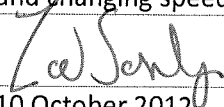


## Request for Costing an Election Commitment

<b>Name of election commitment:</b>	
Person and party requesting costing:	Zed Seselja MLA, Leader of the Opposition
Date of public release of election commitment, including source:	11 September 2012, media release 'Libs announce upgrade and more parking for Erindale'
Summary of election commitment:	Improve Parking in Gartside Street, Erindale
Intention of election commitment:	Improve Parking in Gartside Street, Erindale by providing up to 32 car spots through capital works and changing speed limits
Signature of person requesting costing:	
Date of request for costing:	10 October 2012

**What are the key assumptions that have been made in the election commitment?**

- Costs are based off the SMEC Gartside Street Parking Investigation Final Report, the 45 degree option.
- The additional spots will come from changing the speed limit as discussed in the report (attached)
- The cost (including GST) plus \$25,000 for landscaping has been included in the total cost
- Any additional funds will be met from within the existing TAMS budget
- The cost of capital is calculated at 4.25% as per Treasury advice
- See attached documents for more information

Where relevant, is the funding for the policy 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 election commitment?  
n/a

Will funding/the cost require indexation?  
No

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

	2012-13	2013-14	2014-15	2015-16	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Revenue <sup>(a)</sup>					
Expenses <sup>(a)</sup>	-10	-10	-10	-10	-50
Capital	225	0	0	0	225

(a) A negative number indicates a decrease in revenue or an increase in expenses.

What is the likely take up?  
n/a

Any other assumptions?  
No.

<i>Administration of the election commitment</i>	
How will the election commitment be administered?	In line with the existing administration of roads priorities
Who will administer the election commitment?	TAMS in consultation with ESD
Has an allowance been made for expenses necessary to support the implementation of this election commitment?	This policy is considered business as usual
What is the intended implementation date of the election commitment?	1 January 2013
Are there transitional arrangements associated with election commitment implementation?	n/a
Are there any other assumptions that need to be considered?	n/a
When is the election commitment expected to be fully operational?	1 January 2013
Will the election commitment cease and if so when?	This commitment will cease in 2013

### **Gartside Street Parking – Costing Justification**

This costing has been based off the SMEC *Gartside Street Parking Investigation Final Report* which states that the 45 degree option would have a construction cost of \$181,380 plus GST (attached).

Total construction cost:  $\$181,380 + 10\% = \$199,518$

An additional \$25,000 has been included for landscaping

Therefore the total cost has been calculated as \$225,000

Gartside Street Parking

	2012-13	2013-14	2014-15	2015-16
Capital	225	0	0	0
<b>Total</b>	<b>225</b>	<b>0</b>	<b>0</b>	<b>0</b>

## 5 COST ESTIMATES

The four options (three angle parking and one formalising the existing parallel parking) above have been assessed for a total capital cost with a contingency of 40%. Table 4 shows the summary of the cost estimates for each option as shown in the concept design drawings above.

Table 4 Summary of Capital Costs Plus 40% Contingency

Section No.	Description	90° Option (GST Excl)	60° Option (GST Excl)	45° Option (GST Excl)	Formalising Existing (GST Excl)
0	Preliminaries	\$26,000	\$26,000	\$26,000	\$2,300
1	Provision for Traffic	\$20,000	\$20,000	\$20,000	\$2,000
2	Earthworks	\$17,238	\$13,808	\$12,503	\$0
3	Underground Services	\$24,240	\$18,280	\$18,280	\$0
4	Flexible Pavement Construction	\$32,544	\$24,425	\$21,834	\$0
6	Concrete Kerbs, Footpaths & Minor Works	\$38,400	\$18,170	\$18,350	\$0
9	Landscape	\$3,690	\$3,690	\$3,690	\$0
10	Road Signs	\$750	\$0	\$0	\$1,200
11	Pavement Marking	\$10,020	\$8,900	\$8,900	\$6,400
Sub Total		\$172,882.38	\$133,273.17	\$129,557.07	\$11,900.00
Contingency (40%)		\$69,152.95	\$53,309.27	\$51,822.83	\$4,760.00
<b>CONSTRUCTION COST ESTIMATE</b>		<b>\$242,035.34</b>	<b>\$186,582.43</b>	<b>\$181,379.89</b>	<b>\$16,660.00</b>

## 6 CONCLUSION

The three angle parking designs conceptualised are costly, only provide a small amount of additional parking spaces, and result in potential pedestrian/vehicle conflicts. Furthermore, the road reserve only provides enough space for angle parking to be provided on one side of Gartside Street. Formalising the existing parallel parking on Gartside Street could be a more cost-effective solution given that it only requires minimal cost. Table 5 shows the total number of on-street parking obtained from each option.

Table 5: Number of On-Street Parking Spaces on Gartside Street

Option	Spaces
90 Degrees	30
60 Degrees	25
45 Degrees	20
Formalise Existing	20

It is therefore recommended to formalise the parallel parking that already exists on Gartside Street by marking (i.e. painting) the allocated parallel parking bays. This will not only improve the current arrangement but should also assist in the enforcement of parking time restrictions.

It should however be noted that if Gartside is pedestrianised, with a speed limit of 10 km/h, it is possible to obtain more parking spaces for the 60 degree (up to 14 additional spaces) and 45 degree (up to 12 additional spaces) options.

Other measures, such as improving the existing pedestrian path connections (e.g. better lighting, improved paths, etc) to the Woolworths car park (this car park has spare capacity during PM and weekend evening peaks) and other surrounding off-street car parks, should encourage parking in these areas, which would certainly help alleviate parking congestion on Gartside Street during peak periods.