QUESTION TIME

OF THE

LEGISLATIVE ASSEMBLY

FOR THE

AUSTRALIAN CAPITAL TERRITORY

HANSARD

Edited proof transcript

Tuesday, 3 February 2026

This is an **EDITED PROOF TRANSCRIPT** of question time proceedings that is subject to further checking. Members' suggested corrections for the official *Weekly Hansard* should be lodged with the Hansard office as soon as possible.

Tuesday, 3 February 2026

Legislative Assembly—unparliamentary language
Ruling by Speaker

MR SPEAKER: Before we move to question time, during the debate this morning a motion to take note of a ministerial statement was made by Ms Berry as Minister for Sport and Recreation. The Leader of the Opposition, Mr Parton, made the following comment. Mr Parton said:

> This statement from the Minister for Sport and Recreation is not one that she wanted to make. Like the Chief Minister's announcement in recent days on the provision of a public 50-metre pool in Woden, the Deputy Chief Minister was dragged kicking and screaming to this place of acknowledgment of a massive problem—

Ms Berry subsequently took a point of order, suggesting that language used was unparliamentary in that the description of "kicking and screaming" was, in her view, a gendered one, and she wanted to call it to the attention of the Assembly.

The Assistant Speaker indicated that he would draw the matter to my attention for a review and a ruling. Standing orders 54 and 55 state:

> **Offensive words**
>
> 54. A Member may not use offensive words against the Assembly or any Member thereof or against any member of the judiciary.
>
> **Personal reflections**
>
> 55. All imputations of improper motives and all personal reflections on Members shall be considered highly disorderly.

Standing order 57 also provides that:

> **Speaker to determine offensive words**
>
> 57. When the attention of the Speaker is drawn to words used, the Speaker shall determine whether or not they are offensive or disorderly.

The words used by Mr Parton are not listed in the list of unparliamentary words that the Office compiles. I sought advice from the Clerk, and he has advised that a review of *Hansard* reveals that the phrase in question has been used more than 355 times. It is quite an interesting list—as to who is on it, since self-government. It is across all political parties for both male and female MLAs. I note that this is a phrase that also is used regularly by parliamentarians of all descriptions—federally and interstate.

Further, in the online Collins dictionary the phrase is described as:

> If you say that someone is dragged kicking and screaming into a particular course of action, you are emphasizing that they are very unwilling to do what they are being made to do.

Members, having considered the matter, I cannot see anything in the comments made by the Leader of the Opposition that indicate that he has breached the relevant standing orders, so I do not uphold the point of order; however, I would remind members always

to be careful in their choice of words when referencing the actions of other members and to be mindful paragraph (B)(9) of the code of conduct, which requires members to treat each other with courtesy and propriety. Those are the proper standards of parliamentary conduct.

Questions without notice

Transport Canberra—bus frequency

MR PARTON: My question is to the Minister for Transport. Minister, yesterday marked the start of the grossly inadequate Network 26 bus timetable. The frequency of rapid routes has been slashed across Canberra, with the R4 changing from a five-minute peak frequency to a 15-minute peak frequency. Canberrans have shared their experiences of day one online, with some people reporting that buses left the Tuggeranong interchange full and had to skip stops because of this. Under the previous timetable there were at a minimum 780 available passenger spaces per hour, while the new timetable, even with the largest capacity articulated buses offers only 436 spaces. This represents nearly a 50 per cent reduction in passenger capacity on one of the busiest routes in the Transport Canberra network.

Minister, how many people were left behind on day one of the new timetable?

MR STEEL: I thank the member for his question. Of course, we have only had one and a half days of operation of the new network and timetable that has been put in place during the period of construction to ensure we have reliability of the network. The NCA bridge works have had an impact on our ability to deliver the frequency and capacity in our transport network, and we have had to prioritise reliability, given the expected delays.

We are monitoring the impact of both the real-world experience of the delays and also any capacity issues being experienced across the transport network, and we have already committed to making improvements in the second half of the year based on that real-world experience. We will only get a real sense of what the impact has been when we have seen at least a few weeks, if not months, of operation of the new network with the temporary traffic arrangements in place.

There is behavioural change, not just in the traffic network but amongst bus passengers, as well, in adapting to new routes that were not available before. For example, the R5 and R6 are now providing services to passengers into Belconnen interchange that were not available under previous networks, so we will see some passengers now starting to use those, but it may take some time for that behaviour change to occur—rather than them just relying, for example, on the R4, R2 and R3 routes from Belconnen.

We are monitoring that impact, and we will make adjustments where required, particularly with a focus on the second half of the year, based on the experiences of the impacts that we are seeing with the bridge closures.

MR PARTON: Minister, what is your plan to try and attract Canberrans back to the buses after such a disastrous start?

MR STEEL: The first part of the plan is reliability—to make sure that when a bus is

timetabled it shows up. That is exactly what has been prioritised in this bus network, because it is fundamental to trust in the public transport system—to be able to plan your journey, you need to make sure that buses are showing up on time and that they can be relied on for trips around our city. That is why we put this in place, based on the best data and modelling that was available to us in relation to what would happen on the broader traffic network as a result of the construction work that is occurring in the city over the next two years. But it is a temporary network. It is a temporary network and timetable that is in place during that period of disruption. Of course, we will be returning to the high levels of frequency and some of the routes that were discontinued in the future, as well as continuing to implement our election agenda to introduce new rapid bus services and improve the frequency of existing services once the construction is over.

MR CAIN: Minister, will you apologise to Canberrans for so comprehensively botching this new timetable?

MR STEEL: This new timetable has only just been put in place. What I do apologise for is that the journey planner, in the morning yesterday, was not showing up in relation to the new timetable on the Transport Canberra website and the MyWay+ app. That was rectified for third-party apps by around 10.30 am and for the Transport Canberra website and app by around 3 pm yesterday.

Of course, in relation to the broader operation of the timetable and network, it is still too early to tell what those issues are. There will be things we need to look at, and those will be part of making an improved bus network and timetable for the second half of the year. We are keen to hear that feedback from passengers using the network.

Transport Canberra—MyWay+

MR BRADDOCK: My question is to the Minister for Transport. I refer you to yesterday's collapse of journey-planning features, as you mentioned, both on the MyWay+ app and on other platforms. Noting that there have been issues with virtual timetables for every network upgrade since MyWay+ went live, what lessons were learnt from those previous instances, and why were they not applied as part of this network update?

MR STEEL: I thank the member for his question. Of course, we have had network and timetable updates since MyWay+ went live in November 2024, and those actually went quite smoothly in the system, so this was a new issue that was picked up, and new controls will need to be put in place with Digital Canberra and NEC to ensure that this issue does not occur in future network improvements and updates to the timetable.

This was a data transmission issue. It was a new issue that was identified that meant that updated network and timetable information was unavailable for the journey planner through the MyWay+ app and the Transport Canberra website. Transport Canberra urgently worked with NEC to address the issue. Passengers were asked to look at the timetables available on the Transport Canberra website, which have been there for some time, and continued to be there yesterday, in order to plan their journey. The journey planner issue was rectified for the third-party apps by 10.30 am; then, ahead of the afternoon peak, for the MyWay+ app and the Transport Canberra website journey

planner, by 3 pm.

Assistance has been available to Transport Canberra customers, including through the use of the Transport Canberra customer experience team, by contacting them by phone, and we will be putting in place controls in the future to ensure that this issue is picked up, for further improvements to the timetable and network.

MR BRADDOCK: Minister, does MyWay+ have a beta testing environment to test the deployment of patches and network upgrades? If so, how much testing happened with this network update?

MR STEEL: I thank the member for his question. Of course, they were not aware that there was an issue. I have offered Mr Braddock a briefing on the technical aspects of the issue. I am happy to continue to offer that, if he would like to take it up, to discuss the exact software issue, which is around the chain of data transmission between the HASTUS system and the ACT government's MuleSoft system, NEC and SchedGo, which is a third-party journey-planner vendor that we also used under the MyWay system. That issue is a new one that has been identified, and controls will be put in place in the future to address any issues so that it does not occur again.

MS CLAY: Minister, when will MyWay+ cease to have teething issues, become fully operational and work as it is intended to work?

MR STEEL: I thank the member for her question. MyWay+ is functional. The patches that were put in place last year addressing issues, for example, with the validators have been working. The ACT government and Transport Canberra have been transparently publishing that information on the Transport Canberra website. As at January, with the latest update on the validator usability, it is at 99.88 per cent, so we are seeing good functionality of the MyWay+ system, and people being able to make payments to pay for their public transport. This journey-planner issue was a new issue. It was resolved within a matter of hours, but we do apologise to anyone using the journey planner ahead of the introduction of the new timetable and network yesterday. It is available today, and we will continue to work with NEC to put in place controls so that we can prevent those issues from occurring in the future.

Tuggeranong—land release

MS MORRIS: My question is to the Minister for Planning. Tuggeranong house prices rose 6.9 per cent in 2025 to a median of $894,094, driven by demand for standalone housing. At the same time, aspiring locals cannot afford to buy near family because the government has not released any new land in the district for years. Minister, when was the last time a block of land was released in Tuggeranong for a freestanding home?

MR STEEL: I thank the member for her question. I am happy to come back on notice in relation to the specific date, but, of course, usually we will release new land for standalone houses in greenfield suburbs—for example, in an RZ1 zone. The conversation that we are having at the moment in relation to existing lease blocks is about the ability to have a duplex or a dual-occupancy arrangement through missing middle housing reforms. In certain cases, depending on the development, that would enable people to have a freestanding home within the existing district of Tuggeranong

on a subdivided block by allowing subdivision, for the first time, in RZ1 areas, which make up the large majority of areas within the Tuggeranong Valley. That is a matter that is currently before the Assembly's planning committee. We look forward to seeing the outcomes of their inquiry and any recommendations that will need to be considered by the Territory Planning Authority before they come back to the Assembly. It will be up to the Assembly to determine whether to support those changes.

That will enable people to have more housing choice, including standalone housing growing through subdivision, including a range of other missing middle housing typologies—terraces, townhouses and other forms of missing middle housing, like low-rise apartments, for example. We want to enable these sorts of homes to be built, as well as, of course, continuing to look at land release in greenfield areas, like Molonglo and Ginninderry, in the future. We set out, through the Housing Supply and Land Release Program, the release of land for 26,000 homes.

MS MORRIS: Minister, does restricting the supply of land drive up prices?

MR STEEL: We are not doing that. We are enabling 30,000 new homes over the next five years and we are setting out the range of reforms that we have already undertaken in the Housing Supply and Land Release Program. That recognises that, as the city grows and the availability of land in greenfield areas becomes more scarce, there is the need to look at existing lease land and opportunities there—for example, through planning reform and through direct investment in social and affordable housing. That is what the government is doing to provide a whole range of options for the community, including vulnerable Canberrans, to get into a home. We hope to get the support of the Assembly for those reforms. They include not just missing middle housing reforms but also transport-oriented development, including, based on Ms Tough's motion, work on a transit-oriented development plan for Tuggeranong—we are calling it the "Tuggy TOD". We are also working on shop-top and shop-adjacent opportunities, including looking at the group centres and the town centre in Tuggeranong for those opportunities.

MR PARTON: Minister, what do you have to say to young families born and raised in the Tuggeranong Valley who are now being forced across the border into New South Wales just to find a backyard they can afford?

MR STEEL: I thank the member for his question. What I would say to them is that we are undertaking the most significant planning reforms in self-government to enable more housing and more housing choice in the territory, through missing middle development, though transit-oriented development, through shop-top and shop-adjacent housing, through land release, and through identifying land able to be released for housing in the territory. We are tackling this from all sides. We are undertaking the Construction Productivity Agenda to make it easier to build a home by streamlining, planning and building processes. We are undertaking work on the National Competition Policy as well with commonwealth government to address those issues, particularly in housing supply and the broader planning system.

Across all different areas, including in Minister Berry's portfolio and the direct investment that we are going to make in community-affordable and public homes, we are addressing the housing supply issue. Many of those things will come to the Assembly, and it will be very clear what the parties' positions are and whether they

support those reforms. Some of those are before the Assembly right now and others will come this year and into next year. It will be about enabling more homes so that people can live close to transport and close to services, in the communities they love.

Mr Cocks: A point of order, Mr Speaker: under standing order 118AA, I had hoped that we could get through this first question time without having to say this. It is my belief that the minister did not answer the first supplementary question, which was a very specific question about whether restricting the supply of land drives up price. While the minister went on to make all sorts of comments about what the government may or may not be doing, I do not believe that the minister answered that fundamental question.

MR SPEAKER: Mr Cocks, I was listening to his answers and I am pretty satisfied with what he said. I do not see a point of order. We will move on.

Hospitals—funding

MS TOUGH: My question is to the Chief Minister. Chief Minister, can you provide an update to the Assembly on outcomes from the national cabinet meeting last week?

MR BARR: I thank Ms Tough for the question. As I am sure members will have seen from media reporting, last Friday the national cabinet met in Sydney and, after two years of negotiations, reached an agreement on a new five-year national health reform partnership, one that delivers important additional federal funding for state and territory hospitals and helps secure the long-term future of the National Disability Insurance Scheme.

The ACT government welcomes this agreement. It puts real investment into our public health system and builds on the commonwealth government's important work to strengthen Medicare. Under this new partnership. The commonwealth will provide an additional $25 billion to state and territory public hospitals nationwide. This takes their five-year investment in this health agreement to around $220 billion. For the ACT, it means that we are forecast to receive $4.1 billion as part of the health agreement over five years to 2030-31.

Importantly, this partnership includes recognition, for the first time in the history of our Federation, of the challenges that the three smallest jurisdictions—the ACT, the Northern Territory and Tasmania—face in delivering health services at the National Efficient Price. So a further funding arrangement has been agreed, delivered through a Federation funding agreement, that is worth $75 million annually to the ACT. This adjustment will be ongoing until the pricing authority's review of small state costs can be incorporated into the NHRA methodology.

National cabinet also agreed to extend the implementation timeframe for the Thriving Kids program. The rollout will now begin on 1 October 2026, with full implementation by 1 January 2028. As part of this, $4 billion will be invested in the Thriving Kids program.

MS TOUGH: Chief Minister, how does this agreement address the challenges faced by smaller jurisdictions like the ACT and what advocacy has the ACT undertaken to

achieve this outcome?

MR BARR: Public hospital systems in smaller jurisdictions operate differently to those in the larger states. Quite simply, it is not possible for the small jurisdictions to deliver hospital services at the National Efficient Price. The commonwealth has now acknowledged the pressure that this creates, particularly for smaller jurisdictions like the ACT, where the fixed costs of running a health system are higher and economies of scale are much harder to achieve. This recognition did not happen by accident, though; the ACT, together with Tasmania and the Northern Territory, advocated strongly during the negotiations to ensure that these challenges were properly understood.

I warmly welcome this agreement, in that it responds to our advocacy and moves towards a more equitable funding model for the hospital systems in the smaller jurisdictions. I particularly acknowledge the tireless work of the Minister for Health in leading advocacy within the health ministers' forum on behalf of the government.

MR WERNER-GIBBINGS: Chief Minister, what other commitments did the commonwealth make as part of this agreement to take pressure off public hospitals?

MR BARR: I thank Mr Werner-Gibbings for the supplementary. It is important to acknowledge that, in addition to this hospital funding, the commonwealth have also committed to measures designed to take pressure off public hospitals in every state and territory. That includes the rollout of Medicare Urgent Care Clinics. In the ACT, a newly-funded clinic in Woden is already operating and making a difference. The commonwealth are backing up their hospital investments, with an expansion of bulk-billing incentives—and we know how important that is for our community. On top of this, Canberrans can now benefit from being able to access trusted medical advice at any time by calling 1800 Medicare. Cheaper medicines are also making a real difference. From last month, the maximum cost of PBS medicines was reduced to $25.

When you take all of these measures together, the investments in primary care, in mental health, in urgent care clinics and in cheaper medicine and the commonwealth's commitment in relation to aged care, they are all working well and are, I would say, the most significant investments in our public health system, wholistically, that I have seen this century. It is all about keeping people in the community healthier and, importantly, reducing pressure on public hospitals at a state and territory level.

ACT Public Service—safety for Aboriginal and Torres Strait Islander staff

MR EMERSON: My question is to the Minister for Aboriginal and Torres Strait Islander Affairs. During public hearings for the inquiry into the Closing the Gap bill on 9 October last year, the then head of the Office for Aboriginal and Torres Strait Islander Affairs, Brendan Moyle, said:

> I have had a very long career in Aboriginal and Torres Strait Islander affairs. I have never experienced the level of lack of cultural safety as I have here.

Mr Moyle resigned shortly thereafter, as confirmed by officials during annual reports hearings in November. Documents released through a recent Freedom Of Information request reveal that Mr Moyle had been raising these issues internally for over two years

and showed obvious frustration at the lack of action in response to his concerns about sufficient cultural safety, excess cultural load and failure to follow through on the ACT government's Closing the Gap commitments.

Minister, when were you first made aware of these concerns and what actions did you take to address them?

MS ORR: I thank Mr Emerson for his question and I also want to acknowledge the contribution that Mr Moyle made in his time here. The issues that Mr Moyle raised were extensive and important. The government has provided responses to the substantive issues that came up through the inquiry and continues to work through them.

It is primarily a responsibility of the public service so I can on notice the detail of Mr Emerson's question and seek some advice from the public service. As to when Mr Moyle may have notified me individually I would have to go and check as to what may or may not have come to me, noting that it would not be usual for a public servant to raise these matters with a minister. They would be more likely to be raised internally though the standard processes, but I will go and double check, just to make sure that there is completeness to the answer.

MR EMERSON: For clarity, the question was when were you made aware of those concerns, not whether they were raised directly with you by Mr Moyle.

Minister, is the ACTPS employee survey results released last week showing that more than 40 per cent of Aboriginal and Torres Strait Islander public servants do not feel culturally safe in their workplace evidence that the ACT government is failing to fulfil its commitments to promote cultural safety under the National Agreement on Closing the Gap?

MS STEPHEN-SMITH: I will take that question as the Minister for the Public Service. I thank Mr Emerson for the question. Obviously maintaining a culturally safe workplace is a very high priority for the ACT public service, as it is for all of us as ministers in our roles supporting the public service. That is why we have established the Cultural Transformation Branch in the Chief Minister's Directorate. It was established in August 2023. I have certainly heard directly from Aboriginal and Torres Strait Islander staff in the ACT public service about the difference that it is making but also recognise that different Aboriginal and Torres Strait Islander staff have different experiences across the public service. We take the feedback from the surveys very seriously and it will inform the continued work that the Cultural Transformation Branch and leadership across the ACT public service do.

Cultural Transformation Branch currently comprises two teams. One of them is a dedicated Culture and Pathways Team that was established in April 2024 and it has a core focus of driving transformation across the public service in line with the priority reforms of the National Agreement on Closing the Gap. Key deliverables that will continue into 2026 include development of cultural safety care plans and a pilot program for directorates to support Aboriginal and Torres Strait Islander staff, development of a SES cultural capability program, development of a cultural integrity framework and development of systemic racism guidelines.

The Office for Aboriginal and Torres Strait Islander Affairs obviously works closely with the Cultural Transformation Branch. It looks at the overarching systems, accountability frameworks and compliance with government commitments while the Cultural Transformation Branch plays a critical role in cultural capability and internal accountability in line with Priority Reform Three.

MS CARRICK: Minister, when were you first made aware of the cultural safety statistics in the ACTPS employee survey results and what actions have you taken since being made of these cultural safety statistics?

MS STEPHEN-SMITH: Can we clarify which minister she is asking the question of?

MR SPEAKER: I presume it is you, but do you want to clarify exactly which minister? I presume it is you Minister.

MS STEPHEN-SMITH: I have been briefed on the outcomes of the ACT public sector survey. I have regular conversations with the Office of Industrial Relations and Workforce Strategy, particularly about the work of the Cultural Transformation Branch. So I think that while the results are very distressing, they are in line with some of the feedback that we have received in terms of the work that needs to be done to improve cultural safety. That work really recognises that, while systems structures and processes must be built along with partnerships with the Aboriginal and Torres Strait Islander community, we really do need to provide a focus on ensuring we have a broader understanding across the ACT public service, and particularly in senior leadership, of what cultural safety means and how we address systemic racism. The ACT government is not alone in undertaking this work and that is why one of the reasons that the Joint Council on the Closing the Gap, and a partnership working group that sits underneath that and a range of forums, are also really important so that jurisdictions can share their experience, the lessons they have learned and good programs that they have put in place to build cultural safety. We certainly do learn from other jurisdictions.

Whitlam—community facilities

MS CARRICK: My question is to the Minister for Homes and New Suburbs, and it is about the Whitlam local centre. Minister, I have received correspondence from a resident of Whitlam raising concerns about the slow progress on construction of the Whitlam Local Centre. The resident wrote:

> It appears as though the Govt may be too focussed on extracting what it considers to be value for money for the Whitlam Local Centre block, rather than delivering the best shops/hub for the community ... Whitlam residents paid high prices for our blocks of land and we pay high rates. To be frank, we deserve a Local Centre in decent time.

Minister, I understand that the first tender process for the shops was in 2022. What is the hold-up, and when will the residents of Whitlam get their shops?

MS BERRY: I thank Ms Carrick for the question. The Suburban Land Agency works very closely with the Whitlam community and, in fact, the lessons that the Suburban Land Agency learned and took to the development of Whitlam, about having places where people could communicate and join together, is the reason they have those

community spaces that exist there right now—the little cafe that is operating up there—and that is why there is a really strong community-building network through the Mingle program up in Whitlam to ensure that they have opportunities to engage in the future of their suburb.

I am not aware that there is a hold-up but I will take that question and the level of detail on notice and provide some more information to the Assembly. But I note that Whitlam has been a really great example of the community-building that happens in new suburbs. Led by the Suburban Land Agency—through their Mingle program specifically at Whitlam because of some of the issues that were raised through Crace and Wright—having those places where people can come together, having a little shop like the cafe that is up there now, has made a huge difference to that community-building and neighbourhood-building which is so important within a new suburb.

MS CARRICK: Minister, what are the key criteria provided to the developer to ensure they deliver the best shops, the best hub for the community?

MS BERRY: I will have to take that question on notice. If there is information that I can provide early to the Assembly, then I will.

MR EMERSON: Minister, will residents of Whitlam get a community centre at the shops, as originally planned?

MS BERRY: Again, I will take that question on notice, but note that there are currently community spaces that are well used by the community at Whitlam. Of course, those spaces are temporary until more permanent facilities, community spaces and a shopping centre, can be built. I know that Whitlam school is very much being looked forward to by the community, and I look forward to updating the Assembly and the community in more detail on what is happening at the Whitlam school, as well, as part of that community building.

Transport Canberra—bus frequency

MS CLAY: My question is to the Minister for Transport. ACT Labor's election platform stated, "ACT Labor's progressive and practical public transport plan will see more rapid services," and "ACT Labor will also deliver additional rapid bus services, including a new rapid service to support growth in West Belconnen." It was really good to see those election commitments, because we have almost one in 10 Canberrans living in west and north Belconnen. But we are concerned. How does cutting both rapids to west and north Belconnen meet that election promise?

MR STEEL: I thank the member for her question. I addressed it in the earlier answer I gave in relation to the updated network and timetable. The ACT government and Labor party remain committed to delivering on our election promises, including the introduction of new rapid services that we committed to at the election. We will continue to do the work required to plan for those routes and undertake necessary community consultation ahead of those being introduced. But in the next two years, this year and next year, whilst we have the disruption associated with the construction of the NCA's bridge works, we have got an updated timetable that is in place. It is for a temporary period to make sure that we prioritise reliability, ahead of those

improvements being made to the network. Those will be put in place during the term, and we will undertake the planning now so that we can make sure we are ready to do that once the construction finishes.

MS CLAY: Did you base the decision to cut the R2 and R3 on recent and accurate patronage data?

MR STEEL: I thank the member for her question. The decision to make changes to the overall network has been about reliability. We know that when there are delays in travel times for buses running through the network, it can have cascading effects across the whole network. Those particular routes—the R2 and R3—are some of our longest in the network. They have large numbers of bus stops. When we see delays and reliability issues in one part of those routes, that will then ripple through the entire routes, to Spence and Fraser and back. So the difficult decision was made to split the routes to the R2, R3 and the 12 and 13.

Ms Clay: A point of order. The question was about patronage data, not about reliability. The question was: did you base it on recent and accurate patronage data? What year of patronage data did you base it on?

MR STEEL: I thank the member for the question. We had previous patronage data in relation to those routes. Also, we have drivers who are delivering those services each and every day who provide us with feedback, and we engage with the drivers in the development of the new network and timetable.

But the major decision-making point for the changes to the R2 and R3 was about reliability, and understanding that those routes are some of the longest in the network, with large numbers of stops. If there were not a change there, the reliability issues would spill on to every one of the stops through to Fraser and Spence and all the way back. So this new network arrangement preserves reliability, and it is a temporary arrangement that will be in place for the next two years. We will be looking at improvements—that we will be making in the second half of the year. We will certainly be looking very closely at how those routes are performing under the current arrangements and making any improvements.

MR BRADDOCK: Minister, did you make your decision based on data other than anecdotal data or data that pre-dates MyWay+?

MR STEEL: I have said we made the decision based on the nature of the network. These are some of the longest routes in the network, with the largest number of stops, and if we did not make a change, the reliability issues would spill on to the rest of the rapid route. That was the major decision point: around preserving reliability. Then, of course, we have also looked at increasing capacity, particularly through to Belconnen through the extension of the R5 and R6 routes to Belconnen for the first time—

Mr Braddock: A point of order on relevance. The question was very specific. It was about what data the decision was made on and whether it was anecdotal data, data pre-dating MyWay+ or any other data the Minister might have that we are not yet aware of.

MR SPEAKER: Do you have anything further to add, Mr Steel?

MR STEEL: I think I have answered it.

Development applications—approvals

MR MILLIGAN: My question is to the Minister for Planning and Sustainable Development. Canberra is in the middle of a housing crisis. The Labor government has set ambitious targets for new homes, but dwelling approvals are now less than half of what they were seven years ago and, with respect to completion, they are already 1,100 behind the target rate. Minister, how many development applications are currently sitting beyond their statutory timeframes?

MR STEEL: I thank the member for his question. In relation to development approvals, what we have seen in the territory is that we are the only jurisdiction that is even close to meeting the national housing targets under the National Housing Accord. We are about a hundred off meeting it in the first year. We are constantly monitoring how we are progressing against our targets, and our broader target around enabling 30,000 new homes, which is about planning reform, land release, the 26,000 that we have already identified in housing, via the land release program, and the investment we are making in affordable and social homes.

The planning system is also important, in making sure that we streamline the planning for building approvals where a proponent has come forward, in order to be able to support a project. The fundamental priority for us has been enabling things to occur which were disallowed, and which were prohibited from occurring, under the old Territory Plan, such as missing middle housing, more transport-oriented development, and more shop-top and shop-adjacent housing. We are undertaking that work to update the Territory Plan. Of course, we are looking at the planning and building systems as well.

In relation to the figures that Mr Milligan has asked for, as at the latest statistics for September, the percentage of development applications determined within statutory timeframes was 85 per cent. That is pretty high. The number of DAs that are active is 269. With respect to days to make a decision, the median figure was 45. There are a few outliers there, for the larger and complex development applications. We are monitoring that closely. That would be the best outcome in terms of percentage determined within the statutory timeframes for the year.

MR MILLIGAN: Minister, why is it that, despite significant growth in the number of planning staff, approvals have fallen by more than 50 per cent?

MR STEEL: I do not agree with the premise of the question. In fact, the percentage of DAs determined within the statutory timeframe is at a very good level. But we are examining, through the construction productivity agenda, and working with stakeholders in the construction industry, a range of measures to streamline both the planning and building processes.

With respect to things that do not necessarily add value to a design or planning outcome, we are looking at removing those processes. Some of those are just administrative. Some of them require potential legislative change. I will be bringing forward tranches

of legislation to address those over the coming years. I have identified the first tranche of work that we will be undertaking. One part of that was around grey-water pipe infrastructure requirements that are in place for residential dwellings, and some further changes to exempt declarations and exempt development that will help to streamline building approval pathways to deliver more homes and, indeed, other simple structures sooner.

MS MORRIS: Minister, is your target of 30,000 homes by 2030 anything more than a hollow promise?

MR STEEL: No, it is transformational. It is transformational for the City and Environment Directorate. It sets a clear vision and expectation for officials of the City and Environment Directorate about what we are achieving, and what we want to achieve, to enable more housing supply, particularly through planning reform, through land release and by supporting more social and affordable homes. Hopefully, it will also set a vision that this Assembly supports, because many of those reforms will have to come here, and they will require the support of a majority of members of this Assembly, in order to be passed.

We are asking for your support, and for you to get behind this. Do you support it or not? Do you support the amendments that we are bringing forward to achieve this? They are substantial updates to the Territory Plan to make sure that we can deliver the housing supply required, particularly on leased land, noting that, as the city grows, we are reaching the edge of our nature reserves, and there will not be the abundance of government land for release that was available in the past. That land will be harder to develop, and it will require more infrastructure investment in order to be developed than ever before.

The leased land will have to do more of the heavy lifting, and that is why the Planning Strategy sets out that 70 per cent of new homes and development should be occurring within the existing urban footprint. We will require the support of the Assembly to achieve it. We have set a very clear vision, we are intent on achieving it, and we want your support.

Transport Canberra—bus frequency

MR BRADDOCK: My question is to the Minister for Transport. In 2020, you published the ACT Transport Strategy which says:

> High frequency rapid routes lie at the core of the new network to service those corridors with highest demand and destination points They include a total of 10 rapid routes (including light rail) to provide a frequent, reliable and fast journey into and across the city The rapid routes comprise our long-term framework for public transport and will largely remain fixed. This will provide certainty for businesses, employers and individuals to make long term decisions on where to live, work and invest.

Minister, given that just over five years ago you suggested Canberrans could plan their lives around this rapid bus framework, why did you decide to cut off the R2 and R3 buses from servicing any communities beyond the Belconnen town centre?

MR STEEL: Because those buses would not have shown up on time if we had not made changes to the network and timetables during a period of significant disruption, whilst the NCA bridgeworks are under construction. It is very simple. We have made it clear that these are temporary changes and that we will be restoring the R2 and R3 routes following that period of construction, and we will then introduce new rapids and new improvements to the frequency of other routes across the network to support the outcomes that we want to see in transport. We know that those rapid routes are popular, and that is why we want to introduce more of them, but we are in a period of disruption and construction at the moment and we needed to respond to that or buses simply would not show up when they were timetabled.

MR BRADDOCK: Minister, Canberrans in other parts of the city want to know whether their rapid bus routes are at risk of being cut. Can you guarantee that there will be no further cuts to rapid services?

MR STEEL: Last year, we outlined the changes that we made to the network and timetables. I warned the Assembly on two occasions about the extent of that and we have been communicating with the community about those changes. The timetables have been out for people to digest and understand what the government's policy is during this period of construction. It is temporary and we will make revisions to the updated timetables and network. We expect that to come in in the second half of the year, based on the actual experience on the traffic network and any improvements that we can make to make sure that there is extra capacity on the public transport network, including in West Belconnen.

MS CLAY: Minister, if you had invested more in the bus fleet and the workforce, would your rapid network have been able to withstand planned disruptions?

Mr Pettersson: A point of order, Mr Speaker: I think Ms Clay is asking about hypothetical matters.

MR SPEAKER: I think that is a pretty reasonable point of order. We will move on to new questions.

Budget—debt

MR COCKS: My question is to the Treasurer. Treasurer, the Auditor-General's financial audit report into the government's annual consolidated reports highlights that liabilities are four times greater than available financial assets in the ACT, placing significant pressure on the territory's ability to service its debt. In light of this, the report highlights the need for stronger fiscal management. Treasurer, what are you doing to improve the ratio of liability to available financial assets?

MR STEEL: I thank the member for his question. I will be updating the Assembly on the territory's finances, including assets and liabilities, in the 2025-26 budget review that I will release on Thursday. That will also show how we are tracking against the fiscal strategy that we updated in the budget last year, which talks to putting the budget on a more sustainable path, including consolidating net debt.

The ACT government and the budget are in a strong position to be able to manage our

liabilities. But, of course, there is further work to do. As we have outlined, a multi-year piece of work is required to put the budget on a sustainable path. The NHRA announcement through national cabinet was very welcomed, because we know that a large part of expenditure in the budget is in relation to health. So to receive extra funding from the commonwealth is very welcomed in that regard. That will not be reflected in the budget review but it will be reflected in the budget.

We have a range of different work underway. We identified whole-of-government savings measures in the budget which we are continuing to work on through our directorates. We are continuing to do the work necessary to put the budget on a sustainable path back to surplus, and I look forward to updating the Assembly on that on Thursday.

MR COCKS: Treasurer, what is the government's plan to restore the ACT's net financial worth, which currently stands at negative $16.7 billion and falling, and by what date will you do so?

MR STEEL: I thank the member for his question. Our focus is on delivering the fiscal strategy that we set out and updated in the budget last year. Those points are available for Mr Cocks to look at. That is our focus. By putting the budget in a strong cash position and a strong HNOB position over the forward estimates, that will support the sustainable finances of the territory. I will be updating the Assembly on how we are tracking against that in the budget review on Thursday.

MR PARTON: Treasurer, do you expect Canberrans to just continue paying for your fiscal failures?

MR STEEL: I reject the premise of that question. We are delivering the services and infrastructure that a growing community expects while also making sure that our budget is on a sustainable path. We have a seen a very significant increase in demand and in costs in our health system, which we responded to in the last budget. We have now seen, as a result of the advocacy of the Chief Minister, the health minister and myself as Treasurer, a significant agreement struck with the commonwealth to be able to support people to get the care that they need when they need it in our hospital system.

We are continuing to do the work necessary, as set out in the fiscal strategy, to put the budget on a sustainable footing. That includes responsible and sensible savings measures, not deep cuts. It also included some revenue measures and some difficult decisions that were made last year. It also includes continuing to make targeted investments in health and education and in community and recreational facilities that are expected by the community and continuing to renew aging assets in the community. We have set out a responsible path to balance, and I look forward to continuing to update the Assembly on how we are progressing against that.

Budget—debt

MS BARRY: My question is to the Treasurer. Treasurer, last week, the Minister for Finance said on ABC radio that there has been a half billion dollar improvement to the ACT budget's bottom line. Treasurer, can you confirm that the ACT's budget net debt will decrease by half a billion dollars this financial year?

MR STEEL: I thank the member for her question. Of course I will be outlining an update to the territory's finances when I release the budget review on Thursday, but the ACT government has done a significant amount of work since the last budget, consistent with the budget strategy that we set out around whole-of-government savings measures, budget control measures as well as revenue measures and difficult decisions that we set out in the budget to put the budget on a more sustainable footing. We will continue to track against that in updates like the budget review and also in the budget that I will release in June. This is going to be a multi-year effort, but we had a significant win on Friday with the national cabinet agreement to the National Health Reform Agreement, which has been in negotiation for two years, which will make sure that there is a fairer share in contribution to our hospital system from the commonwealth, recognising the growth and demand that we are seeing in our hospitals, as every state and territory is experiencing around the country. So we have set up those measures and I look forward to updating the Assembly on Thursday.

MS BARRY: Treasurer, is the Minister for Finance correct?

MR STEEL: I refer the member to the answer to my last question.

MR COCKS: Treasurer, would the Minister for Finance's statement that there has been a half billion dollar turn around in the budget bottom line be misleading, given that it was made before any commonwealth deal had been inked?

MR STEEL: No.

Transport Canberra—fare-free travel

MR BRADDOCK: My question is to the Minister for Transport. I refer you to your decision to implement a public transport ticketing policy of fare-free periods on Friday and Saturday evenings over the summer. This decision appears to stand in stark contrast to the clear intent of my motion of 23 October—which you supported—to provide fare relief to concession card holders and extend concession eligibility to part-time students. Minister, how is it possible, fair and reasonable that you could find the money to provide free fares to party goers, but not for concession holders?

MR STEEL: I disagree with the premise of the question. This is something that we committed to consider in budget review, and that is what we have been doing. I will, of course, release the budget review on Thursday. I will not pre-empt that, but certainly I have written to you, Mr Braddock, outlining some of the considerations that we have needed to make around the cost of delivering on the Assembly resolution in relation to part-time students. What it was asking for was a permanent concession being provided to part-time students, who are currently not eligible for student concessions. Of course, that would come at a substantial cost, and there is not additional appropriation in the 2025-26 financial year—

Mr Braddock: I have a point of order on relevance. The question was: how is it fair and reasonable they could find money for the fare-free Friday and Saturday evenings but not for concession holders?

MR STEEL: It would come at a substantial cost if it was a permanent measure to extend concessions, and that is in sharp contrast to a time-limited, targeted measure that only operates after 6 pm on Fridays and Saturdays for people using both light rail and bus services to support our cities businesses, which will be in place until the end of February—a time-limited measure that could be managed within the existing appropriation that we have and another measure where there is no additional appropriate that has been allocated for that purpose.

We have considered those issues in the budget review, and we will obviously provide some information when we release the budget review. Of course, there will need to be further consideration of the broader matters in the resolution in the 2026-27 budget process, and I look forward to having that discussion with Mr Braddock.

MR BRADDOCK: Minister, how were you able to find money in the budget for party goers but not for concession holders?

MR STEEL: Again, I reject the question of the question. The answer is that we are talking about a time-limited initiative that only runs over the summer period, until February, for a very short span of hours compared to what was proposed, which was a permanent extension of concessions to potentially are larger group of people. That would have cost more, for which there was no appropriation in the current budget, which was passed last year, and in which this was not an initiative. So that has been part of the considerations for the budget review, but I am continuing to look at the opportunities there, particularly around how we can get better data around the number of part-time student concession passengers there are on public transport. I will have more to say about that tomorrow in my ministerial statement of priorities.

MR RATTENBURY: Minister, do you and the government still support Mr Braddock's motion passed on 23 October, calling for free public transport for concession card holders, seniors and students, or are successful motions simply optional these days in the Assembly?

MR STEEL: No. We have, consistent with the motion, considered that in the budget review, and I will have more to say about that when I release the budget review. Of course, many of these motions are not costed when they come up. I am not sure that you know the cost of that particular proposal, especially when it was brought forward for debate. As part of any budget process we need to consider the cost of the proposal and whether it can be funded within the existing appropriation that the Assembly has given us. Obviously, that is a measure that had a cost for which there was no appropriation, so we will need to further consider how we can deliver on the intent of the motion. We need to go through a proper process where we consider that as part of a business case. That includes looking at the evidence base around that proposal and the number of part-time students that exist that might use public transport. That would then inform the cost of delivering or extending that concession.

The other part of the motion was to make public transport free for all students, and that is something that we will need to consider in the next budget process. Again, that would have very substantial and significant costs.

Budget—hospitals

MS LEE: My question is to the Treasurer. Treasurer, on ABC Radio yesterday, the Minister for Health, who is also the Minister for Finance, said that the additional commonwealth funding will, and I quote, "largely be contributing to budget repair".

Treasurer, to what extent will health funding increase as a result of the new commonwealth agreement, and what conditions have been attached to that additional funding?

MR STEEL: I thank the member for her question. That money we have invested in our healthcare system is $1.19 billion. That is the increase we have made in the last budget to support, particularly, the demand in costs we are seeing in the healthcare system—more people showing up at our emergency department; 70,000 elective surgeries that we will deliver. That funding from the commonwealth does go into supporting the healthcare services that people need in our hospital system in Canberra. Of course, we will continue, through future budgets, to look a range of other needs that arise from time to time and deliver on our election commitments we have made as well.

It is welcome to have that funding. It did not happen without the advocacy, over two years, of members of our government to be able to achieve this deal—

Ms Lee: On a point of order. My question asked what conditions will be attached to that additional funding. I ask that the minister be direct to that question.

MR SPEAKER: Minister, do you have anything further to add about conditions?

MR STEEL: The details of the federal financial agreement, I am sure, will be made available through the Federal Financial Relations website once those agreements have been signed. We have set out some of the parameters of the deal, but there will need to be further discussions around the more detailed parts of that agreement. That will occur over the coming weeks. There is also the work that is underway, including through disability ministers, around Thriving Kids, and foundational supports there as well. I think there is a big meeting at the end of the month that the minister will no doubt be engaged with as well. There is further work to do to finalise the agreement-making. They will be transparently published at the appropriate time. I am sure, when we reflect that in the budget, there will be and opportunity for scrutiny there and discussion about the outcome.

It is a good outcome at the high-level agreement. It is because our government strongly advocated to the commonwealth to make sure they could more fairly fund our hospitals, particularly in a small jurisdiction, where we do have higher costs. That has been recognised through the small jurisdiction loading that has been provided.

MS LEE: What proportion of this additional funding will be spent on increasing frontline health services, such as employing more doctors and nurses?

MR STEEL: I was going to refer to the Minister for Health, but I am happy to answer. We made a $1.19 billion investment in the hospital and health system in the budget last year. It is going directly into frontline services—70,000 elective surgeries. It is going to support the demand we are seeing in our emergency departments so that when people

show up, they get treated; that should be their expectation, and that is what we have funded. Now the commonwealth is contributing to that at a higher share than they were before. It is a great outcome that we now have agreement over five years that provides certainty about the delivery of those services.

We are continuing to work with the New South Wales government around the contribution that they make for their residents in our hospital system, and there is some positive news there as well, particularly in recognising the cost of delivering episodes of care in our hospitals. I will have more to say about that, and on what impact that has had on the budget, on Thursday. This is a great outcome. We should be celebrating. All parties should be celebrating this outcome we have achieved with the commonwealth. It is a momentous agreement that has taken two years of negotiation that will put us on a more sustainable path to delivering the frontline healthcare services that Canberrans need.

MR COCKS: Has the commonwealth government provided the extra funding, that additional amount, because your government has been unable to adequately manage the health budget?

MR STEEL: No. This is a fairer share of commonwealth funding to be able to fund the actual cost of delivering healthcare services, particularly in small jurisdictions. All jurisdictions in the country, all states and territories, have been facing pressure—the cost of demand in our hospital systems. We have all been, in a united effort across parties, engaging with the commonwealth to get a fairer share of commonwealth contribution to our systems. I have achieved that on Friday as a result of that advocacy. It is a welcome outcome. We are looking forward to continuing to engage with the commonwealth around supporting Thriving Kids and children with autism and developmental delay, and making sure they have access to support. That is part of the deal, and there is further work to do there to make sure we put in place the system that is needed to support those families.

Recycling—Container Deposit Scheme

MR WERNER-GIBBINGS: My question is to the Minister for Climate Change, Environment, Energy and Water. Minister, you announced last week that the ACT's Container Deposit Scheme will be expanded next year. How will the expansion improve ACT recycling rates and reduce littering in Canberra's streets?

MS ORR: I thank Mr Werner-Gibbings for his question. Yes, the ACT's Container Deposit Scheme, which supports the beverage industry in minimising waste and litter generated by beverage product packaging, is being expanded from the middle of next year.

The ACT CDS will grow to include most of the larger containers; that is, containers between 150 millilitres and three litres. This includes things like wine and spirit glass bottles, cordial and juice concentrate containers, and larger containers of up to three litres of beverages that are already in the scheme, such as flavoured milk, fruit and vegetable juice.

There will be a few containers that will continue to be outside the scheme, because of

the way they are made and the products that are contained in them. But, with all the extra containers coming into the scheme, modelling suggests that the expansion will capture an additional eight million containers in the first year, increasing to 13 million containers per year after five years of operation. Based on this modelling, the expansion of the scheme would initially result in an additional 400 tonnes of material being recovered and kept out of landfill per year, increasing to more than 500 tonnes per year by 2045.

Mr Parton: These are the partygoers getting the free buses.

MS ORR: All those partygoers on the free buses, drinking their Raiders lime milk. And an estimated 33 tonnes of additional litter per year will be avoided due to the CDS expansion by 2030, increasing to 40 tonnes of avoided litter per year by 2045. I am really excited to see the scheme expanding, delivering on our election commitment, and to see that we will have improved resource recovery and outcomes to support our transition to a circular economy.

MR WERNER-GIBBINGS: Minister, why is the scheme commencing in 2027 and not right now?

MS ORR: I thank Mr Werner-Gibbings for his question. The expanded scheme will commence no earlier than mid-2027. That is to give the beverage industry time to adjust, and to allow collection points and systems to get ready for collecting and processing the new containers. The government will continue to work with our partners to implement all of these changes across industry. We will also look at making sure that our timing aligns with the expansion of the New South Wales Return and Earn scheme, so that we have that consistency there, and everyone has the knowledge that things are being implemented equally.

Until we do expand the scheme, we will not be able to accept the new containers at our current refund points, but we are encouraging the community to continue to recycle these through their yellow-lidded recycle bins and, once the scheme is expanded, through the CDS.

MS TOUGH: Minister, how have ACT residents and community groups benefited from the container deposits being collected so far?

MS ORR: Since the scheme commenced, 430 million eligible containers have been recycled via the collection point network, putting $43.3 million in container deposits back into people's pockets. The scheme has also facilitated over $130,000 in donations to community groups, and it has significantly increased awareness, participation and redemption rates. The expansion of the CDS is expected to benefit the ACT economy and households by providing a broader range of items for which households can claim their 10c redemption per item. It will also provide more opportunities for charities and community groups to raise money by returning containers through the CDS.

Budget—hospitals

MR CAIN: My question is to the Treasurer. On Friday, the commonwealth government announced a $25 billion funding package for state and territory run public hospitals.

This funding amounts to approximately $4.1 billion for the ACT over five years. Treasurer, is the additional commonwealth funding being used to repair the budget damage caused by your mishandling of the $75 million HRIMS project?

MR STEEL: I reject the premise of the question. This money is the contribution that the commonwealth is making to the cost of delivering hospital services. We invested $1.19 billion in the budget last year. It makes a significant contribution to making sure that we can sustainably deliver those services as we see growth and demand in the system. It is a welcome agreement and it should be supported by all parties in this place, as it was by governments of all colours around the country.

MR CAIN: Treasurer, is the additional commonwealth funding being used to repair the budget damage caused by your mishandling of the botched $64 million MyWay+ rollout?

MR STEEL: I reject the premise of the question. This is about delivering a fair share of commonwealth funding to our healthcare services, and that is what the government has been investing in through the investment that we made in the budget last year—$1.19 billion across four years, which is a substantial investment to support Canberrans with the health care that they expect and which the opposition voted against.

MR COCKS: Treasurer, is the additional commonwealth funding actually being used to offset the budget damage caused by your mishandling of over $150 million in projects?

MR STEEL: Again I reject the premise of the question. It is going directly into supporting the investment that we are making in the delivery of services for Canberrans in our hospitals—again, which the Canberra Liberals voted against and voted against in all budgets in recent memory.

Treasurer—conduct

MR PARTON: My question is to the Chief Minister. Chief Minister, over the last 12 months, we have seen a motion of censure, an embarrassing backflip on the health levy and now yet another botched public transport rollout. Chief Minister, do you still have confidence in Minister Steel?

MR BARR: Yes.

MR PARTON: Chief Minister, given his demonstrated history of failure, how can you continue to have confidence in the "minister for mediocrity"?

Members interjecting—

MR SPEAKER: I remind you to refer to members by their correct title, Mr Parton. You know that.

MR BARR: Although there is no "minister for mediocrity", there is an opposition for that, Mr Speaker.

MR CAIN: Chief Minister, can you inform this Assembly what the threshold is at which you will dismiss a minister?

MR BARR: There is a ministerial code of conduct that is in place.

Skills—apprenticeships and traineeships

MR MILLIGAN: My question is to the Minister for Skills, Training and Industrial Relations. A recent report from the National Centre for Vocational Education Research shows that over the last 10 years the number of apprentices and trainees in in the ACT has reduced by 31 per cent. This is despite a 27 per cent increase in skills and vocational training spending over the same period. Minister, why has the government spent more money on skills to deliver worse outcomes?

MR PETTERSSON: I reject the premise of the question. I am not sure of the precise figures that Mr Milligan is referring to but there has not been a linear trend in enrolment numbers in vocational education over that time. We are currently experiencing a downturn in enrolments. I have been very clear to this chamber about that. We are experiencing a very tight labour market which is placing tremendous pressure on VET, both public and private, in their enrolment numbers. The government is committed to investing in vocational education to ensure we have the skills we need as a growing city. In the most recent budget we have supported apprentices through increased subsidy to six key construction trades. Prior to that, we increased subsidies to electro-technologies. We, as a government, are committed to investing in skills to meet the needs of our city. We acknowledge that there are challenges in getting the enrolment numbers we need for that future prosperity, which is why this government supports initiatives like Free TAFE and that is why this government supports initiatives like providing cost-of-living relief to students. So, this government is committed to supporting the skills agenda of this city and I encourage the Canberra Liberals to get on board and support that agenda too.

MR MILLIGAN: Minister, why should employers and training organisations have faith in the government to increase training numbers when it has failed to do so over the last 10 years?

MR PETTERSSON: Can Mr Milligan repeat that question, Mr Speaker?

MR MILLIGAN: Why should employers and training organisations have faith in the ACT government to increase trainee numbers when it has failed to do so over the last 10 years?

MR PETTERSSON: I would largely refer Mr Milligan to my previous answer, but I would highlight some of the initiatives that I have indicated, increasing the subsidy for six key construction trades. Those fees are paid by employers. So this is a government that is prepared to support all elements of the VET system to make sure that we have the skills needed for a growing city.

MS CASTLEY: Minister, what specifically will your government do this year to make sure that enrolments for next year are significantly stronger?

MR PETTERSSON: I would expect that Ms Castley was not asking me to announce executive policy. This government is committed to growing enrolment numbers. I do acknowledge that there are currently challenges in meeting those high enrolment targets that we have set. As minister I will continue to work collaboratively with CIT to ensure that their course offering is meeting the needs of our city. I will continue to support the announced government initiatives that include working alongside the commonwealth government through the National Skills Agreement, highlighting key agreements like Free TAFE, and this government will continue to roll out cost-of-living support for apprentices.

Mr Barr: It has been a long one, Mr Speaker.

MR SPEAKER: It has.

Mr Barr: I now ask that all further questions be placed on the notice paper.