

SOUTH WEST CORRIDOR REGIONAL TRANSPORT PLANNING STUDY

Background

The South West Corridor of the Perth Metropolitan Area has been growing at a greater rate than projected and it is expected that this strong growth will continue right across the region for the foreseeable future.

There are already issues with the existing transport infrastructure and conflict between urban development and expansion of the transport task.

The South West Group have lobbied government and agencies to carry out a comprehensive integrated transport plan for the region. The Western Australian Government has now committed to carry out a three year \$6 million integrated transport plan for the Perth Metropolitan Area. This study is essential for the South West Corridor to identify the investment in infrastructure, planning requirements and management strategies needed to ensure that the strong economic development and high amenity of the region are sustained.

Predicted Growth

The South West Corridor is expected to grow rapidly over the next 30 years stimulated by:

- 1) The housing and servicing requirements of an additional 150,000 residents by 2035. Around thirty per cent of Perth's subdivision activity is within the region
- 2) The development of 2,000 hectares of industrial land and the growth in manufacturing in the region
- 3) The expansion of the Australian Marine Complex from the demands from defence and the resources sector
- 4) Implementation of New MetroRail and the development of transit orientated development zones at Canning Bridge, Bull Creek, Murdoch, Cockburn Coast, Cockburn Central, Kwinana (Wellard) and Rockingham
- 5) Development of a new port at Kwinana
- 6) A new \$1.8 billion 643 bed tertiary care teaching hospital at Murdoch (Fiona Stanley Hospital)
- 7) Development of Cockburn Coast and Port Coogee
- 8) Growth inland between Gosnells and Serpentine – Jarrahdale and to the south between Keralup and Furnissdale placing higher demand on services within the South West Corridor
- 9) Expansion of Murdoch and Notre Dame Universities
- 10) The multi billion dollar opportunities flowing from development of Western Australia's mineral and oil and gas projects
- 11) The multi billion dollar opportunities arising from defence procurement and maintenance
- 12) The development of the Latitude 32 precinct incorporating the City of Cockburn and the Town of Kwinana, expected to produce 10,000 new job opportunities when complete.

Table 1
RESIDENTIAL LAND FINAL APPROVALS TO THE END OF EACH FINANCIAL YEAR

LGA	2003/04	2004/05	2005/06	2006/07	2007/08 To March 30
Cockburn	1 177	1 262	1 539	1 339	995
East Fremantle	52	42	41	20	20
Fremantle	194	130	136	180	80
Kwinana	301	533	518	625	71
Melville	364	492	323	309	240
Rockingham	2 117	1 938	1 703	1 325	757
Total Region	4 205	4 397	4 260	3 798	2 163
Total Perth Metropolitan Area	13 049	13 726	14 605	13 463	8 808
Percentage Region to Perth	32.2%	32.0%	29.2%	28.2%	24.6%

Source: Western Australian Planning Commission State Lot Activity to March 31 2008

Table 2
SOUTH METROPOLITAN POPULATION AND PROJECTIONS

LGA	2005 revised	2006 provisional	2011	2016	2021
Cockburn	76 502	78 768	90 700	102 600	113 900
East Fremantle	6 822	6 932	7 200	7 300	7 200
Fremantle	26 273	26 320	26 900	27 700	28 400
Kwinana	23 406	24 427	28 900	33 800	39 900
Melville	97 436	97 597	99 200	102 400	102 000
Rockingham	85 013	89 629	103 900	116 500	130 100
Region	315 452	323 673	356 800	390 300	421 500

Source: Western Australian Planning Commission Western Australia Tomorrow 2005 and ABS 3218.0 2007

The South West Corridor is a major industrial precinct with nine industrial locations containing and an aggregate area of 6400 hectares of which 2450 hectares is currently vacant.

Two major activity centres/nodes are planned at Murdoch and Cockburn Central containing over 300 hectares which will produce significant employment in the retail, education, health and services sectors.

The redevelopment of Canning Bridge and Rockingham as Transit Orientated Development Zones is expected to produce significant investment activity. Kwinana Town Centre is undergoing an expansion of retail space and facilities with an estimated \$340 million investment.

The Kwinana Eastern Residential Intensification Concept will see \$5.8 billion worth of construction over the next 15 years.

The combined developments are expected to produce over 100,000 new jobs in the next decade.

Auslink

The South West Corridor contains components of two AusLink Corridors – the Perth-Urban Corridor and the Perth-Bunbury Corridor. The Corridor Strategies for both have just been released which confirm the South West Group perspective of the stress on the transport network and capacity issues with some of the roads.

The strategies predict an increase in traffic in Metropolitan Perth of 44 per cent by 2020 and a 31 per cent increase in population in Perth by 2030.

The Rudd government has committed to \$350 million under AusLink 2 for the Perth Urban Transport and Freight Corridor to improve access to Fremantle port operations.

Figures 1 and 2 taken from the Perth-Urban Corridor Strategy give a perspective on the impact on the key transport links of this predicted growth.

New MetroRail

The construction of the Perth-Mandurah railway by the Western Australian Government has become operational in December 2007 and has been reduced traffic on the Kwinana Freeway at the Narrows Bridge by around 20,000 vehicles a day. The railway is a significant stimulus to growth and has increased east west traffic movements within the South West Corridor. Traffic has also increased south of Cockburn Central.

The further development of New MetroRail provides for additional stations between Perth and Mandurah. The only committed additional station is the South Perth rail station which will have minimal impact on this region. The South West Group is seeking commitment for at least two additional rail stations between Cockburn Central and Mandurah.

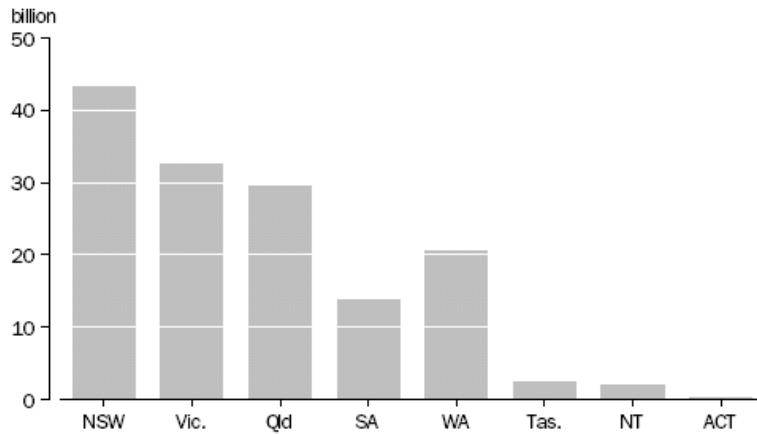
Western Australian Government 6 Point Plan

In 2002 the Western Australian Government undertook a Freight Network Review for Metropolitan Perth which resulted in a 6 Point Plan that was predicated on increasing rail freight's market share.

Road transport carries a significant proportion of the general goods freight task. The most recent ABS figures show over 20 Billion Tonne-Kilometres being travelled by articulated trucks in Western Australia see Figure 1.

Figure 1.

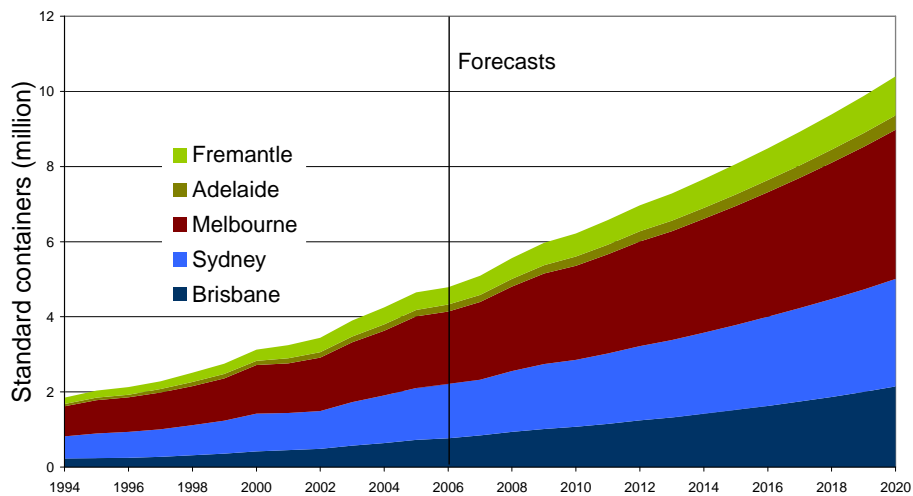
TOTAL TONNE-KILOMETRES TRAVELLED BY ARTICULATED TRUCKS,
State of operation—Year ended 31 October 2007



Increasing the movement of containers from Fremantle Port by rail was a key element of the plan. Container trade for Fremantle continues to grow strongly see Figure 2 from BITRE.

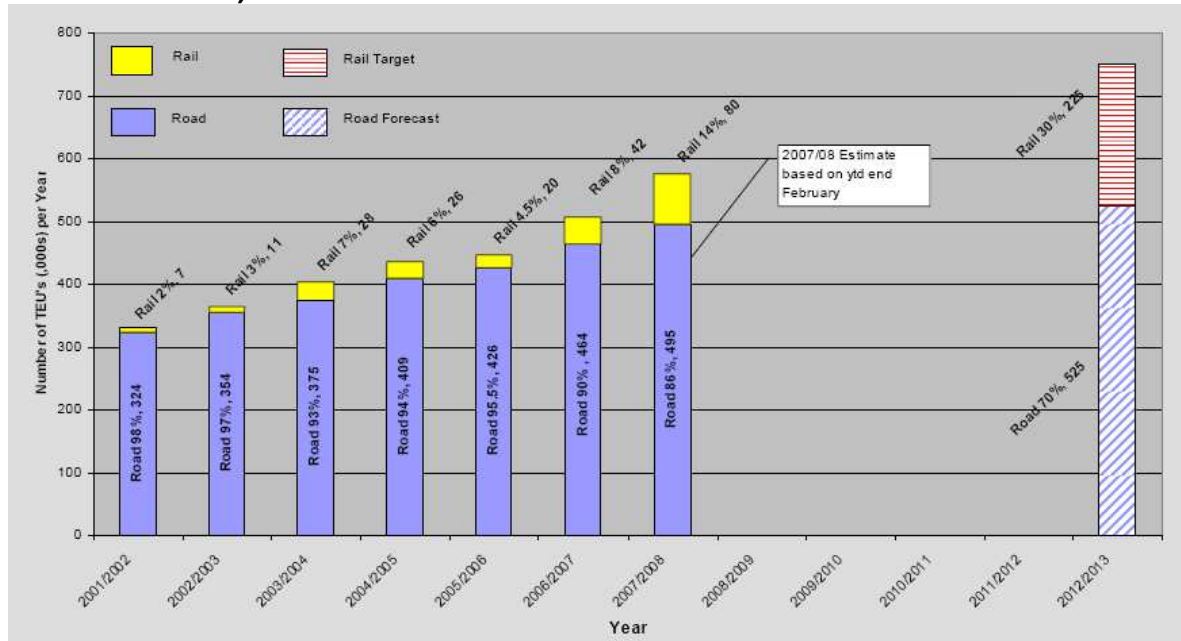
Figure 2. (From BITRE)

Containerised trade for major ports



There has been significant recent growth in the proportion of containers being moved by rail to around 13 per cent of the freight task. The successful implementation of the plan targeting 30 per cent being moved by rail by 2013 will require significant investment in infrastructure, support to develop volume traffic and streamlining terminal processes see Figure 3.

Figure 3.
Mode share of Containers at the Fremantle Inner Harbour (from Fremantle Ports)



Deficiencies

The current transport mode share produces high amenity impacts from traffic on the areas adjoining Leach Highway and High Street as well as in Fremantle and around Fremantle Port.

Rail freight is not competitive, without subsidy, as an alternative to road transport for most containerised freight and needs to build volume and create balanced loads.

Leach Highway already has high crash statistics and together with other major roads in the South West Corridor will have ongoing capacity and congestion issues.

There are current negative impacts on residents due to the narrow width, high number of traffic signals, congested intersections, steep grades and poor geometry on transport routes, particularly along Leach Highway and High Street.

The Kwinana Freeway congestion is expected to worsen between Leach Highway and Rowley Road.

Emergency access to the new 643 bed 24 hour Tertiary Care Fiona Stanley Health Precinct will be compromised due to congestion and poor road networks.

Access to the proposed transport hub at Latitude 32 (Hope Valley - Wattelup industrial area), the new Kwinana Quay and links to the Kewdale Welshpool area are expected to be compromised by inadequate capacity and congestion.

Integrated Transport Planning

The Western Australian Government has committed to a three year \$6 million integrated transport strategy for the Perth Metropolitan Area.

A thorough analysis of future public transport services and infrastructure on a corridor basis is a critical component of this work.

The Department for Planning and Infrastructure have completed the South – West Metropolitan Sector Road Network Study which is the first step in identifying capacity issues and future road network options within the South West Corridor.

**Figure 4
Cockburn Coast Planning triggers need for transport plan**



The South West Group will work with the Metropolitan Transport Planning Study to:

- ensure Local Government and the community are together engaged with the Western Australian and Federal Governments in considering options for regional transport infrastructure to meet the expectations of industry and the community in 2035.
- Clearly identify the transport requirements and priorities to cater for growth and investment from 2009 to 2035.
- Detail the projects that should be carried out under AusLink 2 between 2009/10 to 2013/14.
- Outline how the growing community expectations for significantly improved public transport will be delivered within the region including the role of light rail.
- Demonstrate the capacity of the transport network to deal with growth, emergency access and increasing community expectations on environmental issues.
- Demonstrate how the private sector and governments will be involved in provision of infrastructure, managing traffic congestion and improving productivity.
- Improve the understanding of the need for and the purpose of intermodal facilities

Figure 5
Fremantle Port



Figure 6 (From AusLink Perth-Urban Corridor Strategy March 2007)



Figure 7 (From AusLink Perth-Urban Corridor Strategy March 2007)



Figure 8

Perth Urban Corridors








-  National Network - Road Links
-  Possible future route of the AusLink National Network
-  National Network - Rail Links
-  Other Roads
-  Intermodal Terminal

Figure 9 Industrial Land and the Transport Network

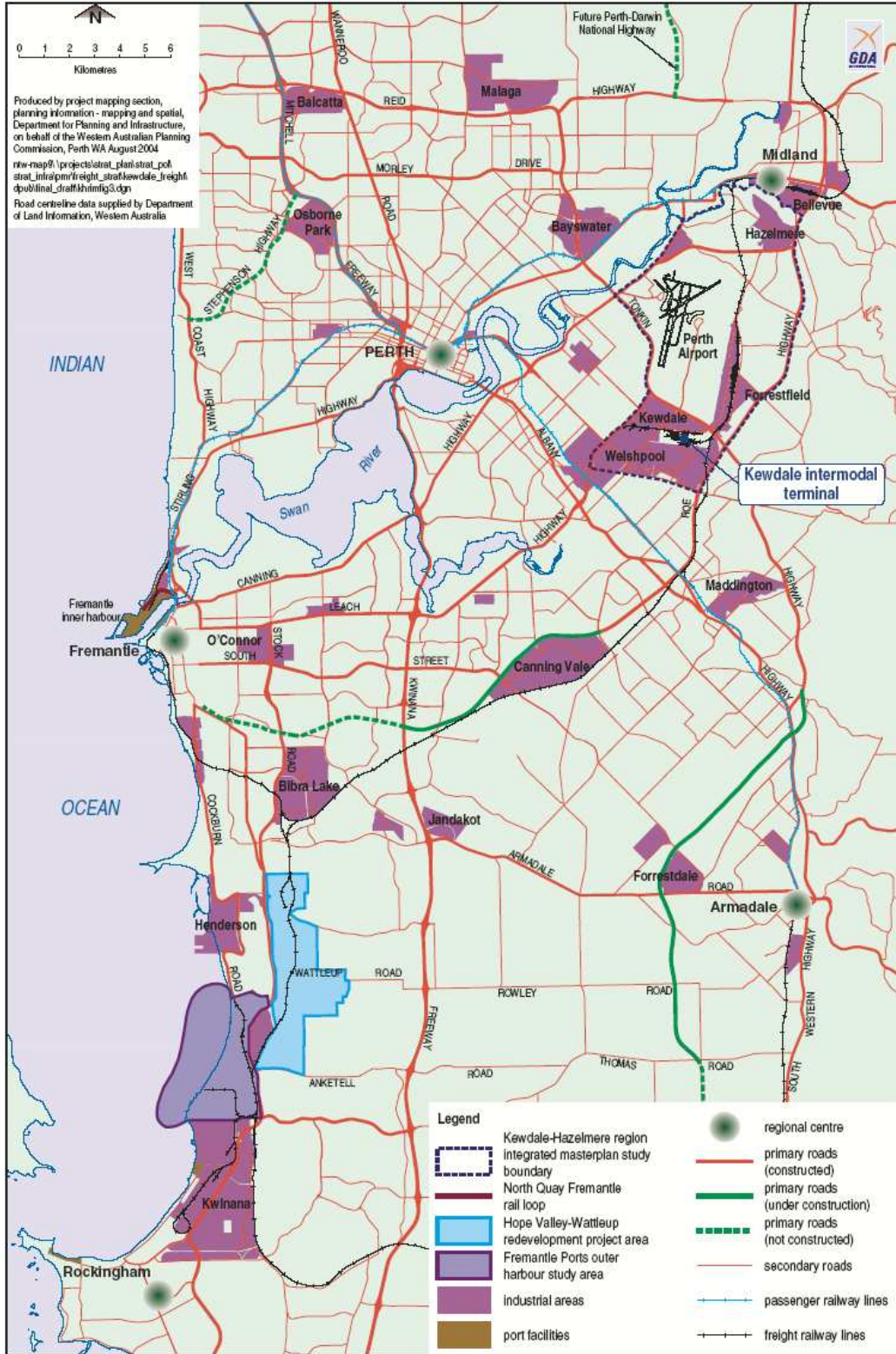


Figure 3 - Key elements of the metropolitan freight network system

Scope

The South West Group will work with the Western Australian Government ensure that the scope of the study is to include linkages to Perth Airport, Kewdale, Canning Vale, Armadale, Tonkin Highway, Mandurah and Garden Island but is to focus on transport infrastructure that directly affects amenity, investment and growth of the Cities of Cockburn, Fremantle, Melville and Rockingham and the Towns of East Fremantle and Kwinana.

Transport infrastructure is to include road, rail (including light rail), ports, river transport, airports and cycleways.

Transport tasks to be considered as part of the study to include freight and passenger movement and include tourism and recreation.

Whilst the study should look at transport infrastructure capacity from 2010 to 2035 it should consider the need to reserve land in key transport alignments to cater for growth to 2080. These key transport alignments include the Kwinana Freeway, Southern Suburbs Rail Perway, access to Fremantle Port access to Kwinana Quay, Rowley Road, Anketell Road and Stock Road.

Figure 10
Fiona Stanley Hospital



Figure 11
Cockburn Central

