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## **“WestConnex” – Sydney’s next motorway priority**

A new motorway program, called “WestConnex”, which will contribute more than \$15 billion to the NSW economy, is recommended as the highest priority project in the State Infrastructure Strategy released today.

The 33km motorways scheme includes an extension of the M4 to Sydney Airport and duplication of the M5 East to relieve Sydney’s chronic traffic congestion and support more efficient freight movements.

WestConnex is the cornerstone of the Strategy prepared by Infrastructure NSW to help guide future infrastructure investment by the NSW Government.

If approved by the NSW Government, Infrastructure NSW is recommending that the \$10 billion WestConnex program be complete by 2022.

Infrastructure NSW Chief Executive Paul Broad said the scheme will transform Sydney.

“Parramatta Rd is Australia’s oldest transport artery but was never built to be the main east-west route for a city of more than four million people and growing,” Mr Broad said.

“WestConnex will improve connections between Sydney’s west and key commercial centres, supporting economic growth across the city and into regional NSW.

“This scheme is more than a motorway project – it is a catalyst to renew and reshape Parramatta Rd for local traffic and public transport, enabling much needed urban renewal along this corridor.”

Key features of the WestConnex concept are:

- Widening of the existing M4 from Parramatta to North Strathfield
- An M4 Extension connecting the existing M4 at North Strathfield to Taverners Hill
- The M4 Extension will be constructed with various sections in tunnel or cutting (“slot”) to create urban renewal opportunities along Parramatta Rd
- A tunnel from Taverners Hill to the St Peters area via the Camperdown area
- A Sydney Airport Access Link between the St Peters area and the M5 East portals, with links to the airport terminals, Port Botany and surrounding industrial areas
- Duplication of the M5 East

On completion, WestConnex would be the first time that Sydney has a motorway linking the east with Sydney’s west, avoiding 50 sets of traffic lights.

Current modelling indicates it would also improve travel times of up to 35 minutes from Parramatta to the Airport and Port Botany.

Mr Broad said relieving congestion on the existing M4/Parramatta Rd and M5 East will support freight movements between Port Botany and the logistics hubs in western and south-western Sydney.

In addition to improving access to the port, WestConnex will also enhance orbital road connectivity south and west of the CBD and improve links to Sydney Airport.

“About 1.2 million people and 600,000 jobs are located within the broader M4 and M5 corridors, and about 100,000 people travel to the airport each day. This scheme is about responding to future strategic challenges created by people and jobs growth, and demand for air travel,” Mr Broad said.

The WestConnex concept has been prepared in partnership with Roads & Maritime Services and Transport for NSW.

Should the project be approved, additional social, environmental and local economic issues will need to be further investigated.

Infrastructure NSW recommends that WestConnex be primarily funded by user contributions with limited government support.

“There are limited public revenue sources for funding, operating and maintaining major infrastructure upgrades in NSW and the early delivery of WestConnex depends on some form of tolling to raise revenue to support capital and operating costs,” Mr Broad said.

“This project is a recommendation to Government and no decisions have been made on tolling structures. However, drivers will have a choice to pay for using the motorway or continue to use alternative routes.”

The Strategy is Infrastructure NSW’s independent advice to the NSW Government on the priority investments and reforms required to drive productivity and economic growth. For further information, the Strategy can be found on [www.insw.com](http://www.insw.com)

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