


## Request for Costing an Election Commitment

Name of election commitment:	<b><i>Pedestrian Safety and Amenity</i></b>
Person and party requesting costing:	Meredith Hunter, ACT Greens Parliamentary Leader
Date of public release of election commitment, including source:	20 August 2012 <a href="http://act.greens.org.au/system/files/private/Active_Transport_0.pdf">http://act.greens.org.au/system/files/private/Active_Transport_0.pdf</a>
Summary of election commitment:	<ul style="list-style-type: none"> <li>• Lower traffic speed limits in select shopping and community areas, including schools, child care and aged care facilities;</li> <li>• Install new pedestrian crossings and safety structures at many locations around Canberra;</li> <li>• Install lighting at existing pedestrian crossings where current lighting is inadequate;</li> <li>• Review the guidelines governing the setting of speed limits, and the installation of crossings around schools, car parks and town, group and local centres; and</li> <li>• Reprogram up to 50 pedestrian crossing signals to 'auto-start' whenever it is safe for pedestrians to cross.</li> </ul>
Intention of election commitment:	Canberra generally has excellent arterial roads to carry motorists quickly and safely between its town, group and local centres. However, the centres themselves are often focused on car travel, and can be difficult and dangerous for pedestrians in these areas. This initiative is designed to ameliorate some of those problems for pedestrians.
Signature of person requesting costing:	
Date of request for costing:	28/9/12

**What are the key assumptions that have been made in the election commitment?**

**Note:** that where the request to cost an election commitment differs from the public announcement, the costing will be on the basis of information provided in the costing request.

**Note:** it will be up to the professional judgment of the Director-General as to whether these assumptions are adopted in the costing of the election commitment.

**Where relevant, is the funding for the policy to be demand driven or a capped amount?**

The funding for this policy commitment is dollar limited.

**Will third parties, for instance the Commonwealth or other State/Territories, have a role in funding or delivering the election commitment?** No.

**Will funding/the cost require indexation?** No

**What are the estimated revenue and operating costs each year (if available) and what are the capital requirements for this election commitment and estimated costs each year (if available)?**

	2012-13	2013-14	2014-15	2015-16	2016-17	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue <sup>(a)</sup>						
Expenses <sup>(a)</sup>		-111	-31	-41	-41	-224

Capital		-250	-250			-500
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(a) A negative number indicates a decrease in revenue or an increase in expenses.

**What is the likely take up?**

N/A

**Any other assumptions?**

- Recurrent expenditure in 2013-14 is for the re-programming of traffic signals.
- Capital expenditure in 2013-14 and 2014-15 is for pedestrian safety measures including building pedestrian crossings, setting new 40km speed zones, and for new lighting at existing crossings.
- It is assumed that the works in 2013-14 will be completed by 30 June 2014 and the works in 2014-15 will be completed by 30 June 2015. Accordingly, depreciation expenditure for the first \$250,000 of pedestrian crossings commences from 1 July 2014 and the second \$250,000 of pedestrian crossings from 1 July 2015.
- Note 2 (v) of the Territory and Municipal Services Financial Statements for the year ended 30 June 2011 states that infrastructure assets are depreciated on a straight line basis over a period of 5 to 100 years. We have assumed that the pedestrian crossings have a useful life of 25 years. Accordingly, recurrent depreciation expenditure for 2014-15, 2015-16 and 2016-17 has been calculated on a straight line basis based on this 25 year life cycle.
- Maintenance costs for the pedestrian crossings, once built are considered minimal and will be met out of existing recurrent maintenance funding within the Directorate.
- Costings within this initiative are based on information contained in the 2012-13 Budget Papers and current publicly available information.

**Administration of the election commitment**

**How will the election commitment be administered?**

The commitment will be administered by Territory and Municipal Services Directorate.

**Who will administer the election commitment?**

The commitment will be administered by Territory and Municipal Services Directorate.

**Has an allowance been made for expenses necessary to support the implementation of this election commitment?**

– If no, will the government agency be expected to absorb expenses associated with this election commitment?

– If yes, please specify the key assumptions.

As indicated above some elements of the commitment have had additional funding provided for and other elements are expected to be absorbed by TAMS. It is assumed that the review of guidelines and the administration associated with changing speed limits can be absorbed by TAMS.

**What is the intended implementation date of the election commitment?**

From the commencement of the 2013-14 financial year.

**Are there transitional arrangements associated with election commitment implementation?**

No

**Are there any other assumptions that need to be considered?**

No

**When is the election commitment expected to be fully operational?**

*Please provide further details i.e. start and end dates, the level of commitment during each period etc?*

From the 2013-14 financial year.

**Will the election commitment cease and if so when?**

N/A