

## Request for Costing an Election Commitment

<b>Name of proposal:</b>	Suburban Infrastructure (Active Travel) – Improving existing connections – Lake Ginninderra and Gungahlin Town Centre
<b>Person requesting costing:</b>	Andrew Barr MLA
<b>Date of request:</b>	9 October 2020
<b>Summary of proposal:</b>	A re-elected ACT Labor Government invest \$400,000 in assessing options for improvements to the existing cycle paths at Lake Ginninderra and Gungahlin Town Centre.
<b>Issue the proposal will address:</b>	<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>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. Focussing 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:*

Widening Lake Ginninderra path feasibility study – to explore the option of widening the paths around the Lake Ginninderra Circuit to make room for cyclists and pedestrians - \$200,000

Gungahlin Town Centre cycling connectivity – feasibility study and consultation on improvements to cycling connectivity - \$200,000

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

Depreciation and Interest Costs are not applicable.

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
<b>Revenue<sup>(a)</sup></b>					
<b>Expenses<sup>(a)</sup></b>	-400.0	-	-	-	-400.0
<b>Capital</b>					
<b>Depreciation</b>					

(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?
<ul style="list-style-type: none"> <li>– If no, will the government agency be expected to absorb expenses associated with this proposal?</li> <li>– If yes, please specify the key assumptions.</li> </ul>
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?
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.
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 studies will be completed in 2021-22.
Will the proposal cease, and if so, when?
All work to be completed by 30 June 2022.
Is there any additional information relevant to this proposal?
No