

Road freight on Picton Road and M1 Princes Motorway at Mount Ousley



Australian Government



\$240M

from Australian Government

\$60M

from NSW Government

\$95.6M

from Australian Government

\$44M

from NSW Government

Mount Ousley interchange

The Australian Government has committed \$240 million and the NSW Government has committed \$60 million to build an interchange on the M1 Princes Motorway at the base of Mount Ousley. The interchange will replace the existing intersection of the Princes Motorway and Mount Ousley Road, bringing greater connectivity, safety and efficiency to those travelling through the gateway to Wollongong.

Picton Road upgrade

We are planning to upgrade Picton Road between the Nepean River and the M1 Princes Motorway, including the interchanges at the M31 Hume Motorway and the M1 Princes Motorway. The NSW Government has allocated \$44 million over four years for the planning of the upgrade of Picton Road and the Australian Government has committed \$95.6 million to the planning of the upgrade of Picton Road and Picton bypass projects.



The freight story - Picton Road and the M1 Princes Motorway at Mount Ousley



Freight is moved across the Sydney and Illawarra -Shoalhaven regions every day to support our communities and drive our economy.



20.5M

tonnes of road freight

The Illawarra-Shoalhaven key freight and transport connections extend to Sydney, the Central West, and Southern and South-Western NSW and interstate destinations. The region has significant quantities of inbound and outbound freight, with freight travelling through Port Kembla dominating movement in the region.

The movement of freight to and from the region relies on existing road and rail networks. Key freight corridors that enable the movement of freight include the M1 Princes Motorway (Mount Ousley Road), Picton Road, Appin Road, as well as the South Coast rail line and the Moss Vale to Unanderra rail line.

The upgrade of Picton Road and Mount Ousley interchange will contribute to the integrated approach we are taking across the transport network to better link ports with key freight precincts as well as key domestic distribution hubs in the west of Sydney.

Road freight moves to and from the Illawarra-Shoalhaven region, Sydney and the rest of NSW through two main road corridors – Picton Road and the M1 Princes Motorway. Between July 2021 and July 2022, around 20.5 million tonnes of road freight travelled to and from the Illawarra-Shoalhaven region via Picton Road and the M1 Princes Motorway at Mount Ousley.

About 50% of road freight in the Illawarra-Shoalhaven region moves to and from Western Sydney and Campbelltown in NSW.



How much freight moves?

More than 20 million tonnes of freight was moved into and out of the Illawarra-Shoalhaven by road in 2021-22. This included the movement of coal, grain, flour, steel, motor vehicles, mineral ore, manufactured goods like cement, sand, gravel and concrete. These supplies moved between the Illawarra-Shoalhaven and Sydney regions, north coast, Queensland and as far out as the Central West and Riverina.

Where does freight come and go from?

Road freight movements to and from the Illawarra-Shoalhaven region travel via two main transport corridors, Picton Road and the M1 Princes Motorway.

Freight from Newcastle, western and south western Sydney, central west, southern highlands and the Riverina tend to travel through Sydney via the M2/M7 before joining Picton Road.

Freight from Newcastle, Sydney's East, Illawarra-Shoalhaven (including Port Kembla and Port Botany) generally travels north to south via the M1 Princes Motorway.



Fast facts on freight

50%

of freight in the Illawarra-Shoalhaven region moves to and from Western Sydney and Campbelltown

25%

of the freight travels to and from Sydney's east, largely dominated by the Port Botany container terminal

15million

tonnes of freight travels along Picton Road each year to Sydney's west

5million

tonnes of freight travels along the M1 Princes Motorway through Mount Ousley to Sydney's east, inner west, and south.



The future of freight in the Illawarra-Shoalhaven regions

Freight growth, including the expansion of Port Kembla, will require increased network capacity and suitable designs enabling efficient freight movements and supporting productivity and sustainable operations. To ensure investment is delivering good value we are future-proofing for different types of vehicles.

How do our suppliers choose how to move their freight?

Like all of us, producers, manufacturers and suppliers make decisions based on cost and what helps them meet their needs – to have goods where they are needed, when they are needed. Volume, product type, delivery point, distance and cost-effectiveness all influence choices on the best mode of freight. By choosing the most economical mode of freight, producers, suppliers and manufacturers keep costs low for consumers everywhere.

The 2046 freight task for Picton Road and M1 Princes Motorway at Mount Ousley

Forecasts show the predicted 2046 road freight task will increase by around 50%. With the rising freight task, there will be an increase in trucks on our roads. To meet the demand for goods we will need to move more with less.

The upgrades will support existing Over Size Over Mass vehicles as well as future modern higher productive vehicles. Modern higher productive vehicles can complete a freight task in fewer trips by carrying more freight in each load.



What benefits would the upgrades of Picton Road and the Mount Ousley interchange bring to freight operators and customers?

The NSW State Government and Australian Government are making a significant investment into the upgrade of Picton Road and the Mount Ousley interchange. To ensure investment is delivering good value for all transport customers, including our freight customers, we are making sure the needs and concerns of freight customers are taken into consideration as both projects progress. We know improved safety, efficiency and increased capacity will keep freight moving in our region.

What types of freight travel on Picton Road and the M1 Princes Motorway at Mount Ousley?

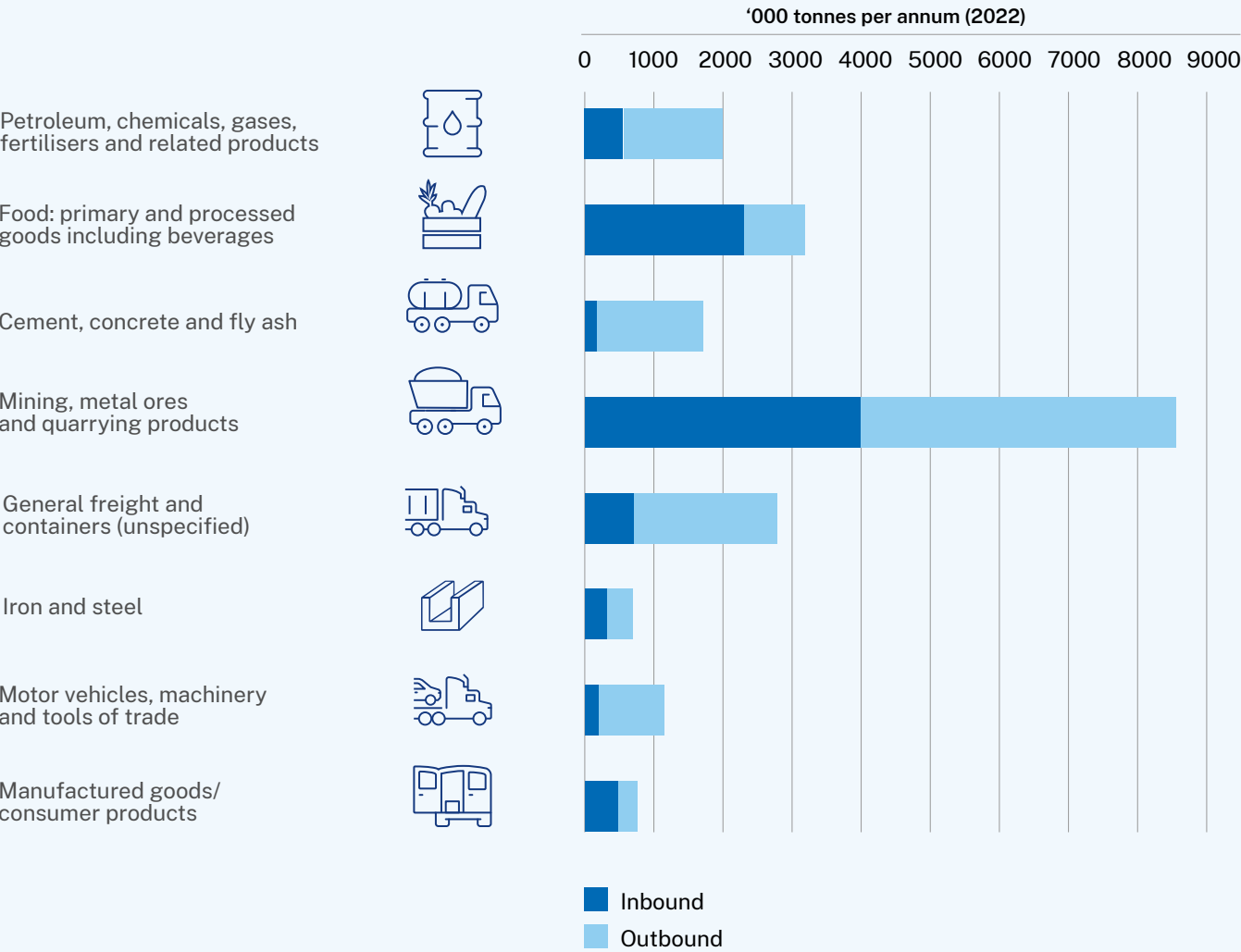


The type of freight transported by road along Picton Road and the M1 Princes Motorway at Mount Ousley is diverse. Freight moving north to south (via the M1 Princes Motorway) is largely made up of manufactured products, grain, coal, iron and steel, food and general freight such as cars, furniture and fuel.

Freight moving east to west (via Picton Road) includes cars, petroleum, chemicals, fertilisers, and related industrial products, largely moved to regional NSW for mining and agricultural sectors. Primary or processed foods and beverages including bulk grain and flour for domestic or export demand also move east to west.

General freight in mixed loads moves in all directions in and out of the region, reflecting the diverse industrial and customer demand. Mining and quarrying products (such as cement, gravel, concrete, sand and stone) make up the majority of freight moving in and out of the region.

Product flows by category to/from Illawarra-Shoalhaven region



What's next?

We will continue to work with our freight suppliers, producers, drivers and industry as we progress the Picton Road upgrade and Mount Ousley interchange.

Contact us

To provide feedback on the projects and to subscribe for project updates, please scan the QR code or contact us.



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