Summary of Initiative Profiling (Appendix C)
M4 Extension Project Stage 1

Part A - Overview

Title of Initiative – M4 EXTENSION PROJECT STAGE 1 (PARRAMATTA TO THE CITY WEST LINK AND PARRAMATTA ROAD NEAR BROADWAY)

Summary of Initiative –

The M4 Motorway is one of the most heavily trafficked motorways in Australia, as is Parramatta Road one of the most heavily trafficked arterial roads in Australia. Average annual daily traffic on the M4 east of Parramatta is around 120,000 vehicles per day and on Parramatta Road east of Strathfield around 85,000 vehicles per day.

The current estimated capital cost for the M4 Extension project is $9.1bn (in 2008 dollars). In view of the capital cost of the project, the RTA is currently undertaking a feasibility study to determine the most feasible staging strategy for the project. An indicative staging strategy for the project provides for the implementation of the project in two stages. The completion of the staging feasibility study will be required to confirm whether the indicative two stages approach for the project are the most appropriate. Notwithstanding, initiative profiling has been completed for both stages of the two stage approach. This profile is for stage 1.

The indicative preferred scope for the full M4 Extension project comprises:

- widening of the existing M4 Motorway from west of Church Street at Merrylands to Concord Road at North Strathfield from three to generally four lanes each way; and
- construction of two uni-directional three lane capacity motorway tunnels (approximately 11.5km in length) with a design and signposted speed of 80 km/hr tunnel from North Strathfield to St Peters, just south of Campbell Road. Ramp connections would be provided from the motorway tunnels to:
    - Parramatta Road, Haberfield (bus only);
    - City West Link Road at Rozelle to provide access to the ANZAC bridge, and
    - Parramatta Road at Glebe and Broadway and Abercrombie Street at Chippendale.
- 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.

Stage 1 of the preferred option for the M4 Extension project comprises the following:

- widening of the existing M4 Motorway from west of Church Street at Merrylands to Concord Road at North Strathfield from three to generally four lanes each way; and
- construction of two uni-directional three lane capacity motorway tunnels (approximately 8.5km in length) with a design and signposted speed of 80 km/hr tunnel from North Strathfield to Parramatta Road at Broadway. Ramp connections would be provided from the motorway tunnels to:

    - Parramatta Road, Haberfield (bus only);
    - City West Link Road at Rozelle to provide access to the ANZAC bridge; and
    - Parramatta Road at Glebe and Broadway and Abercrombie Street at Chippendale.

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 services 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 and 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 will depend 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.

Upgrading existing, and developing new cyclist connections to provide an east-west connection from Sydney Olympic Park to the CBD, via Concord, Five Dock and Rozelle, could form part of the initiative in view of the Government's commitment and due to a lack of quality facilities along this corridor. The majority of these connections/measures were determined as part of the M4 East proposal.

The full M4 Extension initiative has been developed in accordance with the Infrastructure Australia Audit Framework:

Stage	Short Description	Response
1. Goal Definition	Definition of the fundamental economic, environmental and social goals that society seeks to achieve.	Key goals have been defined flowing from the Infrastructure Australia goals and strategic priorities as well as from NSW Government strategies, policies and plans. The goals are included in the M4 Extension Strategic Assessment Report. Refer Sections 1.2 and 2 of the Strategic Assessment Report.
2. Problem Identification	Objective, specific, evidence – based, and data rich investigation of deficiencies with the condition, operation and services provided by infrastructure that may hinder achievement of those economic, environmental and social goals.	A detailed problem definition investigation has been undertaken. A summary is included in the Strategic Assessment Report. Refer Section 1 of the Strategic Assessment Report.
3. Problem Assessment	Objective and quantified appraisal of the economic, environmental and social costs of those deficiencies.	A broad qualitative and quantitative analysis of the economic and social aspects of the deficiencies hindering the achievement of the required economic, environmental and social goals has been undertaken. Refer to sections 1.1, 1.3 and 1.4 of the Strategic Assessment Report.
4. Problem Analysis	Objective policy and economic analysis of why these deficiencies exist, i.e. what is the underlying cause.	A broad qualitative and quantitative analysis of why these deficiencies exist has been undertaken for this initiative. Refer to sections 1.1, 1.3 and 1.4 of the Strategic Assessment Report.
5. Option Generation	Development of a full range of interventions that might address the issue.	A comprehensive list of potential build and non-build interventions has been generated. A summary is included in the Strategic Assessment Report with more detailed analysis of the infrastructure provision options discussed in the M4 Extension, Preliminary Project Definition Report. Refer Section 3 of the Strategic Assessment Report and Section 2 of the M4 Extension, Preliminary Project Definition Report.
6. Solution Assessment	Use of cost-benefit analysis to assess these options / solutions.	A summary of cost-benefit analysis for infrastructure provision options has been undertaken. Refer Sections 2 and 7 of the M4 Extension, Preliminary Project Definition Report.
7. Solution Prioritisation	Identification of policy and project priorities from the list of solutions, on an objective basis.	A preferred option has been identified for the M4 Extension. Considerable planning, preliminary design and feasibility study work has been completed for this option. Refer Appendix F for information regarding packaging, deliverability, risk and affordability matters.

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	**Capacity Expansion for Road Freight** This initiative 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: • cater for the growing demand for the movement of freight, commercial and work journey traffic between the Sydney CBD in the east and Parramatta in the west; • 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; • connect and integrate the new motorway section with Sydney's existing motorway network to enable more efficient use of the total motorway system. Freight activity will continue to intensify in Western Sydney,	Solving the Western corridor congestion infrastructure bottlenecks will boost (Australia's exports. – Exports and Infrastructure Taskforce, *Australia's Export Infrastructure*, Report to Prime Minister, Canberra, May, 2005) 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 the associated increased travel demand. In 2001/02, approximately 75% of inbound freight containers were destined for industrial areas in Sydney's central west, including: Fairfield; Parramatta; Blacktown; Holroyd and Auburn. (NSW Sea Freight Council, 2004) The implementation of this project will result in an increase in the capacity of up to an additional 2000 vehicles per hour on the route from Parramatta to the CBD. (*Highway Capacity Manual*) The Western Sydney employment hub, located at the

[redacted]	which is Australia's third largest economy. The availability of industrial land in outer Western Sydney and South Western Sydney accessed by both the M7 and M4 Motorways, has resulted in increased commercial and industrial activity adjoining these motorways, particularly at the following locations: • near the M4 Motorway and the M7 Motorway interchange; and • in other employment precincts the adjoining the M4, including: Silverwater; Parramatta; Arndell Park; and Smithfield/Wetherill Park. This initiative would result in the expansion in use of these industrial land precincts. **Capacity Expansion for Work Journeys** As indicated above, this initiative will cater for the growing demand for cross-town movement between the CBD and Western Sydney for work journey traffic. It will provide a high quality alternative route to the heavily utilised Parramatta Road and City West Link Road corridors for work journey traffic. The inner west area of Sydney is significantly constrained by limited high quality arterial routes, and over time, existing roads, such as Parramatta Road, 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 the connectivity of Sydney's inner west to the east and south east and in particularly accessibility to Sydney's CBD. This initiative will: • substantially improve traffic reliability and efficiency for work journeys between major employment generating areas in Sydney's east and west; • support continued population and employment growth in the central east – west corridor in Sydney	M4/M7 interchange comprises 1500 ha with the potential to expand the area by another 1000ha. (*M4 Extension, Strategic Assessment, Problem Definition and Assessment of Infrastructure Options*, Roads and Traffic Authority, October 2008) 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* - released in December 2005). 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; • 10, 170 additional jobs are forecast to be created for the Sydney Olympic Park/Rhodes precinct. (NSW Ministry of Transport, *West Metro Travel Corridor, Needs Background Paper*, October 2008, p.77)

		between the CBD in the east and Penrith in the west by catering for the resulting vehicle traffic growth.	
		Facilitation of Services Sector Clusters This initiative will provide improved accessibility between the service sector clusters in Western Sydney and the Sydney CBD, as a global services hub of national strategic importance, which links the global and national economies. It will support future expansion of the services clusters with improved connectivity for freight movements, as well as provide a greater labour supply. Examples of service sector clusters in Western Sydney include: • strategic specialised centre – Westmead (Bio-medical); • Rhodes and Sydney Olympic Park.	
Increase Australia's productivity	Highly Beneficial	**City Functioning** The upgrade of the existing M4 motorway and the first stage of the M4 Extension will provide a high standard motorway between the CBD in the east and Parramatta in the west. It will provide improved accessibility between a range of industry clusters (Westmead Bio-medical); business parks (Sydney Olympic Park and Rhodes) and manufacturing, transport and warehouse activities outside of the CBD. The manufacturing, transport and warehouse activities are located in the vicinity of the M7 motorway particularly near the M4 Motorway and the M7 Motorway interchange; and in other employment precincts adjoining the M4. This initiative will contribute to increasing Australia's	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; • 10, 170 additional jobs are forecast to be created for the Sydney Olympic Park/Rhodes precinct. (NSW Ministry of Transport, *West Metro Travel Corridor,*

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<td>productivity as result of improved functioning of the central east – west corridor in Sydney between the CBD in the east and Penrith in the west by substantially reducing travel times for traffic between destinations along the east-west motorway corridor in Sydney.

<u>Inter-Regional Supply Chains</u>

This initiative will contribute to increasing Australia's productivity as a result of improving the inter-regional supply chains along the central east – west corridor in Sydney between the CBD in the east and Penrith in the west by:

• substantially reducing travel times for traffic between destinations along the east-west motorway corridor in Sydney;
• substantially increasing the reliability of freight movements along this motorway corridor;
• substantially reducing road accidents and the severity of road accidents leading to substantial savings in accident costs.

The improvement in freight travel times on the existing M4 and the M4 Extension motorway will contribute to an overall improvement in inter-regional supply chains that include part or all of this section of the motorway.</td>
<td>*Needs Background Paper*, October 2008, p.77)

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>Westmead/Parramatta to the City via City West Link</td><td>21</td><td>30 mins</td></tr>
<tr><td>Westmead/Parramatta to the City via Parramatta Road</td><td>42</td><td>NA</td></tr>
<tr><td>Rhodes/Homebush to the City via Parramatta Road</td><td>42</td><td>NA</td></tr>
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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 Parramatta Road and Victoria Road were 16 casualty accidents per km per annum.

The reduction in accidents as a result of the implementation of the project has been valued at $94M over a thirty year period. Refer Appendix E.</td>
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<td>Diversify</td>
<td>Moderately</td>
<td>This initiative would contribute to the diversification of Australia's economic capabilities by promoting the</td>
<td>The NSW government's *Urban Transport Statement* (released November 2006), identifies a need to plan for at</td>
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Australia's economic capabilities	Beneficial	generation of new industries and commercial ventures by: • improving accessibility between the CBD and the Western Sydney Employment Hub located in the vicinity of the interchange of the M4 Motorway and the M7 Motorways and other employment precincts in the vicinity of the M4; • providing for an increasing number of business and commercial trips that cannot be met by public transport such as trades, sales and medical activities that are dependant on a reliable and efficient road network.	least a twenty five percent increase in daily vehicle trips over the next fifteen years in line with population growth and increased travel demand.
Build on Australia's global competitive advantages	Moderately Beneficial	The improvement in road transport system connectivity that would result from the implementation of this initiative would lead to: • improved distribution of goods from warehousing centres in outer South western and Western Sydney to other domestic locations and to international markets. This improvement in supply chain efficiency would contribute to building Australia's global competitiveness; • improved connectivity between a range of industry clusters (Westmead - Bio-medical), business parks (Sydney Olympic Park and Rhodes) and strategic specialised centres (Australian Technology Park) located outside of the CBD.	Traffic modelling studies commissioned by the RTA indicate that the estimated travel time savings between Westmead/Parramatta and the CBD via the City West Link Road will be thirty minutes in the morning peak.
Develop our cities and/or regions	Highly Beneficial	**Amenity** This initiative will contribute to the development of Sydney by improving urban form in existing areas in Sydney's inner west to support renewal and population growth.	Sixty to Seventy percent of new homes in Sydney will be in existing suburbs. The NSW Ministry of Planning document, *City of Cities – Sydney Metropolitan Strategy* identifies the Parramatta to CBD corridor as an urban renewal area. It is considered that this corridor has the potential to

[redacted]			accommodate approximately ten percent of the total population growth planned for Sydney. (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.
		Urban Congestion This initiative will contribute to the development of Sydney and adjoining regions by providing a missing link in the Sydney motorway network between the inner west and the CBD areas of Sydney. This will: • improve road transport network efficiency and reliability, thereby positively contributing to the development of the region; and • substantially reduce existing traffic congestion on existing motorways and arterial surface routes such as Parramatta Road and the City West Link Road.	Travel speeds measured by the RTA in March 2008 revealed that on average vehicle trips along Parramatta Road from North Strathfield to Broadway took 42 minutes to travel 9.4kms at an average speed of 13.3km/hr.
		Alternative Transport Options Existing significant congestion also affects the reliability and patronage of existing road-based public transport, particularly along routes such as Parramatta Road and the City West Link Road. This initiative would: • substantially improve frequency and reliability of bus services increasing public transport opportunities in the inner west and Sydney CBD;	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.

		• 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 with the new motorway section and major arterial roads; and • create opportunity to provide increased frequency of bus services, thereby easing demand for road space.	
Reduce greenhouse emissions	Slightly Beneficial	This initiative will have a positive outcome in terms of a 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 providing opportunities to improve the frequency and capacity of road-based public transport such as bus corridors and bus priority measures; and • by the provision of enhanced pedestrian and cycle facilities along the motorway corridor.	This has been valued as an externality at $29M 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: • catering for the regional travel demand generated by Western Sydney and the North West and South West Growth Centres seeking to improve access to employment opportunities, higher order goods and services in Sydney's CBD, north, east and south east; • provide improved accessibility from Western	The NSW government's, *City of Cities – Sydney Metropolitan Strategy* has identified that unemployment rates in some local government areas in Western Sydney are greater than the average for the Sydney region. The project provides access to a number of statistical local areas in Sydney with an index of relative socio-economic

	Sydney to higher education institutions (e.g. University of Sydney, University of Technology, Sydney and the University of Western Sydney) and healthcare facilities (Westmead and Royal Prince Alfred Hospitals); • creating opportunities to realise broader social needs to accommodate growth and urban amenity improvements in the inner west of Sydney.	disadvantage with deciles in the 1 – 2 and the 3 – 4 ranges. (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 east-west motorway corridor in Sydney leading to: ➢ reduced noise impacts, improved visual amenity and substantially improved local air quality as a result of reduced roadside air pollutants and traffic volumes; ➢ more free time for commuters between Sydney's west and east resulting in an 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 the inner west of Sydney by the provision of road transport tunnels for the motorway; • creating opportunities to realise broader social needs to accommodate growth and urban amenity improvements in the inner west of Sydney; • reduced congestion and reduced traffic volumes on surface routes, leading to: ➢ enhanced local accessibility and improved amenity in the inner west of Sydney; ➢ enhanced local community activity in the inner	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. Traffic modelling studies commissioned by the RTA indicate that the estimated travel time savings between Westmead/Parramatta and the CBD via the City West Link Road will be thirty minutes in the morning peak. The proposed tunnel length from North Strathfield to Parramatta Road, Broadway is approximately nine 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** Parramatta Road: Lucas Street to Pyrmont Bridge — 18% to 36%

		west of Sydney. • provision of enhanced pedestrian and cycle facilities along the motorway corridor.	Road City West Link Road: 23% to 27% 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 initiatives.

Asset Management and Use Issues

The upgrade and extension of the M4 Motorway as part of Stage 1 of the M4 Extension project will provide a high quality alternative route to heavily congested Parramatta Road, Wattle Street, Dobroyd Parade and City West Link Road. A number of traffic management initiatives have been implemented on Parramatta Road, Wattle Street, Dobroyd Parade and the City West Link Road to increase capacity for through movements; to improve traffic flow and to reduce traffic conflicts along the corridor. These include the provision of right turn bans, protected right turn lanes and the implementation of various forms of physical separation between traffic flows in opposing directions. Notwithstanding, there is a compelling need to provide additional road transport system capacity along the corridor. In addition, the Parramatta Road corridor between North Strathfield and the Sydney CBD, Wattle Street at Haberfield and to some extent, the existing M4 Motorway between Parramatta and North Strathfield are physical assets that are well advanced in relation to their asset 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 M4 Motorway corridor proposed to be upgraded and extended contains some of the first suburbs and industrialised areas in Sydney. The region is highly urbanised with land uses varying from single detached dwellings to medium and high density residential areas and corridors. The initiative would result in wide ranging benefits within the Inner West Region 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. As a result of reduced traffic volumes on key surface routes such as Parramatta Road, the initiative could foster improvements and commercial renewal opportunities along this corridor.

Linkages	This project is consistent with the implementation of the following state policies and strategies:

[redacted]	• 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)