

Notes and costing assumptions continued:

The policy requires bus services to be delivered within the \$300 million funding envelope and Transport has advised that while bus services could begin by the opening of the airport, bus depots to house and charge the buses would need to be found. Transport has advised that bus depots being built or upgraded as part of the current ZEB transition program could be used, however there would be a risk to delivering the ZEB program with the current timeframes committed and Transport would need to revise the current program to provide for the additional 84 buses. Further, the bus depots being built or upgraded in the ZEB Program are not near the new airport. Transport has advised there would be considerable additional dead running costs and service hours. 'Dead running' is non-productive/non-revenue time/distance where buses are driven to and from depots for recharging or overnight storage.

Based on information received from Transport, a further \$985 million of capital will be required outside the forward estimates to build the bus depot, bus stops and priority measures (see *Table 1*).

Breakdown of costs included:

- **Land Acquisition:** Land acquisition for the first ZEB depot in the Aerotropolis. Currently there are no feasible depot location options within close proximity to the Aerotropolis.
- **Detailed Design and Approvals:** For depots, Aerotropolis Layover and WSA Layover which are essential operational infrastructure needed to provide an efficient bus network to the Aerotropolis.
- **Purchase of ZEB fleet** (48 rapid and 36 local/frequent buses): The fleet purchase (84 vehicles) support three rapid bus routes and four local bus services which form the core bus network to connect Penrith, Liverpool and Campbelltown to the Aerotropolis and WSA, and will as act as feeder buses for Sydney Metro.

Ongoing operational expenditure each year of about \$20 million would be needed to operate the three rapid bus routes and four local bus services from a suitably located ZEB enabled depot an existing region. Operating the bus routes from a depot, other than the proposed Aerotropolis depot will attract higher operating costs and likely impact network reliability.

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.

Costing continues on page 3.



PARLIAMENTARY BUDGET OFFICE

NSW Parliament • Parliament House, Macquarie Street Sydney 2000

Table 1. Breakdown of costs per year

	2022-23	2023-24	2024-25	2025-26	4-year Total	2026-27	2027-28	2028-29	2029-30	Total
<i>Included in the \$300 million funding:</i>										
design, approval, land acquisition capital cost		132,000	34,627		166,627					166,627
ZEB fleet capital cost			46,200	46,200	92,400					92,400
contingency capital cost		5,000	25,173	15,800	45,973					45,973
Subtotal of included	-	137,000	106,000	62,000	305,000					305,000
<i>Excluded in the \$300 million funding:</i>										
depot and layovers ¹ capital cost						90,000	168,000	77,000		335,000
bus stops and priority measures ² capital cost						50,000	157,000	73,000		280,000
contingency capital cost						167,000	130,000	49,000	24,000	370,000
ongoing maintenance ³ operating cost (per year)						-	20,000	20,000	20,000	80,000
Subtotal of excluded	-	-	-	-	-					
Total	-	137,000	106,000	62,000	305,000	327,000	475,000	219,000	44,000	1,370,000

¹ Refers to the construction of the depot, Bradfield interchange and layover and Western Sydney International Airport layover.

² Refers to the construction of the bus priority and corridor bus stops on the Penrith, Campbelltown and Liverpool corridors.

³ Refers to the cost to operate bus services, which is subject to change depending on where the ZEBs will be housed in the future, noting that future bus routes/buses as part of the ZEB transition plan may displace the Aerotropolis buses to another depot.