



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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2011 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 \$28 billion gross regional product.

The region is also growing rapidly with almost one third of Perth's residential land development activity. The residential lot final approval figures for the quarter to the end of September 2010 identify that 701 of Perth's 2,218 lots were created within the South West Corridor.

Employment in the region peaked at 195,700 in September 2010 but still remains volatile and the issue of local content on major resource projects is re-emerging.

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 2011 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 2011 Federal Budget. Note that all funding shown is the amount of funding requested from the Australian Government.

Yours sincerely

Dr Brad Pettitt, Mayor City of Fremantle
Chair South West Group
January 28, 2011

Copy to all South West Corridor Members of Parliament

1. Increase Capacity of Kwinana Freeway and Connecting Links

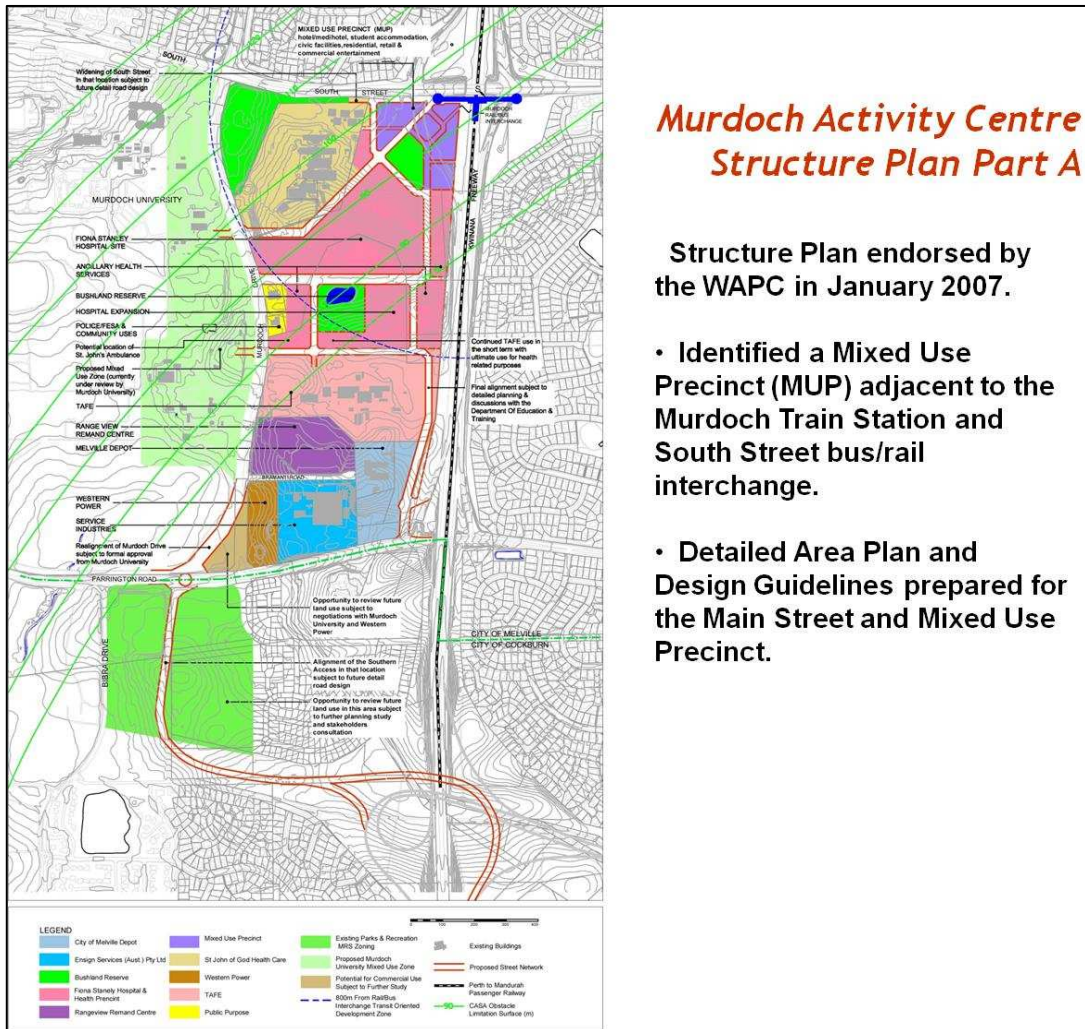
Minister: Minister for Infrastructure and Transport
Agency: Department of Infrastructure and Transport

The South West Group strongly supports improved public transport but recognises that the anticipated growth within the region will necessitate investment in roads despite increases in use of active and public transport.

Kwinana Freeway has limited ability to expand and interventions such as the Managed Motorway Project, TravelSmart and Parking Policies need to be actively pursued. However investment is required to resolve traffic and freight issues that already exist or are anticipated within a few years.

It is pleasing to see that the project to 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 has been funded.

Figure 1. Murdoch Activity Centre Showing Southern Murdoch Drive Connection



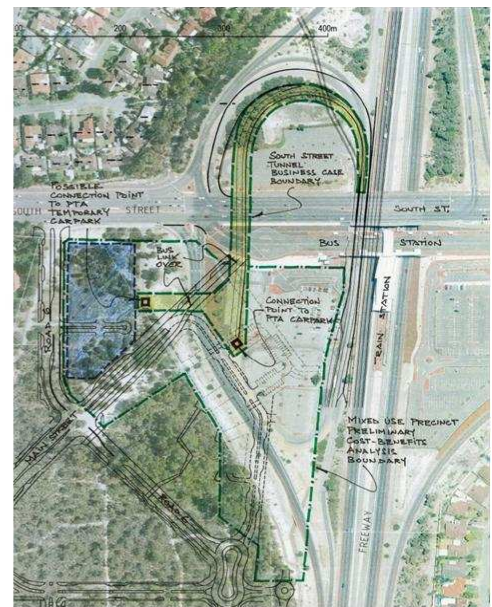


Figure 2. Fiona Stanley Hospital Site Showing “Mainstreet”

Figure 3. Possible Tunnel Connection from Kwinana Freeway under South Street

There is now a need to expand provision of additional lanes for Kwinana Freeway to Berrigan Drive. The development of Cockburn Central and the increased traffic between this new centre and Armadale have caused safety and congestion issues on Armadale Road. The geometry, adjacent development, operation of heavy vehicles and congestion warrant project activity at the Kwinana Freeway end of Armadale Road.

The South West Group supports commencing dual carriageway extending eastwards along Armadale Road from the Kwinana Freeway for 7.25km to link up with existing dual carriageway.

The opening of the Fiona Stanley Hospital, the expansion of St John of God Hospital Murdoch, Murdoch University and Challenger Institute of Technology Murdoch Campus necessitate a Southern link from Murdoch Drive to the Kwinana Freeway. Enrolments at Murdoch University have increased by 15% for 2011 and similar growth is forecast for Challenger Institute of Technology.

A connection between the southern end of Murdoch Drive and the Kwinana Freeway is essential prior to the opening 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 Murdoch, Fiona Stanley Hospital and the State Rehabilitation Centre (See Figure 1).

Further initiatives to improve access and egress from the Murdoch Precinct are required. A two way tunnel under South Street at the Murdoch Activity Centre is currently being investigated as a result of reconfiguration of roads and the growth in traffic. The tunnel will allow the Main Street concept to operate (See Figure 2) and to provide emergency and service access to Fiona Stanley Hospital, the State Rehabilitation Centre and St John of God Murdoch. A comprehensive business case is being prepared for the tunnel project. (See Figure 3)

There is an urgent need to have an integrated transport plan for the Murdoch Activity Centre. An enhanced road network will not be able to cope with the anticipated increase in traffic expected by 2021.

There is a limited window of opportunity to develop and implement a solution to the traffic problem before the Fiona Stanley Hospital opens. Failure to resolve the long term transport planning for this site now may reduce the options for amelioration of congestion.

Recommended Federal Funding

Project	2011/12	2012/13	2013/14	2014/15	Total
Kwinana Freeway Third Lane Roe Highway to Cockburn Central	\$5m	\$5m	\$5m	\$5m	\$20m
Armadale Road Dual Carriageway	\$5m	\$5m	\$5m	\$5m	\$20m
Murdoch Drive Southern Link		\$50m	\$50m		\$100m
South Street Tunnel	\$2m	\$28m			\$30m
Total	\$12m	\$88m	\$60m	\$10m	\$170m

2. Public Transport

Minister: Minister for Infrastructure and Transport

Agency: Department of Infrastructure and Transport

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 to Cockburn Coast, Fremantle and Murdoch, Fremantle and Cockburn Central and Fremantle to Rockingham. The redevelopment of industrial land at Cockburn Coast to provide housing for over 10,000 people provides a unique inner metropolitan opportunity to use high quality transport systems to shape urban form.

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 regional link 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	2011/12	2012/13	2013/14	2014/15	Total
Public Transport in the Perth Metropolitan Area	\$125m	\$125m	\$125m	\$125m	\$500m
Expand rail link bus services and services to industrial areas	\$5m	\$5m	\$5m	\$5m	\$20m

3. Latitude 32 Intermodal Hub

Minister: Minister for Infrastructure and Transport
Agency: Department of Infrastructure and Transport

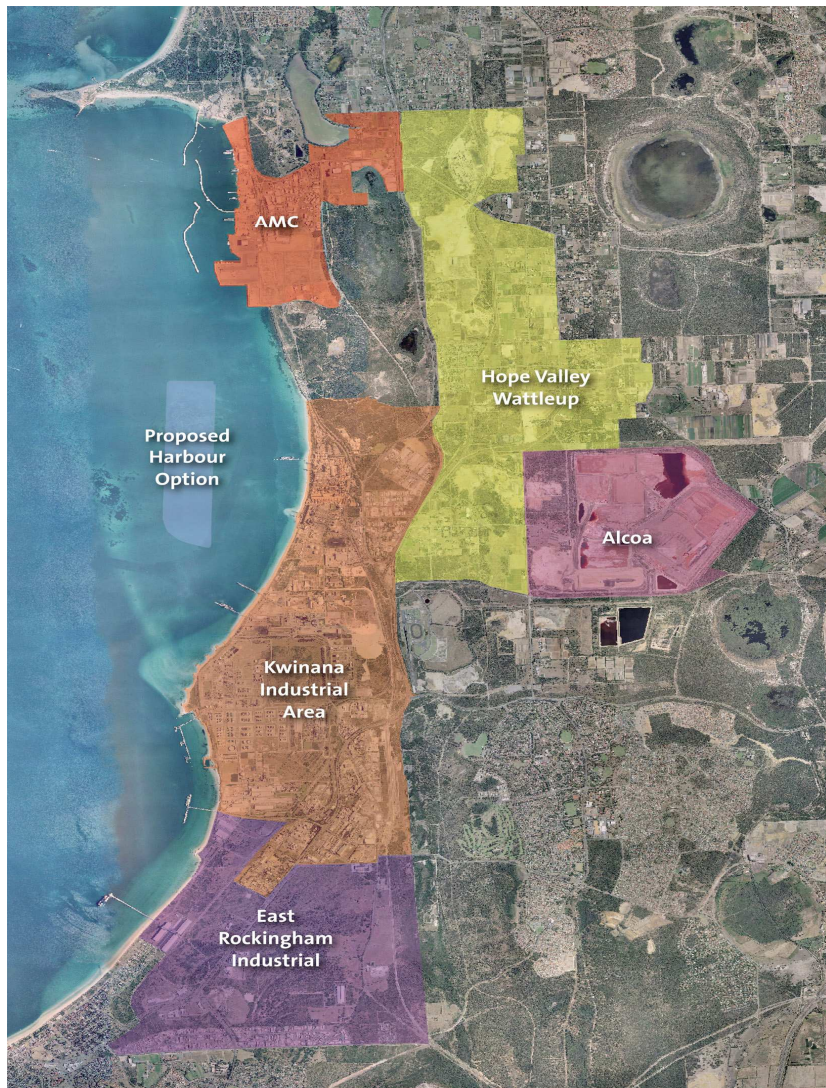
The development of Latitude 32 is crucial to continue the supply of quality industrial land within the region and is a key industrial site for Western Australia's continuing economic growth and contribution to Australia's economy.

The recently released Perth and Peel Industrial Land Draft Strategy recommends that the infrastructure requirements for key industrial land be identified under the Western Australia Capital Works Program.

Latitude 32 should be substantially developed by 2016 to optimise the proposed port development in the adjoining Cockburn Sound. This will require significant funding to be identified in the next four year Capital Works Program.

Latitude 32 is a key component of the development of Western Australia's Trade Coast. Latitude 32 is shown in yellow in Figure 4 below.

Figure 4. Western Australia's Trade Coast



The Federal Government should fund part of the development of an intermodal transport hub within Latitude 32 to act as a port gateway and to maximise the amount of freight on rail.

Suggested level of Federal Funding is:

Project	2011/12	2012/13	2013/14	2014/15	Total
Latitude 32			\$5 m	\$50m	\$55m

4. Fremantle Rail Gantry and Rail Bridge

Minister: Minister for Infrastructure and Transport
Agency: Department of Infrastructure and Transport

The Fremantle Traffic Bridge is at the end of its economic life and a number of options have been canvassed with the community for its replacement. These options include provision of an additional rail bridge as part of the project.

The South West Group supports improving the proportion of containers on rail to the stated target of 30%. Development of a rail gantry crane and provision of another rail crossing over the Swan River will facilitate this target. The recent dredging and reclamation provides the opportunity to improve the productivity of the Fremantle Inner Harbour.

The South West Group supports an additional rail crossing either as part of the replacement of the Fremantle Traffic Bridge or as a separate structure as well as provision of a new rail gantry crane and loading siding.

Recommended Federal Funding

Project	2011/12	2012/13	2013/14	2014/15	Total
Fremantle Additional Rail Bridge			\$30m	\$30m	\$60m
Fremantle Gantry Crane		\$10m	\$20m	\$20m	\$50m
Fremantle Inner Harbour Total		\$10m	\$50m	\$50m	\$110m

5. Catalpa Coast Tourist Drive

Ministers: Minister for Tourism

Agencies: Department of Resources Energy and Tourism

The South West Group is seeking to improve the promotion of the South West Corridor for both Domestic and International Tourism.

The Cities of Fremantle and Melville already attract the highest number of international visitors with the Experience Perth Region after the Perth CBD.

The proposed Tourist Drive will link Preston Beach in the Peel Region to Fremantle and will be an adjunct to the Sunset Coast Drive that commences at Fremantle and travels northwards.

The Catalpa Coast Tourist Drive already contains significant tourist attractions and will include the existing Kwinana – Shoalwater Bay – Safety Bay Tourist Drive.

There has been interest from the private sector in supporting the project.

The scope of the project includes developing Catalpa Coast festivals and sporting events, signage, promotional materials and web marketing.

The total project cost is expected to exceed \$1 million but the first phase can be commenced for \$250,000 with \$50,000 being sought from Royalties for Regions to support the Peel component of the project, funding from the private sector and support from local governments.

Recommended Federal Funding

Project	2011/12	2012/13	2013/14	2014/15	Total
Catalpa Coast Tourist Drive Peel Component	\$0.05m	\$0.05m	\$0.05m	\$0.05m	\$0.20m
Catalpa Coast Tourist Drive South West Corridor Component	\$0.05m	\$0.05m	\$0.05m	\$0.05m	\$0.20m
Catalpa Coast Tourist Drive Total	\$0.10m	\$0.10m	\$0.10m	\$0.10m	\$0.40m

6. Other Projects

The South West Group supports a range of other projects including:

- ✓ contributing to regional sporting facilities such as the Folly Road Baldivis District Sporting Complex
- ✓ commencing the design of the infrastructure necessary for the James Point Private Port proposal
- ✓ resolving the impasse on the High Street project
- ✓ expanding the public transport network to make links with rail stations and major industrial and commercial areas through a local bus service
- ✓ developing the Mangles Bay Tourist Precinct
- ✓ constructing an industry interpretive centre to showcase the technology and opportunities from the Trade Coast including the Kwinana Industrial Area
- ✓ committing to the next stage of the Australian Marine Complex floating dock
- ✓ increasing the rolling stock by purchasing a further 6 B series Railcar sets and developing two new rail stations on the Southern Suburbs Rail Line and
- ✓ providing a second access to the Rockingham Kwinana District Hospital at Woodbridge.

Information on estimated project costs is included in the attached table.

**SOUTH WEST GROUP BUDGET PRIORITIES 2011-2015
FEDERAL GOVERNMENT**

PROJECT	TIMING				COMMENTS
	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	
Murdoch Activity Centre South Street Tunnel	2	28			Tunnel under South Street Required by 2012 (see Item 1)
Connection of Murdoch Drive to the Freeway "Southern Link"		50	50		Required by 2014 (see Item 1)
Armadale Road Dualling from Kwinana Freeway	5	5	5	5	(see Item 1)
Widening Kwinana Freeway Roe Highway to Cockburn Central	5	5	5	5	(see Item 1)
Public Transport in the Perth Metropolitan Area	125	125	125	125	(see Item 2)
Expand rail link bus services and services to industrial areas	5	5	5	5	Fremantle, Booragoon, Rockingham, Cockburn Kwinana (see Item 2)
Latitude 32	5	20	20	50	(see Item 3)
Fremantle Port Container Handling Gantry and contribution to additional rail bridge		10	50	50	Upgrading container handling facilities to assist target of 30% of containers on rail (see Item 4)
Catalpa Coast Tourist Drive	0.1	0.1	0.1	0.1	(see Item 5)
Folly Road Baldivis District Sporting Complex			5	5	30 hectares of playing fields, hard courts and club houses
James Point Pty Ltd Port	5	50	100	100	Connecting road and rail infrastructure
High Street Upgrade	Being Planned				Part funded under Auslink 2 \$350 million
Cape Peron Tourist Precinct	2	2	20	20	
Industry Interpretive Centre		10	10		To leverage State Government and Industry Funds
AMC Floating Dock Stage 2			50	50	To have capability to lift LHDs the Navy's heaviest vessel
Two extra Rail Stations for Southern Suburbs Rail and 6 Extra B Series Railcar Sets		25	30	45	One between Cockburn Central and Kwinana and one to serve the proposed 100,000 person community at Keralup
Woodbridge Second Access	6				Second access to the Rockingham Kwinana District Hospital
Total	160.10	335.10	475.10	460.10	