

Request for Costing an Election Commitment

Name of proposal:	A better network of paths and improved facilities for cyclists – Cycle road-free by 2030
Person requesting costing:	Alistair Coe MLA
Date of request:	30 September 2020
Summary of proposal:	The Canberra Liberals will undertake a feasibility study, consult with the community, and scope works required for road-free cycle paths across Canberra.
Issue the proposal will address:	Proposal will support active travel and allow Canberrans to cycle safely away from roads.

What are the key assumptions that have been made in the proposal?

Note: The costing will be developed on the basis of information and assumptions provided in the costing request. The professional judgment of the Under Treasurer will determine whether these assumptions are adopted in the costing of the proposal.

The ACT Government will undertake a feasibility study to ensure the cycle path network is completed to allow cyclists to complete journeys between town centres and major employment hubs via separated cycle paths by 2030. There are significant gaps in Canberra’s network of cycle paths, making it difficult to complete journeys without using major roads or taking indirect routes.

Cycle lanes on major roads don’t always physically separate cyclists from motor vehicles. This is a safety concern for cyclists, and discourages women and vulnerable people from choosing cycling as a form of transportation. Completing the cycle path network will encourage cycling for shorter to medium distance journeys, reducing traffic congestion.

There will be significant consultation on the current cycle paths to determine the highest priority for users and what routes would deliver the most transport benefits.

After the feasibility study is complete, capital costs will be committed to build new cycle paths and make improvements where needed to the existing network.

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

	2020-21	2021-22	2022-23	2023-24	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue^(a)					

Expenses^(a)	-500.0				-500.0
Capital					
Depreciation					
(a) A negative number indicates a decrease in revenue or an increase in expenses. The expenses row does not include depreciation costs.					
Has any specific information or data been utilised in generating the proposal?					
The 2020-21 ACT Budget Submission by Pedal Power ACT has identified an indicative list of priority cycling infrastructure projects within Attachment C of their submission. These priorities would be considered as part of the feasibility study along with other improvements suggested by members of the public or the Transport Canberra and City Services Directorate.					
Where relevant, is funding for the proposal 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 proposal? Does the proposal provide additional funding to, or redirect, any existing Commonwealth/State or Territory funding arrangements?					
N/A					
Will funding/the cost require indexation?					
No.					
Who will administer the proposal?					
The proposal will be administered by the Transport Canberra and City Services Directorate.					
How will the proposal be administered?					
The Transport Canberra and City Services Directorate will administer the feasibility study.					
Is the proposal part of a broader package?					
This proposal forms part of the Canberra Liberals Policy on Transport.					
Has an allowance been made for expenses necessary to support the implementation of this proposal?					
<ul style="list-style-type: none"> – If no, will the government agency be expected to absorb expenses associated with this proposal? – If yes, please specify the key assumptions. 					
The Transport Canberra and City Services Directorate will absorb any additional					

administrative costs associated with this proposal.
Will the proposal generate savings or offsets?
No.
Has the proposal been previously costed by an external (third) party? Will a copy of this material, including any assumptions, be made available to Treasury?
N/A
What are the community impacts associated with the proposal? Who and how many people will be affected?
Improving the cycle network has transport as well as health and well-being benefits by enabling active travel; furthermore, cycling does not produce any emissions and is a clean form of transport. The building and improvements of the cycle paths will deliver economic benefits through job creation.
Are there any transitional considerations associated with implementation of the proposal? If so, how will they be managed?
No.
What is the intended implementation date of the proposal?
The feasibility study will commence in early 2021.
When is the proposal expected to be fully operational? Please provide details such as the start and end dates, the level of commitment during each period etc.
The feasibility study is expected to be completed during the 2021-22 financial year.
Will the proposal cease, and if so, when?
The proposal will cease once the feasibility study is complete. Funding for capital works will be considered in the context of a future budget.
Is there any additional information relevant to this proposal?
N/A