

Election Costing Request Form

Details of request	
Party:	Liberals and Nationals Government
Name of Policy:	Building for Growth – Roads and Transport
Date of request:	8 March 2023

Description of policy	
Summary of policy (please attach copies of relevant policy documents and include information on what the policy aims to achieve):	The NSW Liberal and Nationals will invest in a range of local road, transport and active transport projects across the state.
Has the policy been publicly released yet?	No

Your estimated costing of the policy ¹						
	2022/23 \$'000	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	Total \$'000
Impact on General Government Sector (GGS) net operating result ²	-	17,000	6,500	3,000	3,000	29,500
Impact on GGS capital expenditure ³	-	34,200	29,000	33,000	25,000	121,200
If different from above, impact on total State Sector net financial liabilities ⁴						

Note: Has the policy been costed by a third party?
If yes, can you provide a copy of this costing and its assumptions?

¹ Amounts should be expressed in nominal dollars. GGS - General Government Sector.

² Negative for a saving that reduces expenditure

³ Negative for a reduction in capital expenditure.

⁴ Only required if proposal is outside GGS. Negative for a reduction in net financial liabilities.

Key assumptions made in the policy	
Does the policy relate to a previous announcement? If yes, which announcement?	
What assumptions have been made in deriving the financial impacts in your estimated costing? <i>(See checklist)</i>	<p>The following assumptions have been made:</p> <ul style="list-style-type: none"> • Council road upgrades are expensed as a grant. • State road upgrades, including planning, design and business cases are capital. • Funding for Active Transport projects will be reallocated from the Get NSW Active Fund, administered by Transport for NSW. • Traffic studies and community consultation will be undertaken from within existing resources.
Is there a range for the costing or any sensitivity analysis that you have undertaken?	
Are there associated savings, offsets or, in the case of a revenue proposal, offsetting expenses? If yes, please provide details.	
Are there significant costs or savings outside the forward estimates period which should be considered in costing this policy? ⁵	

Administration of policy	
Intended date of implementation:	1 July 2023
Intended duration of policy:	Four years
Who will administer the policy (e.g. Government entity, non-government organisation, etc.)?	Transport for NSW
Are there any specific administrative arrangements for the policy that need to be taken into account (e.g. agreements between different levels of government)?	
Are there transitional arrangements associated with policy implementation?	

⁵ Particularly important for large projects with long lead times, policies with a delayed timetable for implementation, or policies where up-front investment is required to achieve long term savings.

If the policy is mainly an expenditure⁶ commitment	
Demand driven or a capped amount:	
Eligibility criteria or thresholds:	

If the policy is mainly a revenue commitment	
Transaction based or capped:	
Thresholds and/or exemptions:	
Collection method:	
Additional expenditure associated with collection:	

If the policy is mainly a capital costs⁷ commitment	
Nature of Capital Spending	
Type of work, size and capacity:	Minor works
Proposed start and completion date of work:	
Intended construction schedule/cashflow:	
Associated asset sell off (if any):	
Recurrent Impacts	
Offsetting expenditure savings:	
On-going maintenance, depreciation and operational expenses:	
Third party funding involvement:	
Delivery model ⁸	

⁶ Expenditure is operating expenses, e.g. salaries, interest cost and grants. Expenditures are fully included in the impact on operating balance.

⁷ Capital costs differ from expenditure in that only depreciation will be included in the impact on operating balance.

⁸ There is a range of possible delivery models, e.g. built, owned and operated by a NSW government agency; built and transferred to a private operator; privately built for public operation; privately built and operated with government assuming risk or providing a guarantee in relation to future income (often applicable to public/private partnership arrangements), and so on. The policy should provide assumptions about the proposed delivery model.