



## PARLIAMENTARY BUDGET OFFICE

NSW Parliament • Parliament House, Macquarie Street Sydney 2000

**Referred by:** Australian Labor Party      **Proposal No:** C1541  
**Date Referred:** 7/3/2023      **Date Published:** 20/03/2023  
**Proposal Title:** More accessible, safe and secure trains  
**Cluster:** Transport

### General Government Sector Impacts

	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	4 year Total \$'000
Expenses (ex. depreciation)	-	-	-	-	-
Depreciation					-
Less: Offsets					-
Revenue					-
<b>Net Operating Balance:</b>	-	-	-	-	-

Capital Expenditure	-				
Capital Offsets					
<b>Net Capital Expenditure:</b>	-				

<b>Net Lending/(Borrowing):</b>	-				
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### Total State Sector Impacts

<b>Net Lending/(Borrowing):</b>	-				
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### Notes and costing assumptions:

The policy creates a new fund for station upgrades to ensure a dramatic expansion of the existing Transport Access Program to upgrade stations by making them more accessible, safe and secure, as well as improving their amenity and role in the community they serve.

The policy proposes to combine the funding of the current Transport Access Program (TAP) and Commuter Car Parking Program (CCPP) into a new dedicated fund for upgrading stations which would include commuter car parking where appropriate. Combining these two funds, their budgets, and redirecting them to a new purpose should be cost neutral.

The policy would add \$300 million on top of any funding in the programs, with \$150 million over the forward estimates and \$150 million in \$150 in 2026-27 and later years to upgrade the stations in Table 1.

The policy proposes that the fund should be established using unallocated WestInvest funds. As these funds have previously been recognised in existing State Budget estimates, the Parliamentary Budget Office (PBO) assumes the policy will have nil impact on forecast net lending results, provided the total number of other policies funded from Restart NSW and WestInvest do not exceed the balance available.

Notes and costing assumptions continued:

Table 1 – Station upgrades

Stations	Estimated total capital cost \$'000	Operational cost (Nominal \$) \$'000 (30 year cost from the date of project completion)
*Stations not currently identified on the prioritisation		
Carramar Station	33,000	9,900
Chester Hill Station	38,000	12,100
Lewisham Station	60,000	20,900
Clyde Station	82,000	36,300
Stanwell Park Station	29,000	14,300
Albion Park Station*	19,000	
<b>Total</b>	<b>261,000</b>	<b>93,500</b>

**Key assumptions**

The costing assumes that the exact timing and order of stations to be upgraded will be confirmed once planning and design of the stations has been completed.

Transport for NSW has advised that there are no unallocated or uncommitted funds in either program. Transport has advised that in the event the TAP and CCP programs are merged, a procurement strategy would need to be developed that maximises value for money for the NSW Government and best suits the specific initiatives or projects funded for delivery at that time.

Centralising the funding for two separate programs into a single program will not necessarily change the procurement strategy or result in any additional costs.

Transport has also advised that merging the two programs would not require any changes to legislation. The TAP itself is not mentioned in the *Disability Discrimination Act 1992* (Cth) but it is the mechanism for meeting the requirements set out in the Act and through which compliance with Act are achieved.

**WestInvest**

The policy assumes that the spending will be offset by funds from WestInvest. The PBO considers this a reasonable assumption given NSW Treasury's advice that the total of allocated funds not contractually committed in WestInvest is \$637 million as of 9 March 2023. Treasury notes that this is only an indicative amount and budget profiling is subject to the finalisation of relevant funding deeds.

The PBO notes that 'funding for WestInvest projects is provided through the Community Services and Facilities Fund, established under the *NSW Generations Fund Act 2018*.<sup>1</sup> The PBO observes that under the Act, the Fund is for 'facilities and services' that 'improve the wellbeing of communities and the lives of the people of New South Wales',<sup>2</sup> and that the relevant minister has the duty of approving 'all or any part of the cost of any project, program or initiative that the Minister is satisfied promotes the purpose of the Fund'.<sup>3</sup>

<sup>1</sup> NSW Budget Papers, Budget Paper No 3, Infrastructure Statement, 1-7

<sup>2</sup> *NSW Generations Fund Act 2018* s 12(1)

<sup>3</sup> *NSW Generations Fund Act 2018* s 14(1)(a)

**Notes and costing assumptions continued:**