



2016

PROPOSAL FOR A
“CITY DEAL”
IN PERTH’S
SOUTHERN
CORRIDORS

SMART CITIES PLAN

PREPARED BY:
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INTRODUCTION



The Federal Government has launched the Smart Cities Plan to create productive and accessible cities with high amenity and quality services and has called for submissions closing June 24, 2016.

“ *Part of the initiative is the concept of a “City Deal” involving a partnership between the three spheres of Government, along with community and industry, to enable urban areas to achieve their full potential.* ”

Our City Deal proposal outlines the opportunity to help shape our cities of the future, through increasing productivity and accessibility. Whilst aligning with the Western Australia State Government plans Directions 2031 and Beyond and Perth and Peel @ 3.5 Million.

The City Deal will provide access to the \$50 million set aside to accelerate planning on transformational infrastructure projects. The initiative also creates an Infrastructure Financing Unit to work with the private sector to broker investment on landmark projects.

The 14 Local Governments in the South West and South East Metropolitan Regions of Perth will form the Southern Corridors 14 partnership (SC 14) to secure a City Deal and facilitate the required planning and innovative investment in infrastructure provision and upgrades.

The SC 14 partnership aims to improve productivity through relieving congestion and enabling key employment centres to grow and reach their potential, thereby providing local employment and reducing travel times.

Projects and initiatives that support innovative forms of funding and financing for infrastructure provision, such as value capture, will be a major driver in the SC 14 area and align well with Smart Cities Plan objectives



Australian Government
Department of the
Prime Minister and Cabinet



Smart Cities Plan

OVERVIEW

OF PERTH'S SOUTHERN CORRIDORS



OVERVIEW

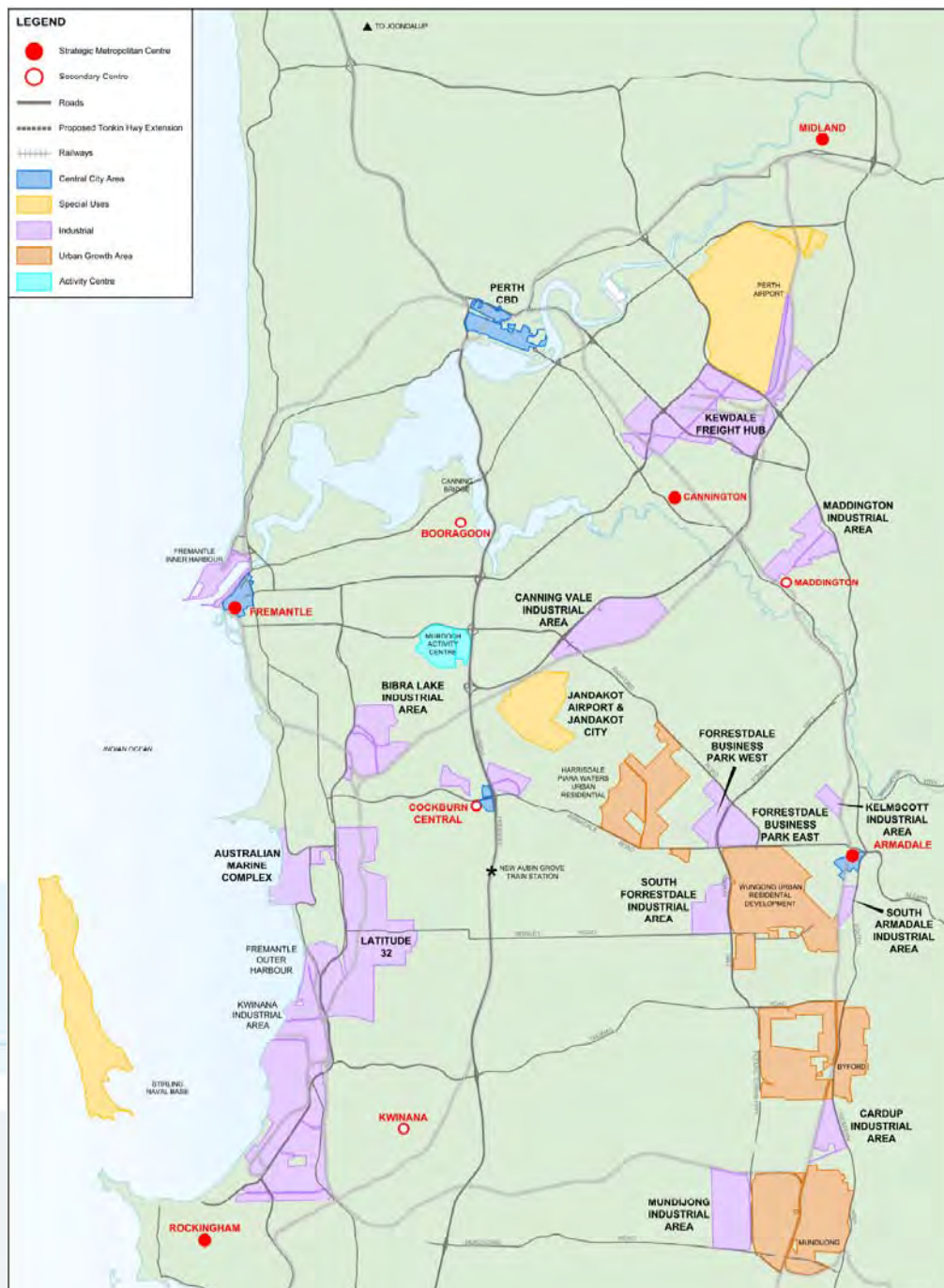
Covering over 2,600 square kilometres and incorporating central and outer metropolitan Councils, Perth's Southern Corridors contain some of the State's most important economic and strategic assets including:

Perth Airport, Kewdale Freight Terminal, Jandakot Airport, Fremantle Harbour, Kwinana Industrial Area, Australian Marine Complex and the nation's largest naval base HMAS Stirling at Garden Island in Rockingham.

These significant revenue generating assets rely on efficient transport connections to connect their workforces and move freight, whilst being supported by some of the largest and least developed industrial and commercial estates in the metropolitan area (see Figure 1) including:

- Latitude 32 Industrial Area
- East Rockingham Industrial Area
- Forrestdale Industrial and Business Parks
- Maddington Industrial Area
- Canning Vale Industrial Area
- Bibra Lake Industrial Area
- Mundijong and Cardup Industrial Area

Figure 1: Industrial and Urban Expansion Areas and Major Economic Assets in Perth's Southern Corridors



STATE GOVERNMENT STRATEGIC PLANS

Perth and Peel @ 3.5 Million

The Western Australian State Government has developed sub-regional planning frameworks for the Perth and Peel Region's to support a population of 3.5 million and is in the process of developing structure plans for these sub-regions.

SC 14 representing Perth's Southern Corridors (see Figure 2) is comprised of the following participant local governments:

- Cities of Belmont, Fremantle, Melville, South Perth, and the Towns of East Fremantle and Victoria Park (southern and eastern part of the Central Sub-region)
- Cities of Cockburn, Kwinana and Rockingham (South West Sub-region)
- Cities of Armadale, Canning, Gosnells and Shire of Serpentine Jarrahdale (South East Sub-region)
- Shire of Kalamunda (southern part of North East Sub-region)

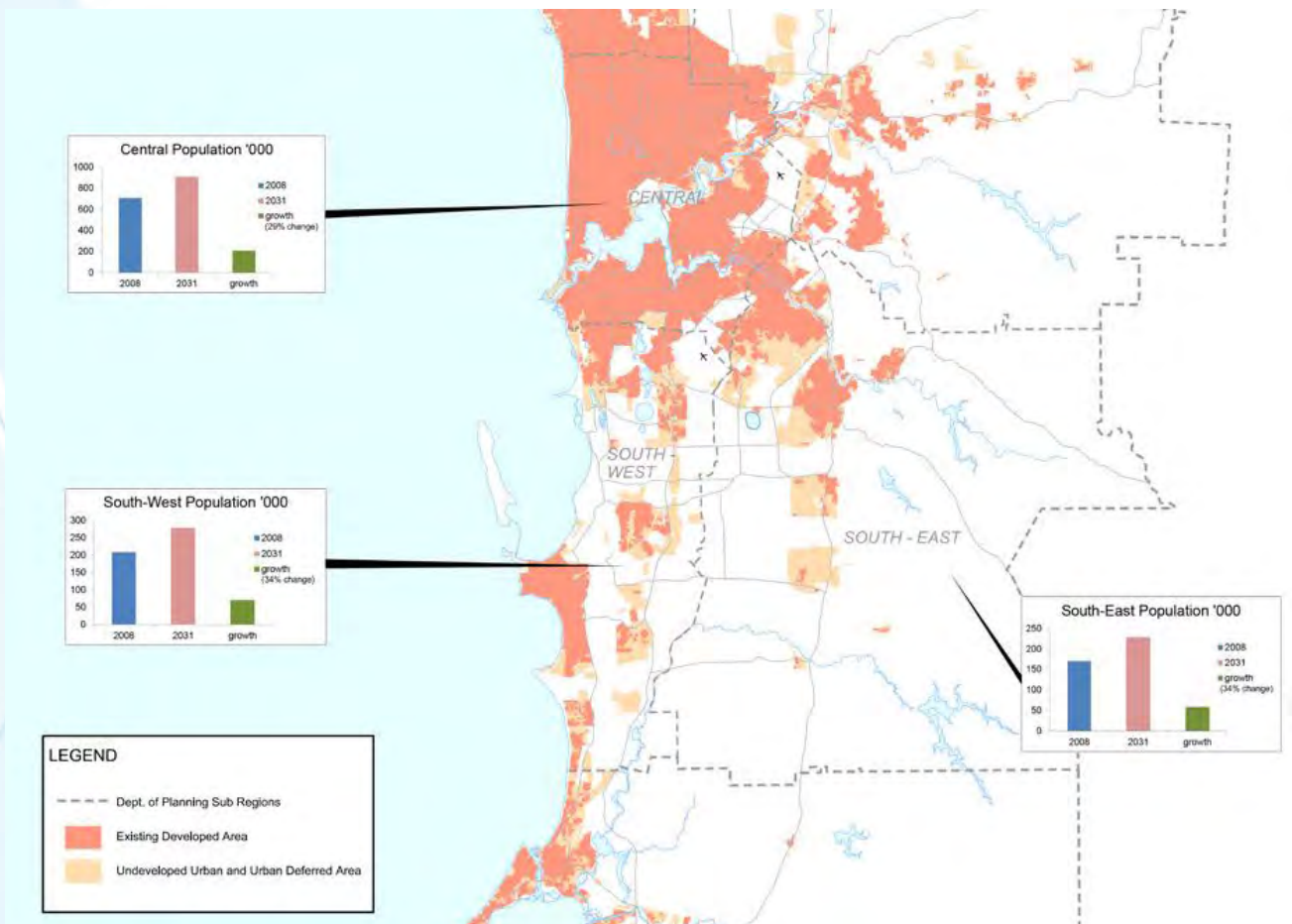


Figure 2: SC 14 Area

SOURCE: WAPC Draft Perth and Peel @ 3.5 Million

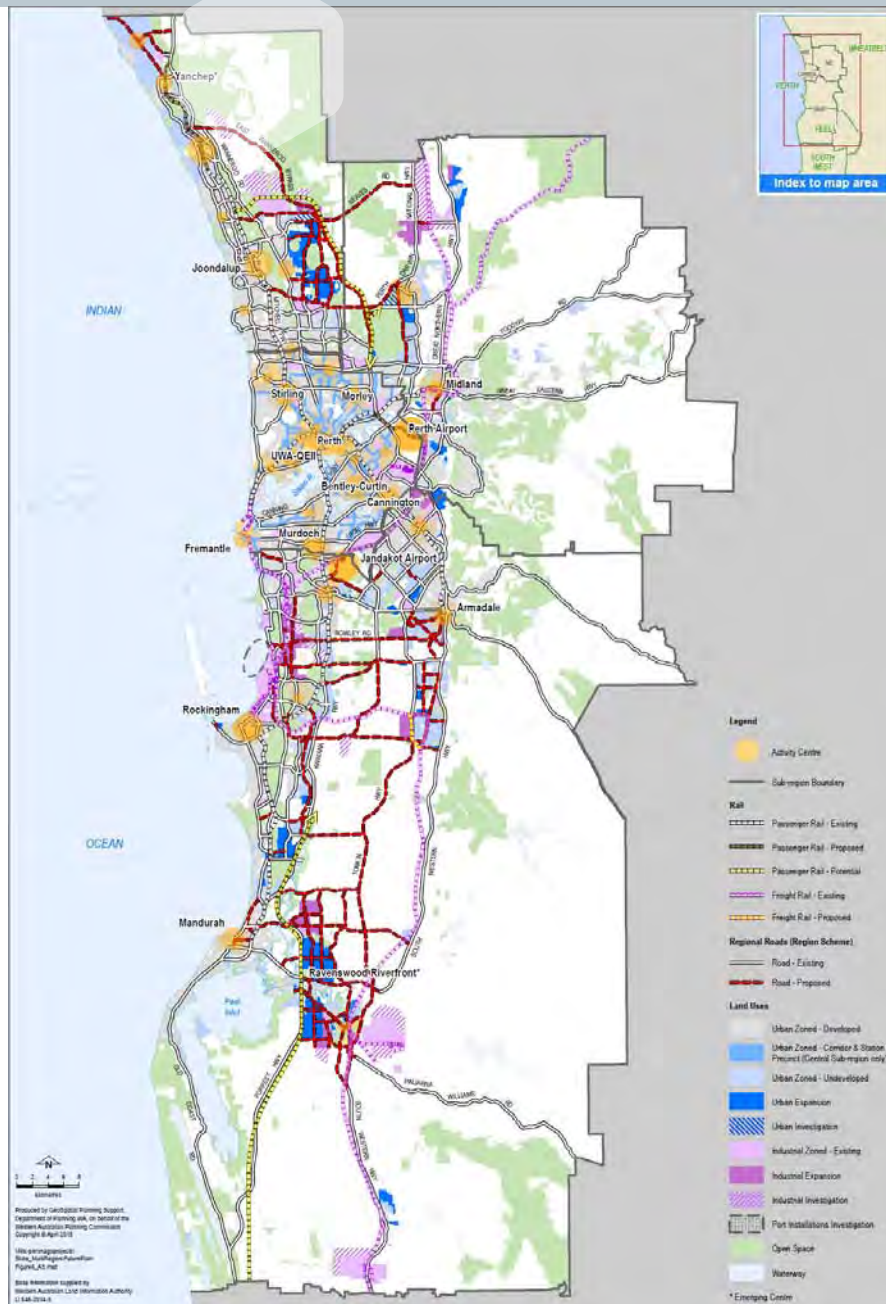
As the major metropolitan population and employment growth areas identified in Perth and Peel @ 3.5 Million, the SC14 area is expected to provide:

- 1. 48% OF PERTH'S GROWTH TO A POPULATION OF 3.5 MILLION.** The 701,000 increase in the number of people living in SC 14 will bring the current population of 933,918 to 1,634,918 by around 2050.
- 2. 290,000 NEW DWELLINGS** in infill and urban expansion areas.
- 3. OVER 325,000 NEW JOBS** noting that where these new jobs are located will have a significant bearing on creating SC14 as a 30 minute urban area.

Proposals for new regional roads (particularly east west links) and passenger rail indicate investment priorities for essential infrastructure to support urban and industrial expansion areas and the further development of activity centres under Perth and Peel @ 3.5 million.

These investments are required to manage current traffic congestion, accommodate future growth and provide access to employment centres in SC 14.

Figure 3: Perth and Peel @ 3.5 Million – Spatial Plan



DIRECTIONS 2031 AND BEYOND

As the sub-regional frameworks are in draft form and yet to be finalised through sub-regional structure plans, 'Directions 2031 and Beyond' released by the State Government in August 2010, is the current strategic plan used to guide planning, land use and development of the Perth and Peel Regions (see Figure 4).

Directions 2031 and Beyond has set targets for infill and green field development on the basis of establishing a more compact urban footprint rather than urban sprawl pattern that has dominated the development of Perth.



Figure 4: Directions 2031 and Beyond (Perth and Southern Metropolitan)

Source: Directions 2031 and Beyond (WAPC, 2010)

Activity centres play a key role in the intensification of residential and commercial development through the Perth and Peel Regions and aim to work in conjunction with industrial areas and other employment centres to decentralise employment outside of the Perth CBD.

The SC 14 area has 15 activity centres including the strategic metropolitan centres of: Armadale, Cannington, Fremantle and Rockingham.

(see Table 1).

Local Governments in the Perth and Peel Region have been progressively aligning their local planning schemes

and policies to achieve the Directions 2031 outcomes and are working towards doing similar for Perth and Peel at 3.5 Million as it progresses.

The secondary, specialised and strategic industrial areas will also play a major role in accommodating higher density residential, commercial and retail uses in the SC 14 area and are focal centres for employment growth. For example, the Murdoch Specialised Centre, incorporating Fiona Stanley and St John of God Hospitals and Murdoch University, is projected to provide 35,000 jobs when fully development and will be the largest employment centre outside the Perth CBD.

ACTIVITY CENTRE TYPE	SOUTHERN CORRIDOR CENTRES	ACTIVITY CENTRES	ACTIVITY CENTRE CLASSIFICATION
Strategic Metropolitan Centre	4	Fremantle	Retail Commercial Office Services Housing
		Rockingham	Retail Commercial Office Services Housing
		Armadale	Retail Commercial Office Services Housing
		Cannington	Retail Commercial Office Services Housing
Secondary Centre	6	Booragoon	Retail Commercial Office
		Cockburn Central	Retail Commercial Office Services Housing
		Kwinana	Retail Commercial Office Services Housing
		Victoria Park	Retail Commercial Office Services Housing
		Belmont	Retail Commercial Office Services
		Maddington	Retail Commercial Office Services
Specialised Centre	4	Jandakot Airport	Transport Training
		Murdoch	Education Health Innovation Services
		Bentley / Curtin	Education, Science, Innovation
		Perth Airport	Aviation, Logistics, Business and Commercial Hub
Strategic Industrial Centres	1	Western Trade Coast	Industrial Manufacturing Export Commercial Services

Table 1: Activity Centres in SC 14

Source: Directions 2031 and Beyond



FREIGHT TRANSPORT

The movement of freight into, and throughout, SC 14 is a critical issue for the state's growth and productivity, particularly in regards to container movements.

The freight and logistics industry is a key provider of employment and business development opportunities in SC 14 and includes the supply chains, warehousing and distribution centres involved in packing exports and unpacking imports to meet consumer and industry demands.

The highest concentration of container movements in the metropolitan area occurs around Kewdale Freight Terminal (road and rail) and Perth Airport, with Canning Vale, Bibra Lake, O'Connor and Henderson also key logistics centres involved in managing seafaring trade to and from Fremantle Harbour (see Figure 5).

Grade separated rail and road interchanges in SC 14 are required to remove congestion bottlenecks and improve traffic flows and productivity along freight transport routes.



Figure 5: Container Movements in Perth Metropolitan Area



CONGESTION AND LOSS OF PRODUCTIVITY COSTS

Congestion is a major impediment to achieving the 30-minute city objective and adversely impacts on productivity and mobility throughout the SC 14 area.

Congestion in Metropolitan Perth has been increasing significantly over the last decade and is projected to accelerate to 2020. Figure 6 shows the dramatic rate of increase and the rapid growth of metropolitan road freight.

The South West and South East Corridors contain many of Greater Perth's key transport linkages and it is inevitable that these corridors will be impacted by the social and economic cost of congestion.

The State Government through Main Roads WA has been working on a response to congestion in the Metropolitan Area and their investigations have identified significant congestion roads and intersections in Perth's Southern Corridors.

The Bureau of Infrastructure Transport and Regional Economics (BITRE) prepared Working Paper 71 which projected congestion costs for Perth will increase from \$0.9 billion per annum in 2005 to \$2.1 billion in 2020. This equates to a current (2016) estimated congestion cost of \$1.8 billion for Metropolitan Perth.

Using a range of numerical calculations and the broad assumptions in BITRE Working Paper 71, a conservative current estimate of the avoidable annual cost of congestion for SC 14 is \$775 million and that this is likely to increase to over \$1 billion by 2020 (refer to Appendix 1).

Perth is a very car dependent city. BITRE in Report 142 identified that 78% of commuter journeys in Perth were by private vehicle.

The timely investment in public transport and road capacity improvement projects can lower the rate of congestion and reduce the risk of losing private sector investment. Improving public transport and reducing congestion impacts will also enable people to better access their places of employment through more sustainable journey to work options.

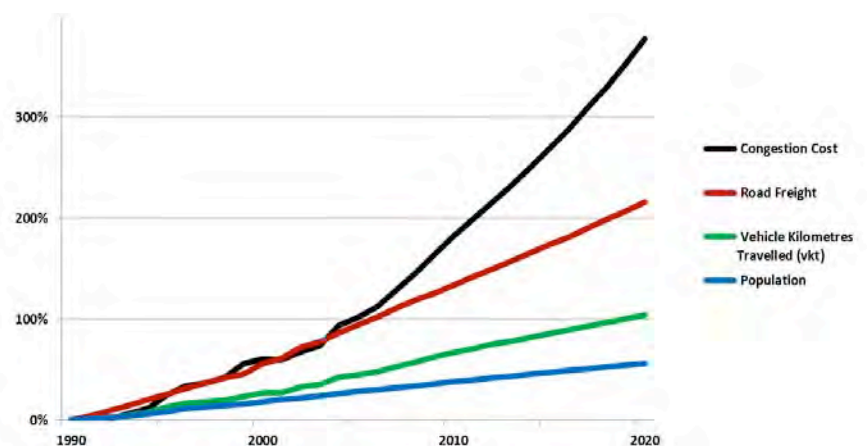


Figure 6: Perth Congestion

Source: WA Department of Transport



Figure 7: Extract from MRWA Congestion Response Paper

EMPLOYMENT AND JOURNEY TO WORK

Journey to work for access to employment centres forms a major share of commuter traffic in morning and afternoon peak periods. Directions 2031 and Beyond and the Perth and Peel @ 3.5 Million Sub-regional frameworks aim to encourage the decentralisation of employment to the wider metropolitan area, whilst increasing employment self-sufficiency and employment self-containment.

Employment self-sufficiency is a measure of the jobs available in a given area compared to the size of the workforce. Greater employment self-sufficiency indicates higher levels in matching the jobs available in an area and the local workforce.

Employment self-containment relates to the number of people that live and work in the same area and can be measured at an individual local Government area or a region.

A primary driver for a City Deal for SC 14 is to increase employment self-containment through improved public transport, greater density in activity centres, improving diversity of housing choice, broadening employment opportunities, encouraging investment, driving economic growth and producing enhanced amenity. This will reduce congestion and improve productivity by reducing the number of trips and shortening trips taken in private vehicles.

Perth and Peel @ 3.5 Million identifies existing and future targets for employment self-sufficiency (refer to Table 2).

Areas requiring growth in employment self-sufficiency are expected to provide jobs at a higher rate than population growth.

SUB REGION	2011	2021	2031	2050	TOTAL CHANGE
Central	139.7%	144.7%	144.8%	139.7%	0.0%
South West	65.5%	73.2%	77.5%	83.3%	17.8%
South East	45.2%	52.6%	56.6%	61.1%	15.9%
North West	49.2%	59.7%	64.9%	60.9%	11.6%
North East	80.3%	79.7%	82.2%	83.6%	3.3%
Peel	72.2%	74.3%	81.7%	78.5%	6.3%
Total	94.5%	97.0%	97.4%	94.2%	-0.3%

Table 2: Employment Self-sufficiency Targets for Perth and Peel @ 3.5 Million

The employment self-sufficiency in the Central sub-region is well in excess of 100%, demonstrating more jobs than its resident workforce and its continued role as the primary employment region in the Perth and Peel Regions. Growth in jobs in the Central sub-region is expected to match population growth rates, thereby stabilising at around 140% from 2011 to 2050.

The strategic planning work by the State Government has identified that the South West Sub-region and South East Sub-region are expected to experience the greatest growth in employment self-sufficiency for the entire Perth and Peel Regions at 17.8% and 15.9% respectively from 2011 to 2050.

This employment increase in these outer growth areas of SC 14 represents a tripling of jobs from 102,492 recorded in 2011 to 307,000 in 2050, highlighting the need for employment centre establishment and activation, improved access and enhanced mobility in line with the 30-minute city for the workforce in the SC 14 area.

Establishing and activating activity centres as quality commercial and retail centres, incorporating higher density residential development, supports greater local employment opportunities and encourages more convenient and sustainable journey to work choices such as walking, cycling and the use of public transport.

Increasing the number of jobs in a given area provides the opportunity to increase employment self-sufficiency and matching these to the workforce increases employment self-containment. Both these strategies will allow more people to work locally and minimise journey to work travel times and congestion.

The journey to work data for SC 14 (refer to Appendix 2) shows a higher than average car dependency at 90% when compared to the BITRE estimate of 78% for the Perth Metropolitan Region, with public transport at 4% and cycling/walking 3.4%.

The high level of car dependency directly contributes to more vehicles on the road and greater congestion impacts and associated productivity losses.

Improved and integrated public transport links and services (heavy rail, light rail, bus), particularly in the east-west direction, has the potential to reduce car dependency and encourage other modes of transport, particularly if linked to the development of employment centres.

The SC 14 City Deal plans to tackle these issues and associated infrastructure challenges for Perth's Southern Corridors.

CITY DEAL

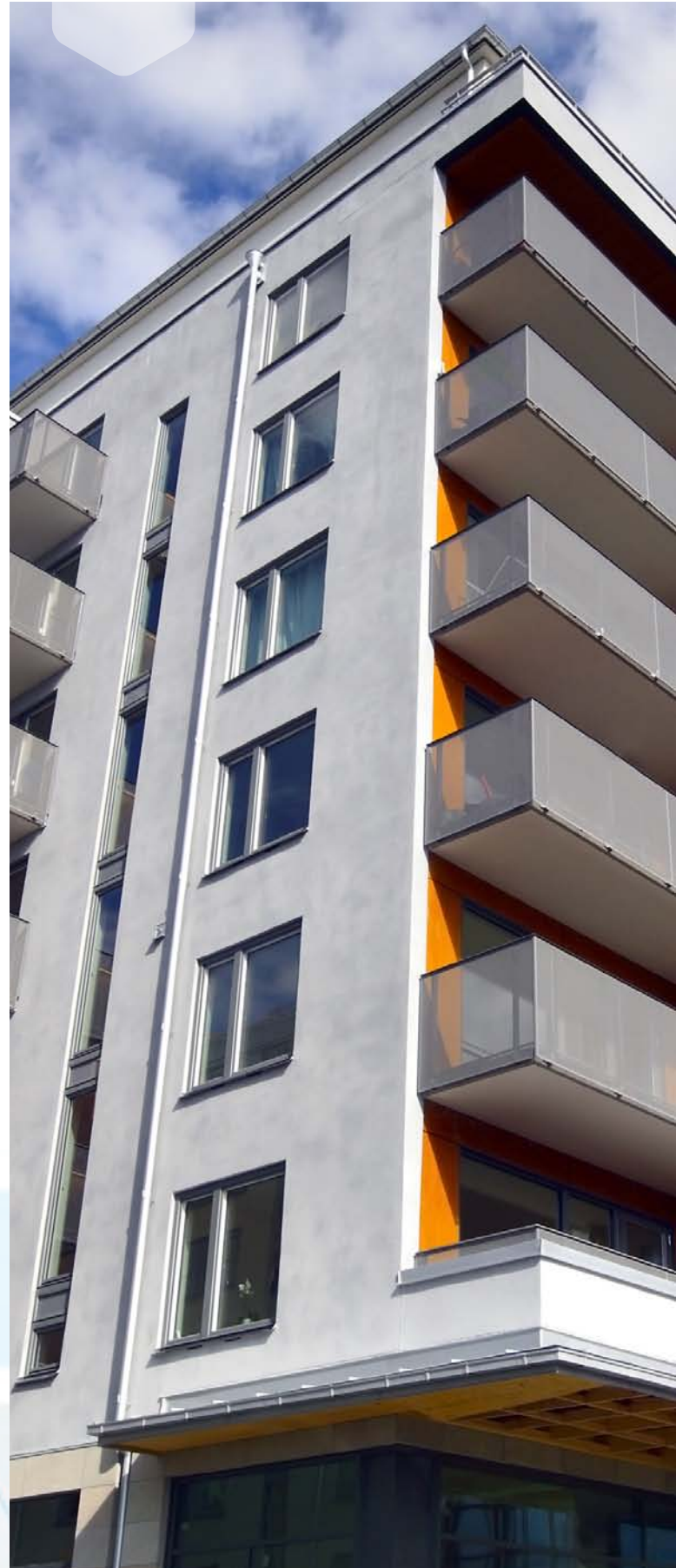
FOR SC 14

The area for a “City Deal” is not specified under the Smart Cities Plan, but needs to contain opportunities and involve a partnership between governments, industries and communities.

In considering the footprint for a “City Deal” the area selected should:

- 1) **BE OF SUFFICIENT SCALE WITH A DEFINED GEOGRAPHIC AREA**
- 2) **BE LOGICAL FOR INDUSTRY**
- 3) **CONTAIN CLEAR OUTCOMES AND OPPORTUNITIES OF NATIONAL SIGNIFICANCE**
- 4) **CONTAIN WHOLE PROJECTS OR THE BULK OF PROJECTS**
- 5) **ALREADY HAVE COOPERATION WITH LOCAL GOVERNMENTS**

The SC 14 consortium clearly demonstrates satisfies and exceeds the City Deal selection criteria as outlined below.



LARGE SCALE



The rapidly developing southern sector comprising the South West and South East Corridors is crucial to the growth of Greater Perth providing just over half of current annual population and dwelling growth as well as being pivotal in achieving the targets under the WA Government initiatives, Directions 2031 and Beyond and Perth and Peel @ 3.5 Million.

This rapidly growing area provides the best opportunity for improving employment self-sufficiency in Greater Perth with the ongoing development of activity centres, logistics hubs and industrial areas. However, to bring current opportunities to fruition requires significant co-investment by the three spheres of government and the private sector.

Perth's southern corridor is one of the most productive regions in Australia with an estimated \$60,121 Million in gross regional product (GRP) representing 40% of Greater Perth's GRP and 22% of WA's state regional product (SRP).

The scale also means that no matter which party is in power at least three of the seven House of Representative seats in the region will be government members (Swan, Tangney, Fremantle, Brand, Burt, part Canning and part Hasluck).

As the sixth largest region in Australia, the southern corridor provides almost a quarter of Western Australia's Gross Regional Product (refer to Appendix 3) and nearly 40% of Greater Perth's businesses (refer to Appendix 4).

CASE STUDY - Comparison of SC 14 to the Australian Capital Territory

With a population of over a million (see Appendix 5), the southern corridor is the sixth largest urban area in Australia and twice that of the Australian Capital Territory. In comparing Perth's southern corridor to the Australian Capital Territory (ACT) in terms of scale based on key geographic and economic factors (refer to Appendix 6), the following comparisons can be made.

FACTOR	PERTH'S SOUTHERN CORRIDORS	ACT
Area (square kilometres)	2,647	2,238
Gross State/Regional Product (\$ Billion, 2014/15)	\$60.1	\$34.9
Population (June 2015)	933,981	390,706
Population Growth (2008 to 2015)	173,816	42,338
Number of Businesses	65,178	25,245

Table 3: Comparison of Perth's Southern Corridors with the ACT

Perth's Southern Corridor (SC14) is almost 20% larger in area, has over 70% higher gross regional product, two and a half times the number of businesses, twice the population and over 4 times the population growth over the last seven years when compared to the ACT.

Public transport is a key factor that will contribute to mobility and accessibility in the Southern Corridor. The SC 14 region includes a small part of the Fremantle Passenger Rail Line and most of the Armadale and Mandurah Passenger Rail Lines.

The boardings for the Mandurah and Armadale Lines (refer to Appendix 7) show that almost 47% of all train boardings in Perth and Peel (29.33 million projected for 2015/16) are

attributed to these two lines. The Fremantle line typically has around 6,000 boardings a day (220,000 per year) at the two rail stations within the region.

With almost half of Perth's population public transport users located in the SC 14 area, there are significant productivity and congestion benefits associated with greater utilisation and improved services for the rail lines and feeder bus connections.

LOGICAL FOR INDUSTRY

The transport industry has strong connections across the region and it is logical to link the industrial areas and transport hubs of Kewdale, Canning Vale, Kwinana, Bibra Lake, Jandakot, Belmont, Forrestdale, Rockingham and Fremantle.

In the longer term the development of the outer harbour will require linkages between Tonkin Highway and Kwinana/Cockburn.

The planned Forrestdale to Cannington passenger rail connection and the Thornlie to Cockburn Central rail link also traverse the region and provide much needed additional capacity in the heavy rail passenger network.

Companies investing in the future development of Latitude 32 and other undeveloped industrial areas are likely to already have a presence in industrial areas and transport hubs across the region.

There are many examples of successful partnerships between industry and government sectors that have cooperatively planned and developed precincts and projects of regional economic significance in Perth's Southern Corridors including:

- Western Trade Coast – Fremantle to Rockingham
- Australian Centre for Energy and Process Training (ACEPT) - Munster
- CETO 6 Wave Energy Project - Garden Island
- Australian Resources Research Centre – Kensington
- Australian Marine Complex – Henderson
- Bentley Technology Park – Bentley
- National Centre of Excellence in Desalination – Rockingham

The SC 14 City Deal will collaborate with these and other partners to establish new industry partnerships to help drive private sector investment in Perth's Southern Corridors.



CONTAINS OPPORTUNITIES OF NATIONAL SIGNIFICANCE

The Infrastructure Australia Audit identified that “the growth of Perth will place significant demand on the city’s public transport and road networks” impacting state and national productivity. The current congestion costs in SC 14 are estimated to be \$774 million rising to over \$1 billion by 2020.

The Australian Infrastructure Plan released by Infrastructure Australia on 17 February 2016 highlighted growth within Perth’s Southern Corridors by stating that “Kwinana and Rockingham are expected to experience population growth of 162 per cent and 141 per cent respectively between 2011 and 2031”. There are expectations of similar strong growth in many of the local governments comprising SC 14.

If there was no further investment in transport infrastructure in SC 14 then the region would be facing over \$5 billion in avoidable congestion costs by 2031.

The Infrastructure Audit also found that “infrastructure decision making must place a high priority on productivity growth”.

SC 14 one of the best locations in Australia to invest for productivity growth with the region containing the Fremantle Port, the Australian Marine Complex, all of Perth’s heavy industrial land, Perth Airport and crucial intermodal and industrial areas.

The region contains projects listed in the Australian Infrastructure Plan – Infrastructure Priority List including:

1. **PERTH FREIGHT LINK**
2. **PERTH FORRESTFIELD RAIL LINK**
3. **PERTH MAJOR EAST-WEST AND SOUTHERN CORRIDOR CAPACITY UPGRADES**
4. **PERTH AIRPORT THIRD RUNWAY**
5. **PERTH CONTAINER TERMINAL CAPACITY ENHANCEMENT**

Infrastructure Australia has advised that some of the projects listed require more definition and business case development.

The region is well served by 15 employment focussed activity centres and would be an excellent region to demonstrate the concept of a 30-minute city.

Enhancements to public transport and increased investment in the road network would see most residents within 30 minutes travel of employment, schools, shopping and services.

The region is well positioned for strong employment growth, development of industrial areas and logistics hubs as well as opportunities for innovation.

These characteristics ensure that SC 14 is a high priority candidate for a City Deal under the Smart Cities Plan.



CONTAINS WHOLE PROJECTS

Perth's Southern Corridor as a "City Deal" will enable the realisation and development of opportunities such as Canning Bridge Precinct, Thornlie Rail Link, Rowley Road/Anketell Road/Tonkin Highway and Community Connect South within the one geographic region.

The connections between these and other employment centres in the region will enhance productivity as they strive for the 30-minute city travel time goal espoused under the Smart Cities Plan.

The concept of value capture as a means to accelerate infrastructure investment alongside urban renewal and deliver benefits for households, government, businesses and developers as stated in the Smart Cities Plan is a key plank of the SC 14 bid for a City Deal.

According to the Value Capture Roadmap prepared by Consult Australia (June 2015), a wide range of value capture methods are used around the world to fund transport infrastructure and urban development, with value capture programs estimated to contribute between 10% and 30% of the cost directly related to infrastructure in Australia.

Infrastructure projects will require careful assessment to determine the potential for value capture opportunities and alignment with Smart Cities objectives.



A detailed list of potential infrastructure projects in the SC 14 area that are able to contribute toward the Smart Cities vision for smarter investment, policy and technology include the following.

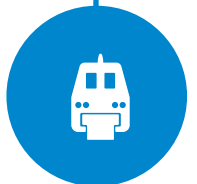
1. HEAVY RAIL

Passenger

- Thornlie to Cockburn Central Link
- Forrestfield to Cannington Link
- Karnup Rail Station
- South Perth Rail Station
- Armadale to Byford extension

Freight

- Dedicated Freight Rail over Swan River at Fremantle
- Realignment of freight rail to new Tonkin Highway alignment



2. LIGHT RAIL

- Knowledge Arc between UWA and Curtin
- Fremantle to Murdoch Activity Centre
- Rockingham City Centre Transit System
- Priority Links connecting employment and activity centres



CONTAINS WHOLE PROJECTS CONT.

3. BUS RAPID TRANSIT

- Canning Vale to Murdoch Activity Centre
- Canning Highway Fremantle to the Causeway
- Canning Bridge to Curtin University
- Armadale to Murdoch Activity Centre
- Belmont Rail Station to the Causeway
- Read Street/Warnbro Sound Avenue Activity Corridor



4. MANAGED MOTORWAY INITIATIVE & ITS

- Ramp management on all on ramps north of Thomas Road to Canning Highway on the Kwinana Freeway
- Full ITS on Kwinana Freeway from Karnup Road to Canning Highway
- Partial ITS on Leach Highway, Albany Highway, Great Eastern Highway, Roe Highway, Tonkin Highway, Canning Highway, Stock Road and South Street with 50 additional Variable Message Signs on these links



5. MAJOR ROADS AND BRIDGES

- Fremantle Traffic Bridge Replacement, including passenger rail
- Integrated Bridge and Rail Station Development at Canning Bridge Precinct, including new bus interchange
- Additional lane Kwinana Freeway Russell Road to Roe Highway
- Rowley Road upgrading and realignment Outer Harbour to Tonkin Highway
- Anketell Road upgrading Outer Harbour to Thomas Road
- Abernathy Road Bridge Duplication – South of Dundas Road
- Tonkin Highway extension beyond Mundijong to South West Highway
- Manning Road on ramp south
- Curtin Avenue Realignment, North Fremantle
- Mends Street Jetty Upgrade, South Perth
- Burslem Drive Bridge Upgrade, Maddington
- Royal Street Bridge Upgrade, Thornlie
- Nicholson Road Bridge Upgrade, Beckenham



6. RIVER CROSSINGS

- Cycle/Pedestrian Bridge Ellam Street to Perth CBD
- Canning Bridge - UWA Tunnel
- Attadale – Claremont Tunnel



7. PERTH AIRPORT TERMINAL CONSOLIDATION AND THIRD RUNWAY



CONTAINS WHOLE PROJECTS CONT.

8. GRADE SEPARATIONS



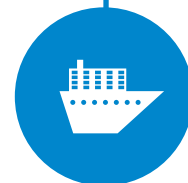
Rail / Road

- North Lake Road South Lake (Freight Rail/Road)
- Welshpool Road (Passenger Armadale Line/Road)
- William Street (Passenger Armadale Line/Road)
- Wharf Street (Passenger Armadale Line/Road)
- Oats Street (Passenger Armadale Line/Road)
- Mint Street (Passenger Armadale Line/Road)
- Albany Highway (Passenger Armadale Line/Road)
- Wanaping Road (Passenger Armadale Line/Road)
- Kelvin Road (Passenger Armadale Line/Road)
- Armadale Road (Passenger Armadale Line/Road)
- Rockingham Road Spearwood (Freight Rail/Road)

Road / Road

- Stock Road and Phoenix Avenue
- Stock Road and Spearwood Avenue
- Stock Road and Russell Road
- Dampier Drive and Ennis Avenue
- Kalamunda Road and Roe Highway
- Armadale Road and Tonkin Highway
- Ranford Road and Tonkin Highway
- Champion Drive and Tonkin Highway
- Mills Road East/West and Tonkin Highway
- Kelvin Road and Tonkin Highway
- Orrong Road/Welshpool Rd East and Tonkin Highway
- Hale Road and Tonkin Highway
- Thomas Road and Tonkin Highway
- Rowley Road and Tonkin Highway

9. INNOVATION HUBS – EXISTING DEVELOPMENTS

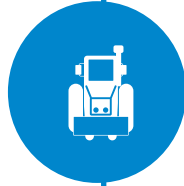


- Murdoch Activity Centre
 - Pathology, gerontology, imaging, medical, veterinary, sociology
- Canning Bridge Activity Centre
 - Commercial, office, business
- Booragoon Activity Centre
 - Retail, commercial/office
- Jandakot Specialised Centre
 - Oil and gas, avionics, defence, training
- Fremantle Activity Centre
 - Fisheries, transport, logistics, housing, education, art
- Cockburn Central Activity Centre
 - Sports science,
- Rockingham Activity Centre
 - Defence, desalination, wave power, maritime
- Australian Marine Complex Specialised Centre
 - Defence, shipbuilding, manufacturing, resources, maintenance, energy, training
- Kwinana Industrial Area Strategic Industrial Centre
 - Manufacturing, processing, training
- Bibra Lake Industrial Area
 - Defence, maritime, communications
- Perth Airport Specialised Centre
 - Aviation, logistics, training
- Bentley Technology Park, Curtin University and ARRC
 - Resources, energy, transport, computing, nano chemistry, water, processing
- Forrestdale Business Park
 - Agribusiness, logistics, manufacturing
- Canning Vale
 - Specialty metals, defence, manufacturing
- Maddington Kenwick Strategic Employment Area
 - Distribution, logistics
- Belmont Business Park
 - Training, emergency response, logistics
- Kewdale Intermodal
 - Freight and logistics, warehousing

CONTAINS WHOLE PROJECTS CONT.

10. INNOVATION OPPORTUNITIES – NEW DEVELOPMENTS

- West Mundijong Intermodal
 - Logistics
- Rockingham Industry Zone
 - Logistics, fabrication, processing
- Forrestfield Transit Orientated Development
 - Logistics, commercial, office, business, accommodation



The infrastructure projects and innovation opportunities around existing and future activity centres identified to date need to be considered in an integrated way that ensures that projects are not developed in isolation, but as network solutions that address multiple factors (mobility, employment, economic growth, liveability).

PROJECT PRIORITISATION OPPORTUNITIES IN SC 14

The South West Group has developed project prioritisation matrix that could be adapted and used to assess projects and their potential contribution to the Smart Cities Plan objectives, particularly in regards to assessing the extent of alignment in achieving the Smart Cities outcomes being sought.

The assessment criteria can be weighted on importance and is able to incorporate quadruple bottom line and headline factors such as:

- Governance (consistency with strategic regional plans)
- Economic (economic productivity, value capture, growth and jobs, investment and new business, attract external funding and partnerships)
- Social (community acceptance, employment and skills, knowledge economy, community well-being)
- Environmental (amenity and sustainability, resilience to change, protects environmental values)

The assessment criteria also cover elements that the Federal Government is seeking from City Deals proposals, demonstrating that it may be useful as a framework to assess and prioritise SC 14 infrastructure projects, and is capable of incorporating additional factors as determined by Infrastructure Australia.

The SC 14 consortium is well position to work with the Federal Government in the advancement of projects that will implement the Smart Cities agenda.



WE ALREADY HAVE COOPERATION BETWEEN LOCAL GOVERNMENTS



There has been a pattern of cooperation in the Southern Corridors for many years with projects such as Community Connect South and the Canning Bridge Precinct. The South West Group and the Rivers Region have had long term regional cooperation and have worked together in areas of mutual interest.

The South West Group has operated as a voluntary regional organisation of councils (VROC) in the South West Metropolitan Region for over 30 years and adopts a collaborative style of engagement as an organisation and through its Board comprising of member Council Mayors and CEOs.

The SC 14 Local Governments have also been cooperating at various scales with participation in cross boundary collaborations such as the Outer Metropolitan Growth Councils forum, Australian Coastal Councils Association (ACCA), Community Connect South, Cockburn Sound Coastal Alliance and other regional initiatives.

The opportunities and the challenges posed by the growth and development of the Southern Corridors of Perth support the establishment of long term governance and engagement structures. These structures will facilitate the interaction between industry, community and the three spheres of government.

It is essential that there is strong local input to planning, proposals and projects.

The City Deals proposal will bring together the 14 participant Councils, to a level rarely seen at this scale in a metropolitan area through the formation of SC 14, and provides fertile ground to broker a highly successful collaboration for the achievement of Smart Cities outcomes.

The partnership has identified a governance framework and coordination structure that will ensure a high level of collaboration and participation in decision making.

The governance structure for a City Deal will also serve as a mechanism for responding to all State and Federal government initiatives that impact planning, amenity, development and infrastructure.

At the core of the governance structure is an annual forum of the 14 Mayors and 14 CEOs of the local governments comprising Perth's Southern Corridors. The annual forum will elect the SC 14 Chair, Deputy Chair and 2 Members as well as establishing infrastructure and planning priorities, identifying areas for cooperation and agreeing industry and community engagement.

The SC14 Forum will typically be held in November each year to fit in with local government election cycles and the three spheres of government budgetary process.

The operation of SC 14 will be guided by the SC 14 Chair, Deputy Chair and two Members together with a CEO from each of the four sub regions comprising SC 14.



CHAIR, DEPUTY CHAIR AND MEMBERS

Initially the Chair will come from the South West Region North, the Deputy Chair from the South East Region North and Members each from South East Region South and South West Region South.

The position of Chair and Deputy Chair will be rotational in a clockwise direction around the Southern Corridor.

The Chair will have a term of one year. The Deputy Chair will become the Chair with Member 1 becoming the Deputy Chair at the annual SC 14 Forum.

The SC 14 Consortium has put forward commitments and priority activities that set out the framework for working together to deliver a successful City Deal.

REGION	LOCAL GOVERNMENTS
South West Region North	East Fremantle, Fremantle, Melville
South East Region North	Belmont, Canning, South Perth, Victoria Park
South East Region South	Armadale, Gosnells, Kalamunda, Serpentine - Jarrahdale
South West Region South	Cockburn, Kwinana, Rockingham

Table 4: Sub Regions for SC 14

YEAR	CHAIR	DEPUTY CHAIR	MEMBER 1	MEMBER 2
2016 - 17	South West North	South East North	South East South	South West South
2017 - 18	South East North	South East South	South West South	South West North
2018 - 19	South East South	South West South	South West North	South East North
2019 -20	South West South	South West North	South East North	South East South

Table 5: Rotation of SC 14 Positions



SC 14 COMMITMENTS

The SC 14 partners have identified common issues and commitments towards the Smart Cities Plan City Deal for the Southern Corridor based on the following key drivers:

- ***SC 14 will promote smarter investment in our regions' infrastructure***

We will prioritise projects that meet broader economic and city objectives such as accessibility, jobs, affordable housing and healthy environments. We will regard infrastructure funding as a long term investment and encourage early planning to ensure projects create opportunities for urban renewal and facilitate private investment. We will explore innovative financing approaches, including value capture, to encourage sufficient investment to deliver essential infrastructure necessary as a result of our rapidly growing region.

- ***SC 14 will commit to long term planning and drive smarter development policy***

We will work across all levels of government to promote activity that unlocks public and private investment in our region including activity centres and activity corridors. By committing to long term planning and innovative development, we will generate additional benefits for the economy making our centres and the surrounding areas better places to live in, work and do business. We already spend significant resources in collecting and analysing data about the performance of our local governments, so we can measure our policies' success and respond to new needs as they arise.

- ***SC 14 will support the take up of smart technology, to improve the sustainability of our centres and drive innovation***

We will embrace new technology with the potential to revolutionise how our activity centres and activity corridors are planned, function, and how our economy grows. We will support new technology in transport, communications and energy efficiency and we will position SC 14 to take full advantage of technological opportunities that attract investment, improve productivity and facilitate better ways of providing infrastructure and doing business.

SC 14 PRIORITY ACTIVITIES AND OUTCOMES

The SC 14 partners have identified priority activities and outcomes that will be embedded into the City Deal proposal.

- 1. IMPROVE EMPLOYMENT SELF-CONTAINMENT THROUGH GROWING LOCAL EMPLOYMENT, PROMOTING BUSINESS GROWTH WITHIN ACTIVITY CENTRES AND HAVING AFFORDABLE HOUSING NEAR EMPLOYMENT OPPORTUNITIES**

- 2. IMPROVE PUBLIC TRANSPORT THROUGH DEVELOPING TRANSIT CORRIDORS AND INCREASING DENSITY WITHIN ACTIVITY CENTRES**

- 3. PROMOTE INNOVATION AND HIGH SKILLED EMPLOYMENT**

- 4. ENCOURAGE ENGAGEMENT OF LOCAL GOVERNMENT, INDUSTRY AND THE COMMUNITY IN LONG TERM PLANNING AND SETTING PRIORITIES FOR MAJOR INFRASTRUCTURE**

- 5. PROMOTE VALUE CAPTURE AND PRIVATE INVESTMENT**



CONCLUSION



Our City Deal proposal outlines the opportunity to help shape our cities of the future, through increasing productivity and accessibility, whilst aligning with the Western Australia State government plans Directions 2031 and Beyond and Perth and Peel @ 3.5 Million.

“ *The SC 14 Consortium is an ideal city region for establishing a City Deal under the Smart Cities Plan that is more innovative, better connected, more productive, healthier and with a thriving economy.* ”

Its large scale and combination of future employment growth opportunities and productivity gains through smart infrastructure investment will enable SC 14 to achieve the 30-minute city mobility target covering over 50% of Greater Perth's population.

The shared vision and commitments, together with strong collaboration and pro-active engagement of the participant Councils in the SC 14 City Deal proposal provides fertile ground for the successful implementation of the Smart Cities Plan.

Innovative funding mechanisms such as value capture underpin the private sector driven investment opportunities that will assist in providing more sustainable funding solutions to Perth's infrastructure and activity centre development needs.

The SC 14 participant Councils recognise that partnerships across all levels of government and with industry and the community will be critical in brokering the deals required to secure the future of Perth's Southern Corridors.

The SC 14 Consortium looks forward to the opportunity to further engage with the Federal Government on this exciting cities program that will assure economic growth and realise the future jobs needed to support Perth's Southern Corridors as a vibrant and desired destination to live, learn, work, invest and play.

SC 14 PARTNERS



APPENDIX 1

CONGESTION COSTS FOR SC 14

The Bureau of Infrastructure Transport and Regional Economics (BITRE) is a well-respected and credible transport research organisation in Australia.

BITRE prepared Working Paper 71 which projected congestion costs for Perth would reach \$2.1 billion in 2020.

BITRE71 estimated annual aggregate economic and social costs of congestion for all Australian metropolitan areas of \$9.4 billion for 2005 comprising:

- Private time costs of \$3.5 billion
- Business time costs of \$3.6 billion
- Extra vehicle operating costs of \$1.2 billion
- Extra air pollution costs of \$1.1 billion

For the Perth metropolitan area, BITRE71 estimates that annual economic and social costs of congestion will increase from \$0.9 billion per annum in 2005 to \$2.1 billion in 2020. This equates to a current (2016) estimated congestion cost of \$1.8 billion for Metropolitan Perth.

BITRE in Report 142 identified that 78% of commuter journeys in Perth were by private vehicle. A commonly used link between population and travel is that each person in Perth undertakes 3.5 trips per day. BITRE in Report 127 report that traffic generated by each person in Perth is 10,000 vehicle kilometres travelled per year.

The impact of population growth between 2008 and 2015 in SC 14 of 173,816 would equate to an extra 608,356 trips per day and an extra 1,738.2 million vehicle kilometres a year.

In estimating the proportion of Greater Perth's congestion costs applicable to the SC 14 it should be noted that the BITRE71 approach was to assess GDP per person and assign a freight task per capita. Car travel per person was linked to income per person. So population is a relevant and simple way to calculate a proportion. Adding registered motor vehicles and a proxy for economic activity (building approvals) also seems appropriate.

Table A1 shows a number of approaches to develop an estimate of congestion cost for SC 14 linked to the BITRE71 approach. Given the broad assumptions in BITRE71, a conservative estimate of the avoidable annual cost of congestion for SC 14 is \$775 million and that this is likely to increase to over \$1 billion by 2020.

INDICATOR	SC 14	GREATER PERTH	FRACTION OF \$1.8 BILLION	CONGESTION COST FOR SC 14 \$M
Registered Motor Vehicles June 30 2013	688,179	1,525,559	0.4511	\$812.0m
Population June 30 2015	933,918	2,039,193	0.4580	\$824.4m
Value Residential Building Approvals 2014/15 Year	\$3,571.7m	\$7,919.3m	0.4510	\$811.8m
Income 2011	\$27,027m	\$62,653m	0.4314	\$776.5m
Gross Region Product 2014-15	\$65,322m	\$164,926m	0.3961	\$712.9m
Average			0.4375	\$787.5m

Table A1 - Estimates of Annual Congestion Cost for SC 14

APPENDIX 2

EMPLOYMENT AND JOURNEY TO WORK DATA FOR SC 14

LGA	Resident Workers	Jobs in LGA	Employment Self Sufficiency %	Employment Self Containment	Public Transport Patronage	Journey to Work Car Only	Walk Bicycle
Cockburn	46,287	29,748	64.3%	24.3%	3.2%	91.6%	2.3%
East Fremantle	3,564	2,022	56.7%	13.9%	3.5%	87.1%	7.0%
Fremantle	13,316	24,700	185.5%	31.1%	9.0%	82.7%	5.6%
Kwinana	12,731	11,528	90.6%	18.5%	2.4%	93.8%	1.4%
Melville	48,375	31,686	65.5%	24.8%	6.2%	88.3%	3.5%
Rockingham	48,096	24,429	50.4%	37.0%	3.8%	88.5%	4.1%
Total Perth South West	172,369	124,113	72.0%	49.5%	4.6%	89.2%	3.4%
Armadale	29,746	13,139	44.2%	24.1%	3.5%	90.0%	3.7%
Belmont	17,320	33,638	194.2%	22.5%	3.4%	91.3%	2.0%
Canning	43,028	52,266	121.5%	25.2%	4.3%	90.9%	2.0%
Gosnells	51,072	20,486	40.8%	18.6%	3.4%	90.4%	3.1%
Kalamunda	27,141	13,150	48.5%	23.8%	1.5%	90.8%	3.7%
Serpentine Jarrahdale	8,812	3,162	35.9%	21.5%	1.1%	85.5%	7.0%
South Perth	21,332	11,625	54.5%	16.1%	6.3%	85.6%	5.7%
Victoria Park	16,768	23,862	141.2%	16.7%	8.1%	85.9%	3.7%
Total Perth South East	215,219	171,328	79.6%	Not Available	3.9%	90.7%	3.4%
Total SC 14	387,588	295,441	76.2%	Not Available	4.2%	90.0%	3.4%

Table A2 - SC 14 Employment Self Sufficiency and Journey to Work in 2011

Source: UDIA Employment Patterns Tool Using ABS 2011 Census Data

APPENDIX 3

GROSS REGIONAL PRODUCT FOR SC 14

Area	Local Government	2010-11 millions	2011-12 millions	2012-13 millions	2013-14 millions	2014-15 millions
Perth South West	Cockburn	\$5,894m	\$7,194m	\$7,360m	\$7,612m	\$7,112m
	East Fremantle	\$377m	\$399m	\$405m	\$426m	\$399m
	Fremantle	\$4,487m	\$5,228m	\$4,924m	\$4,737m	\$4,431m
	Kwinana	\$3,092m	\$3,506m	\$3,386m	\$3,417m	\$3,059m
	Melville	\$5,313m	\$5,418m	\$5,170m	\$5,210m	\$5,160m
	Rockingham	\$3,389m	\$3,782m	\$3,729m	\$3,862m	\$3,754m
Total Perth South West		\$22,522m	\$25,527m	\$24,974m	\$25,264m	\$23,915m
Perth South East	Armadale	\$1,803m	\$2,082m	\$2,107m	\$2,250m	\$2,236m
	Belmont	\$7,734m	\$8,616m*	\$9,498m*	\$10,380m*	\$10,376m
	Canning	\$9,419m	\$11,210m	\$10,539m	\$10,359m	\$9,828m
	Gosnells	\$3,353m	\$3,735m	\$3,625m	\$3,670m	\$3,494m
	Kalamunda	\$2,411m	\$2,441m*	\$2,472m*	\$2,500m*	\$2,438m
	Serpentine-Jarrahdale	\$581m	\$664m	\$643m	\$737m	\$723m
	South Perth	\$2,118m	\$2,212m*	\$2,306m*	\$2,400m*	\$2,392m
	Victoria Park	\$4,296m	\$5,026m	\$4,991m	\$5,032m	\$4,719m
Total Perth South East		\$31,715m	\$35,986m	\$36,181m	\$37,328m	\$36,206m
Total SC 14		\$54,267m	\$61,513m	\$61,155m	\$62,592m	\$60,521m
Total Greater Perth		\$136,712m	\$155,836m	\$152,469m	\$156,046m	\$152,180
SC 14 to Greater Perth	Percentage	39.69%	39.47%	40.11%	40.11%	39.51%
Western Australia		\$219,833m	\$252,226m	\$256,634m	\$270,484m	\$274,479m
SC 14 to Western Australia	Percentage	24.69%	24.39%	23.83%	23.14%	21.90%

Table A3: SC 14 Gross Regional Product (in 2013-14 constant dollars)

Source: .id, NIEIR *Figures estimated by interpolation

APPENDIX 4

REGISTERED BUSINESSES IN SC 14

Area	Type of Business	2009	2010	2011	2012	2013	2009 - 2013	2009 - 2013 %
Perth South West	Non employing	17 699	18 819	18 691	18 639	18 129	430	2.43%
	Employing	10 371	10 467	10 626	10 877	10 746	375	3.62%
	Total	28 070	29 286	29 317	29 516	28 875	805	2.87%
Perth South East	Non employing	22 091	23 557	23 837	23 975	22 842	751	3.40%
	Employing	13 170	13 165	13 275	13 568	13 461	291	2.21%
	Total	35 261	36 722	37 112	37 543	36 303	1 042	2.96%
Total SC 14	Non employing	39 790	42 376	42 528	42 614	40 971	1 181	2.97%
	Employing	23 541	23 632	23 901	24 445	24 207	666	2.83%
	Total	63 331	66 008	66 429	67 059	65 178	1 847	2.92%
Greater Perth	Non employing	101 629	109 134	110 082	108 873	105 185	3 556	3.50%
	Employing	61 145	60 290	61 011	62 146	61 600	455	0.74%
	Total	162 774	169 424	171 093	171 019	166 785	4 011	2.46%
Proportion of SC 14 to Greater Perth	Non employing	39.15%	38.83%	38.63%	39.14%	38.95%	33.21%	
	Employing	38.50%	39.20%	39.17%	39.33%	39.30%	146.37%	
	Total	38.91%	38.96%	38.83%	39.21%	39.08%	46.05%	

Table A4: SC 14 Registered Businesses Compared to Greater Perth 2009 to 2013

Source: ABS Regional Data

APPENDIX 5

POPULATION GROWTH FOR SC 14

Area	Population as at June 30								Growth 2008-15
	2008	2009	2010	2011	2012	2013	2014	2015	
Perth South West	341,315	352,911	362,224	373,927	389,022	403,159	412,017	419,747	78,432
Perth South East	418,787	432,884	444,822	458,751	477,604	494,973	504,905	514,171	95,384
Total Southern Corridors (SC14)	760,102	785,795	807,046	832,678	866,626	898,132	916,922	933,918	173,816
Greater Perth	1,682,860	1,739,342	1,781,132	1,833,567	1,904,858	1,970,005	2,008,061	2,039,193	356,333
Proportion of SC14 to Greater Perth	45.17%	45.18%	45.31%	45.41%	45.50%	45.59%	45.66%	45.80%	48.78%

Table A5: Population Growth Contribution by the South West and South East Corridors to Greater Perth (2008 to 2015)

Source: ABS 3218.0 released March 31, 2015

APPENDIX 6

COMPARISONS OF POPULATION AND REGISTERED BUSINESSES BETWEEN SC 14 AND ACT

Area	Population as at June 30								Growth 2008-15
	2008	2009	2010	2011	2012	2013	2014	2015	
Total SC 14	760,102	785,795	807,046	832,678	866,626	898,132	916,922	933,918	173,816
Australian Capital Territory	348,368	354,785	361,766	367,985	375,183	380,914	385,346	390,706	42,338
Proportion of SC 14 to ACT	2.18	2.21	2.23	2.26	2.31	2.36	2.38	2.39	4.11

Table A6a: Comparison of SC 14 Population to the Australian Capital Territory Population 2008 to 2015

Source: ABS 3218.0 released March 30, 2016

Area	Type of Business	Businesses as at June 30					Growth 2009-13	Growth 2009-13 %
		2009	2010	2011	2012	2013		
ACT	Non employing	14,160	15,026	15,117	15,146	14,580	420	3.0%
	Employing	10,161	10,242	10,515	10,870	10,665	504	4.96%
	Total	24,321	25,268	25,632	26,016	25,245	924	3.80%
Total SC 14		63,331	66,008	66,429	67,059	65,178	1,847	2.92%
Proportion of SC 14 to ACT		2.60	2.61	2.59	2.58	2.58	2.00	

Table A6b: Registered Businesses in SC 14 compared to Australian Capital Territory 2009 to 2013

Source: ABS Regional Data

APPENDIX 7

PASSENGER RAIL BOARDINGS FOR SC 14

Year	Armadale Line Boardings	Annual Increase	Armadale Line Per Cent of Total Train Boardings in Perth	Comment
2015/16	8,670,452	-4.37%	13.77%	Estimate based on figures to the end of April 2016 of 7,152,094 boardings projected to June 2016
2014/15	9,066,797	-1.19%	14.12%	
2013/14	9,176,434	-5.08%	14.45%	
2012/13	9,667,867	+4.78%	14.72%	Peak annual boardings
2011/12	9,227,183	+4.40%	14.64%	
2010/11	8,838,049		15.01%	Peak share of boardings

Table A7a: Armadale Rail Line Boardings 2010 to 2016

Sources: TransPerth Patronage from www.pta.wa.gov.au

Year	Mandurah Line Boardings	Annual Increase	Mandurah Line Per Cent of Total Train Boardings in Perth	Comment
2015/16	20,660,479	-0.19%	32.82%	Estimate based on figures to the end of April 2016 of 17,122,643 boardings projected to June 2016
2014/15	20,699,900	+0.18%	33.37%	Peak share of boardings
2013/14	20,633,690	-2.30%	32.55%	
2012/13	21,648,000	+4.22%	32.20%	Peak annual boardings
2011/12	20,293,223	+9.58%	32.20%	
2010/11	18,519,864	+11.41%	31.46%	
2009/10	16,622,946	+3.53%	30.07%	
2008/09	16,056,732	+21.50%	29.89%	

Table A7b: Mandurah Rail Line Boardings 2008 to 2016

Sources: Hansard September 27 2011 pp7722-24 and TransPerth Patronage from www.pta.wa.gov.au

LETTER OF SUPPORT

CITY OF BELMONT

Council Ref : 43/002
Customer Ref :
Enquires : J Hardison - 9477 7239

20 June 2016

Mick McCarthy
Director
South West Group
Locked Bag 1
BOORAGOON WA 6954

CITY OF BELMONT
215 Wright Street
(LMB 379) Cloverdale
Western Australia 6105

All communications
to be addressed to:
The Chief Executive Officer
LMB 379 Cloverdale
Western Australia 6985

Dear Mr McCarthy

PROPOSAL FOR A "CITY DEAL" IN PERTH'S SOUTHERN CORRIDORS

I would like to take this opportunity to commend you and the South West Group for the work you have undertaken in preparing the proposal for a "City Deal" in Perth's Southern Corridors under the auspices of the Smart Cities Plan.

Your proposal clearly articulates the importance of Perth's Southern Corridor. Too often, this important half of Perth is overlooked in favour of the higher profile Central Business District and the rapidly growing Northern suburbs. Your proposal identifies both the economic strength and capacity of the Southern Corridor and, once again, makes a strong argument for the need to support and work with this vital section of Perth.

I am happy to endorse the document and look forward to working with you in the SC14 initiative.

Yours sincerely



STUART COLE
CHIEF EXECUTIVE OFFICER



LETTER OF SUPPORT

SHIRE OF KALAMUNDA

From the office of the
Chief Executive Officer

21 June 2016



Dr Brad Pettitt
Chairperson
South West Group
Locked Bag 1 Booragoon WA 6954

Letter of Support for Smart Cities for Perth's Southern Corridors

The Shire of Kalamunda supports the South West Group submission to establish SC 14 as a priority area for a City Deal under the Smart Cities Plan.

We believe that SC 14 has sufficient scale, is logical for industry and the community, contains transformational opportunities of national significance, acknowledges the relevant priority projects listed by Infrastructure Australia and has a history of cooperation beyond local government boundaries.

SC 14 is already experiencing significant congestion and is also growing strongly. We know that we need to take a cooperative approach to improve productivity, improve public transport, promote local employment and encourage innovation.

We will work with the other local governments in SC 14 to:

1. Prioritise projects that meet broader economic and city objectives such as accessibility, jobs, affordable housing and healthy environments. We will regard infrastructure funding as a long term investment and encourage early planning to ensure projects create opportunities for urban renewal and facilitate private investment. We will explore innovative financing approaches, including value capture, to encourage sufficient investment to deliver essential infrastructure necessary as a result of our rapidly growing region.
2. Work across all levels of government to promote activity that unlocks public and private investment in our region including activity centres and activity corridors. By supporting reforms, we will generate additional benefits for the economy making our centres and the surrounding areas better places to live in, work and do business.
3. We will embrace new technology with the potential to revolutionise how our activity centres and activity corridors are planned, function, and how our economy grows. We will support new technology in transport, communications and energy efficiency and we will position SC 14 to take full advantage of technological opportunities that attract investment, improve productivity and facilitate better ways of providing infrastructure and doing business.

Shire of Kalamunda
2 Railway Road, Kalamunda WA 6076
PO Box 42, Kalamunda WA 6926
T: (08) 9257 9999 F: (08) 9293 2715
E: kala.shire@kalamunda.wa.gov.au
www.kalamunda.wa.gov.au

- 2 -


We will welcome engagement with the Department of Prime Minister and Cabinet to discuss the opportunities within our local government area and our region arising from the Smart Cities Plan.

Yours sincerely,


Rhonda Hand
Chief Executive Officer

LETTER OF SUPPORT

CITY OF GOSNELLS

 **CITY OF GOSNELLS**

2120 Albany Highway Gosnells WA 6110
Mail to: PO Box 662 Gosnells WA 6960

15 June 2016

Brad Pettitt
Chair of South West Group

T 08 9397 3000
F 08 9397 3333
E council@gosnells.wa.gov.au
W www.gosnells.wa.gov.au
ABN 18 374 412 891

Your Reference: 4357856
Our Reference: 4357856
Enquiries: Ian Cowie
9397 3270

Dear Mr Pettitt

Smart Cities Plan

The City of Gosnells supports the South West Group submission to establish SC 14 as a priority area for a City Deal under the Smart Cities Plan.

We believe that SC 14 has sufficient scale, is logical for industry and the community, contains transformational opportunities of national significance, acknowledges the relevant priority projects listed by Infrastructure Australia and has a history of cooperation beyond local government boundaries.

SC 14 is already experiencing significant congestion and is also growing strongly. We know that we need to take a cooperative approach to improve productivity, improve public transport, promote local employment and encourage innovation. We will work with the other local governments in SC 14 to:

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We will welcome engagement with the Department of Prime Minister and Cabinet to discuss the opportunities within our local government area and our region arising from the Smart Cities Plan.

Yours sincerely



Ian Cowie
Chief Executive Officer

LETTER OF SUPPORT

SHIRE OF SERPENTINE JARRAHDALE

All enquiries to Kirsty Peddie on 9526 1100



16 June 2016

Dr Brad Pettit
South West Group Chair
Locked Bag 1
Booragoon, WA, 6954

To Whom it may Concern;

Letter of Support for Smart Cities for Perth's Southern Corridors

The Shire of Serpentine Jarrahdale supports the South West Group submission to establish SC 14 as a priority area for a City Deal under the Smart Cities Plan.

We believe that SC 14 has sufficient scale, is logical for industry and the community, contains transformational opportunities of national significance, acknowledges the relevant priority projects listed by Infrastructure Australia and has a history of cooperation beyond local government boundaries.

SC 14 is already experiencing significant congestion and is also growing strongly. We know that we need to take a cooperative approach to improve productivity, improve public transport, promote local employment and encourage innovation.

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3. We will embrace new technology with the potential to revolutionise how our activity centres and activity corridors are planned, function, and how our economy grows. We will support new technology in transport, communications and energy efficiency and we will position SC 14 to take full advantage of technological opportunities that attract investment, improve productivity and facilitate better ways of providing infrastructure and doing business.

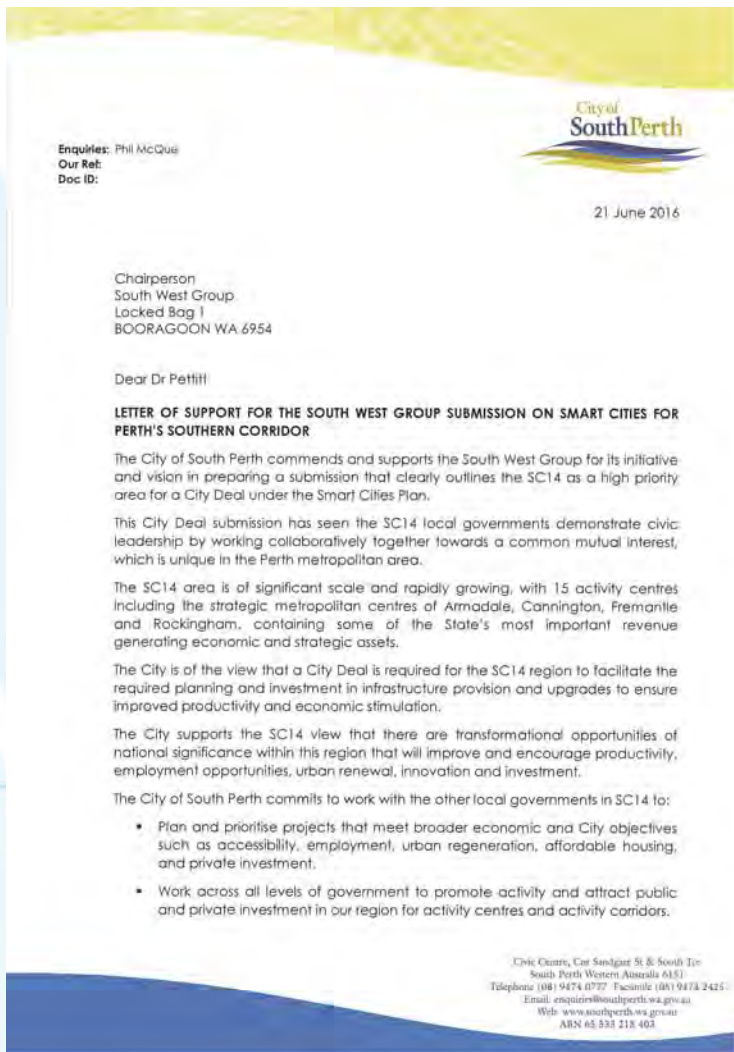
We will welcome engagement with the Department of Prime Minister and Cabinet to discuss the opportunities within our local government area and our region arising from the Smart Cities Plan.

Yours sincerely

Gary Clark
Acting Chief Executive Officer

LETTER OF SUPPORT

CITY OF SOUTH PERTH



- Position ourselves to attract and embrace new technology with the potential to facilitate and revolutionise how our activity centres and activity corridors are planned, function and activated.

The City welcomes the opportunity to provide additional support towards the submission for a City Deal in Perth's Southern Corridor.

Yours Sincerely

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

LETTER OF SUPPORT

TOWN OF VICTORIA PARK



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Our Ref. GOR/9/0007-07

20 June 2016

Federal Government Smarter Cities Plan

LETTER OF SUPPORT FOR THE SOUTH WEST GROUP SUBMISSION ON SMART CITIES FOR PERTH'S SOUTHERN CORRIDORS

The Town of Victoria Park supports the South West Group submission to establish SC 14 as a priority area for a City Deal under the Smart Cities Plan.

We believe that SC 14 has sufficient scale, is logical for industry and the community, contains transformational opportunities of national significance, acknowledges the relevant priority projects listed by Infrastructure Australia and has a history of cooperation beyond local government boundaries.

SC 14 is already experiencing significant congestion and is also growing strongly. We know that we need to take a cooperative approach to improve productivity, improve public transport, promote local employment and encourage innovation.

We will work with the other local governments in SC 14 to:

1. Prioritise projects that meet broader economic and city objectives such as accessibility, jobs, affordable housing and healthy environments. We will regard infrastructure funding as a long term investment and encourage early planning to ensure projects create opportunities for urban renewal and facilitate private investment. We will explore innovative financing approaches, including value capture, to encourage sufficient investment to deliver essential infrastructure necessary as a result of our rapidly growing region.
2. Work across all levels of government to promote activity that unlocks public and private investment in our region including activity centres and activity corridors. By supporting reforms, we will generate additional benefits for the economy making our centres and the surrounding areas better places to live in, work and do business.

3. We will embrace new technology with the potential to revolutionise how our activity centres and activity corridors are planned, function, and how our economy grows. We will support new technology in transport, communications and energy efficiency and we will position SC 14 to take full advantage of technological opportunities that attract investment, improve productivity and facilitate better ways of providing infrastructure and doing business.

We will welcome engagement with the Department of Prime Minister and Cabinet to discuss the opportunities within our local government area and our region arising from the Smart Cities Plan.

Yours sincerely

ANTHONY VULETA
CHIEF EXECUTIVE OFFICER

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