



Inquiry into Appropriation Bill 2026–2027 and Appropriation (Office of the Legislative Assembly) Bill 2026–2027

Answer to question taken on notice

Asked by: Mr Thomas Emerson MLA

Addressed to: Minister for City and Government Services

In relation to: Garden City Cycleways Stage 1D - cost breakdown

Hearing: 22 July 2026

Uncorrected Proof Transcript pp 110–111

Transcript provided: 24 July 2026

Answer Due: 31 July 2026

Tara Cheyne MLA took on notice the following question(s):

MR EMERSON: Great. I have some questions about some bike path projects. So first of all, Garden City Cycleway's stage 1D, I note the contract for this project is \$1.4 million. I am just curious about, like, what is the breakdown of that value?

Ms Clement: So this is stage 1D and the construction contract specifically?

MR EMERSON: Yes.

Ms Clement: Yes, so I would not be able to give you a detailed breakdown off the top of my head, and I do not have that here. It is within the contract. But this particular section is quite short, so I can see that does seem like a large value for such a short section. It is quite a complex section in that it is in this quite inner area. So there are a lot of utilities and underground streetlight cabling works that will be involved, so it is a much more complex environment. It will also require fairly significant temporary traffic management because of the lane closure that is underway. We are also working with the pedestrians in that area as well. So that is adding to that total cost of that piece of work. It is quite significant in the section along Cooyong Street. So I am not sure if we have got a really detailed design that is available publicly. But the verge will be increased and widened across that existing lane, which was sort of intermittently used for parking as well. So the combination of all those factors mean that it is a more expensive section of the path, definitely, yes.

Ms Cheyne: What could we usefully provide you, Mr Emerson?

MR EMERSON: Like, I do not know if you have an itemised breakdown of where the \$1.4 million comes from?

Ms Clement: We can probably give you—

Ms Cheyne: So you are just trying to understand what makes this \$1.4 million for that size?

MR EMERSON: I am trying to understand that cost, exactly. Yes, yes.

Ms Clement: Yes, we can do that.

MR EMERSON: Yes, take that on notice, is that all right?

Ms Cheyne: Yes, we can do that. Yes.

Tara Cheyne MLA: The answer to the Member's question is as follows:

Noting that the contract remains active, individual unit rates and day rates are subject to commercial-in-confidence provisions between the contractor and the Territory and cannot be disclosed.

The original contract value at execution for the construction of Garden City Cycleway Stage 1D was \$1,338,907.90 incl. GST. The current contract value reported is \$1,452,715.00 incl. GST.

The difference (\$113,807.10) between these amounts reflects a provisional sum allocated to the original contract value. The contract includes a clause for adjustment of the price based on fuel price fluctuations due to the conflict in Iran. The provisional sum is the forecast upper cost of price escalation that may be realised due to fuel price increases and may not be fully realised in the final contract outcome. Provisional sums are a standard item in contracts and may not be fully spent against the contract i.e. the final expenditure against the contract may be lower than the original contract value.

The original contract pricing can be understood as follows:

Item	Inc. GST
Preliminaries and Traffic Management	\$392,431.60
Earthwork, Underground Services and Pavements	\$655,026.90
Landscape and Incidentals	\$138,212.80
Line Marking, Lighting and Signs	\$153,236.60
Total	\$1,338,907.90

Several factors influenced the pricing of these works. Firstly, the project is located within a highly constrained road reserve that contains a significant number of existing underground services. These services require detailed investigation, coordination and protection measures during design and construction, adding complexity and cost to the delivery of the project.

Secondly, the extent of the required road closures and associated service alterations means that a portion of the works must be undertaken outside the immediate road reserve. This includes modifications and tie-ins to surrounding infrastructure, utility assets road closures and traffic management arrangements in adjacent areas. The need to undertake work across a broader footprint increases construction complexity, stakeholder coordination requirements and overall project costs.

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Approved for circulation to the Select Committee on Estimates 2026-2027

Signature: 

By the Minister for City and Government Services, Tara Cheyne MLA

Date: 31/7/26