

4 Strategic context and project need

4.1 Current issues with the road network

4.1.1 Traffic congestion across Greater Sydney

Traffic growth is forecast across NSW and will include around one million extra road users in Sydney within the next decade and nearly twice the freight movements by 2031.

Congestion across metropolitan Sydney is estimated to cost up to \$6.1 billion per annum, rising to \$12.6 billion by 2030 if nothing is done¹. Travel by road is the dominant transport mode in Sydney. Even with high growth in rail freight and public transport, road travel is predicted to continue to be the most dominant travel choice for at least the next 20 years². Traffic congestion impacts communities and businesses by:

- Affecting Sydney's large and significant freight, service and business operations
- Reducing the reliability of, and accessibility to, public transport
- Constraining the movement of pedestrians and cyclists
- Reducing amenity for nearby residents, pedestrians, cyclists and sensitive land uses (educational and health facilities).

4.1.2 Missing regional motorway link

In Sydney's South District (which includes the Canterbury-Bankstown, Georges River and Sutherland LGAs), over 50 per cent of journeys are undertaken by car.

There is currently no motorway between the existing M1 Princes Motorway south of Waterfall and the Sydney motorway network. All local and through traffic, including heavy vehicle traffic, is currently required to use the arterial road network to travel between Waterfall and Sydney, principally the A1 Princes Highway, the A3 King Georges Road and / or the A6 Heathcote Road / New Illawarra Road. This results in traffic congestion, leading to delayed travel times.

Traffic congestion can reduce the capacity for freight vehicles to move from and to the nationally significant gateways of Sydney Airport, Port Botany and Port Kembla. Addressing the gaps in Sydney's motorway network is one of the most important steps in expanding capacity for freight across Greater Sydney.

The project would form the first stage of the F6 Extension. The existing F6 reserved corridor between Arncliffe and Loftus was reserved in the 1950s to ensure land was available to accommodate the required road infrastructure for a future connection to link the existing A1 Princes Highway at Loftus with the Sydney motorway network at Arncliffe. Much of that same reservation remains in place today and forms part of the study area being considered in investigations for the F6 Extension.

¹ Infrastructure NSW (2018) NSW State Infrastructure Strategy

² Infrastructure NSW (2012) First things first - The State Infrastructure Strategy 2012 – 2032

4.1.3 Local context

The President Avenue intersection to St Peters interchange corridor accommodates high volumes of daily traffic, including freight, commuter and leisure trips. The average speeds experienced by motorists on routes along these corridors particularly The Grand Parade and the Princes Highway, during peak periods are significantly less than the sign posted speed limits indicating congested conditions on these roads. This congestion results in long journey times for motorists.

The Grand Parade

The Grand Parade accommodates high levels of daily traffic which predominantly travel to and from the Sydney CBD via General Holmes Drive. More than 2700 vehicles travel northbound along The Grand Parade (north of President Avenue) during the weekday AM peak hour, and around 3600 vehicles travel southbound along The Grand Parade during the weekday PM peak hour (2015 – 2017).

About 67,500 vehicles travel on the Grand Parade, between Bay Street and the M5 East, each weekday (2017). Around 13 per cent of total vehicles on The Grand Parade in the vicinity of President Avenue are heavy vehicles.

In the period from 2012 to 2016, there were 219 injury crashes along The Grand Parade / General Holmes Drive, between Southern Cross Drive and Barton Street.

The Grand Parade is a popular destination for local residents and visitors due to its retail and dining precinct at Brighton-Le-Sands, as well as its proximity to Lady Robinsons Beach and views to Botany Bay. Through traffic along The Grand Parade impacts on pedestrian and cyclist safety and amenity of the area.

Princes Highway

The Princes Highway accommodates high levels of daily traffic including freight, commuter and leisure travel. The Princes Highway (north of Rocky Point Road) accommodates more than 37,000 vehicles travelling northbound during the weekday AM peak hour (2015-2017).

The Princes Highway (north of Bestic Street) accommodates more than 35,000 vehicles per weekday (2017 two-way). Users of the Princes Highway frequently experience congestion and delays and travel times are unacceptably long during peak hours. In the period from 2012 to 2016, there were 309 injury crashes along the Princes Highway, between Gannon Street and Jubilee Street.

The Princes Highway is also used for several bus routes which provide services to and from Rockdale Plaza, Rockdale Station and the Sydney CBD. There are currently no dedicated bus lanes on the Princes Highway, resulting in frequent delays to bus services due to congestion.

4.2 Future changes affecting transport in Greater Sydney

4.2.1 Population growth

The Greater Sydney transport network currently services a population of some five million people with about 15.5 million trips on a normal weekday. The population of Greater Sydney will grow to around eight million over the next 40 years, with an additional 817,000 jobs.

With a continuing increase in population, it is anticipated there will be continued growth in traffic on Sydney's roads, with the number of trips made around Sydney each day forecast to increase by 31 per cent, from 15.5 million to 21 million by 2036³. This growth will place growing pressure on the NSW transport network and the key travel demand corridors connecting regional cities and major centres across the greater Sydney metropolitan area.

In the *Greater Sydney Region Plan*⁴, Greater Sydney has been divided into five districts. The Greater Sydney Commission identifies that, by 2036, the population in the South District is expected to grow by around 204,100 people⁵ while the population in the Eastern City District (which includes the Rockdale area) is expected to grow by around 325,000 people⁶. The population in the former Rockdale LGA alone is forecast to grow by 41,000 people from 2016 to 2036⁷. **Figure 4-1** shows the population projections for the Eastern City and South Districts of Greater Sydney.

Many South District residents travel to work destinations outside of the District as there is an imbalance between the number and types of local jobs available and the available labour force. Work destinations for those living in the South District include employment clusters in Sydney City, Green Square-Mascot, Port Botany, Bankstown and Greater Parramatta. Nearly 20 per cent of the journeys to work from the South District are to the City of Sydney⁸.

This imbalance between workforce and employment means that there will remain strong demand for workers to travel by car or public transport to employment clusters as well as non-peak hour business travel between the economic centres of south and central or northern Sydney.

Over 50 per cent of journeys in the South District are undertaken by car (refer to **Figure 4-2**), this forms a large part of demand on the road network. Other modes of transport used by residents in the South District include walk/bike (about two per cent), bus (about three per cent) and rail (about eight per cent).

³ Infrastructure Australia (2015). *Australian Infrastructure Audit*

⁴ Greater Sydney Commission (2018) *Greater Sydney Region Plan*

⁵ Greater Sydney Commission (2018) *South District Plan*.

⁶ Greater Sydney Commission (2018) *Eastern City District Plan*

⁷ NSW Department of Planning and Environment (2016). *2016 New South Wales State and Local Government Area Population Projections, 2011 – 2036*. New South Wales Government

⁸ Greater Sydney Commission (2018) *South District Plan*



Source Greater Sydney Commission

Figure 4-1 Population growth projections

4.2.2 Future trends in transport

Future trends in transport have been taken into consideration in the development of the project in line with the NSW Government's *Future Transport Strategy 2056*. In the last decade, the number of train and bus trips has grown faster than population growth, meaning that a greater percentage of the population is travelling on public transport. During that same timeframe, there were fewer vehicle drivers under 30 years of age on roads than drivers over 60 years of age⁹. This indicates that fewer young people are driving and owning cars as they are increasingly using public transport or other mobility service providers, such as ride sharing services and taxis.

We are moving away from a view of transport as only being the infrastructure and vehicles we use to travel, to a future that evolves with the customer and integrates technology into the network. Concurrent with this trend is the development of autonomous vehicles for both buses and cars. It is expected that fully autonomous vehicles would be active on our roads within the next 15 to 20 years, reducing the need for licensed drivers. Connected and automated vehicles are expected to reduce rates of road trauma caused by human error, improve traffic flow and efficiently manage higher traffic volumes. Motorways will drive and facilitate this shift and will respond to these emerging technologies.

In addition to these trends, there is still a need to make provision for the growth in commercial and freight travel demand (e.g. trade vehicles, grocery and goods delivery) and to reduce congestion across the Sydney road network.

Future Transport outlines that the NSW Government will continue to embrace automation to achieve safety and efficiency benefits as well as service improvements for customers by:

- Enabling new and upgraded physical and digital assets to support new technologies and to adapt to future developments
- Identifying road infrastructure and furniture required to support automated vehicles
- Implementing intelligent traffic management methods to improve road network efficiency
- Delivering 'Smart Motorways' on all NSW motorways

⁹ Bureau of Transport Statistics (2015). Household Travel Survey Highlights 2014/2015

- Supporting the NSW Innovation Strategy to manage the workforce transition associated with the increase in automation.

With these emerging trends, the need for rapid transport infrastructure, including motorways, will remain. The project will play an important role in meeting the needs of these emerging trends and be part of an integrated transport solution for Greater Sydney.

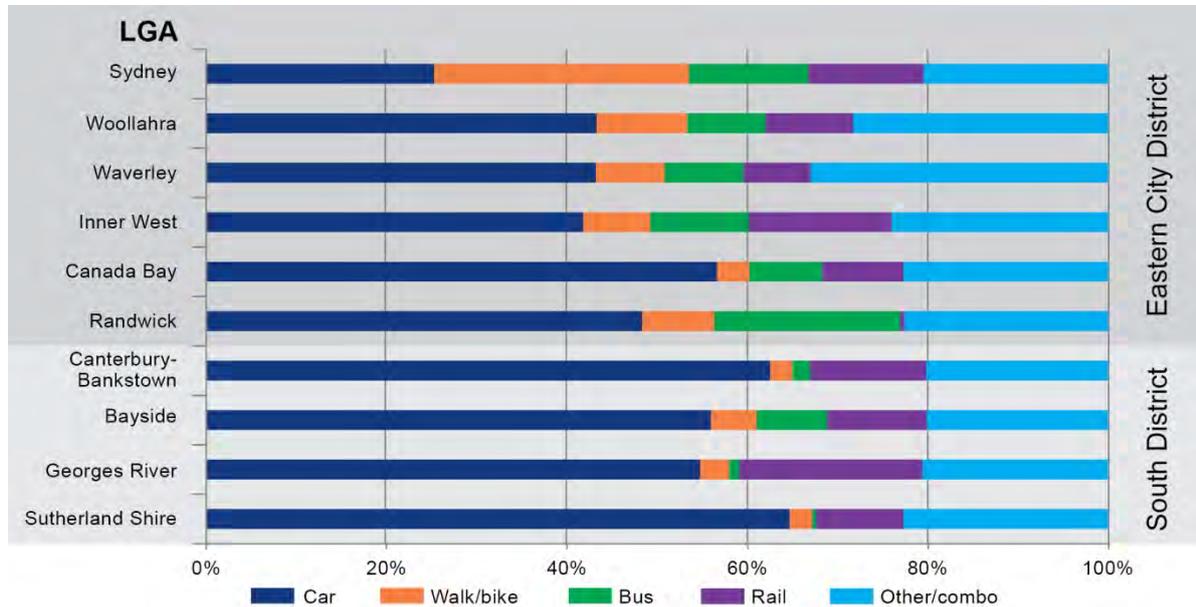


Figure 4-2 Sydney Travel to work data (2016)

4.2.3 Future motorway network

The project would form a key component of the existing and committed motorway network of Greater Sydney (refer to **Figure 4-3**), linking southern Sydney with the Sydney motorway network. The project would provide a direct link with the WestConnex motorways, through to the proposed Sydney Gateway and Western Harbour Tunnel projects. It would also provide stub tunnels to connect to future stages of the F6 Extension.

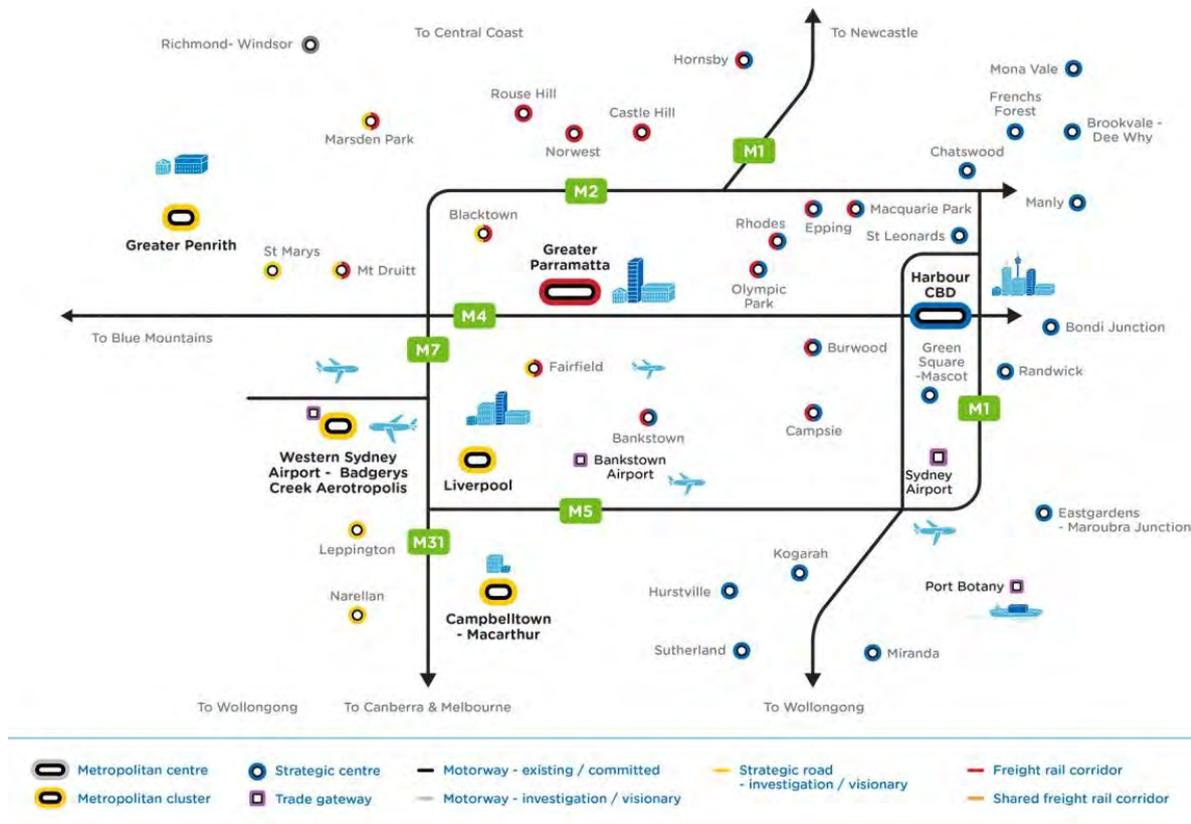


Figure 4-3 Existing and committed motorway network of Greater Sydney¹⁰

4.3 Project objectives

Project objectives have been established to meet the strategic and project need. The objectives have been developed from the objectives of the overall F6 Extension, and aim to achieve similar outcomes on the portion of the overall F6 Extension that the project would deliver. These objectives incorporate environmental, social and economic considerations.

Project objectives have been identified to address the key road network issues and project need outlined in **section 4.1**. The objectives for the project have been grouped according to the key focus areas of transport, productivity, city shaping, community and environment.

Transport - Improve travel times and reliability for road users travelling between Southern Sydney and strategic centres in Greater Sydney while supporting faster and more reliable times for local bus customers and road users in Southern Sydney.

Productivity - Support the future growth and productivity of Southern Sydney by improving connectivity between these regions and strategic centres in Greater Sydney

City Shaping - Provide opportunity for improvements to urban amenity and place making by reducing through traffic along corridors that perform a key place function.

Community and Environment - Minimises adverse impacts on the environment and the community during construction and operation.

¹⁰ NSW Government (2018) *Future Transport Strategy 2056*

4.4 Project benefits

The project benefits are centred on the importance of the road network to businesses and communities within the project area and the effects that improvements to its functioning may provide to its surrounds (refer to **Figure 4-4**). Benefits also include enabling future stages of the missing motorway link between the M1 Princes Motorway and the Sydney motorway network.

A Final Business Case¹¹ was completed for the F6 Extension Stage 1 and it outlines the following expected benefits of the project:

- Transport benefits would result from reduced travel time and better reliability for road users; better connectivity for active transport; and improved road safety. These benefits are estimated at \$2,005 million
- Productivity benefits would result from it being easier for people to get to jobs, for businesses to access their markets and for heavy vehicles to move more efficiently through southern Sydney. These benefits are estimated to be \$236 million
- City-shaping benefits would result from easier access for residents when through traffic is reduced from local centres and more certainty is provided around planning and investment. These benefits are estimated at \$137 million.



Figure 4-4 Project benefits

¹²Infrastructure NSW, 2018. *Final Business Case Summary: F6 Extension – Stage 1*.

4.4.1 Easing congestion and improved connectivity

As part of an integrated transport solution for Sydney, the project, is expected to reduce traffic on parts of the Sydney road network. This investment in Sydney’s road network would contribute to improvements across the network and would generate benefits to the local and the wider Australian economy.

Congestion within the vicinity of the project is influenced by a number of factors, including residents driving to work (refer to **Figure 4-5**). The project would provide increased capacity to reduce congestion and free up surface roads for public transport.

This reduction in congestion would also facilitate improved greater east-west connectivity for inter-regional traffic and facilitate more efficient journeys to and from southern Sydney by providing a motorway connection between Arncliffe and Kogarah.

The project, through a connection with the New M5 Motorway, would assist in providing more efficient and economic transport connections for freight vehicles, workers and other commercial operators travelling from A1 Princes Highway to Sydney Airport and other industrial and commercial areas in Sydney. The economic impacts of the project are discussed in more detail in **Chapter 15** (Social and economic). The project would improve the journey experience for pedestrians and cyclists by providing an alternative for through traffic, in some places reducing the traffic along the local surface road network and by improving cycling infrastructure near the new motorway corridor.

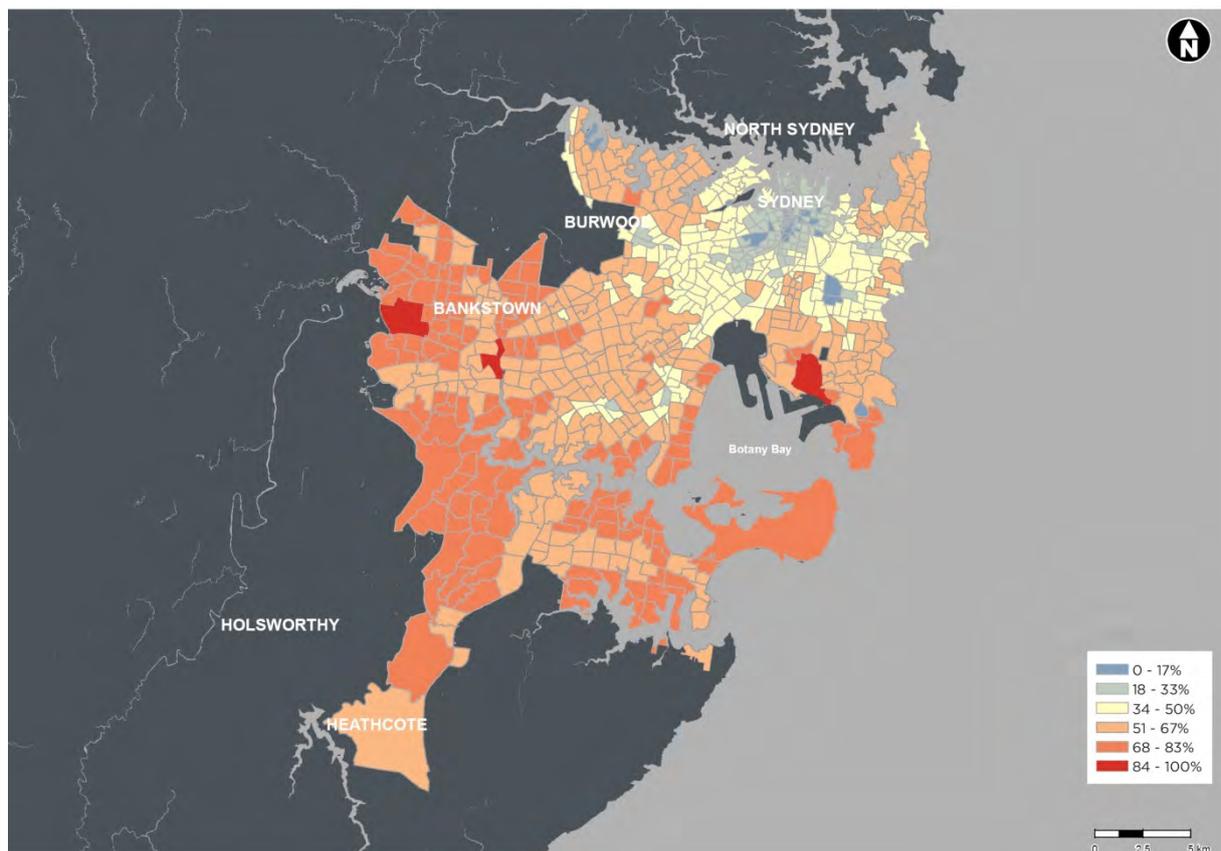


Figure 4-5 Percentage of residents who drive to work (2016)¹²

¹² Australian Bureau of Statistics (2016) Travel to work data

4.4.2 Integrated land use and transport planning

The NSW Government aims to integrate land use with transport planning. This is evident through the release of the *Greater Sydney Region Plan* and *Future Transport 2056*. The project is one component of a larger land use and transport plan for Greater Sydney.

The project plays a key role as a movement corridor, within the Sydney orbital network. Orbital motorway networks provide efficient, high speed motorway travel, which is central to the needs of a growing global city such as Greater Sydney. The benefits of motorways within the context of an international city such as Sydney are shown in **Figure 4-6**.

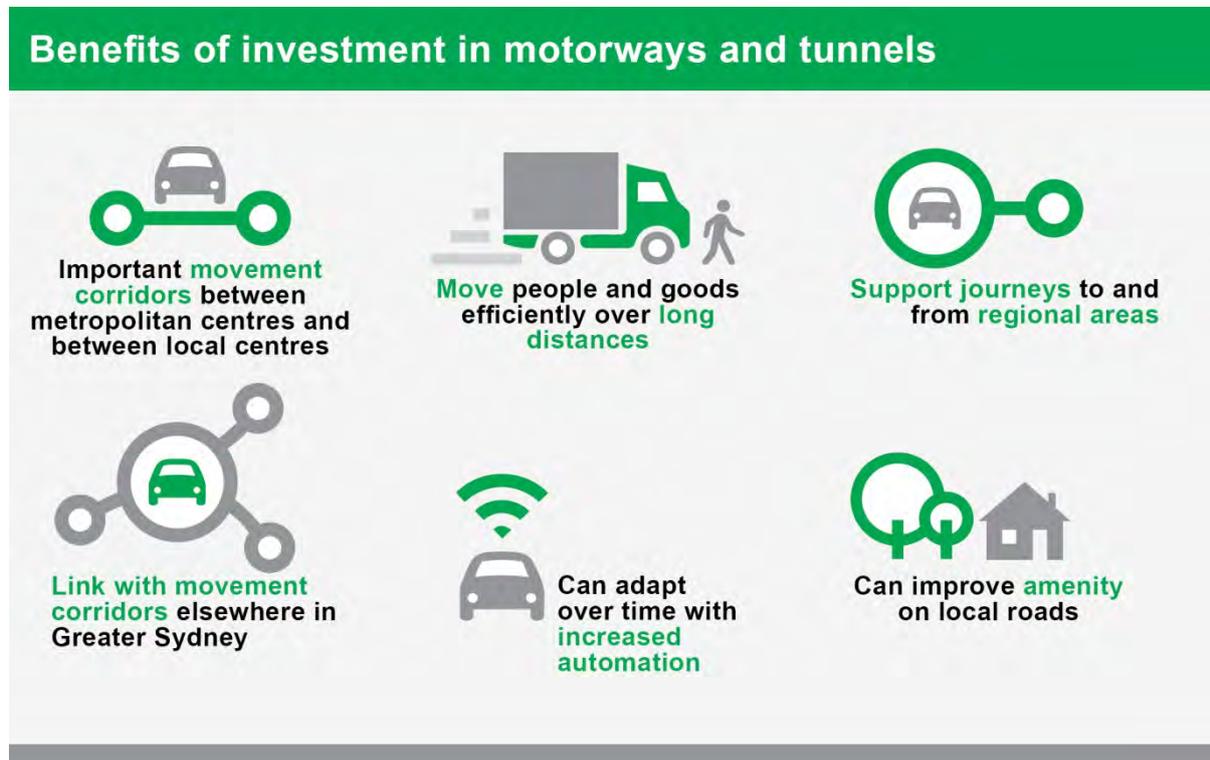


Figure 4-6 Benefits of investment in motorways and tunnels

The project would directly contribute to the following land use and transport outcomes:

- Connected communities – improved city to city and centre to centre connections, as well as better north-south and east-west pedestrian connectivity through the provision of the shared pedestrian and cycle pathways
- A safer environment – improved intersections and traffic flow would reduce the number of traffic incidents, while changes to surface road layouts and provision of additional pedestrian and cyclist links would make it safer for pedestrians and cyclists
- Securing open space - improved amenity within Rockdale Bicentennial Park, contributing to the Green Grid (discussed further below)
- Improvements to other transport modes – by increasing traffic capacity for commercial and through traffic the project supports greater use of public transport (such as buses and Rockdale and Kogarah train stations) and active transport networks (new and proposed walking and cycling routes in the vicinity of the project)
- Place making and urban amenity – supports the ability to realise strategic plans along The Grand Parade and the Princes Highway to improve urban amenity.

The project would also contribute towards the Greater Sydney Commission’s 30 minute city concept (refer to **Figure 4-7**).

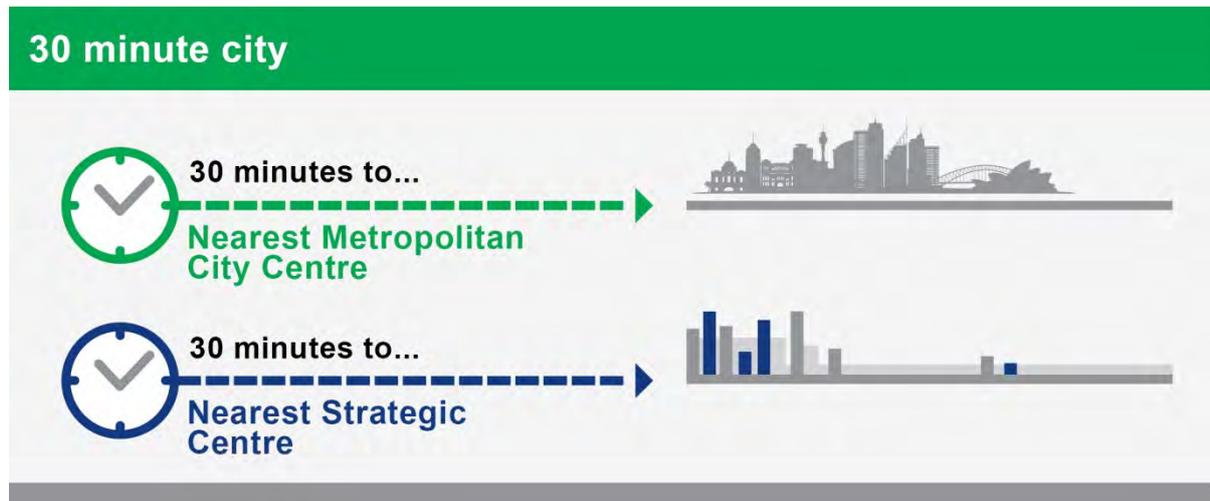


Figure 4-7 Greater Sydney Commission’s concept of a 30 minute city

4.4.3 Opportunities for place making

Future Transport 2056 is underpinned by the movement and place framework (refer to **Figure 4-8**). This framework aims to balance the needs of:

- Vibrant commercial centres, where customers want easy access and pedestrian friendly environments
- Public transport customers who depend on movement corridors for efficient movement to their destinations
- Private car users who use the movement corridors and on-street or nearby parking areas
- Freight operators who need efficient movement corridors and kerbside access to meet delivery timeframes
- Local communities who are interested in ‘liveability’ and places that easily accessible and within walking distance.

Along with future stages of the F6 Extension, the project would support the movement and place framework by changing the role of arterial roads such as The Grand Parade and the Princes Highway. Currently these routes function primarily as movement corridors. The F6 Extension would allow these arterial roads to retain their purpose as movement corridors.

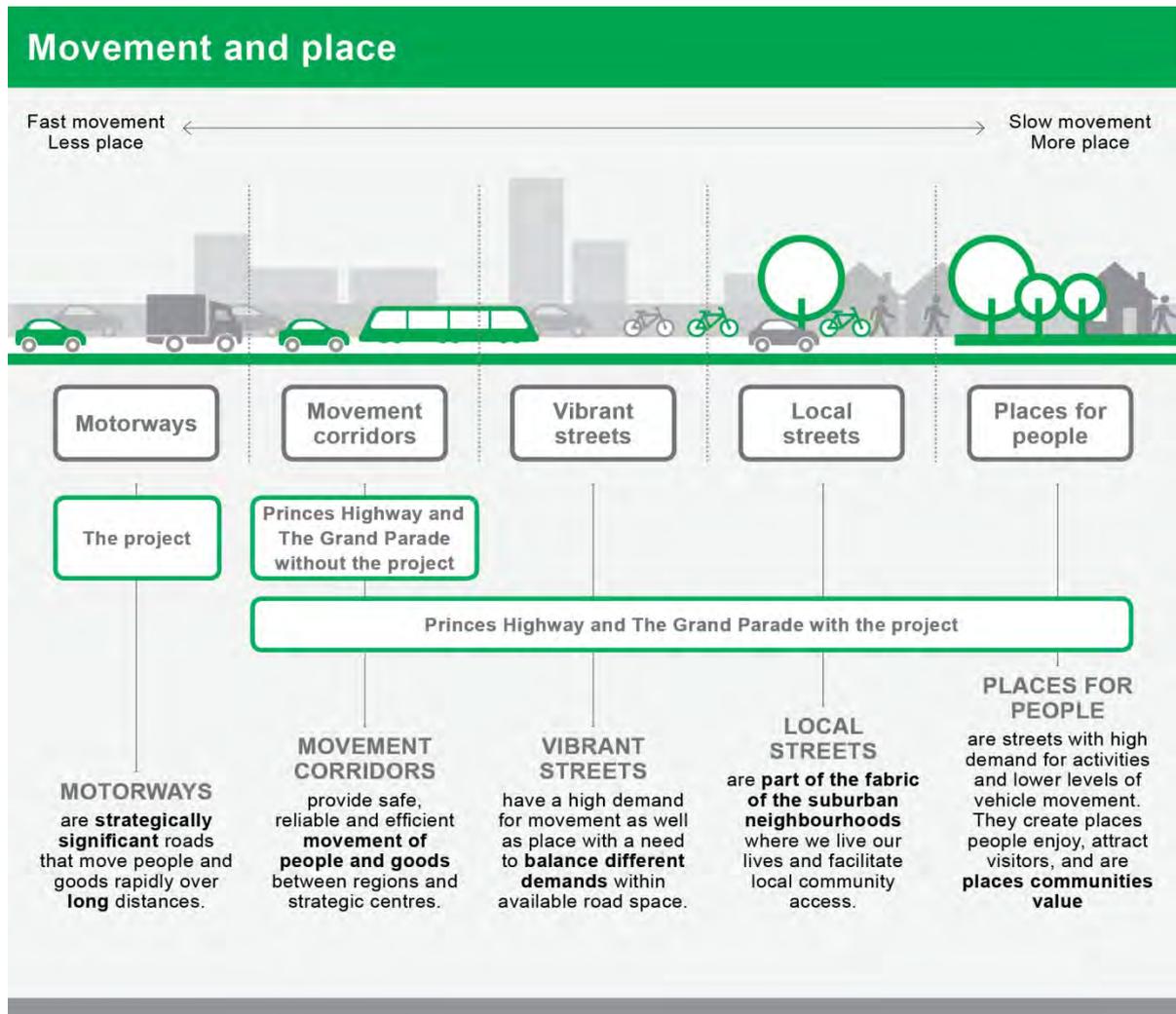


Figure 4-8 Movement and place framework

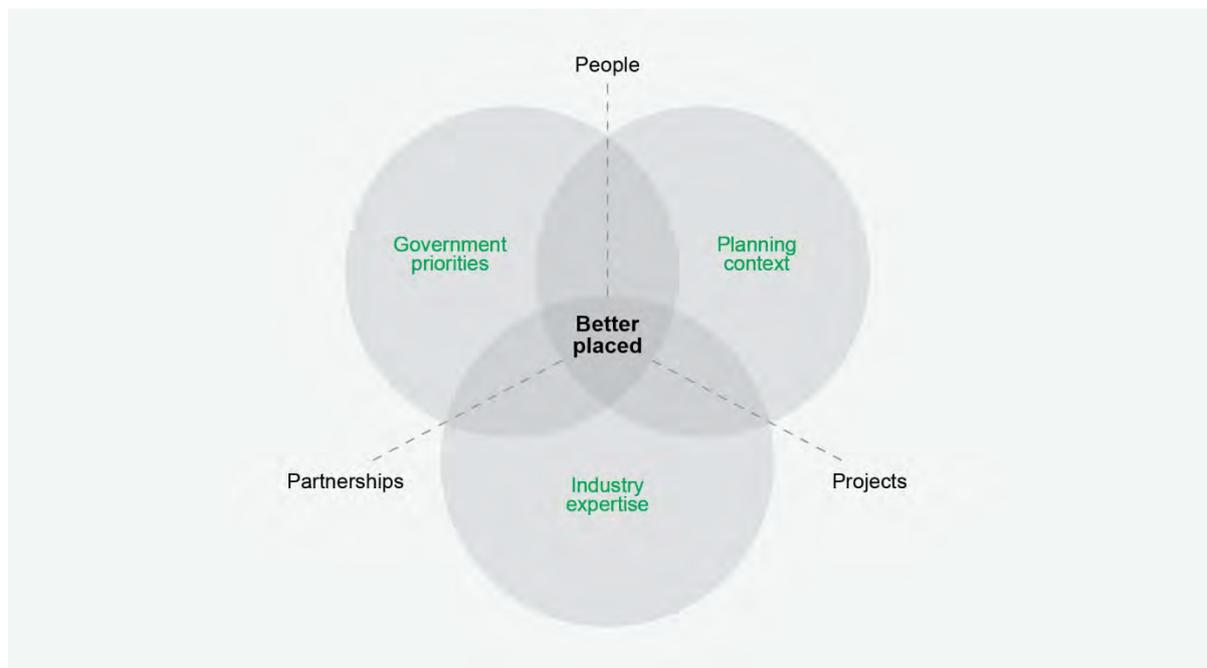


Figure 4-9 The role of the 'Better Placed' policy

In 2017 the NSW Government Architect introduced the *Better Placed* policy¹³. This policy is about enhancing all aspects of urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. *Better Placed* is positioned among a range of national, state, city, and local government policies that reference design. **Figure 4-9** shows where *Better Placed* fits within the government, planning and industry context.

The project would provide opportunities for the implementation of the *Better Placed* policy by reducing through traffic, including freight vehicles, at key locations along The Grand Parade and Princes Highway. The project would also enable the rejuvenation of Rockdale Bicentennial Park, contributing to Sydney's Green Grid. The following sections discuss these opportunities. Further information is provided in **Appendix C** (Place making and urban design).

The Grand Parade

The Grand Parade currently provides a connection for traffic traveling between southern Sydney and the Sydney CBD. As a result, this key corridor along the shores of Botany Bay is often congested, resulting in reduced amenity of the foreshore precinct. By reducing through traffic at this location, the project would reduce amenity impacts for the users of the Botany Bay foreshore.

Brighton-le-Sands is identified as a local centre in the *Eastern City District Plan*. The vision for local centres is as focal point of neighbourhoods, where there is a focus on walking and cycling, with a mix of uses and urban spaces creating a vibrant character and places to meet and socialise. The Greater Sydney Commission sees the success of local centres and high streets, such as the Grand Parade, as being supported through specific and flexible measures to improve activation and viability¹⁴.

Princes Highway

The *Bayside West Precincts 2036*¹⁵ plan includes the Arncliffe Precinct, Banksia Precinct and the Cooks Cove Precinct. The plan aims to create connected town centres for Arncliffe, Banksia and Cooks Cove, better transport connections, more housing choices, a vibrant Princes Highway corridor and new areas of open space.

Reduced daily traffic is forecast on sections of the Princes Highway through Arncliffe and Banksia with the project, assisting the facilitation of this strategy. By reducing the number of vehicles on surface roads, the project supports future growth and urban changes along the Princes Highway corridor and improves the safety of connections for active transport users.

¹³ <http://www.governmentarchitect.nsw.gov.au/thinking/integrated-design-policy/introducing-better-placed>

¹⁴ Greater Sydney Commission (2018) *Greater Sydney Region Plan*

¹⁵ NSW Department of Planning and Environment (2018) *Bayside West Precincts 2036 – Arncliffe, Banksia and Cooks Cove*

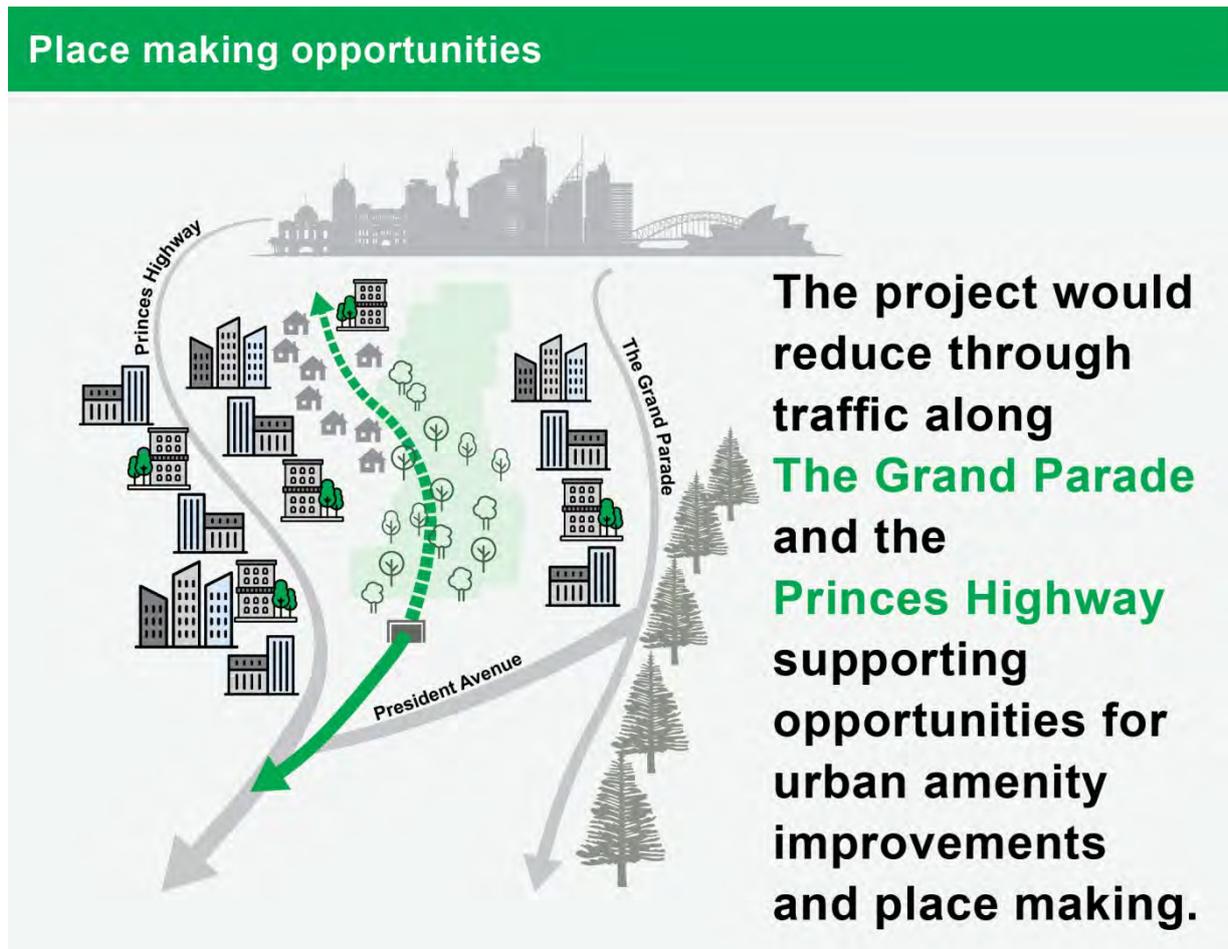


Figure 4-10 Place making opportunities along parallel routes

Sydney Green Grid

The NSW Office of the Government Architect has released a plan to seek out opportunities for a network of high-quality green space that connects town centres, public transport hubs, and major residential areas. This network is known as the Sydney Green Grid¹⁶.

The vision for the Sydney Green Grid is identified in the *Eastern City District Plan*, and includes the Rockdale Wetlands Open Space Corridor. The plan states that parts of this corridor which are currently zoned for a future motorway, should be designed to retain and protect recreational open spaces and the ecological values of the corridor. The project has been designed to align with this vision, minimising impacts on recreational open space and ecological values within the project corridor by placing the motorway predominantly underground.

The reinstatement of Rockdale Bicentennial Park would be undertaken in consultation with Bayside Council, key stakeholders and the NSW Office of the Government Architect to ensure the vision and objectives of the Sydney Green Grid are taken into consideration. **Figure 4-11** shows the Green Grid within the vicinity of the project.

¹⁶ www.governmentarchitect.nsw.gov.au/articles/2017/06/sydney-green-grid



Figure 4-11 Rockdale Wetlands’ place in Sydney’s Green Grid¹⁷
 Extract from the NSW Government Architect’s ‘Sydney Green Grid’(2017)

4.4.4 Consistency with strategic planning

The project is consistent with a number of strategic plans for transport, development and freight that have been prepared at a national and State level. Key national and State strategies, policies, and plans have also informed and influenced the vision, objectives, and development of the project. **Table 4-1** provides an overview of relevant strategic plans and their relationship to the project.

¹⁷ www.governmentarchitect.nsw.gov.au/articles/2017/06/sydney-green-grid

Table 4-1 Strategic planning and policy framework

Policy	Description
Australian Infrastructure Plan	<p>Infrastructure Australia's <i>Australian Infrastructure Plan: The Infrastructure Priority List</i> (the Priority List) dated February 2017 sets out a number of projects and initiatives identified as priority infrastructure investments that Australia needs over the next 15 years.</p> <p>The 2017 Priority List identifies the F6 Extension as a 'Priority Initiative'. A 'Priority Initiative' is a potential infrastructure solution for which a business case has not yet been completed but seeks to address a problem or opportunity of national significance. The Priority List describes the problem as connectivity between Wollongong and the Sydney CBD.</p> <p>The project would form the first stage of the F6 Extension.</p>
NSW State Priorities	<p>There are 18 State Priorities currently being actioned by the NSW Government. The project would contribute to achieving a number of these priorities including:</p> <ul style="list-style-type: none"> • Encouraging business investment –by linking southern Sydney with key employment centres such as the Sydney CBD, and providing improved conditions for freight transport • Boosting apprenticeships –by delivering apprenticeships and becoming a major employer in NSW. Refer to Chapter 15 (Social and economic) for more information • Protecting NSW's credit rating –by delivering financial solutions to fund delivery of the motorway to ensure a positive net result for the NSW economy while minimising impacts on the State's budget • Improving road travel reliability –by delivering travel time savings for motorists travelling from southern Sydney to the Greater Sydney region, also enabling better use of existing roads • Reducing road fatalities – by providing a free-flowing motorway alternative for through traffic, reducing traffic on surface roads and improving traffic flows which is correlated with a lower number of road crashes. Refer to Chapter 8 (Traffic and transport) for more information.
State Infrastructure Strategy	<p>The <i>State Infrastructure Strategy 2018-2038</i>¹⁸ is a 20-year strategy, which identifies and prioritises the delivery of critical public infrastructure to drive productivity and economic growth. The 2018 strategy switches the focus from preceding years of developing an infrastructure project pipeline to achieving sustainable growth in the NSW.</p> <p>The Strategy acknowledges that the F6 Extension has been identified as a priority and that it (as well as other projects) is envisaged to extend the strategic road and motorway network, providing crucial functions such as improving its resilience, extending the network to major growth areas and connecting key freight precincts.</p>
Future Transport 2056	<p><i>Future Transport 2056</i> is an update to NSW's <i>Long Term Transport Master Plan</i>¹⁹. This Master Plan specifically identified the gap in the motorway network between the M1 Princes Motorway at Waterfall and the Sydney motorway network. It identifies the connection of the F6 Freeway (M1 Princes Motorway) to Sydney's motorway network as a major long term priority. The Master Plan also identifies as a key priority the completion of the 'missing links' in the motorway network to reduce congestion and consequent trip delays that adversely impact across the Sydney road network.</p> <p>The project is identified in the <i>Future Transport Strategy</i> as a committed initiative for the next 0 – 10 years, with future stages of the F6 Extension also identified as a visionary motorway for investigation. Committed initiatives are for immediate detailed planning or are part of key maintenance, renewal or safety programs.</p>
Greater Sydney Region Plan	<p>The <i>Greater Sydney Region Plan</i> presents opportunities to leverage unprecedented infrastructure investment and provide the right transport connections across the city and within neighbourhoods. The project would provide a connection from southern Sydney to the Sydney motorway network, linking the region with the Eastern Harbour City and Central River City.</p> <p>The project is identified in the <i>Greater Sydney Region Plan</i> as a committed initiative for immediate detailed planning (subject to Final Business Case).</p>

¹⁸ Infrastructure NSW (2018) First things first - The State Infrastructure Strategy 2012 – 2032

¹⁹ Transport for NSW (2012) *NSW Long Term Transport Master Plan*, TfNSW, Sydney, Australia

Policy	Description
District Plans	<p>The <i>Eastern City District Plan</i>²⁰ states the F6 Extension will improve motorway access and freight movements from the Eastern Harbour City across Greater Sydney and to Port Kembla/Illawarra, supporting the functions of critical economic gateways and freeing up road capacity. The plan identifies Kogarah as a health and education precinct/collaboration area, and Brighton-Le-Sands and Rockdale as local centres. The project would improve connections between Kogarah and other strategic centres across greater Sydney, as well as the Sydney CBD. The project would also improve the amenity and liveability of the local centres of Brighton-Le-Sands and Rockdale, reducing through traffic and the number of freight vehicles.</p> <p>The <i>South District Plan</i>²¹ notes that planning is underway for the F6 Extension linking the New M5 Motorway near Sydney Airport with the Princes Highway at Waterfall. The plan also acknowledges the northern parts of the F6 Extension are in the Eastern City District. Delivery of this connection will improve connections between Wollongong and the Eastern Harbour City, particularly with Sydney Airport and Port Botany.</p>
NSW Freight and Ports Strategy	<p>The aim of the <i>NSW Freight and Ports Strategy</i>²² (<i>the Strategy</i>) is to provide a transport network in NSW that allows for the efficient flow of goods to market. The <i>Strategy</i> states that the NSW freight task is expected to almost double over the next 20 years. Such growth has implications for the capacity of the road network, with increased heavy vehicle volumes forecast on Princes Highway, as well as on key connections to Port Botany. Sydney Ports forecasts container trade through Port Botany to nearly quadruple by 2031, reaching seven million containers per year by 2031²³.</p> <p>Sydney's heavy vehicle freight task is highly dependent on the motorway network. The <i>Strategy</i> identifies that the NSW road network carried 63 per cent of the state's total freight volume in 2011, with 33 per cent of freight carried by rail in the same year. Heavy vehicles would continue to have a substantial role in moving freight across NSW for the foreseeable future. The <i>Strategy</i> identifies the challenge of increasing the capacity of NSW roads to support the growth in freight.</p> <p>The <i>Strategy</i> states that addressing the gaps in Sydney's motorway network is one of the most important steps in expanding capacity for freight on the motorway network and is particularly critical in creating a more efficient freight network to the nationally significant gateways of Sydney Airport, Port Botany and Port Kembla.</p> <p>The <i>Strategy</i> has two main objectives: to deliver a freight network that efficiently supports the projected growth of the NSW economy, and to balance freight needs with those of the broader community and the environment. The project is consistent with the three strategic action programs identified in the <i>Strategy</i>:</p> <ul style="list-style-type: none"> • Network efficiency – the project would improve network efficiency by delivering travel time savings and improved connectivity on the Sydney motorway network • Network capacity – the project, through its connection with the New M5 Motorway, would provide increased road capacity on the north–south network for the movement of freight between Sydney Airport/Port Botany (via the St Peters interchange) and southern Sydney • Network sustainability – traffic modelling indicates that the project would remove a large number of heavy freight vehicles travelling along The Grand Parade and the Princes Highway, which would result in improved network capacity and reducing surface road traffic.

²⁰ Greater Sydney Commission (2018) *Eastern City District Plan*

²¹ Greater Sydney Commission (2018) *South District Plan*

²² Transport for NSW (2013b) *NSW Freight and Ports Strategy*

²³ Infrastructure NSW (2012) *First things first - The State Infrastructure Strategy 2012 – 2032*