



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

Budget Policy Division  
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## **2012 – 2016 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 to the end of June 2011 identify that 774 of Perth's 2,787 lots were created within the South West Corridor.

Employment in the region peaked at 201,531 in June 2011 but still remains volatile and the issue of local content on major resource projects is still very relevant.

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 2012 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 2012 Federal Budget. Note that all funding shown is the amount of funding requested from the Australian Government.

Yours sincerely

Mayor Russell Aubrey  
Chair South West Group  
16 January 2012

Copy to all South West Corridor Federal 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 State Government Main Roads Department is currently adding a third lane to the section of Kwinana Freeway from Leach Highway to Roe Highway in both directions and improving entry and exit arrangements for heavy vehicles between Leach Highway to Roe Highway.

There is now a need to expand provision of additional lanes for the Kwinana Freeway further south from Roe Highway through Berrigan Drive to Armadale Road/Beeliar Drive. The development of Jandakot City, Cockburn Central and urban expansion has increased traffic between this new centre and Armadale leading to safety and congestion issues on the Kwinana Freeway, Armadale Road, North Lake Road and Beeliar Drive.

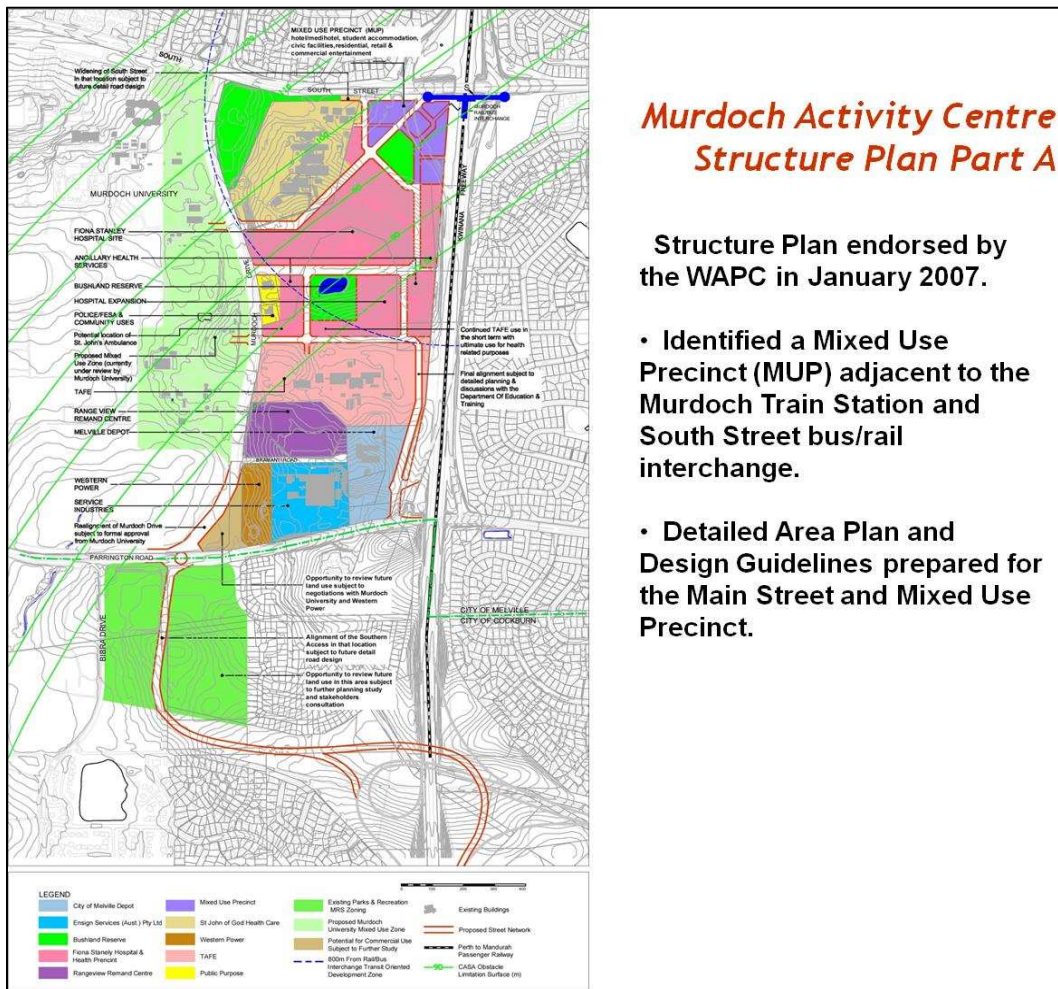
Although this southern extension of freeway widening works is not part of Main Road's funded projects for 2012/13, the State Government is assessing the potential to include the Kwinana Freeway widening from Roe Highway south to Armadale Road/Beeliar Drive as an extension of the current additional lane works between Leach Highway and Roe Highway. Any funding support from the Federal Government would facilitate the bringing forward of this important work to address congestion and de-bottlenecking.

Armadale Road extending east from Kwinana Freeway also warrants increased project activity and accelerating investment to address current geometry, adjacent development, operation of heavy vehicles and congestion. The South West Group supports commencing dual carriageway extending eastwards along Armadale Road from the Kwinana Freeway for 7.25km to link up with the existing dual carriageway.

The opening of the Fiona Stanley Hospital, the expansion of St John of God Hospital Murdoch and the expansion of the Challenger Institute of Technology Murdoch Campus necessitate a Southern link from Murdoch Drive to the Kwinana Freeway.

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).

**Figure 1: Murdoch Activity Centre Showing Southern Murdoch Drive Connection**



A two way tunnel under South Street at the Murdoch Activity Centre is also required as a result of reconfiguration of roads and the growth in traffic. This will 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 Murdoch.

A comprehensive business case has been prepared by the City of Melville for the optimal development design incorporating these elements and has shown that there is significant advantage (1 to 3 cost benefit ratio) associated with the optimal design over the sub-optimal design.

The sub-optimal design is currently preferred by State Government Departmental agencies due to relatively lower initial capital costs, but performs poorly regarding cost benefit ratio (1 to less than 2 cost benefit ratio). The Mainstreet design and tunnel concept design are shown on Figures 2 and 3 respectively.

It is relevant to note that the South West Group is lobbying the State Government to include the optimal development design for the Murdoch Activity Centre, including the two way tunnel and grade separation for the Murdoch Drive and South Street intersection. At this time, Main Roads is only budgeting \$15M for an upgraded intersection at Murdoch Drive and South Street in the 2011/12 and

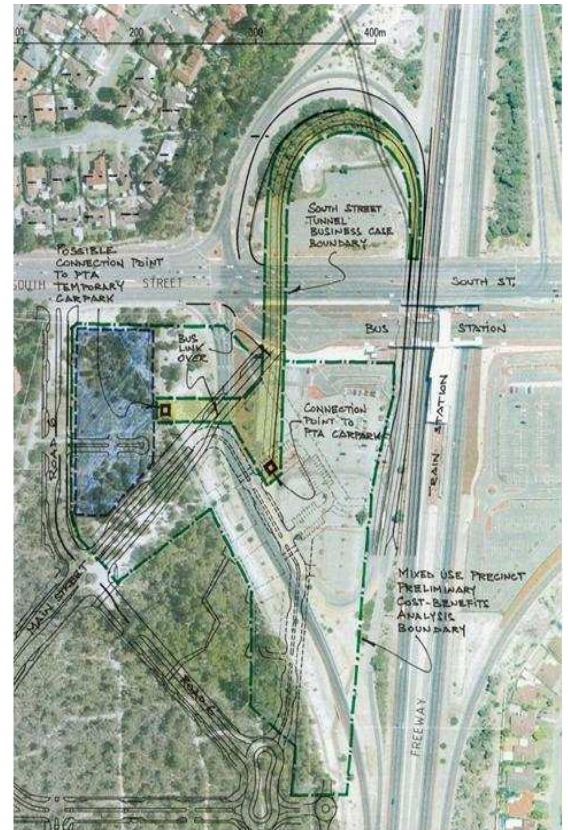


2012/13 budgets, with no funding allowance for the two way tunnel in the current or 2012/13 budget.

The South West Group would value the support of the Federal Government in progressing the optimal development design, given that it will add significant economic and social value to the development and is consistent with Our Cities, Our Future – A National Urban Policy for a productive, sustainable and liveable future released by the Minister for Infrastructure and Transport on 18 May 2011.

**Figure 2: Fiona Stanley Hospital Site Showing “Mainstreet”**

**Figure 3: Tunnel Connection from Kwinana Freeway under South Street**



Another area experiencing severe congestion relates to Cockburn Central at the North Lake Road and Beeliar Drive intersection. The establishment of a direct bridge connection across the Kwinana Freeway as an extension of North Lake Road would separate the main east-west traffic flow from the Cockburn Central users and improve accessibility in the area.

Cost estimates for the North Lake Road Freeway overpass would be in the order of \$20 million and could link with the Armadale Road dual carriageway proposal. An allowance for project feasibility is included for 2012/13, noting that the South West Group is also lobbying the State Government to contribute to the early planning and subsequent construction work for the North Lake Road overpass as a joint funded State/Federal Government initiative.

The recommended Federal Government funding cost estimates for the period 2012/13 to 2015/16 for increasing the capacity of Kwinana Freeway and improving freeway links are provided in the table below.

**1. Recommended Federal Funding - Increase Capacity of Kwinana Freeway and Connecting Links**

<b>PROJECT</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>TOTAL</b>
<b>Kwinana Freeway Third Lane</b>	\$5m	\$5m	\$5m	\$5m	<b>\$20M</b>
<b>Armadale Road Dual Carriageway</b>	\$5m	\$5m	\$5m	\$5m	<b>\$20M</b>
<b>North Lake Road Freeway Overpass</b>	\$0.5m	\$1.5m	\$5m	\$3m	<b>\$10M</b>
<b>Murdoch Drive Southern Link</b>		\$50m	\$50m		<b>\$100M</b>
<b>South Street Tunnel</b>	\$2m	\$28m			<b>\$30M</b>
<b>TOTAL</b>	<b>\$12.5M</b>	<b>\$89.5M</b>	<b>\$65M</b>	<b>\$13M</b>	<b>\$180M</b>

**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. The Our Cities, Our Future – A National Urban Policy for a productive, sustainable and liveable future released by the Minister for Infrastructure and Transport on 18 May 2011. This policy sets overarching goals for the nation’s cities and the Federal Government’s role in working with State and Territory Governments and the private sector in planning, managing and investing in cities.

Metropolitan Perth has a need for a significant investment in improved public transport systems to reduce its vulnerability to oil price shocks and carbon footprint, however 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.

The Department of Transport released the draft Public Transport Plan for Perth 2031 for public comment closing on 14 October 2011. The Plan projects capital expenditure of \$2.9 billion with much of this expenditure being in the northern suburbs of the Perth Metropolitan Area. Given that over 50% of population growth in Perth is expected to be accommodated in the South Eastern Region and South West Corridor, it is considered appropriate for at least 50% of public transport funding to be spent south of the river.

The South West Group estimates that over \$5 billion should be invested in enhancing the Perth Metropolitan Area public transport network up to 2031. The South West Group lodged a detailed submission on the draft Public Transport Plan

for Perth 2031 on 14 October 2011, but has yet to receive a response. The South West Group submission has sought greater investment in public transport in the South West Corridor and shared funding arrangements involving the Federal Government as well as the private sector.

A copy of the South West Group submission, which was developed in consultation with its member Councils, can be provided on request.

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.

Specific public transport investments required prior to 2031 for the South West Corridor include:

- Light rail network (see Figure 4) linking Cockburn Coast to Rockingham, Fremantle, Murdoch, Cockburn Central and Canning Bridge as recommended in the Southwest Metro Rapid Transit Network Study undertaken in partnership with LandCorp (\$1B capital cost, with \$100M funding for period 2012 to 2016 related to conceptual design, detailed design and land acquisition).

**Figure 4: Southwest Metro Rapid Transit Network**



- Park and Ride carpark at Canning Vale and bus transit shuttle services to Murdoch station (\$5M for detailed design and construction over the next 2 to 3 years in time for the opening of the Fiona Stanley Hospital in 2014).
- Additional stations on the Perth to Mandurah line, including the Karnup Station, the timing of which must coincide with the commencement of development at the State Government Department of Housing's Keralup project. In this regard, it has been recognised for many years by the Department of Housing and the City of Rockingham that the isolated location of Keralup (a project that could generate a population of more than 90,000 people) demands that it be integrated with regional public transport which the Karnup Station will provide. It is also necessary that a dedicated, high frequency public transit link, preferable light rail, be established along Paganoni Road from Keralup to the Karnup Station.
- Also, a station at Mandogalup completed by 2016 with the other stations (Stakehill) to be constructed prior to 2031 (\$55M each station, including rolling stock).
- \$5 million should be allocated in the 2012/13 to 2015/16 Federal budget each year to develop advanced plans for the implementation of public transport projects that will address issues of congestion, liveability and sustainability.

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. This support and approach in contributing toward improved public transport and infrastructure outcomes is consistent with the Federal Government's Our Cities, Our Future policy.

## 2. Recommended Federal Funding – Public Transport

Project	2012/13	2013/14	2014/15	2015/16	Total
<b>Public Transport in Perth</b>	\$125m	\$125m	\$125m	\$125m	<b>\$500M</b>
<b>Expand rail link bus services and services to industrial areas</b>	\$5m	\$5m	\$5m	\$5m	<b>\$20M</b>
<b>TOTAL</b>	<b>\$130M</b>	<b>\$130M</b>	<b>\$130M</b>	<b>\$130M</b>	<b>\$520M</b>



### 3. Latitude 32 Intermodal Hub

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

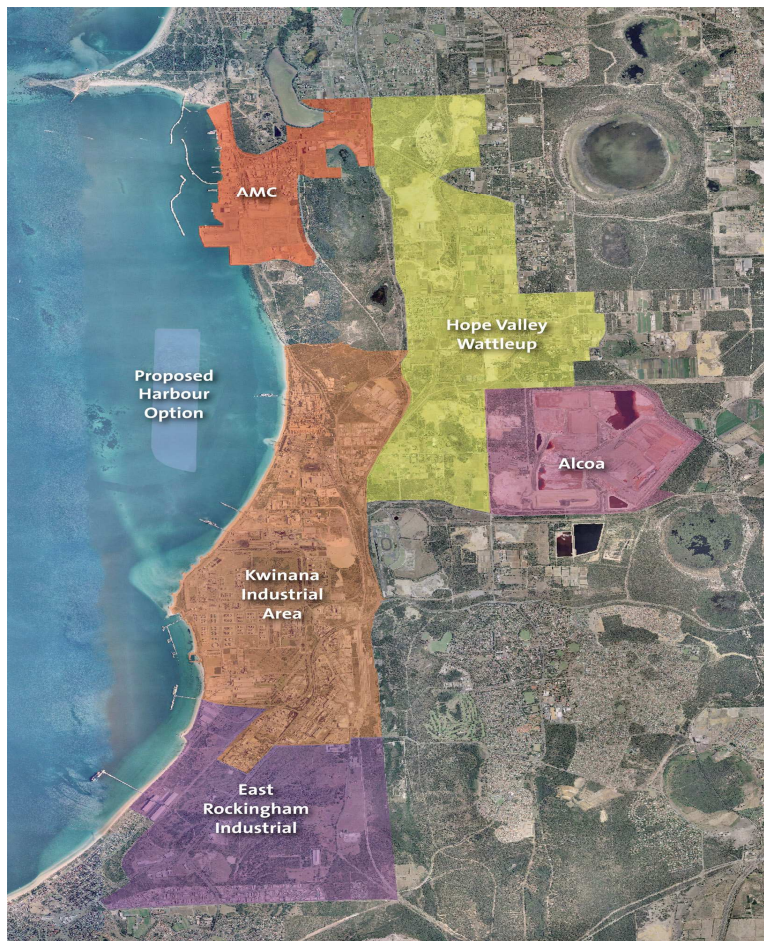
The development of Latitude 32 is crucial to continue the supply of quality industrial land within the region and is a key industrial site for Western Australia's continuing economic growth and contribution to Australia's economy.

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

Latitude 32 should be substantially developed by 2016 to optimise the proposed Kwinana Quay deep water 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 WA State Government has shown considerable commitment to the development of the entire Western Trade Coast industrial precinct (of which the



Latitude 32 component makes up about one quarter of the geographic area). The State has established via a Cabinet decision, the Western Trade Coast Industries Committee, Chaired by the Hon. Phil Edman MLC and attended by over a dozen key state and local government representatives.

This Committee has the responsibility of amongst other things, coordinating infrastructure provision and protecting the industrial buffer throughout the Western Trade Coast industrial precincts. The Committee is currently progressing a range of projects across three key strategy areas, Economic Development, Infrastructure Planning and Provision, and Land Use Planning, which will include schedules for the funding required in future State Budgets to finance important infrastructure to the area.

The development of Latitude 32 is consistent with Federal Government policy on freight and port development and will facilitate the implementation of the Commonwealth's National Land Freight Strategy (February 2011) and National Ports Strategy (December 2010).

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.

### **3. Suggested level of Federal Funding – Latitude 32 Intermodal Hub**

<b>Project</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>Total</b>
<b>Latitude 32</b>		<b>\$5M</b>	<b>\$20M</b>	<b>\$30M</b>	<b>\$55M</b>

### **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 the achievement of 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.

The State Government are currently considering the business case and funding allocation for the Fremantle Traffic Bridge, with information contained in the Main Roads Western Australia's Infrastructure Delivery Plan (20 September 2011) indicating a budget allocation of \$150M to \$230M for the period 2013 to 2015. The South West Group requests financial support from the Federal Government to

progress the upgrading and/or replacement of the Fremantle Traffic Bridge to improve road and rail efficiency.

#### 4. Recommended Federal Funding – Fremantle Rail Gantry and Rail Bridge

Project	2012/13	2013/14	2014/15	2015/16	Total
<b>Fremantle Additional Rail Bridge</b>		\$30m	\$30m		<b>\$60M</b>
<b>Fremantle Gantry Crane</b>		\$10m	\$20m	\$20m	<b>\$50M</b>
<b>Fremantle Inner Harbour Total</b>		<b>\$40M</b>	<b>\$50M</b>	<b>\$20M</b>	<b>\$110M</b>

#### 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 within 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 initial 2 year planning phase can be commenced in 2012/13 for \$300,000 with funding from Federal and State Government, private sector and support from Local Governments.

Considerable stakeholder consultation has occurred, which culminated in a Regional Tourism Forum held on 2 December 2011 whereby agreement was reached to continue the development of the Catalpa Coast Tourist Drive concept. Research is also proposed to establish a “business cluster” associated with the tourist drive to harness economic development opportunities along its route.

The South West Group, in partnership with the Peel Development Commission (PDC) and member Councils, sought funding from the State Government’s Royalties for Regions funding in 2011 to undertake further feasibilities and planning, however the application was not successful.

A partnership arrangement involving the Federal Government is advocated by the South West Group to progress this important tourism and economic initiative.

## 5. Recommended Federal Funding – Catalpa Coast Tourist Drive

Project	2012/13	2013/14	2014/15	2015/16	Total
<b>Catalpa Coast Tourist Drive Peel Component</b>	\$0.05m	\$0.10m	\$0.05m	\$0.05m	<b>\$0.25M</b>
<b>Catalpa Coast Tourist Drive South West Corridor Component</b>	\$0.05m	\$0.10m	\$0.05m	\$0.05m	<b>\$0.25M</b>
<b>Catalpa Coast Tourist Drive Total</b>	<b>\$0.1M</b>	<b>\$0.2M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.5M</b>

## 6. Other Projects

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

- ✓ extension of Roe Highway from Kwinana Freeway to Stock Road, subject to minimising environmental impacts and full environmental offsets for any unavoidable impacts
- ✓ contributing to regional sporting facilities such as the Folly Road Baldivis District Sporting Complex
- ✓ constructing an industry interpretive centre to showcase the technology and opportunities from the Western 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

Information on estimated project costs is included in Table 2 overleaf.



**TABLE 2: SUMMARY OF SOUTH WEST GROUP FEDERAL GOVERNMENT  
BUDGET PRIORITIES 2012-2016**

PROJECT	TIMING				COMMENTS
	2012/13 \$M	2013/14 \$M	2014/15 \$M	2015/16 \$M	
Kwinana Freeway Third Lane	5	5	5	5	(see Item 1)
Armadale Road Dual Carriageway	5	5	5	5	(see Item 1)
North Lake Road overpass	0.5	1.5	5	3	(see Item 1)
Murdoch Drive Southern Freeway Link		50	50		Required by 2014 (see Item 1)
South Street Tunnel	2	28			Tunnel under South Street (see Item 1)
Public Transport in Perth	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	30	(see Item 3)
Fremantle Port Container Handling Gantry and contribution to additional rail bridge		40	50	20	Upgrading container handling facilities (see Item 4)
Catalpa Coast Tourist Drive	0.1	0.2	0.1	0.1	(see Item 5)
Extension of Roe Highway – Kwinana Freeway to Stock Road		50	100	50	Subject to minimising environmental impacts and full environmental offsets
Folly Road Baldivis District Sporting Complex			5	5	30 hectares of playing fields, hard courts and club houses
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
<b>Total</b>	<b>\$142.6M</b>	<b>\$349.7M</b>	<b>\$460.1M</b>	<b>\$343.1M</b>	