

2020 Election Commitment – ACT Labor

Name of Commitment:	Suburban Infrastructure (Active Travel) – Belconnen Bikeway Extension	
	Reference Number: LAB043	
Request Submitted by:	Andrew Barr MLA, ACT Labor	
Date Request Received:	12-Oct-20	
Additional Information Requested (details and date)	N/A	
Additional Information Received (details and date)	N/A	

Financial Implications					
Impact On:	2020-21	2021-22	2022-23	2023-24	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenues ^(a)	0.0	0.0	0.0	0.0	0.0
Expenses ^{(a)(b)}	0.0	0.0	0.0	-12.0	-12.0
- Employee Expenses	0.0	0.0	0.0	0.0	0.0
- Other Expenses	0.0	0.0	0.0	-12.0	-12.0
- Cost of Financing	0.0	0.0	0.0	0.0	0.0
Depreciation	0.0	0.0	-30.0	-30.0	-60.0
Net Operating Balance	0.0	0.0	-30.0	-42.0	-72.0
Capital Requirement	0.0	-1,200.0	0.0	0.0	-1,200.0
Capital - Offset from BIF	0.0	1,200.0	0.0	0.0	1,200.0
Net Capital Requirement	0.0	0.0	0.0	0.0	0.0
Cash Surplus/Deficit	0.0	0.0	0.0	-12.0	-12.0
<small>(a) A negative number indicates a decrease in revenue or an increase in expenses.</small>					
<small>(b) Excludes depreciation</small>					

Other Information
Costing Methodology Used:
- Costing Technique:
Treasury has assessed the proposed funding against the cost of similar projects and considers it reasonable for what is proposed.
- Proposal Parameters:
<ul style="list-style-type: none"> • Planning and construction, at a fixed cost of \$1.2 million, would be conducted and completed in 2021-22. • The cost of the proposal would be fully offset from the Better Infrastructure Fund. • Depreciation of \$30,000 per annum (using the standard 40-year useful life of a bikeway) from 2022-23 and repairs and maintenance costs of \$12,000 in 2023-24 and \$24,000 each year thereafter would apply. • The costing assumes administrative expenses would be absorbed by the Transport Canberra and City Services Directorate.
Caveats or qualifications to the costing:
The costing assumes the study and final design of the proposed works would be scoped to fit within the funding identified.
Other Comments:
Treasury's costing differs from that submitted due to a 40 year useful life being used for the cycle paths, rather than 30 years; and, due to the inclusion of repairs and maintenance expense.
- Statistical Data Used:
Treasury estimates.



David Nicol
Under Treasurer
15 October 2020