



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

South West Group – Regional Transport Action Plan

Phase 1 - Strategic Priority Projects

Outline of Activities for 2012/13

INTRODUCTION

The South West Group has prepared a Regional Transport Action Plan 2012 Phase 1 report that provides background, current context (including a strategic framework, policy goals and opportunities to align with State Government projects and activities), strategic priority projects and an action planning framework to guide South West Group transport related activities for 2012/13.

The strategic priority projects have been subject of further work to determine which elements within those projects need to be progressed in the coming year based on those most likely to be actioned, supported by, and aligned with State Government objectives.

The project team has met with senior State Government agency staff from the Department of Transport, Department of Planning, Public Transport Authority, Landcorp, Main Roads WA and Fremantle Ports during June and July 2012 to get agency-specific feedback on the strategic priority projects and to identify those elements where successful action and outcomes are most likely. These workshops and meetings demonstrated executive level support for the approach and strategic priority project work proposed by the South West Group over the next year or so.

The strategic priority projects being considered include:

- 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
- Cockburn Coast Development
- Keralup Townsite and Karnup
- Central Transport Network
- South Eastern Transport Network

The strategic priority projects and their elements are presented in the following tables and a more detailed briefing paper has been prepared (refer to Attachment 1) to provide further description and rationale.

In addition to progressing these strategic priority projects, the South West Group will also undertake a range of stakeholder engagement and support activities for the Regional Transport Action Plan 2012 as part of its ongoing and core business role as outlined below.

STAKEHOLDER ENGAGEMENT AND SUPPORT ACTIVITIES

- ***Identifying and quantifying the positive impacts (and broader benefits) from the activity proposals***

These activities include projects, proposals or policy positions that relate to regional and State goals. The activities also back State Government infrastructure and service delivery programs that achieve regional benefits and foster partnerships between the South West Group, member Councils and State Government agencies. The scope of this activity can include South West Group initiated submissions, presentations, forums, briefings or communications involving the South West Group Board members or the Director. This support activity includes the identification of opportunities to gain greater benefit and/or leverage for the region and the member councils through partnerships, co-investment and closer working relationships. The South West Group has engaged Macroplan Dimasi to prepare a cost benefit analysis framework to assess priority projects.

- ***Identifying South West Group member Councils support through leading or joining in active community and industry engagement***

This activity is aimed at clearing the pathway for projects and initiatives through active engagement with key stakeholders on integrated transport and land use issues of regional significance. Understanding and articulating business and community expectations is a key outcome of this activity, as well as harnessing and valuing member Council contributions toward infrastructure projects and activities where co-investment is occurring. Through this activity of “preparing the ground”, it is expected that areas of alignment and commonality with State Government initiatives will be determined, and issues causing barriers to effective engagement will be identified and resolved through the engagement process.

- ***Participating in community forums***

The South West Group will use a variety of community forums to resolve issues of regional significance and advance major projects. This includes supporting forums organised by member Councils, State government agencies or stakeholder organisations. The South West Group’s focus will be both long term and the wider regional economic development aspects particularly where issues cross local government boundaries and therefore involve multiple member Councils. Seeking to support alignment, or identify inconsistencies, between regional objectives, community aspirations and State Government objectives is a key outcome of this activity.

- ***Endorsing planning proposals and amendments with acknowledgement of benefits to the region***

Many planning proposals are already developed in partnership with one or more local governments well in advance of broader public consultation. This process should continue but also include early engagement of the South West Group so that it can be more supportive of the proposals and amendments subject to public review and/or consultation. The early involvement of the South West Group will allow for statistics and survey information to assist in shaping proposals and for related community consultation feedback to be input into the process. The South West Group can also use its organisational structure including the Shared Services Committee, Technical Directors Committee, Planning and Infrastructure Committee, CEO's Forum and Board to enhance the proposal development process.

- ***Assist in dealing with local government and resident impacts of the activity proposals***

In some cases, the decisions made by State and Federal Governments can have significant impacts on the member Councils and local communities in either a positive or negative way. The South West Group operates at a regional level and can act as an intermediary between member Councils and government agencies where issues require some form of review or resolution. Where the decision on a proposal or amendment progress are likely to have negative impacts on member Councils and their communities, the South West Group can assist in identifying measures to minimise impacts, structure offsets and produce improved regional outcomes.

- ***Outcomes of Stakeholder Engagement and Support Activities***

The aim of enhanced stakeholder engagement and regional consultation is to lay the groundwork for the success of complex projects by:

- allowing early engagement to consider broad options, shaping projects and developing a maturity within the region to consider the ultimate proposal. This is particularly important in the South West Metropolitan Region due to the major development and population growth anticipated over the next 20 years;
- optimising the timing of consultation, gathering wider resources for consultation and not wasting time or effort;
- minimising the risk of proposals having extended development timeframes due to community concerns or through misunderstandings; and
- enabling projects to reflect regional priorities.

ROAD HIERARCHY AND FUNCTION

The current formal road hierarchy in Western Australia classifies roads by function rather than purpose or priority use. Additionally, the WA Planning Commission and the Commonwealth Government have different road classifications and there are five other classifications that are used for asset management and planning in Western Australia.

The plethora of different road classifications and the changing function of roads over time are confusing the community who are more used to terms such as freeway,

highway, major road and residential street. The limited ability to continue to increase road network capacity, development of activity centres, emerging congestion and growth in traffic have led to a set of guiding principles¹ to establish the priority use of roads by transport mode, time and place of activity.

Under *SmartRoads*:

- Cars will be encouraged to use alternative routes around activity centres to reduce the level of 'through' traffic.
- Public Transport is given priority on key public transport routes that link activity centres during morning and afternoon peak periods.
- Trucks will be given priority on important transport routes that link freight hubs and at times that reduce conflict with other transport modes.
- Pedestrians will be encouraged by facilitating good pedestrian access into and within activity centres in periods of high demand.
- Bicycles will be encouraged through further developing the bicycle network.

In addition to progressing specific activities related to the strategic priority projects identified in the region, the South West Group will also identify and develop strategies to reduce congestion and productivity losses on key road segments and/or intersections.

There are roads in the South West Metropolitan Region that are congested and require solutions to reduce demand, change peak use periods or increase capacity. Examples include Stock Road (priority freight route through grade separation), Hampton Road (managing increased transport use through separation of freight, passenger vehicles, public transport) and/or diversion of traffic flows to other roads (Stock Road, South Terrace, Marine Parade)

The setting of priority uses and change in transport function/traffic flows may require changes to road hierarchy and responsibilities for management.

STRATEGIC PRIORITY PROJECTS

The key activities or elements associated with the strategic priority projects, identified by the South West Group, are listed below.

More detailed descriptions of the projects are provided in Attachment 1, which is a work in progress. The priority and timing categories will guide activities in the following way.

- **Very High** - Significant and regional scale implications. Specific strategy and direct stakeholder engagement required
- **High** - Regional scale implications and direct engagement of stakeholders required
- **Medium-High** - Important issue requiring resolution in 2012/13
- **Medium** - Medium term activity that requires initiation, but limited direct engagement with stakeholders
- **Low-Medium** - Longer term activity and mainly relating to monitoring of progress and opportunistic involvement

¹ VicRoads, *SmartRoads: Connecting Communities*, July 2011
<http://www.vicroads.vic.gov.au/NR/rdonlyres/50B9F317-4FC2-4039-8338-A24F500CA49F/0/SmartRoadsConnectingCommunities.pdf>

1. Outer Harbour Port Gateway – New Port(s)/Latitude 32

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. INTERMODAL TERMINAL			
Increase footprint of land acquired for intermodal terminal	Larger intermodal area able to accommodate all land based freight and mode transfers and associated facilities.	Very High. Cabinet to consider implications for larger intermodal terminal land acquisition area up to 170 ha.	To support the Department of Transport (DoT) and other agencies in securing key land to implement government decision.
Land acquisition for core terminal	Timely acquisition of adequate land for core terminal by 2015.	High. Large lead up time for acquisition process required.	Liaise with Landcorp and Fremantle Ports.
2. PORT GATE			
Location of Port Gate	Specific location, footprint and proposed facilities (customs, admin, etc) identified within Latitude 32. Area 20 ha to 50 ha has been previously identified on the corner of Rowley Road and Rockingham Road.	Medium-High. The Port Gate is currently planned to be finalised around mid 2013.	Work with Landcorp and Fremantle Ports on industrial land development and WAPC on Outer Harbour Planning Study.
3. ROAD CORRIDOR PLANNING (WEST OF KWINANA FREEWAY)			
Anketell Road	Anketell Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	High. Structure planning underway for Anketell Road.	Work with Paula Sothern - Department of Planning (DoP).
Rowley Road	Rowley Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	High. Structure planning underway for Rowley Road.	Work with Paula Sothern (DoP).
4. LATITUDE 32 INDUSTRIAL AREA			
Release of Industrial Lots	Next release of industrial lots for sale as soon as possible	High. Nearly all available land in Stage 1 (Flinders Precinct) is sold and the demand for industrial land strong	Work with Landcorp to develop future stages of industrial land to enable release for sale of industrial lots

2. Murdoch Activity Centre/Jandakot City

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. CANNING VALE PARK AND RIDE			
<i>Establishment of park and ride facility at Canning Vale</i>	To supplement and provide an alternative to car parking at Murdoch rail station and greater utilisation of existing bus rapid transit corridor along South Street. Demonstration project for Intelligent Transport Systems (ITS).	High. Relatively low cost project. Design work and land assembly requirements can be undertaken in 2012/13. Investigation into adequacy of bus capacity and potential light rail connection at Murdoch rail station required.	Work with Public Transport Authority (PTA) to establish as a priority project with significant benefits.
2. MURDOCH DRIVE SOUTHERN FREEWAY CONNECTION			
<i>Southern extension of Murdoch Drive to link with Kwinana Freeway</i>	Entry and exit points for emergency and other vehicles established between Kwinana Freeway and south end of Murdoch Drive (contingency if Roe Highway Extension is not approved).	Very High. Favoured short term option providing transport solution for emergency and other vehicles by 2014 when Fiona Stanley Hospital opens. Being considered by MACTRIC.	Work with DoP and Main Roads WA. Progress through Murdoch Precinct Strategic Group.
<i>Roe Highway Extension – Kwinana Freeway to Stock Road</i>	Commitment from State Government to agree to commence construction of the Roe Highway Extension from Kwinana Freeway to Stock Road.	High. Preferred long term option. Dependant upon State and Federal Government environmental approvals expected by early to mid 2013 and subsequent funding allocations.	Monitor environmental approvals process outcomes following EPA and ministerial assessment.
3. ADDITIONAL LANES ON KWINANA FREEWAY – ROE HIGHWAY TO ARMADALE ROAD			
<i>Additional lanes on south and north bound lanes of Kwinana Freeway</i>	Increase capacity and alleviate freeway congestion of freeway and surrounding roads in proximity of Roe Highway entry/exit merge points and Cockburn Central.	High. This work builds on additional lanes built for Leach Highway to Roe Highway. Design work and tender preparation in 2012, with budget for construction in 2013/14.	Work with Main Roads WA to secure full funding and construction by 2014.

3. Cockburn Central Development and Connections

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. FREEWAY OVERPASS LINKING NORTH LAKE AND ARMADALE ROADS			
Freeway overpass and intersections linking North Lake Road and Armadale Road and providing alternative and additional access to the freeway	Relieve congestion and facilitate through traffic bypassing busy Cockburn Central intersections and improved access to the freeway.	Very High. Preferred option for relieving congestion, particularly given emergency egress required by FESA and Police Department. Design work and tender to be done in 2012/13, with construction 2014 and 2015.	Work with Main Roads WA, FESA, Police Department, PTA and DoP to gain priority status and funds in 2013/14 budget for construction. Seek endorsement from the City of Cockburn for construction of link roads.
Increase Beeliar Drive to 6 lane road and upgrade freeway connections	Congestion relief through additional lanes and improved connections to the freeway.	High. City of Cockburn negotiating with Shopping Centre developers required to construct additional lanes as a development approval condition.	Support the City of Cockburn and Main Roads in regards to providing congestion solutions for the short and long term.
2. DUAL CARRIAGEWAY FOR ARMADALE ROAD (KWINANA FREEWAY TO ANSTEY ROAD, FORRESTDAL)			
Dual carriageway for Armadale Road Kwinana Freeway to Warton Road	Dual carriageway west of freeway will improve safety, relieve congestion and increase capacity impacting on Cockburn Central.	Very High. Shorter term option that addresses safety and congestion issues near Cockburn Central. Construction to commence from the western end Design work and tender to be done in 2012/13, with construction at western end to be undertaken in 2014 and 2015.	Work with Main Roads WA to prepare business case for 2013/14 budget. Lights for the Warton Road/Armadale Road intersection being planned for construction in 2012/13.
Dual carriageway for Armadale Road Warton Road to Anstey Road	Dual carriageway will increase capacity and traffic flow on Armadale Road from Kwinana Freeway to Tonkin Highway and the Armadale town centre and complete dual carriageway from Armadale to Cockburn Central.	Medium. Longer term option.	Work with Main Roads WA to prepare business case for 2013/14 budget.

4. Fremantle Inner Harbour

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. FREMANTLE TRAFFIC BRIDGE REPLACEMENT			
<i>Replace bridge and expand to accommodate passenger rail</i>	Address safety concerns associated with aging bridge infrastructure and establish separate passenger and freight rail crossing of the Swan River	High. Not included in 2012/13 budget or forward estimates. Widespread benefits for Fremantle city and Fremantle Inner Harbour.	Work with Main Roads, DoT and Fremantle Ports to improve business case for consideration of 2013/14 budget.
2. CONTAINER SUBSIDY FOR FREIGHT ON RAIL BEYOND 2012/13			
<i>Extend container subsidy beyond 2012/13 budget</i>	Continuation of subsidy as an incentive to retain and increase the percentage of freight on rail. Long term objective – 30% container freight on rail.	Low-Medium. Ongoing strategy and incentive for reducing freight on road and alleviating congestion and reducing road user conflicts on South Street and Leach Highway.	Work with the DoT to seek extension of the container freight subsidy to 2013/14 and forward estimates.

5. Fremantle City Redevelopment

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. REDUCING CONGESTION ON HAMPTON ROAD			
<i>Identify congestion solutions for Hampton Road</i>	Improved traffic flow and reduced congestion for accessing Fremantle from the south along the coast, including greater distribution of traffic and improved public transport on South Terrace and Marine Parade.	Very High. Traffic congestion is significant and increased freight traffic using Hampton Road to access port from AMC and industrial areas (Kwinana, Latitude 32).	Work with Landcorp and the City of Fremantle to identify short to medium term transport solutions, including public transport.
2. ESTABLISHING STOCK ROAD AS A PRIORITY FREIGHT ROUTE (NORTHERN SECTION)			
<i>Develop proposal for grade separated intersections on northern section of Stock Road (Leach Highway, South Street and Winterfold Road) in the short to medium term</i>	Improved performance and increased usage of Stock Road as the priority freight route.	Medium-High. Significant cost implications associated with bridge construction and road upgrades.	Work with Main Roads and industry associations to identify costs and benefits for the development of business cases for 2013/14 budget and beyond.

6. Cockburn Coast Development

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. ENCOURAGING RAPID TRANSIT PUBLIC TRANSPORT SOLUTIONS, INCLUDING LIGHT RAIL			
<i>Progress establishment of public transport network and services for Cockburn Coast, including a light rail connection to Fremantle as an exemplar pilot for the region</i>	Increased understanding of public transport requirements for Cockburn Coast and the connections to Fremantle.	High. Light rail is a priority issue for the South West Group and provides opportunity for the region to be considered as part of light rail studies being undertaken for northern suburbs.	Work with Landcorp, PTA and the Cities of Fremantle and Cockburn to implement the South West Metro Rapid Transit Study (PB, 2011), the Cockburn Coast Drive project and to identify short and medium term transport solutions, including public transport.
<i>Review impacts of Cockburn Coast on freight rail and regional road network</i>	Improved understanding of rail and road impacts and their management. Pedestrian bridge to replaces at least one crossing.	Medium-High. Safety considerations for at grade rail crossings and congestion impacts on regional road network associated with concentration in population growth.	Engage specialist expertise to review work completed to date and provide recommendations to the South West Group. Work with the DoT, Main Roads, Landcorp and the Cities of Fremantle and Cockburn.

7. Keralup Townsite and Karnup

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. ASSIST IN FACILITATING THE PLANNING AND DEVELOPMENT OF INITIAL STAGES FOR THE KERALUP TOWNSITE, INCLUDING A RAIL STATION AT KARNUP			
<i>Progress planning for Keralup townsite and Karnup Rail Station</i>	Commitments by the State government to provide required infrastructure and public transport links for Keralup town site and Karnup.	Low-Medium. Proposal in early stages of planning and development.	Support the City of Rockingham in its activities and work with DoP and PTA to accelerate rail station and associated rapid transit connections. Support investigations into optimising the alignment for the western end of Paganoni Road and access to coastal areas.

8. 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)

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. ESTABLISHING STOCK ROAD AS A PRIORITY FREIGHT ROUTE (SOUTHERN SECTION)			
1. Improved function and higher priority of Stock Road as a major freight transport route in the region.	Grade separated intersections from Phoenix Drive to Thomas Road.	Medium. Investigations of intersections requiring grade separation in short term (next 5 years) to be undertaken in 2012/13 (refer to Activity 2 in Fremantle City Redevelopment). Grade separation in southern section likely to be a longer term consideration 2014/15 and beyond.	Work with Main Roads WA to identify priority intersections and prepare business cases for 2014/15 budget.

9. South Eastern Transport Network (Armadale Road, east/west link roads east of Kwinana Freeway, Mundijong Road, connections to Tonkin Highway and South West Highway)

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. ROAD CORRIDOR PLANNING (EAST OF KWINANA FREEWAY)			
Anketell Road	Anketell Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	Medium-High. Structure planning underway for Anketell Road.	Work with Main Roads and DoT.
Rowley Road	Rowley Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	Medium-High. Structure planning underway for Rowley Road.	Work with Main Roads and DoT.
Connections to Tonkin Highway	Detailed planning initiated for freight corridor standard connections to Tonkin Highway (Rowley Road, Anketell Road, Mundijong Road).	Medium-High. Works planned for Mundijong Road link west of Kwinana Freeway funded to be built in 2013.	Work with Main Roads, WAPC, DoP and DoT to progress as a priority for the region.

ATTACHMENT 1

South West Metropolitan Region Regional Transport Action Plan 2012 Strategic Priority Projects Descriptions

1. Outer Harbour Port Gateway – New Port(s)/Latitude 32

Scope

Includes Kwinana Quay, Kwinana Bulk Port Expansion, James Point private port, Rowley Road, Anketell Road, Latitude 32, Latitude 32 Intermodal Hub, Australian Marine Complex and Postans future industrial area

Significance and Status

This is a crucial development for the future of the Western Australian economy. New container port required by 2021. Development of Latitude 32 is essential to meet demand for industrial land. WAPC undertaking structure planning of port and are expected to report by November 2012

Key Milestones

- New 1 million TEU Container Port required by 2021

Employment

Latitude 32 alone is expected to create 10,000 jobs

Traffic

Not quantified but will be adequately catered for by upgrading Stock Road, completion of the Roe Highway extension between Kwinana Freeway and Stock Road, construction of Rowley Road to Tonkin Highway and upgrading of Anketell Road

Cost

Over a \$1 billion

Current Studies and Activity

• Latitude 32 Phase 2	• Anketell Road Structure Planning
• Latitude 32 Land Acquisition	• AMC Pilbara Port Study
• Outer Harbour Structure Planning	• AMC Floating Dock Stage 2 Feasibility
• Rowley Road Structure Planning	• Kwinana Bulk Jetty Expansion

WA Budget 2012 to 2016

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Kwinana Bulk Jetty	140 931	1 113	4 315	15 592	52 180	43 817
Kwinana Bulk Terminal	105 563	10 253	32 016	23 500	20 062	19 731
Australian Marine Complex LandCorp	170 300	169 652	648	-	-	-

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, Canning Vale Park and Ride, Jandakot Airport Development, Jandakot City, South Street Murdoch Drive Intersection upgrade and Murdoch Drive Southern Connection

Significance and Status

Murdoch/Jandakot will become the largest employment centre outside of the Perth CBD. Over \$3 billion project activity underway with much complete by 2015. WAPC and City of Melville undertaking structure planning. MACTRIC formed to resolve traffic issues for opening of Fiona Stanley Hospital in mid 2014

Key Milestones

- Fiona Stanley Hospital opening mid-2014 and \$1 billion Jandakot City development expected to be complete by 2015

Employment

Murdoch Activity Centre expected to generate 35,000 jobs with Jandakot City/Airport expected to create a further 7,942 jobs

Traffic

Significant congestion is expected for the whole project area. ARRB have modelled the Murdoch Activity Centre and traffic capacity is scaling back the project. Jandakot City and Jandakot Airport are expected to generate 31,940 vehicle movements a day. South Street will carry an estimated 49,000 vehicles per day by 2021, and 60,000 vehicles by 2031.

Cost

Over \$5 billion

Current Studies and Activity

<ul style="list-style-type: none"> • Activity Centres Parking 	<ul style="list-style-type: none"> • New General Aviation Airport
<ul style="list-style-type: none"> • Public Transport Plan for Perth (includes Canning Vale Park and Ride) 	WA Aviation Strategy (impacts Jandakot Airport)
<ul style="list-style-type: none"> • Murdoch Drive South Street Intersection Community Reference Group 	<ul style="list-style-type: none"> • Kwinana Freeway additional lanes Leach Highway to Roe Highway
<ul style="list-style-type: none"> • MACTRIC 	<ul style="list-style-type: none"> • Kwinana Freeway ITS
<ul style="list-style-type: none"> • Cockburn Coast Light Rail (considers link to Murdoch) 	

WA Budget 2012 to 2016

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Fiona Stanley Hospital	1 719 761	1 305 435	281 342	109 829	23 164	-
State Rehabilitation Centre	239 000	178 483	47 218	7 372	5 927	-
Kwinana Freeway Widening from Leach Highway to Roe Highway	57 859	49 945	7,914	-	-	-
South Street Murdoch Drive Intersection			2 500	10 000	2 500	
Challenger Institute of Technology Murdoch Stage 4	41 970		250	7 500	14 510	14 710

3. Cockburn Central Development and Connections

Scope

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

Significance and Status

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

Key Milestones

Opening of Fiona Stanley Hospital and development of Jandakot City/Jandakot Airport combined with the growth of Cockburn Central will create traffic hazards and congestion in the project area. Works should be scheduled for completion by 2015

Employment

Only direct construction employment

Traffic

Project is to overcome traffic congestion and hazards

Cost

\$200 million

WA Budget 2012 to 2016

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Cockburn Central Police Station	18 847	293	2 400	9 454	6 700	-
Cockburn FESA Complex	40 001	38 717	1 284	-	-	-

4. Fremantle Inner Harbour

Scope

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

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 and Intermodal funded.

Key Milestones

- High Street upgrade by June 2014.
- Achieving 30% of containers on rail by 2015 (currently 13.5%)
- Grade separation of Stock Road/Leach Highway by 2021
- Fremantle Inner Harbour at maximum capacity of containers of 1.1 million TEU by 2021 which is just less double current rate of 650,000 TEU (2011/12)

Employment

The Port of Fremantle currently creates over 6,000 indirect jobs. This is expected to double over the next nine years.

Traffic

Capacity of Inner Harbour constrained by land and rail freight capacity

Cost

Over \$400 million

Current Studies and Activity

- Fremantle Port Container Movement Study
- Fremantle Port Linkages Strategy
- High Performance Freight Vehicles
- Stirling Highway Review
- Container Subsidy

WA Budget 2012 to 2016

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Fremantle Traffic Bridge	4 277	4 277	-	-	-	-
Fremantle Port Double Stacking Containers	2 725		2 725			
Fremantle Waterfront	4 279	1 879	2 400			

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Inner Harbour	112 461	99 001	700	200	2 000	10 240
Victoria Quay Waterfront	15 700	4 710	5 290	5 700	-	-
Rous Head Seawall and Seabed	46 141	29 135	17 006			
Rous Head New Marina	15 655	66	14 831	758	-	-
Fremantle Port Minor Works			2 460	1 428	2 000	2 000
Fremantle Port Rail Terminal	20 000		5 000	15 000	-	-
Upgrade Berths 1&2 Inner Harbour			12 400			
North Quay Land	13 729		729	3 000	10 000	-
Upgrade North Quay Substations	3 500		1 250	2 250	-	-
Upgrade Victoria Quay	16 276		7 782	394	7 800	-
Leach Highway High Street	67 986	200	2 486	65 300		
Fremantle Port Replace Floating Plant	14 500		3 500	4 000	7 000	-
Fremantle Port Rail Service	2 121		3 000	-	-	-
Transport Interchange Facilities	10 000		5 000	5 000		
Pier Protection – Fremantle Rail Bridge			8 800			

5. Fremantle City Redevelopment

Scope

Redevelopment of Fremantle CBD, redevelopment of suburban areas of Fremantle, 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 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) enabling the development of 'small secondary dwellings' (similar to ancillary accommodation but without family-only occupancy restrictions) without planning approval. 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.

Key Milestones

- WAPC Approval of City of Fremantle Planning Scheme
- Development of the sub regional structure plan
- Completion of light rail study
- Development of Cockburn Coast

Employment

300 extra dwellings a year represents continuing employment for 300 persons. Over 9,000 population and expansion of floor space should result in an extra 4,000 jobs

Traffic

Traffic is a significant issue particularly in Hampton Street.

Cost

Principally private sector funding

Current Studies and Activity

- Cockburn Coast Light Rail

6. Cockburn Coast

Scope

Cockburn Coast is located within the City of Cockburn on the Indian Ocean, south of South Beach and north of Port Coogee. The 333 hectare redevelopment will extend inland around one kilometre from C Y O'Connor Beach and includes the derelict South Fremantle Power Station. A newly constructed Cockburn Coast Drive will run along the eastern boundary.

Significance

Cockburn Coast is a major opportunity to develop an intensive mixed use urban environment around two activity centres over the next 15 to 20 years in a highly desirable coastal location creating local employment. The estimated 4,850 dwellings will house 10,000 people. 20 per cent of the housing will be targeted as affordable housing.

Status

Scheme Amendment which proposes to rezone the area from Industry to Development zone and place it within a new Development Area and Draft Cockburn Coast District Structure Plan Part 2 approved by City of Cockburn on February 9, 2012 and submitted to the WA Planning Commission for approval.

Key Milestones

The Western Australian Planning Commission approval of Scheme Amendment and Structure Plan is expected later in 2012.

Employment

An estimated 3,125 long term jobs are expected to be created through commercial and mixed use development within the sub region. Construction of around 300 extra dwellings a year represents continuing employment for a further 300 persons.

Traffic

Traffic is a significant issue particularly at the northern end of the site requiring a new connection from Cockburn Coast Drive to Rockingham Road and a new link from Rockingham Road to Hampton Street. Constraints on parking, cycling friendly design and provision of a high quality public transport system designed to reduce vehicle journeys.

Cost

Development and construction estimated to cost over \$1.5 billion

Current Studies and Activity

- ARRB Transport Study West of Stock Road
- Southwest Metro Rapid Transit Network Study (Parsons Brinckerhoff)

7. 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 Keralup and Karnup (110,000 people), the current planning that will see 22,000 dwellings developed by 2033 and the priority of the area for the Western Australian Government make it a significant project for the region.

Status

Draft sub regional structure plan only. The additional rail station at Karnup located near Paganoni Road has been identified as a priority in the draft Public Transport Plan.

Key Milestones

- Completion of the Structure Plan for Keralup.
- Funding for both Karnup Rail Station and bus rapid transit links to Karnup Station, Nambeelup and Mandurah.

Employment

15,000 jobs

Current Studies and Activity

- Public Transport Plan for Perth (includes Bus Rapid Transit to developments and rail station at Karnup)

8. 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.

Significance

The cost of congestion to the South 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.

Key Milestones

- Environmental approval for Roe Highway extension in early 2013
- Design of Fremantle Rockingham Controlled Access Highway

Cost

\$1 Billion plus

Current Studies and Activity

- Roe Highway Public Environmental Review (PER)

Information

<http://www.mainroads.wa.gov.au/buildingroads/projects/urbanprojects/roe/Pages/roe.aspx#current>

WA Budget 2012 to 2016

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Roe Highway Extension	20 501	20 501	-	-	-	-

9. South Eastern Transport Network

Scope

Mundijong Road upgrading and completion of link, extension of Tonkin Highway from Thomas Road to Mundijong Road with a link to South West Highway, West Mundijong Intermodal, 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 new 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 is in the early planning stages. Land matters resolved for the extension of Tonkin Highway.

Key Milestones

- Opening of Mundijong Link in 2013

Employment

Current Studies and Activity

- Serpentine Mundijong Intermodal terminal Report to ICC
- Kwinana Terminal Report by QR National
- Indivisible Loads Review (high wide load corridors)
- Rowley Road Structure Planning
- Anketell Road structure Planning
- Grain Logistics Study for new rail link

OTHER PROJECTS – THESE ARE OF REGIONAL SIGNIFICANCE, BUT NOT INCLUDED AS STRATEGIC PRIORITY PROJECTS

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