



Phase 1 Action Plan Report

A report prepared in Phase 1 of the Regional Transport Action Plan 2012 to inform Phases 2 and 3 of the RTAP and the development of the Regional Integrated Transport and Land Use Plan for the South West Metropolitan Region

June 2012

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EXECUTIVE SUMMARY

The South West Group Board endorsed Phase 1 of preparation of the Regional Transport Action Plan (RTAP) 2012. The Plan addresses issues affecting the effective long term integration of transport and land use in the South West Metropolitan Region of Perth, Western Australia

This report presents the findings from Phase 1.

The strategic objective for the achieving integrated transport and land use in the Region is:

“To achieve steady, stable and sustainable economic and social growth and development of the South West Metropolitan Region over the next 10 to 40 years, whilst enhancing amenity and productivity”

The primary drivers in the South West Metropolitan Region are population and regional growth which will be attracted by currently available zoned land and existing infrastructure. The challenge is to understand the drivers and how to manage emerging issues and impacts to satisfy the strategic objective. This will include managing population growth, providing for industrial and business development, facilitating regional development, building resilience and aligning with State Government objectives.

The South West Group has engaged and worked cooperatively with the relevant State Government agencies during Phase 1 and has received positive feedback regarding its intent and the approach and methodology for the RTAP.

The planning horizons adopted for integrated transport and land use planning are consistent with those used by the State Government. The three planning horizons are: 2026, 2031 and nominally 2050, when the population of the Perth and Peel Region reaches 3.5 million.

Five policy goals have been developed to demonstrate alignment with State Government policies and objectives, whilst providing meaningful regional goals for guiding transport and land use planning in the South West Metropolitan Region.

The policy goals are: to support the WA economy and maximise benefits, plan for sustainable and resilient growth, balance State, regional and local needs, build capability and commitment in the community, and participate with industry, business and government to deliver infrastructure and services.

A set of outcome indicators have been selected to monitor progress toward achieving these regional policy goals.

Specific outputs from Phase 1 include:

- a listing of some 30 State Government agency transport, land use and planning studies currently under way
- population capacity forecasts adopted for the South West Metropolitan Region
- a set of project prioritisation criteria
- meetings with the heads of relevant State agencies, and
- an action planning framework.

Progress has also been made in preparing a cost benefit analysis framework.

While over 50 transport and land use infrastructure related projects have been identified throughout the South West Metropolitan Region, the initial work undertaken through the cost benefit analysis has identified “strategic priority projects” as the vehicle to best demonstrate the economic value and potential of the region in contributing to the State’s economy.

The strategic priority projects can be described as “integrated project packages or precincts” with region wide implications and of sufficient magnitude to require a collaborative, program based approach to planning and implementation.

The strategic priority projects identified for further investigation and development are:

- Outer Harbour Port Gateway – New Port(s)/Latitude 32
- Murdoch Activity Centre/Jandakot City
- Cockburn Central Development and Connections
- Fremantle Inner Harbour
- Fremantle City Redevelopment
- Keralup Townsite and Karnup
- Central Transport Network
- South Eastern Transport Network

The action planning framework has been developed to guide the activities for Phases 2 and 3. The framework will draw upon information gathered in the cost benefit analysis work to ensure consistency in approach and the quantification of economic benefits.

For each strategic priority project, the action planning approach looks to the dominant issues which will constrain opportunities for sustainable and resilient regional growth.

The framework will be applied to identify key issues and drivers, assess the significant impacts, develop strategies to respond and prepare an action plan including project elements, a benefit/cost analysis, timelines, responsibilities and delivery actions.

The scope of work recommended for Phases 2 and 3 is based on the following:

Phase 2 Strategic Priority Projects and Regional Projects Prioritisation

- Task 1: Identify regional projects that contribute to strategic priority projects
- Task 2: Assess State Government priorities against strategic priority projects
- Task 3: Apply action planning framework to strategic priority projects
- Task 4: Undertake project prioritisation assessment
- Task 5: Undertake stakeholder engagement
- Task 6: Prepare project prioritisation program

Phase 3 Consultation and Business Case Development

- Task 7: Undertake consultation
- Task 8: Identify shovel ready regional projects
- Task 9: Prepare business case support
- Task 10: Recommend an implementation delivery plan

1. PURPOSE

The purpose of this report is to set the direction for addressing integrated transport and land use issues in the South West Metropolitan Region of Perth, Western Australia. The South West Group Board endorsed Phase 1 of the Regional Transport Action Plan (RTAP) 2012, and this report represents the findings from Phase 1.

The scope of work for Phase 1 included the following key tasks:

- Identify current transport and land use plans and activities;
- Define strategy objectives and policy goals;
- Prepare study brief for Phases 2 and 3; and
- Engage with relevant government agencies

The key outputs from Phase 1 include:

- List of current transport and land use plans and activities which impact on the region
- Draft policy goals and outcome indicators to guide future work and align with State Government objectives
- Outline of drivers and principal issues associated with transport and land use in the region
- Feedback from government agency heads and senior managers on the proposed approach and future direction
- Priority projects in the region of sufficient scale and complexity to warrant an integrated approach to their planning and implementation
- Project prioritisation criteria to assess and rank regional transport infrastructure projects (current and future)
- Rationale, scope of work and recommendations for Phases 2 and 3 of the RTAP

It is envisaged that the Phase 1 work will further strengthen collaboration and productive working partnerships between the key State government agencies and the South West Group and member Councils, as well as align stakeholders toward mutually beneficial transport and land use outcomes for the region and the State's economy.

1. CONTEXT AND APPROACH

The South West Group is a voluntary regional grouping of Councils representing the Cities of Cockburn, Fremantle, Melville and Rockingham and Towns of East Fremantle and Kwinana. The vision and mission of the South West Group is as follows.

Vision

Local Governments in South Metropolitan Perth, through cooperation with industry, community and the other spheres of government will capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.

Mission

The South West Group will be persuasive, forward looking and influential in representing, supporting and promoting Local Government interests that affect the growth and sustainable development of South Metropolitan Perth.

Figure 1: Map of the South West Group Member Councils



The South West Group has sought to engage and partner with relevant State Government agencies such as the Department of Transport (DoT), Department of Planning (DoP), Main Roads WA (MRWA), Public Transport Authority (PTA), Fremantle Ports, LandCorp and the Western Australian Planning Commission (WAPC) to develop an integrated regional transport and land use strategy for the South West Metropolitan Region, with limited success.

A Strategic Relationships Forum (SRF), led by Main Roads WA, was a collaboration formed in 2009 aimed at facilitating an integrated, multi-agency approach to address transport and land use planning issues in the South West Metropolitan Region. The SRF developed a partnership process and evaluation framework, similar to that used by the Stirling Alliance. Although not able to gain desired traction as a collaborative, multi-agency body, the SRF prepared a number of important and informative reports that guided the South West Group and led to the preparation of the RTAP (refer to Appendix 1 for further information).

The State Government is currently investing significant resources and funding to align transport and land use portfolios with the Directions 2031 and Beyond Plan, which was adopted by WA Cabinet in 2010. Due to this level of commitment, the key State Government agencies advised that they were not in a position to progress a regional scale transport initiative for the South West Metropolitan Region and were awaiting the outcomes of the 30 or so transport and land use related studies currently being undertaken and planned to be completed in 2012 and 2013 (refer to Section 3 and Appendix 2).

The South West Group opted to “help itself” and take a pro-active role in progressing an integrated approach to transport and land use through the RTAP 2012 and formed a small team of specialists to progress Phase 1. The outcomes of Phase 1 will guide the future direction and scope of work for Phases 2 and 3 of the RTAP.

The South West Group has engaged and worked cooperatively with the relevant State Government agencies during Phase 1 and has received positive feedback regarding its intent and the approach and methodology for the RTAP. A key message from the relevant agency heads was to “complement and add value to” the existing plans and studies underway by the State Government, not “duplicate and go over old ground”.

With the strategic positioning of Fremantle Inner Harbour, the proposed Outer Harbour Port in Kwinana, Latitude 32 and intermodal terminal and associated rail and road connections, the South West Metropolitan Region is recognised as the “powerhouse” region for import/export related freight and logistics.

The optimisation of the existing freight network and investment in infrastructure to maximise the efficiency of freight movement will have positive and mutually beneficial outcomes for the regional community and the State’s economy.

2. STRATEGIC OBJECTIVE, DRIVERS AND PRINCIPAL ISSUES

The context and the situational analysis of transport and land use related information are critical to understanding the region and the opportunities it presents.

Investigation undertaken during Phase 1 identified a number of drivers and principal issues that provide focus for setting priorities and informing urgency for action.

The strategic objective for the achieving integrated transport and land use in the region, as well as the key drivers and principal issues that need to be addressed are summarised below. More detailed information relating to this section is provided in Appendix 2.

3.1 Strategic Objective

“To achieve steady, stable and sustainable economic and social growth and development of the South West Metropolitan Region over the next 10 to 40 years, whilst enhancing amenity and productivity”

3.2 Drivers

The primary drivers in the South West Metropolitan Region are population and regional growth which will be attracted by currently available zoned land and existing infrastructure. The challenge is to understand the drivers and how to manage issues and impacts to satisfy the strategic objective. This will include:

Managing Population Growth

- Mix of zoned land – Urban, Urban Deferred
- Residential targets for growth in and around activity centres
- Freight task growth within the region
- Managing congestion
- Travel demand

Providing for Industrial and Business Development

- Activity and employment centres expansion
- Mix of zoned land – Industrial, Commercial
- Outer harbour port development stimulating freight logistics growth
- Intermodal terminal developments

Facilitating Regional Development

- Employment growth
- Mobility and accessibility (for economic and social development)
- Business development
- Partnerships between the private sector and government
- Community services – health, education, transport, aged services etc.

Building Resilience

- Higher level skills developed
- International markets for niche products, professional services and education
- Higher employment self sufficiency
- Choice of travel options
- High employment participation rate
- Response to climate change and energy security challenges

Alignment with State Government objectives

- Consistency with policy and strategic direction
- Complementing and adding value to current and future initiatives
- Establishing partnerships and positive working relationships
- Achievement of mutually beneficial outcomes (State, Regional)
- Access to resources and funding

3.3 Principal Issues

The principal issues, that will shape priorities and areas for action, are listed below. They will require further development in consultation with the member Councils, stakeholders and the community.

Major expansion/development of activity and employment centres

- Employment catchments and self sufficiency
- Traffic generation – freight, distribution, consumer
- Access corridors linking activity centres and employment nodes
- Promotion of active transport within activity centre catchments

Road network connectivity

- East-West road connectivity
- Intermodal connections
- Grade separation of problem intersections
- Smart roads concept identifying priority routes for freight and public transport

Freight corridors

- Road/rail mode split
- Long term land reservations limiting urban encroachment
- Designated freight routes – high productivity vehicles, dangerous goods, high-wide loads

Road congestion on major routes

- Intra-regional and Inter-regional traffic
- Peak hour commuting
- Intersection/nodal capacity
- Higher vehicle occupancy rates

Infrastructure capacity

- Investment programming to match demand
- Intelligent Transport Systems (ITS) and/or managed motorways giving real time alternatives to travel and route selection

Public transport infrastructure and services

- Accessibility and parking
- Area coverage, frequency, reliability, safety and level of service
- Simple and safe intermodal transfers for pedestrians and cyclists
- Behaviour change and workplace initiatives to increase utilisation rates

Urban amenity

- Access to services and employment
- Safe, attractive cycling options
- High amenity in employment nodes with housing size choice promoting local employment
- Journey to work

3. PLANNING HORIZONS

The planning horizons adopted for integrated transport and land use planning for the South West Metropolitan Region are consistent with those used by the State Government as outlined below:

4.1 2026 - WA Tomorrow 2012 (WAPC, 2012)

The Department of Planning is responsible for producing population projections, on behalf of the State Government, which are used for infrastructure service provision and by the private sector to plan for changing demand. The 2012 WA Tomorrow Report No.7 includes updated annual population forecasts from 2006 to 2026.

4.2 2031 - Directions 2031 and Beyond (WAPC, 2010)

Directions 2031 and Beyond is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel Region. It provides a framework to guide detailed planning and delivery of housing, infrastructure and services to accommodate a range of growth scenarios.

Sub-regional plans have been prepared to provide a finer detail for Directions 2031 and the South West Metropolitan Region is split between the Central Metropolitan Perth Sub-regional Strategy (Fremantle, East Fremantle and Melville) and the Outer Metropolitan Perth and Peel Sub-regional Strategy – South West Sub-region (Cockburn, Kwinana and Rockingham). The WAPC is planning to prepare Sub-regional Structure Plans in 2012/13.

4.3 Population of 3.5million for Perth and Peel Regions (nominally 2050)

Directions 2031 and Beyond identified the need to consider future planning to ensure that the city was able to respond to longer term growth pressures in a sustainable way. A population for Perth and Peel of 3.5 million was based on a share of Australia's population of 35.5 million by 2056 as identified in the State of Australian Cities 2010 Report (Commonwealth Government, 2010). The connected city medium growth scenario suggests that the population in Perth will reach 3.5 million by 2050.

Integrated transport and land use planning and investment decisions will need to be consistent with these horizons.

4. POLICY GOALS

The following policy goals have been developed to demonstrate alignment with State Government policies and objectives, whilst providing meaningful regional goals for guiding transport and land use planning in the South West Metropolitan Region.

1. Support the WA economy and maximise benefits to Western Australians through the economic and social development of the South West Metropolitan Region.
2. Plan for sustainable and resilient growth to achieve greater productivity, diversity, prosperity and liveability in the South West Metropolitan Region.
3. Balance the State, regional and local needs for enterprise, employment and mobility with amenity, health, safety, security and wellbeing of citizens in the region.
4. Build capability and commitment in the community for shaping, developing and delivering regional development goals.
5. Participate with industry, business and government to deliver infrastructure and services to better reflect community needs.

5. OUTCOME INDICATORS

Outcome indicators to monitor progress toward achieving policy goals have been prepared. These outcome indicators have been selected based on availability of data and consistency with policy goals.

Measurement of outcomes will involve consideration of actual number and/or percentages based on current data, changes and trends. The outcome indicators are provided below in Table 1.

Table 1: Outcome Indicators

OUTCOME INDICATORS	POLICY GOALS				
	1	2	3	4	5
Population					
• Growth	◆	◆		◆	
• Density	◆	◆	◆		
Jobs					
• Growth	◆	◆	◆	◆	
Employment					
• Self-containment	◆	◆	◆	◆	◆
• Commute from outside region	◆				
Regional Development					
• Gross Regional Output	◆	◆	◆	◆	◆
• Growth in Number of Businesses	◆	◆	◆	◆	◆
• Building Approvals	◆	◆	◆	◆	◆
• Productive Industrial and Commercial Land	◆	◆			◆
Community Capacity					
• Personal Income	◆	◆	◆	◆	
• Skill Level	◆	◆	◆	◆	
Transport and Travel					
• Journey to Work (x distance x mode)		◆	◆		◆
• Road Congestion (volume/capacity)		◆	◆		◆

6. PHASE 1 OUTPUT

The outputs from Phase 1 of the RTAP 2012 are summarised below, with further information provided in Appendices 2 – 7.

7.1 Transport, land use and planning studies

There is significant work on transport and land use planning currently being undertaken by the State Government that is directly relevant to the South West Metropolitan Region.

The project team recognises that this level of activity on transport and land use from the State Government is unprecedented and largely due to the need for agencies to align their strategic plans and investment plans with Directions 2031 and Beyond and national city and infrastructure planning initiatives by the Council of Australian Governments (CoAG).

The transport and land use related topics under investigation by agencies are diverse and varied. The list below summarises the studies and plans currently underway and the relevant agency taking the lead role. Further information regarding each of the studies is provided in Appendix 3.

Land Use Planning

- State Planning Strategy (DoP)
- Outer Harbour Structure Plan (WAPC)

- Rowley Road and Anketell Road Structure Plans (WAPC)

Transport

- Metropolitan and Peel Integrated Transport Plan (DoT)
- Moving People Plan (DoT)
- South Metropolitan and Peel Strategy Transport Plan (DoP)
- Activity Centres Parking Plan (DoP)
- WA Bike Network Plan (DoT)
- Integrated Transport Guidelines for Local Government (DoP)

Freight

- Perth and Peel Regions Freight and Intermodal Plan (DoT)
- High Performance Freight Vehicles (MRWA)
- Latitude 32 Intermodal Terminal (WAPC)
- Kwinana Freight Terminal (QR National)
- Serpentine Mundijong Intermodal Terminal (DoT)
- High Wide Road Corridors Study (DoT/MRWA)
- Grain Logistics Study (DoT)
- Kewdale and Forresterfield Terminals (DoT)
- Local Government Capacity Building for Freight (WALGA)
- Land Use Planning and Freight Efficiency Study (WA Freight & Logistics Council)
- Coastal Shipping Service from Australian Marine Complex (WA Freight and Logistics Council)

Ports

- Fremantle Port Container Movement Study (Fremantle Ports)
- Fremantle Port Linkages Study (DoT)

Public Transport

- Public Transport Plan for Perth (DoT)
- Cockburn Coast Light Rail Study (LandCorp)

Aviation

- WA Aviation Strategy (DoP/DoT)
- New General Aviation Airport (DoIT/ALGA/CASA/DoT)

Economic Development

- Economic and Employment Lands Strategy: Non-Heavy Industrial (DoP/WAPC)

Gaining access to information on the scope of work and progress of many of the above studies has been challenging, particularly as many involve multiple agencies, are politically sensitive and have limited opportunity for engagement and influence.

The South West Group Director has identified key studies in which it would be highly advisable for the region to be more actively involved in and has discussed with the relevant State government agency contact person on ways for achieving this.

7.2 Populations projections

Population forecasts are a critical input for planning to accommodate population growth in the region and underpin demand requirements for infrastructure and services. There has been significant variation in population forecasts produced for the region.

The ABS June 2011 population figures indicated stronger growth in the region than previously forecast. The WA Tomorrow 2012 data for the period 2006 to 2026 also indicated stronger growth than previously forecast in Directions 2031 and Beyond. In addition, these population forecasts did not appear to take into account all of the various residential developments, major projects and proposed town planning scheme amendments likely to occur in the region.

In April 2012, the South West Group adopted population capacity forecasts () for the South West Metropolitan Region. These forecasts were developed in consultation with the member Councils and are shown in Table 2.

Table 2: Population Forecasts and Capacity Forecasts Adopted by the South West Group (April 2012)

LGA	ABS 2010 revised	ABS 2011 provisional	ABS 2027	WA Tomorrow 2026 Band C	Capacity Forecast 2026*	Capacity Forecast 2031*	Perth and Peel 3.5 million people*
Cockburn	91 312	94 003	138 801	131 000	123 157	127 888	140 000
East Fremantle	7 534	7 751	6 994	8 600	8 668	8 974	10 000
Fremantle	28 626	29 383	32 045	33 700	34 543	36 263	40 000
Kwinana	29 029	30 433	49 099	51 900	59 204	67 493	110 000
Melville	102 433	103 767	104 188	104 500	120 916	126 634	160 000
Rockingham	104 129	108 022	181 359	172 900	178 049	201 392	300 000
SWMR	363 063	373 359	512 486	502 600	524 537	568 644	760 000
Metro Perth	1 696 043	1 738 807	2 305 700	2 276 900			3 237 700
Peel	108 559	113 531	157 334	164 300			262 300
Perth and Peel	1 804 602	1 852 338	2 463 034	2 441 200			3 500 000
WA	2 293 487	2 349 325	2 790 000	3 060 500			

* Forecast adopted by the South West Group

The Australian Bureau of Statistics (ABS) population data is widely accepted nationally and their population forecasts are based on national census data collection timeframes. The State Demographer, through the Department of Planning, prepares population data and forecasts for Western Australia, which also includes forecasts to 2026 as outlined in WA Tomorrow 2012, at a local Government level.

There is commonly variation between the ABS and State Demographer forecasts, due to a number of factors, assumptions and growth scenarios built into the forecasting models.

The South West Group will use the adopted population capacity forecasts above to plan for population growth and infrastructure provision in the South West Metropolitan Region.

7.3 Policy goals and outcome indicators

The policy goals and outcome indicators developed during Phase 1 of the RTAP 2012 are provided in Sections 5 and 6.

7.4 Project prioritisation criteria

There are over 50 transport and land use infrastructure projects currently identified throughout the South West Metropolitan Region. The projects vary from one off road construction projects to large scale, complex projects requiring an integrated approach to planning and implementation.

In anticipation of the need to identify regional priorities, a set of criteria has been developed by the project team to assess and rank projects. The assessment criteria incorporate elements of the “Strategic Merit Test” guidelines being trialled by the Department of Transport for the Moving People Study and are consistent with Infrastructure Australia guidelines.

The set of project prioritisation criteria include consideration of governance, economic, social, environmental, resilience and promotion factors. A complete list of the criteria is provided in Appendix 4.

7.5 State agency engagement strategy and collaboration arrangements

Engagement with relevant State Government agency heads provided the opportunity to outline the purpose of the RTAP and identify ways that the South West Group and member Councils can work effectively with the State Government.

The agencies directly consulted using a targeted agenda included:

- Department of Transport (DoT)
- Department of Planning (DoP)
- Main Roads WA (MRWA)
- Public Transport Authority (PTA)
- Fremantle Ports and
- LandCorp

The meetings were with the heads of agencies and senior managers, with the latter being nominated as the key contact point for the South West Group.

The meetings were very positive and resulted in the identification of areas where the South West Group could better engage with the agencies and become involved in the various studies being undertaken. Further information on the outcomes of the meetings with the key agencies is provided in Appendix 5.

7.6 Strategic cost benefit framework for project and infrastructure investment

During the initial tasks in Phase 1, it became apparent for the need of a high level cost benefit analysis to support the subsequent phases of study and the development of a business case.

Consulting economist firm Macroplan Dimasi was engaged by the South West Group in April 2012 to undertake a strategic cost benefit analysis involving a number of key tasks including:

- Interpreting the new policy framework for Perth
- Identifying the economic role and function of South West Metropolitan Region in Perth’s future

- Preparing a cost benefit analysis framework to identify key projects which require funding
- Drawing conclusions and a recommended way forward for integrated transport and land use in the South West Metropolitan Region

The brief for this work outlines further details on the cost benefit analysis tasks and is provided in Appendix 6.

The initial work undertaken through the cost benefit analysis has identified “strategic priority projects” as the vehicle to best demonstrate the economic value and potential of the region in contributing to the State’s economy. This is one of the key arguments to support and facilitate further investment in the region by the State (and Federal) Government.

The identification of strategic priority projects has heavily influenced the focus for the Phase 1 work and the scope of activities for Phases 2 and 3.

7. STRATEGIC PRIORITY PROJECTS

As previously stated, there are over 50 transport and land use infrastructure related projects identified to date throughout the South West Metropolitan Region.

Although the project prioritisation criteria have been developed to assess and rank individual projects, there is a need to identify strategic priority projects to support the cost benefit analysis work and provide a focus for demonstrating the economic value of key transport and land use infrastructure assets to the region and the State.

The strategic priority projects can be described as “integrated project packages or precincts” with region wide implications and of sufficient magnitude to require a collaborative, program based approach to planning and implementation.

To support this approach, a number of strategic priority projects have been identified as the basis for further investigation and development as follows:

- Outer Harbour Port Gateway – New Port(s)/Latitude 32
- Murdoch Activity Centre/Jandakot City
- Cockburn Central Development and Connections
- Fremantle Inner Harbour
- Fremantle City Redevelopment
- Keralup Townsite and Karnup
- Central Transport Network (Roe Highway, Stock Road, Leach Highway, South Street, Fremantle-Rockingham Controlled Access Highway, east/west link roads to the west of Kwinana Freeway)
- South Eastern Transport Network (Armada Road, east/west link roads east of Kwinana Freeway, Mundijong Road, connections to Tonkin Highway and South West Highway)

Further information on the scope, significance and status of the strategic priority projects is provided in Appendix 7.

This information is aimed at providing the preliminary rationale for their selection and, subject to agreement by the South West Group Board, will be further developed through a consultative process with member Councils and other key stakeholders.

There are other important projects or initiatives in the region, that are likely to feature strongly in any project prioritisation process including:

- Canning Bridge Redevelopment
- Rockingham City Centre Development
- Cockburn Coast
- Eastern Residential Intensification Concept (ERIC)
- Kwinana Town Centre Development
- Defence and Australian Marine Complex

Although not proposed to be the initial focus for Phases 2 and 3 of the RTAP 2012, these regionally significant projects may not require the more complex, integrated approach of the strategic priority projects. These regional projects will be assessed and ranked using the project prioritisation criteria, along with the other key projects identified in the region.

8. PHASES 2 AND 3

9.1 ACTION PLANNING FRAMEWORK

For each strategic priority project, the approach looks to the dominant issues which will constrain opportunities for sustainable and resilient regional growth in terms of land use and transport strategies to respond.

An important consideration is the growth trajectories. The trajectories and forecasts need to be prudent, not overly optimistic or unrealistic, otherwise there is a risk of imposing excessive demands for investment on infrastructure and services.

The action planning framework has been developed to guide the activities for Phases 2 and 3.

The framework incorporates the principal issues previously described in Section 3 and will be applied to the strategic priority projects to:

- Identify key issues and drivers
- Assess the significance of the issues/drivers
- Develop strategies to respond to issues/drivers, and
- Prepare an action plan for each strategic priority project.

The framework draws information gathered in the cost benefit analysis work to ensure consistency in approach and the quantification of economic benefits for the strategic priority projects.

An outline of the framework based on the principal issue themes is provided in Table 3.

Table 3: Action Planning Framework for Phases 2 and 3 of the Regional Transport Action Plan

DRIVERS/PRINCIPAL ISSUES/NEEDS – e.g. planning provisions for land uses, mobility and accessibility; adequacy to meet projected future demand	SIGNIFICANT IMPACTS – e.g. location specific effects; trajectories; capacity; community impacts	STRATEGIES TO RESPOND – e.g. stakeholder engagement; policy, planning and operational decisions; approvals; infrastructure; services	ACTIONS PLAN – e.g. integrated transport and land use strategy; implementation plan; delivery program
<i>Major expansion/development of activity and employment centres</i>			
<i>Road network connectivity</i>			
<i>Freight corridors</i>			
<i>Road congestion</i>			
<i>Infrastructure capacity</i>			
<i>Public transport infrastructure and services</i>			
<i>Urban amenity</i>			

9.2 SCOPE OF WORK FOR PHASES 2 AND 3

Work completed in Phase 1 has established the need for a focus on significant areas of growth in the region which will have the greatest adverse impacts, if not satisfactorily managed.

Identification of strategic priority projects will be the driver of subsequent phases of the RTAP which requires adjustment to the tasks originally identified in Phases 2 and 3 (refer to Appendix 1).

The project team has carefully considered this adjustment to the approach and is confident that the scope of work outlined below will meet and exceed the intended outcomes associated with the original scope of work presented to the Board at the time of endorsing Phase 1 of the RTAP.

The strategic priority projects approach to subsequent work on the RTAP will effectively address most of the tasks previously identified for Phases 2 and 3.

The approach is a targeted method for progressing the study through the practical and robust application of economic and social analysis, as opposed to the generic issues based approach previously presented.

The scope of work now recommended for Phases 2 and 3 is as follows, with further description on tasks and resources outlined below. Those tasks previously identified in the original RTAP scope are noted.

Phase 2 Strategic Priority Projects and Regional Projects Prioritisation

- Task 1: Identify regional projects that contribute to strategic priority projects
- Task 2: Assess State Government priorities against strategic priority projects
- Task 3: Apply action planning framework to strategic priority projects
- Task 4: Undertake project prioritisation assessment (previously Phase 2 task)
- Task 5: Undertake stakeholder engagement
- Task 6: Prepare project prioritisation program

Phase 3 Consultation and Business Case Development

- Task 7: Undertake consultation (previously Phase 2 task)
- Task 8: Identify shovel ready regional projects (previously Phase 3 task)
- Task 9: Prepare business case support (previously Phase 3 task)
- Task 10: Recommend an implementation delivery plan

Support Resources/Consultants

- Cost benefit analysis
- Geographic Information Systems (GIS)
- Consultation facilitator
- Graphic design and production

Phase 2 - Strategic Priority Projects and Regional Projects Prioritisation

Scope of Work (July 2012 to June 2013)

<i>Task 1: Identify regional projects that contribute to strategic priority projects</i>

This task identifies which of the regional projects identified to date contribute toward the strategic priority projects. A number of strategic priority projects are complex and of a large scale, comprising of 10 or more individual projects. The remaining regional projects that are not part of the strategic priority projects will be identified and separated for further assessment using the project prioritisation criteria (refer to Tasks 4 and 6).

Scope of work (July to August 2012)

- Group projects into strategic priority projects
- Identify regional projects for assessment using prioritisation criteria

Output

- Strategic priority project and regional projects list

Task 2: Assess State Government priorities against strategic priority projects

This task assesses the State Government's priorities against the strategic priority projects in the region taking into consideration current studies, budget and other key imperatives. It will be important to understand those strategic priority projects that have State Government support (financial, political, social) and those that are yet to be a priority for the State. The assessment of State Government priorities will be an ongoing process for the South West Group as studies and plans are developed and completed.

Scope of work (August to October 2012)

- Determine status of State Government studies that directly affect strategic priority projects, including timeframes for decision making
- Seek confirmation from State Government contacts on status
- Prepare status report for regional stakeholders
- Provide progress reports as studies are completed

Output

- Strategic priority project status report

Task 3: Apply action planning framework to strategic priority projects

This task involves assessing each strategic priority project against the action planning framework developed during Phase 1. The framework may need to be expanded to other issues not currently identified as a principal issue.

Scope of work (October to December 2012)

- Assess adequacy of principal issues in framework for addressing each strategic priority project
- Tailor framework to address each strategic priority project
- Assess strategic priority projects using framework
- Seek technical input into the assessment of strategic priority projects
- Consolidate assessment information for each strategic priority projects
- Identify elements of the strategic priority projects for immediate attention or action
- Prepare strategic priority projects assessment report

Output

- Strategic priority projects assessment report

Task 4: Undertake project prioritisation assessment

This task involves assessing regional projects using the prioritisation criteria developed during Phase 1. This may include a requirement to assess component projects included in strategic priority projects, should these constitute a "stand alone" project that warrants further assessment.

Scope of work (January to March 2013)

- Assess regional projects using prioritisation criteria
- Seek technical input into the assessment of regional projects
- Consolidate assessment results into a ranked list of regional projects
- Prepare regional projects assessment and ranking report

Output

- Regional projects assessment and ranking report

Task 5: Undertake stakeholder engagement

The work completed during Tasks 1 to 4 in Phase 2 will benefit from input from internal (member Council) and external (key State Government agencies, industry) stakeholders. Internal stakeholder engagement will be undertaken through the South West Group (Technical Directors, Planning and Infrastructure Committee, CEO's Forum and Board), with external stakeholders engaged through a structured consultation process (briefing and workshop) that could also include the Technical Directors or other committee of the South West Group.

Scope of work (April to May 2013)

- Identify and seek participation of key external contacts for briefing and workshop
- Prepare consultation and presentation material
- Undertake briefing and workshop
- Consolidate feedback from external stakeholders
- Prepare stakeholder engagement report

Output

- Stakeholder engagement report

Task 6: Prepare project prioritisation program

This task involves bringing together the information and key outcomes from Tasks 1 to 5, including the feedback from stakeholder engagement, into a program report. The report would be in a suitable format for community consultation and also incorporate future work currently to be undertaken during Phase 3.

The program will include activities to progress strategic priority projects as well as regional projects, taking into account regional needs, major regional development opportunities (economic and social), State Government priorities, private sector investment (major projects/development) and member Council/community aspirations.

Scope of work (May to June 2013)

- Consolidate information from Tasks 1 to 5
- Summarise stakeholder feedback
- Prepare draft program report suitable for community consultation
- Present draft program to internal and external stakeholders in tailored packages relevant to stakeholder interests and responsibilities
- Finalise program report based on stakeholder feedback

- Prepare consultation strategy outline for Phase 3

Output

- Project prioritisation program report

Phase 3 – Consultation and Business Case Development

Scope of Work (July 2013 to December 2013)

Task 7: Undertake consultation (July to August 2013)

This task builds on the consultation strategy outline developed in Task 5 to develop a consultation strategy aimed at informing the wider community on the work completed to date by the South West Group. The form of the consultation could include workshops, focus groups, community meetings and/or targeted briefings.

Task 8: Identify shovel ready regional projects (August to September 2013)

This task utilises the information gathered during Tasks 1 to 8 to identify shovel ready projects that can be put forward to the State and Federal government for funding consideration in 2014/15. This timeframe fits well with State Government budget preparation process and is at a critical time in the lead up to the Federal Government elections in October 2013.

Task 9: Prepare business case support (September to December 2013)

This task involves the preparation of a business case to present to State and Federal governments using the information gathered from Phases 2 and 3 to date, including the shovel ready projects. This task will require the preparation of high quality documentation, with graphic design input, to support the business case.

Task 10: Recommend an implementation delivery plan (November to December 2013)

This task will develop an implementation delivery plan to progress activities identified during the RTAP. The plan will include a list of actions and the budgets, schedules and resources to facilitate successful implementation of actions in the short term (12 months) and longer term (2-5 years). Links to other initiatives, such as the lobbying and advocacy plan, will also be identified to ensure that efforts are spread across technical, political and partnership activities.

Appendix 1 – Context and Approach

BACKGROUND

The South West Metropolitan Region has assets and facilities of State and national significance (ports, airport, major industrial estates, rail line and stations, hospitals, activity centres, Defence facilities, universities) located in the region. Transport and its integration with land use planning is a critical issue for the region now and into the future.

The South West Group has been seeking to prepare an Integrated Transport and Land Use Plan for the South West Metropolitan Region in partnership with key State Government agencies and organisations (Department of Planning, Main Roads WA, Department of Transport, Public Transport Authority, LandCorp, Fremantle Ports, Western Australian Planning Commission, Western Trade Coast).

Following an approach by Main Roads WA, the Strategic Relationships Forum (SRF) was established in 2009 with the aim of facilitating an integrated, multi-agency approach to address transport and land use planning issues in the South West Metropolitan Region. The SRF developed a partnership process and evaluation framework, similar to that used by the Stirling Alliance. Although not able to gain desired traction as a collaborative, multi-agency body, the SRF prepared a number of important and informative reports that guided the South West Group and led to the preparation of the Regional Transport Action Plan (RTAP). Further details and background on the SRF are provided below.

There are a significant number of major studies currently being undertaken by the State government and others with direct implications for transport and land use in the region. The scope and timing of these studies impact on the development of an Integrated Transport and Land Use Plan for the South West Metropolitan Region.

Feedback at ministerial and Department Head levels indicates that the State Government is more focussed on completing the current studies and implementing project ready initiatives, rather than more studies. In addition, senior government agency managers have advised of the lack of resources and funding in their departments to participate in any additional regional scale projects requiring officer support and stakeholder engagement activities. They are however able to engage and contribute at an officer level with activities that align with, or complement, their current work priorities.

In response to this, the South West Group has adopted an action based, “help yourself” approach that is aimed at placing the region in the best possible position to take advantage of the current situation.

The Regional Transport Action Plan adopted by the South West Group in February 2012 included a three phase approach involving the following scope of work:

Phase 1 - Definition of strategy and policy goals, agency engagement and preparation of study brief

Phase 2 - Definition of issues, context, values and needs

Phase 3 - Undertaking pilots, project prioritisation and packaging

The South West Group endorsed Phase 1 of the Action Plan for 2012, with the scope for Phases 2 and 3 subject to review following the completion of Phase 1.

STRATEGIC RELATIONSHIPS FORUM

The South West Group Director has also been working closely with the Strategic Relations Forum (SRF), which is a collaborative stakeholder engagement model led by Main Roads WA, since mid 2009.

The purpose of the SRF was *“to bring together key identified stakeholders and decision-makers in the South West Metropolitan Region to enable Main Roads WA and the Department of Transport to gain a more informed understanding of the needs and aspirations of the wider community”*.

The SRF was proposed to be the vehicle to facilitate the preparation of an Integrated Transport and Land Use Plan for the South West Metropolitan Region through a collaborative approach with key stakeholders and the community.

The SRF, through Main Roads engaged consultants URS, has produced a number of transport related reports since August 2010 specific to the region including:

- Situational Analysis for Sustainable Planning and Development in the South West Metropolitan Region (August 2010) – describes the region and identifies key issues that influence transport in the region
- Terms of Reference for the SRF (December 2010), which according to Main Roads has been sighted and supported by the WA Premier Colin Barnett
- Investment Plan (December 2010) – outlines investment requirements (funding) for next steps totalling around \$900,000, noting that this was not adopted by the South West Group or partner agencies
- Goal and Value Mapping – Transport and Land Use Planning in the South West Metropolitan Region (January 2011) – outlines core values in the South West Metropolitan Region and their alignment with State Government policies and plans. Puts forward strategic evaluation framework for the assessment of issues and projects
- Uncertainty Analysis Workshop July 2011 Outcomes Report (October 2011) - draft report for review. Outlines key threats and opportunities and next steps including the development of a shared vision, concept plan, governance model and funding models
- South West Integrated Transport and Land Use Concept Plan (December 2011) – work in progress. Consolidates work done to date, outlines key factors affecting transport in the region and puts forward key areas of focus and next steps for progressing the concept plan.

Although there is recognition of the SRF reports at senior levels in Main Roads WA, none of these reports have been presented to, or adopted by, the South West Group, member Councils or State Government agencies.

The above reports have assisted the South West Group in determining its direction and approach to integrated transport and land use in the South West Metropolitan Region and the information contained in the SRF reports have provided useful background information and strategies that have been incorporated into the RTAP.

STRATEGIC FRAMEWORK

A strategic framework has been developed based on the common elements of a South West Metropolitan Region Integrated Transport and Land Use Concept Plan (December 2011) and the next steps identified for the SRF.

This framework represents a collective methodology for addressing integrated transport and land use issues in the region, but requires a shared ownership and contributions from the State Government agencies and other key partner organisations to achieve the best outcomes.

The strategic framework contains the following elements.

1. Define **policy goals, engage agencies** and prepare **study brief** for the strategy/plan
2. Develop **common understanding and context** (situational analysis, government policy, current and proposed projects/plans/strategies)
3. Define **values in the region** (exports, employment, GRP, potential value capture) **and constraints** (congestion, lack of infrastructure investment, inefficient/uncoordinated activities, uncertainty analysis)
4. Determine **future scenarios** (population growth, increased traffic and freight, congestion, objectives, options, value capture opportunities)
5. Determine **research and gaps in information** requirements (data, modelling, pilot projects)
6. Undertake **stakeholder engagement** (communication plan, collaborate, define and map relationships, define roles and responsibilities, negotiate partnerships, develop collaboration/alliance framework/structures, align priorities and activities)
7. Develop **strategy/concept plan** (project and activity priorities, packages of projects/programs, funding options). Present to Infrastructure Coordinating Committee (ICC), Metropolitan Redevelopment Authority (MRA) and Western Trade Coast Industries Committee (WTCIC)
8. Prepare **Business Case** for regional strategy (including project schedule, budget estimates, cost benefit analysis, funding options, agency contributions, value capture potential) and present to State and Federal Government
9. Form **partnerships, implement** regional strategy and **deliver** projects through collaborative arrangements (partnership projects/activities, agreed funding, schedules, deliverables, reporting on performance)

The strategic framework will be further developed in collaboration with key stakeholders and be used to guide activities of the South West Group, and establish stronger working partnerships with State Government agencies and key stakeholder organisations.

The South West Group RTAP 2012 incorporates tasks that it will progress the strategic framework and align with State Government priorities with region priorities through a set of agreed policy goals.

REGIONAL TRANSPORT ACTION PLAN 2012

The tasks and scope of work for the South West Group Regional Transport Action Plan (RTAP) for 2012 is based on a three phase approach previously mentioned and broken down to tasks as outlined below.

Phase 1 – Definition of Strategy and Policy Goals, Agency Engagement and Preparation of Study Brief

- Task 1: Identify Current Transport and Land Use Plans and Activities*
- Task 2: Define strategy objectives and policy goals*
- Task 3: Prepare study brief to determine scope and costs for development of strategy/plan*
- Task 4: Engage with relevant government agencies*

Phase 2 - Definition of Issues, Context, Values and Needs

- Task 5: Identify an agreed population targets (2031, 2060) for each member Council area*
- Task 6: Assess adequacy of transport modelling in the region and identify gaps and further work requirements*
- Task 7: Source and document compatible count information on traffic flow in the region*
- Task 8: Identify and summarise infrastructure projects that are in advanced planning or have budget commitments*
- Task 9: Undertake community and industry stakeholder engagement in the identification and prioritisation of major infrastructure projects in the region*

Phase 3 – Preparation of Business Case, Project Prioritisation and Packaging

- Task 10: Facilitate prototype for the SmartRoads concept in the region*
- Task 11: Facilitate 50 year rail freight demand assessment of the region.*
- Task 12: Develop a region specific congestion management strategy that prototypes Intelligent Transport Systems (ITS)*
- Task 13: Group infrastructure projects into packages and lobby State Government to undertake and integrated approach to planning and development of packages*
- Task 14: Identify shovel ready transport, local employment and intermodal projects for State and Federal Government funding*
- Task 15: Prepare Business Case for presentation to State and Federal Governments*

The South West Group endorsed Phase 1 of the RTAP 2012 in February 2012 based on the scope of work below.

PHASE 1 - DEFINITION OF STRATEGY AND POLICY GOALS, AGENCY ENGAGEMENT AND PREPARATION OF STUDY BRIEF

The phase involves the early planning work aimed at defining what is required to address integrated transport and land use issues in the region and identify the scope of work for Phases 2 and 3 of the RTAP.

A “stop and review” point will be undertaken at the end of Phase 1 to determine the benefits or otherwise of progressing to Phase 2 and 3. The information from Phase 1 will be

consolidated into a report and presented to the Board, with recommendations for future action. Descriptions of the scope of work involved in Phase 1 tasks are outlined below.

Task 1: Identify Current Transport and Land Use Plans and Activities

This task involves proactively identifying the transport and land use planning activity currently underway in the region and when plans/activity will be in a form for stakeholder and public consultation. There are many plans, studies and inquiries underway including Public Transport 2031, Population Projections 2026, Moving Freight, Moving People, WA Aviation Study, Fremantle Port Linkages Strategy, Perth and Peel Integrated Transport and Land Use Study and Kwinana Structure Planning. Many will be in a final form in late 2012.

Scope of work (March 2012)

- Identify plans and briefly describe plans (purpose and timing) based on available information.
- Refer information to relevant Government Agencies to confirm plans, descriptions, timing and identify others that may affect region.
- Consolidate information as input into Phase 1 report.

Task 2: Define Strategy Objectives and Policy Goals
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This task will bring together the strategy objectives for the Integrated Transport and Land Use Plan for the South West Metropolitan Region based on established policy positions adopted by the South West Group and communicated through submissions to the State and Federal Government. A set of policy goals that align to both regional and State Government (and possibly Federal Government) will also be developed in this task. The policy goals will form the principle means for engaging and facilitating commitment from the State Government to become actively involved and invest funding and resources to address integrated transport and land use issues in the South West Metropolitan Region.

Scope of work (March 2012)

- Review and document State Government and Federal Government policy positions for integrated transport and land use planning relevant to the region.
- Consolidate South West Group policy and submission positions as the basis for developing strategy objectives.
- Draft policy goals, with a focus on key issues and their alignment and mutual achievement of regional and State (and Federal) Government policies and objectives.

Task 3: Prepare Study Brief to Determine Scope and Costs for Development of Strategy/Plan
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This task involves the preparation of a study brief identifying the key stages and tasks required to prepare an Integrated Transport and Land Use Plan for the South West Corridor. The brief would be suitable standard and quality to enable the seeking of Expressions of Interests (Eols) from transport planning/engineering consultants, including cost estimates, schedules, previous experience and personnel. An evaluation panel involving members of the Technical Directors Committee could be involved in the assessment of Eols and recommendations to the Board for further action.

Scope of work (March to mid April 2012)

- Review Phase 2 and 3 methodologies to identify tasks suitable for inclusion in the brief.
- Draft preliminary study brief for review by Technical Directors.
- Revise brief based on feedback from Technical Directors and other key stakeholders and refer study brief to the Board for authorisation to advertise for Expressions of Interest.
- Assist in the coordination of the evaluation panel and assessment of Eols.

Task 4: Engage with Relevant Government Agencies

Task 4 will require the development of an engagement strategy for each of the relevant Ministers, Government agencies and coordinating committees involved in transport and integrated land use planning. Initial contact with these key stakeholders would be undertaken early to advise of the South West Group's approach regarding the strategic framework and RTAP for 2012.

In order to be successful, this task will require the ability to engage with government at the highest levels and provide presentations to strategic level committees and working groups involved in strategic transport, planning and infrastructure provision.

Scope of work (March to May 2012)

- Identify key Ministers, Government agencies and coordinating committee contacts and develop approaches for effective stakeholder engagement.
- Brief stakeholders on draft study brief and policy goals and likely costs and timing for preparation of an Integrated Transport and Land Use Plan for the South West Corridor.
- Negotiate potential funding contributions toward plan from 2013/14 and 2014/15 budgets.

A project team comprising of the Director South West Group, a Project Director (Greg Martin) and Technical Specialist (Chris Fitzhardinge) was formed in March 2012 to undertake Phase 1 of the RTAP. The project team provided regular progress reports to the South West Group and relevant sub-committees during the course of the study.

The main output for the Phase 1 work is a report that will be considered by the South West Group Board. The report will summarise findings and recommend a scope of work for Phases 2 and 3.

Appendix 2 – Current Transport Studies (April 2012)

No.	Study or Activity	Agency	Contact	Status	Start and Finish Dates
1.	State Planning Strategy	DOP	Eric Lumsden	Under development	
2.	Metropolitan and Peel Integrated Transport Plan	DOT	Sue McCarrey	Components are Moving Freight and Moving People	2010 to December 2012
3.	Moving People Plan	DOT	Craig Wooldridge	Work overseen by Strategic Working Group	2010 to November 2012
4.	Perth and Peel Regions Freight and Intermodal Plan	DOT	Steve Phillips	Draft stakeholder engagement plan developed for internal review	2011 to November 2012
5.	South Metropolitan and Peel Strategy Transport Plan	DOP	Cameron Bulstrode	Now in draft form.	
6.	Activity Centres Parking	DOP	David Igglesden George Brown	Discussion Paper issued October 2011	
7.	High Performance Freight Vehicles	MRWA	Pascal Felix	Study into larger vehicles accessing ports	
8.	Public Transport Plan for Perth	DOT	Steve Beyer	Around 1000 Submissions received	2011 to July 2012
9.	Cockburn Coast Light Rail	LandCorp			
10.	Murdoch Drive and South Street Intersection	MRWA		Community Reference Group formed	Fiona Stanley open mid 2014
11.	Fremantle Port Container Movement Study	FPA	Doug Brindal	Draft Study prepared. Considered by Taskforce. Commercial sensitivities	
12.	Fremantle Port Linkages Strategy	DOT	Catherine Wallace Ally Coates		
13.	Latitude 32 Intermodal Terminal	WAPC LandCorp DOT	Don Challis 6551 6097	Proposal for land acquisition for IMT – longer term proposal	
14.	Serpentine Mundijong Intermodal Terminal	DOT	Don Challis 6551 6097	Report being prepared for ICC	
15.	Kwinana Terminal	Private	Queensland Rail	Freight Precinct Master Plan by Queensland Rail. Brookfield proposal to lengthen iron ore holding track	
16.	Outer Harbour Structure Planning	WAPC	Gary Prattley Ally Coates	Due to report by the end of 2012. Legal action may delay to 2013	

No.	Study or Activity	Agency	Contact	Status	Start and Finish Dates
17.	Rowley Road Structure Planning	WAPC DOT	Paula Sothern 6551 6094	Geometry finalised. Link to outer harbour	
18.	Anketell Road Structure Planning	WAPC DOT	Paula Southern 6551 6094	Geometry finalised. . Link to outer harbour	
19.	High Wide Load Corridors	DOT/MRWA	Drew Gaynor 6551 6198 Kevin Smith 9323 4347	Focus is on regional areas. Anketell Road current HWL corridor. Need to also assess HWL needs of the AMC	
20.	Grain Logistics	DOT	Drew Gaynor 6551 6198	Technical Feasibility for new rail link mid 2012. Link to Kwinana CBH?	Mid 2012
21.	T2 Kewdale and Area C Forrestfield	DOT	Catherine Wallace		
22.	Local Government Capacity Building: Planning for Freight	WALGA	Ian Duncan 0439 947 716	Due to be submitted to the ICC. Relevant to local structure planning	
23.	Land Use Planning and Freight Efficiency	WA Freight and Logistics Council	Mark Brownell 9216 8817	Consultant Study due to conclude April 2012	
24.	Coastal Shipping Service from AMC	WA Freight and Logistics Council	Mark Brownell 9216 8817	Study on shipping to Pilbara from the AMC. Some sensitivities, loads off roads initiative	
25.	WA Aviation Strategy	DOT	Peter Ryan 6551 6323	Study announced	December 2011 to June 2012
26.	New General Aviation Airport	DOP/DOT	Michael Kennedy	Study in second half of 2012	
27.	National Airports Safeguarding Framework	DoIT/ALGA CASA/DOT	Scott Stone (02) 62747605	Draft Paper released. Looking into changing ANEF to include AN60 information	
28.	WA Bicycle Network Plan	DOT	Craig Wooldridge	Plan released March 13, 2012	2009 to March 2012
29.	Economic and Employment Lands Strategy: non heavy industrial	DOP/WAPC	John Chortis	Strategy Released April 19, 2012	
30.	Integrated Transport Guidelines for Local Government	DOP		Guidelines to be released May 2012	

Appendix 3 - Population Statistics and Forecasts

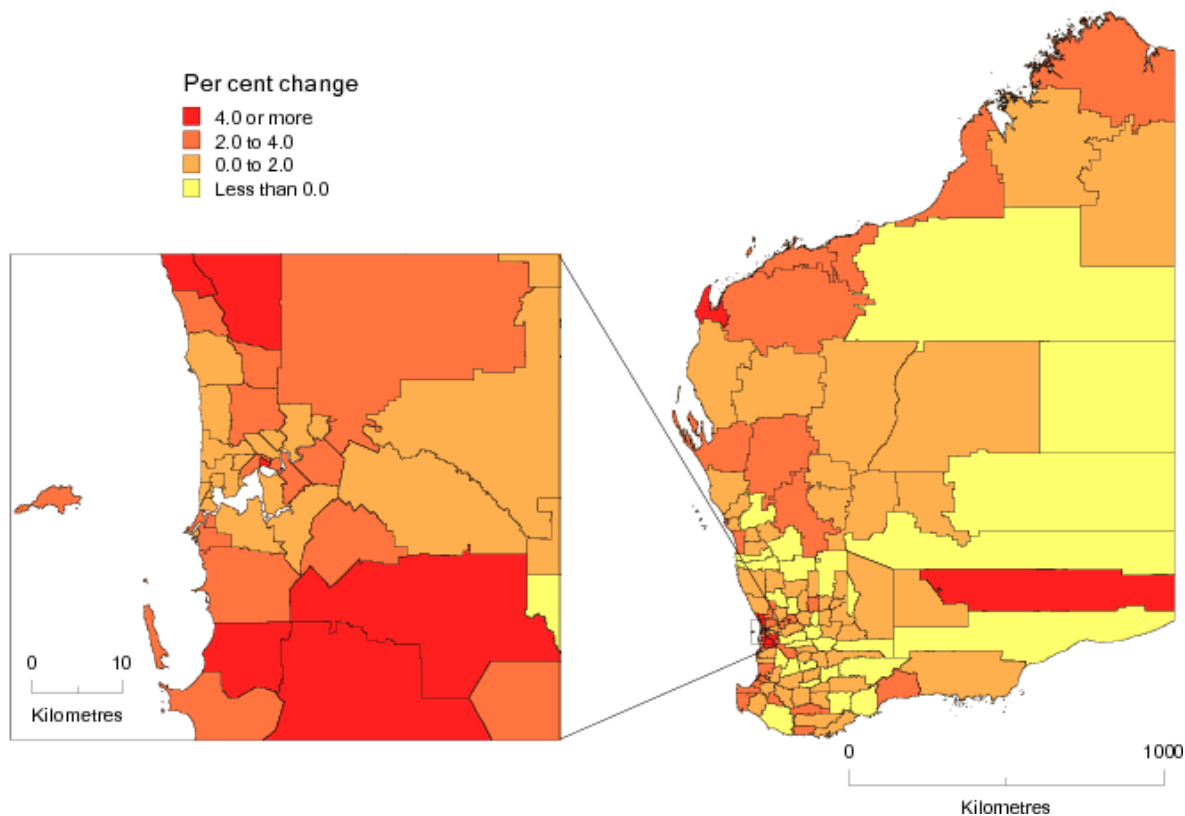
The South West Metropolitan Region has experienced an average of 3% population growth over the last 5 years and is expected to average around 2.2% annually for the next 20 years.

SOUTH WEST METROPOLITAN REGION POPULATION AS AT 30 JUNE 2011

LGA	2006	2010 revised	2011 provisional	Annual Growth 2010-11	Annual Growth 2006-11	Growth 2010-11
Cockburn	78 478	91 312	94 003	2.9%	3.7%	2 691
East Fremantle	7 132	7 534	7 751	2.9%	1.7%	217
Fremantle	26 341	28 626	29 383	2.6%	2.2%	757
Kwinana	24 186	29 029	30 433	4.8%	4.7%	1 404
Melville	97 582	102 433	103 767	1.3%	1.2%	1 334
Rockingham	87 756	104 129	108 022	3.7%	4.2%	3 893
Region	321 475	363 063	373 359	2.8%	3.0%	10 296

Source: ABS 3218.0 released 30 March, 2012

SLA POPULATION CHANGE, Western Australia - 2010-11



With a population of 373,359 as at 30 June 2011 (ABS, 3218.0 released 30 March 2012) the population in the region is expected to grow significantly over the next 20 to 40 years.

Estimates by the South West Group and member Councils have identified population capacity forecasts for the key State Government planning horizons of 2026, 2031 and a population of Perth and Peel Regions of 3.5 Million as outlined below.

WA Tomorrow 2026 (WAPC, 2012)

The Department of Planning is responsible for producing population projections on behalf of State Government, which are used for infrastructure service and provision and by the private sector organisations to plan for changing demand. The 2012 WA Tomorrow Report No.7 includes updated annual population forecasts from 2006 to 2026

Directions 2031 and Beyond (WAPC, 2010)

Directions 2031 and Beyond is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel Region. It provides a framework to guide detailed planning and delivery of housing, infrastructure and services to accommodate a range of growth scenarios.

Population of 3.5million for Perth and Peel Regions (nominally 2050)

Directions 2031 and Beyond identified the need to consider future planning to ensure that the city was able to respond to longer term growth pressures in a sustainable way. A population for Perth and Peel of 3.5 million was based on a share of Australia's population of 35.5 million by 2056 as identified in the State of Australian Cities 2010 Report (Commonwealth Government, 2010). The connected city medium growth scenario suggests that the population in Perth will reach 3.5 million by 2050.

The table below shows the most recent ABS population data for June 2011 and the population capacity forecasts adopted by the South West Group for 2026, 2031 and 2050 (nominally).

LGA	ABS 2011 provisional	ABS 2027	WA Tomorrow 2026 Band C	Capacity Forecast 2026*	Capacity Forecast 2031*	Perth and Peel 3.5 million people*
Cockburn	94 003	138 801	131 000	123 157	127 888	140 000
East Fremantle	7 751	6 994	8 600	8 668	8 974	10 000
Fremantle	29 383	32 045	33 700	34 543	36 263	40 000
Kwinana	30 433	49 099	51 900	59 204	67 493	110 000
Melville	103 767	104 188	104 500	120 916	126 634	160 000
Rockingham	108 022	181 359	172 900	178 049	201 392	300 000
SWMR	373 359	512 486	502 600	524 537	568 644	760 000
Metro Perth	1 738 807	2 305 700	2 276 900			3 237 700
Peel	113 531	157 334	164 300			262 300
Perth and Peel	1 852 338	2 463 034	2 441 200			3 500 000
WA	2 349 325	2 790 000	3 060 500			

* South West Group adopted population capacity forecasts for the South West Metropolitan Region (SWMR) developed in consultation with the member Councils

Appendix 4 – Project Prioritisation Criteria

The following set of project prioritisation criteria has been developed to identify high priority infrastructure projects in the region through a multi-criteria assessment involving the scoring and ranking of projects.

The set of criteria incorporates elements of the “Strategic Merit Test” guidelines being trialled by the Department of Transport for the Moving People Study and is also consistent with Infrastructure Australia guidelines.

Governance Criteria

- Consistency with agreed Strategic Plans, Region Objectives, Community Priorities and Government Priorities
- Budget Ready and risks are able to be managed

Economic Criteria

- Has a high Economic Multiplier, is the best alternative and is clear value for money
- Diversifies the economy, promotes export or promotes local content
- Improves national, inter-regional and international logistics and trade
- Ability to attract External Funding and /or create partnerships
- Facilitates further investment and development

Social Criteria

- Level of Community Acceptance
- Promotes local employment and skills development
- Promotes Community security, health and wellbeing

Environmental Criteria

- Impact on amenity and sustainability including reducing the Carbon footprint
- Preserves and enhances remnant vegetation and areas of high environmental value

Resilience Criteria

- Promotes Research and the Knowledge Economy and or Develops high end technical skills
- Project will make the region more resilient to change such as energy cost and availability as well as responding to the challenges of climate change

Promotion Criteria

- Enhances the ability to promote the region for visitors, new settlers, investors and new businesses

A multi-criteria analysis process involving the scoring and ranking of projects will enable the differentiation of high priority transport and infrastructure projects in the South West Metropolitan Region.

The multi-criteria analysis process and ranking of projects also forms an important communication and validation tool in the stakeholder engagement and community consultation process.

Appendix 5 – Consultation with State Government

The South West Group and the project team recognise the importance of engaging with the relevant State Government agencies in the development of an integrated transport and land use strategy for the South West Metropolitan Region.

Letters from the South West Group Chairman were sent to each of the key State Government agencies seeking a meeting with department heads.

Members of the project team met with Heads of Departments to outline the scope of work for Phase 1 and the importance of working collaboratively with the State Government to achieve mutually beneficial outcomes. The meetings were undertaken in May 2012 and included the following departments:

- Department of Planning
- Department of Transport
- Main Roads WA
- LandCorp
- Fremantle Ports

The Public Transport Authority has advised that it will respond in writing.

The agenda used for the meetings included the following issues:

- 1. Letter from Chairman, South West Group**
- 2. Need and desire by South West Group of Councils for integrated transport and land use plan for the South West Metropolitan Region**
 - a. Guide to region development in South West Metropolitan Region
 - b. Population data and forecasts show strong growth in regional population
 - c. Address and manage emerging transport and land use pressures and conflicts
- 3. State importance of the South West Metropolitan Region**
 - a. Gross State Product / jobs and employment / housing /decentralisation
 - b. Opportunity for “balanced” development – journey to work
 - c. Issue of regional traffic, travel demand and road congestion
 - d. Councils desire for a regional plan
- 4. Terms of Reference and South West Group project team**
 - a. Integrated plan
 - b. Consistent and alignment with State policy and plans
 - c. Develop in parallel timeframe
 - d. Best and earliest response to issues facing Councils

5. Seek a collaborative approach with State Government agencies by

- a. Engaging and being actively involved in transport and land use studies and plans being undertaken in the Perth and Peel Regions
- b. Participating in current strategic planning reference groups
- c. Sharing information relevant to SWM region (a common base)
- d. Positively contributing to agency ongoing work
- e. Focussing on primary drivers, needs, strategies and desired outcomes
- f. Developing a SWM plan consistent with State policies and plans
- g. Respecting sensitivity and confidentiality as directed

6. Request a liaison / contact officer in the agency

The Department Heads and senior staff involved in the meeting were supportive of the “help yourself”, action orientated approach adopted by the South West Group.

The meetings proved to be very beneficial and identified projects and activities where the South West Group could become actively involved. In addition, consultation with each of the key senior contacts in each of the agencies has been undertaken to further develop working relationships and to identify opportunities for participation in the Regional Transport Action Plan.

In summary, the South West Group has engaged and worked cooperatively with the relevant State Government agencies during Phase 1 and has received positive feedback regarding its intent and the approach and methodology for the RTAP.

A key message from the relevant agency heads was to “complement and add value to” the existing plans and studies underway by the State Government, not “duplicate and go over old ground”.

It is envisaged that the Phase 2 and 3 work will involve further consultation with the key State Government agencies, with the outcomes feeding into strategy development and lobbying/communication activities.

Appendix 6 – Brief for Cost Benefit Analysis



5 April 2012

Mick McCarthy
Director
South West Group

Proposal: Cost Benefit Analysis - Projects and Infrastructure in South West Corridor

Dear Mick,

Further to our recent discussion, it is our understanding that the South West Group (SWG) is seeking a high level input into Phase 1 of its work on the Integrated Transport and Land Use Plan (ITLUP) for the South West Corridor. The objective of this assessment will be to outline the need for investment by the State Government and industry in infrastructure in the region, with a focus on integrated transport and land use requirements

MacroPlan Dimasi proposes an approach to build a strategic case for the proposed ITLUP with a **focus on the future success of Perth as a major metropolitan city**. This will be achieved through addressing the following elements:

1. Need to ensure that Perth remains competitive as a capital city, and that its growth is not hindered by capacity constraints and bottlenecks in infrastructure in the South West Region.
2. Present the framework for assessing the wider costs and benefits of delivering the identified projects and infrastructure to avoid the bottlenecks and increase productivity. This encompasses the wider economic, social and environmental societal benefits for the State.
3. Illustrate that the objectives and outcomes of the proposed ITLUP aligns with State Government objectives i.e. Perth 2031, Perth Public Transport Plan etc.

The proposed approach is described in more detail below.

Project Scope

Based on the understanding outlined above, the proposed approach will include the tasks as outlined below.

1. Interpret the new policy framework for Perth
2. Identify the economic role and function of the south west corridor in Perth's future
3. A cost benefit framework to identify the key projects which require funding
4. Conclusions and recommended way forward with the ITLUP

1. Policy Context - Interpreting the new policy framework for Perth

MacroPlan will quickly pull together key State Government policy objectives for the metropolitan area as outlined in various studies such as Moving People, Moving Freight, Perth Public Transport Plan, Port Optimisation Study and South West and Peel Transport Study.

This will provide a strategic perspective on the Integrated Transport and Land Use Plan for the South West Corridor, and how it integrates with State Government objectives. This context is also an important basis upon which the cost-benefit analysis will be developed.

2. Perth's Future - Economic role and function of the south west corridor

The most recent population data indicates Western Australia is undergoing strong population growth being driven by a return in net overseas migration. Continued strong population growth into the long term will have implications for jobs, housing, transport infrastructure etc. Over the long term there Perth could face future capacity constraints.

MacroPlan will profile future population growth in Perth and outline the associated employment and potential traffic challenge associated with that growth. This task develops a base case scenario which outlines the future challenges faced by Perth metropolitan area, and the potential capacity constraints and other detrimental outcomes if the ITLUP is not delivered.

3. Cost Benefit Framework

A cost-benefit assessment (CBA) will be an important tool in outlining the strategic importance of the ITLUP projects for the Perth metropolitan area. A CBA quantifies the marginal benefits and costs from a societal perspective. This task will establish a framework for a detailed CBA to be undertaken under future phases of the ITLUP. A broadly estimated quantification of benefits can be provided through the use of benchmark case studies.

The land use plan includes the delivery of various major employment generating projects and connecting infrastructure items, which collectively as a network will reshape Perth and result in a more efficient land use outcome for the Perth metropolitan area. There are significant benefits to this land use outcome for the State such as:

- Productivity enhancements to economic agglomeration;
- Ensuring Perth's economic growth and competitiveness in the national context is not hindered by capacity constraints and bottlenecks in infrastructure in the South West Region;
- Reduced congestion and the associated benefits etc.

This framework will set up the parameters for undertaking a detailed cost-benefit assessment and business case. The analysis can then serve as evidence to support the case for State Government funding. The analysis will provide a strategic metropolitan/ State wide viewpoint of the ITLUP projects, and help identify the key projects that require State Government funding.

The following table outlines an example of the stages and considerations in establishing a framework.

Projects	Outcomes	Marginal Costs	Marginal Benefits	Measures of Net Benefit
e.g. Latitude 32	Alternate traffic patterns	Direct Costs	- Increased productivity as a result of agglomeration	Net Benefit in \$ terms
Intermodal Hub	Alternate employment distribution scenario	- Costs of construction	- Enhanced productivity as a result of urban form efficiency	Benefit-Cost Ratio
Kwinana Quay		- Re-current	- Increased GSP as a result of enhanced competitiveness of Perth in National Context	Net Present Value (\$)
New Rail Station Karnup	Increased public transport usage	In-direct Cost	- Efficient allocation of Government Expenditure	Internal Rate of Return to State the Investment in Infrastructure
New Rail Station Mandogalup etc....	etc...		- Lower GHG emissions ...etc	

4. Conclusions and Report

A concise report will be prepared, with a targeted executive summary outlining the key findings of the study.

Appendix 7 – Strategic Priority Projects

1. Outer Harbour Port Gateway - Kwinana Quay/Latitude 32

Scope

Includes Kwinana Quay (Fremantle Outer Harbour), Kwinana Bulk Port Expansion, James Point private port, Rowley Road, Anketell Road, Latitude 32, Latitude 32 Intermodal Freight Terminal, Australian Marine Complex and Postans future industrial area

Significance

This is a crucial development for the future of the Western Australian economy. The new container port at Fremantle Outer Harbour is required by 2021. Development of Latitude 32 is essential to meet demand for industrial land.

Status

WAPC undertaking structure planning of port and are expected to report by November 2012. Structure planning for Rowley Road and Anketell Road is also underway by WAPC.

2. Murdoch Activity Centre/Jandakot City

Scope

Includes Fiona Stanley Hospital, St John of God Murdoch Hospital, State Rehabilitation Centre, Challenger Institute of Technology Murdoch Campus expansion, Murdoch University Commercial Precinct, Jandakot Airport Development, Jandakot City, South Street/Murdoch Drive Intersection upgrade and Murdoch Drive Southern Connection to the Kwinana Freeway.

Significance

Murdoch/Jandakot will become the largest employment centre outside of the Perth CBD and is under significant pressure for fast tracking development due to current and proposed construction projects and demand.

Status

Over \$3 billion project activity underway with much expected to be completed by 2015. WAPC and City of Melville undertaking structure planning of the precinct. MACTRIC formed to resolve traffic issues for opening of Fiona Stanley Hospital in mid 2014.

3. Cockburn Central Development and Connections

Scope

Development of Cockburn Central, Dual Carriageway on Armadale Road from Warton Road to Kwinana Freeway, Bridge over Kwinana Freeway connecting to North Lake Road to Armadale Road and additional lane to create three lanes on Kwinana Freeway from Roe Highway to Cockburn Central.

Significance

Cockburn Central is a Secondary Metropolitan Centre under Directions 2031 and development is being constrained by traffic through the centre of the Activity Centre.

Status

Unfunded

4. Fremantle Inner Harbour**Scope**

Rous Head Marina, North Fremantle Intermodal facility, Fremantle Traffic Bridge, Rail Line Fremantle to Kewdale, High Street Upgrade, Stock Road and Leach Highway Grade Separation.

Significance

The Port of Fremantle is Western Australia's largest container port and in 2010-11 accounted for 80 per cent by value of Western Australia's seaborne imports and 12 per cent by value of WA's seaborne exports. Total port trade was 26.1 million mass tonnes, with a value of more than \$25.9 billion.

Status

Rous Head Marina, High Street Upgrade and Intermodal facility funded.

5. Fremantle City Redevelopment**Scope**

Redevelopment of Fremantle CBD, redevelopment of suburban areas of Fremantle and the establishment of public transport links to Cockburn Coast, Murdoch Activity Centre and Cockburn Central.

Significance

The Fremantle City Council adopted a strategy in April 2011 to revitalise the Fremantle CBD, by providing an additional 20,000 square metres of retail area, 70,000 square metres of office space and 1,500 dwellings. There are also other developments at Strang Street South Fremantle and McCabe Street North Fremantle that can provide for a further 650 dwellings. In addition to the extra yield from the above sites, the overall target yield was rounded up to 4,500 in total to make an allowance for a higher level of incremental infill development on existing single residential lots in suburban locations as a consequence of the City's innovative planning scheme amendment (gazetted December 2011).

The commercial redevelopment of Fremantle relies on high quality public transport links to Cockburn Coast, Murdoch Activity Centre and Cockburn Central.

Status

The Planning Scheme amendment for the Fremantle CBD was approved by Council on 28 March, 2012 and is now with the WAPC for final approval. LandCorp is undertaking a light rail study in partnership with the Cities of Fremantle, Cockburn and Melville.

6. Keralup Townsite and Karnup**Scope**

Development of Keralup to 90,000 people, urban development at Karnup to 20,000 people and construction of the Karnup Railway Station.

Significance

The ultimate scale of the Keralup and Karnup development (110,000 people), with the current planning indicating that 22,000 dwellings will be developed by 2033. This development is a priority for the area by the Western Australian Government and represents a significant project for the region.

Status

Draft sub regional structure plan developed and MRS amendment initiated for Keralup Stage 1. The additional rail station at Karnup has been identified as a priority in the draft Public Transport Plan.

7. Central Transport Network**Scope**

Roe Highway extension from Kwinana Freeway to Stock Road, Fremantle Rockingham Controlled Access Highway, upgrading Stock Road with grade separation and widening to six lanes, Leach Highway and South Street upgrades.

Significance

The cost of congestion to the South West Metropolitan Region is estimated to be over \$300 million by 2021. Many of the congested intersections are on Leach Highway and South Street. Further growth of the region will increase congestion costs. The Central Transport Network is crucial to the region's productivity.

Status

It is anticipated that the Moving Freight and Moving People Strategies will identify these roads as a very significant part of the Perth-Peel network and that Main Roads WA will include improvement works in the Nation Building Program Submission from WA in the 2012/13 financial year.

8. South Eastern Transport Network**Scope**

Mundijong Road upgrading and completion of link between Kwinana Industrial Area and the South West Highway, extension of Tonkin Highway to Mundijong Road, West Mundijong Intermodal Terminal, Rowley Road and Anketell Road (Thomas Road) linking to Tonkin Highway and connection to South West Highway

Significance

The expansion of Defence activity, the transition of grain cartage from the Wheatbelt to the CBH terminal at Rockingham on to roads, the development of industrial areas at North East Baldivis, West Mundijong, East Rockingham and the development of a proposed Fremantle Outer Harbour/private port at Kwinana will all create additional freight traffic on the South Eastern Transport Network. The area is also being impacted by the rapid urban expansion of Serpentine-Jarrahdale, Rockingham and Kwinana.

Status

Mundijong Road Link funded with a mix of Local Government and Federal Government funds. West Mundijong Intermodal Terminal is in the early planning stages.