



Parliamentary Budget Office - Election Policy Costing

NSW Parliament • Parliament House, Macquarie Street Sydney NSW 2000

Referred By: Australian Labor Party
Date Referred: 10/03/2015

Proposal No: A324
Date Published: 23/03/2015

Proposal Title: **SCHOOL BUSES - HELENSBURGH TO HEATHCOTE, ST JOHN BOSCO & ENGADINE HIGH SCHOOLS**

Cluster: Transport for NSW

General Government Sector Impacts

	2014-15 \$'000	2015-16 \$'000	2016-17 \$'000	2017-18 \$'000	4 Year Total \$'000
Expenses (ex. depreciation)		798	808	818	2,424
Depreciation					-
Less: Offsets					-
Revenue					-
Net Operating Result:	-	(798)	(808)	(818)	(2,424)

Capital Expenditure					-
Capital Offsets					-
Capital Expenditure:	-	-	-	-	-

Net Lending/(Borrowing)	-	(798)	(808)	(818)	(2,424)
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Net Financial Liabilities:	-	798	1,606	2,424	
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Total State Sector Impacts

Net Financial Liabilities:	-	798	1,606	2,424	
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Notes and costing assumptions

From 1 July 2015 the policy proposes to provide school buses for 470 students from Helensburgh to Heathcote High School, St John Bosco High School and Engadine High School.

The additional bus services are estimated to cost \$2.4 million over the forward estimates, with additional services expected to commence from 1 July 2015.

Key Assumptions

A length of 23.3 kms and 25 minutes per trip has been used for the calculations. Transport for NSW has advised that, to carry 470 students (without requiring students to stand for the journey) eight standard 61 seat school buses or six articulated buses would be required.

The school bus services would be provided by varying the current Outer Sydney Metropolitan Bus Service contract which is held by Premier Charters P/L, T/As Greens Northern Coaches.

The recurrent cost to provide the additional services has been calculated based on current arrangements with the private bus operator. Annualised costs for the additional bus capacity have been included in the expense estimates above.

The PBO received advice that the three schools may not have sufficient curb side space to accommodate additional buses. This issue would be addressed by staggering arrivals in the morning and departures in the afternoon.