Preamble to question: "... the Parks, Gardens and Recreations Department of the City of Melbourne is letting special properties at nominal rentals to selected tenants."

The true facts are as follows: The properties are curators' quarters expressly erected in parklands for curatorial or associated purposes. In all cases they are occupied by Council staff who carry out the curatorial or associated duties. The rents are nominal because of the value to the Council of duties performed by the occupants.

Duties required of "tenants":
The occupants of council houses are on a 24-hour call for emergencies and other work, and this is specified in the occupancy agreement. They must not leave a residence without notifying a senior officer. This is a very restrictive practice, however, it is necessary because of the type of function which the Parks and Gardens Division performs. The management of public open space requires constant overseeing in regard to matters such as murders, rapes, assault, vandalism, fire, emergencies such as water mains bursting, trees falling, wind and storm damage, problems experienced by the public while in the parkland and in some instances, constant knocking on the door by those people for genuine reasons, or by mischievous people or prowlers. Activities in parks which occur at all hours of the night such as disorderly patrons from discoteques and parties, drunken persons, offensive persons, abusive and nuisance calls and the general upholding of all parks and gardens regulations do not make the residences as attractive as they may at first seem.

Logs of duties:
Occupants are required to record the duties and problems which occur out of hours. Records are filed with the Council's Parks and Gardens Division.

Who selected the recipients of such special treatment:
The occupation of parkland residences originally ran with certain positions of a supervisory nature. Over the years appointees to these positions expressed a disinclination to shift to the specified residences, and the Council has recognized that there has been less need to locate the professional or supervisory personnel in the parklands. In contrast, there has been an increasing need to have suitable persons available to attend to the out-of-hours duties mentioned under the Duties heading. The present situation is that, upon a residence becoming vacant and there not being, say, an area foreman available to occupy it, staff of the Parks and Gardens Division are invited to apply for occupancy. Residences are now occupied by gardeners, a park ranger, a gardening overseer, a machinery overseer as well as foremen. Occupants are approved by the head of the department and myself.

To whom do the Occupants report:
The occupants are bound to report to either the Superintendent of Horticulture in the case of houses associated with nurseries, or the Superintendent of Maintenance for houses associated with parks and gardens.

They are bound to seek authority to leave the premises for recreation of 24 hours or more and in some cases, for absences less than 24 hours.

In addition some are bound to report to local police of their intended absence. Some are also bound to install a suitable person to take responsibility for the house and some routine duties when the permanent occupant is on annual leave.

Whether private telephones and other special services are provided:
1. The telephone line to the Council depot is on a switch to the residence. During the day, calls are taken and made from the depot and at night from the residence. The occupants do not pay for the calls made on these telephones. The need for telephones will be apparent from the previous discussion.
2. No. No purpose would be served by such an action but if the Member for Doncaster wishes to visit the Melbourne City Council, arrangements will be made for him to view the records of tenancy.

NORMAN STREET RAILWAY CROSSING
(Question No. 921)
Mr A. T. EVANS (Ballarat North) asked the Minister of Transport:
1. Whether he is aware of the additional dangers now existing at the Norman Street railway crossing in Ballarat created when the Country Roads Board installed traffic signals at the adjacent street intersection?
2. Whether there are any plans to install boom barriers at this crossing within the next three years?
3. Whether, as a matter of urgency, he will inspect this crossing at an early date?

Mr CRABB (Minister of Transport)—The answer is:
1. I am aware that the Country Roads Board installed traffic signals at the intersection of Midland Highway and Norman Street, Ballarat.
2. The Norman Street crossing is not on the current four year boom barrier programme. However, a review of the programme will be carried out in 1983 by the Joint Signal Co-ordination Committee and representations you have made on this matter will be taken into account.
3. If the honourable member would care to contact my office, I would be pleased to discuss this possibility with him.

ROAD WORKS IN SOUTH BARWON ELECTORATE
(Question No. 924)
Mr DICKINSON (South Barwon) asked the Minister of Transport:
1. What new road funding projects have been approved for the electoral district of South Barwon for 1981–82 and 1982–83?
2. Which road intersections within the electorate have been recommended for traffic light installations?
3. When it is proposed to install boom gates or other safety devices on any railway level crossing within the electorate?

Mr CRABB (Minister of Transport)—The answer is:
1. Road projects in progress or approved in the electoral district of South Barwon for the financial years 1981–82 and 1982–83.
   A. Road projects carried out or to be carried out by municipal councils with financial assistance from the Country Roads Board.
Bellarine Shire
Portarlington-Queenscliffe Road—construction, including construction of a culvert and sealing of 1.8 km
Hodgson Street, Ocean Grove—resealing of 2 km
Field Street, Ocean Grove—resealing of 2 km
The Terrace, Ocean Grove—resealing of 4 km
Shell Road—construction and sealing of 1 km
Surfing Beach Road, Ocean Grove—resealing of 6 km

Colac Shire
Colac-Forrest Road reconstruction of 2.9 km

Queenscliffe Borough
Point Lonsdale Road—resealing of 1.8 km
Bay Road—resealing of 2 km
Bethune Road—resealing of 3 km
Point Lonsdale Road—resealing of 5 km
Tip Road—resealing of 4 km
Fellows Road—resealing of 6 km
Beach Road—widening and sealing of 2 km
King Street—widening and sealing of 2 km
Gellibrand Street—widening and sealing of 2 km

South Barwon City
Barrabool Road—resealing of 1 km
Birregurra-Forrest Road—resealing of 3.3 km

Colac-Forrest Road—resealing of 1.6 km

Queenscliffe Borough
Point Lonsdale Road—landscaping of traffic islands; low cost safety measures and sealing at the Lawrence Road intersection
Beach Road—resealing of 2 km
Bethune Street—intersection treatment at King Street
Hygeia Road—resealing of 2 km
Old Geelong Road—low cost safety measures at Bellarine Highway and sealing of 4.2 km

South Barwon City
Barrabool Road—resealing of 0.5 km
Birregurra-Forrest Road—resealing of 1 km

Questions on Notice
Mathison Road—resealing of 1.6 km
Cape Otway Road—widening and sealing of 2.5 km; widening of culvert at Yan Yan Gurt Creek
Princes Highway Service Road—construction and sealing of 5 km
Penyyroyal Station Road—construction of bridge approaches at Penyyroyal Creek
Wormbete Station—construction and sealing of 1.4 km
Barwon Park (Hesse Street)—construction and sealing of 1.6 km and a further widening of 4 km
Bambar Cemetery Road—construction and sealing of 0.9 km
Rifle Butt Road—bridge investigation at Pennyroyal Creek
Whoori Station Road—land acquisition and construction of 4 km
Powers Lane—construction of 8 km
Benwell-Mt Sabine Road—maintenance resheeting of 1.6 km

1982-83
Barrabool Shire
Barrabool Road—resealing of 0.5 km

Winchelsea-Deans Marsh Road—resealing of 2.4 km
Birregurra-Forrest Road—resealing of 3.3 km
Inverleigh-Winchelsea Road—widening of 2.5 km
Winchelsea-Deans Marsh Road—resealing of 2.2 km
Deans Marsh-Lorne Road—resealing of 2.6 km
Erskine Falls Access Road—resealing of 1.5 km
Cape Otway Road—resealing of 1.5 km
Cressy Road—resealing of 1.7 km
Shelford Road—resealing of 1.1 km
Rifle Butt Road—resealing of 1.6 km
Division Road—resealing of 1.7 km
Alsop Street—resealing of 0.8 km
Winchelsea-Gherang Road—resealing of 1.9 km

Winchelsea-Gherang Road—resealing of 1.9 km

Penyyroyal Station Road—construction of bridge approaches at Penyyroyal Creek

Rifle Butt Road—bridge investigation at Pennyroyal Creek

Birregurra-Forrest Road—resealing of 3.3 km

Barrabool Shire
Barrabool Road—resealing of 0.5 km
Questions on Notice

Beach Road, Torquay—reconstruction and sealing of 8 km and further rescaling of 2 km

Winchelsea Shire

Birregurra-Deans Marsh Road—rescaling of 5 km
Inverleigh-Winchelsea Road—rescaling of 2.2 km, widening of 1.8 km and regrading and sealing of 6 km

Winchelsea-Deans Marsh Road—rescaling of 1.9 km
Cape Otway Road—widening, sealing and rescaling of 3.3 km
Bay Street—construction and sealing of Service Road (1 km)
Conn’s Lane—rescaling of 1.3 km
Whytcross-Nicholas Road—resheeting of 2 km
Kidless Road—resheeting of 1 km
Barwon Park Road—rescaling of 2 km
Cressy Road—rescaling of 1.9 km
Gum Plats Road—resheeting of 1.6 km
Winches-Dewings Road—resheeting of 1.9 km

Creamery Road—resheeting of 2.8 km
Wickhams Road—resheeting of 2 km
Ondit Road—rescaling of 1.8 km

Winchelsea-Gherand—construction and sealing of 1.2 km.

B. Road projects carried out or to be carried out directly by the Country Roads Board at the Board’s cost—

1981-82

Princes Highway West—
Construction of a median opening at Reynolds Road, Highton.
Construction of a stream diversion prior to the construction of a passing lane near the 84 km post.
Construction of a deceleration lane at the Hendy Main Road intersection, Mt Moriac.
Construction of additional lanes at the Barkley Road intersection.
Construction of additional lanes at the Birregurra Road turnoff.

Great Ocean Road—
Construction of a passing lane at the entrance to the National Fitness Camp.
Channelization at the start of the shopping centre at Anglesea.
Widening and realignment between the Sunnymead Estate, Anglesea, and Airleys Inlet.
Construction of a passing lane at Yarrings Avenue, Fairhaven.

1982-83

Princes Highway West—
Construction of an intersection treatment at Regent Street, Belmont.
Construction of additional lanes at the Winchelsea-Inverleigh Road intersection.
Resheeting of the approaches to the Winchelsea rail overpass.

2. The following intersections within the electoral district of South Barwon have been recommended for traffic signals:

Torquay Road/Settlement Road, Belmont.
High Street/Regent Street, Belmont

3. The existing boom barrier programme does not include any level crossings within the electorate of South Barwon. However, the installation of flashing lights at the Reserve Road crossing South Geelong is planned for the first half of 1983. The Victorian Railways Board has also drawn up a priority list of 20 other locations where flashing light installations are planned to commence about July 1983. The list includes the following locations within the electorate of South Barwon:

South Geelong, Ghazeeport Road; South Geelong, Reservoir Road; Winchelsea, Inverleigh Road; Winchelsea, Hesse Street; Winchelsea, Cressy Road; Birregurra, Road Knight Road.

USE OF MARIJUANA

(Question No. 956)

Mr DICKINSON (South Barwon) asked the Minister of Health:

1. Whether he has received an approach from the Anglican Church Diocese of Melbourne for the Government to appoint an expert committee to study and evaluate the personal and social effects of the use of marijuana, the committee to report to the Premier and the report then released to the public?

2. Whether it is proposed to appoint such a committee on this basis, if so, whether he will give an assurance that the committee will be granted wide terms of reference, including effects of use on motorists and allied detection procedures and the matter of penalties relating to possession and use of marijuana?

3. Whether he has any indication of the cost/benefit to Victorians in the holding of such an inquiry; if so, what are the details?

Mr ROPER (Minister of Health)—The answer is:

1. A document on this matter has been received from the Anglican Church Diocese of Melbourne.

2. It is not proposed at this stage to appoint such a Committee as since the document was received, there has been a Royal Commission into this area.

3. I have no indication of the cost/benefit to Victorians of holding such an inquiry, however, the benefits of the Royal Commission will flow to all Victorians.

SCHOOL CONSTRUCTION, OCEAN GROVE

(Question No. 959)

Mr DICKINSON (South Barwon) asked the Minister of Education:

1. Whether consideration has been given to the construction of a co-educational technical high school near Surfside, Ocean Grove, on the 15 acre site adjoining the Catholic school?

2. Whether by centrally locating such a school, considerable savings can be made on the subsidized bus travel which is now charged to Government funds; if so, what is the cost benefit of such a proposal?

3. Whether plans can be implemented in the 1982-83 financial year or 1983-84; if not, what alternative arrangements are being made to ease the situation in the area?

Mr FORDHAM (Minister of Education)—The answer is:

I advised the honourable member by letter dated 9 February 1983 as follows:
FORMS ISSUED BY LAW DEPARTMENT
(Question No. 963)

Mr WILLIAMS (Doncaster) asked the Attorney-General:

Whether he is taking action to ensure that all forms issued by departments, authorities and agencies within his administration conform to the requirements of social relevance and language comprehension in 1982; if so, what action; if not, whether he will take such action?

Mr CAIN (Attorney-General)—The answer is:

Forms issued by the organizations under my control are under constant review. However, if the honourable member has any particular form he considers should be revised from the viewpoint of social relevance and language comprehension in 1982, I would be happy to receive his advice.

FORMS ISSUED BY MINISTRY OF TRANSPORT
(Question No. 970)

Mr WILLIAMS (Doncaster) asked the Minister of Transport:

Whether he is taking action to ensure that all forms issued by departments, authorities and agencies within his administration conform to the requirements of social relevance and language comprehension in 1982; if so, what action; if not, whether he will take such action?

Mr CRABB (Minister of Transport)—The answer is:

Forms issued by the organizations under my control are under constant review. However, if the honourable member has any particular form he considers should be revised from the viewpoint of social relevance and language comprehension, I would be happy to receive his advice.

FORMS ISSUED BY LOCAL GOVERNMENT DEPARTMENT
(Question No. 985)

Mr WILLIAMS (Doncaster) asked the Minister for Local Government:

Whether he is taking action to ensure that all forms issued by departments, authorities and agencies within his administration conform to the requirements of social relevance and language comprehension in 1982; if so, what action; if not, whether he will take such action?

Mr WILKES (Minister for Local Government)—The answer is:

Forms prescribed in local government legislation are reviewed and revised whenever relevant amendments to such legislation are undertaken. However, if the honourable member has any particular form he considers should be revised from the viewpoint of social relevance and language comprehension in 1982, I would be happy to receive his advice.

1. 2 and 3. Consideration is currently being given to this development as one of a number of possible options to be investigated in order to determine the most appropriate additional educational provision to meet the future needs of students on the Bellarine Peninsula. Investigation of this option and a number of alternatives is being carried out by the Barwon-South Western Regional Office of the Education Department in consultation with representatives of the various school communities on the Bellarine Peninsula. A major factor to be considered in the possible development of a co-educational technical high school at Ocean Grove, would be its adverse effect on the viability of Queenscliffe High School.

Current cost of the contract bus service transporting students from Ocean Grove to Queenscliffe High School is approximately $105,000 per annum. Cost in subsidies for students from Ocean Grove attending Geelong East Technical School by normal public bus services varies annually with the number of students submitting claims for conveyance allowances, but can be estimated at approximately $18,000 per annum. If a co-educational technical high school was to be established at Ocean Grove, these annual transport costs, currently incurred, would need to be set against $4.2 million and an annual operating cost for the school, exclusive of teacher salaries, in excess of $125,000 per annum. There is therefore no cost benefit in the proposal.

No plan for a co-educational technical high school is scheduled for implementation in the 1982-83 financial year, nor for the 1983-84 financial year as yet.

The following arrangements to ease the current situation have been made:

(A) Zoning arrangements have been altered;
(B) additional relocatable buildings will be placed at Queenscliffe High School for the 1983 school year;
(C) the investigations currently being carried out by the Barwon-South Western Regional Office will be seeking to determine the most appropriate short term and long term proposal for future implementation.

BARWON HEADS PRIMARY SCHOOL
(Question No. 961)

Mr DICKINSON (South Barwon) asked the Minister of Education:

1. When the cyclic maintenance at Barwon Heads Primary School will be carried out?

2. Whether funds for this work have been included in the 1982-83 budget; if not, whether provision will be made in the 1983-84 allocation of funds?

Mr FORDHAM (Minister of Education)—The answer is:

I advised the honourable member by letter dated 9 February 1983 that cyclic maintenance at Barwon Heads Primary School, although not being part of my initial announcement of the Department's 1982-83 Building Programme, is currently under consideration for possible funding from an allocation of State Development Programme funds recently made available.

If not undertaken this financial year, the matter will be reviewed in the light of 1983-84 allocation of funds.