

## **MM-4            MAYORAL MINUTE : WESTCONNEX MOTORWAY**

**Department    Executive Services**

**Author Initials: AT**

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### **REPORT**

After a number of requests and letters, representatives from the Sydney Motorways Office presented information to Councillors, at a Workshop on 14 May 2013. The presentation was to outline the potential WestConnex Motorway Project. It was stated that, the overall aim of the project is to link the M4 and M5 motorways with the major freight and infrastructure hubs of the Port of Botany Bay and Sydney Airport. This project will provide a continuous link from the North (M2 & M1), the West (M4) and the Southwest (M5). It is expected that this project will reduce the need for heavy traffic and major commuter traffic to traverse local residential streets, as there will be a continuous motorway link around the city.

This is particularly important to the City of Canada Bay as it will mean that the eastern end of the M4 will not need to dump in excess of 100,000 vehicles per day onto Parramatta and Concord Road, some of which then finds its way into the streets of Concord, and other parts of City of Canada Bay to the Sydney CBD. It should also mean that there will be a significant reduction in the volume of surface traffic on Parramatta Road and also other roads in Canada Bay. For many years Parramatta Road has been a traffic sewer, preventing residential life or significant business operations existing along the corridor due to the noise and pollution of the extreme traffic volumes.

We have been advised that the option of a tunnel rather than an intrusive slot type construction is under consideration. However, the location of portals and vent stacks is of great concern to this community. It would appear that the tunnel option will, subject to detail design, provide economic, traffic and planning benefits to the City of Canada Bay.

The next step in this process is for the Sydney Motorways Office to put a Business Case to State Government to promote the preferred option. The plan is for this case to be presented in July 2013, with approval from State Government sometime after this. At this time it is also expected that we will be provided with additional modelling of traffic and pollution and the like and controls and measures to deal with pollution issues.

In conclusion, I support the project in principle to reduce freeway traffic from entering local streets and look forward to receiving further details on entry/exit portal locations and location of air filtration systems that should be to world class standards for controlling pollution emission. I also look forward to consultation with RMS on these matters.

### **RECOMMENDATION**

1. THAT Council in principle support a proposed tunnel option for the WestConnex motorway, subject to details of the access and exit Portal Locations and the provision of world class pollution treatment of air filtration systems.
2. THAT Council call on the NSW government to immediately engage with Local Government along the route.

3. THAT Council support the provision of an integrated public transport system to facilitate development along the corridor.
4. THAT Council notify the State Member, the Minister for Transport and the Minister for Roads of Council's resolution.