

Infrastructure Australia Priority List 2020

The Western Harbour and Warringah Freeway EIS document states as one of the justifications for the project that the project sits on the Infrastructure Australia List ([Chapter 3](#), Table 3-2: Strategic planning and policy framework). Chapter 3 refers to the 2018 list. The 2020 list has recently been published and the WHTWF project has not moved up the priority list whereas several other projects have.

Here are the facts:

Projects listed as higher priority than WHTBL for NSW:

Category 1) High Priority NSW Projects (with assessed business cases) = 3

Category 2) Priority NSW Projects (with assessed business case) = 1

Category 3) High Priority NSW Initiatives (some at Business Case assessment stage) = 12

Total Higher Priority NSW Projects = 16

Of those 16 there are:

8 Higher priority public transport projects

7 Higher priority projects in Regional Areas/ Western Sydney

Category 4) Priority Initiatives

WHTBL falls into the fourth and bottom category ie) Priority Initiatives where it states that it does not yet have a business case assessed. There are **25 OTHER priorities** on the Priority Initiatives list, many are public transport or rail freight initiatives that would take vehicles off our roads. Why is WHTBL being moved up the priority list when there are:

16 Projects in NSW with a higher priority than the Western Harbour Tunnel and Beaches Link Projects. **4 of these projects** have had a full business case review and a “rigorous assessment” done by Infrastructure Australia. The WHTBL projects continue to be marked as business case is still “under development” yet an EIS has been published laying claim to the project needs and claiming a full assessment has been done.

Conclusion:

The WHTBL project sits amongst 32 other projects in the bottom category of the Infrastructure Australia list. Infrastructure has earmarked it as a possible priority under the condition that a valid business case be submitted for assessment. A business case has not been published. The Upper House has called for the Business case of several occasions and it has not been presented to Parliament, Infrastructure Australia or the Public. There are 16 other higher priority projects in NSW many of whom have assessed business cases and several of which are located in Western Sydney and Regional Areas – the areas that most need the governments investment following drought, bushfires and the economic downturn due to COVID-19.




How to read the Priority List

Proposals on the *Infrastructure Priority List* are divided into two broad groups:


- **Projects** are advanced proposals that have a full business case, which Infrastructure Australia has assessed as capable of addressing a nationally significant problem or opportunity and delivering robust economic, social or environmental outcomes. Projects remain on the Priority List until delivery or construction begins.
- **Initiatives** are proposals that Infrastructure Australia has determined have the potential to address a nationally significant problem or opportunity. Infrastructure Australia includes them on the Priority List to indicate that further development and rigorous assessment of these proposals is a national priority.

These proposals are again divided into two categories, **High Priority** and **Priority**, to indicate the comparative significance of the problems or opportunities they address. We use these categories in order to direct decision maker's attention to the most critical issues, while also offering a comprehensive view of all problems and opportunities of national significance.













High Priority Projects

| Project name | Problem/opportunity description | Delivery timeframe (years) | Category | Page |
|--|--------------------------------------|----------------------------|---|------|
| New South Wales | | | | |
| M4 Motorway upgrade Parramatta to Lapstone | Connectivity in outer western Sydney | 0-5 |  | 36 |
| Sydney Metro: City and Southwest | Sydney rail network capacity | 0-5 |  | 37 |
| Western Sydney Airport | Sydney aviation capacity | 5-10 |  | 38 |













Priority Projects















| Project name | Problem/opportunity description | Delivery timeframe (years) | Category | Page |
|------------------------|------------------------------------|----------------------------|---|------|
| New South Wales | | | | |
| Nowra Bridge | Shoalhaven River crossing capacity | 0-5 |  | 45 |

High Priority Initiatives

| Initiative name | Problem/opportunity description | Timeframe (years) | Category | Next steps | Page |
|--|--|-------------------|--|---|------|
| New South Wales | | | | | |
| Regional NSW road network safety improvements | Safety on regional roads in New South Wales | 0-10 |  | Initiative identification and options development | 77 |
| Sydney Gateway Connection between WestConnex at St Peters and Sydney Airport/Port Botany | Sydney road network capacity | 0-5 |  | Business case development | 78 |
| Public transport capacity Parramatta Road and Victoria Road corridors | Congestion on Sydney's Parramatta Road and Victoria Road corridors | 0-5 |  | Initiative identification and options development | 79 |
| Sydney rail network capacity | Sydney rail network capacity | 0-5 |  | Business case assessment | 80 |
| Southern Sydney to CBD public transport enhancement | Connectivity between inner south urban growth area and Sydney CBD | 5-10 |  | Initiative identification and options development | 81 |
| Sydney Metro West Mass transit between Parramatta and Sydney CBD | Connectivity between Parramatta and Sydney CBD | 5-10 |  | Business case development | 82 |
| Port Botany freight rail duplication | Sydney freight rail network capacity | 0-5 |  | Business case assessment | 83 |
| Chullora Junction upgrade | Sydney freight rail network capacity | 0-5 |  | Initiative identification and options development | 84 |
| Corridor preservation for Western Sydney Airport fuel pipeline | Future fuel connection to Western Sydney Airport | 0-5 |  | Initiative identification and options development | 85 |
| Corridor preservation for Western Sydney Freight Line and Intermodal Terminal access | Future freight rail capacity to Eastern Creek intermodal and Sydney Main West Line | 0-5 |  | Business case development | 86 |
| Corridor preservation for Outer Sydney Orbital road and rail / M9, and Castlereagh connection | Future connectivity between Western Sydney and Central Coast/Illawarra | 0-5 |  | Initiative identification and options development | 87 |
| Corridor preservation for Western Sydney Airport rail connections | Future rail connections to Western Sydney Airport | 0-5 |  | Initiative identification and options development | 88 |

Priority Initiatives

| Initiative name | Problem/opportunity description | Timeframe (years) | Category | Next steps | Page |
|---|---|-------------------|--|---|------|
| New South Wales | | | | | |
| John Hunter Health and Innovation Precinct capacity | Capacity constraints and opportunity for new services | 10-15 |  | Initiative identification and options development | 109 |
| Active transport (walking and cycling) access to Sydney CBD | Inner city access to Sydney CBD | 0-5 |  | Business case development | 110 |
| Sydney CBD motorways optimisation | Inner Sydney road network capacity | 0-5 |  | Initiative identification and options development | 111 |
| Prospect Highway capacity | Western Sydney road network capacity | 0-5 |  | Business case development | 112 |
| A3 and A6 corridor capacity | Southern Sydney to Ryde road network capacity | 0-5 |  | Business case development | 113 |
| Public transport access to Parramatta CBD | Public transport access to Parramatta CBD | 0-10 |  | Initiative identification and options development | 114 |
| Central Station redevelopment Rail and station infrastructure | Redevelopment of rail and station infrastructure at Central Station | 5-10 |  | Initiative identification and options development | 115 |
| M6 Motorway Connection between the M1 Princes Motorway at Waterfall and the Sydney motorway network | Connectivity between Wollongong and Sydney | 5-10 |  | Business case development | 116 |
| Western Harbour Tunnel and Beaches Link | Sydney road network cross-harbour and Northern Beaches connectivity | 5-10 |  | Business case development | 117 |
| Newell Highway upgrade | Connectivity between Melbourne and Brisbane | 0-5 |  | Business case development | 118 |
| Pacific Highway (A1) Coffs Harbour bypass | Connectivity between Sydney and Brisbane | 0-5 |  | Business case development | 119 |
| Pacific Motorway (M1) Extension to Raymond Terrace | Connectivity between Sydney and Brisbane | 0-5 |  | Business case development | 120 |

| | | | | | |
|---|--|-------|--|---|-----|
| Western Sydney Infrastructure Plan | Access to Western Sydney and Western Sydney Airport | 0-5 |  | Various stages | 121 |
| Freight rail access to Port Kembla | Freight rail access to Port Kembla | 0-5 |  | Initiative identification and options development | 122 |
| Moorebank Intermodal Terminal road connections upgrade | Road network connectivity to Moorebank Intermodal Terminal | 0-5 |  | Initiative identification and options development | 123 |
| Great Western Highway improvements Katoomba to Lithgow | Road connectivity between Katoomba and Lithgow | 0-5 |  | Initiative identification and options development | 124 |
| Princes Highway safety and capacity Nowra, NSW to Victorian border | Road connectivity between Nowra and Victorian border | 0-5 |  | Initiative identification and options development | 125 |
| Southern Sydney Freight Line upgrade | Southern Sydney to Moorebank rail freight capacity | 10-15 |  | Business case development | 126 |
| New England Highway upgrade | Road connectivity between Sydney and Brisbane | 5-10 |  | Business case development | 127 |
| Picton Road safety and capacity | Road connectivity between Wollongong and south-west Sydney | 5-10 |  | Initiative identification and options development | 128 |
| Western Sydney Airport public transport connections | Access to Western Sydney Airport | 5-10 |  | Initiative identification and options development | 129 |
| Northern Sydney Freight Corridor Stage 2 Additional track West Ryde to Rhodes and Thornleigh to Hornsby | Sydney freight rail network capacity | 5-10 |  | Business case development | 130 |
| Newcastle–Sydney and Wollongong–Sydney rail line upgrades | Connectivity between Newcastle, Wollongong and Sydney CBD | 10-15 |  | Initiative identification and options development | 131 |
| Sydney cruise terminal capacity | Berthing capacity for cruise ships in Sydney | 0-5 |  | Business case development | 132 |
| South Creek integrated land use and water cycle management | Opportunity for integrated water cycle management benefits | 0-5 |  | Business case development | 133 |
| Hawkesbury-Nepean Valley flood management | Flood mitigation in Hawkesbury-Nepean Valley | 0-5 |  | Business case development | 134 |

Link to full list: <https://www.infrastructureaustralia.gov.au/infrastructure-priority-list>