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LEGISLATIVE ASSEMBLY FOR THE

AUSTRALIAN CAPITAL TERRITORY

2016–2017–2018–2019

MINUTES OF PROCEEDINGS

No 84

[**Wednesday, 13 February 2019**](http://www.hansard.act.gov.au/hansard/2019/pdfs/20190213.pdf)

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 **1** The Assembly met at 10 am, pursuant to adjournment. The Speaker (Ms J. Burch) took the Chair and made a formal recognition that the Assembly was meeting on the lands of the traditional custodians. The Speaker asked Members to stand in silence and pray or reflect on their responsibilities to the people of the Australian Capital Territory.

 2 PETITIONS—petitions noted

The Clerk announced that the following Members had lodged petitions for presentation:

Ms Le Couteur, from 351 residents, requesting that the Assembly call on the Government to, in relation to the Light Rail Stage 2 Alignment, ensure travel times are maintained, commit to a direct alignment and extension to Mawson, and reserve room for a future third track (Pet 3-19).

Ms Lee, from 533 residents, requesting that the Assembly call upon the Territory Government to establish school bus services to link Fairbairn to Campbell primary and high schools (Pet 4-19).

Pursuant to standing order 99A, petition 4-19 stands referred to the Standing Committee on Environment and Transport and City Services.

The Speaker proposed—That the petitions so lodged be noted.

Debate ensued.

Question—put and passed.

 3 DISCHARGE OF ORDER OF THE DAY

Order of the day No 1, Private Members’ business, having been called on—

Mr Coe (Leader of the Opposition), pursuant to standing order 152, moved—That order of the day No 1, Private Members’ business, being the Anti-corruption and Integrity Commission Bill 2018, be discharged from the *Notice Paper*.

Question—put and passed.

 4 DISCHARGE OF ORDER OF THE DAY

Order of the day No 2, Private Members’ business, having been called on—

Mr Coe (Leader of the Opposition), pursuant to standing order 152, moved—That order of the day No 2, Private Members’ business, being the Lands Acquisition (Reporting Requirements) Amendment Bill 2018, be discharged from the *Notice Paper*.

Question—put and passed.

 5 employment conditions and Job security

Ms Cody, pursuant to notice, moved—That this Assembly:

1. thanks all Canberrans who worked through the summer break, especially:
	1. first responders, health, sanitation, and other public services staff who kept our Territory safe and healthy through summer;
	2. workers in the hospitality industry who make Canberra a fun place to be; and
	3. all those who did not take leave, in order to let their colleagues spend time with family and friends;
2. notes that the ACT Government has delivered on its commitment for a Secure Local Jobs package that ensures the ACT Government only procures services from businesses that meet the highest ethical and labour standards by:
	1. implementing a certification regime that ensures businesses tendering for government work treat workers fairly and uphold their workplace rights;
	2. enhancing compliance and enforcement measures to ensure that these businesses continue to meet their workplace obligations; and
	3. providing a clear, transparent process for resolving issues that arise with respect to ACT Government contracts;
3. further notes that the Federal Government:
	1. continues a policy of reducing penalty rates, showing they do not value the contribution of first responders and others who work on public holidays, weekends and other unsociable shifts;
	2. has no plan to lift wage growth;
	3. invests taxpayer resources in harassing unions, rather than protecting workers’ rights; and
	4. continues to undermine the integrity, professionalism and morale of the Commonwealth Public Service by outsourcing, poor hiring practices, bad faith industrial relations, and public denigration; and
4. calls on the Assembly to:
	1. pass on the thanks of the Assembly to ACT Government employees who worked unsociable hours over summer;
	2. continue to explore ways to improve the job security and employment conditions of all Canberrans; and
	3. continue phased implementation of the local jobs code, and to ensure ACT Government work only goes to businesses with the highest labour and ethical standards.

Debate ensued.

Question—put and passed.

 6 School zones—Safety

Ms Lee, pursuant to notice, moved—That this Assembly:

1. notes that:
	1. the safety of children travelling to and from school is of paramount importance and more measures can be taken to ensure safety around schools;
	2. over 77 000 students returned to ACT schools last week;
	3. currently only 20 school crossings (serving 23 schools) have the additional safety of a school crossing supervisor with an additional five schools included in the program in 2019;
	4. these crossing supervisors are part of a pilot program and there has been no commitment of the pilot being adopted permanently or being further expanded; and
	5. at the start of Term 2 this year, 51 schools will lose their dedicated school bus service, forcing many students to cross major roads in order to access their schools;
2. further notes that:
	1. in the first week of the 2018 school year more than 400 fines were issued to drivers exceeding the 40kph speed limit in school zones; and
3. calls on the ACT Government to commit to:
	1. ascertaining the safety needs for every school in the ACT;
	2. funding school crossing supervisors for all schools that meet the criteria for this additional safety measure by the start of Term 2 this year; and
	3. ensure all school zones are more visibly identified through additional road markings and flashing lights with this work to be finalised before the start of the 2020 school year.

Ms Berry (Minister for Education and Early Childhood Development) moved the following amendment: Omit all words after “That this Assembly”, substitute:

“(1) notes that:

* 1. the safety of children travelling to and from school is of paramount importance;
	2. the ACT Government implements a number of programs to make travel to and from school safer, including Active Streets for Schools and School Crossing Supervisors;
	3. the School Crossing Supervisors program was designed to assist children to cross roads safely, improve health and wellbeing through increased active travel, improve traffic flow and reduce congestion;
	4. in the establishment of the School Crossing Supervisors program, 20 schools have been provided with School Crossing Supervisors in 2018, and an additional five were provided from the start of this year;
	5. the School Crossing Supervisor program has received very positive feedback from schools, parents and the community since it commenced, and a program evaluation is currently underway and expected to be finalised in June 2019;
	6. early results from the evaluation indicate the program is providing demonstrated benefits, with almost 75 percent of respondents to surveys indicating that traffic danger has reduced greatly following the introduction of a supervisor;
	7. Transport Canberra and City Services has a dedicated senior officer to support schools and applies a range of measures, recognising ‘a one size fits all approach’ is unable to meet the specific and sometimes unique needs of our schools; and
	8. the ACT Government is continuing the development of individual traffic management plans for every school in accordance with the Parliamentary Agreement, including consideration of further safety measures such as flashing lights;
1. further notes that:
	1. the ACT Government is making a record level of investment in public transport and an integrated transport network;
	2. the new bus network has been designed to encourage more students to use public transport, give families greater choice and help offer students greater flexibility while getting them to school on time. Every school in Canberra will be serviced by the new bus network; and
	3. currently around 60 percent of students who catch a bus to school use the regular network and there will more buses servicing schools in the new network; and
2. calls on the ACT Government to provide a report to the Assembly by the last sitting week of 2019:
	1. on the results of the School Crossing Program evaluation and preparation of traffic management plans for schools; and
	2. on an implementation plan for additional actions, informed by the evaluation and traffic management planning process.”.

Debate continued.

Question—That the amendment be agreed to—put.

The Assembly voted—

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| --- | --- | --- |
|  AYES, 13 |  |  NOES, 10 |
| Mr Barr | Ms Orr |  | Miss C. Burch | Mr Milligan |
| Ms Berry | Mr Pettersson |  | Mr Coe | Mr Parton |
| Ms J. Burch | Mr Ramsay |  | Mrs Dunne | Mr Wall |
| Ms Cheyne | Mr Rattenbury |  | Mr Hanson |  |
| Ms Cody | Mr Steel |  | Mrs Jones |  |
| Mr Gentleman | Ms Stephen-Smith |  | Ms Lawder |  |
| Ms Le Couteur |  |  | Ms Lee |  |

And so it was resolved in the affirmative.

Question—That the motion, as amended, viz:

“That this Assembly:

(1) notes that:

* 1. the safety of children travelling to and from school is of paramount importance;
	2. the ACT Government implements a number of programs to make travel to and from school safer, including Active Streets for Schools and School Crossing Supervisors;
	3. the School Crossing Supervisors program was designed to assist children to cross roads safely, improve health and wellbeing through increased active travel, improve traffic flow and reduce congestion;
	4. in the establishment of the School Crossing Supervisors program, 20 schools have been provided with School Crossing Supervisors in 2018, and an additional five were provided from the start of this year;
	5. the School Crossing Supervisor program has received very positive feedback from schools, parents and the community since it commenced, and a program evaluation is currently underway and expected to be finalised in June 2019;
	6. early results from the evaluation indicate the program is providing demonstrated benefits, with almost 75 percent of respondents to surveys indicating that traffic danger has reduced greatly following the introduction of a supervisor;
	7. Transport Canberra and City Services has a dedicated senior officer to support schools and applies a range of measures, recognising ‘a one size fits all approach’ is unable to meet the specific and sometimes unique needs of our schools; and
	8. the ACT Government is continuing the development of individual traffic management plans for every school in accordance with the Parliamentary Agreement, including consideration of further safety measures such as flashing lights;
1. further notes that:
	1. the ACT Government is making a record level of investment in public transport and an integrated transport network;
	2. the new bus network has been designed to encourage more students to use public transport, give families greater choice and help offer students greater flexibility while getting them to school on time. Every school in Canberra will be serviced by the new bus network; and
	3. currently around 60 percent of students who catch a bus to school use the regular network and there will more buses servicing schools in the new network; and
2. calls on the ACT Government to provide a report to the Assembly by the last sitting week of 2019:
	1. on the results of the School Crossing Program evaluation and preparation of traffic management plans for schools; and
	2. on an implementation plan for additional actions, informed by the evaluation and traffic management planning process.”—

be agreed to—put and passed.

 7 Middle childhood—Services and programs

Mrs Kikkert, pursuant to notice, moved—That this Assembly:

1. notes that:
	1. research has increasingly called attention to the importance of what is called “middle childhood” or the “middle years” (variously defined as age 8 through age 12, age 14 or even age 15);
	2. middle childhood is an important period, marked by “rapid physical, emotional and social development, including the most intense period of brain development during a human lifetime”;
	3. it is also the period when young people in Australia transition from primary to secondary school (and are most likely to experience bullying at school);
	4. development during the middle years has been shown to affect “future cognitive, social, emotional, language and physical development”, with impacts stretching into adulthood;
	5. indicators of low wellbeing in the domains of family, school, health and social networks during middle years create disadvantage that likewise tends to follow children into their adult years; and
	6. research suggests that issues typically associated with older adolescence are more frequently presenting in children in the middle years, with:
		1. the onset of puberty beginning earlier;
		2. half of adult mental health problems emerging by age 14; and
		3. children as young as 10 regularly seeking professional counselling in the ACT;
2. further notes that:
	1. notwithstanding the above, child development researchers have highlighted a lack of funding for programs to support the wellbeing of young people in the middle years, as well as a “critical gap in research data” relating to their unique needs; and
	2. researchers have also recommended that “measures and indicators of social inclusion, social capital, community strength and support… should explicitly include data relating to children in middle childhood”;
3. further notes that:
	1. “children and youth who are homeless experience significant social and health consequences, including disrupted schooling, high rates of mental health problems, and engagement in risk-taking behaviours”;
	2. addressing homelessness therefore can assist in addressing other issues that may complicate the lives of children in the middle years;
	3. “there are currently no accommodation services in the ACT for young people under the age of 16 who are experiencing or at risk of homelessness” despite this having been identified as “a critical area of concern” in the ACT Homelessness Strategy 15 years ago;
	4. the Youth Coalition of the ACT found that “there was a strong consensus among youth workers that the issue of at-risk and/or homeless young people aged between 12–15 is a significant problem” in the Territory and that “the conditions faced by 12–15 year old young people experiencing homelessness in the ACT are severe”; and
	5. homelessness programs for young people in other Australian jurisdictions have been shown to be cost effective, “creating $12 in social value for every dollar invested”;
4. further notes that:
	1. community-based diversion programs “are more effective in reducing re‑offending than the traditional justice system, especially detention”; and
	2. the cost of these programs is a fraction of that needed for community‑based supervision or detention; and
5. further notes that much more needs to be done in the Australian Capital Territory to support children and young people in the middle years; and
6. calls on the ACT Government:
	1. to make a formal commitment to improving services and programs for the Territory’s children and young people in the middle years; and
	2. to demonstrate that commitment by identifying and including specific provisions in the 2019–2020 ACT Budget that address important issues facing those in middle childhood, including giving due consideration to the following:
		1. Families ACT’s recommendation to “support the collection of longitudinal data on the wellbeing of middle years children in the ACT”;
		2. the Youth Coalition’s recommendation for a homelessness service model for children aged 8 to 15 in the ACT, as supported by Families ACT, ACT Council of Social Service and ACT Shelter;
		3. Canberra Police Community Youth Club’s proposal to have a support accommodation unit for young people under the age of 16, to address the gap in service provisions for this age group; and
		4. requests from various community services providers for funding for youth diversion programs.

Debate interrupted in accordance with standing order 74 and the resumption of the debate made an order of the day for a later hour this day.

 8 QUESTIONS

Questions without notice were asked.

 9 PRESENTATION OF PAPER

The Speaker presented the following paper:

Committee Reports—Schedule of Government Responses—Ninth Assembly, as at 16 January 2019.

 10 PAPER—PETITION OUT-OF-ORDER

Mr Gentleman (Manager of Government Business) presented the following paper:

Petition which does not conform with the standing orders—Canberra Sexual Health Centre—Ms J. Burch (354 signatures).

 11 Middle childhood—Services and programs

The order of the day having been read for the resumption of the debate on the motion of Mrs Kikkert (*see* [entry 7](#Entry7))—

Debate resumed by Ms Stephen-Smith (Minister for Children, Youth and Families), who moved the following amendment: In paragraph (6)(b), omit: “demonstrate that commitment by identifying and including specific provisions in the 2019-2020 ACT Budget that address important issues facing those in middle childhood, including giving”, substitute: “give”.

Debate continued.

Amendment agreed to.

Question—That the motion as amended, viz:

“That this Assembly:

1. notes that:
	1. research has increasingly called attention to the importance of what is called ‘middle childhood’ or the ‘middle years’ (variously defined as age 8 through age 12, age 14 or even age 15);
	2. middle childhood is an important period, marked by ‘rapid physical, emotional and social development, including the most intense period of brain development during a human lifetime’;
	3. it is also the period when young people in Australia transition from primary to secondary school (and are most likely to experience bullying at school);
	4. development during the middle years has been shown to affect ‘future cognitive, social, emotional, language and physical development’, with impacts stretching into adulthood;
	5. indicators of low wellbeing in the domains of family, school, health and social networks during middle years create disadvantage that likewise tends to follow children into their adult years; and
	6. research suggests that issues typically associated with older adolescence are more frequently presenting in children in the middle years, with:
		1. the onset of puberty beginning earlier;
		2. half of adult mental health problems emerging by age 14; and
		3. children as young as 10 regularly seeking professional counselling in the ACT;
2. further notes that:
	1. notwithstanding the above, child development researchers have highlighted a lack of funding for programs to support the wellbeing of young people in the middle years, as well as a ‘critical gap in research data’ relating to their unique needs; and
	2. researchers have also recommended that ‘measures and indicators of social inclusion, social capital, community strength and support… should explicitly include data relating to children in middle childhood’;
3. further notes that:
	1. ‘children and youth who are homeless experience significant social and health consequences, including disrupted schooling, high rates of mental health problems, and engagement in risk-taking behaviours’;
	2. addressing homelessness therefore can assist in addressing other issues that may complicate the lives of children in the middle years;
	3. ‘there are currently no accommodation services in the ACT for young people under the age of 16 who are experiencing or at risk of homelessness’ despite this having been identified as ‘a critical area of concern’ in the ACT Homelessness Strategy 15 years ago;
	4. the Youth Coalition of the ACT found that ‘there was a strong consensus among youth workers that the issue of at-risk and/or homeless young people aged between 12–15 is a significant problem’ in the Territory and that ‘the conditions faced by 12–15 year old young people experiencing homelessness in the ACT are severe’; and
	5. homelessness programs for young people in other Australian jurisdictions have been shown to be cost effective, ‘creating $12 in social value for every dollar invested’;
4. further notes that:
	1. community-based diversion programs ‘are more effective in reducing re‑offending than the traditional justice system, especially detention’; and
	2. the cost of these programs is a fraction of that needed for community-based supervision or detention; and
5. further notes that much more needs to be done in the Australian Capital Territory to support children and young people in the middle years; and
6. calls on the ACT Government:
	1. to make a formal commitment to improving services and programs for the Territory’s children and young people in the middle years; and
	2. to give due consideration to the following:
		1. Families ACT’s recommendation to ‘support the collection of longitudinal data on the wellbeing of middle years children in the ACT’;
		2. the Youth Coalition’s recommendation for a homelessness service model for children aged 8 to 15 in the ACT, as supported by Families ACT, ACT Council of Social Service and ACT Shelter;
		3. Canberra Police Community Youth Club’s proposal to have a support accommodation unit for young people under the age of 16, to address the gap in service provisions for this age group; and
		4. requests from various community services providers for funding for youth diversion programs.”—

be agreed to—put and passed.

 12 Murray-Darling Basin

Ms Cheyne, pursuant to notice, moved—That this Assembly:

1. acknowledges the significance of the Murray-Darling Basin, including its:
	1. multi-jurisdictional importance and contribution as the largest river system in Australia;
	2. finite water resources; and
	3. historical and cultural meaning;
2. notes in particular the importance the Murray-Darling Basin has for, and in, the Australian Capital Territory, namely:
	1. the ACT is wholly situated within the Murrumbidgee River Catchment, which feeds into the Murray-Darling Basin;
	2. Canberra is the largest population centre within the Basin; and
	3. its contribution to the ACT’s security of water supply;
3. notes with concern:
	1. the grave issues raised in the South Australian *Murray-Darling Basin Royal Commission Report* regarding the negligence and maladministration from the Murray-Darling Basin Authority and Federal Government including, but not limited to:
		1. failing to ensure the Murray-Darling Basin Plan was lawful;
		2. contributing to further issues regarding climate change and the impact of this on communities;
		3. ignoring scientific knowledge in making decisions; and
		4. a predilection for secrecy;
	2. the massive fish kills in the Murray-Darling river system, in particular at Menindee in summer 2018-19;
	3. the public funding cuts to water science and research; and
	4. the impacts of the dramatic changes in water supply on communities throughout Australia;
4. acknowledges the ACT Government’s actions to contribute to healthy waterways, including:
	1. being an active and responsible participant in managing the resources of the Murray-Darling Basin;
	2. the depth of the *ACT Water Strategy 2014-44: Striking the Balance* in managing water in the ACT and the resulting report card for Implementation Plan One;
	3. maintaining the health of the Murrumbidgee River system; and
	4. that water use in the ACT is such that much of the water is returned to the Molonglo River, on to the Murrumbidgee River and eventually into the Murray-Darling system;
5. commends the ACT Healthy Waterways initiative, noting the contribution it is making in improving water quality throughout the ACT and delivering improved amenity and environment for Canberrans; and
6. calls on all Members of the ACT Legislative Assembly to:
	1. condemn the maladministration of the Murray-Darling Basin; and
	2. support the ACT Government’s actions in respect to the Murray-Darling Basin.

Debate ensued.

Question—put and passed.

 13 Alexander Maconochie Centre—Future Accommodation of detainees

Mrs Jones, pursuant to notice, moved—That this Assembly:

1. notes the detainee population of the Alexander Maconochie Centre has reached a new high of 507, 68 detainees over the design capacity of 439 and four detainees fewer than the operational capacity of 511;
2. further notes that a feasibility study into future correctional requirements, including accommodation, was completed in early 2018; and
3. calls on the ACT Government to release its findings of the feasibility study and explain to the Assembly how it will accommodate detainees should the population increase beyond 511.

*Paper:* Mrs Jones, by leave, presented the following paper:

AMC Population Growth—Copy of graph.

Mr Rattenbury (Minister for Corrections and Justice Health) moved the following amendment: Omit all words after “That this Assembly”, substitute:

“(1) notes the detainee population of the Alexander Maconochie Centre (AMC) has reached a new high of 507 on 20 June 2018, 68 detainees over the design capacity of 439 and four detainees fewer than the operational capacity of 511;

(2) that, of the 539 actual beds, 511 are operational beds for detainee accommodation and 28 beds are used for special short-term use, crisis support or disciplinary requirements;

(3) that the current population of the AMC is 475;

(4) further notes that a feasibility study into future correctional requirements, including accommodation, was completed in early 2018; and

(5) calls on the ACT Government to release its findings of the feasibility study and explain to the Assembly how it will accommodate detainees should the population increase beyond 511.”.

Debate continued.

Amendment agreed to.

Question—That the motion, as amended, viz:

“That this Assembly:

(1) notes the detainee population of the Alexander Maconochie Centre (AMC) has reached a new high of 507 on 20 June 2018, 68 detainees over the design capacity of 439 and four detainees fewer than the operational capacity of 511;

(2) that, of the 539 actual beds, 511 are operational beds for detainee accommodation and 28 beds are used for special short-term use, crisis support or disciplinary requirements;

(3) that the current population of the AMC is 475;

(4) further notes that a feasibility study into future correctional requirements, including accommodation, was completed in early 2018; and

(5) calls on the ACT Government to release its findings of the feasibility study and explain to the Assembly how it will accommodate detainees should the population increase beyond 511.”—

be agreed to—put and passed.

 14 Light Rail construction—Impact on local businesses

Mr Milligan, pursuant to notice, moved—That this Assembly:

1. notes:
	1. that, according to the Government’s own evaluation, Light Rail Stage 1 construction has had a negative impact on local business along the Light Rail corridor;
	2. the report tabled by Minister Fitzharris in September 2018 titled *Business Impact Assessment of ACT Government-led construction activities in Gungahlin* provided clear lessons learnt; and
	3. that this Government committed to the community that Light Rail Stage 1 would be operational by 21 December 2018 and, despite missing this deadline, there has been no commitment for a new delivery date; and
2. calls upon the Government to:
	1. acknowledge that Light Rail Stage 1 has had a negative impact on local business and the delayed delivery has compounded this impact;
	2. immediately implement the lessons learnt documented within *Business Impact Assessment of ACT Government-led construction activities in Gungahlin* to better support local businesses throughout the remaining construction period; and
	3. provide a report back to the Assembly on the implementation of these lessons learnt when Light Rail Stage 1 is fully operational.

Debate ensued.

Mr Steel (Minister for City Services) moved the following amendment: Omit all words after “That this Assembly”, substitute:

“(1) notes that:

* 1. the ACT Government is delivering Stage 1 of the city-wide light rail network along with other major infrastructure projects, with wide‑ranging benefits to the Canberra community including economic growth, improved amenity, generating employment opportunities and greater levels of investment in the ACT;
	2. significant progress has been made on construction of Light Rail Stage 1 and the Government will continue to update the community on the commencement of light rail services;
	3. the priority for the ACT Government and Canberra Metro is ensuring safety during construction and delivering a quality light rail system;
	4. the Government acknowledges that the construction of light rail, along with other important infrastructure projects, has caused disruption to local businesses and the community;
	5. the Government funded specific communications, industry collaboration and business support programs through the Canberra Business Chamber to support businesses along the light rail corridor;
	6. the report tabled in September 2018 by the Minister for Transport *Business Impact Assessment of Government-led Construction Activities in Gungahlin* included a number of lessons learnt and stated that a more comprehensive lessons learnt process be undertaken with stakeholders following the completion of Light Rail Stage 1;
	7. infrastructure projects are benefiting directly from lessons learnt during light rail construction and the way the ACT Government engages and supports businesses has changed. For example, work to upgrade the Sydney building and Melbourne building verges was supported by naked fencing so that patrons could see through to the businesses, bespoke signage, fortnightly construction updates, window cleaning and social media videos;
	8. through the Light Rail Business Link Program, the Government continues to work collaboratively with the local business community and stakeholders to provide communications, industry collaboration and business support programs to mitigate construction impacts to business along the light rail corridor; and
	9. the ACT Government has a Canberra-wide case manager service for new and existing business to assist them to obtain approvals such as for food and liquor, outdoor dining and other relevant permits. This service has worked proactively with business in Gungahlin, for example, impacted by light rail and other infrastructure improvement works; and
1. calls on the ACT Government to:
	1. continue working with businesses to optimise benefits from Light Rail Stage 1 and the provision of support programs to mitigate construction impacts;
	2. provide a report back to the Assembly on the comprehensive lessons learnt process within six months of the start of light rail services; and
	3. ensure that lessons learnt on the impact to businesses inform future infrastructure projects across the Territory.”.

Debate continued.

Question—That the amendment be agreed to—put.

The Assembly voted—

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| --- | --- | --- |
|  AYES, 11 |  |  NOES, 9 |
| Mr Barr | Ms Le Couteur |  | Miss C. Burch | Mr Milligan |
| Ms Berry | Ms Orr |  | Mr Coe | Mr Parton |
| Ms J. Burch | Mr Pettersson |  | Mr Hanson | Mr Wall |
| Ms Cheyne | Mr Ramsay |  | Mrs Jones |  |
| Ms Cody | Mr Steel |  | Ms Lawder |  |
| Mr Gentleman |  |  | Ms Lee |  |

And so it was resolved in the affirmative.

Question—That the motion, as amended, viz:

“That this Assembly:

(1) notes that:

* 1. the ACT Government is delivering Stage 1 of the city-wide light rail network along with other major infrastructure projects, with wide‑ranging benefits to the Canberra community including economic growth, improved amenity, generating employment opportunities and greater levels of investment in the ACT;
	2. significant progress has been made on construction of Light Rail Stage 1 and the Government will continue to update the community on the commencement of light rail services;
	3. the priority for the ACT Government and Canberra Metro is ensuring safety during construction and delivering a quality light rail system;
	4. the Government acknowledges that the construction of light rail, along with other important infrastructure projects, has caused disruption to local businesses and the community;
	5. the Government funded specific communications, industry collaboration and business support programs through the Canberra Business Chamber to support businesses along the light rail corridor;
	6. the report tabled in September 2018 by the Minister for Transport *Business Impact Assessment of Government-led Construction Activities in Gungahlin* included a number of lessons learnt and stated that a more comprehensive lessons learnt process be undertaken with stakeholders following the completion of Light Rail Stage 1;
	7. infrastructure projects are benefiting directly from lessons learnt during light rail construction and the way the ACT Government engages and supports businesses has changed. For example, work to upgrade the Sydney building and Melbourne building verges was supported by naked fencing so that patrons could see through to the businesses, bespoke signage, fortnightly construction updates, window cleaning and social media videos;
	8. through the Light Rail Business Link Program, the Government continues to work collaboratively with the local business community and stakeholders to provide communications, industry collaboration and business support programs to mitigate construction impacts to business along the light rail corridor; and
	9. the ACT Government has a Canberra-wide case manager service for new and existing business to assist them to obtain approvals such as for food and liquor, outdoor dining and other relevant permits. This service has worked proactively with business in Gungahlin, for example, impacted by light rail and other infrastructure improvement works; and
1. calls on the ACT Government to:
	1. continue working with businesses to optimise benefits from Light Rail Stage 1 and the provision of support programs to mitigate construction impacts;
	2. provide a report back to the Assembly on the comprehensive lessons learnt process within six months of the start of light rail services; and
	3. ensure that lessons learnt on the impact to businesses inform future infrastructure projects across the Territory.”—

be agreed to—put and passed.

 15 ADJOURNMENT

Mr Gentleman (Manager of Government Business) moved—That the Assembly do now adjourn.

Debate ensued.

Question—put and passed.

And then the Assembly, at 5.43 pm, adjourned until tomorrow at 10 am.

**MEMBERS’ ATTENDANCE:** All Members were present at some time during the sitting, except Ms Fitzharris\*.

\*on leave

Tom Duncan

Clerk of the Legislative Assembly