

PARLIAMENT OF VICTORIA

**PARLIAMENTARY DEBATES
(HANSARD)**

**LEGISLATIVE COUNCIL
FIFTY-NINTH PARLIAMENT
FIRST SESSION**

QUESTIONS ON NOTICE

6–7 JUNE 2019

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By authority of the Victorian Government Printer

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The Honourable LINDA DESSAU, AC

The Lieutenant-Governor

The Honourable KEN LAY, AO, APM

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Minister for Roads, Minister for Road Safety and the TAC, and Minister for Fishing and Boating	The Hon. JL Pulford, MLC
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Minister for Regional Development, Minister for Agriculture and Minister for Resources	The Hon. J Symes, MLC
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Minister for Planning, Minister for Housing and Minister for Multicultural Affairs	The Hon. RW Wynne, MP
Cabinet Secretary	Ms M Thomas, MP

Legislative Council committees

Economy and Infrastructure Standing Committee

Mr Barton, Mr Elasmarr, Mr Finn, Mr Gepp, Mrs McArthur, Mr Quilty and Ms Terpstra.

Participating members: Ms Bath, Dr Cumming, Mr Davis, Mr Limbrick, Mr Meddick, Mr Ondarchie, Mr Rich-Phillips and Ms Wooldridge.

Environment and Planning Standing Committee

Mr Atkinson, Ms Bath, Mr Bourman, Mr Hayes, Mr Limbrick, Mr Meddick, Mr Melhem, Dr Ratnam, Ms Taylor and Ms Terpstra.

Participating members: Ms Crozier, Dr Cumming, Mr Davis and Mr Quilty.

Legal and Social Issues Standing Committee

Ms Garrett, Dr Kieu, Ms Lovell, Ms Maxwell, Mr Ondarchie, Ms Patten, Dr Ratnam and Ms Vaghela.

Participating members: Ms Bath, Ms Crozier, Dr Cumming, Mr Grimley, Mr Limbrick, Mr O'Donohue and Mr Quilty.

Privileges Committee

Mr Atkinson, Mr Bourman, Ms Crozier, Mr Elasmarr, Mr Grimley, Mr Jennings, Mr Rich-Phillips, Ms Shing and Ms Tierney.

Procedure Committee

The President, the Deputy President, Ms Crozier, Mr Davis, Mr Grimley, Dr Kieu, Ms Patten, Ms Pulford and Ms Symes.

Joint committees

Dispute Resolution Committee

Council: Mr Bourman, Mr Davis, Mr Jennings, Ms Symes and Ms Wooldridge.

Assembly: Ms Allan, Ms Hennessy, Mr Merlino, Mr Pakula, Mr R. Smith, Mr Walsh and Mr Wells.

Electoral Matters Committee

Council: Mr Atkinson, Mrs McArthur, Mr Meddick, Mr Melhem, Ms Lovell and Mr Quilty.

Assembly: Ms Blandthorn, Ms Hall, Dr Read and Ms Spence.

House Committee

Council: The President (*ex officio*), Mr Bourman, Mr Davis, Ms Lovell, Ms Pulford and Ms Stitt.

Assembly: The Speaker (*ex officio*), Mr T Bull, Ms Crugnale, Ms Edwards, Mr Fregon, Ms Sandell and Ms Staley.

Integrity and Oversight Committee

Council: Mr Grimley and Ms Shing.

Assembly: Mr Halse, Mr McGhie, Mr Rowswell, Mr Taylor and Mr Wells.

Public Accounts and Estimates Committee

Council: Ms Stitt.

Assembly: Ms Blandthorn, Mr Hibbins, Mr Maas, Mr D O'Brien, Ms Richards, Mr Richardson, Mr Riordan and Ms Vallence.

Scrutiny of Acts and Regulations Committee

Council: Mr Gepp, Mrs McArthur, Ms Patten and Ms Taylor.

Assembly: Mr Burgess, Ms Connolly and Ms Kilkenny.

Heads of parliamentary departments

Assembly: Clerk of the Legislative Assembly: Ms B Noonan

Council: Clerk of the Parliaments and Clerk of the Legislative Council: Mr A Young

Parliamentary Services: Secretary: Mr P Lochert

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FIFTY-NINTH PARLIAMENT—FIRST SESSION**

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Deputy President

The Hon. WA LOVELL

Acting Presidents

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The Hon. GW JENNINGS

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The Hon. J SYMES

Leader of the Opposition

The Hon. DM DAVIS

Deputy Leader of the Opposition

Ms G CROZIER

Member	Region	Party	Member	Region	Party
Atkinson, Mr Bruce Norman	Eastern Metropolitan	LP	Maxwell, Ms Tania Maree	Northern Victoria	DHJP
Barton, Mr Rodney Brian	Eastern Metropolitan	TMP	Meddick, Mr Andy	Western Victoria	AJP
Bath, Ms Melina Gaye	Eastern Victoria	Nats	Melhem, Mr Cesar	Western Metropolitan	ALP
Bourman, Mr Jeffrey	Eastern Victoria	SFFP	Mikakos, Ms Jenny	Northern Metropolitan	ALP
Crozier, Ms Georgina Mary	Southern Metropolitan	LP	O'Donohue, Mr Edward John	Eastern Victoria	LP
Cumming, Dr Catherine Rebecca	Western Metropolitan	Ind	Ondarchie, Mr Craig Philip	Northern Metropolitan	LP
Dalidakis, Mr Philip ¹	Southern Metropolitan	ALP	Patten, Ms Fiona Heather	Northern Metropolitan	FPRP
Davis, Mr David McLean	Southern Metropolitan	LP	Pulford, Ms Jaala Lee	Western Victoria	ALP
Elasmr, Mr Nazih	Northern Metropolitan	ALP	Quilty, Mr Timothy	Northern Victoria	LDP
Finn, Mr Bernard Thomas C	Western Metropolitan	LP	Ratnam, Dr Samantha Shantini	Northern Metropolitan	Greens
Garrett, Ms Jane Furneaux	Eastern Victoria	ALP	Rich-Phillips, Mr Gordon Kenneth	South Eastern Metropolitan	LP
Gepp, Mr Mark	Northern Victoria	ALP	Shing, Ms Harriet	Eastern Victoria	ALP
Grimley, Mr Stuart James	Western Victoria	DHJP	Somyurek, Mr Adem	South Eastern Metropolitan	ALP
Hayes, Mr Clifford	Southern Metropolitan	SA	Stitt, Ms Ingrid	Western Metropolitan	ALP
Jennings, Mr Gavin Wayne	South Eastern Metropolitan	ALP	Symes, Ms Jaclyn	Northern Victoria	ALP
Kieu, Dr Tien Dung	South Eastern Metropolitan	ALP	Taylor, Ms Nina	Southern Metropolitan	ALP
Leane, Mr Shaun Leo	Eastern Metropolitan	ALP	Terpstra, Ms Sonja	Eastern Metropolitan	ALP
Limbrick, Mr David	South Eastern Metropolitan	LDP	Tierney, Ms Gayle Anne	Western Victoria	ALP
Lovell, Ms Wendy Ann	Northern Victoria	LP	Vaghela, Ms Kaushaliya Virjibhai	Western Metropolitan	ALP
McArthur, Mrs Beverley	Western Victoria	LP	Wooldridge, Ms Mary Louise Newling	Eastern Metropolitan	LP

¹ Resigned 17 June 2019

Party abbreviations

AJP—Animal Justice Party; ALP—Labor Party; DHJP—Derryn Hinch's Justice Party;
FPRP—Fiona Patten's Reason Party; Greens—Australian Greens; Ind—Independent;
LDP—Liberal Democratic Party; LP—Liberal Party; Nats—The Nationals; SA—Sustainable Australia;
SFFP—Shooters, Fishers and Farmers Party; TMP—Transport Matters Party

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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 Council. Answers have been incorporated in the form supplied by the departments on behalf of the appropriate ministers. Headings reflect the portfolio of the minister answering the question.

Thursday, 6 June 2019

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

- 311. MR HAYES**—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to the Royal Commission into the Black Saturday bushfires which recommended that power lines should be put underground: What action has the Government taken in respect of this recommendation, given that five of the 15 fires examined by the Commission, including the most deadly, the Kilmore East fire, were caused by power line failure.

ANSWER:

I thank the Member for the question on bushfire powerline safety, and measures the Government is taking in response to the 2009 Victorian Bushfires Royal Commission (VBRC). In December 2011, the Powerline Bushfire Safety Program was established as a \$750 million package of works to implement two of the VBRC recommendations 27 and 32.

I am pleased to advise that in 2011 the government allocated \$200 million to either underground or replace powerlines with aerial bundled cable across the highest bushfire risk areas in Victoria. This package of works includes both privately owned powerlines and the single wire earth return and 22 kV powerlines owned and operated by AusNet Services and Powercor. Areas targeted include Kinglake, the Dandenongs, the Otways and Warrandyte. This program of works is two years ahead of schedule.

In addition to this, the program has invested in other major bushfire risk reduction activities, including to:

- install new network safety technologies such as the installation of next generation Automatic Circuit Reclosers and Rapid Earth Current Fault Limiters (REFCL). REFCL technology will be installed at 45 zone substations located in regional Victoria. Testing has shown that REFCL technology provides 10 times more protection than current network protection technology;
- retire bare wire electric lines, removing bare wire powerlines in the highest risk bushfire risk consequence areas of the State including through undergrounding;
- support critical research and development of new risk-reduction technologies, including the successful demonstration of REFCL technology; and
- protect vulnerable Victorians by providing back-up energy generation to over 300 residential care facilities to minimise the impact of power outages on days of high fire risk.

This Victorian Government is fully committed to completing the package of works following the recommendations of the 2009 VBRC. Our government will continue working to improve the safety of our electrical assets and protect Victorians from electricity started fires.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

- 312. MR HAYES**—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to racehorse traffic in the Belfast Coastal Reserve:

- (1) Why has the Government allowed a five-fold, or 500 per cent, increase in racehorse traffic in the Belfast Coastal Reserve since 2015.
- (2) What representations, if any, did the Government receive from Mr Darren Weir, or other horse trainers or racing industry representatives, prior to allowing this increase.

ANSWER:

- (1) Prior to the release of the Belfast Coastal Reserve Management Plan in 2018, activities such as horse training and dog walking, occurred in an unregulated manner.

The plan has been developed to guide the protection of the natural and cultural values of the reserve, while putting specific management controls around horse training and other activities.

Specifically, to manage concerns around the regulation of horse training, interim licences were put in place between 2017 and 2018 to regulate horse training regimes. This measure was also complemented by the establishment of new legislative regulations.

These controls create a management framework that limits the extent of horse training in the reserve and establishes conditions on how this is undertaken.

- (2) The development of the management plan was informed by extensive engagement with community and stakeholders.

The management plan lists the individuals and organisations that provided a submission. Copies of the submissions are available on the Parks Victoria website at

https://parkweb.vic.gov.au/data/assets/odf_file/0008/725669/Belfast_Coastal_Reserve_Management_Plan.pdf.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

- 313. MR HAYES**—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): Will the Minister meet with the south-west Traditional Owners, who have set up a “Protectors of Country Camp” in the dunes at Levy’s Beach, as they believe the proposed 160 racehorses a day could be trampling through culturally and environmentally sensitive beaches and dunes.

ANSWER:

As part of the management planning process, Eastern Maar Aboriginal Corporation and Gunditj Mirring Traditional Owners Aboriginal Corporation, were engaged with the development of the Belfast Coastal Reserve Management Plan.

Warmambool Racing Club has prepared a Cultural Heritage Management Plan that was approved by Aboriginal Victoria, in accordance with the *Aboriginal Heritage Act, 2006*. Traditional Owners were also consulted on Aboriginal Victoria through the development of the Cultural Heritage Management Plan.

Parks Victoria and the Department of Environment, Land, Water and Planning continue to engage with Traditional Owners in implementing the Belfast Coastal Reserve Management Plan.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

- 314. MR HAYES**—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to the impact of racehorse training on beaches on the breeding success rate of the endangered Hooded Plover: What studies has the Government undertaken into this issue and what have been the results of these studies.

ANSWER:

The Belfast Coastal Reserve Management Plan establishes a range of provisions to provide activities in the reserve while protecting environmental and cultural values.

Parks Victoria and the Department of Environment, Land, Water and Planning have established a formal agreement with Birdlife Australia to continue bird impact monitoring in the reserve and continuation of on-ground measures to protect nesting habitat, such as fencing.

Analysis of the results from this year’s breeding season is yet to be completed by Birdlife Australia.

Licensing of commercial racehorse training will include the requirement for a comprehensive Environmental Monitoring Plan to ensure that the environmental values of the reserve are maintained.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

- 316. MR HAYES**—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to the Strathbogie Forest:

- (1) Is the Minister aware that the Department of Environment, Land, Water and Planning conducted 25 transect surveys in the Strathbogie Forest between October and December 2017 which confirmed that the Strathbogie Forest is one of the few areas left in Victoria where there is a substantial population of Greater Gliders.
- (2) Is the Minister aware of the local community campaign to protect the Strathbogie Forest and to cease logging Greater Glider habitat.
- (3) Will the Minister act to include the Strathbogie Forest in Victoria’s protected area system.

ANSWER:

Following a recent amendment to the Timber Release Plan (TRP), there are currently no coupes proposed for timber harvesting in the Strathbogies. As part of this amendment, ten coupes in the Strathbogies Ranges were removed from the TRP, with three already-harvested coupes retained to facilitate any required regeneration activities only.

The Department of Environment, Land, Water and Planning (DELWP) undertook surveys inside and outside proposed timber-harvesting coupes in the Strathbogie Ranges. These surveys found that the area supports a large and regionally important population of the Greater Glider. The details and results of these surveys are recorded in the *Arthur Rylah Institute for Environmental Research Technical Report Series No. 293—Estimating the density of the Greater Glider in the Strathbogie Ranges, North East Victoria—with an assessment of coupes scheduled for timber harvesting in 2018*.

Timber Harvesting will not occur in the Strathbogie Ranges under the amended TRP.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

317. MR HAYES—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to the deer population in Victoria:

- (1) Is the Minister aware that there are now one million deer, of six different species, occupying every terrestrial habitat in Victoria, from the rainforests to the Mallee.
- (2) Is the Minister aware that these species are growing rapidly each year, and causing great environmental damage.
- (3) Is the Minister aware that the Victorian National Parks Association has stated that the draft Deer Management Strategy failed to address its key task of reversing the deer population growth.
- (4) What steps will the Government take to reverse deer population growth.

ANSWER:

Four species of deer have established populations in the wild in Victoria: Fallow deer (*Dama dama*), Hog deer (*Axis porcinus*), Red deer (*Cervus elaphus*), and Sambar deer (*Cervus unicolor*). These species are present throughout large areas of the state and combined are estimated to number between several hundred thousand up to one million wild animals or more.

Another two deer species, Chital deer (*Axis axis*) and Rusa deer (*Cervus timorensis*), have also been introduced in Victoria but are mostly found in farms and game estates. Given their successful establishment in other Australian states, including New South Wales, it is a priority to prevent these species from establishing in Victoria.

Studies show that some deer species are increasing in their range, spreading to previously unoccupied areas in Victoria.

Deer can cause significant environmental damage through grazing, tree rubbing, trampling and forming wallows in drainage lines resulting in soil erosion and compaction. This increases pressure on native wildlife, threatened species and ecological communities. Impacts are also being felt by local communities who are concerned about vehicular accidents, property damage and public safety issues caused by deer.

I have received advice from the Victorian National Parks Association regarding the Victorian Deer Management Strategy (VDMS). Its recommendations are being considered alongside other feedback received in October 2018 during the public consultation period for the draft VDMS.

The VDMS will be released later this year.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

324. DR RATNAM—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to the proposed Montarosa development on the nationally significant Gellibrand River floodplain at Princetown:

- (1) Is the Minister aware that the local council has provided approval for this development, although the site and the surrounds is home to vulnerable, threatened and endangered species including Latham's snipe, Australasian bittern, Musk duck, Southern brown bandicoot, Australian grayling, Swamp greenhood (*Pterostylis tenuissima*), Seagrass (*Zostera muelleri* and *Ruppia maritime*), Southern Bent-wing Bat (*Miniopterus schreibersii bassanii*) and Giant Kelp forests.
- (2) How is the Minister and the Government ensuring that, if it proceeds, the Montarosa development does not have an adverse impact on Victoria's endangered plants and animals.

ANSWER:

The Andrews Labor Government's policy—*Protecting Victoria's Environment—Biodiversity 2037*—demonstrates a strong commitment to improving our natural environment.

Our commitment to biodiversity and threatened species has been supported by funding allocated through previous budgets which includes \$86.3 million to deliver Biodiversity 2037 (2017-18), \$3.0 million to protect

two of Victoria's faunal emblems, the Helmeted Honeyeater and Leadbeater's Possum (2018-19), and \$6 million for the Threatened Species Protection Initiative (2015-16).

I am advised that the matter raised in your question falls within the portfolio responsibilities of the Minister for Planning. It will need to be redirected to the Hon Richard Wynne MP for response.

ENERGY, ENVIRONMENT AND CLIMATE CHANGE

325. DR RATNAM—To ask the Special Minister of State (for the Minister for Energy, Environment and Climate Change): In relation to the Plastic Pollution Action Plan referred to on the Department of Environment, Land, Water and Planning's website: When is this plan expected to be released.

ANSWER:

The plan is expected to be finalised before the end of 2019.

ROADS

345. MR RICH-PHILLIPS—To ask the Minister for Roads: In relation to the VicRoads incident report reference ETS 50150112, where a traffic counting strip device deployed on Point Nepean Road in Rye became detached from the roadway and consequently damaged a privately registered vehicle:

- (1) Has this incident been investigated by VicRoads.
- (2) If the incident has been investigated, what were the findings and outcomes of the VicRoads investigation.

ANSWER:

The traffic survey was organised by the Mornington Peninsula Council and conducted by a traffic survey contractor.

The contractor is registered by VicRoads as prequalified to undertake this type of work.

The contractor has accepted responsibility for the incident and it is understood that the contractor has been in contact with the owner of the damaged vehicle.

ROADS

346. MR RICH-PHILLIPS—To ask the Minister for Roads: In relation to the VicRoads incident report reference ETS 50150112, where a traffic counting strip device deployed on Point Nepean Road in Rye became detached from the roadway and consequently damaged a privately registered vehicle: On what date did this incident occur and on what date was the damaged counting strip device fixed or removed from Point Nepean Road.

ANSWER:

The date of the incident was 1 April 2019.

The counting strips were repaired on 2 April 2019 and removed on 5 April 2019.

ROADS

347. MR RICH-PHILLIPS—To ask the Minister for Roads: In relation to the VicRoads incident report reference ETS 50150112, where a traffic counting strip device deployed on Point Nepean Road in Rye became detached from the roadway and consequently damaged a privately registered vehicle: Has VicRoads accepted responsibility for the damage caused to the vehicle involved in this incident.

ANSWER:

The traffic survey was organised by the Mornington Peninsula Council and conducted by a traffic survey contractor.

The contractor is registered by VicRoads as prequalified to undertake this type of work.

The contractor has accepted responsibility for the incident and it is understood that the contractor has been in contact with the owner of the damaged vehicle.

ROADS

348. MR RICH-PHILLIPS—To ask the Minister for Roads: How many reports of vehicle damage caused by traffic counting strip devices were received by VicRoads in the 2016-17 financial year.

ANSWER:

No statistics are currently available as the number of incidents of this nature are rare.

ROADS

349. MR RICH-PHILLIPS—To ask the Minister for Roads: How many reports of vehicle damage caused by traffic counting strip devices were received by VicRoads in the 2017-18 financial year.

ANSWER:

No statistics are currently available as the number of incidents of this nature are rare.

ROADS

350. MR RICH-PHILLIPS—To ask the Minister for Roads: How many reports of vehicle damage caused by traffic counting strip devices have been received by VicRoads, to date, in the 2018-19 financial year.

ANSWER:

No statistics are currently available as the number of incidents of this nature are rare.

ROADS

351. MR RICH-PHILLIPS—To ask the Minister for Roads: In relation to VicRoads deployment of traffic counting strip devices:

- (1) Does VicRoads have an inspection regime in place for traffic counting strip devices.
- (2) If an inspection regime exists for traffic counting strip devices, what does this involve and how often are these devices checked to ensure safety for road users.

ANSWER:

Typically, the deployment of traffic counting strips are for short term data collections, usually for seven days of data. Inspection regimes are determined by the expertise of each contractor and is site dependent. The traffic data contractors used by VicRoads are within the VicRoads register of pre-qualified contractors. This qualification ensures they have demonstrated and possess the necessary expertise, management systems and financial capacity to undertake a category of work and services. Each company must supply evidence of their established management system in Quality, Occupational Health and Safety and Industrial Relations. Each company must supply current Work Cover policy, Public liability and Indemnity Insurance as per pre-qualification guidelines. Field surveillance audits are performed yearly.

PUBLIC TRANSPORT

352. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Southern Cross Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 13.1 million entries at Southern Cross station in total over the year, compared to 18.6 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 8,086 daily transfers to other trains at Southern Cross station, as estimated in the 2016 origin-destination survey.

Forecasts for Southern Cross station are currently unavailable as they are being updated as part of planning for the Andrews Labor Government's recent commitments to improve the transport network.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network is \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

353. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Parliament Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 10.3 million entries at Parliament station in total over the year, compared to 10.2 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 4,917 daily transfers to other trains at Parliament station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 14.8 million annual entries at Parliament station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

354. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Melbourne Central Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 14.9 million entries at Melbourne Central station over the year, compared to 15.9 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 5,666 daily transfers to other trains at Melbourne Central station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 16.2 million annual entries at Melbourne Central station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network is \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

355. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Flinders Street Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 24.6 million entries at Flinders Street station in total over the year, compared to 28.2 million in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 31,850 daily transfers to other trains at Flinders Street station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 27.1 million annual entries at Flinders Street station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

356. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Flagstaff Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 4.2 million entries at Flagstaff station in total over the year, compared to 4.7 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 1,355 daily transfers to other trains at Flagstaff station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 9 million annual entries at Flagstaff station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

357. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Camberwell Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 2.1 million entries at Camberwell station in total over the year, compared to 1.9 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 1,279 daily transfers to other trains at Camberwell station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 2.9 million annual entries at Camberwell station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

358. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Box Hill Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 3 million entries at Box Hill station over the year, compared to 3.7 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 239 daily transfers to other trains at Box Hill station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 4.4 million annual entries at Box Hill station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network is \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

359. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at South Yarra Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 2.7 million entries at South Yarra station, compared to 4.6 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 3,333 daily transfers to other trains at South Yarra station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 6.5 million annual entries at South Yarra Station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

360. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Richmond Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 2.1 million entries at Richmond station over the year, compared to 4.2 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 14,274 daily transfers to other trains at Richmond station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 3.7 million annual entries at Richmond station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network is \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

361. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at North Melbourne Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 700,000 entries at North Melbourne station in total over the year, compared to 1.3 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 3,982 daily transfers to other trains at North Melbourne station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 1.5 million entries at North Melbourne Station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network is \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

362. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Dandenong Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 2.5 million entries at Dandenong station in total over the year, compared to 2.2 million in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 494 daily transfers to other trains at Dandenong station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 5.4 million annual entries at Dandenong station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

363. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Sunshine Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.
- (5) What number of passenger movements at the station have been recorded by myki that have formed the basis of payments over the past 10 years.

ANSWER:

In 2008-09 there was an estimated 1.9 million entries at Sunshine station in total over the year, compared to 2.1 million entries in 2017-18. Data collected from 2008-9 and 2017-18 uses different methodologies and should not be directly compared. There were 34 daily transfers to other trains at Sunshine station, as estimated in the 2016 origin-destination survey.

By 2031 patronage is expected to be 4.5 million annual entries at Sunshine station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

The Department of Transport conducts a range of surveys. In 2018-19 the total cost of passenger count surveys across the network was \$1.1 million including GST.

Train operators receive payments for services and a portion of the farebox revenue.

PUBLIC TRANSPORT

364. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Bairnsdale Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 78,584 entries at Bairnsdale station in total over the year, compared to 56,604 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 100,000 annual entries at Bairnsdale Railway station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

365. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Traralgon Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 181,379 entries at Traralgon station in total over the year, compared to 184,510 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 234,000 annual entries at Traralgon station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

366. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Warrnambool Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 91,975 entries at Warrnambool station in total over the year, compared to 85,863 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 201,000 annual entries at Warrnambool station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

367. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Geelong Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 611,455 entries at Geelong station in total over the year, compared to 782,554 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 1,036,000 annual entries at Geelong station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

368. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Ballarat Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there were 538,681 entries at Ballarat station in total over the year, compared to 624,474 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 802,000 annual entries at Ballarat station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

369. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Bendigo Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 391,611 entries at Bendigo station in total over the year compared to 442,824 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 535,000 annual entries at Bendigo station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

370. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Swan Hill Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 51,764 entries at Swan Hill station in total over the year, compared to 41,943 total entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 50,000 annual entries at Swan Hill station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

371. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Wodonga Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2011-12 (the year the station opened) there was an estimated 19,335 entries at Wodonga station in total over the year, compared 30,348 total entries in 2017-18. Data collected from 2011-12 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 patronage is expected to be 30,000 annual entries at Wodonga station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

PUBLIC TRANSPORT

372. MR DAVIS—To ask the Minister for Roads (for the Minister for Public Transport): In relation to daily passenger movements at Seymour Railway Station:

- (1) What are the actual daily passenger movements over the past 10 years, that is passengers moving into and moving out of the station, and actual daily passenger interchanges at the station.
- (2) What estimates does the Government have for passenger movements for the next 10 years.
- (3) Has the Government surveyed actual movements, and if so, who conducted the survey.
- (4) If a survey was conducted, how much did it cost and when was it conducted.

ANSWER:

In 2009-10 (the earliest year available) there was an estimated 254,101 entries at Seymour station in total over the year, compared to 176,782 total, entries in 2017-18. Data collected from 2009-10 and 2017-18 uses different methodologies and should not be directly compared.

By 2031 there are expected to be 84,000 annual entries at Seymour station. These figures are based upon forecasting undertaken in early 2018 and are reflective of planning information and assumptions available at the time.

Estimates of station entries and station exits for regional train stations are provided by V/Line based on conductor counts.

TRANSPORT INFRASTRUCTURE

393. MR DAVIS—To ask the Minister for Roads (for the Minister for Transport Infrastructure): In relation to the 2015-16 Bus Package: The deliverables of this project were described in 2015-16 Budget Paper No. 3, on page 25, as “Victoria’s bus networks will be improved by adding more routes, expanding others, restoring cut services and fixing missing links in Melbourne’s growth areas”:

- (1) What additional routes were delivered and what was the output cost per year for each additional route for the period from 2015-16 to 2018-19.
- (2) What routes were expanded and what were the output costs per year from 2015-16 to 2018-19 before and after the route was expanded.
- (3) What cut services were restored and what were the output costs per year for each restored service from 2015-16 to 2018-19.
- (4) What missing links were identified in Melbourne’s growth areas.
- (5) What missing links were fixed and what were the output costs per year for each fixed missing link from 2015-16 to 2018-19.
- (6) What is the total actual output cost of the project from 1 July 2015 to 30 June 2018
- (7) What is the budgeted output cost for the project in 2018-19.
- (8) What were the deliverables of the \$15 million capital component of this project.
- (9) What was the total spend on each capital component.
- (10) What was the overall final Total Estimated Investment of the capital component.
- (11) Are all capital components at financial close.

ANSWER:

I thank the Member for his question, however, the matter falls within the portfolio of responsibilities of the Minister for Public Transport, the Hon Melissa Horne MP. Therefore, the question should be directed to the Minister for Public Transport.

TRANSPORT INFRASTRUCTURE

433. DR RATNAM—To ask the Minister for Roads (for the Minister for Transport Infrastructure): In relation to the damaged ballroom at Flinders Street Station and other works currently being undertaken at Flinders Street Station:

- (1) What heritage works are being undertaken at the station.
- (2) When will the works on the ballroom and associated areas of the station be completed.
- (3) What plans does the Government have for these spaces when the renovation has been completed.
- (4) Will the community be consulted regarding the use of the station's heritage spaces such as the ballroom, and if so, when.
- (5) Will the Government ensure that this heritage space, with a long history of public use, remains for public use.

ANSWER:

I thank the Member for her question; however, the matter falls within the portfolio of responsibilities of the Minister for Public Transport, the Hon Melissa Horne MP. Therefore, the question should be directed to the Minister for Public Transport.

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 Council. Answers have been incorporated in the form supplied by the departments on behalf of the appropriate ministers. Headings reflect the portfolio of the minister answering the question.

Friday, 7 June 2019

JOBS, INNOVATION AND TRADE

327. MS WOOLDRIDGE—To ask the Minister for Local Government (for the Minister for Jobs, Innovation and Trade): In relation to the Government’s \$5.8 million investment in 30 new mobile towers:

- (1) Is the \$5.8 investment solely funded by the Victorian Government or does it include Federal Government funding.
- (2) If there is Federal Government funding included in the \$5.8 million investment, how much of this money is from the Federal Government.
- (3) When will the 30 new mobile towers be completed.

ANSWER:

On the 21 March 2019 I announced the Victorian Government’s \$5.8 million co-investment in 30 new mobile towers, through round four of the Commonwealth Government’s Mobile Black Spot Program.

The Victorian Government funding of \$5.8 million does not include Commonwealth Government funding.

These new mobile towers are expected to be delivered over the course of the next 18 months.

JOBS, INNOVATION AND TRADE

332. MS WOOLDRIDGE—To ask the Minister for Local Government (for the Minister for Jobs, Innovation and Trade): In relation to the media release titled “New Hotel On The Yarra To Create More Than 500 Local Jobs”, dated 28 March 2019: Did the Government provide support to any of the entities which will be involved in the development and operations of this hotel on the northern bank of the Yarra, and if so, what was the nature and value of the support provided.

ANSWER:

There are two entities involved in the development and operation of this hotel:

- Riverlee, a Melbourne based private property development and investment group; and
- American SH Hotels & Resorts, the operator of the new Yarra hotel.

Over the last two years, a number of government agencies have worked with Riverlee on this significant investment in Victoria, through provision of planning, regulatory and tourism market information services.