



**LEGISLATIVE ASSEMBLY**  
FOR THE AUSTRALIAN CAPITAL TERRITORY

**SELECT COMMITTEE ON ESTIMATES 2024-2025**

Ms Nicole Lawder MLA (Chair), Ms Suzanne Orr MLA (Deputy Chair),  
Miss Laura Nuttall MLA

**ANSWER TO QUESTION TAKEN ON NOTICE  
DURING PUBLIC HEARINGS**

Asked by: Jo Clay MLA

Addressed to: Minister for City Services

Reference: Uncorrected Hansard Transcript [Page 13-15]

In relation to: Monaro Highway active travel funding

Hearing Date: 24/07/2024

QTON lodgement date: 24/07/2024

Answer Due Date: 30/07/2024

**MS CLAY:** I do and I can thank you, Chair.

Minister, I have noticed your announcements that you are spending \$94 million on active travel infrastructure. We dug into some of the detail on that and we got some information in question on notice 1611 about which projects make up that spend. And it looks like Monaro Highway flyover and a lot of other projects are part of that \$94 million being spent on active travel.

Now, with the parliament project currently under construction does not contain any infrastructure that you could walk or ride on. So how is that part of the active travel \$94 million spent?

**Ms Cheyne:** Through the design.

**MS CLAY:** Sorry.

**Ms Cheyne:** Through the design.

**MS CLAY:** Through the design and what is the, what proportion of that \$94 million expenditure is that on the design?

**Ms Cheyne:** Design of the Monaro Highway footpath?

**MS CLAY:** Of the active travel components.

**Ms Cheyne:** I think we will have to take that on notice. What I would point you to, Ms Clay,

is that we do now have an active travel map where you can see what the investments are and whether they are in construction design or feasibility or where they have been recently completed.

And so when we are in design stage that usually means that we are looking to construct something there but it can be a future decision for the government.

**MS CLAY:** Sure. What I am trying to find out is of the \$94 million and of the \$16 million is that money being primarily spent on infrastructure that is a road or is that primarily being spent on infrastructure that is a path.

**Ms Cheyne:** Sure. I think we can take that on notice but Ms Clement might have the information for you.

**MS CLAY:** That is not something that can be answered now?

**Ms Clement:** If I can give you a bit of a floor answer to that. So the 94 million captures what we are spending on active travel infrastructure and the instances where it is related to a road such as William Hovel Drive or Athlon Drive. We look at a proportion of that cost that we think will be allocated to the active travel facility and we have got a formula for working that out.

Until we get into the construction stage or we have got costings to support that budget we do not know exactly what the split will be.

**MS CLAY:** And, sorry, is there a standard formula when you build a road that you designate a certain proportion of it? What is that formula?

**Ms Clement:** It is not quite as straight forward as that, that at a budget time when we are looking at what the split would be. There would be some other information that would go into that around what is the active travel provision on that piece of road infrastructure, what are some of the site constraints. So there are a few other details that might go into working that out for the purposes of understanding how the split might be towards active travel infrastructure.

**MS CLAY:** So although announcement of \$94 million being spent on active travel what proportion of \$94 million is actually being spent on paths that people could use?

**Ms Clement:** So that figure is all related to active travel infrastructure where they are either design or construction phase or paths that people could use and it could capture the on road cycle lanes as well.

**MS CLAY:** With the \$16 million which is the design of Monaro Highway, what is that \$16 million being spent on?

**Ms Clement:** I would have to take that question on notice.

**MS CLAY:** You would have to—we are making a lot of announcements about this. You have not brought the information?

**Ms Clement:** I would have to take it on notice to make sure it is accurate.

**MS CLAY:** Thank you. That would be excellent to take it on notice. I would like to know what the \$16 million is being spent on and I would also like to know what the \$94 million announced for active travel. Can you give me a really detailed breakdown of what that money is being spent on?

Whether it is design. Which project it is being—what the design is for. Whether it is for a shoulder. Whether it is for a path. It looks like a really good expenditure on active travel but every time we ask a question on notice we get an answer back that, “This for a road shoulder or this is for part of a flyover.”

It does not look like active travel to us so are you able to provide that detail on notice?

**Ms Cheyne:** We will do to the extent that we can, Ms Clay. If the level of detail that you have asked for and the breakdown because it may depend on what stage a project is in. So, for example, if we have funding for feasibility, the feasibility may not have yet determined what the most appropriate type of active travel treatment should be.

So whether it is an off road share path or a pop up or whatever it might be. So to the extent that we can give you the information that you have asked for we have got.

**MS CLAY:** Sure, that is great. But you could, for instance, say it is a feasibility study into how we will make cycling and walking infrastructure as part of this project it would be that kind of detail.

**Ms Cheyne:** Yes.

**MS CLAY:** Can I also just get you to take on notice, can you also report what the formula is that you are using? It sounds like there is a bit of a standard formula. Are you able to provide that formula on record?

**Ms Clement:** Yes I can provide you information on what goes into making that calculation, yes.

**MS CLAY:** Thank you.

**Ms Tara Cheyne MLA:** The answer to the Member’s question is as follows:

The \$94 million active travel spend is a budget allocation covering a pipeline of works from 2023-24 Budget through to 2026-27. The allocation includes dedicated active travel infrastructure projects and elements of other roads projects that include active travel components. The roads projects may include off road shared paths, on road cycling, bridges and underpasses and intersections which contribute to an active travel outcome.

The initial allocation to active travel is established at the time the new works are published and what active travel elements are planned. This is then used as a percentage of the total project value.

These allocations may change as designs are reviewed and finalised, and as projects move into different phases.

One example of this is the Monaro Highway upgrade, where the active travel component has changed as the project has progressed.

The following table includes details of the overall active travel pipeline of works as at 2024-25 Budget.

<b>Project</b>	<b>Active Travel component/s</b>	<b>Active Travel calculation</b>
Better transport Infrastructure- Improving Road and intersection safety (ACT and Commonwealth)	Selected projects dedicated to Active travel	Road safety project component allocation based on individual project list and included planned works for pedestrians/cyclists and school safety.
Delivering a destination playground in the Inner North	Other Active Travel	Minimal allocation (0.65%)
Improving local Intersection Safety - (ACT & Commonwealth)	Intersections	Percentage allocation
Constructing the William Hovell Drive duplication	On road and off-road cycling with major retaining wall and bridge	Project specific allocation
Mawson Stormwater and Placemaking Improvements - Construction	Pedestrian Path	Project specific allocation
Monaro Highway Upgrade	Off Road Shared path and supporting infrastructure	Design costs for separated shared path, construction of shared path earthworks.
Upgrades for Pialligo	On Road Cycling	Percentage allocation
John Gorton Drive and Molonglo River Bridge Crossing (ACT and Commonwealth Contribution)	Intersections/on and off- road paths/river corridor path	Project specific allocation
Schools for our growing city — Kenny High School	Intersection/shared path	Project specific allocation
Building a better city – Canberra Brickworks– Access Road and Dudley Street upgrade	On and off-road paths	Project specific allocation
Better connecting Belconnen and Gungahlin	Intersection/on road cycling and shared path/under passes	Project specific allocation
Intersection upgrades - Kuringa Drive intersection with Owen Dixon ACT	Signalised intersection/shared path with retaining wall	Project specific allocation
Major Road Rehabilitation (R2R)	On Road Cycling	Percentage allocation
Better community infrastructure - Supporting active travel	Dedicated Active Travel	100% Allocation
Active Travel investments	Dedicated Active Travel	100% Allocation
2021-22 BIF Active Travel Age Friendly Suburbs	Dedicated Active Travel	100% Allocation
2021-22 BIF Active Travel Cycle Path Maintenance	Dedicated Active Travel	100% Allocation

Project	Active Travel component/s	Active Travel calculation
Beltana Road Upgrade - additional funding (Upgrades for Pialligo ACT)	Off Road Shared path and supporting infrastructure	Project specific allocation
Commencing the Athllon Drive Duplication (ACT and Commonwealth)	Dedicated Active Travel	100% Allocation
Gundaroo Drive Duplication Stage 3 - additional funding	Signalised intersection/on road cycling and shared path/under passes	Project specific allocation
2024-25 ARP Active Travel infrastructure and maintenance program	Dedicated Active Travel	100% Allocation
2024-5 ARP Infill paths (local paths) and missing links	Dedicated Active Travel	100% Allocation
2024-5 ARP Palmerville path upgrade	Dedicated Active Travel	100% Allocation

Approved for circulation to the Select Committee on Estimates 2024-2025

Signature: 

Date: 1/8/24

By the Minister for City Services, Tara Cheyne MLA