



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

STANDING COMMITTEE ON PLANNING, TRANSPORT, AND CITY SERVICES
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Submission Cover Sheet

Inquiry into the Territory Plan and other associated documents

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**SUPPLEMENTARY SUBMISSION TO THE
INQUIRY INTO THE TERRITORY PLAN AND
OTHER ASSOCIATED DOCUMENTS**

PUBLIC TRANSPORT ASSOCIATION OF CANBERRA



The Public Transport Association of Canberra (PTCBR) appreciates the opportunity to lodge this supplementary submission to the Committee's *Inquiry into the Territory Plan and other associated documents*.

As noted in PTCBR's evidence to the Committee on 6 December 2023, we **strongly oppose** the ACT Government's decision to remove the inter-town public transport route (IPT) overlay from the *Territory Plan (2023)*.¹ We believe this is a backwards step, and one which threatens to undo decades of integrated transport and land use planning.

Critically, this change was made without written justification. The verbal suggestion from the ACT Government's Planning Executive that the IPT routes were moved outside the Territory Plan because they were "cluttering up the map" is absurd, and should not be accepted as a valid reason for removing a key element of Canberra's metropolitan plan that has been in place since 1970.

Additionally, the Planning Executives' claim that the IPT routes "had no [statutory] status" in the *Territory Plan (2008)* is incorrect.² As can be seen in the below extract, the former *Transport and Services Zone Development Code* contained an important provision designed to protect the IPT corridor from development which would jeopardise its future delivery:³

TSZ1 - Transport Zone

Element 1: Restrictions on Use

Intent:

- a) To provide for development that does not jeopardise the Inter-town Public Transport Route
- b) To allow flexibility in development that is not inconsistent with the National Capital Plan

Rules	Criteria
1.1 Use and Form	
There is no applicable rule.	C1 A proposal for works on land identified on the map as forming part of the Inter-town Public Transport Route does not jeopardise the future provision of a separate right-of-way within the road reserve to accommodate this service.

¹ <https://www.hansard.act.gov.au/Hansard/10th-assembly/Committee-transcripts/ptcs37.pdf>

² <https://www.hansard.act.gov.au/Hansard/10th-assembly/Committee-transcripts/ptcs38.pdf>

³ Transport and Services Zone Development Code (Territory Plan, 2008), page 4.

By removing this provision, the ACT Government has opened the door to inappropriate development which could complicate, or in a worst-case scenario entirely rule out, the future delivery of infrastructure which enables fast, frequent and reliable public transport across the ACT.

It is therefore PTCBR's **strong recommendation** that the IPT overlay be reinstated into the *Territory Plan (2023)*, along with its associated provision from the *Territory Plan (2008)*. We would also like to see its status strengthened with an additional assessment outcome in the *Transport and Services Zones Policy* which would require new roads and upgrades to existing roads along the IPT routes to provide priority for public transport, consistent with the commitment outlined in the *ACT Transport Strategy 2020* to plan bus priority measures for Canberra's high frequency rapid routes.⁴

⁴ ACT Transport Strategy 2020 (ACT Government), page 25.