



PARLIAMENTARY BUDGET OFFICE

NSW Parliament • Parliament House, Macquarie Street Sydney 2000

Referred by: Australian Labor Party **Proposal No:** C1544
Date Referred: 7/3/2023 **Date Published:** 20/03/2023
Proposal Title: Active transport
Cluster: Transport

General Government Sector Impacts

	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	4 year Total \$'000
Expenses (ex. depreciation)	-	-	-	-	-
Depreciation					-
Less: Offsets					-
Revenue					-
Net Operating Balance:	-	-	-	-	-

Capital Expenditure	-	-	-	-	-
Capital Offsets					
Net Capital Expenditure:	-	-	-	-	-

Net Lending/(Borrowing):	-	-	-	-	-
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Total State Sector Impacts

Net Lending/(Borrowing):	-	-	-	-	-
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Notes and costing assumptions:

The policy proposes to establish a fund to improve infrastructure for active transport (e.g., walking, cycling). The fund would be targeted specifically at greenfield developments where footpath infrastructure can lag behind residential development. Greenfield developments are real estate developments in previously undeveloped areas.

The policy will allocate an additional capped funding of \$60 million in total; \$5 million in 2023-24, \$10 million in 2024-25, \$15 million in 2025-26, and \$30 million in 2026-27, for infrastructure that supports active transport. This will increase the existing program's total budget to \$120 million for upgrading walking and cycling infrastructure across NSW.

The policy assumes that funding would come from the WestInvest fund, therefore the cost of the policy is nil. The Parliamentary Budget Office (PBO) considers this to be feasible, provided that the total cost of all policies to come from WestInvest does not exceed funds available for both capital and recurrent expenditure. The policy assumes that any unallocated recurrent expenditure can be re-purposed for capital use (see *WestInvest*).

Notes and costing assumptions continued:

The additional funding under this policy can be used towards various infrastructure builds on top of current projects already included under the program (see *Background*).

Transport for NSW advised that there would be a cost to administer the extra funding and programs. The PBO assumes any administration costs would also be drawn from WestInvest.

Background

Transport advised that the current \$60 million allocation is identified in the 2022-23 NSW Budget Papers ([Infrastructure Statement](#)) under Active Transport.

Transport further advised its estimate of costs to build new or upgrade existing walking and cycling path infrastructure:

Infrastructure Type	Cost per kilometre (2022-23)	
	Capital costs (\$M)	Operating costs (\$M)
Footpath	0.13 - 7.46	0.01 - 0.38
Painted on road bike lane	0.56 - 0.9	0.03 - 0.05
Bicycle path (on road)	1.24 - 11.14	0.06 - 0.56
Shared path	0.9 - 6.19	0.05 - 0.32
Off-road bicycle path separated from pedestrians	1.24 - 8.33	0.06 - 0.42
Culvert/Tunnel	14.6 - 33.77	0.73 - 1.70
Bridges	17.96 - 120.62	0.90 - 6.03
Pedestrian/Cycling - Traffic signals (each)	0.28	0.02 - 0.03

The estimates in the table are based on the following assumptions:

- Costs are only indicative and based on historical data for similar projects where available. Costs vary depending on scale, scope, materials, associated works, standards, conditions, and location.
- Capital costs for cycling infrastructure are representative of works completed in Eastern Harbour City, Central River City, Western Parkland City, Newcastle, Gosford and Wollongong.
- Capital costs for footpath were taken from current projects defined as 'predominantly new' or 'improvement' projects lodged under the 2022-23 [Get NSW Active Program](#).
- Operating costs are high-level estimates equivalent to 5 per cent of total project costs.
- Operating costs include straight line depreciation of assets over 20 to 60 years. Only a small number of assets have a useful life of 20 years (e.g., pavement surfaces); Transport advised most assets go beyond this time frame.

WestInvest

The policy assumes that funding will be offset by available funds from WestInvest, which have previously been recognised in existing State Budget estimates. Therefore, the policy will have a nil impact on forecast net lending results, provided that the total cost of other policies funded from WestInvest does not exceed the balance available. As such, this costing must be considered in tandem with other commitments seeking to spend WestInvest funds.