

Answers to questions

Capital works—program (Question No 80)

Mr Coe: asked the Treasurer, upon notice, on 17 February 2017:

- (1) When was the last progress report on the Capital Works Program finalised.
- (2) When is the next progress report on the Capital Works Program scheduled to be finalised.
- (3) What is the frequency of Capital Works progress reports.
- (4) Will Capital Works Program progress reports continue to be available online on the Treasury website; if so, when will the next Capital Works Program progress report be published online.
- (5) What was the online publication date of the 2015-16 Capital Works Program June Quarter progress report.

Mr Barr: The answer to the member's question is as follows:

1. The last progress report on the Capital Works Program was tabled in the Legislative Assembly on 16 February 2017.
2. The next legislated Capital Works Report is for the period ending 30 June 2017, which will be provided to the Legislative Assembly by 29 August 2017.
3. The legislated frequency of capital works reporting to Legislative Assembly is prescribed in Amendment R52 of the Financial Management Act 1996, under Division 3.3 Capital Works Reports, Section 30F. This amendment took effect from 1 July 2016.

Division 3.3, Section 30F (1) and (3) states:

(1) The Treasurer must, at least once every 6 months, prepare a report about capital works for the Territory (a capital works report); and

(3) The Treasurer must—

(a) present a copy of each capital works report to the Legislative Assembly on the first sitting day after the report is prepared; and

(b) if the first sitting day is more than 60 days after the end of the period for which the report is prepared—give a copy of the report to each member of the Legislative Assembly within 60 days after the end of the period for which the report is prepared.

4. The Government will continue to publish the Capital Works Report on the Treasury website after it has been presented to the Members of the Legislative Assembly.

5. The online publication date for the 2015-16 Capital Works Program June Quarter Report was 31 August 2016. The report was provided out of session to the Members of the Legislative Assembly on 24 August 2016.
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**Transport—public transport fares
(Question No 92)**

Mr Coe asked the Minister for Transport and City Services, upon notice, on 17 February 2017:

- (1) What was the process leading to the decision to increase public transport fares in the ACT as from 14 January 2017.
- (2) Have public transport fares in the ACT increased above the inflation rate; if so, why.
- (3) Who approved the increase in public transport fares.
- (4) Why was the announcement about the increase in public transport fares made on 22 December 2016.
- (5) How much additional revenue is expected to be generated by the increase in public transport fares.
- (6) When will the public transport fares in the ACT next be reviewed.
- (7) What is the expected cost of the 12 month trial of free off peak MyWay travel for senior and concession car holders.
- (8) How many cash transactions were made on public transport in the ACT in the financial years of (a) 2014-15, (b) 2015-16 and (c) 2016-17 to date.
- (9) Is any consideration being given to phasing out cash transactions on public transport in the ACT.

Ms Fitzharris: The answer to the member's question is as follows:

- (1) The decision to increase public transport fares in the ACT involved TCCS having regard to numerous factors, including:
 - The desirability of regular, modest adjustments to fares to reflect rising costs of service provision, rather than larger, adhoc step changes to fares;
 - The timing of the previous fare change;
 - Consumer Price Index and Wage Price Index increases; and
 - The cost of providing ACTION services.
- (2) Public transport fares increased in 2017 by an average of 2.7%. This increase is above the estimated CPI and WPI rate for 2016-17, in part due to the requirement to increase cash tickets within 10 cent denominations and increased investment in the bus network.

- (3) Public Transport fares are increased by the Minister for Transport and City Services through a change in the Road Transport (Public Passenger Services) Regular Route Service Maximum Fares Determination 2016.
- (4) The increase in public transport fares was announced on 22 December 2016 following agreement from the Minister to allow for at least a two week notification period to the public.
- (5) The increase is expected to result in an estimated increase of \$0.443 million for the full year 2017.
- (6) Transport Canberra is continually monitoring and reviewing transport fares within the ACT to ensure that they offer the best value for customers and the community.
- (7) The expected cost of the 12 month trial of free off peak MyWay travel for senior and concession card holders is \$0.65 million for the full year 2017.
- (8) The number of cash transactions made on public transport in the ACT in the financial years of (a) 2014-15 was 2,629,684, (b) 2015-16 was 2,415,546 and (c) 2016-17 to date has been 1,541,542.
- (9) There is no consideration being given to phasing out cash transactions on public transport in the ACT.

Land Development Agency—purchases (Question No 117)

Ms Le Couteur asked the Minister for Housing and Suburban Development, upon notice, on 17 February 2017:

- (1) How many rural leases of over two hectares have been purchased by the Land Development Agency (LDA) from the 2014-15 financial year to date.
- (2) For each property listed in part (1), (a) what was the date of purchase, (b) what is its location, name and size, (c) what was the purchase price, (d) what was the method of purchase, eg auction or compulsory acquisition, (e) were formal valuations sought; if so, how many valuations and what were the valuation amounts; if not, was informal valuation advice sought, (f) was a formal business case developed prior to the purchase; if so, who was it approved by and on what date, (g) on what date, if any, did the LDA Board approve the purchase and (h) for what purpose did the LDA purchase the land.

Ms Berry: The answer to the member's question is as follows:

- (1) 8.
- (2) See table below:

(A copy of the attachment is available at the Chamber Support Office).

Housing—alternative housing (Question No 120)

Ms Le Couteur asked the Minister for Housing and Suburban Development, upon notice, on 17 February 2017:

- (1) Is the New Experimental Architectural Typologies (NEAT) competition that was run by the Australian Institute of Architects ACT Chapter in collaboration with the Land Development Agency and the Environment and Planning Directorate in 2014 to encourage delivery of alternative housing options for Canberra proceeding; if so, where and when; if not, how, if at all, has the ACT Government implemented the results of the NEAT competition.
- (2) Did the ACT Government commit to considering the 2014 winning designs for implementation as an infill demonstration precinct.

Ms Berry: The answer to the member's question is as follows:

- (1) The NEAT competition was completed in 2014. The former Minister for the Environment, Mr Simon Corbell MLA, announced the winners on 23 November 2014.

The Steering Committee established to oversee the NEAT competition is no longer operating, however, the ACT Government, through the Public Housing Renewal Taskforce and the Environment, Planning and Sustainable Development Directorate, is continuing to work on identifying a suitable infill site for which a select concept/s from the competition may be constructed. This is consistent with the terms of the competition. In selecting a site there are a range of factors to be considered including other community needs and priorities.

- (2) No. The terms of the competition stated: "Independent of the Competition, but following on from it, the Steering Committee (see below) may, at its absolute discretion, shortlist a number of concepts submitted to the Competition for possible design refinement, documentation and construction by the ACT Community Services Directorate (CSD) and / or Defence Housing Australia (DHA) on a specific infill site within Canberra".

ACTION bus service—disability access (Question No 135)

Ms Lee asked the Minister for Transport and City Services, upon notice, on 24 March 2017:

- (1) How many of the ACTION bus fleet are equipped for accessible transport.
- (2) What factors influence whether an accessible bus is assigned to a particular route when determining rosters for daily bus routes.

Ms Fitzarris: The answer to the member's question is as follows:

- (1) A total of 326 regular route buses of 428 are currently DDA compliant (76.1% of the total route service fleet). Transport Canberra also operates a fleet of 18 mini buses for

Special Needs Transport and Flexible Bus Service operations that are equipped for accessible transport.

- (2) When a timetable is produced priority for accessible buses is given to routes that service hospitals and aged care facilities. Customers are able to request wheelchair accessible buses on select services, which are then assessed on a case by case basis.

Hume Industrial Estate—recycling (Question No 138)

Ms Lawder asked the Minister for Planning and Land Management, upon notice, on 24 March 2017:

- (1) In relation to Block 63, Section 22, Hume, would the Minister outline why a business of rubbish collection and recycling plant is located in the Hume Industrial Estate and not the Hume Resource Recovery Estate, where it would be more in keeping with other businesses.
- (2) Are there height restrictions in relation to levels of recyclable material to be stockpiled in the Hume Industrial precinct.
- (3) Does zoning IZ1 allow for a recycling facility and recyclable materials collection; if so, is a rubbish dump permitted in this zone.

Mr Gentleman: The answer to the member's question is as follows:

Block 63 section 22 Hume is DCI Design and Construction Engineers. The answers below relate to block 66 section 22 Hume which is being used as a waste transfer centre and recycling facility.

- (1) A waste transfer station and recycling facility is consistent with the zoning of this site giving the proponent the right to lodge a development application for this use on this site.
 - (2) An environmental authorisation has been issued for this site which states the height of any stock pile must not at any time exceed three meters above natural ground level. This authorisation will be introduced over the next six months provided the operator can demonstrate action is being taken to reduce materials stored.
 - (3) The lease for this site permits a recycling facility and waste transfer station and the territory plan outlines these as assessable uses in this zone. A land fill site is a prohibited use in this zone. Landfill is defined in the territory plan as *the use of land for the permanent depositing of waste within the ground.*
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