Summary of Initiative Profiling (Appendix C)
M4 Extension Project Stage 2 (based on the assumed prior completion of Stage1)

Part A - Overview

Title of Initiative – M4 EXTENSION PROJECT STAGE 2 (DRUMMOYNE TO SYDNEY AIRPORT/PORT BOTANY)

Summary of Initiative –

The indicative preferred staging for the M4 Extension project comprises two stages. Initiative profiling has been completed for both stages. This profile is for stage 2, assuming that stage one has already been implemented.

Stage 2 of the preferred option for the M4 Extension comprises the following:

- construction of two uni-directional three lane capacity motorway tunnels (approximately 3km in length) with a design and signposted speed of 80 km/hr from Parramatta Road in Camperdown to just south of Campbell Road at St Peters;
- one or more road transport links would be constructed from just south of Campbell Road, St Peters to the arterial road network around Sydney Airport; and
- construction of two uni-directional two lane capacity northern motorway tunnels (approximately 4km in length) with a design and signposted speed of 80 km/hr connecting Victoria Road near the Gladesville Bridge to the main M4 Motorway tunnel in the Leichhardt area.

The tunnel lanes would be 3.5 metres wide and enough to accommodate heavy vehicles up to 4.4 metres in height. The tunnels and structural components would be designed for a 100 year design life. The tunnel would incorporate all required for the operation of the tunnel and the safety of occupants, including power supply, lighting, traffic management devices, communication, fire protection and emergency equipment. Facilities for vehicle occupants to leave their vehicles and egress from the tunnel in case of severe incidents would be developed but would be similar to other road tunnels in Sydney, incorporating walkways, cross over passages and pedestrian egress points.

A fully electronic toll system would be applied although the extent and amount of tolling has yet to be determined.

The NSW Government in Action for Bikes Bikeplan 2010 (September 1999) committed to make comprehensive provision for bicycles in all new major infrastructure projects with a strong preference for off-road cycling. Such facilities are also attractive as pedestrian routes.

Upgrading existing and developing new cyclist connections to provide a north-south route from Rozelle to Sydney Airport via Sydney University could also be provided, due to a lack of a quality north-south route. A study is currently in progress to examine potential routes and develop a preferred route. A link to Green Square is also being examined.

Part B – Rating and Justification

Complete the following table (using rating scale in Appendix B). In doing so, ensure that all sources of data and information are adequately referenced.

Item	Rating	How does the initiative meet/does not meet the strategic priority?	Provide data and evidence of how the initiative meets/does not meet the strategic priority
Expand Australia's productive capacity	Highly Beneficial	**<u>Capacity Expansion for Road Freight</u>** This initiative will provide infrastructure required to support population and economic growth in Australia's global city, where almost one quarter of Australia's total production of goods and services occurs. It will contribute to the expansion of Australia's productive capacity by expanding capacity of Sydney's road transport system through new investment. This capacity expansion will: • support the expansion of Port Botany and Sydney Airport by providing a more efficient and reliable landside servicing of these international gateways; • cater for the growing demand for movement of freight, commercial and work journey traffic between Western Sydney and Port Botany and Sydney Airport (which is Australia's largest airfreight facility); • provide relief of heavy vehicle traffic flow for the M5 East and M5 motorways by providing a more direct link between Western Sydney and Port Botany and Sydney Airport; • provide for region travel demand through Sydney's global economic corridor seeking to bypass the CBD;	Port Botany is the principal container port in NSW (currently being expanded to accommodate 3.2 million TEU per annum) by 2020. At present 81% of containerised freight is transported by road. The volume of freight carried by road will increase over time relative to rail. Even with the state government's target to increase freight transported by rail from 21% at present to 40% by 2011, the growth in the overall freight task means that container freight on inner Sydney roads will double from the current 900,000 containers to around 1,800,000 by 2021. (*M4 Extension, Strategic Assessment, Problem Definition and Assessment of Infrastructure Options*, Roads and Traffic Authority, October 2008) Freight movements to and from Port Botany are estimated to increase by almost 200% by 2031. Approximately fifty to sixty percent of imported containers and thirty percent of exported containers are delivered to or originate from Sydney's inner west (2001/02 data). (*M4 Extension, Strategic Assessment, Problem Definition and Assessment of Infrastructure Options*, Roads and Traffic Authority, October 2008)

[redacted]		• connect and integrate the new motorway section with Sydney's existing motorway network, via the M4 Extension project (stage one) to enable more efficient use of the total motorway system.	Air freight (often of a high value and/or perishable nature) at Sydney Airport is expected to grow for the present 471,000 tonnes per year (2007) to 1,297,000 tonnes per Airfreight (often of a high value and/or perishable nature) at Sydney Airport is expected to grow from the present year by 2023/24. Passenger numbers are forecast to increase from 31.9 million (2007) to 78.9 million per year by 2029. (*M4 Extension, Strategic Assessment, Problem Definition and Assessment of Infrastructure Options*, Roads and Traffic Authority, October 2008) The implementation of this project will result in an increase in the capacity of up to an additional 6000 vehicles per hour on the route from the CBD to the Airport and Port Botany. (*Highway Capacity Manual*)
		<u>Capacity Expansion for Work Journeys</u> This initiative would expand capacity for work journeys and provide a high quality alternative route for commuter traffic from the heavily utilised corridor of Victoria Road, south of the Gladesville Bridge to ANZAC bridge, and the heavily utilised road transport sub-network between the Sydney CBD, west of South Dowling Street and Port Botany and Sydney Airport. South Sydney, west of South Dowling Street is significantly constrained by limited high quality arterial routes, and over time, existing roads have been forced to perform higher order traffic functions. Many local and arterial roads operate at or near capacity on a daily basis and severely limit connectivity between South Sydney and Western Sydney. The initiative will also: • substantially improve traffic reliability and efficiency for work journeys between major employment generating areas in Western Sydney and the global economic corridor and Port Botany and Sydney Airport (including new developments such as Cooks Cove);	The M4 Extension Corridor (comprising stages 1 and 2 and extending to Penrith) currently serves a population of around 1.3 million people, representing around thirty per cent Sydney's population and 6.5 per cent of Australia's population. There are around 1 million jobs in the corridor, representing around almost half of Sydney's jobs and 10 per cent of Australia's jobs. Almost 50% of all new jobs that are expected to be created in Sydney by 2031, are expected to be created in Western Sydney (NSW Ministry of Planning, *City of Cities – Sydney Metropolitan Strategy*). By 2031: • 33, 060 additional jobs are forecast to be created for the Sydney CBD; • 18, 050 additional jobs are forecast to be created for the Western Sydney employment hub; (NSW Ministry of Transport, *West Metro Travel Corridor, Needs Background Paper*, October 2008, p.77)

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support continued population and employment growth in the South Sydney growth centre by catering for the resulting traffic growth and improve access to employment generating areas.

<u>Facilitation of Services Sector Clusters</u>
This initiative will provide improved accessibility from Northern and Western Sydney and the Sydney CBD to the recognised logistics and transport services cluster in Port Botany and Mascot and pharmaceuticals cluster at Macquarie. It will support future expansion of the recognised logistics and transport services cluster with improved connectivity for freight movements and as well as provide a greater labour supply.
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Traffic modelling studies commissioned by the RTA indicate that relevant travel time savings and traffic signal controlled intersections avoided as result of the implementation of this initiative are as follows:
<table>
<tr><th>ROUTE</th><th>NO. OF TRAFFIC SIGNAL CONTROLS AVOIDED</th><th>ESTIMATED TRAVEL TIME SAVINGS (AM Peak)</th></tr>
<tr><td>Gladesville to the Airport</td><td>17</td><td>30 mins</td></tr>
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As a result of the implementation of this initiative, the reduction in distance travelled from Eastern Creek to Sydney Airport is approximately six kilometres.
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<tr>
<td>Increase Australia's productivity</td>
<td>Highly Beneficial</td>
<td><u>City Functioning</u>

The provision of the second stage of the M4 Extension will provide a high standard motorway between the CBD and</td>
<td>The Western Sydney employment hub, located at the</td>
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		Mascot/Port Botany. It will provide improved accessibility to Sydney Airport and Port Botany from: • manufacturing, transport and warehouse activities outside of the CBD. The manufacturing, transport and warehouse activities are located adjoining this motorway particularly near the M4 Motorway and the M7 Motorway interchange; and in other employment precincts adjoining the M4; • the business and industry areas within what is known as the global economic corridor along the eastern part of the orbital motorway, extending from Macquarie via St Leonards, North Sydney, the CBD, South Sydney and Botany to Mascot; and • a range of industry clusters (Westmead bio-medical, Macquarie pharmaceuticals) and business parks (Sydney Olympic Park and Rhodes) along the existing M4 motorway corridor. This initiative would contribute to increasing Australia's productivity as a result of improving the functioning of the corridor between Western Sydney, the CBD and Port Botany and Sydney Airport, Mascot, by substantially reducing travel times for traffic between destinations along this corridor. <u>Inter-Regional Supply Chains</u> This initiative will contribute to increasing Australia's productivity as result of improving the inter-regional supply chains between Western Sydney and the Inner West and Port Botany and Sydney Airport by: • substantially reducing travel times for traffic between Western Sydney and the Inner West and Port Botany and Sydney Airport; • substantially increasing the reliability of freight	M4/M7 interchange comprises 1500 ha with the potential to expand the area by another 1000ha. Almost 50% of all new jobs that are expected to be created in Sydney by 2031, are expected to be created in Western Sydney (NSW Ministry of Planning, *City of Cities – Sydney Metropolitan Strategy*). By 2031: • 33, 060 additional jobs are forecast to be created for the Sydney CBD; • 18, 050 additional jobs are forecast to be created for the Western Sydney employment hub. (NSW Ministry of Transport, *West Metro Travel Corridor, Needs Background Paper*, October 2008, p.77) As a result of the implementation of this initiative, the reduction in distance travelled from Eastern Creek to Sydney Airport is approximately six kilometres. Traffic modelling studies commissioned by the RTA indicate that relevant travel time savings and traffic signal controlled intersections that would be avoided as a result of implementing this initiative are as follows:

movements in the region;

- substantially reducing road accidents and the severity of road accidents leading to substantial savings in accident costs.

The improvement in freight travel times on this stage of the proposed M4 Extension motorway would contribute to an overall improvement in inter-regional supply chains that include all or part of this section of the motorway.

Access to Markets

This initiative would contribute to increasing Australia's productivity by providing improved access to markets from Northern and Western Sydney and the Sydney CBD and Port Botany and Sydney Airport to provide improved connectivity to enable better access to international markets for services export opportunities.

ROUTE	NO. OF TRAFFIC SIGNAL CONTROLS AVOIDED	ESTIMATED TRAVEL TIME SAVINGS (AM Peak)
Gladesville to the Airport	17	30 mins
Ryde to the Airport	56	30 mins
CBD South to the Airport	36	NA
Eastern Creek to Port Botany	45	25 mins
Parramatta to the Airport	28	30 mins
Macquarie Park to Rockdale	15	NA
Wetherill Park to the Airport	27	35 mins

In the Sydney region, the average road network casualty accident rate was three casualty accidents per km per annum for the period from 2001 to 2005. Rates on roads such as Joyce Drive, O'Riordan Street, Canal Road and Sydenham Road were seven or more casualty accidents per km per annum. (*M4 Extension, Strategic Assessment, Problem Definition and Assessment of Infrastructure Options*, Roads and Traffic Authority, October 2008)

The reduction in accidents as a result of the implementation of the project has been valued at $42M. Refer Appendix E.

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<td>Diversify Australia's economic capabilities</td>
<td>Highly Beneficial</td>
<td>This initiative would contribute to the diversification of Australia's economic capabilities by promoting the generation of new industries and business ventures by reducing travel times and improving road network reliability to and from Port Botany and Sydney Airport, resulting in:

• improved provision for the transportation of high-value and perishable air-freight between Sydney Airport and Sydney's inner west, north and north west which cannot be made by rail;
• improved accessibility to the global economic corridor and the Western Sydney Employment Hub located near the junction of the M4 Motorway and the M7 Motorways, and employment precincts in the vicinity of the M4;
• provision for an increasing number of business and commercial trips that cannot be met by public transport such as trades, sales and medical activities; and
• the provision of improved accessibility to this transport and logistics cluster (at Port Botany and Mascot).</td>
<td>Traffic modelling studies commissioned by the RTA indicate that relevant travel time savings and traffic signal controlled intersections that would be avoided as a result of implementing this initiative are as follows:

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<td>Build on Australia's global competitive advantages</td>
<td>Highly Beneficial</td>
<td>This initiative will build on Australia's global competitive advantages by:
• providing improved connectivity with Sydney Airport to enable better access to international markets for services export opportunities;
• improving the efficiency of distributing freight movements to and from Port Botany and Sydney Airport thereby increasing local and regional competitiveness; and
• improving the distribution of goods from warehousing centres in outer South western and Western Sydney to other domestic locations and to international markets.</td>
<td>The NSW government's Urban Transport Statement (released November 2006), identifies a need to plan for at least a twenty five percent increase in daily vehicle trips over the next fifteen years in line with population growth and increased travel demand.

As a result of the implementation of this initiative, the reduction in distance travelled from Eastern Creek to Sydney Airport is approximately six kilometres.</td>
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<td rowspan="2">Develop our cities and/or regions</td>
<td rowspan="2">Highly Beneficial</td>
<td><u>Amenity</u>

This initiative will contribute to the development of Sydney by improving urban form in existing areas in South Sydney to support renewal and population growth.</td>
<td>Sixty to Seventy percent of new homes in Sydney will be in existing suburbs.
(NSW Ministry of Planning, City of Cities – Sydney Metropolitan Strategy).

Opportunities for wide ranging urban structure regeneration and local amenity improvements have been identified in the study commissioned by the RTA, M4 Extension, Draft Discussion Paper: Urban and Landscape Design – Strategic Overview, Conybeare Morrison International, July 2008.</td>
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<tr>
<td><u>Urban Congestion</u>

This initiative would provide a high quality alternative route for commuter traffic to the heavily utilised corridor of Victoria Road (south of the Gladesville Bridge) and the heavily utilised road transport sub-network between the Sydney CBD, west of South Dowling Street, and Port Botany and Sydney Airport. South Sydney, west of South Dowling Street is significantly constrained by limited high quality arterial routes, and over time, existing roads have been forced to perform higher order traffic functions. Many local and arterial roads operate at or near capacity on a daily basis and severely limit connectivity between South Sydney and Western Sydney. This initiative will contribute to the development of Sydney and adjoining regions by providing a link in the Sydney motorway network that connects the western and CBD areas of Sydney with Sydney Airport and Port Botany. This will:
• improve road network transport efficiency and reliability, thereby positively contributing to the development of the region;
• substantially reduce existing traffic congestion on</td>
<td>Traffic modelling studies commissioned by the RTA indicate that relevant travel time savings and traffic signal controlled intersections that would be avoided as a result of implementing this initiative are as follows:
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[redacted]		existing motorways and surface arterial routes such as Victoria Road (south of Gladesville Bridge), Sydenham Road, Botany Road, O'Riordan Street, Regent Street, Cleveland Street, City Road and King Street; • substantially improve the performance of the surface arterial road network in South Sydney in terms of intersection efficiencies, travel times and safety.	
		Alternative Transport Options Existing significant congestion also affects the reliability and patronage of existing road-based public transport, particularly along routes such as Botany Road, Princes Highway, King Street, City Road and Victoria Road (south of Gladesville Bridge). This initiative would: • substantially improve the frequency and reliability of bus services increasing public transport opportunities between the Sydney CBD and South Sydney; • allow for bus priority measures to be provided to allow services to operate quickly and reliably; • enable the integration of services with other strategic bus corridors, as a result of the proposed connections of the new motorway section and major arterial roads; and • create opportunities to provide increased frequency of bus services, thereby easing the demand for road space.	The project will enable the development of improved bus services utilising bus transport corridors identified in the "*Review of Bus Services in NSW*". This could include reprioritising road space in favour of buses through a range of measures including dedicated bus lanes, priority intersection treatments and intelligent technology applications. Express bus services could be operated should a customer demand be identified.

Reduce greenhouse emissions	Slightly Beneficial	This initiative will contribute to the reduction of greenhouse gases: • through savings in energy consumption as a consequence of the operation of more free-flow traffic conditions on the section of the motorway to be constructed under this project; • by opportunities to improve the frequency and capacity of road-based public transport such as bus corridors and bus priority measures; • by the provision of enhanced pedestrian and cycle facilities along the motorway corridor.	This has been valued as an externality at $49M over a thirty year period. Refer Appendix E. The provision of improved pedestrian and cyclist facilities along the project corridor is currently being planned as part of the development of the project.
Improve social equity, and quality of life, in our cities and our regions	Highly Beneficial	**Social Equity** This initiative will improve social equity in Sydney, by: • creating opportunities to realise broader social needs to accommodate growth and urban amenity improvements in South Sydney; and • provide for the regional travel demand generated by Western Sydney and the North West and South West Growth Centres seeking to access higher order goods and services in Sydney's CBD, north, east and south east.	The project provides access to a statistical local area in Sydney with an index of relative socio-economic disadvantage in the 3 – 4 range. (Australian Bureau of Statistic, Information Paper: *An Introduction to Socio-Economic Indexes for Areas*, 2006).
		Quality of Life This initiative will improve quality of life in Sydney by: • improving traffic efficiency and reliability along the motorway corridor between Western Sydney and Port Botany and Sydney leading to: ➢ reduced noise impacts, improve visual amenity and substantially improve local air quality as a result of reduced roadside air pollutants; ➢ more free time for commuters resulting in an	Opportunities for wide ranging urban structure regeneration and local amenity improvements have been identified in the study commissioned by the RTA, *M4 Extension, Draft Discussion Paper: Urban and Landscape Design – Strategic Overview,* Conybeare Morrison International, July 2008. The number of traffic signal controlled intersections that would be avoided by travelling from the southern CBD to the Airport as a result of implementing this initiative is 36.

improved quality of life for the families affected;
  - ➢ enhanced health and well-being of local, regional and interstate users of the motorway.
- limiting surface impacts of the project on South Sydney by the provision of road transport tunnels for the motorway;
- reduced congestion and reduced traffic volumes on surface routes, leading to:
  - ➢ enhanced local accessibility and improved amenity in South Sydney;
  - ➢ enhanced local community activity in the South Sydney.
- provision of enhanced pedestrian and cycle facilities along the motorway corridor.

The proposed tunnel length from Parramatta Road, Broadway to Campbell Street, St Peters is approximately three kilometres.

Traffic modelling studies commissioned by the RTA indicate that the following reductions in traffic volumes on existing congested roads could be achieved as result of the implementation of this initiative:

Road Location	Percentage Change in Traffic Volumes (Range) in 2026
Sydenham Road at Henson Park	15% to 20%
Victoria Road at Iron Cove Bridge	32% to 34%

The provision of improved pedestrian and cyclist facilities along the project corridor is currently being planned as part of the development of the project.

Provide an outline of how the initiative is dependant on policy, regulatory, demand pricing, efficiency and/or capital investment

Asset Management and Use Issues

The continued extension of the M4 Motorway as part of Stage 2 would provide a high quality alternative route to the heavily congested corridor of Victoria Road (south of the Gladesville Bridge) and the heavily utilised road network between the Sydney CBD, west of South Dowling Street and Port Botany and Sydney Airport. South Sydney, west of South Dowling Street is significantly constrained by limited high quality arterial routes. Roads such as Sydenham Road, Botany Road, O'Riordan Street, Regent Street, Cleveland Street, City Road and King Street are heavily utilised within the region and are significantly affected by traffic congestion. A number of traffic management initiatives have been implemented on these surface routes over many years to increase the capacity for through movements; to improve traffic flow and to reduce traffic conflicts within the region. These include the provision of:

- right turn bans;
- protected right turn lanes;
- various forms of physical separation between traffic flows in opposing directions; and
- tidal flow schemes.

initiatives.

Notwithstanding, there is a compelling need to provide additional road transport system capacity within this area. These assets, as well as routes such as the Princes Highway and Southern Cross Drive that make up the surface road network are well advanced in terms of their life cycle, and require renewal.

Demand Pricing

The NSW Government has implemented the Sydney orbital motorway network, including the M4 Motorway, primarily as tolled motorways. This has resulted in the implementation of a partial road pricing regime for this highest class of routes on the network. Approximately 110 km out of a total of 160 km, or 68% of the Sydney's orbital motorway network, is tolled. Sections of the network without a toll include the M5 East tunnel, the Gore Hill and Warringah Freeways and the M4 Motorway west of James Ruse Drive.

The implementation of tolls not only generate revenue to help fund construction, operation and maintenance of motorways within the network but also to ensure there is some incentive to make public transport more attractive by making car usage more expensive relative to public transport options.

Across the orbital motorway network, a variety of approaches to tolling have been applied, including:

- Flat toll rates (e.g. M2 Motorway) and distance based tolls (e.g. Westlink M7 Motorway);
- Higher toll rates for trucks which get a higher commercial benefit per vehicle (e.g. M5 Motorway);
- One way tolls (e.g. Sydney Harbour Bridge);
- Public (e.g. Sydney Harbour Bridge) and private (e.g. Lane Cove Tunnel);
- Cashless (e.g. Westlink M7 Motorway and cash (e.g. M4 Motorway);
- Tolls indexed by CPI (e.g. Westlink M7 Motorway), and in 50 cent increments (e.g. M2 Motorway);
- Motorways providing cashback schemes for the motorist (e.g. M4 Motorway and M5 Motorway).

In 2009, it is estimated by the RTA that the net toll revenue of $875m will exceed motor vehicle registration revenues for the Sydney Metropolitan Region highlighting this user pays principle.

It is acknowledged that there needs to be a balance with respect to road pricing so that it does not unnecessarily restrict regional economic growth, nor lead to excessive congestion on unpriced routes.

Project Procurement Policies and Approach

It is anticipated that a government contribution will be required to supplement toll revenue to meet the funding requirements for the

	initiative. Refer Appendix E. The development, implementation and operation of the initiative would be in accordance with the recommendations of the *Review of Future Provision of Motorway Projects in NSW (2005)*. The state of NSW has successfully implemented a number of privately funded motorway projects in Sydney. The state's capability in PPP procurement methodology for motorway projects has attained a level of maturity, which would be carried over into the next generation of motorway projects that include private sector funding participation. **Integration of Transport and Land Use** The initiative is intended to integrate with existing land use and not promote further urban sprawl. The completion of the initiative as a result of the implementation of Stage 2 would provide an alternative north-south and east-west corridor for multiple road users alleviating existing congestion and pressure on existing surface routes. The initiative would be located within a highly urbanised study area with land uses varying from single detached dwellings to medium and high density residential areas and corridors. The initiative (Stages 1 and 2) would result in wide ranging benefits within the Inner West and South East Regions of Sydney and beyond as a result of reduced traffic congestion and volumes on surface routes to significant traffic benefits to road users including improvements to freight distribution and commercial transport efficiencies. It is not expected that the initiative would result in the promotion of urban growth additional to growth which has already been forecasted in this area by the government. The initiative would, however, provide improved access to the Southern Sydney Growth Centre and for employments lands located around Sydney Airport and Port Botany.
Linkages	This project is consistent with the implementation of the following state policies and strategies: • NSW Government's State Plan (released November 2006); • 2007 Sydney Urban Corridor Strategy (2007) – AusLink Document; • City of Cities - Sydney Metropolitan Strategy (released in December 2005); • Urban Transport Statement (released November 2006); • State Infrastructure Strategy NSW 2006-07 to 2015-16 (released May 2006)