

**2020 Election Commitment – ACT Labor**

<b>Name of Commitment:</b>	<b>Suburban Infrastructure (Active Travel) – Garden City Cycle Route</b>	<b>Reference Number:</b> LAB033
<b>Request Submitted by:</b>	Andrew Barr MLA, ACT Labor	
<b>Date Request Received:</b>	09-Oct-20	
<b>Additional Information Requested (details and date)</b>	N/A	
<b>Additional Information Received (details and date)</b>	N/A	

<b>Financial Implications</b>					
<b>Impact On:</b>	<b>2021-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>TOTAL</b>
	<b>\$'001</b>	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>
Revenues <sup>(a)</sup>	0.0	0.0	0.0	0.0	<b>0.0</b>
Expenses <sup>(a)(b)</sup>	0.0	0.0	0.0	0.0	<b>0.0</b>
- Employee Expenses	0.0	0.0	0.0	0.0	<b>0.0</b>
- Other Expenses	0.0	0.0	0.0	0.0	<b>0.0</b>
- Cost of Financing	0.0	0.0	0.0	0.0	<b>0.0</b>
Depreciation	0.0	0.0	0.0	0.0	<b>0.0</b>
<b>Net Operating Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Capital Requirement	0.0	-1,000.0	-1,000.0	-1,500.0	<b>-3,500.0</b>
Capital - Offset from BIF	0.0	1,000.0	1,000.0	1,500.0	<b>3,500.0</b>
<b>Net Capital Requirement</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cash Surplus/Deficit</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<small>(a) A negative number indicates a decrease in revenue or an increase in expenses.</small>					
<small>(b) Excludes depreciation</small>					

<b>Other Information</b>
<b>Costing Methodology Used:</b>
<b>- Costing Technique:</b>
Treasury has assessed the proposed funding levels against the costs of similar projects and considers them reasonable for the scope of work proposed.
<b>- Proposal Parameters:</b>
<ul style="list-style-type: none"> <li>• The feasibility study, at a fixed cost of \$1 million would be conducted and completed in 2020-21. The funding for this study would be capital on the basis that construction would proceed directly after its completion.</li> <li>• Construction of stage 1 (Braddon to Ainslie) would commence at the start of 2022-23 and all works would be completed by 30 June 2025 for a fixed total of \$4 million over three years (including \$1.5 million in 2024-25).</li> <li>• The cost of the proposal would be fully offset from the Better Infrastructure Fund.</li> <li>• Depreciation of \$125,000 per annum (assuming a 40-year useful life) from 2025-26 and ongoing repairs and maintenance costs of \$50,000 in 2026-27 and \$100,000 per annum ongoing from 2027-28 would apply.</li> <li>• The costing assumes that administrative expenses would be absorbed by the Transport Canberra and City Services Directorate.</li> </ul>
<b>Caveats or qualifications to the costing:</b>
The costing request only relates to stage 1 (Braddon to Ainslie) of the proposed Garden city cycle route. Construction of further stages (Ainslie to Watson) would require additional funding.
<b>Other Comments:</b>
N/A
<b>- Statistical Data Used:</b>
N/A



David Nicol  
Under Treasurer  
14 October 2020