M5 STUDY IS SOUND - BUT DELIVERY IS CRITICAL

The M5 East duplication is amongst the most pressing road projects in the nation - and its delivery would play an important part in easing Sydney’s crippling congestion, but more detail about how this and other future projects will be funded is critical, says Infrastructure Partnerships Australia – the nation’s peak infrastructure body.

"Today’s plan for the M5 Corridor is a welcome step forward, but what is needed is transparency about how this and other projects will be financed and delivered," said IPA Executive Director, Brendan Lyon.

"Everyone is eager to see how this plan fits into a wider strategy for Sydney’s transport network and we eagerly await further detail in the Transport Blueprint.

"The M5 is only one part of the jigsaw for Sydney's transport. Taxpayers and business need much greater transparency about when this and other major projects, like the M4 East motorway and badly-needed upgrades to the heavy rail network, will be delivered.

"The addition of four new lanes to the M5 East and the widening of the M5 Motorway would make a real difference to travel times for commuters and smooth the movement of freight and passengers to Sydney’s port and airport.

"Sydney's air and sea port are fundamental drivers of the State economy, so the RTA's commitment to consult widely with industry and stakeholders is welcome and important in getting the project right.

"The eventual project must be designed to service the port and airport precinct, while also allowing for the future integration of major missing links like the long-awaited M4 East and F6 motorways.

"Sydney Airport is Australia’s global gateway, handling 46 per cent of international air traffic and more than 31 million passengers every year. It directly contributes $8 billion to the State economy.

"Port Botany handles around 2 million containers a year and contributes $2.5 billion to the State economy.

"Sydney’s Port and Airport are both undertaking massive expansions to cope with growth in tourism and freight movements. Without supporting investments in road, rail and intermodal infrastructure, NSW risks strangling its own economy.

"The $4.5 billion estimated cost of this project is significant, but the annual benefits in travel time savings alone exceed $6 billion.
"Infrastructure projects like the M5 corridor improvements deliver long-term benefits and must be a primary focus for the Government.

"Removing this bottleneck would reduce congestion on the M5 Motorway and the Westlink M7, increasing the efficiency of the whole Orbital Motorway network.

"Infrastructure Partnerships Australia recently released a major report into Sydney’s transport networks, which identified the M5 East duplication and the M5 widening as top priorities to get Sydney moving again.

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