



2013 STATE ELECTION POLICY STATEMENT

SOUTH WEST GROUP

Introduction

The South West Group is a strong regional advocate for integrated development and the future well being of the South West Metropolitan Region.

The South West Group comprises the Cities of Cockburn, Fremantle, Kwinana, Melville and Rockingham, and the Town of East Fremantle. It represents a region with more than 375,000 people and an annual Gross Regional Product of more than \$20 billion.

The South West Group plays a key role in capturing a wide range of opportunities to enhance economic growth throughout the region, while servicing and sustaining cohesive, productive communities in an enviable environmental setting.

The South West Group continues to advocate for coordinated and sustainable infrastructure development in the South West Metropolitan Region to improve economic outcomes and the quality of life for its residents.

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Background

The South West Metropolitan Region is one of Western Australia's most productive regions, with an unmatched intensity of industrial development, high value manufacturing and economic activity.

The growth of the region has been dramatic over the past decade driven by the strong Western Australian economy and demand for commodities flowing from the state's linkages with the growing economies of China and India. The region contributes over \$30 billion each year to the \$217 billion Western Australian economy.

The South West Metropolitan Region enjoys a strong stable economy linked with a quality lifestyle offered by the wide range of living, working and leisure opportunities. The lifestyle is supported by quality recreation, education and cultural facilities that take advantage of the region's natural and social attributes. The success of the region is based on its well educated, skilled population and the mix of high technology and world scale manufacturing industries, which are supported by a strong services sector.

The South West Metropolitan Region is well positioned for continued strong growth and to benefit from the sustained investment in transport, manufacturing and health infrastructure in the next decade. This investment is not only

in response to the sustained growth of the region, but also based on the competitive advantages of the region.

There are some challenges ahead in ensuring that our investment in transport infrastructure and services accommodates further population growth, provides for reliable freight movement and links people to emerging activity centres and employment areas.

In the lead up to the 2013 State Election, the South West Group has developed a list of strategic priority projects which it considers to be necessary to sustain public and private sector investment in the region to support the long term growth of the Western Australian economy.

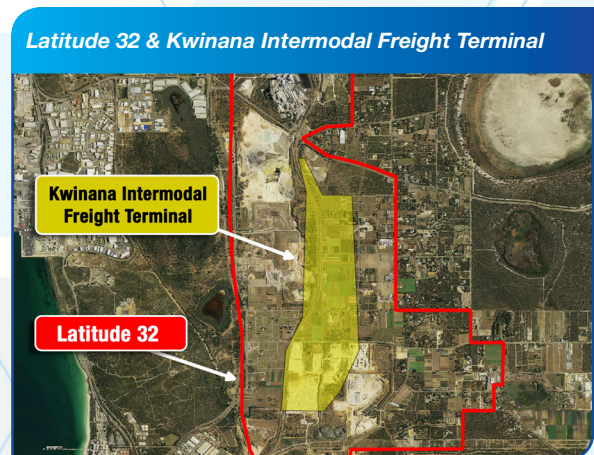
Strategic Priority Projects

The South West Group considers the following projects to be the strategic priorities for the South West Metropolitan Region. The South West Group will be seeking election commitments from the major political parties on the following strategic priority projects:

- ◆ **Commitment to increase the footprint of land required for the intermodal terminal at Latitude 32 and accelerated land acquisition**

The development of a new port(s) at Kwinana is arguably the most significant project in the South West Metropolitan Region. The State Government is currently undertaking a Planning Assessment to identify and consolidate existing information and determine future approvals required for the future port and industry development in the Kwinana area.

The Kwinana Intermodal Freight Terminal, located within Latitude 32, is a key facility for the successful operation of the proposed Fremantle Outer Harbour. A district structure plan only identified a 70 hectare footprint for the intermodal terminal footprint, however a review of requirements has identified that 170 hectares would be





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necessary. The State Government is currently assessing the implication of the increased footprint. The South West Group supports increasing the footprint of the intermodal area to 170 hectares and its early acquisition, as well as an integrated approach to the planning and coordination of infrastructure, connecting corridors and services related to the port and Latitude 32.

Estimated Cost: South West Group is seeking the State Government to provide \$50 million over the next term of Government to complete the land acquisition, including an allocation of \$10 million in the 2013/14 financial year to continue the land acquisition process.

For more information on this project, please refer to Project Sheet 01

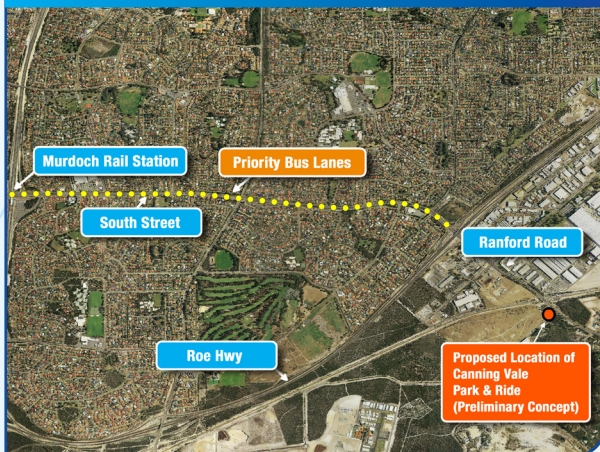
01

Establishment of park and ride facility at Canning Vale

Journey to work data indicates that a large proportion of patrons using the Murdoch station travel by car from the south eastern suburbs, predominantly along Ranford Road and South Street. Rather than patrons from these growth areas taking up more car parking in the future at the Murdoch station, a transport interchange with car park at Canning Vale is supported.

The interchange would be linked to regular bus services using the existing priority bus lanes on South Street during AM and PM peak periods. The proposed park and ride facility would be an efficient public transport initiative that would reduce congestion at Murdoch station. A potential site along Ranford Road has been identified by the City of Canning to accommodate the park and ride facility between the railway line and the Ranford Road landfill site

Proposed Canning Vale Park & Ride Facility



Estimated Cost: South West Group is seeking the State Government to provide \$8 million over the next two years to deliver this important regional public transport project, including funds to commence the project in the 2013/14 financial year.

For more information on this project, please refer to Project Sheet 02

02

Southern freeway connection for the Murdoch Activity Centre to link with Kwinana Freeway

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

A southern connection from the Kwinana Freeway to the Murdoch Activity Centre is required urgently (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 April 2014. The Farrington Road off ramp exit option (north bound) is an interim arrangement (6 – 8 years) put forward by Main Roads Western Australia pending a decision on the proposed Roe Highway Extension, which is subject to environmental and funding approvals.

Estimated Cost: South West Group is seeking the State Government to provide \$15 million over the next two years to put in place this short term solution.

Proposed Southern Freeway Connection



For more information on this project, please refer to Project Sheet 03

03



Additional lanes on Kwinana Freeway – Roe Highway to Cockburn Central

There is significant congestion on the Kwinana Freeway between Roe Highway and Cockburn Central. Additional lanes along the Kwinana Freeway from Leach Highway to Roe Highway have improved traffic flows along this section of freeway, however unacceptable congestion from the Roe Highway freeway entry point through to Cockburn Central (Armadale Road/Beeliar Drive) is occurring and requires additional freeway lanes to assist in traffic dispersion.

Estimated Cost: South West Group is seeking the State Government to provide \$40 million over the next term of Government to construct the additional freeway lanes, noting that this should ideally be completed by mid-2014 to coincide with the operation of the Fiona Stanley Hospital.

Additional Lanes on Kwinana Freeway



For more information on this project, please refer to Project Sheet 04

04

Cockburn Central Congestion Relief Plan

The Cockburn Central Congestion Relief Plan consists of three interconnected projects:

- Freeway bridge overpass linking North Lake Road and Armadale Road.
- Dual carriageway for Armadale Road, between Kwinana Freeway and Warton Road.
- Additional freeway connections and connector distributors.

The significant growth in commercial, retail and residential development at Cockburn Central, as well as increased through traffic, is leading to severe local area congestion 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. A solution supported by the South West Group is a freeway bridge overpass connecting North Lake Road to Armadale Road. Main Roads Western Australia is currently preparing cost estimates for the North Lake Road bridge overpass, with and without freeway connections. Preliminary cost estimates indicate a bridge overpass alone would be around \$50M.

A dual carriageway for Armadale Road, between Kwinana Freeway and Warton Road, would be required to further relieve congestion and disperse traffic through additional capacity of the road network system. The 3 kilometre section from Tapper Road (near Kwinana Freeway) to Warton Road is the short term priority for the South West Group, noting that it may be more cost effective to construct the full 7 kilometre section of dual carriage way to connect with the existing dual carriageway at Anstey Road, Forrestdale. The cost of the 7 kilometre section is estimated at \$120M, with the 3 kilometre section around \$60M.

The overpass and dual carriageways will need to be supported with new freeway connections and connector distributors, which have an estimated cost around \$40 million.

Estimated Cost: The South West Group is seeking the State Government to provide \$150 million over the next term of government to deliver all three components of the congestion relief project, including \$50 million for initial work required in the 2013/14 financial year.

Hampton Road & Stock Road Congestion Investigations



For more information on this project, please refer to Project Sheet 05

05



- **Joint State and local government study to identify congestion solutions for Hampton Road and the role of Stock Road as a major freight route.**

Hampton Road is a local road and therefore the responsibility of Local Government. Freight and passenger vehicle traffic from the south emanating from the areas such as the Kwinana Industrial Area, Australian Marine Complex (AMC), Latitude 32 industrial area and residential developments (Port Coogee, South Beach) are contributing to severe traffic congestion along Hampton Road. Traffic data shows that a large proportion of freight are using Hampton Road, rather than Stock Road which is the designated freight route. The Cockburn Coast development is in its final stages of planning and will result in an additional 10,000 people living between South Beach and Port Coogee, placing further pressure on the road network and exacerbating congestion problems.

A traffic study is required to identify solutions to the congestion and to examine measures to shift freight onto Stock Road as the designated freight route. LandCorp is the developer and land manager for Latitude 32, AMC and Cockburn Coast, and is therefore a key stakeholder and potential funding contributor toward the required traffic congestion investigations.

Estimated Cost: The South West Group is seeking the State Government to provide \$300,000 over the next term of government to complete this study.

For more information on this project, please refer to Project Sheet 06

06

- **Environmental investigations, initial planning and preliminary engineering design for Rowley Road and Anketell Road – Kwinana Freeway to Tonkin Highway.**

Efficient freight corridor connections (road and rail) between the Kewdale intermodal terminal, Tonkin Highway, the proposed Fremantle Outer Harbour and Kwinana Intermodal Freight Terminal are critical to the State's economy and productivity gains. 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.

Presently, there are no plans to undertake investigations for the essential link 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 required to undertake the required environmental investigations, initial planning and preliminary engineering design for the eastern sections of these roads.

Estimated Cost: The South West Group is seeking the State Government to provide \$1 million over the next term of government to complete these investigations.

For more information on this project, please refer to Project Sheet 07

07

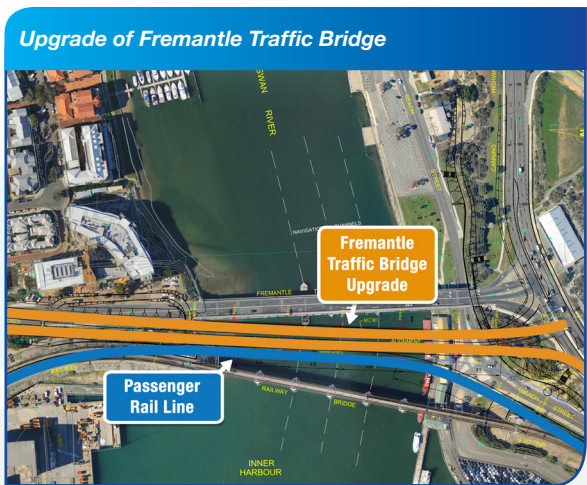
- **Upgrade of Fremantle Traffic Bridge**

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 South West Group was involved in the stakeholder engagement activities undertaken by Main Roads Western Australia 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.

Estimated Cost: The South West Group is seeking the State Government to provide \$250 million over the next term of government, with \$10 million in 2013/14 to undertake detailed design and preliminary works.



For more information on this project, please refer to Project Sheet 08

08