



A Co-operative venture of the municipalities of:
Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

7 November 2012

Ref: State Government Budget Submission 2013-2017

Hon Colin Barnett MLA
Premier; Minister for State Development
24th Floor, Governor Stirling Tower
197 St Georges Terrace
PERTH WA 6000

Dear Colin

2013/17 STATE BUDGET PRIORITIES FOR THE SOUTH WEST METROPOLITAN REGION

The South West Metropolitan Region of Perth is Western Australia's most productive region having an unmatched intensity of high value manufacturing and economic activity with around \$30 billion from the region contributing to the \$217 billion WA economy.

The region is also growing rapidly with over a one third of Perth's residential land development activity occurring in the South West Metropolitan Region over the last five years. The residential lot final approval figures to the end of June 2012 identify that 2,431 of Perth's 9,259 lots (or 26.3%) were created within the South West Metropolitan Region.

Employment in the region peaked at 203,000 in June 2012 but still remains volatile and the issue of local content on major resource projects is still very relevant.

It is expected that \$1billion a year will be spent on infrastructure within the region by the three spheres of government and the private sector. The 2013/17 State Budget should continue to invest in this region to support the long term growth of the Western Australian Economy.

The South West Group supports the following projects as priorities for the 2013/17 State Budget. These projects have been discussed with Local Members of Parliament and the relevant State Government agencies to ensure they are aligned, relevant and achievable.

Note that all funding shown is the amount of funding requested from the Western Australian Government.

The focus for the State Government budget submission from the South West Group is on projects that are supported and feasible within the next term of government, rather than an extensive list of projects provided by the South West Group in previous submissions.

This approach recognises the need for budget priorities to be clear and well understood and supported by stakeholders, noting that the South West Group continues to advocate for ongoing State Government funding for the region across a range of portfolios such as:

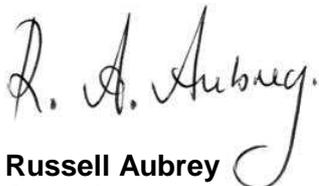
- Integrated transport and land use planning, including public transport and light rail;
- Health and related services;
- Energy and continued investment in underground power program and energy efficiency schemes;
- Water supply, wastewater treatment and infill sewerage program
- Education and training;
- Law and order, including police stations;
- Recreation and sporting facilities;
- Waste management and greater allocation of the landfill levy directly towards local government waste management and recycling activities.

In addition, the South West Group supports and trusts that the State Government has due regard to budget submissions put forward by associations and organisations that align with important regional priorities and objectives such as the Western Australian Local Government Association (WALGA) and the Royal Automobile Club (RAC) of WA.

I trust that you will consider this budget submission favourably and the South West Group looks forward to working together with the State Government on projects and initiatives that benefit the South West Metropolitan Region.

Should you have any queries regarding this submission, please do not hesitate to contact Mick McCarthy, Director South West Group, on phone 9364 0631, mob 0478 325 469 or email director@southwestgroup.com.au

Yours sincerely



Russell Aubrey
Chair South West Group

Copy to all South West Metropolitan Region Members of Parliament

1. Land Acquisition – Latitude 32 Industrial Area and Kwinana Intermodal Freight Terminal

Ministers: *Minister for Planning and Minister for Transport*

Agencies: *Department of Planning, Department of Transport, Main Roads WA, LandCorp and Fremantle Ports*

The development of a new port(s) at Kwinana is arguably the most significant project in the South West Metropolitan Region. A legal challenge associated with the private port proposal (BGC) is pending and has implications for the development of future port(s). The State Government is currently undertaking a Planning Assessment to identify and consolidate existing information and determine future approvals required for the port.

The intermodal terminal located within Latitude 32 is a key facility for the successful operation of the future port. A draft Local Structure Plan for Latitude 32 Planning Area 2, released in December 2011, identified an inadequate land area for the intermodal terminal (70 hectares). As part of the outcomes in the review process, the requirements for the intermodal area are being re-assessed with a view of increasing the area to 170 hectares. The proposed port(s) and support facilities require a Government-led program approach to the planning and coordination of infrastructure, connecting corridors and services related to the port and Latitude 32. The South West Group supports increasing the footprint of the intermodal area to 170 hectares and its early acquisition.

There is a high demand and limited supply of available industrial land in the South West Metropolitan Region. Planning for Stage 2 of the Latitude 32 Industrial Area (around the Hope Valley and Wattleup town sites) has progressed and it is important the land acquisition for Latitude 32 continues to be a priority for the State Government.

1. Recommended State Funding - Land Acquisition for Latitude 32 Industrial Area and Kwinana Intermodal Freight Terminal

PROJECT	2013/14	2014/15	2015/16	2016/17	TOTAL
Kwinana Intermodal Freight Terminal	\$10m	\$20m	\$10m	\$10m	\$50m
Latitude 32 Industrial Area	\$5m	\$5m	\$5m	\$10m	\$25m
TOTAL	\$15M	\$25M	\$15M	\$20M	\$75M

2. Fremantle Traffic Bridge

Minister: Minister for Transport

Agencies: Department of Transport and Main Roads WA

The Fremantle Traffic Bridge is at the end of its economic life and a number of options have been canvassed with the community for its replacement. These options include provision of an additional rail bridge for passenger rail as part of the project, thereby enabling the existing rail bridge to undertake a dedicated freight rail function.

The 1939 Bridge has significant heritage value and it is located at a site where there has been a bridge crossing since 1866. The South West Group supports the project recognising the important heritage of the site through retention of part of the 1939 structure.

The South West Group was involved in the stakeholder engagement activities undertaken by Main Roads in late 2011 to investigate alternative business cases to the "\$210 million asset replacement" base case initially lodged with the State Government.

It is expected that the options analysis and value engineering work undertaken through the stakeholder engagement process would result in a superior bridge replacement option (\$250M) that provides for passenger rail, better captures value add benefits and complements broader land use issues strongly connected to the function of the bridge.

The South West Group supports an additional rail crossing either as part of the replacement of the Fremantle Traffic Bridge or as a separate structure.

2. Recommended State Funding – Fremantle Traffic Bridge

Project	2013/14	2014/15	2015/16	2016/17	Total
Fremantle Traffic Bridge and Additional Rail Bridge	\$10m	\$100m	\$100m	\$40m	\$250m

3. Canning Vale Park and Ride Facility

Minister: Minister for Transport, Minister for Planning

Agencies: Public Transport Authority, Department of Planning

Journey to work data indicates that a large proportion of patrons using the Murdoch rail station travel by car from the south eastern suburbs, predominantly along South Street. Rather than patrons from these growth areas taking up more car parking in the future at the Murdoch rail station and causing further congestion for the Murdoch Activity Centre and Fiona Stanley Hospital, a transport interchange with car park at Canning Vale is supported. The interchange would be linked by shuttle buses using the existing priority bus lanes along South Street during AM and PM peak periods.

There are large areas of land located east of Roe Highway and south of South Street/Ranford Road suitable for a transport interchange and car park facility. This is a logical and cost effective arrangement that utilises existing road infrastructure and bus services, whilst relieving congestion on South Street and Murdoch Activity Centre.

The South West Group estimates that a 500 bay car park facility would cost in the order of \$8 million, assuming that land owned by the State Government is available and therefore no land acquisition is required.

3. Recommended State Funding - Canning Vale Park and Ride Facility

PROJECT	2013/14	2014/15	2015/16	2016/17	TOTAL
Canning Vale Park and Ride Facility	\$4m	\$4m	-	-	\$8m
TOTAL	\$4M	\$4M	-	-	\$8M

4. Reduce Congestion on Kwinana Freeway and Connecting Links – Murdoch Activity Centre and Cockburn Central

Ministers: *Minister for Planning and Minister for Transport*

Agencies: *Department of Planning, Department of Transport and Main Roads WA*

There are a number of priority transport projects that have the potential to reduce congestion along the Kwinana Freeway and connecting links between Murdoch Activity Centre and Cockburn Central.

These include the following, which are discussed briefly below:

- Additional lanes on Kwinana Freeway – Roe Highway to Cockburn Central
- Southern freeway connection to Murdoch Activity Centre
- Freeway overpass linking North Lake Road and Armadale Road
- Dual carriageway for Armadale Road, between Kwinana Freeway and Warton Road.

Additional lanes on Kwinana Freeway – Roe Highway to Cockburn Central

The addition of a third lane in 2011 and 2012 to the section of Kwinana Freeway from Leach Highway to Roe Highway in both directions and improving entry and exit arrangements for heavy vehicles between Leach Highway to Roe Highway has improved traffic flows along this section of the Kwinana Freeway.

Although the works undertaken to date have improved traffic flows along this section of freeway, there is now significant freeway congestion from the Roe Highway freeway entry point through to Cockburn Central (Armadale Road/Beeliar Drive) requiring additional lanes to assist in traffic dispersion. This congestion will adversely affect access and egress to and from both Murdoch Activity Centre and Cockburn Central, including the emergency vehicles (ambulance, fire services and police).

There is now a need to expand provision of additional lanes for the Kwinana Freeway further south through Berrigan Drive to Armadale Road and Beeliar Drive. The development of Jandakot City, Cockburn Central and the increased traffic between this new centre and Armadale have caused safety and congestion issues on the Kwinana Freeway, Armadale Road, North Lake Road and Beeliar Drive.

Southern freeway connection to Murdoch Activity Centre

Traffic modelling for the Murdoch Activity Centre (MAC) has shown unacceptable levels of morning peak period congestion along the Kwinana Freeway at South Street (heading north) and congestion within the MAC and on adjacent Streets (Murdoch Drive, South Street, Kwinana Freeway south) during afternoon peak period.

A southern connection from the Kwinana Freeway to the MAC is required urgently and (in the short term) to relieve congestion and enable emergency vehicles and patients to access the site when the Fiona Stanley Hospital (FSH) opens in 2014. It is understood that Main Roads WA is working on a Farrington Road connection design based on an interim arrangement (6 – 8 years) pending a decision on the proposed Roe Highway Extension, which is subject to environmental and funding approvals.

Freeway overpass/connections linking North Lake Road and Armadale Road

The significant growth in commercial, retail and residential development at Cockburn Central is leading to severe local area congestion including on connector roads, intersections and freeway on/off ramps. The area is commonly gridlocked during morning and afternoon peak periods. A proportion of the congestion is attributable to through traffic seeking to access Armadale Road, Beeliar Drive or North Lake Road.

The freeway overpass solution supported by the South West Group would provide a direct link from North Lake Road to Armadale Road and significantly increase the capacity of roads through and around Cockburn Central.

Main Roads is currently preparing cost estimates for the North Lake Road overpass, with and without freeway connections. Preliminary cost estimates indicate an overpass bridge alone around \$50M.

Dual carriageway for Armadale Road, between Kwinana Freeway and Warton Road.

A dual carriageway for Armadale Road, between Kwinana Freeway and Warton Road, would be the second stage of the project. The second stage would seek to establish additional capacity of the road network system that is a major contributor to the Cockburn Central traffic congestion.

In addition, Beeliar Drive opposite the Cockburn Central shopping centre is being upgraded to a 6 lane road (currently 4 lanes) and it will be important to ensure that Armadale Road to the east has sufficient capacity to accommodate additional traffic without exacerbating the current bottlenecking situation.

The 3 kilometre section from Tapper Road (near Kwinana Freeway) to Warton Road is the short term priority for the South West Group (approx. cost \$60M, noting that it may be more efficient from Main Roads perspective to construct the full 7 kilometre section of dual carriage way to connect with existing dual carriageway at Anstey Road, Forrestdale. The cost of the 7 kilometre section is estimated at \$120M.

4. Recommended State Funding - Reduce Congestion on Kwinana Freeway and Connecting Links: Murdoch Activity Centre and Cockburn Central

PROJECT	2013/14	2014/15	2015/16	2016/17	TOTAL
Kwinana Freeway Third Lane	\$25m	\$15m	-	-	\$40m
Southern Freeway Connection to Murdoch Activity Centre	\$10m	\$10m	-	-	\$20m
North Lake Road Freeway Overpass	\$10m	\$20m	\$20m	-	\$50m
Armadale Road Dual Carriageway (Tapper Rd to Warton Rd)	\$5m	\$25m	\$30m	-	\$60m
TOTAL	\$50M	\$70M	\$50M	-	\$170M

5. Planning and Investigations – Rowley Road and Anketell Road east of the Kwinana Freeway

Minister: Minister for Transport

Agencies: Main Roads, Department of Transport

The development of a new port(s) at Kwinana will be heavily influenced by its road and rail connections for moving freight and containers. The current study area for the Department of Planning tender “Planning Assessment for Future Port and Industry Development – Naval Base to James Point” is quite restricted and does not consider regional connections such as sections of Anketell Road and Rowley Road east of the Kwinana Freeway, which are critical to link the proposed port with Tonkin Highway and the Kewdale/Forrestfield freight logistics and intermodal terminal area.

Although Main Roads has provided input into studies investigating the section of Anketell and Rowley Roads west of the Kwinana Freeway, it is not proposing to undertake investigations for the sections of Anketell and Rowley Roads east of the Kwinana Freeway and connections with Tonkin Highway.

It is estimated that between \$800K and \$1M would be needed to undertake the required environmental investigations, initial planning and preliminary engineering design for the eastern sections of these two roads. Funding for more detailed engineering and construction design would be required in 2014/15 based on the outcomes of the preliminary investigations.

5. Recommended State Funding - Planning and investigations – Rowley Road and Anketell Road east of the Kwinana Freeway

PROJECT	2013/14	2014/15	2015/16	2016/17	TOTAL
Rowley Road	\$0.5m	-	-	-	\$0.5m
Anketell Road	\$0.5m	-	-	-	\$0.5m
TOTAL	\$1M	-	-	-	\$1M

**SUMMARY OF SOUTH WEST GROUP STATE GOVERNMENT BUDGET
PRIORITIES FOR 2013-2017**

PROJECT	TIMING				COMMENTS
	2013/14	2014/15	2015/16	2016/17	
Kwinana Intermodal Freight Terminal	\$10m	\$20m	\$10m	\$10m	Assumes purchase of 50ha.
Latitude 32 Industrial Area	\$5m	\$5m	\$5m	\$10m	Assumes purchase of 25ha.
Fremantle Traffic Bridge and Additional Rail Bridge	\$10m	\$100m	\$100m	\$40m	Includes passenger rail line integrated into bridge structure
Canning Vale Park and Ride Facility	\$4m	\$4m	-	-	Costs relate to facility only and do not include additional buses or shuttle services.
Kwinana Freeway Third Lane	\$25m	\$15m	-	-	Roe Highway to Cockburn Central. Required by the end of 2014 to coincide with completion of Fiona Stanley Hospital.
Murdoch Activity Centre Southern Link to Kwinana Freeway	\$10m	\$10m	-	-	Required by the end of 2014 to coincide with completion of Fiona Stanley Hospital.
North Lake Road Freeway Overpass	\$10m	\$20m	\$20m	-	Costs relate to overpass only and do not include freeway connections.
Armadale Road Dual Carriageway	\$5m	\$25m	\$30m	-	Costs relate to 3 kilometre section from Tapper Road to Warton Road.
Rowley Road	\$0.5m	-	-	-	Costs relate to preliminary planning and investigations only.
Anketell Road	\$0.5m	-	-	-	Costs relate to preliminary planning and investigations only.
Total	\$80M	\$199M	\$165M	\$60M	