	Up	Sandringham	7:45:00 AM
8/12/2006	Up	Sandringham	8:57:00 AM
8/12/2006	Up	Sandringham	2:18:00 PM
9/12/2006	Down	Flinders Street Station	10:32:00 AM
9/12/2006	Down	Flinders Street Station	12:12:00 PM
9/12/2006	Down	Flinders Street Station	2:32:00 PM
9/12/2006	Down	Flinders Street Station	3:32:00 PM
9/12/2006	Down	Flinders Street Station	4:32:00 PM
9/12/2006	Down	Flinders Street Station	5:12:00 PM
9/12/2006	Down	Flinders Street Station	10:12:00 PM
9/12/2006	Down	Flinders Street Station	10:52:00 PM

Public transport: V/Line compensation claims

10. Mr MULDER to ask the Minister for Public Transport —

- (1) How many claims for compensation did V/Line Passenger Corporation, V/Line Passenger Pty Ltd, Metlink or the Department of Infrastructure receive for each month between February 2006 and December 2006 inclusive for the lines —
 - (a) Geelong;
 - (b) Colac–Warrnambool;
 - (c) Ballarat;
 - (d) Ararat;
 - (e) Sunbury–Kyneton–Bendigo;
 - (f) Swan Hill and Echuca;
 - (g) Seymour;
 - (h) Albury-Wodonga and Shepparton;
 - (i) Warragul–Traralgon;
 - (j) Sale–Bairnsdale.

- (2) How much was paid in compensation by V/Line Passenger Corporation, V/Line Passenger Pty Ltd, Metlink or the Department of Infrastructure in each of November 2005, December 2005 and January 2006 in compensation for each of the lines —
 - (a) Geelong;
 - (b) Colac–Warrnambool;
 - (c) Ballarat;
 - (d) Ararat;
 - (e) Sunbury–Kyneton–Bendigo;
 - (f) Swan Hill and Echuca;
 - (g) Seymour;
 - (h) Albury-Wodonga and Shepparton;
 - (i) Warragul–Traralgon;
 - (j) Sale–Bairnsdale.

ANSWER:

As at the date the question was raised, the answer is:

(1) V/Line Passenger Compensation Claims (February 2006–December 2006):

Question #	Line	Feb 06	Mar 06	Apr 06	May 06	Jun 06	Jul 06	Aug 06	Sep 06	Oct 06	Nov 06	Dec 06
a, b	Geelong/ Warrnambool	22	35	31	33	40	24	10	4	19	39	44
g, h	Shepparton/Seymour/Albury	2	7	9	5	5	6	9	7	6	6	12
i, j	Traralgon/Bairnsdale	12	19	6	9	1	2	7	nil	3	7	9
c, d	Ballarat/Ararat	6	14	15	3	12	15	3	1	22	26	32
e, f	Bendigo/Swan Hill	nil	nil	2	6	16	13	22	18	24	32	23

Note:

- Only V/Line receives and processes claims for passenger compensation on the services nominated.
- Compensation claims received during a specific month may not always be completed in the same month.
- No claims recorded during period of Regional Fast Rail works.
- Passenger compensation by section of line is not recorded.

(2) No compensation payments were made in November 2005, December 2005 or January 2006. Passenger compensation provided by V/Line is by way of complimentary travel tickets.

Water, environment and climate change: Melbourne Water household supply

37. Ms ASHER to ask the Minister for Water, Environment and Climate Change — what was the total number of households supplied by Melbourne Water for —

- (1) 1999–2000.
- (2) 2000–01.
- (3) 2001–02.
- (4) 2002–03.
- (5) 2003–04.
- (6) 2004–05.
- (7) 2005–06.

ANSWER:

I am informed that:

Melbourne Water is a wholesaler of water and as such does not supply water to residential households but rather sells water to the three metropolitan retailers City West Water, South East Water and Yarra Valley Water. The number of households receiving a water supply service from the three metropolitan retailers is publicly available in each of the water retailer’s annual reports.

Public transport: V/Line compensation claims

49. Mr MULDER to ask the Minister for Public Transport — how much was paid in compensation by V/Line Passenger Corporation, V/Line Passenger Pty Ltd, Metlink or the Department of Infrastructure in each month between February 2006 and December 2006 for each of the lines —

- (a) Geelong;
- (b) Colac–Warrnambool;
- (c) Ballarat;
- (d) Ararat;
- (e) Sunbury–Kyneton–Bendigo;
- (f) Swan Hill and Echuca;
- (g) Seymour;
- (h) Albury-Wodonga and Shepparton;
- (i) Warragul–Traralgon;
- (j) Sale–Bairnsdale.

ANSWER:

As at the date the question was raised, the answer is :

No compensation payments were made. Passenger compensation provided by V/Line is by way of complimentary travel tickets.

Public transport: Connex automated public address system

50. Mr MULDER to ask the Minister for Public Transport — did an automated public address announcement at Parliament Station state that the 1.05 p.m. train from Flinders Street to Werribee was delayed on Tuesday 19 December 2006; if so —

- (1) Did the announcement conclude with an apology by ‘Hillside Trains’.
- (2) What date did the business identified publicly as ‘Hillside Trains’ last operate a suburban train on the north-eastern and eastern metropolitan rail lines.
- (3) When will Connex update its automated public address system to reflect its operation of the electrified metropolitan rail network.

ANSWER:

As at the date the question was raised, the answer is :

- (1) Connex has advised that the name of ‘Hillside’ was used instead of ‘Connex’ on the automated announcement on the day in question.
- (2) The business identified publicly as ‘Hillside Trains’ last operated a suburban train on the north-eastern and eastern metropolitan rail lines on 22 July 2000, following the Liberal Party privatisation of the rail system.
- (3) Announcements were updated. A short term problem occurred in December 2006 and has been rectified.

Public transport: in-train information displays

51. Mr MULDER to ask the Minister for Public Transport with reference to Connex in-train information displays —

- (1) Do Connex in-train information displays continue to use the words ‘Limited Express’ in the Comeng and Siemens trains operating on the Connex ‘South’ electrified metropolitan rail network.
- (2) Can these displays been changed to reflect the actual stopping conditions, by name, of each scheduled service; if so —

- (a) what would be the cost of any such change;
- (b) who would pay for such change under the current operating agreement between Connex Melbourne and the Government;
- (c) when can such changes be made.

ANSWER:

As at the date the question was raised, the answer is :

- (1) Yes.
- (2) Yes, the in-train information displays can be changed.
 - (a) Connex estimate the change to the in-train information displays would cost \$200,000.
 - (b) The Government would be responsible for the cost.
 - (c) The in-train information display change would require up to six months to complete but this is not considered a high priority at this time.

Water, environment and climate change: Black Rock sewage pumping station

55. **Mr THOMPSON** to ask the Minister for Water, Environment and Climate Change with reference to the sewage pumping station in Fourth Street, Black Rock — have there been any discharges or overflow of effluent into Port Phillip Bay in December 2006 or January 2007; if so —

- (1) What was the volume of the discharge.
- (2) What was the reason for the discharge.

ANSWER:

I am informed that South East Water has checked the records for the pumping station in Fourth Street, Black Rock, for December 2006 and January 2007 and found that measures to record discharge and overflow were operating continuously for the period and no discharge or overflow was recorded.

Public transport: level crossings

65(a). **Mr MULDER** to ask the Minister for Public Transport with reference to the 20 busiest level crossings, by number of road vehicles crossing over them each 24 hours, that are ‘passively protected’ (equipped only with warning signs) —

- (1) What is the location by name of road and suburb, town or locality of each crossing.
- (2) How many vehicles pass over each crossing on a typical —
 - (a) weekday;
 - (b) Saturday;
 - (c) Sunday.
- (3) How many scheduled passenger train movements pass over each of the crossings on a typical —
 - (a) weekday;
 - (b) Saturday;
 - (c) Sunday.
- (4) How many scheduled freight train movements pass over each of the crossings on a typical —
 - (a) weekday;

- (b) Saturday;
 - (c) Sunday.
- (5) What date was the latest road traffic count conducted for each crossing and who conducted each count.
 - (6) For how many of the further 1,448 passively protected level crossings are traffic and road counts available.

ANSWER:

As at the date the question was raised, the answer is:

Information on traffic volume at all passive level crossings is not currently available and therefore the 20 busiest 'passively protected' level crossings cannot be identified.

The Department of Infrastructure (DOI) is in the process of assessing accident risk at all level crossings in the State using the Australian Level Crossing Assessment Model (ALCAM). As part of this process, traffic volumes at each level crossing are being estimated. These estimates will be validated by the relevant responsible road authorities (VicRoads and local councils) on completion of the ALCAM assessments which are scheduled to be completed by the end of 2007. It is anticipated that it will take a further three to six months to validate the traffic volume estimates at level crossings.

Generally, only typical weekday traffic volumes are used for the assessment of risk.

The question asked, including its various parts, cannot therefore be responded to at this time.

Public transport: level crossings

66(a). Mr MULDER to ask the Minister for Public Transport with reference to traffic and road counts undertaken on 'passively protected' (equipped only with warning signs) level crossings —

- (1) How often are traffic counts undertaken for the crossings.
- (2) How many traffic counts were undertaken in each from 1999 to 2007 to date.
- (3) Which organisation undertakes the counts.
- (4) What contractors, if any, have been engaged between 1999 and 2007 to date to undertake counts.
- (5) How many separate level crossing counts did each organisation or contractor performing the counts undertake in each year from 1999 to 2007 to date.

ANSWER:

As at the date the question was raised, the answer is:

There is no targeted traffic count program undertaken for passively protected level crossings. Traffic data, which is collected by VicRoads and councils, is generally based on counts taken in the vicinity, but not necessarily at level crossings.

The Department of Infrastructure (DOI) is in the process of assessing the accident risk at all level crossings in the State using the Australian Level Crossing Assessment Model (ALCAM). As part of this process, traffic volumes at each level crossing are being estimated and this work is scheduled to be completed by the end of 2007. VicRoads and local councils will then be required to validate the traffic volume estimates used which could take them a further three to six months to complete.

The question asked, including its various parts, therefore cannot be answered at this time.

Public transport: double-deck trains

69. **Mr MULDER** to ask the Minister for Public Transport with reference to the lowering of rail tracks for double-deck trains to operate on each of Melbourne's 13 electrified suburban rail lines, apart from the Belgrave and Lilydale lines —

- (1) At what locations on each line would track modifications be necessary.
- (2) Are the track modifications based upon a train with a height of 4.27 metres, which was the height of the prototype train that operated in Melbourne between 1992 and 2002.
- (3) What is the estimated cost of the modifications by line.
- (4) At each location where the rail track needs to be modified is there a —
 - (a) road bridge;
 - (b) pedestrian bridge;
 - (c) other structure.
- (5) What modifications other than track lowering might be necessary on each line to allow double-deck trains to operate on the Connex network.

ANSWER:

As at the date the question was raised, the answer is :

(1–5) No detailed engineering studies have been conducted to identify the extent of railway infrastructure modifications required to enable double-deck trains to operate across the network, as part of a future order of new trains.

Skills, education services and employment: training places

72. **Mr DIXON** to ask the Minister for Skills, Education Services and Employment — how many extra training places will be available in 2007 at certificate III level and above for Victorians aged 35–64 who do not have a year 12 or equivalent qualification.

ANSWER:

I am informed as follows:

1503 extra training places are being made available in 2007 at Certificate III level and above for Victorians aged 35–64 who do not have a year 12 or equivalent qualification.

Skills, education services and employment: *Maintaining the Advantage*

74. **Mr DIXON** to ask the Minister for Skills, Education Services and Employment — under the Government's *Maintaining the Advantage* statement how many additional —

- (1) Pre-apprentice places will be created in 2007.
- (2) Vocational Education and Training places will be available in 2007.

ANSWER:

I am informed as follows:

Under the Government's *Maintaining the Advantage* statement:

- (1) 2226 pre-apprentice places have been made available in 2007; and
- (2) 5633 vocational education and training places have been made available in 2007.

Public transport: internet sites

76. Mr MULDER to ask the Minister for Public Transport with reference to each of the following websites — Department of Infrastructure www.doi.vic.gov.au; V/Line www.vline.com.au; Connex Melbourne www.connexmelbourne.com.au; Yarra Trams www.yarratrams.com.au; Metlink Melbourne www.metlinkmelbourne.com.au —

- (1) How many hits did each website receive in each month from January 2006 to January 2007 inclusive.
- (2) How many distinct users accessed each website in each month from January 2006 to January 2007 inclusive.
- (3) What was the median time per session spent by users accessing each website in each month from January 2006 to January 2007 inclusive.
- (4) How much did the Department of Infrastructure, V/Line, Connex Melbourne, Yarra Trams and Metlink Melbourne each spend on maintaining or updating their websites in —
 - (a) 2005–06;
 - (b) 2006–07 to date.
- (5) For each month from January 2006 to January 2007 inclusive, what is the description of each of the 10 most popular pages (excluding the home page) accessed on each website by —
 - (a) number of hits;
 - (b) number of page impressions.

ANSWER:

As at the date the question was raised, the answer is:

I can provide web statistical information for the DOI departmental site, www.doi.vic.gov.au site and V/line, www.vline.com.au. Information is not provided for Connex, Yarra Trams and Metlink as these are operational matters of private companies and not matters of government administration.

- (1) Please refer to the DOI & V/Line Web Statistical Information Jan 06–07 Excel spreadsheet.

Please note that as per the Victorian Government Web Analytics Toolkit, DOI & V/Line record ‘page impressions’ and not ‘hits’ as page impressions provide a more accurate representation of usage.

- (2) Please refer to the DOI & V/Line Web Statistical Information Jan 06–07 Excel spreadsheet.

Please note that DOI has provided unique visitors; however, V/Line is unable to identify unique users at this time. V/Line hope to be able to provide this information in the future; however, for this report Visitors, not Unique Visitors has been used.

- (3) Please refer to the DOI & V/Line Web Statistical Information Jan 06–07 Excel spreadsheet.

Please note that V/Line, using their web reporting tool, cannot provide an accurate median time, as a result V/Line has listed average time per user per month and the median figure is the median of the daily averages.

- (4) The DOI websites are supported by 2 FTEs who manage site maintenance and updates. A distributed authoring system is employed and a number of content authors maintain and update web content as part of their broader communication roles.

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The V/Line website content was maintained by 1 FTE Jan 05–Jan 07. Site development project management and user acceptance testing is also managed by this FTE. Content is created by a number of content authors, mainly within the V/Line communications team.

- (5) Please refer to the 'Popular Pages' provided in the DOI & V/Line Web Statistical Information Jan 06–07 Excel spreadsheet as per above.

Please note that as per Q1 above, DOI & V/Line do not record 'hits' as 'page impressions' provides a more accurate representation of usage.

DOI Website www.doi.vic.gov.au Web Statistical Information													
	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07
Page Impressions *	257,638	248,307	277,880	219,449	309,176	233,992	194,832	204,205	173,451	214,601	202,630	209,589	216,467
Unique Users	40,705	39,926	44,452	41,089	47,802	41,088	36,488	36,949	34,010	39,398	38,888	31,875	36,981
Average Session Time	6m17s	6m17s	6m32s	6m37s	6m13s	5m31s	5m35s	6m20s	6m30s	5m30s	5m25s	5m22s	5m36s
Median Session Time	2m04s	1m59s	2m01s	2m01s	2m08s	2m06s	2m24s	2m15s	2m10s	2m16s	2m13s	2m09s	2m34s

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DOI Website www.doi.vic.gov.au Most Popular Pages												
Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07
Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page	City Loop History	Meeting our Transport Challenges Documents	Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page	Public Transport Entry Page
City Loop History	City Loop History	City Loop History	Public Transport Entry Page	Meeting our Transport Challenges Documents	Meeting our Transport Challenges Entry Page	Meeting our Transport Challenges Entry Page	Meeting our Transport Challenges Entry Page	Southern Cross Station Project	City Loop History	City Loop History	City Loop history	City Loop History
Southern Cross Station Project	Southern Cross Station Project	Flinders Street Station	Transport Planning & Projects Entry Page	Public Transport Entry Page	City Loop History	City Loop History	City Loop History	City Loop History	Southern Cross Station Project	Strategies & Plans	Multi Purpose Taxi Program	Southern Cross Station Project
Regional Fast Rail	Contact Us	Southern Cross Station Project	Flinders Street Station	Meeting our Transport Challenges What it means to You	Contact Us	Transport Planning & Projects Entry Page	Southern Cross Station Project	Employment at DOI	Strategies & Plans	Taxi & Hire Cars	Southern Cross Station project	Strategies & Plans
Transport Planning & Projects Entry Page	Transport Planning & Projects Entry Page	Transport Planning & Projects Entry Page	Contact Us	City Loop History	Transport Planning & Projects Entry Page	Flinders Street Station	Employment at DOI	About DOI	Flinders Street Station	Employment at DOI	Contact us	Taxi & Hire Cars
Taxi & Hire Cars	Regional Fast Rail	Contact Us	Southern Cross Station Project	Meeting our Transport Challenges Actions	Southern Cross Station Project	Contact Us	About DOI	News & Media Releases	Contact Us	Trains	About DOI	Employment at DOI
Contact Us	Flinders Street Station	Trains	Taxi & Hire Cars	Transport Planning & Projects Entry Page	Taxi & Hire Cars Station Project	Southern Cross Station Project	Flinders Street Station	Strategies & Plans	Employment at DOI	Flinders Street Station	Flinders Street Station	Trains
Trains	Taxi & Hire Cars	Taxi & Hire Cars	About DOI	Southern Cross Station Project	About DOI	About DOI	Regional Fast Rail	Meeting our Transport Challenges Entry Page	About DOI	About DOI	Trains	About DOI
Flinders Street Station	Trains	About DOI	Employment at DOI	Contact Us	Employment at DOI	Taxi & Hire Cars	Taxi & Hire Cars	New Ticketing System - myki	News & Media Releases	Meeting our Transport Challenges Entry Page	Southern Cross Station customer services and facilities	Meeting our Transport Challenges Entry Page
Employment at DOI	Employment at DOI	Employment at DOI	Regional Fast Rail	Flinders Street Station	Flinders Street Station	Regulators & Licences Entry Page	Meeting our Transport Challenges Documents	Flinders Street Station	Public Transport Safety Victoria Entry Page	Trains	Public transport fines	Flinders Street Station

V/Line Website www.vline.com.au	Web Statistical Information												
	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07
Page Impressions *	1,617,265	1,116,234	1,718,153	1,573,440	1,499,137	1,710,890	1,648,206	1,932,909	2,438,858	1,779,150	1,766,850	2,172,035	2,258,353
Visitors	105,633	87,753	118,294	103,450	104,019	111,728	100,252	121,472	152,859	126,140	130,739	167,337	179,415
Average Session Time (mm:ss)	07:23	07:08	06:43	06:42	06:31	06:03	06:13	06:48	06:20	06:02	05:48	05:23	05:16
Median Session Time (mm:ss)	07:18	07:16	06:38	06:41	06:34	06:05	06:13	06:51	06:25	06:02	05:50	05:29	05:17

Water, environment and climate change: Warrandyte electorate septic tank replacement

77. **Mr SMITH** (*Warrandyte*) to ask the Minister for Water, Environment and Climate Change with reference to the Government's plan to accelerate septic tank replacement — when is work scheduled to commence on replacing residents' septic tanks with a reticulated sewage system in —

- (1) Warrandyte.
- (2) South Warrandyte.
- (3) Park Orchards.

ANSWER:

I am informed that:

Plans for connection of lots in the district of Warrandyte to sewer form part of Yarra Valley Water's Backlog Sewerage Program, and will be outlined in Yarra Valley Water's Water Plan for 2008–2013.

The draft 2008–2013 Water Plan will become available from the Essential Services Commission website later this year.

Water, environment and climate change: Warrandyte electorate septic tank replacement

78. **Mr SMITH** (*Warrandyte*) to ask the Minister for Water, Environment and Climate Change with reference to the Government's plan to accelerate septic tank replacement — how many residents in the district of Warrandyte are scheduled to have their septic tanks replaced with a reticulated sewage system in —

- (1) 2007.
- (2) 2008.
- (3) 2009.
- (4) 2010.

ANSWER:

I am informed that:

Plans for connection of lots in the district of Warrandyte to sewer form part of Yarra Valley Water's Backlog Sewerage Program, and will be outlined in Yarra Valley Water's Water Plan for 2008–2013.

The draft 2008–2013 Water Plan will become available from the Essential Services Commission website later this year.

As the work plan is preliminary and subject to change, as well as subject to approval of the 2008–2013 Water Plan by the Essential Services Commission, no further information can be made available at this time.

Water, environment and climate change: Coldstream composting facility

79. **Mrs FYFFE** to ask the Minister for Water, Environment and Climate Change with reference to the Australian Native Landscapes Pty Ltd (ANL) composting facility at 527 Maroondah Highway, Coldstream —

- (1) How many complaints have been received by the Environment Protection Authority regarding the smell from the ANL composting facility.
- (2) How many visits to the ANL site have been made by the Environment Protection Authority inspectors and what were the outcomes of these investigations.

- (3) What are the effects of anaerobic decomposition on global warming.
- (4) Does the composting facility produce methane as one of the end products of its decomposition of organic matter; if so —
 - (a) how much methane is being produced;
 - (b) what is the effect on global warming of the methane being produced by the ANL composting facility.

ANSWER:

I am informed that:

The information requested is publicly available on EPA's website.

Housing: computerised management and maintenance

97. **Mr THOMPSON** (*Sandringham*) to ask the Minister for Housing with reference to the Anite contract and the computerised management and maintenance of Victoria's public housing stock and the subsequent settlement agreed to by the Bracks Government with Anite —

- (1) Will the project be put to tender or will the Government seek to build the replacement IT system itself.
- (2) When will the project to deliver a replacement IT system be finalised.
- (3) How many former Anite employees were engaged by the Government following the contract settlement and what are their remuneration arrangements.
- (5) Are tenants in housing commission properties now able to log repair requests over the internet.
- (6) Are public housing contractors able to see work requests via the internet.
- (7) What has been the cost to run the old system, which was due to be retired in 2004, on a financial year basis.
- (8) Have the anticipated business benefits of replacing the existing system been achieved.

(NB: The question is as printed in the notice paper; there is no part 4)

ANSWER:

I am informed that:

- (1) The Government does not plan to build the replacement IT system itself. Following proper procedures, a number of companies will be contracted over the next few months to commence development on the next phase of the 5-stage Housing Integrated Information Program (HiiP).
- (2) The Director of Housing's HiiP Project Board has approved a strategy for progressive delivery of the remainder of the HiiP Program over a two-year period and within existing budget, subject to contractual negotiations.
- (3) In June 2006 the Director of Housing and Anite International agreed to end the contract and negotiate a settlement, with Anite paying \$26 million compensation to the Director of Housing. The Director of Housing also owns a significant asset from the project's progress to date, including designs that can be used to complete the project. The first stage of HiiP, known as 'Responsive Repairs', was delivered by Anite but did not meet performance expectations.

The Office of Housing had a requirement for experienced IT developers to continue with product support and enhancements to the Responsive Repairs system after the contract with Anite was settled. By agreement with Anite, and after an interview process, four of Anite's local employees with technical expertise directly relevant to the project's needs were engaged by the Department, one under Victorian public service arrangements and three as contract staff at rates aligned with industry standards.

(NB: As per the notice paper; there is no part 4)

- (5) Housing tenants do not log repair requests over the internet.

The current model is for maintenance calls to be logged via the Office of Housing Maintenance Call Centre in order to promote effective prioritisation and job allocation to appropriate contractors.

- (6) Maintenance contractors access their allocated work requests via the internet.

- (7) The current system (ISIP) will be progressively decommissioned as functionality is replaced by the HiiP system. Whilst there will be some cost reduction as ISIP functionality becomes redundant, due to the complexity, risks, and costs involved to turn the system off incrementally, the major support costs will remain until the HiiP system is fully implemented.

The Office of Housing's implementation strategy is to not use a 'big bang' approach due to the associated business risks. This therefore requires the ISIP system to remain operational so as to allow transfer of existing and historical business and financial data between systems to ensure continuity. The cost to run the current system (ISIP) is \$2.6 million per annum, which includes Application Portfolio Management, Data Centre Services and 2nd level Help Desk Services.

- (8) The key benefits from implementation of the Responsive Repairs module relate to the introduction of an integrated, intuitive system with streamlined processes.

- The system provides real time access to data, in a high volume operating environment.
- The web-based environment enables simpler, quicker recording and exchange of information, transfer of Contractor Memos (integrated email communications), invoices, etc., reducing the number telephone calls, improving efficiency and reducing call times for tenants.
- The HiiP system has introduced more targeted reporting on job status and completion, invoicing, key performance indicators, etc. for use by both Housing staff and maintenance contractors.

Benefits from the Responsive Repairs module have been realised and enhanced as progressive improvements have been implemented. Business benefits from the remainder of the program will be realised when the total system is implemented over the next two years.

Skills, education services and employment: Malvern electorate school upgrades

- 112. Mr O'BRIEN** to ask the Minister for Skills, Education Services and Employment for the Minister for Education with reference to Lloyd Street Primary School, Malvern Central School, Malvern Primary School, Malvern Valley Primary School and Armadale Primary school located in the electorate of Malvern —

- (1) Does each school qualify for an upgrade or redevelopment as part of the Government's 2006 election policy commitment under the Victorian Schools Plan; if so —
 - (a) what process will be undertaken as part of the redevelopment;
 - (b) when will the upgrade/redevelopment commence;
 - (c) when will the process or various stages of the process be completed.
- (2) If each school does not qualify for an upgrade or redevelopment under the Victorian Schools Plan, why not.

ANSWER:

As at the date the question was raised, the answer is:

The Bracks Government's Victorian School Plan is a 10-year plan which will deliver the largest school building program in Victoria's history.

Education is this Government's number one priority. The Bracks Government has committed a massive \$1.9 billion over this term, which will see another 500 schools being built or modernised.

All schools will participate in the Building Futures framework which provides the conceptual framework that puts improved educational outcomes for students at the core of all planning and investment decisions.

I find your interest in this issue fascinating given the Liberal Party's track record on Education. When last in Government, your party cut funds to education, closed schools, sacked teachers and increased class sizes. More than 300 public schools were closed, 9000 teachers were sacked.

I welcome your renewed interest.

Finance, WorkCover and the Transport Accident Commission: catastrophic injury scheme

131. Ms WOOLDRIDGE to ask the Minister for Finance, WorkCover and the Transport Accident Commission with reference to the expansion of the TAC scheme to include people with a catastrophic injury —

- (1) What work has been undertaken by the TAC on the scheme.
- (2) When will the expansion of the scheme be introduced.
- (3) What is the scope of the scheme.
- (4) Who will be included in the scheme.
- (5) Can the Minister provide a copy of the studies and reports undertaken in order to indicate the viability of an expanded TAC scheme.

ANSWER:

I am informed that:

The premise on which this question is based is incorrect as the TAC scheme already includes people with a catastrophic injury, and has done so since its inception in 1987.

In cases of catastrophic injury not covered by workers' compensation, the transport accident scheme or the laws of negligence; support mechanisms in place include the public health system, Victims of Crime legislation (where appropriate) or in very limited cases, private insurance products.

No state or territory in Australia currently has a universal no-fault scheme and, in the absence of the Commonwealth taking a leadership role, Victoria is examining the available options.

That work is ongoing.

QUESTIONS ON NOTICE

*Answers to the following questions on notice were circulated on the date shown.
Questions have been incorporated from the notice paper of the Legislative Assembly.
Answers have been incorporated in the form supplied by the departments on behalf of the appropriate ministers.
The portfolio of the minister answering the question on notice starts each heading.*

Wednesday, 23 May 2007**Sport, recreation and youth affairs: Bayswater football and cricket clubs**

- 86.** Mrs **VICTORIA** to ask the Minister for Sport, Recreation and Youth Affairs — when will funding promised by the former Member for Bayswater be allocated for the viewing deck at the facilities used by Bayswater football and cricket clubs.

ANSWER:

I am informed as follows:

The commitment made by the Government in the lead up to the 2006 State Election in relation to the viewing deck at Bayswater Park will be delivered through a project management arrangement with Knox City Council. Funds for the project will be available from 1 July 2007.

Sport and Recreation Victoria will work closely with the Council in finalising the funding agreement for the project.

