



New South Wales Government

Department of Premier and Cabinet
Office of the Coordinator General

FILE COPY

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27/8/2008

Michael Deegan
Infrastructure Coordinator
Infrastructure Australia
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126 Phillip Street
SYDNEY NSW 2000

SENDER TO KEEP
CN1409393

Dear Mr Deegan *Michael,*

NSW Submission to Infrastructure Australia – Request for Further Advice

I write in response to your request of 5 August, 2008 to provide further advice by 31 August, 2008 in support the NSW Government submission to Infrastructure Australia of June 2008.

Further to your recent meeting with the Office of the Coordinator General I wish to confirm that the Infrastructure Australia NSW Government Working Group looks forward to meeting with you to discuss the supplementary information requested prior to lodgement.

The NSW Government is finalising the additional analysis in line with the criteria for “problem assessment” and “solution assessment” outlined in your letter of 5 August, 2008.

NSW is also compiling detailed quantified analysis of economic, environment and social costs for prioritised projects. Some of these projects, including the M5 Augmentation, the Metro West and the M4 Expansion and Extension are currently the subject of detailed feasibility studies, the former two projects being jointly funded by the Commonwealth and NSW Governments.

You have asked that the States prioritise their submissions and prepare more detailed work on infrastructure constraints and proposed solutions including economic evaluations. The key priorities identified by the NSW Government are:

- Sydney’s South West (M5 East expansion)
- Western Sydney Transport Corridor - M4 expansion and extension; the Metro West and congestion relief of the existing heavy passenger rail line
- Links to the growing Airport and Port Botany region (particularly freight movement) – serviced by the M4 Ports Link
- Northern Sydney Transport Corridor - F3 to M2 link

- Key Regional Corridors – The Lower Hunter F3 to Branxton Link, the Pacific Highway and Princess Highway (note that project scope and planning is at a stage where funds could be allocated for the Princes Hwy and Pacific Hwy projects in 2009/10FY)
- Northern Sydney Freight Corridor

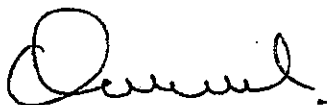
A preliminary summary of each project area is attached for your information. A complete detailed package will be submitted to Infrastructure Australia as part of the formal submission of supplementary information following the meeting with the Infrastructure Australia NSW Government Working Group.

The NSW Government is mindful of Infrastructure Australia's timeframe for completion of the audit and is keen to work constructively on satisfying your information request.

I note your request that the States consider solutions to economic growth capacity constraints which do not involve infrastructure funding, but alternatively, involve regulatory reforms. NSW is currently developing a number of initiatives of this kind and will provide details in the near future.

Mr Peter Duncan, Deputy DG of DPC, will contact your office to arrange the meeting.

Yours sincerely



David Richmond AO
Coordinator General

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Summary – NSW Government Infrastructure Audit Submission to Infrastructure Australia

Project – Western Sydney Transport Corridor - M4 extension and the Metro West

Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
<p>M4 extension including:</p> <ul style="list-style-type: none"> • Completion of link between M4 and City West Link • The Airport/Ports link (essential for improving freight servicing between Port Botany and Western Sydney) • Gladesville Bridge Link <p>Metro West</p> <ul style="list-style-type: none"> • Metro rail between Sydney CBD and Sydney's West • Existing rail line congestion relief – existing rail line capacity enhancement 	<ul style="list-style-type: none"> • Premiers Urban Transport Statement (Nov 2006) identifies M4 extension. • Complete the missing motorway link between the M4 Motorway and City West Link (Sydney CBD and Orbital network). • Relieve congestion along the Parramatta Road corridor and creating the potential to improve public transport and amenity along corridor. • Provide enhanced freeway connectivity between Port Botany/Airport and Western Sydney encouraging more trucks onto the appropriate freeway network and improving freight efficiency. • Potential for high speed transport link between Sydney's West and the Sydney CBD. • Provide congestion relief and growth capacity for the North South corridor and relieving pressure on the Eastern Distributor and Southern Cross Drive 	<ul style="list-style-type: none"> • The costs and impacts of deficiencies have been identified in a comprehensive and strategic manner through: <ul style="list-style-type: none"> • AusLink • State Plan priorities • Metropolitan Strategy • Premiers urban Transport Statement (2006) • Sydney's Motorway Strategy is being implemented progressively. 	<ul style="list-style-type: none"> • The Commonwealth Government has committed \$300 million over the period 2009/10 to 2013/14 for approvals and planning to commence for the M4 extension. • A detailed economic assessment of the M4 extension option has been developed. • A detailed cost benefit analysis of the Metro West proposal is being undertaken – jointly funded by the NSW and Commonwealth Governments. • Detailed assessment of various options to relieve rail congestion.

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Project – Improving Transport Links to the growing Airport and Port Botany region (particularly freight movement) – serviced by the M4 ports extension

Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
<p>Improving Airport/Ports link (essential for improving freight servicing between Port/Airport region and Western Sydney) including the General Holmes grade separation Drive overpass and other improvements</p> <p>Includes linking to the M4 extension and the existing M5</p>	<ul style="list-style-type: none"> Identified in AusLink program. Premiers Urban Transport Statement (Nov 2006) identifies importance of links to Port. Provide enhanced freeway connectivity between Port Botany/Airport and Western Sydney encouraging more trucks onto the appropriate freeway network and improving freight efficiency. Forms part of a comprehensive long term freight transport strategy for Port Botany and Airport region 	<ul style="list-style-type: none"> The costs and impacts of deficiencies and prioritisation have been identified in a comprehensive and strategic manner through: <ul style="list-style-type: none"> AusLink State Plan priorities Metropolitan Strategy Premiers urban Transport Statement (2006) State Infrastructure Strategy 80% of current imports through Botany Bay are distributed in Sydney 	<ul style="list-style-type: none"> The Commonwealth Government has committed \$150 million over the period 2009/10 to 2013/14 for Port Botany Road and rail access and handling improvements. Preliminary investigations are currently being undertaken.

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Project – Sydney's South West Transport Corridor - M5 East Expansion

Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
Expansion of M5 East	<ul style="list-style-type: none"> Provide enhanced freeway connectivity between Port Botany/Airport and Western Sydney encouraging more trucks onto the appropriate freeway network and improving freight efficiency. 	<ul style="list-style-type: none"> The costs and impacts of deficiencies and prioritisation have been identified in a comprehensive and strategic manner through: <ul style="list-style-type: none"> State Plan priorities Metropolitan Strategy Premiers urban Transport Statement (2006) State Infrastructure Strategy 	<ul style="list-style-type: none"> A current \$15 million detailed cost benefit analysis of the M5 East augmentation proposal and other options for the transport corridor is being undertaken – jointly funded by the NSW and Commonwealth Governments. An initial cost benefit analysis report is available.

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Project – Northern Sydney Transport Corridor - F3 to M2 link

Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
Completion of freeway connection between the M2 (orbital network) and the F3	<ul style="list-style-type: none"> Identified in AusLink program. Premiers Urban Transport Statement (Nov 2006) identifies a freeway standard connection between the Sydney Orbital and the F3. Improves National freeway connection Melbourne – Sydney – Brisbane. Relieves congestion on the Pacific Highway corridor between Sydney and Hornsby increasing public transport opportunities and amenity. Improves link between Sydney and the fast growing Central Coast and Lower Hunter regions. 	<ul style="list-style-type: none"> The costs and impacts of deficiencies and prioritisation have been identified in a comprehensive and strategic manner through: <ul style="list-style-type: none"> AusLink State Plan priorities Metropolitan Strategy Premiers urban Transport Statement (2006) State Infrastructure Strategy 	<ul style="list-style-type: none"> Investigations to date (dating back to 2003) have been funded by the Federal Government. A project review is currently underway and is expected to be complete by September 2008. The Commonwealth Government has committed \$150 million over the period 2009/10 to 2013/14 for planning and approvals to commence. Cost benefit analysis information is available.

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Project – Key Regional Corridors – The Lower Hunter F3 to Branxton Link, the Pacific Highway and Princes Highway (note that project scope and planning is at a stage where Building Australia funds could be allocated for the Princes Hwy and Pacific Hwy projects in 2009/10FFY).

Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
Lower Hunter – F3 to Branxton freeway standard link	<ul style="list-style-type: none"> Identified in Auslink program Improve National freight network – Melbourne -- Sydney – Brisbane. Improve efficiency of main road network of the Lower Hunter by reducing total travel time, distance and the number and severity of accidents. Provide better connections between the urban centres of the Lower Hunter Valley. Enhance the role of Newcastle Port to the national economy by improving transport links with the port. Meet the transport need of existing and planned urban development areas in the Lower Hunter Valley 	<ul style="list-style-type: none"> The costs and impacts of deficiencies and prioritisation have been identified in a comprehensive and strategic manner through: <ul style="list-style-type: none"> Auslink State Plan priorities Lower Hunter Regional Strategy State Infrastructure Strategy 	<ul style="list-style-type: none"> Approval granted by NSW Government in 2001 for this project. Modification approval granted in 2007 by the NSW Government. The Federal Government has fully funded planning design, property acquisition and utility adjustments to date - \$47.6 million. Federal Government has deferred funding for project pending completion of joint funded Lower Hunter transport Needs Study. A benefit analysis of the project is available.

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Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
<p>Pacific Highway upgrades</p> <p>Princes Highway upgrades – South of Kiama</p>	<ul style="list-style-type: none"> • Improve National freight network – Melbourne – Sydney – Brisbane. • Improve efficiency of main National road network of the by reducing total travel time, distance and the number and severity of accidents. • Improve regional links between Wollongong – Kiama – Nowra. • Improve efficiency of regional road network of the by reducing total travel time, distance and the number and severity of accidents. • Part of an ongoing program to upgrade Princes Highway. 	<ul style="list-style-type: none"> • The costs and impacts of deficiencies and prioritisation have been identified in a comprehensive and strategic manner through: • State Plan priorities • Regional Planning Strategies • State Infrastructure Strategy 	<ul style="list-style-type: none"> • Joint Federal and NSW Government program has been underway since 1996. • From Mid 1996 to mid 2008 a total of \$3,044 million has been spent. • Various approvals have been obtained for further works. • A benefit analysis of the project is available. • Construction is scheduled to commence in 2011. • A benefit analysis of the project is available.

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Project – Northern Sydney Freight Corridor

Proposal Detail	Goal Definition	Problem Assessment	Solution Assessment
Northern Sydney Freight Corridor	<ul style="list-style-type: none"> • Increase capacity and flexibility and reduce the interface between freight and passenger services between North Strathfield and the Hawkesbury River • More Efficient movement of freight in and around Sydney and to take care of increasing freight task. 	<ul style="list-style-type: none"> • AusLink identifies freight capacity constraints on the Short North corridor. • ARTC have identified this as a significant infrastructure challenge. 	<ul style="list-style-type: none"> • The Commonwealth Government has provided \$15 million towards studies – Being undertaken by TIDC • Commonwealth Government announced \$834 million towards a dedicated Northern Freight Line • TIDC study will establish the case and evaluate the full costs of this solution