

Request for Costing an Election Commitment

Name of proposal:	Suburban Infrastructure (Active Travel) – Garden City Cycle Route
Person requesting costing:	Andrew Barr MLA
Date of request:	9 October 2020
Summary of proposal:	A re-elected ACT Labor Government invest \$5 million to deliver stage 1 of the Garden City Cycle Route.
Issue the proposal will address:	<p>The City and Gateway Urban Design Framework released by the ACT Labor Government in 2018 highlights the need for a cycle route from the City through Canberra’s inner north-eastern suburbs through to the Federal Highway – it is called the Garden City Cycle Route.</p> <p>The route is foreshadowed to start in Watson and travel through Dickson, Ainslie and Braddon to the City before connecting to the inner-city cycle loop and lake edge.</p> <p>In addition, these projects are all small but labour-intensive so will keep Canberrans working in our local industries as our economy recovers from the greatest challenge our city has ever faced. Focusing investment in our suburbs helps them to remain hubs where communities can come together to learn, play and socialise and support their local economies.</p>

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.

Assumptions:

Feasibility study – to understand the infrastructure requirements and proposed staging of the project - \$1 million.

Construction of first stage (Braddon to Ainslie) - \$4 million over three years (all work will

be scoped to the allocated amount).

The capital costs will be offset from the Better Infrastructure Fund (BIF).

Depreciation is not included as it is outside of the forward estimates.

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)?

	2021-22	2022-23	2023-24	2024-25	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue ^(a)					
Expenses ^(a)					
Capital	-1,000	-1,000	-1,500	-1,500	-5,000
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?

No

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

Capped– all works will be scoped to the allocated amounts.

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?

No

Will funding/the cost require indexation?

N/A

Who will administer the proposal?

Transport Canberra and City Services

How will the proposal be administered?

The design and construction works will be administered by TCCS as part of its existing infrastructure delivery program.

Is the proposal part of a broader package?

Yes. The proposal is part of the ACT Labor's Suburban Infrastructure Improvements package. The initiative is not dependent on other elements of the package for delivery.

Has an allowance been made for expenses necessary to support the implementation of this proposal?

- If no, will the government agency be expected to absorb expenses associated with this proposal?
- If yes, please specify the key assumptions.

No – Costs will be absorbed by TCCS as part of existing funded infrastructure delivery team.
Will the proposal generate savings or offsets?
The project will be offset against the Better Infrastructure Fund.
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?
No
What are the community impacts associated with the proposal? Who and how many people will be affected?
<p>Investing in additions to and maintenance of our shared path network makes walking and cycling around our city a more convenient option and keeps Canberrans out of their cars, which helps us to tackle climate change.</p> <p>These projects are all small but labour intensive so will keep Canberrans working in our local industries like construction and landscaping. For maintenance and upgrade projects there is typically higher employment intensity and lower capital costs, which maximises the potential job creation.</p> <p>Small scale construction is likely to be more labour intensive than heavy construction. High direct employment in construction and strong supply chains also means many indirect jobs.</p>
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?
From 1 July 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.
Feasibility study will be completed in 2021-22. Construction of stage 1 will commence from 1 July 2022 and will be completed in 2024-25.
Will the proposal cease, and if so, when?
Stage 1 will be completed by 30 June 2025.
Is there any additional information relevant to this proposal?
No