



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

Budget Policy Division
Department of the Treasury
Langton Crescent
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2010 FEDERAL BUDGET PRIORITIES FOR THE SOUTH WEST CORRIDOR OF METROPOLITAN PERTH

The South West Corridor of Metropolitan Perth is one of Australia's most productive regions with high value manufacturing and diverse economic activity generating over \$20 billion gross regional product.

The region is also growing rapidly with over one quarter of Perth's residential land development activity. The recent ABS Report 8731.0 shows that regional building approvals are running at \$1.5 billion per annum. Australian Taxation Office information shows that regional personal income reached \$8.7 billion in 2006/07.

Many of the region's 26,000 enterprises are substantial employers and job growth is also strong with 8,400 jobs being created in the past six months. Despite this employment growth there are significant areas within the region with unemployment over 7.5% including the Town of Kwinana (10.6%) and the City of Rockingham (8.0%). The region is closely linked with the Defence and Resources Sectors which both have excellent future growth prospects.

The Federal Government has a significant role within the region in supporting infrastructure investment, industry development, export development and skills development as well as multi million dollar direct expenditure in the defence sector. The 2010 Federal Budget should reflect a strong infrastructure and project investment in this region to underpin the long term growth of the Australian Economy.

The South West Group supports the following projects as priorities for the 2010 Federal Budget. Note that all funding shown is the amount of funding requested from the Australian Government.

Yours sincerely

Mayor Alan Ferris
Chair South West Group
January 29, 2010

Copy to all South West Corridor Members of Parliament

1. Increase Capacity of Kwinana Freeway and Connecting Links

Minister: Minister for Infrastructure Transport Regional Development and Local Government

Add a third lane to the section of Kwinana Freeway from Leach Highway to Roe Highway in both directions and improve entry and exit arrangements for heavy vehicles between Leach Highway to Roe Highway.

Commence dual carriageway extending eastwards along Armadale Road from the Kwinana Freeway for 7.25km to link up with existing dual carriageway.

Provide the Southern link from Murdoch Drive to the Kwinana Freeway.

Provide a tunnel under South Street at the Murdoch Activity Centre.

The rapid growth of the region and the strong business and employment activity in the Fremantle, Cockburn, Kwinana and Rockingham areas has seen traffic congestion emerge particularly where there is a significant proportion of heavy vehicles. The Kwinana Freeway will ultimately be upgraded to six lanes between Leach Highway and Cockburn Central and provision has already been made with land acquisition and bridge construction to accommodate these additional lanes.

The highest priorities include adding the third lane on the Kwinana Freeway southbound from Leach Highway to Roe Highway. The entry on to Kwinana Freeway from Leach Highway, southbound, is up hill and does not allow for heavy vehicles to reach adjoining lane traffic speeds before merging. This additional lane will have the advantage of clearing congestion from the Mount Henry Bridge.

Another high priority is to commence the dual carriageway from the Kwinana Freeway at Cockburn Central along Armadale Road. Armadale Road is experiencing significant congestion and the road configuration becoming unsafe. The geometry, adjacent commercial development, operation of heavy vehicles and congestion warrant project activity and accelerating investment at the Kwinana Freeway end of Armadale Road.

A connection between the southern end of Murdoch Drive and the Kwinana Freeway is essential prior to the completion of the Fiona Stanley Hospital in 2014. Without this link there will be unacceptable traffic congestion at South Street with the addition of 6,000 staff from the combined development of St John of God Hospital, Murdoch, Fiona Stanley Hospital and the State Rehabilitation Centre.

The continuing development of the Murdoch University Campus will progressively add to traffic congestion in the locality.

The development of the health and education precinct at Murdoch also requires a tunnel under South Street to allow the Main Street concept to operate and to provide emergency and service access to Fiona Stanley Hospital, the State Rehabilitation Centre and St John of God Hospital, Murdoch. A comprehensive business case is being prepared for this project.

Funding has already been committed to upgrade High Street to facilitate access to the Fremantle Harbour. Additional works are required on Leach Highway

between Stock Road and High Street and on Stock Road south of Leach Highway to improve freight access.

Recommended Federal Funding

Project	2010/11	2011/12	2012/13	2013/14	Total
Kwinana Freeway Third Lane	\$5m	\$5m	\$5m	\$5m	\$20m
Armadale Road Dual Carriageway	\$5m	\$5m	\$5m	\$5m	\$20m
Murdoch Drive Southern Link		\$5m	\$5m		\$10m
South Street Tunnel		\$10m			\$10m
Stock Road and Leach Highway between Stock Road and High Street		\$40m	\$40m		\$80m
Total	\$10m	\$65m	\$55m	\$10m	\$140m

2. Public Transport

Minister: Minister for Infrastructure Transport Regional Development and Local Government

Infrastructure Australia has been established to undertake activity including addressing issues of congestion in cities, liveability and sustainability. In the 2009/10 Federal Budget it was confirmed that more than \$4.6bn would be invested in building and planning nine metropolitan rail projects.

Metropolitan Perth has a need for a significant investment in improved public transport systems to reduce its vulnerability to oil price shocks and oil shortages but this investment is beyond the capacity of the Western Australian Government. This investment includes the need for improved public transport connections to the Perth and Jandakot Airports. It is estimated that over \$5 billion should be invested in enhancing the Perth Metropolitan Area public transport network up to 2031.

Western Australia should seek to obtain matching funding to expand Metropolitan Perth's public transport system to provide 30 per cent of daily journeys by 2031. It is estimated that this will require annual investment of over \$250 million.

Priorities within the South West Corridor include light rail or equivalent technology to link Fremantle and Murdoch, Fremantle and Cockburn Central and Fremantle and Rockingham.

Improving the quality of Perth's Metropolitan Transport network also requires improving the linkages within regions. An opportunity exists for a partnership between industry, local government, the Western Australian Government and the Federal Government to partner to develop CAT bus routes to shopping centres and to industrial areas.

The Federal Government should offer to provide matching funding for these intra-regional public transport services where it can be demonstrated that this will support economic development and skills development.

Recommended Federal Funding

Project	2010/11	2011/12	2012/13	2013/14	Total
Public Transport in Perth		\$125m	\$125m	\$125m	\$375m
Regional CAT Bus Services	\$5m	\$5m	\$5m	\$5m	\$20m

3. Latitude 32 Intermodal Hub

Minister: Minister for Infrastructure Transport Regional Development and Local Government

The development of Latitude 32 is crucial to continue the supply of quality industrial land within the region and is a key industrial site for Western Australia's continuing economic growth.

Latitude 32 should be substantially developed by 2016 to optimise the proposed port development in the adjoining Cockburn Sound. It is proposed that Latitude 32 have a major transport precinct incorporating an intermodal transport hub equivalent to the existing Kewdale Intermodal facility. Development of the intermodal hub within Latitude 32 by 2016 would allow the project to act as the "port gate" for the new port facilities minimising the need to reclaim land in Cockburn Sound.

Suggested level of Federal Funding is:

Project	2010/11	2011/12	2012/13	2013/14	Total
Latitude 32 Intermodal Hub			\$50m	\$50m	\$100m

4. Garden Island Causeway

Ministers: Minister for Defence

**Minister for Infrastructure Transport Regional Development
and Local Government**

Cockburn Sound is the most intensively used marine embayment in Western Australia. In June 1973 a 4.2 km causeway was constructed from Cape Peron to Garden Island to provide road access to the Stirling Naval Base, which is home port to over half of Australia's navy.



Figure 1. The Garden Island Causeway (looking south).

The Causeway includes 3.3 km of rock fill and 0.9 km of waterway using two trestle bridges. It is estimated that the Causeway reduces flushing of Cockburn Sound by 40%. The Causeway also has the potential to exacerbate the impacts of sea level rise and severe weather events on Rockingham and Kwinana.

To replace the Causeway with a bridge would cost around \$200 million. The full replacement is not considered necessary. The South West Group supports relocating the southern departure point to the west and doubling the size of the Southern Trestle Bridge to at least 0.6 km waterway at an estimated cost of \$50 million. The new Trestle Bridge should be at a height which will allow for vessels to take a direct route from the proposed Cape Peron Tourist Precinct Marina to the Indian Ocean.

The relocation will improve traffic management for the Stirling Naval Base, enhance flushing of Cockburn Sound and improve the function and viability of the Cape Peron Tourist Precinct Marina. The existing trestle structure is 36 years old and the new works would provide an extended life for one third of the Causeway.

The project should be considered in any plans to upgrade the capacity of the Stirling Naval Base and the opportunity should be taken to develop a concept to a stage that would allow for consideration by Infrastructure Australia.

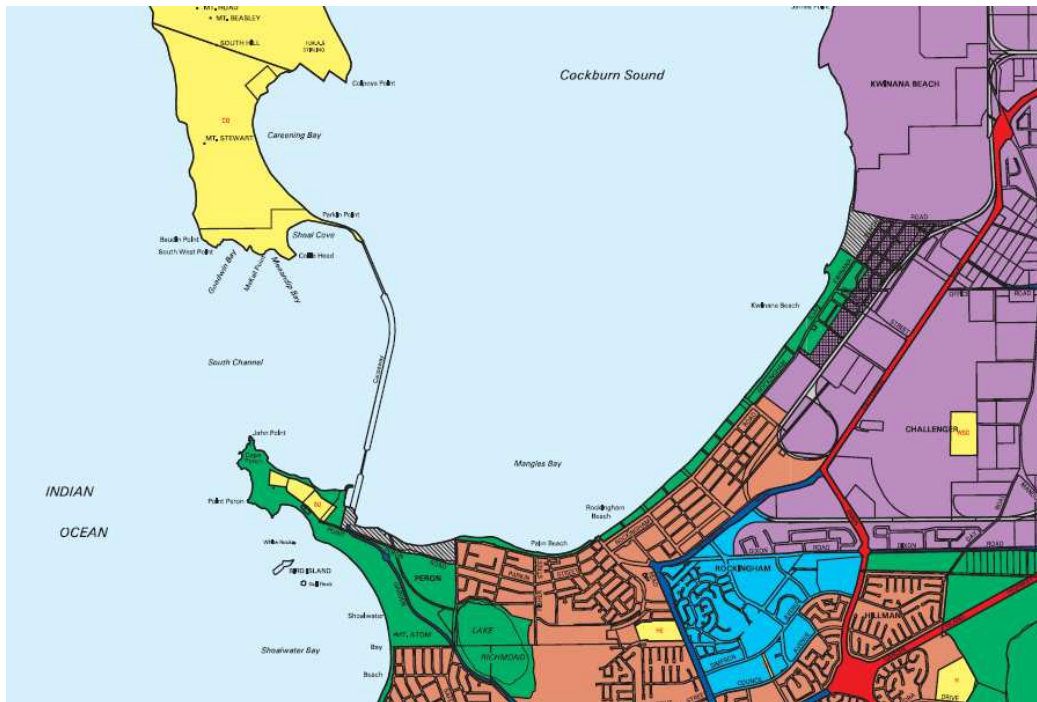


Figure 2. Garden Island Causeway Plan

Suggested level of Federal Funding is:

Project	2010/11	2011/12	2012/13	2013/14	Total
Garden Island Causeway			\$25m	\$25m	\$50m

5. Jandakot Mound Western Edge Urban Development

Minister: Minister for Infrastructure Transport Regional Development and Local Government

The South West Group, Town of Kwinana and City of Cockburn are seeking funding support from the Federal Government to undertake studies to review and demonstrate the capacity of significant portions of the Jandakot Groundwater Mound to be used for urban purposes.

The Jandakot Groundwater Mound (JGM) is one of the key groundwater sources of drinking water for the Perth metropolitan region and is protected by Western Australian Government legislation. The mound is located immediately adjacent to critical transport infrastructure for the South West Corridor of Metropolitan Perth including Southern Suburbs Passenger Railway. The historical Western Australian Government approach to the planning for the mound effectively quarantined large amounts of otherwise relatively unconstrained and affordable land from urban development.

Whilst fully supportive of the need to protect the water resource, the Town of Kwinana engaged consultants to liaise with Western Australian Government and 'scope out' the potential for more intensive uses across the mound, particularly urban land uses. The outcome was positive and including recommending that a whole-of-government review to determine the most appropriate approach in the context of current global changes and future needs of the community. This is a triple bottom line approach and will require significant research and information to develop new approaches to value and measurement. The Town of Kwinana estimate that this research would cost in the order of \$5 million.

A second more immediate option is for the Local Governments, in partnership with the Western Australian Government to undertake work to identify the current risk to the water resource from existing land use and demonstrate that the risk posed by the proposed urban development would be less than the current level of risk (or at least equivalent). Implementation of water sensitive urban design coupled with additional development control regarding best management practices such as soil amendment, animal waste management and gardening practices, may result in a reduced risk of groundwater pollution. The opportunity exists to develop a model which considers the specific hydrogeological conditions and pollutant transport pathways which occur across the mound to assess likely impacts from various development scenarios. It is estimated that the cost of this modeling work would be in the order of \$500,000 to complete (and reduce the cost of the larger triple bottom line assessment).

The benefits of undertaking this work would be significant.

- It would enable large areas of rural and semi rural land (owned largely smaller landowners with limited capacity to fund such studies) to be utilised for urban uses immediately adjacent to key transport infrastructure close to key strategic industrial areas and commercial areas within 20 minutes from the Perth CBD. In the Town of Kwinana alone, it could facilitate up to 500 hectares (6000 dwellings and 16,000 people) for urban development purposes within 4 kilometres of the passenger rail line and stations.
- The western boundary of the groundwater mound is well within 800 metres of the proposed Mandogalup Train station (the 10 minute walkable catchment) and this work may well allow transit oriented based residential

development in this area maximizing the State Government investment in the railway and its stations.

- This leads to a much more efficient use of expensive transport infrastructure and better return for the massive recent investment.
- It provides more affordable accessible and very livable housing close to industry and employment as well as the opportunity for affordable housing initiatives and projects within close proximity to transport links.
- It provides a 'model' for water protection and urban land development management over groundwater areas. This work and knowledge can be applied elsewhere in Perth as well as other cities and metropolitan areas in the country with similar planning constraints.
- It leads to improved sustainability outcomes enabling better consolidation of urban form in keeping with State Government Planning and *Directions 2031: Draft Spatial Planning Framework for Perth and Peel* (WAPC, 2009) which places an emphasis on developing a more compact, connected and efficient city to meet the demands for growth in the next twenty years.
- It adds to the quality of life for existing urban populations through economies of scale enabling a wider range of community facilities and services in the immediate area.

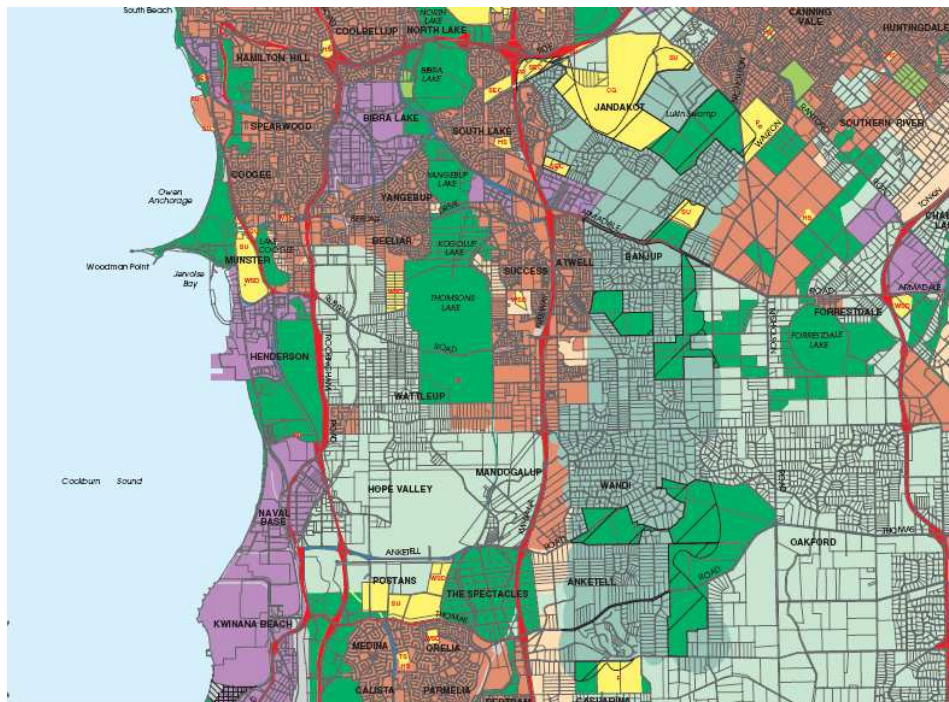


Figure 3. Jandakot Water Mound Protection Area (Shown in blue in centre of Map)
Kwinana Freeway and Southern Suburbs Rail are the central red North South alignment
Urban development and future urban development are shown brown and pink

Suggested level of Federal Funding is:

Project	2010/11	2011/12	2012/13	2013/14	Total
Jandakot Water Mound Water Sensitive Development	\$0.5m		\$1m		\$1.5m

**SOUTH WEST GROUP FEDERAL BUDGET PRIORITIES 2010
FEDERAL GOVERNMENT**

PROJECT	TIMING				COMMENTS
	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	
Kwinana Freeway Third Lane	5	5	5	5	Part funded under Auslink 2 \$350 million (see Item 1)
Armadale Road Dualling from Kwinana Freeway	5	5	5	5	(see Item 1)
Murdoch Drive Southern Link		5	5		Required by 2014 (see Item 1)
South Street Tunnel		10			Tunnel under South Street Required by 2012 (see Item 1)
Stock Road and Leach Highway between Stock Road and High Street		40	40		
Public Transport in Perth		125	125	125	(see Item 2)
Expand CAT Bus services within the South West Corridor	5	5	5	5	Fremantle, Booragoon, Rockingham, Cockburn Kwinana, Kwinana Industrial Area, Australian Marine Complex and Latitude 32 (see Item 2)
Latitude 32 Intermodal Terminal			50	50	Double the size of Perth's intermodal capability (see Item 3)
Garden Island Causeway			25	25	(see Item 4)
James Point Pty Ltd Port		50	100	100	Connecting road and rail infrastructure
High Street Upgrade	Being Planned				Part funded under Auslink 2 \$350 million
Fremantle Port Container Handling Gantry		10	20	10	Upgrading container handling facilities to assist target of 30% of containers on rail
Industry Innovation and Interpretive Centre		10	10		To leverage State Government Funds in partnership with Kwinana Industries Council
AMC Floating Dock Stage 2			50	50	To have capability to lift LHDs the Navy's heaviest vessel
Jandakot Water Mound Urban Development Edge	0.5		1		Investigate optimum arrangement for urban development on the Western Edge of the Jandakot Water Mound (see Item 5)
Total	15.5	265	441	375	