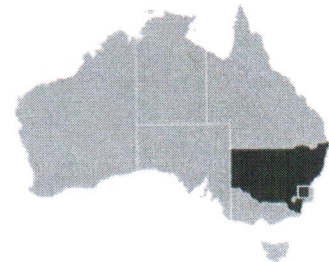
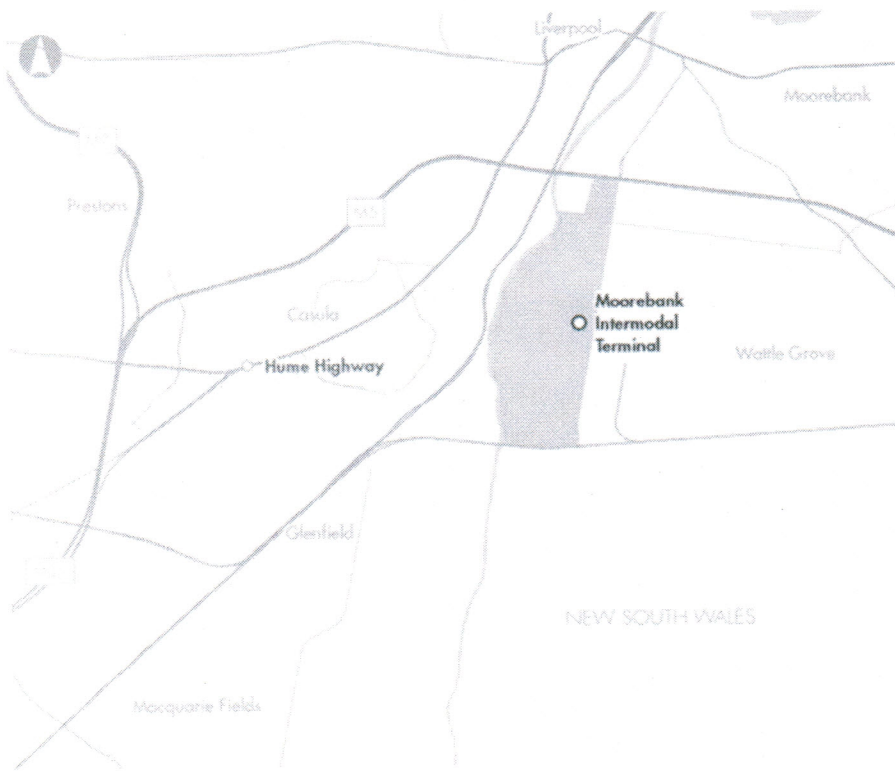


Moorebank Intermodal Terminal road connections upgrade



LOCATION
Western Sydney, NSW

PROBLEM TIMESCALE
Near term (0–5 years)

PROPONENT
NSW Government

DATE ADDED TO THE IPL
February 2016

Problem

The 2015 *Australian Infrastructure Audit* identified the M5 corridor – the key corridor linking the Moorebank Intermodal Terminal (MIT) and Port Botany – as highly economically significant. The delay cost per kilometre in the corridor is projected to be the 10th highest of any corridor in New South Wales in 2031, even after accounting for the duplication of the M5 East as part of WestConnex.

The development of the MIT presents an opportunity to moderate growth in freight traffic on the M5 corridor. However, it will generate additional freight traffic in the vicinity of the terminal. The current road network provides a single point of access to the freight precinct. This constraint could create significant ‘last mile’ congestion, affecting the efficiency of freight movements, and ultimately the effectiveness of the MIT itself.

The broader road network surrounding the MIT is currently highly congested, particularly sections of the M5, which has a poor safety record due to significant ‘weaving’ conflicts (where vehicles are weaving in and out of lanes).

Proposed initiative

The initiative proposes a package of inter-related road infrastructure improvements to increase network efficiency and improve access to the MIT. The major components include:

- upgrades to the M5 interchanges at the Hume Highway and Moorebank Avenue
- duplication and extension of Cambridge Avenue from Moorebank Avenue westward to the Hume Motorway (M31).

Next steps

Proponent to identify initiatives and develop options (Stage 2 of Infrastructure Australia’s Assessment Framework).