

Election Costing Request Form

Details of request	
Party:	Liberals & Nationals Government
Name of Policy:	Regional Road Upgrades
Date of request:	18 February 2019 Updated 14 March 2019

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 Liberals & Nationals will fund over \$20 billion in new regional road projects across NSW, including completing the upgrades of the Princes Highway (20 year program) and Great Western Highway (10 year program).
Has the policy been publicly released yet?	No.

	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000	2021/22 \$'000	Total \$'000
Impact on GGS expenses					
Impact on GGS revenue					
Impact on General Government Sector (GGS) net operating result ¹					
Impact on GGS capital expenditure ²					
Impact on GGS net lending/borrowing					

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

¹ Negative for a saving that reduces expenditure

² Negative for a reduction in capital expenditure.

Key assumptions made in the policy	
Does the policy relate to a previous announcement? If yes, which announcement?	No.
What assumptions have been made in deriving the financial impacts in your estimated costing? <i>(See checklist)</i>	Total costings have been based on advice from RMS. All road upgrades will be on State road infrastructure, and so will be treated as capital. Four of the roads to be updated will be treated as capped funds: <ul style="list-style-type: none"> • Kings Highway - \$20m • Monaro Highway - \$20m • Waterfall Way - \$50m • Hay, Main St Upgrade - \$3m
Is there a range for the costing or any sensitivity analysis that you have undertaken?	No.
Are there associated savings, offsets or, in the case of a revenue proposal, offsetting expenses? If yes, please provide details.	N/A
Are there significant costs or savings outside the forward estimates period which should be considered in costing this policy? ³	Yes. Because of the size and delivery profile of some of these projects, they extend beyond 2021-22. In particular, the Great Western Highway upgrade is over 10 years while the Princes Highway is over 20 years.

Administration of policy	
Intended date of implementation:	From 2019/20.
Intended duration of policy ⁴ :	Funding through to 2038/39.
Who will administer the policy (e.g. Government entity, non-government organisation, etc.)?	Roads and Maritime Services.
Are there any specific administrative arrangements for the policy that need to be taken into account (e.g. agreements between different levels of government)?	No.
Are there transitional arrangements associated with policy implementation?	N/A

³ 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.

⁴ Where a policy is intended to be ongoing, please indicate "ongoing" in the space to the right

If the policy is mainly an expenditure⁵ commitment	
Demand driven or a capped amount:	N/A
Eligibility criteria or thresholds:	N/A

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

If the policy is mainly a capital costs⁶ commitment	
Nature of Capital Spending	
Type of work, size and capacity:	Delivery of road projects, technology upgrades, and other congestion busting measures – capital upgrades across the network.
Proposed start and completion date of work:	From 2019/20
Intended construction schedule/cashflow:	
Associated asset sell off (if any):	None.
Recurrent Impacts	
Offsetting expenditure savings:	N/A
On-going maintenance, depreciation and operational expenses:	N/A
Third party funding involvement:	N/A
Delivery model ⁷	Individual projects to be delivered by RMS through various contracting approaches including construct, design and construct, and alliance contracts.

The following projects that will be funded include:

- Princes Highway Upgrade
 - Jervis Bay Rd to Sussex Inlet Road
 - Milton / Ulladulla Bypass

⁵ Expenditure is operating expenses, e.g. salaries, interest cost and grants. Expenditures are fully included in the impact on operating balance.

⁶ Capital costs differ from expenditure in that only depreciation will be included in the impact on operating balance.

⁷ 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.

- Sussex Inlet Rd to Milton
- Batemans Bay to Moruya
- Moruya to Bodalla
- Narooma Bypass
- Cobargo to Bega
- Burrill Lake to Termeil
- Narooma to Cobargo
- Moruya Bypass
- Batemans Bay
- Bodalla to Narooma
- Termeil to Batemans Bay
- Bega to Eden
- Eden Bypass
- Eden to Vic Border
- Great Western Highway Upgrade
 - Mt Victoria to Little Hartley
 - Jenolan Caves Rd to Forty Bends
 - Katoomba to Medlow Bath
 - Medlow Bath to Blackheath
 - Blackheath to Mt Victoria
 - Blackheath bypass
 - Medlow Bath
 - Forty Bends to South Bowenfels
 - Little Hartley to Jenolan Caves Rd
- Hay - Main St – Cobb Highway (resurfacing)
- Taree Northern Gateway – upgrades and roundabout
- Bruxner Hwy - Dawson St Intersection Upgrade (Signals)
- Flood proofing Newell Highway between West Wyalong and Forbes
- Gwydir Hwy washpool causeway
- New England Highway Duplication (Tamworth) Calala Lane to Jack Smyth Road (Planning)
- Kings Highway
- Monaro - Overtaking Lanes
- Waterfall Way Incl Dorrigo Town Centre Upgrade
- Muswellbrook Bypass (additional funding)
- Port Macquarie - Ocean Drive Duplication
- Bobeyan Road Sealing
- Dunns Creek Road Corridor (acquisition & design)
- Mitchell Highway Overtaking lanes - Dubbo to Narramine
- Bruxner Hwy - Alstonville On/Off Ramps

Checklist for key assumptions (please be comprehensive and include all relevant assumptions).

Assumptions could include, but are not limited to, questions such as:

- What is the expected community impact?
- How many people will be affected by the policy?
- What is the likely take up or other behavioural response you expect?
- Is there a cap on total spending proposed, a funding formula, resource agreement or other mechanism of this nature associated with the policy?
- Will third parties have a role in funding or delivering the policy (e.g. Commonwealth Government)?
- Will funding/program cost require indexation?
 - If yes, do you have any assumptions about the index that should be applied?
- What assumptions have you made about costs of administering the policy?
- Will additional staff be needed in the agency responsible for the policy?
 - How many and at what approximate levels?
- Are there other resources required?
- Are you assuming administrative costs will be absorbed within the agency?

Please note that:

- The costing will be on the basis of information provided in this costing request.
- The PBO is not bound to accept the assumptions provided by the requester. If there is a material difference in the assumptions used by the PBO, the PBO will consult with the requester in advance of the costing being completed.
- Where the details of the policy costing request differ from the announced policy, the costing will be on the basis of the information provided in the costing request.
- These guidelines are intended to facilitate requests for costing election policies. Persons preparing such requests who wish further assistance are invited to contact the staff of the Parliamentary Budget Office.