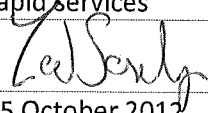


Request for Costing an Election Commitment

Name of election commitment:	<i>Suburban Shuttle Trial</i>
Person and party requesting costing:	Zed Seselja MLA, Leader of the Opposition
Date of public release of election commitment, including source:	3 September 2012, media release 'Libs announce public transport improvements'
Summary of election commitment:	Conduct a trial of a free shuttle bus in the suburbs to connect to rapid services
Intention of election commitment:	Trial the viability of having shuttle buses make frequent trips around the suburbs to connect to rapid services
Signature of person requesting costing:	
Date of request for costing:	15 October 2012

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

- One year trial
- The routes will be trialled in Gungahlin, Belconnen and Tuggeranong with two buses on each route
- The routes will operate 12 hours a day, 5 days a week with the trial lasting 52 weeks
- The Gungahlin route will 8 km's in length and conduct 4 laps per hour
- The Belconnen route will be 6.4 km's long and conduct 4 laps per hour
- The Tuggeranong route will be 12 km's long and conduct 3 laps per hour
- The costs are calculated at \$4.48 per km based on the 2012-13 ACTION cost in the budget papers (BP4, p141)
- Although trialled in 2013-14, the budget paper states that the total cost per km is expected to decrease
- There will be no fees charged for the use of the shuttle
- See attached documents for further explanation

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

Will third parties, for instance the Commonwealth or other State/Territories, have a role in funding or delivering the election commitment?
n/a

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	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue ^(a)					
Expenses ^(a)	0	-3,020	0	0	-3,020
Capital					

(a) A negative number indicates a decrease in revenue or an increase in expenses.

What is the likely take up?
100%

Any other assumptions?
No costing is requested to be undertaken for 2016-17, in line with the Canberra Liberals stated approach to use the standard of the current published budget and forward estimates period of 2012-13 to 2015-16.

<i>Administration of the election commitment</i>
How will the election commitment be administered? In line with existing bus services
Who will administer the election commitment? ACTION
Has an allowance been made for expenses necessary to support the implementation of this election commitment? The funding will cost all costs of the trial
What is the intended implementation date of the election commitment? 1 July 2013
Are there transitional arrangements associated with election commitment implementation? n/a
Are there any other assumptions that need to be considered? n/a
When is the election commitment expected to be fully operational? 1 July 2013
Will the election commitment cease and if so when? This commitment will cease after the 2013-14 financial year and will be reviewed

ACTION Shuttle Trial – Costing Justification

Cost per km

The cost per km used in the costing is \$4.48 which is the 'total cost per vehicle kilometre' for 2012-13 in the 2012-13 budget, BP4, page 141.

Although the trial is to be in 2013-14, the 2012-13 cost has been used as the budget paper states the *'total cost per vehicle kilometre is expected to decrease slightly as improved fleet utilisation is achieved as part of network 12'*.

Routes

The Gungahlin route is expected to be 8 kilometres long and take 15 minutes. Therefore, the cost is calculated at 4 laps of the route per hour, 12 hours a day, 5 days a week and 52 weeks in the year.

$$4 \times 12 = 48 \text{ route laps per day}$$

$$48 \times 8 = 384 \text{ km's per day}$$

$$384 \times 5 = 1,920 \text{ km's per week}$$

$$1,920 \times 52 = 99,840 \text{ km's per year}$$

$$99,840 \times 4.48 = \$447,283$$

The Belconnen route is expected to be 6.5 kilometres long and take 15 minutes. Therefore, the cost is calculated at 4 laps of the route per hour, 12 hours a day, 5 days a week and 52 weeks in the year.

$$4 \times 12 = 48 \text{ route laps per day}$$

$$48 \times 6.5 = 312 \text{ km's per day}$$

$$312 \times 5 = 1,560 \text{ km's per week}$$

$$1,560 \times 52 = 81,120 \text{ km's per year}$$

$$81,120 \times 4.48 = \$363,418$$

The Tuggeranong route is expected to be 12 kilometres long and take 20 minutes. Therefore the cost is calculated at 3 laps of route per hour, 12 hours a day, 5 days a week and 52 weeks in the year.

$$3 \times 12 = 36 \text{ route laps per day}$$

$$36 \times 12 = 432 \text{ km's per day}$$

$$432 \times 5 = 2,160 \text{ km's per week}$$

$$2,160 \times 52 = 112,320 \text{ km's per year}$$

$$112,320 \times 4.48 = \$503,194$$

Total Cost

$$\$447,283 + \$363,418 + \$503,194 = \mathbf{\$1,313,895}$$

The costing has been rounded up to the nearest \$5,000.

Public Transport

	2012-13	2013-14	2014-15	2015-16
Shuttle Trial	0	3,019,162	0	0
Total	0	3,020	0	0

Action Shuttle	Total km Route	No. Of Routes for day	Total km's per day	Total km's per week	Total km's per year	\$ per km	Total Cost per bus	No. Of buses	Total Cost
Gungahlin	8	48	384	1920	99,840	4.48	447,283	2	894,566
Belconnen	7	48	336	1680	87,360	4.48	391,373	2	782,746
Tuggeranong	12	48	576	2880	149,760	4.48	670,925	2	1,341,850
							<u>1,509,581</u>		<u>3,019,162</u>

Output Class

	Total Cost ¹		Government Payment for Outputs ²	
	2011-12	2012-13	2011-12	2012-13
	Est. Outcome \$'000	Budget \$'000	Est. Outcome \$'000	Budget \$'000
Output Class 1				
Public Transport	123,849	123,251	73,353	81,497
Output 1.1: Public Transport	123,849	123,251	73,353	81,497

Notes:

1. Total cost includes depreciation of \$9.411 million in 2011-12 and \$9.765 million in 2012-13.
2. This is the appropriation provided to TAMS which is on-passed to ACTION and reflected as part of User Charges – ACT Government.

Output Description

Provision of a public bus network and school bus services, including a range of express and regular routes within Canberra suburbs. ACTION also provides special needs transport and a bus charter service.

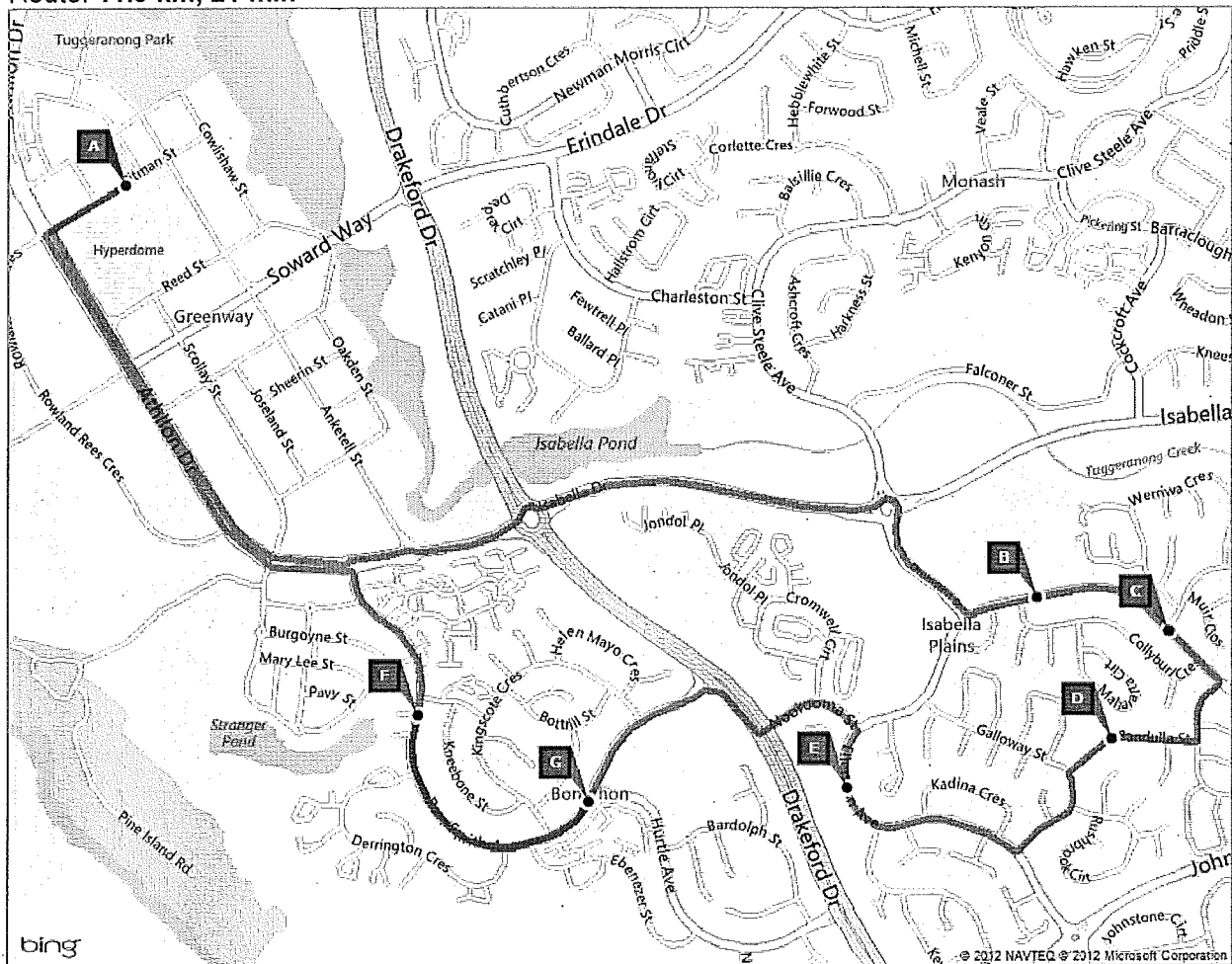
Accountability Indicators

	2011-12 Targets	2011-12 Est. Outcome	2012-13 Targets
Output 1: Public Transport			
Output 1.1: Public Transport			
a. Customer satisfaction with ACTION services as assessed by a passenger survey	85%	85%	85%
b. Percentage of in service fleet fully compliant with standards under the DDA ¹	51%	55%	63%
c. Percentage of in service fleet Euro 3 or better Emission Standard compliant ²	40%	46%	54%
d. Total cost per vehicle kilometre ³	\$4.52	\$4.57	\$4.48
e. Total cost per passenger boarding ⁴	\$6.00	\$6.66	\$6.43
f. Farebox recovery as a percentage of total cost ⁵	22%	17%	18%
g. Percentage of services operating on scheduled time ⁶	85%	85%	85%
h. Service reliability – percentage of services which operated to completion ⁷	n/a	n/a	99.5%

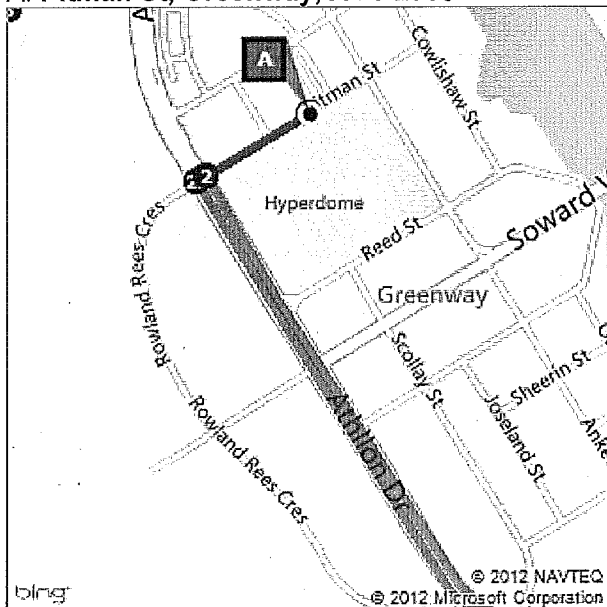
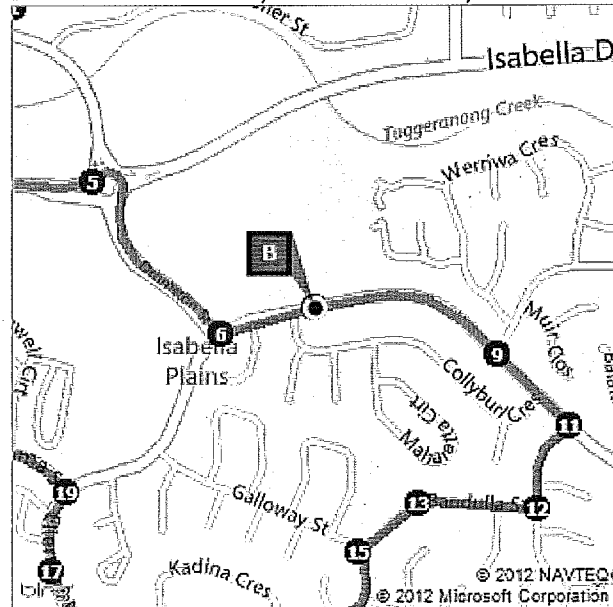
Notes:

1. The DDA standards detail the accessibility specifications of a bus required to achieve compliance under the DDA, which requires full fleet compliance by 2022. The 2012-13 target reflects new funding provided in the 2012-13 Budget for fleet replacement.
2. Euro emission standards define the acceptable limits for the exhaust emissions of vehicles.
3. Total cost per vehicle kilometre is expected to decrease slightly as improved fleet utilisation is achieved as part of Network 12.
4. Total cost per passenger boarding is expected to decrease from the 2011-12 estimated outcome as increased patronage numbers are achieved through improved service frequency and connection times.
5. The reduction in the farebox recovery percentage reflects a revised pricing structure under the MyWay system and a revision of patronage targets.
6. 'Operating on scheduled time' describes a bus service that departs a stop, which is a designated timing point, between 1 minute earlier and 4 minutes later than the scheduled time. This information will be measured utilising GPS technology attached to the MyWay system.
7. This is a new indicator.

Route: 11.9 km, 21 min



This was your map view in the browser window.

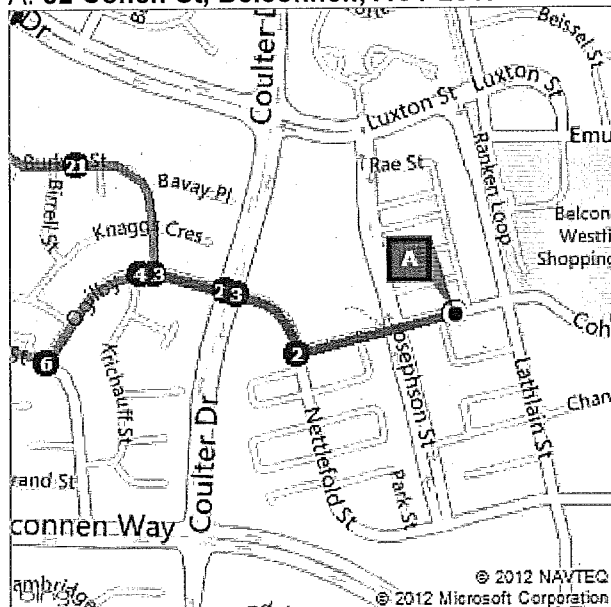
A: Pitman St, Greenway, ACT 2900**B: 91 Ellerston Ave, Isabella Plains, ACT 2905****C: 53 Ellerston Ave, Isabella Plains, ACT 2905****D: 17 Bandulla St, Isabella Plains, ACT 2905**

Route: 6.3 km, 14 min



This was your map view in the browser window.

A: 32 Cohen St, Belconnen, ACT 2617



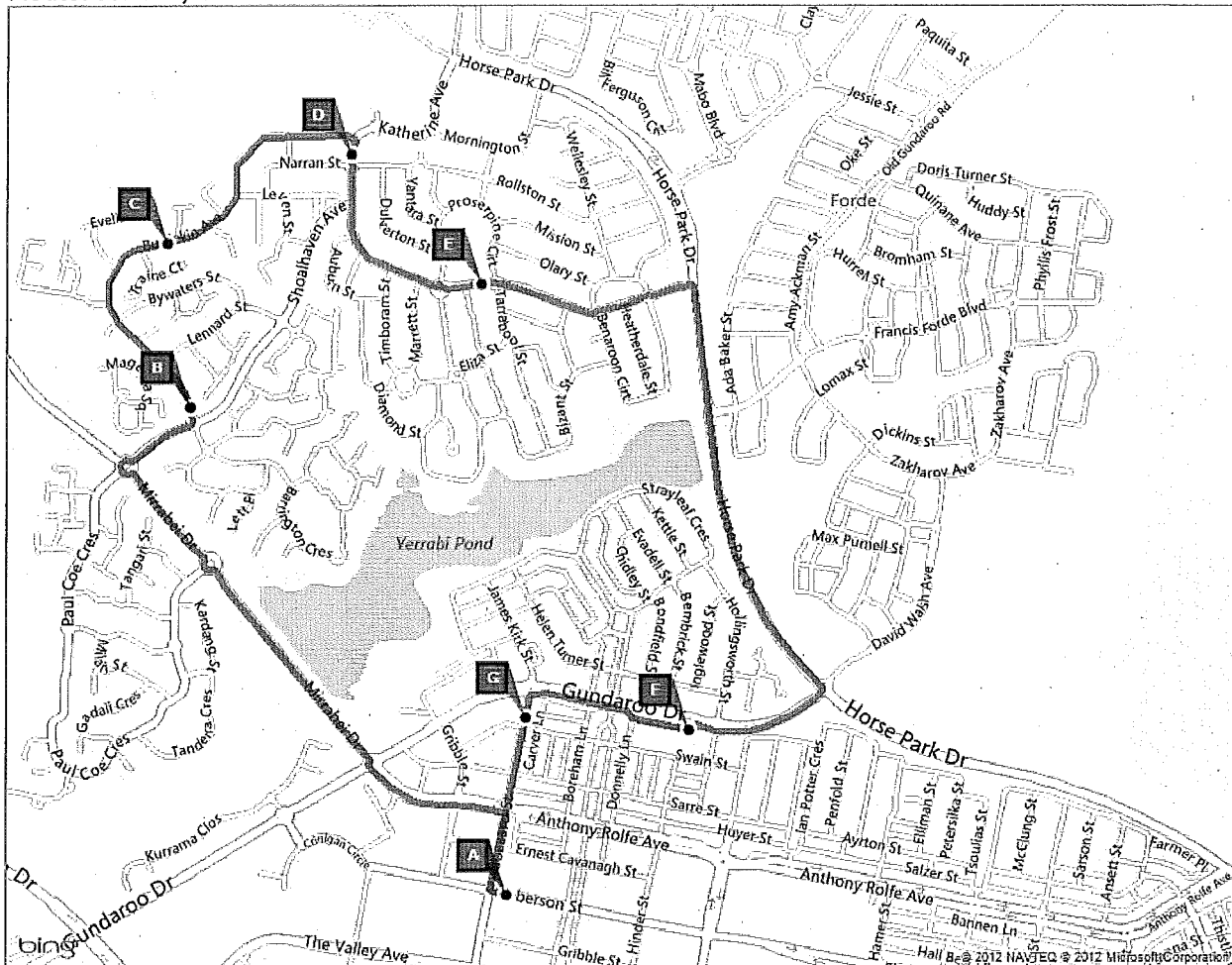
B: 13 Ogilby Cres, Page, ACT 2614



C: 2 Ross Smith Cres, Scullin, ACT 2614

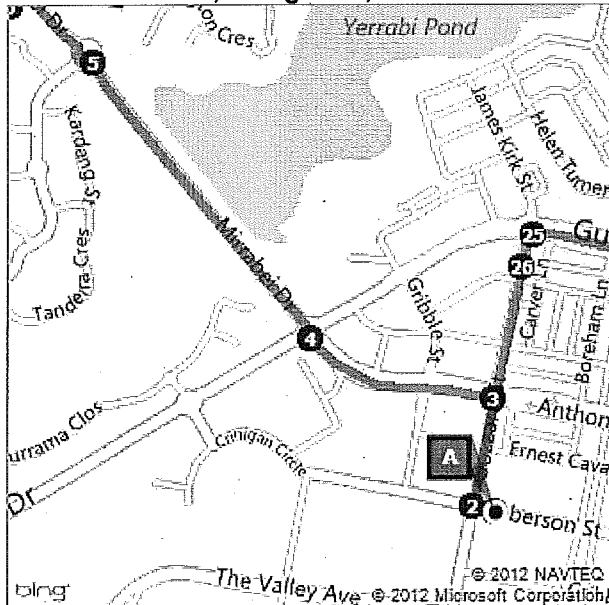
D: 60 Ross Smith Cres, Scullin, ACT 2614

Route: 7.8 km, 15 min

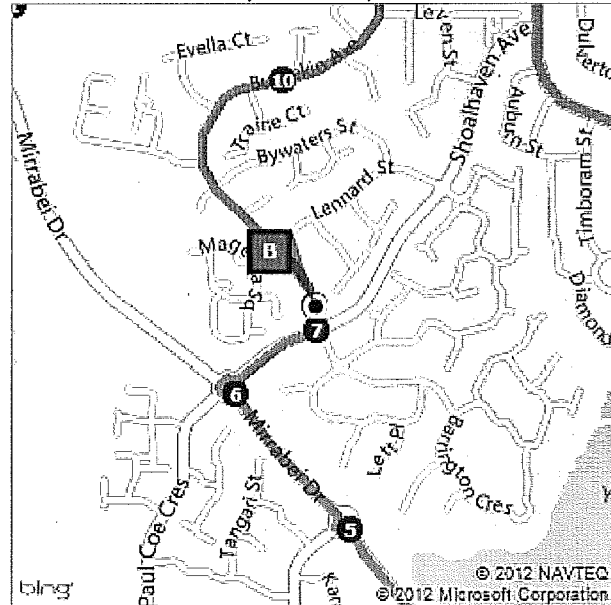


This was your map view in the browser window.

A: Hibberson St, Gungahlin, ACT 2912



B: 1 Burdekin Ave, Amaroo, ACT 2914



C: 50 Burdekin Ave, Amaroo, ACT 2914

D: 121 Katherine Ave, Amaroo, ACT 2914