

# 9. TRANSPORT AND INFRASTRUCTURE CLUSTER

## 9.1 Introduction

The Transport and Infrastructure Cluster plans, delivers and operates integrated services and infrastructure across all modes of *public, private and active* transport. It connects us to each other and to the great social, cultural and leisure activities that the State has to offer.

The Cluster works across Government to deliver the Six Cities Vision, improve public spaces and parklands, and create great places for everyone to enjoy. The Cluster contributes to economic growth and wellbeing by enabling the safe, efficient and reliable movement of people and goods. Through Infrastructure NSW, the Cluster oversees the State's infrastructure pipeline and is creating a sustainable infrastructure legacy for New South Wales.



\$18.5 billion

Recurrent Expenses 2022-23



\$21.3 billion

Capital Expenditure 2022-23

### State Outcomes to be delivered by the Transport and Infrastructure Cluster

<b>State Outcomes</b> What the Cluster is delivering for people and business	<b>Key Programs</b> underway to support delivery of Outcomes
<p><b>1. Connecting our customers' whole lives</b></p> <p>The Transport and Infrastructure Cluster plays a vital role in the lives of its customers, delivering transport solutions catering for the range of journey types needed by people and freight. The Cluster provides safe and seamless journeys, and new mobility options and experiences. The Cluster achieves this by delivering, operating and maintaining services and infrastructure, focused on reliability, availability and customer experience.</p> <p><i>2022-23 investment:</i> \$13.7 billion in recurrent expenses &amp; \$10.4 billion in capital expenditure</p>	<ul style="list-style-type: none"> <li>• Making transport safe for all</li> <li>• Enabling journeys for customers in Greater Sydney</li> <li>• Enabling journeys for customers in regional and outer metropolitan NSW</li> <li>• Delivering and transforming end-to-end customer experience</li> </ul>
<p><b>2. Successful places for communities</b></p> <p>The Transport and Infrastructure Cluster helps create places that integrate the right mix of infrastructure, services, access and experiences for communities, supporting them to achieve their desired social, cultural and economic outcomes. The Cluster works in close partnership with communities to ensure the places created reflect their people and culture, protecting and enhancing communities and their environments.</p> <p><i>2022-23 investment:</i> \$1.3 billion in recurrent expenses &amp; \$4.9 billion in capital expenditure</p>	<ul style="list-style-type: none"> <li>• Successful places and stronger connections in Greater Sydney</li> <li>• Successful places and stronger connections in regional and outer metropolitan NSW</li> <li>• Protecting the environment</li> <li>• Enabling active lives</li> </ul>

**State Outcomes**

What the Cluster is delivering for people and business

**3. Transport systems and solutions enabling economic activity**

The transport system powers and connects a globally competitive, inclusive and sustainable New South Wales. The Transport and Infrastructure Cluster plays a critical role in driving economic growth, creating a sustainable infrastructure legacy, and improving quality of life for the people of New South Wales.

*2022-23 investment:* \$3.5 billion in recurrent expenses & \$5.9 billion in capital expenditure

**Key Programs**

underway to support delivery of Outcomes

- City and state shaping projects
- Moving goods productively and sustainably
- Smarter financial decision-making and managing our assets
- Best-practice public sector delivery
- Infrastructure coordination, prioritisation and development

## 9.2 Overview of Cluster expenses by State Outcome

A summary of expenses by State Outcome is provided in the charts below.

Chart 9.1: Recurrent expenses by Outcome 2022-23 (dollars and %)

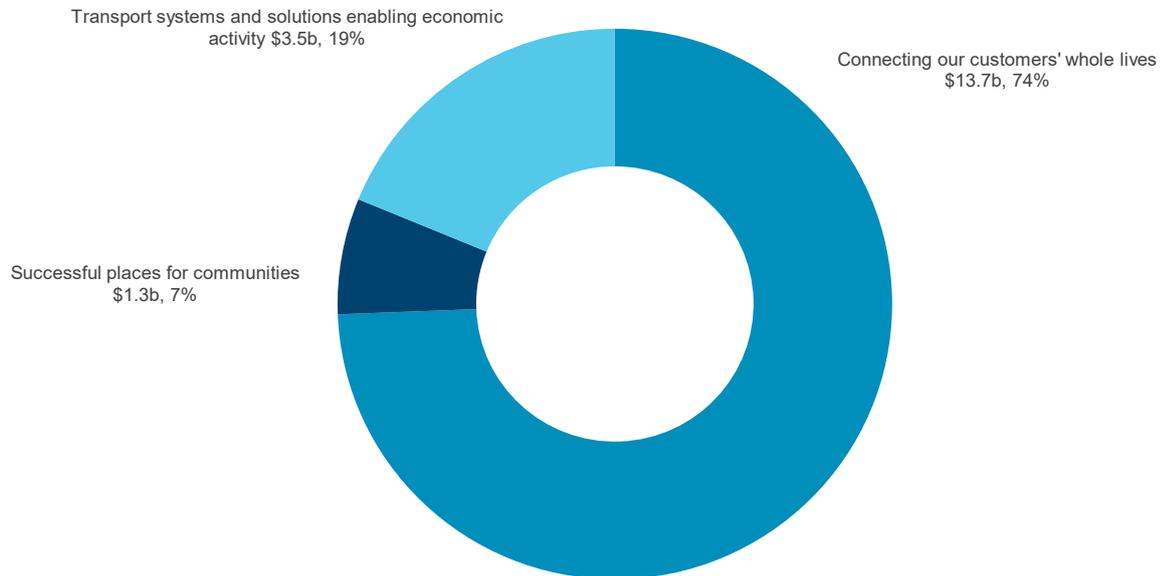
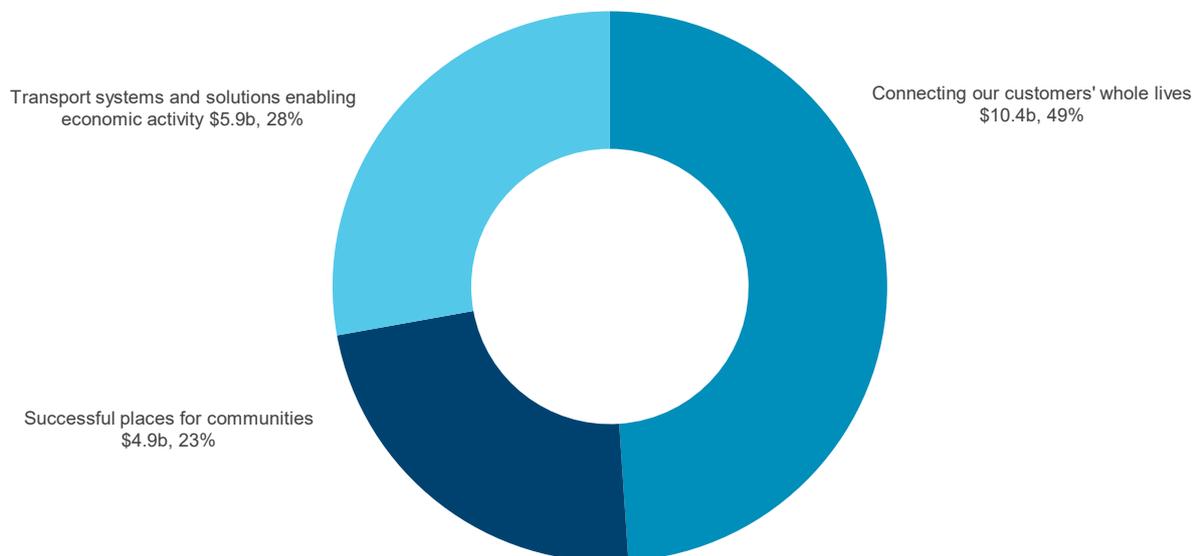


Chart 9.2: Capital expenditure by Outcome 2021-22 (dollars and %)



## 9.3 Outcome 1: Connecting our customers' whole lives

### State Outcome overview and 2022-23 investment

The Transport and Infrastructure Cluster plays a vital role in customers' lives, delivering and enabling transport solutions that cater for the wide range of journey types needed by people and for freight. The Cluster works to meet customers' expectations of effortless, accessible, and personalised journeys, regardless of mode, which are safe, reliable, and sustainable. This includes creating complete journey solutions: blending public, private, car share, on-demand, active and personal mobility.

	\$13.7 billion	Recurrent Expenses 2022-23
	\$10.4 billion	Capital Expenditure 2022-23

### 2022-23 State Outcome Budget highlights

In 2022-23, the Transport and Infrastructure Cluster will invest \$24.1 billion (\$13.7 billion recurrent expenses and \$10.4 billion capital expenditure) in this Outcome, including:

- \$1.6 billion in recurrent expenses for bus services in 2022-23 throughout New South Wales, including regional and metropolitan bus services and school services
- \$1.4 billion (\$5.1 billion in capital expenditure over four years across multiple Outcomes) to continue construction of the Sydney Metro City and Southwest from Chatswood, under Sydney Harbour, through new Sydney CBD stations and southwest to Bankstown
- \$880.0 million (\$1.6 billion in recurrent expenses and \$0.8 billion in capital expenditure over four years) to continue NSW and Commonwealth Government investment to improve road safety, including a significant investment through the NSW Road Safety Plan 2026 targeting high risk areas with a regional focus
- \$753.2 million in capital expenditure (\$2.2 billion over four years) to continue implementation of the More Trains, More Services program for additional and more frequent services
- \$606.3 million (\$1.2 billion in capital expenditure over four years) to complete construction of the WestConnex Motorway including delivery of the M4-M5 link tunnels and the Rozelle Interchange
- \$399.1 million in capital expenditure (\$835.6 million over four years) to continue delivery of a new modern Regional Rail Fleet to replace the ageing XPT, XPLOER and Endeavour trains and construct a new purpose-built maintenance facility in Dubbo
- \$390.2 million in capital expenditure (\$4.1 billion over four years across multiple Outcomes) to commence major construction activity for the Western Harbour Tunnel to deliver the first stage of tunnelling works for a new crossing of the Sydney Harbour. The first package will include construction of around 1.7 kilometres of mainline tunnels from Rozelle to Birchgrove
- \$296.8 million in capital expenditure (\$652.2 million over four years) to continue delivery of the Mariyung Fleet (New Intercity Fleet), a new, state-of-the-art fleet, that will provide a new level of comfort and convenience, improved accessibility, enhanced safety for customers who travel between Sydney, the Central Coast and Newcastle, the Blue Mountains, and the South Coast

- \$242.5 million in capital expenditure (\$2.9 billion over four years) to continue the NSW and Commonwealth Government funded Pacific Highway upgrade program, including construction of the Coffs Harbour Bypass, construction to connect the M1 Pacific Motorway and the Pacific Highway at Raymond Terrace and widening of the Hexham Straight
- \$240.2 million in capital expenditure (\$342.4 million over four years) to continue the upgrade of train stations under the Transport Access Program to improve accessibility, including new lifts, ramps and footbridges
- \$173.1 million in capital expenditure (\$885.1 million over four years) for NSW and Commonwealth Government funded works on the Newell Highway, including continued delivery of 40 new overtaking lanes, flood mitigation, Parkes Bypass and the Newell and Oxley highway intersection upgrade
- \$159.1 million in capital expenditure (\$568.7 million capital expenditure and \$17.0 million recurrent expenses over four years) in principle funding to replace end-of-life Opal ticketing systems with a flexible, modular and future-ready system across Greater Sydney, outer metropolitan and regional areas
- \$140.2 million in capital expenditure (\$351.6 million over four years) in NSW and Commonwealth Government funding to provide additional car spaces through the Commuter Car Parking Program
- \$115.6 million in capital expenditure (\$356.9 million over four years) for Pinch Points to alleviate congestion, including programs such as the Gateway to the South, Hunter Pinch Points, and State and Commonwealth Government Pinch Point stimulus program
- \$102.8 million in capital expenditure (\$660.6 million capital expenditure and \$8.4 million recurrent expenses over four years across multiple Outcomes) for in principle funding to deliver a next generation intelligent signalling and train control system for the Sydney rail network, providing a range of benefits including improved journey times and network reliability
- \$88.3 million in recurrent expenses (\$339.3 million over four years) for the Commonwealth Home Support Program to provide entry-level support to older individuals to stay independent and in their own home longer by providing transportation for medical and recreational reasons
- \$79.0 million in capital expenditure (\$243.3 million over four years) for the duplication of approximately 18 kilometres of Heathcote Road between The Avenue at Voyager Point and Princes Highway at Engadine funded by NSW and Commonwealth Governments
- \$42.4 million in recurrent expenses (\$174.8 million over four years) for transport disability subsidies, including the Taxi Transport Subsidy Scheme and the Wheelchair Accessible Taxi Driver Incentive Scheme
- \$39.1 million in capital expenditure (\$119.5 million over four years) for the NSW and Commonwealth funded duplication of Picton Road to improve safety and connectivity along a key link for the Illawarra Region, South Coast, Sydney, Canberra and Melbourne
- \$25.0 million in capital expenditure (\$340 million over four years) to upgrade and widen approximately 3.4 kilometres of Mona Vale Road between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside, from a two-lane undivided road to a four lane (two lanes in each direction) divided road

- \$24.2 million in capital expenditure (\$124.0 million over four years) for continuing Barton Highway improvements, including continuing construction of the NSW and Commonwealth Government funded Barton Highway duplication
- \$17.2 million in capital expenditure (\$107.5 million over four years) for the construction of the Henry Lawson Drive widening between Tower Road, Georges Hall and Auld Avenue, Milperra (Stage 1) to double capacity and reduce congestion and to continue the development of Stage 2 between Keys Parade and the M5 Motorway
- \$11.5 million in capital expenditure (\$123.7 million over four years) to upgrade the Epping Station Bridge to provide additional road capacity and connectivity between multiple transport modes and improve accessibility to the Epping Town Centre by providing new active transport linkages and improving general traffic within the area
- \$1.0 million in capital expenditure (\$148.8 million over four years) to upgrade the Pacific Highway through the Wyong town centre, including duplication of the highway between Johnson Road and Cutler Drive, funded by the NSW and Commonwealth Governments.

## Key performance insights

This section provides analysis and insights on key Outcome Indicators for this State Outcome.

### Safety

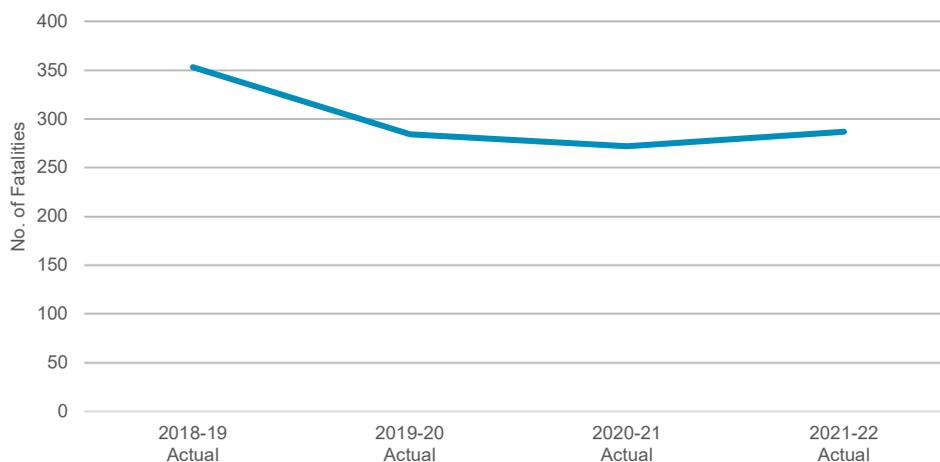
In 2021, 270 people lost their lives on NSW roads, 14 fewer than the previous year and the lowest end-of-year road toll since 1923. As a result, the target set by the NSW Government to reduce road fatalities by 30 per cent from 2008 to 2010 average levels by the end of 2021 was achieved. This shows a long-term improvement in performance against this indicator.

The pandemic has influenced travel patterns across the State and the Transport and Infrastructure Cluster is continuing to work with its partners to understand the impacts this change will have on road safety in NSW.

In April 2022, the NSW Government launched the *2026 Road Safety Action Plan*. It outlines proven safety initiatives that build on the success of existing programs and includes new road trauma targets for 50 per cent fewer deaths and 30 per cent fewer serious injuries by 2030.

To support this refreshed safety vision, the Cluster will invest in road safety infrastructure projects across New South Wales, pursue key additional vehicle safety features, enhance management of speeding, and continue speed, alcohol and drug enforcement activities.

Chart 9.3: Total NSW road fatalities



### Customer satisfaction

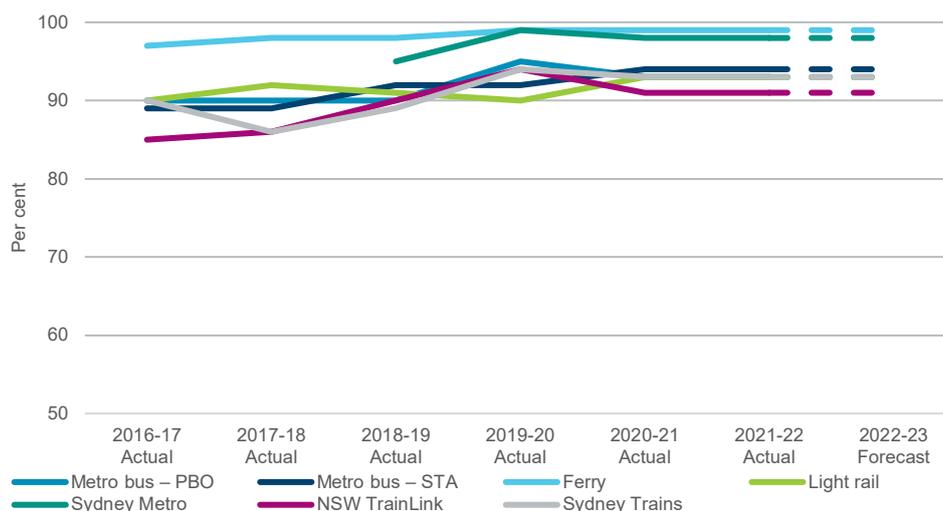
Performance against this indicator has improved since 2016-17, with customer satisfaction for every public transport mode rating above 91 per cent in the May 2021 Customer Satisfaction Survey.

Timeliness, comfort and cleanliness were key drivers of the improved customer satisfaction, with customers also feeling more satisfied with their 'safety and security' on public transport.

Satisfaction with customer information also rose, as customers were able to access more data than ever before to help them plan their trip, choose services that allow for physical distancing and get real-time alerts for their regular journeys based on key initiatives implemented.

Motorcycle riders, who represent the largest growing road user group, reported a 5 per cent increase in overall satisfaction, while satisfaction among cyclists also increased. Customer satisfaction across all point-to-point services improved, with the highest increase seen for hire car customers.

Chart 9.4: Customer satisfaction (public transport)



## Performance indicators for this Outcome

Outcome Indicators	Units	2021-22 Actual	2022-23 Forecast <sup>(f)</sup>
<b>Safety</b>	no.		
Total NSW Road fatalities <sup>(a)</sup>		287	n.a. <sup>(g)</sup>
Total NSW Road serious injuries <sup>(b)</sup>		8,976	n.a. <sup>(g)</sup>
Total NSW Maritime fatalities <sup>(c)</sup>		13	n.a. <sup>(h)</sup>
Total NSW Maritime serious injuries <sup>(c)</sup>		36	n.a. <sup>(h)</sup>
<b>Customer satisfaction (public transport)<sup>(d)</sup></b>	%		
Sydney Metro bus – PBO <sup>(e)</sup>		93	≥93
Sydney Metro bus – STA		94	≥94
Ferry		99	≥99
Light rail		93	≥93
Sydney Metro		98	≥98
NSW TrainLink		91	≥91
Sydney Trains		93	≥93
<b>Customer satisfaction (roads)</b>	%		
Private vehicle		85	≥85
Heavy vehicle		70	≥70
Motorcycle		92	≥92
Bicycle		87	≥87
Walking		85	≥85
<b>Customer satisfaction (point to point transport)</b>			
Taxi		90	≥90
Rideshare		93	≥93
Hire car		93	≥93

### Notes

(a) Road fatality figures preliminary and represent the 12 months to March 2022.

(b) Road serious injury figures are the 12 months to September 2021.

(c) Maritime safety figures are March YTD.

(d) Customer satisfaction results are from May 2021 survey.

(e) PBO: Private Bus Operator.

(f) Forecasts are based on maintaining or improving current performance.

(g) A new road fatality target has been established for road fatalities, with the 2030 target based on a 50 per cent reduction from the average of 2018-2020.

(h) The Maritime Safety Plan 2026 is under development to reduce fatalities and serious injuries on our waterways.

## 9.4 Outcome 2: Successful places for communities

### State Outcome overview and 2022-23 investment

The Transport and Infrastructure Cluster helps create places that integrate the right mix of infrastructure, services, access and experiences for communities, supporting them to achieve their desired social, cultural, and economic outcomes.



\$1.3  
billion

Recurrent  
Expenses  
2022-23



\$4.9  
billion

Capital  
Expenditure  
2022-23

### 2022-23 State Outcome Budget highlights

In 2022-23, the Transport and Infrastructure Cluster will invest \$6.2 billion (\$1.3 billion recurrent expenses and \$4.9 billion capital expenditure) in this Outcome, including:

- \$445.5 million in capital expenditure (\$1.7 billion over four years across multiple outcomes) to continue upgrades of the Warringah Freeway for surface roads, bridges and interchanges along about four kilometres of the freeway corridor
- \$152.4 million in capital expenditure (\$1.5 billion over four years) for the Western Sydney Growth Roads program to accommodate population and employment growth in Western Sydney. Key projects include:
  - Mulgoa Road Stage 2 – Glenmore Parkway to Jeanette Street (NSW and Commonwealth Government funded)
  - Mulgoa Road Stage 5A Blaikie Road to Jamison Road (NSW and Commonwealth Government funded)
  - Mulgoa Road Stage 5B Jamison Road to Union Road (NSW and Commonwealth Government funded)
  - Mamre Road, M4 to Erskine Park Road
  - Memorial Avenue, Old Windsor Road to Windsor Road
  - The Horsley Drive, M7 motorway to Cowpasture Road (NSW and Commonwealth Government funded)
  - Appin Road Improvements (Commonwealth funded)
  - Spring Farm Parkway Stage 1
  - Western Sydney Long Term Strategic Transport Corridor Preservation
- \$118.0 million in capital expenditure (\$308.0 million over four years across multiple outcomes) to continue construction of the Paramatta Light Rail Stage 1, from Westmead to Carlingford via the Parramatta CBD and Camellia with a 12-kilometre two-way track, to support growth in Western Sydney, connecting new communities and places. The Light Rail will service 28,000 people every day and an estimated 130,000 people will be living within walking distance of light rail stops
- \$114.0 million (\$28.5 million recurrent expenses and \$218.9 million capital expenditure over seven years) for the transition to new zero emission buses to allow quiet and environmentally friendly travel services for Sydney commuters
- \$98.1 million (\$277.3 million recurrent expenses and \$46.5 million capital expenditure over four years) for improvements to the Royal Botanic Gardens and Domain Trust including improvements to the Sydney based Brown Building and improvements to the Domain Depot as part of the reinvigoration of Macquarie Street East Precinct

- \$97.0 million in capital expenditure (\$2.5 billion over four years across multiple outcomes) to continue the transformation of the Princes Highway with NSW and Commonwealth Government funding for priority projects including Mount Ousley Interchange, Jervis Bay Road Intersection, Jervis Bay to Sussex Inlet Upgrade, Milton Ulladulla Bypass and continue construction of the Nowra bridge
- \$95.0 million in capital expenditure (\$274.5 million over four years) to continue planning of the Fast Rail program to deliver faster connections between Sydney, Canberra, Bomaderry, Newcastle, the Central Coast and the Central West which is NSW and Commonwealth funded
- \$91.9 million (\$289.8 million in recurrent expenses and \$56.7 million in capital expenditure over four years) for improvements to the Greater Sydney Parklands including: developing the Western Sydney parklands into a multi-use urban parkland that provides a diverse range of recreational, entertainment and tourist facilities; and improving Centennial Park and Moore Park Trust lands to increase public use and enhance recreational, cultural and environmental value
- \$79.8 million in capital expenditure (\$266.2 million over four years across multiple outcomes) for wharf upgrades and maritime infrastructure investment across New South Wales, including to reinstate the Kamay multi-user wharves at La Perouse and Kurnell
- \$48.8 million over two years for the White Bay Power Station remediation and conservation works, that will return the building to a safe and structurally sound standard to enable its future re-use as part of the Bays West development
- \$37.8 million in capital expenditure (\$318.6 million over four years) to continue NSW and Commonwealth Government funding for the final stage of the Newcastle Inner City Bypass between the Pacific Highway at Bennetts Green and the final stage of the Pacific Highway at Sandgate
- \$34.1 million in capital expenditure (\$598.4 million over four years) to commence construction for the NSW and Commonwealth funded Muswellbrook Bypass and Singleton Bypass to improve travel times for long haul freight movements, and safety for all road users on the New England Highway
- \$30.0 million (\$56.0 million in recurrent expenses and \$4.0 million in capital expenditure over four years) to deliver a continuous 91-kilometre walking and cycling link between the Opera House and Parramatta
- \$26.7 million in capital expenditure (\$216.4 million over four years) to refine the pre-concept design options including the delivery of significant redevelopment of Circular Quay to improve accessibility, revitalise arts and cultural offerings and refresh retail and dining experience and renewal of the precinct
- \$25.0 million capital expenditure in 2022-23 to construct a third flagpole atop the Sydney Harbour Bridge for the permanent flying of the Aboriginal flag
- \$20.2 million in recurrent expenses (\$23.2 million over four years) for the delivery and enabling of key NSW Government projects in the Central Coast City, with the Greater Cities Commission to coordinate these projects across NSW Government
- \$18.2 million in recurrent expenses over four years for to deliver a 4,200 sqm multi-faculty and innovation facility at the University of Newcastle Campus at Gosford

- \$13.1 million in capital expenditure (\$602.4 million state funding has been reserved for the first phase of the project) to commence the detailed planning process and enabling works for the delivery of a new bridge crossing the Parramatta River between Wentworth Point and Melrose Park as part of the next stage of the Parramatta Light Rail Stage 2. This crossing will better connect people on either side of the river, improving access to jobs, educational opportunities, and services
- \$10.0 million in recurrent expenditure (\$30.0 million over four years) for the Women and Girls Safer Cities Program to be used to address street harassment by researching and co-designing solutions with women including infrastructure upgrades such as lighting, CCTV and other initiatives to boost foot traffic in key public spaces, as well as to launch an anti-street harassment campaign and consider other policy solutions to stamp out street harassment
- \$10.0 million in recurrent expenses (\$20.0 million over four years) to support the establishment of the Greater Cities Commission
- \$5.8 million in capital expenditure (\$41.1 million over four years) for delivery of the Sutherland to Cronulla Active Transport Link Horizon 2 and Horizon 3 to improve connections and increase road safety for active transport users between Sutherland and Cronulla as well as links to key attractors along the corridor
- \$2.2 million in capital expenditure (\$34.4 million over four years) to upgrade New Line Road over Pyes Creek allowing for better traffic flow, improved safety and travel times for the growing population of Sydney's northwest.

## Key performance insights

This section provides analysis and insights on key Outcome Indicators for this State Outcome.

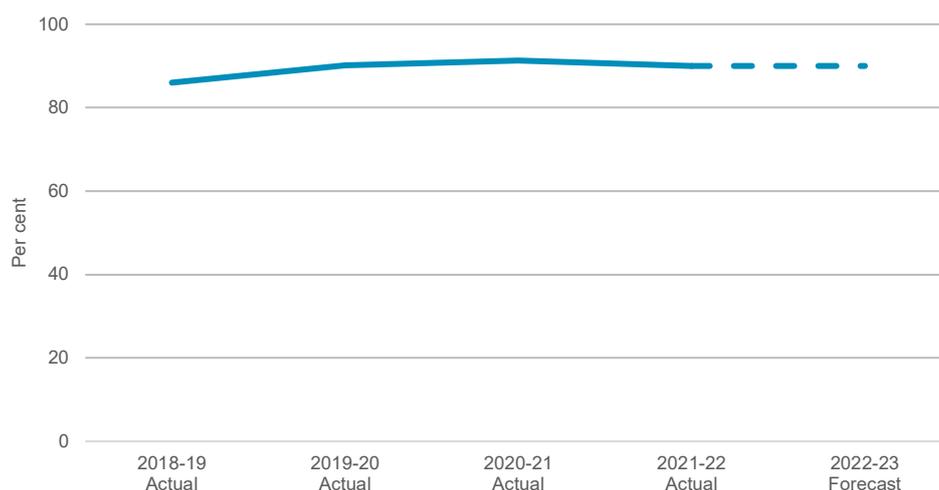
### Regional day return

This indicator is a measure of regional centre connectivity, considering the availability of public transport services for commuting, attending medical or business appointments, shopping, recreational activities and visiting family and friends. These services allow people from regional areas to travel to and from a local centre on the same day, without needing to stay overnight.

Regional day return availability has trended upwards since 2018, with more people in the Outer Regional areas of New South Wales able to access day return services since June 2021.

Improvements in the performance against this indicator have been driven by a range of initiatives such as improved bus and on-demand services and trials under the Transport Access Regional Partnership. The Cluster also aims to improve the integration of timetables to enable better connections between services.

Chart 9.5: Regional day-return



## Performance indicators for this Outcome

Outcome Indicators	Units	2021-22 Actual	2022-23 Forecast <sup>(b)</sup>
Mode share for trips taken by walking or cycling <sup>(c)</sup>	no.	n.a	n.a
Public transport connectivity (Greater Sydney region) <sup>(d)</sup>	no.	n.a	n.a
Regional day return - per cent of regional population with access to public transport day-return to nearest city or major centre <sup>(a)</sup>	%	90.0	≥90

### Notes

(a) As at December 2021.

(b) Forecasts are based on maintaining or improving current performance.

(c) Indicator data is under review to best understand the impacts of COVID-19 and therefore not available.

(d) Indicators is under development.

## 9.5 Outcome 3: Transport systems and solutions enabling economic activity

### State Outcome overview and 2022-23 investment

The transport system powers and connects a globally competitive, inclusive and sustainable New South Wales. The Transport and Infrastructure Cluster plays a critical role in driving economic growth and improving quality of life for the people of New South Wales, with a focus on place and mobility. The Cluster supports transformation of regional centres into hubs for investment, employment, tourism and essential services, invest in network enhancements, and manage and maintain quality assets and efficient services.

	\$ 3.5 billion	Recurrent Expenses 2022-23
	\$5.9 billion	Capital Expenditure 2022-23

Through Infrastructure NSW, the Cluster is creating a sustainable infrastructure legacy for New South Wales.

### 2022-23 State Outcome Budget highlights

In 2022-23, the Transport and Infrastructure Cluster will invest \$9.4 billion (\$3.5 billion recurrent expenses and \$5.9 billion capital expenditure) in this Outcome, including:

- \$1.3 billion in capital expenditure (\$12.4 billion over four years across multiple Outcomes) to deliver Sydney Metro West, a new underground driverless Metro line connecting Greater Parramatta with the Sydney CBD in around 20 minutes. The line will include new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD linking communities to rail services
- \$693.6 million (\$839.1 million recurrent expenses and \$750.1 million capital expenditure over four years) for Infrastructure NSW to support major infrastructure. Infrastructure NSW is currently responsible for delivering a number of major infrastructure projects for New South Wales including:
  - \$652.4 million for the Blackwattle Bay precinct redevelopment including New Sydney Fish Markets
  - \$138.8 million total remaining capital cost in developing the Barangaroo precinct
- \$920.4 million in capital expenditure (\$8.4 billion over four years across multiple Outcomes) to deliver six new Metro stations to service the future Western Sydney International (Nancy-Bird Walton) Airport and the Western Sydney Aerotropolis, interchanging with the T1 Western Line at St Marys, funded by the NSW and Commonwealth Government
- \$272.2 million in capital expenditure (\$1.4 billion over four years across multiple Outcomes) for Sydney Gateway, connecting the WestConnex St Peters Interchange, where the M4 and M8 meet, to the Airport and Port Botany Precinct. The Gateway has capacity to carry 100,000 vehicles a day and bypasses 26 sets of traffic lights between Parramatta and Sydney Airport's Domestic terminal in conjunction with WestConnex
- \$156.3 million in recurrent expenses (\$312.5 million over four years) in partnership with the Commonwealth Government to upgrade NSW State transport Networks to strengthen long-term flood resilience and connections for regional and outer metropolitan communities, with a priority focus on supporting communities on the North Coast of New South Wales

- \$71.4 million in capital expenditure (\$3.2 billion over four years across multiple outcomes) for NSW and Commonwealth Government funded Great Western Highway Upgrade program between Katoomba-Lithgow and Kelso to Raglan to reduce congestion and deliver safer, more efficient and reliable journeys through the Blue Mountains and better connect communities in the Central West
- \$51.9 million in capital expenditure (\$102.3 million over four years across multiple outcomes) to continue a range of regional transport programs and projects, including Fixing Country Rail and Fixing Country Bridges
- \$27.5 million (\$94.0 million in recurrent expenses and \$4.0 million in capital expenditure over four years) to provide a \$250 subsidy for regional students and apprentices required to travel to and from training, classes and practical learning opportunities as a part of their education
- \$6.7 million in recurrent expenses (\$20.2 million over four years) for Infrastructure NSW to develop a whole of government Women in Construction strategy to boost the skilled workforce needed to deliver the State's infrastructure pipeline, including additional funding for training and industry programs to achieve an objective of women making up 15 per cent of employees in the construction industry by 2030.

## Key performance insights

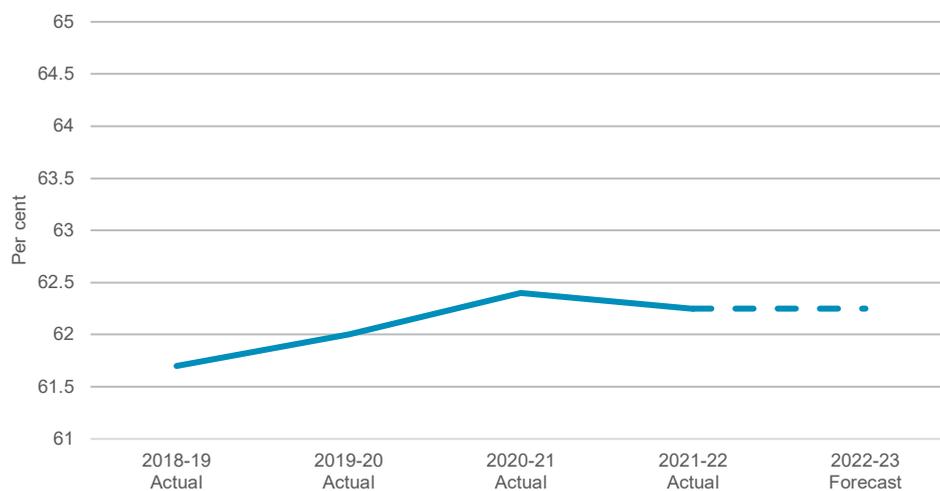
This section provides analysis and insights on key Outcome Indicators for this State Outcome

### 30-minute city

This indicator reflects the capability of the transport network to provide 30-minute peak-hour access (the 30-minute city) to metropolitan centres for people living in Greater Sydney. Across Greater Sydney, 62 per cent of homes are currently within 30 minutes of their nearest metropolitan centre using active or public transport.

Performance against this indicator has seen small incremental improvements over time. Delivering new public transport options such as new Metro lines, timetable updates, Paramatta Light Rail, precincts and interchanges will continue to support improvements in these results, and provide access to employment, services and education.

*Chart 9.6: Proportion of dwellings able to reach their nearest metropolitan centre using public transport and/or walking within 30 minutes*

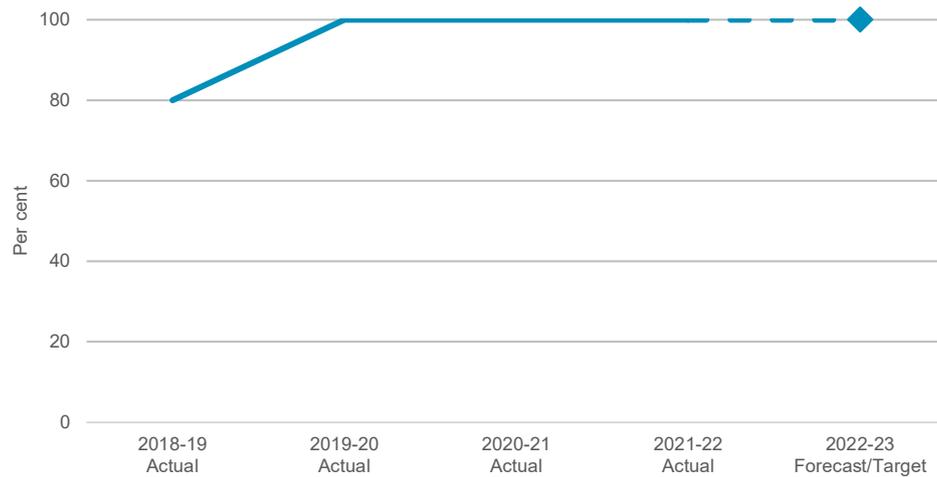


### Compliance with gateway processes for major projects

The Cluster, through Infrastructure NSW, supports Government by overseeing project assurance through the Investor Assurance (Gateway) process, including regular reporting on major projects. It also directly delivers infrastructure projects either for other Clusters or as the responsible agency for project delivery. To maintain independence, NSW Treasury carries out Gateway assurance processes for major projects delivered by Infrastructure NSW.

This indicator tracks compliance with Gateway processes and delivery of infrastructure projects. Performance against this indicator is at 100 per cent and the Government remains committed to keeping it at this level.

Chart 9.7: Percentage of major projects compliant with Gateway processes



## Performance indicators for this Outcome

Outcome Indicators	Units	2021-22 Actual	2022-23 Forecast <sup>(c)</sup>
30-minute city - Proportion of dwellings able to reach their nearest metropolitan centre using public transport and/or walking within 30 minutes <sup>(a)</sup>	%	62.25	≥62.25
Rail share for freight at Port Botany <sup>(b)</sup>	%	14.1	≥14.1
Cost recovery ratio for public transport <sup>(b)</sup>	%	22.85	≥22.85
Compliance with gateway processes for major projects <sup>(b)</sup>	%	100.0	100.0
Effective delivery of infrastructure projects <sup>(b)</sup>	%	100.0	100.0

### Notes

(a) As at June 2021.

(b) As at March 2022.

(c) Forecasts are based on maintaining or improving current performance.