



JOINT STATE & LOCAL GOVERNMENT STUDY

TO IDENTIFY CONGESTION SOLUTIONS FOR HAMPTON ROAD & EXAMINE THE ROLE OF STOCK ROAD AS THE MAJOR FREIGHT ROUTE

PROJECT OBJECTIVE:

"To gain commitment from the State Government and Opposition to undertake a study to identify congestion solutions caused by freight inappropriately using Hampton Road and examine the role of Stock Road as the priority freight route for the region."

Introduction

The South West Metropolitan Region plays a critical role in the movement of freight in and out for the State's major container port (Fremantle Inner Harbour) and to distribution centres and logistics supply chains that support the movement of goods throughout WA.

The Fremantle Container Movement Study 2012 completed by Fremantle Ports identified the following:

- Total containers have increased from 354,227 twenty foot equivalent units (TEUs) in 2000/01 to almost 600,000 TEUs in 2010/11, with imports marginally exceeding exports
- The O'Connor/Spearwood/Bibra Lake area is an important unpacking destination at 16%, supported by the Inner Harbour (6%) and Kwinana/Rockingham/Naval Base/Henderson (3%). The South West Metropolitan Region contains 25% of all unpack destinations.
- In terms of pack locations for exports, the South West Metropolitan Region represents a significant 43% of all container pack locations with Kwinana/Rockingham/Naval Base/Henderson (26%) the primary area followed by O'Connor/Spearwood/Bibra Lake (8%) and the Inner Harbour (6%).

The more active pack locations of Kwinana/Rockingham/Naval Base/Henderson have the option to use Stock Road (the designated freight route) or Cockburn Road/Rockingham Road as the selected route to the Inner Harbour.

The number of containers is expected to increase from 600,000 TEUs in 2011 to 772,000 TEUs in 2015, 1,013,000 TEUs in 2020 and 1,274,000 TEUs in 2025. The volume of freight in Perth is expected to increase by 40% by 2020 increasing from 5.8 billion tonne kilometres to 8 billion tonne kilometres.

Key Issues

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,



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South Beach) are contributing to severe traffic congestion along Hampton Road.

Traffic data indicates that the share of freight using Cockburn Road or Rockingham Road has increased over time, leading to congestion and safety risks on Hampton Road.

Hampton Road is not designed as a freight route as it travels through highly urbanised areas with uncontrolled access and has an important public transport role provided by a dedicated bus lane that runs through South Fremantle.

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. The Cockburn Coast Integrated Transport Plan recommends a 15-20 year study of freight and identifies new linkages to Hampton Road and Rockingham Road.

A 15-20 year 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 therefore the State Government has a role in contributing funding toward the required traffic congestion and freight route investigations.

The investigation should consider measures to divert freight traffic onto Stock Road and the timing of Stock Road infrastructure upgrades such as grade separation intersections (Leach Highway, South Street, Winterfold Road, Forrest Road, Spearwood Avenue) and other measures to enhance its function as the priority freight transport corridor in the region.

South West Group Position

Freight and logistics are major industry sectors that contribute significantly towards the productivity of the region and the State's economy.

The South West Group supports studies into freight route and congestion associated with Hampton Road and investigations on the freight transport role of Stock Road and measures to establish Stock Road as the priority "north-south" freight route in the region.

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.

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