

**AUSTRALIAN CAPITAL TERRITORY  
LEGISLATIVE ASSEMBLY**

**GOVERNMENT RESPONSE TO THE STANDING COMMITTEE ON  
PLANNING AND ENVIRONMENT INQUIRY INTO THE ROAD  
TRANSPORT (PUBLIC PASSENGER SERVICES) AMENDMENT BILL  
2003**

**TABLING SPEECH**

**Circulated by authority of  
Bill Wood MLA  
Minister for Urban Services**

- **Mr Speaker, I present for the information of Members the Government's Response to the Standing Committee on Planning and the Environment Report No. 24, Inquiry into the Road Transport (Public Passenger Services) Amendment Bill 2003.**
  
- **Mr Speaker the Road Transport (Public Passenger Services) Amendment Bill 2003 (the Bill) was introduced into the Legislative Assembly in February 2003. The Bill gave effect to the Government's taxi and hire car reform program announced in December 2002.**
  
- **The main features of the legislation were:**
  - **the introduction of an accreditation scheme for hire car operators;**
  - **regulating powers to provide for categories of restricted hire cars ("wedding and school formal" and "tourist services");**
  - **the deletion of provisions allowing the Minister to determine the maximum numbers of taxi and hire car licences; and**
  - **regulating powers for the staged release of additional taxi and hire car licences by auction.**

- **The objective of the legislation was to create a stable and controlled licence release program based on specified formulae. The formulae would ensure that additional licences are released only in response to demand but at a rate that would not impact significantly on licence values in any year.**
- **During the debate of the Bill in June 2003, the legislation was referred to the Standing Committee on Planning and Environment for consideration.**
- **Mr Speaker, it is pleasing to see that the Standing Committee has reached the same conclusion as the Government that the current restrictions on the number of taxi and hire car licences cannot be justified on public benefit grounds and should be removed.**
- **The Standing Committee has recommended that the removal of licence quota restrictions be facilitated through a Government buy-back of hire car licences and an off-budget buy-back scheme for taxi licences.**
- **Mr Speaker, the Government will offer to buy-back hire car licences, and will make additional hire car licences available on a lease basis.**
- **Hire cars are a small element of the transport sector, and one**

**where no real changes have occurred for many years. Therefore, direct Government intervention is clearly warranted. The price that will be offered will provide reasonable compensation to existing licence owners, while also being affordable for the Government and hence the community. Funds for this buy-back will be provided as soon as possible, and no later than 1 July 2005.**

- The Government gave careful consideration to the issue of taxi licences, and to the Committee's support for an off-budget buy-back scheme. However in light of the Government's earlier investigations of this approach, and the failure of other jurisdictions, in particular WA, to be able to make it work, the Government sees no value in going down this fruitless path once again.**
- Therefore, Mr Speaker, the Government will proceed with its legislation which proposes the release of taxi licences by auction using a formula-based approach. Under this approach, 10 licences will be auctioned as soon as possible to address growing demands for taxi services.**
- The Government will also implement an accreditation regime for hire cars similar to those that exist for the bus and taxi industries. The proposed accreditation regime has the full**

**support of the Standing Committee and of the hire car industry.**

- **The Government has carefully considered all of the other recommendations of the Standing Committee and has agreed to adopt many.**
- **However some recommendations have not been agreed, including the proposal that the Wheelchair Accessible Taxi (WAT) fleet be transferred to the ACTION Authority. This proposal does not have the support of the ACTION Authority Board, nor is the Government prepared to compulsorily transfer the WAT services to operate under a particular network, whether or not that network is Government owned. This is consistent with statements the Government has made since coming to office that the creation of a second network is something for the market, not the Government, to determine.**
- **That is not to say that the Government is fully satisfied with the service that WAT taxis are providing to the disabled community. Service standards have improved, particularly since the introduction of the new Lift Fee and closer cooperation from Canberra Cabs, and it is clear that many WAT drivers and operators take their responsibilities seriously. However some do not, and the Government is now working with the network to significantly improve the effort of**

**all WAT drivers and operators, and both the network and the Government will apply substantial sanctions and penalties if satisfactory improvement is not forthcoming.**

- **Mr Speaker, as noted in the Standing Committee's report, it is now over eight years since the ACT agreed to review taxi and hire car legislation. Two major independent reviews, and an Assembly Committee review have preceded the Standing Committee's inquiry. The delay in coming to an agreement about the appropriate reform path has not only created a great deal of uncertainty for the industry and resulted in less choice and higher prices for consumers, it has also caused the Commonwealth to withhold over \$1m in competition policy payments.**
- **The Government will move as quickly as possible to complete the reform program to bring certainty and viability to the industry and provide benefits to the community. I seek the Assembly's cooperation in the passage of the amended Road Transport (Public Passenger Services) Amendment Bill 2003 when it is next presented.**
- **Mr Speaker, I commend the Government Response to the Assembly.**

## GOVERNMENT RESPONSE



JUNE 2004

### THE STANDING COMMITTEE ON PLANNING AND ENVIRONMENT INQUIRY INTO THE ROAD TRANSPORT (PUBLIC PASSENGER SERVICES) AMENDMENT BILL 2003

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Bill Wood MLA

Minister for Urban Services



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# GOVERNMENT RESPONSE TO THE STANDING COMMITTEE ON PLANNING AND ENVIRONMENT INQUIRY INTO THE ROAD TRANSPORT (PUBLIC PASSENGER SERVICES) AMENDMENT BILL 2003

## Background

The Road Transport (Public Passenger Services) Amendment Bill 2003 gave effect to the Government's taxi and hire car reform program announced in December 2002. The objective of the legislation was to introduce accreditation for hire car services and to create a stable and controlled licence release program based on specified formulae. The formulae would ensure that additional licences were released only in response to demand but at a rate that would not impact significantly on licence values in any year. The Government proposed a transitional approach that balanced the needs of consumers, licence holders and taxpayers.

The Committee has agreed with the Government that the current licence quota system cannot be justified on public benefit grounds and should be removed. However, the Committee has not supported the Government's approach and has instead recommended buy-back schemes be implemented.

## HIRE CARS

### Recommendation 1

*That the Government implement a budget financed buy-back scheme for hire car licence plates, followed by a lease scheme for the plates.*

#### **Government response:**

#### **Agreed in principle.**

The Government will offer to buy back hire car licences and make available for lease an unlimited number of hire car licences.

### Recommendation 2

*That the buy-back scheme be accompanied by:*

- *immediate adequate and appropriate compensation based on the current market value, based on recent sale prices of ACT hire car plates, or the 1997 market value of the plates as determined by the Australian Valuation Office and adjusted for CPI, whichever is the greater; and*
- *a system of interim registration for hire car vehicles until the appropriate legislation is passed.*



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### **Government response:**

**Agreed in part.** The price offered under a buy-back must reflect a balance of the needs of licence owners and those of the ACT community. The buy-back must be fair to licence owners and affordable to the community.

Funds for the buy-back will be provided as soon as possible, and no later than 1 July 2005. It will not be necessary to establish an interim registration system. Existing arrangements will continue until the buy-back scheme has been implemented and hire car licences are available on a lease basis.

### **Recommendation 3**

*That any legislation include a rigorous framework for enforcement of an accreditation, licensing and registration regime with penalties for operators who breach the regulations, and that the Department of Urban Services be properly resourced with appropriately trained personnel to undertake the enforcement regime.*

### **Government response:**

**Agreed.** Enforcement powers are incorporated in the accreditation regime provided under the Road Transport (Public Passenger Services) Amendment Bill. In the 2003-04 budget, \$120,000 was provided for taxi and hire car accreditation. The Enforcement and Compliance Program for hire cars will include audits of accredited operators. Many complaints about the need for enforcement have been related to the restricted number of high cost licence plates available for hire car work. When these restrictions are removed, entry to the market would be determined by accreditation requirements and payment of an annual lease fee. The focus for enforcement would then be mainly on whether or not the operator is accredited and continues to meet the accreditation requirements, not, as in the past, whether the operator has the relevant licence for the hiring being undertaken.

The Government will introduce and implement legislation for an accreditation regime for hire cars – an arrangement supported by the Committee.

### **Recommendation 4**

*That the following be included in the legislation:*

- *Ten-seat stretch limousines and vehicles with similar seating capacities to be classified as hire cars not buses with MO plates. A bus should only be 19 seats and up and that everything under that should be classified as people movers;*
- *RHV nomenclature should be withdrawn and all new and existing RHV vehicles issued with 'SV' (special vehicle) licences;*

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- *Special vehicle permit holders be required to display all applicable licences and permits in the vehicle at all times when it is working;*
  - *Only one category of H licence private hire cars;*
  - *All advertising of hire car services to include the licence and other permit numbers held by the advertiser; and*
  - *Regulation of all hire car licences must include the appropriate insurance, a demonstrated knowledge of the streets and roads of the ACT, some elementary mechanical knowledge, first aid qualifications, and child and infant seats and restraints (on request) and compliance with any other government safety requirements.*

**Government response:**

- **Not agreed.** It is not consistent with the Australian Design Rules nor arrangements elsewhere in Australia. This recommendation is based on preserving the high licence value of hire cars versus buses (for which there has never been a licence quota). A buy-back of licences and the introduction of accreditation would remove the need for this 'construct'. Public vehicles with 6 to 9 seats would need to lease hire car licences following a Government buy-back of licences.
- **Not agreed.** The Government considers there is no need to change the terminology from 'restricted hire vehicle (RHV)' to 'special vehicle'. Existing RHV vehicles are used for public passenger transport to weddings and school formals and, on certain occasions, for standard hire car work. Following a Government buy-back of hire car licences, RHV licences will continue to be available for weddings and school formal work due to its seasonal nature but anyone wishing to do other hire car work will need to obtain a hire car licence from the Government on a lease basis.
- **Agreed in principle.** All hire car operators will be required to display their accreditation number either on the vehicle or on a stay-fast label.
- **Agreed in part.** There will continue to be one type of hire car licence under which "H" numberplates must be displayed. As indicated above, the RHV licence category will be maintained for weddings and school formal services.
- **Agreed.** The draft Regulations for the Amendment Bill include a requirement that the accreditation number of an accredited operator must be included in advertising material.
- **Agreed in part.** Public vehicle insurance is required for public vehicles under current Road Transport legislation, and driver training is required for hire car drivers. Under the accreditation regime, hire car operators would be required to have appropriate vehicle maintenance programs in place. First aid qualifications may be desirable but are not considered essential for hire car drivers. Child and infant restraints may be requested by the customer at the time of booking the vehicle.

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## Recommendation 5

*That the arrangements for the Queanbeyan hire cars to operate in the ACT be formalised, but this not be restricted to any number and be subject to mutual recognition of accreditation standards in both the ACT and Queanbeyan.*

### Government response:

**Agreed.** The introduction of accreditation for hire cars (as contained in the Bill) will provide the framework for mutual recognition with NSW hire cars. Any differences in licence values between NSW and the ACT may be barriers to mutual recognition. After the buy-back of hire car licences, the licence fees charged in each jurisdiction will become more closely aligned.

## Recommendation 6

*That the Government provide, within the legislative framework, regulations that will allow all potential entrants to the hire car industry to compete equitably to provide the consumer with the widest range of choice possible at the lowest possible price within standards set in the legislation.*

### Government response:

**Agreed in principle.** The removal of licence quotas, the reduction in lease fees and the introduction of accreditation, would ensure entry to the industry is limited only by the applicant's ability to meet the Government's standards for safety, consumer protection, and minimum quality of service.

## Recommendation 7

*That the legislation deletes:*

- *the provision whereby hire cars may operate as unrestricted hire cars from time to time;*
- *the provision for the maximum number of hire car licences to be determined by the Minister; and*
- *all references to RHVs to be replaced with provisions as recommended in this report.*

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**Government response:**

**Agreed in part.** Following implementation of a Government buy-back of licences, the current arrangements, whereby restricted hire cars may operate as unrestricted hire cars when the demand cannot be met by unrestricted hire cars, will cease.

The Road Transport (Public Passenger Services) Amendment Bill removes the provision for the maximum number of hire car licences to be determined by the Minister.

The Government considers there is no need to change the terminology from 'restricted hire vehicle (RHV)' to 'special vehicle'. Existing RHV vehicles are used for public passenger transport to weddings and school formals and, on certain occasions, for standard hire car work. Following a Government buy-back of hire car licences, RHV licences will continue to be available for weddings and school formal work due to its seasonal nature but anyone wishing to do other hire car work will need to obtain a hire car licence from the Government on a lease basis.

**TAXIS****Recommendation 1**

*That a buy-back scheme be implemented for taxi licences.*

**Government response:**

**Not agreed.** The Government will proceed with an auction of 10 taxi licences as soon as possible in accordance with the formula based approach proposed in the Road Transport (Public Passenger Services) Amendment Bill 2003. This approach will provide an objective and predictable mechanism to increase the supply of taxi licences when warranted.

**Recommendation 2**

*That the compensation for taxi licence plates be based on the Australian Valuation Office figures for taxi licence plates current at 1 January 1997, and to include an amount equivalent to membership fee paid by licence owners to the Aerial Taxi Cabs Co-operative Society Limited.*

**Government response:**

**Not agreed.** As indicated in the Reform Program announced by the Government in December 2002, net revenue from the sale of new licences (after allowing for costs associated with the reforms) will be returned to current licence owners for at least two years and possibly five years.

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### **Recommendation 3**

*The establishment of a new dispatch network authority operating under the auspices of ACTION.*

#### **Government response:**

**Not agreed.** The provision of taxi network services is not considered to be a Government function. Additional taxi networks will become established if the market conditions are right. It is the Government's role to remove restrictions and barriers that prevent the market from operating efficiently.

### **Recommendation 4**

*That any legislation includes a framework for enforcement of an accreditation, licensing and registration regime with penalties for operators who breach the regulations, and that the Department of Urban Services be properly resourced with appropriately trained personnel to undertake the enforcement regime.*

#### **Government response:**

**Agreed in principle.** The current legislation and funding arrangements are consistent with this recommendation.

### **Recommendation 5**

*That annual and short-term periodic licences be made available to suitable and accredited persons.*

#### **Government response:**

**Not agreed.** Taxi licences obtained at auction will be perpetual, transferable licences.

### **Recommendation 6**

*That the Government develop a transparent framework for an assured orderly release of plates so that industry does not suffer regular investor failure.*

#### **Government response:**

**Agreed in principle.** The formula based licence release scheme will provide a transparent framework for an orderly release of taxi licence plates. The process for

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releasing licences will be market responsive, ensuring an adequate supply of licences without a dramatic fall in licence values in any one year.

### **Recommendation 7**

*That safety precautions for all types of passengers including babies, young people and adults are more seriously addressed.*

#### **Government response:**

**Agreed.**

### **Recommendation 8**

*That to provide a better and more safe service for children under two, the number of drop off points for baby capsules be increased and that more baby capsules be available at these extra drop-off points.*

#### **Government response:**

**Agreed in principle.** The Government encourages industry to improve arrangements for making baby capsules available to customers. The Industry has advised that it is considering extending the existing service. The Government will monitor the situation.

### **Recommendation 9**

*That cross border taxi arrangements, allowing ACT taxis and Queanbeyan taxis to operate in both jurisdictions continue without imposing additional regulatory costs on the taxi services, subject to mutual recognition of accreditation systems in both the ACT and Queanbeyan.*

#### **Government response:**

**Agreed.** The implementation of mutual recognition of accreditation systems for taxis in the ACT and Queanbeyan was completed in July 2003. No additional regulatory costs are imposed on operators.

## **WHEELCHAIR ACCESSIBLE TAXIS**

### **Recommendation 1**

*That the wheelchair accessible fleet meets its obligations under the Disability Discrimination Act to provide equivalent services for all wheelchair users by 2007.*

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**Government response:**

**Agreed.** Wheelchair accessible taxi service standards have improved, particularly since the introduction of the new Lift Fee and closer cooperation from Canberra Cabs. It is clear that many WAT drivers and operators take their responsibilities seriously. However some do not, and the Government is now working with the network to significantly improve the effort of all WAT drivers and operators, and both the network and the Government will apply substantial sanctions and penalties if satisfactory improvement is not forthcoming.

The Government will continue to monitor wheelchair accessible taxi services and implement new measures to improve their performance. The viability of wheelchair accessible taxi services will be enhanced by increasing the permitted vehicle age from six to eight years, consistent with arrangements in most other jurisdictions.

**Recommendation 2**

*That WATs be assigned to the ACTION network, that the dispatch of the WATs be controlled by ACTION, and that the WATs be regularly used on low patronage bus routes to be assigned by ACTION, as well as undertaking their normal special purpose WAT services.*

**Government response:**

**Not agreed.** WATs will not be assigned to ACTION. On coming into office, this Government made it clear that it would not compulsorily transfer any taxi operator to a particular network. However, Urban Services has commissioned a study of the feasibility of introducing a demand responsive public transport service in the ACT. Such a service could involve ACTION in hiring taxis (both standard and wheelchair accessible) on a contract basis for specified periods and/or services.

**Recommendation 3**

*That the Government use the transfer of the WATs to the ACTION network to establish conditions that will attract a second network provider to the ACT for standard cabs.*

**Government response:**

**Not agreed.** Additional taxi networks will become established if the market conditions are right. It is the Government's role to remove restrictions and barriers that prevent the market from operating efficiently.

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## **PROPOSED SOLUTIONS AND BUY-BACK SCHEMES**

### **Recommendation 1**

*That the Government immediately implements an off-budget buy-back scheme for taxi licences that will provide adequate compensation and includes a minimum no capital loss provision and implements at the same time a budget-funded buy-back scheme for the hire car industry.*

#### **Government response:**

**Agreed in part.** The Government will offer to buy-back hire car licences and proceed with its proposed legislation for a formula based scheme for the release of taxi licences.

### **Recommendation 2**

*To ensure the success of the buy-back scheme, current restrictions on the number of ACT taxi and hire car licences and licence quotas be removed immediately to revitalise sustainable integrated transport services for the travelling ACT public.*

#### **Government response:**

**Agreed in part.** The formula based approach for the release of taxi licences does not result in an unrestricted number of licences. The number of taxi licences will be determined methodically and in response to demand, rather than arbitrarily as is now the case.

An unlimited number of hire car licences will be available when the hire car licence buy-back is implemented.

It is noted that this recommendation is not consistent with the first two dot points under Recommendation 4 of this section of the Committee's report (see page 11 of this document) nor with Recommendation 6 of the "Taxis" section of the Committee's report (see page 7 of this document).

### **Recommendation 3**

*That at the same time the buy-back scheme for the taxi licences is implemented the Government facilitate the establishment of market incentive for the entry into the industry of an additional dispatch network.*



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## Government response:

### Agreed in part.

The lack of competition in the taxi network service limits choice for customers and operators. The Government notes that without competition from other networks, operators, drivers and in particular the public are without option in choosing their taxi service or its provider. Competition could also put downward pressure on network service charges which impact on operators' costs and taxi fares.

While there is no limit on the number of taxi networks that can be accredited in the ACT, there is a number of barriers to entry including the restrictions on the number of licences and the requirement for taxi networks to meet response time standards. Even if there were no restrictions at all on the number of taxi licences, the response time standards may continue to be a problem, particularly for small networks that would not be able to provide the same geographical coverage as networks that have large fleets. The Government is prepared to consider removing waiting time standards for all networks, for other than wheelchair accessible taxis, when there is more than one network in the ACT. Networks would however be required to report on their performance and this would continue to be compared with the service provided to people requiring wheelchair accessible taxi services.

### Recommendation 4

*That the taxi buy-back scheme must be supported by an appropriate administrative framework that will:*

- *Ensure that it does not unduly restrict supply and entry into the industry and allow regular release of additional licences into the industry (the actual level of take up of taxi licences would be a risk borne by the financiers);*
- *Agree a formula governing the release of new licences, with licence availability being linked to an appropriate measure such as the growth in passenger trips, population growth, and growth in Gross Territory Product;*
- *Ensure that the supply of substitute services is reviewed;*
- *Assure the private sector that the Government would not impose policy that would have a material adverse effect on the market for taxis and hire cars;*
- *Ensure that licence fees are set at a level which is less than 80 percent of existing lease charges indexed to inflation and matching the revenue base of taxi and hire car operations, to enable the benefits of reform to be immediately realised (a fixed fee over the term would require a higher initial licence fee to limit the initial benefit of deregulation although over time the benefit would become more obvious as the proportion of licence fees to revenue decreases);*

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- *Ensure that it regulates minimum quality standards such as roadworthiness requirements, vehicle standards, driver presentation and knowledge to maintain consumer safety and consumer confidence and protect the interests of a sustainable industry;*
  - *Ensure that the Taxi Fund would finance the compensation payable for cancellation of perpetual licences, so that it would not have to fund any capital outlay. This will ensure that funding of the taxi-plate buy-back scheme would be off the balance sheet for the Territory;*
  - *Ensure that at the expiry of any defined term of the Taxi Fund, that it would establish framework to continue to generate licence fee income for its own account at whatever level it chose; and*
  - *Develop guidelines for the buy-back structure and subsequent legislation.*

**Government response:**

**Not agreed.** However, the Government will continue to regulate standards such as roadworthiness requirements, vehicle standards, driver presentation and knowledge to maintain consumer safety and consumer confidence, and protect the interests of a sustainable industry.

It is noted that the first two dot points are not consistent with Recommendation 2 of this section of the Committee's report (see page 10 of this document).

## **SUSTAINABLE TRANSPORT**

### **Recommendation 1**

*That all feasibility studies for a sustainable and integrated transport system for the ACT should include Hall and outlying areas and suburbs.*

**Government response:**

**Agreed in part.** While *The Sustainable Transport Plan* recognises that the whole of the ACT (and surrounding area) has an integrated transport system, the Plan does not specifically address the transport needs of all areas in detail. In respect of Hall and similar settlements, these are recognised as rural villages in *The Canberra Spatial Plan*. The main planning objective for these villages is to maintain the village character, consistent with the views of the residents. While villages like Hall benefit from improvements to the road system as Canberra develops, they may not necessarily receive the full range of transport services that apply in the urban areas. Hall is currently served by private bus services.

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## **Recommendation 2**

*That concession on registration should be offered to those operators who elect to use energy efficient cars, such as those with hybrid engines or those that use alternative fuels such as biodiesel.*

### **Government response:**

**Agreed in part.** A 20 percent concession on registration fees is available for vehicles powered by gas, gas/petrol or electricity, including hybrid engines. The registration concession does not apply to vehicles using biodiesel. Biodiesel is designed to have the same operability characteristics as normal diesel fuel and can be used in normal diesel engines. Any registration concession for biodiesel fuel would need to be applied to all diesel vehicles.

## **CONCLUSIONS**

### **Recommendation 1**

*The Committee recommends that the ACT Government should:*

- *Interpret 'community wide' as region wide because of the cross border issues with NSW;*
- *Work with the NSW Government to create a greater choice for consumers through a single taxi and hire car regulatory regime, as well as encouraging other network providers to come into the market;*
- *Apply the Competition Principles Agreement to continuously assess whether the public passenger market provides services that meet customer expectations; show evidence of a competitive, sustainable, demand responsive and adaptable industry over the long term; produces adequate job opportunities for taxi drivers and operators, and hire car operators; and*
- *Provide transport choices and ensure the transport system provides affordable transport and a reasonable level of equity of access to all sectors of the community.*

### **Government Response**

**Agreed in part.** A single ACT-Queanbeyan taxi area has been in place, either as a trial or a permanent arrangement, for over two years. The introduction of accreditation for hire cars will provide the framework for mutual recognition with NSW hire cars.

The Government will measure customer satisfaction and assess the level of equity of access by methods such as customer satisfaction surveys and performance reporting by taxi industry and ACTION.

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Providing transport choices and a reasonable level of equity of access to all community sectors, including people with disabilities, are key goals of *The Sustainable Transport Plan*.

## **Recommendation 2**

*The committee recommends that the ACT needs a Road Transport (Public Passenger Services) Amendment Bill 2003, but that the ACT Government not proceed with the legislation in its current form.*

### **Government Response**

**Agreed in part.** The Government will make amendments to the Road Transport (Public Passenger Services) Amendment Bill 2003 to remove references to the auctioning of hire car licences. Regulations will be drafted to provide for the leasing of an unlimited number of hire car licences.

The elements of the hire car accreditation scheme previously agreed with industry, and included in the draft Regulations, will be unchanged apart from the intended introduction of an accreditation category for 'tourist services'.

The Government will proceed with its proposed legislation for the release of taxi licences under a formula - a methodical approach ensuring that neither industry nor the public is disadvantaged.

## **Recommendation 3**

*The Committee recommends that a new Bill must be drafted to reflect an integrated sustainable transport approach, and include such changes as have been recommended in this Report, to prevent any further delay in urgently needed structural adjustment in the ACT public transport industry.*

### **Government Response**

**Agreed in part.** The Bill will be amended in accordance with the Government Response.

## **Recommendation 4**

*The Committee recommends that in the practical implementation, the final Sustainable Transport Plan for the ACT will:*

- a. *Locate 'trip generators' such as hospitals, schools, shops and community centres close to centres with good accessibility for public transport, walking and cycling;*
- b. *Focus jobs in centres or corridors with good accessibility;*

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- c. *Facilitate mixed-use centres and housing in established areas with good accessibility;*
  - d. *Ensure people have transport choice in new 'greenfields' housing and access to shopping and sports facilities;*
  - e. *Shape parking policies to support public transport use, walking and cycling;*
  - f. *Encourage job innovations to reduce the need to travel, for example telecentres or working from home;*
  - g. *Match the location of freight generators to their transport needs;*
  - h. *Package urban development and transport investment in identified corridors;*
  - i. *Require regulation of development by the Land Development Agency and the ACT Planning and Land Authority to help manage transport demand; and*
  - j. *Ensure integrated transport and land use planning and renewable and sustainable energy principles (cars are responsible for 77 percent of road transport and 19 percent of total greenhouse gas emissions in the ACT) into decision-making.*

#### **Government Response**

**Agreed in part.** Most of these recommendations are reflected in *The Canberra Spatial Plan* and *The Sustainable Transport Plan*.