



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

Budget Policy Division
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2013 – 2017 FEDERAL BUDGET PRIORITIES FOR THE SOUTH WEST METROPOLITAN REGION OF PERTH, WESTERN AUSTRALIA

The South West Metropolitan Region of Perth is one of Australia's most productive regions with high value manufacturing and diverse economic activity generating over \$30 billion gross regional product.

The region is also growing rapidly with almost one third of Perth's residential land development activity. The 2011/12 residential lot final approval figures to the end of June 2011 identify that 2,567 (or 25%) of Perth's 10,397 lots were created within the South West Metropolitan Region.

Employment in the region peaked at 203,000 in June 2012 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 2013 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 2013 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
11 December 2012

Copy to all South West Metropolitan Region Federal Members of Parliament

1. Increase Capacity of Kwinana Freeway and Congestion Relief at Cockburn Central

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

The Main Roads Western Australia has almost completed the addition of 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. This project received Federal Government funding, which was a key factor in achieving timely development of required works.

This work has been effective in providing additional capacity along this section of the freeway, however the daily traffic bottleneck has now shifted to the area south of Roe Highway and extends beyond Cockburn Central (Armadale Road/Beeliar Drive).

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 either side of the freeway 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.

The South West Group's submission to the State Government budget 2013/14 identified a range of projects and measures to reduce congestion along this section of the Kwinana Freeway and at Cockburn Central (Armadale Road, North Lake Road) that would be eligible for Federal Government funding support as outlined below:

- Additional lanes on both sides of the freeway from Roe Highway to Armadale Road/Beeliar Drive
- Freeway bridge linking North Lake Road and Armadale Road.
- Additional freeway connections and connector distributors.

Additional lanes on both sides of the freeway from Roe Highway to Armadale Road/Beeliar Drive

The additional freeway lanes along the 6 kilometre between Roe Highway and Cockburn Central would have the following benefits:

- Increase freeway capacity along this section in both directions
- Increase merging ability and improve safety for vehicles entering the freeway (Roe Highway, Berrigan Drive, Armadale Road)
- Reduce congestion intensity and duration and length of bottlenecks during peak AM and PM periods
- Facilitate more effective dispersion (egress) and improve freeway entry (access) during peak periods (Armadale Road, Beeliar Drive, North Lake Road)
- Improve safety and provide additional contingency abilities in the case of accidents or vehicle breakdowns



Figure 1: Additional Lanes on Kwinana Freeway – Roe Highway to Cockburn Central

Costs estimates for the additional lanes are likely to cost in the order of \$40 million, which includes the relocation of services and the extension and structural reinforcement of the freight rail bridge just south of Roe Highway to accommodate the additional width.

A contribution of \$20 million from the Federal Government for the additional lanes is requested.

Freeway bridge linking North Lake Road and Armadale Road.

The freeway bridge linking North Lake Road and Armadale Road would enable traffic to bypass the busy Cockburn Central area where multiple intersections severely disrupt traffic flows and commonly result in gridlock conditions for extended periods during and beyond the AM and PM peaks.



Figure 2: North Lake Road Bridge over Freeway

Main Roads Western Australia is currently preparing cost estimates for the North Lake Road bridge, with and without freeway connections. It is understood that preliminary cost estimates indicate a overpass bridge without freeway connections is in the order of \$50M.

A contribution of \$25 million from the Federal Government for the North Lake Road bridge is requested.

Additional freeway connections and connector distributors

The North Lake Road bridge would benefit from having freeway connections to reduce the reliance on the existing freeway connections at Armadale Road and Beeliar Drive. It is understood that connector distributors would be required, as direct freeway connections are not possible at this location.

Preliminary cost estimates indicate that up to \$40 million may be required to construct the freeway connections and connector distributors for the North lake Road bridge

A contribution of \$20 million from the Federal Government for additional freeway connections and connector distributors is requested.

1. Recommended Federal Funding – Increase Capacity of Kwinana Freeway and Congestion Relief at Cockburn Central

PROJECT	2013/14	2014/15	2015/16	2016/17	TOTAL
Kwinana Freeway Third Lane	\$10m	\$10m	-	-	\$20M
North Lake Road Freeway Overpass	\$5m	\$10m	\$10m	-	\$25M
Freeway Connections and Connector Distributors	\$10m	\$10	-	-	\$20M
TOTAL	\$25M	\$30M	\$10M	-	\$65M

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).

**SOUTHWEST METRO TRANSIT NETWORK
KEY ACTIVITY CENTRES**



Figure 3: 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	2013/14	2014/15	2015/16	2016/17	Total
Public Transport in Perth	\$125m	\$125m	\$125m	\$125m	\$500M
Expand rail link bus services and services to industrial areas	\$5m	\$5m	\$5m	\$5m	\$20M
TOTAL	\$130M	\$130M	\$130M	\$130M	\$520M

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.

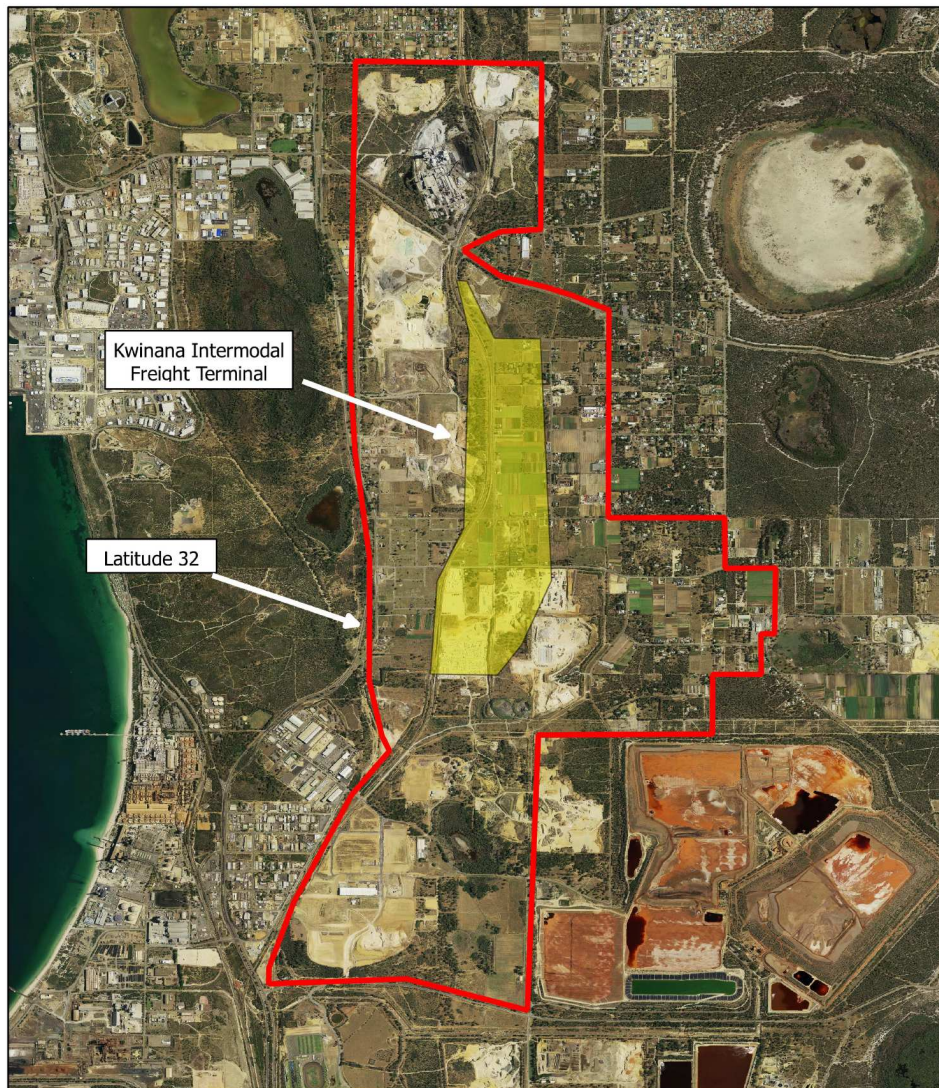


Figure 4. Latitude 32 and Kwinana Intermodal Hub

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

Project	2013/14	2014/15	2015/16	2016/17	Total
Latitude 32		\$5M	\$20M	\$30M	\$55M

4. Replacement of the Fremantle Traffic 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. There has been safety concerns regarding the age, condition and standard of the bridge structure over many years and Main Roads Western Australia has prepared numerous business cases seeking funding for the required upgrade or replacement.

The South West Group was involved in the stakeholder engagement activities undertaken by Main Roads Western Australia in late 2011 to investigate options for alternative business cases to the “\$210 million asset replacement” base case proposal lodged earlier with the State Government. Some of the options included the provision of an additional rail bridge for passenger rail as part of the project, thereby enabling the existing rail bridge to undertake a dedicated freight rail function.

The options assessment involved an extensive and innovative consultation approach, which identified a number of preferred options with “value add” aspects that would lend the project to achieving wider benefits and being eligible for Federal Government funding support and private investment.

It was concluded that the options analysis and value engineering work undertaken through the stakeholder engagement process would result in a superior bridge replacement option (\$250M) that provides for:

- passenger rail
- pedestrian and cycling paths
- improved road and marine vessels safety
- value capture and other benefits and opportunities strongly connected to the function of the bridge

The Fremantle Traffic Bridge business cases (base and alternative) were submitted by Main Roads Western Australia at the end of 2011 for consideration of the 2012/13 budget, however this was not supported due to priorities associated with other major projects. It is understood that the business cases for the Fremantle Traffic Bridge are being re-submitted for consideration of the 2013/14 budget and a shared funding commitment from the Federal Government would significantly enhance the likelihood of approval from the State Government.



Figure 5: Upgrade of Fremantle Traffic Bridge

A contribution of \$125 million from the Federal Government for the replacement of the Fremantle Traffic Bridge is requested.

4. Recommended Federal Funding – Fremantle Traffic Bridge

Project	2013/14	2014/15	2015/16	2016/17	Total
Fremantle Additional Rail Bridge		\$50m	\$75m		\$125M
Fremantle Gantry Crane		\$10m	\$20m	\$20m	\$50M
Fremantle Inner Harbour Total		\$60M	\$95M	\$20M	\$175M

5. 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 and Cockburn Central Recreation and Aquatic Community Facility
- ✓ 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

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

TABLE 2: SUMMARY OF SOUTH WEST GROUP FEDERAL GOVERNMENT BUDGET PRIORITIES 2013-2017

PROJECT	TIMING				COMMENTS
	2013/14 \$M	2014/15 \$M	2015/16 \$M	2016/17 \$M	
Kwinana Freeway Additional Lanes	10	10			(see Item 1)
North Lake Road Bridge	5	10	10		(see Item 1)
Additional Freeway Connections	10	10			(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 Intermodal Hub		5	20	30	(see Item 3)
Replacement of Fremantle Traffic Bridge		50	75		(see Item 4)
Extension of Roe Highway – Kwinana Freeway to Stock Road			100	100	Subject to minimising environmental impacts and full environmental offsets
Regional Sporting Facilities			10	10	30 hectares of playing fields, hard courts and club houses
Industry Interpretive Centre			5	5	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
Total	\$155M	\$215M	\$400M	\$325M	