



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

Date: 9 August, 2012

Contact: Mick McCarthy (08) 9364 0631

Reference: Letter to DoP – South Metro and Peel Sub-Regional Structure Plan

Cameron Bulstrode  
Planning Director - Perth and Peel  
Department of Planning  
Unit 2b, 11-13 Pinjarra Road  
Mandurah WA 6210

Dear Cameron

## **SOUTH METROPOLITAN AND PEEL SUB-REGIONAL STRUCTURE PLAN**

Further to previous discussions and a recent meeting with Neil Fox at the Perth office, the South West Group understands that the Department is in the process of preparing the above plan and provides the following information for consideration during its preparation.

The South West Group, formed in November 1983, is a Voluntary Regional Organisation of Councils (VROC). It comprises the Cities of Cockburn, Fremantle, Melville, and Rockingham, and the Towns of East Fremantle and Kwinana. The South West Group is managed by a Board consisting of the Mayors and CEOs of its member local governments.

The South West Group seeks to work with these six local governments and through cooperation with industry, community and the other spheres of government to capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.

The above plan directly impacts on the Rockingham, Kwinana and Cockburn, but also has implications for the other member Councils that abut these municipalities. It is understood that Departmental staff have met with member Council staff to discuss the structure plan, however information gathered by the South West Group may be of assistance in helping the Department to shape future requirements for regional transport and land use requirements.

The information is presented under a number of key headings, namely:

- Regional transport and land use issues
- Infrastructure projects
- Strategic priority projects

## REGIONAL TRANSPORT, LAND USE AND ZONING ISSUES

South West Group have identified a number of major issues that may not be currently within the scope of the structure plan, but should be considered given their implications on land use and zoning as outlined below.

### ***1. Integration between land use and transport planning at the regional level***

The region has major transport issues and it is understood that ARRB have undertaken an Integrated Transport Study of the sub-region, as a key input into the Structure Plan. Given that the ARRB study has not been made publically available, it is difficult to assess its findings and the implications for transport planning in the region.

Some of the key issues that are apparent in the region include:

- A comprehensive regional road network must be identified to respond to the traffic that will be generated by the new urban growth areas and urban infill to ensure that the existing network is able to operate. It is assumed that the ARRB study assessed the network and made recommendations on network capacity and levels of service. Key regional transport routes need to be identified and their function determined, particularly regional roads managed by the State Government (red roads) and Local Governments (blue roads).
- Provision for public and active transport infrastructure and facilities. Planning for high quality active transport access to schools, shopping centres, employment centres and rail stations is essential at the sub-regional level. Rails stations, such as the recently announced station at Aubin Grove as well as future planned stations for Mandogalup and Karnup need to be reflected in the structure plan.
- Protection of road and rail corridors (including future light rail). Designation of freight corridors to manage high wide load (HWL), Dangerous Goods and high productivity freight vehicles. This is particularly relevant in the area around and connected to the Western Trade Coast industrial areas and the proposed Fremantle Outer Harbour. The tender recently issued by the Department of planning for the Planning Assessment of Future Port and Industry Development – Naval Base to James Point has a rather limited study area that does not take into account road and rail connections beyond Anketell Road and Rowley Road from the coast to the Kwinana Freeway.
- Integration and connection of road network with key activity centres and employment centres, particularly east-west links which are poorly developed, inadequate standards and lack public transport infrastructure. This should include the identification of rapid transit corridors to accommodate bus and future light rail to link activity nodes and promote the use of public transport. The Southwest Metro Rapid Transit Network Study (Parsons Brinckerhoff, 2011) prepared for the Cockburn Coast development identified key transit corridor routes in the region that connect to Fremantle, Murdoch Activity Centre, Cockburn Central and Canning Bridge. Although not reflected in the Public Transport Plan for Perth 2031, the study and the value capture potential associated with a connected rapid transit network should be considered in the sub-regional structure plan.

- Strategic industrial site – NE Baldivis. The location of this proposed strategic industrial area bounded by Millar Road to the north, Kwinana Freeway to the west and Mundijong Road/Telegraph Road to the south and Wilkinson Road to the east as identified in the Economic and Employment Lands Strategy (DoP, 2012) requires review. The proposed location has excellent freeway and public transport links and may be more suited to urban land use. In addition, the site forms a logical extension to the Eastern Residential Intensification Concept (ERIC) immediately to the north. It is understood that the Town of Kwinana has held discussion with departmental staff on this issue. The proposed strategic industrial area can be located further east and in closer proximity to the proposed West Mundijong intermodal terminal site.
- Urban zoned land – Munster/Wattleup. A portion of land in the Munster/Wattleup area, that is currently within the Woodman Point Waste Water Treatment Plant (WWTP) buffer and Kwinana Industrial buffer (Area B), is under investigation for urban development. Urban land use within these buffer areas is considered inappropriate and will expose future residents to air emission and odour impacts, leading to loss of amenity and complaints to the local government. The buffer areas should be protected through the application of a Special Control Area to avoid future land use conflicts.
- Urban and Urban Deferred zoned land – Jandakot Groundwater Mound. The current boundary of the current and future urban zoned areas is constrained by the Jandakot Groundwater Mound. SPP 2.3 was first gazetted in 1998 and it is understood that the boundary is under review as part of investigations into public water supply requirements. The review should seek to rationalise the boundaries to be more aligned to cadastral boundaries to enable a logical planning response. Areas proposed for urban that may impact on groundwater protection areas would need to put in place stringent water management controls to minimise risks to public water supplies, similar to what is applied to high water tables using water sensitive urban design principles or surface water catchments in the hills.

## **2. Protection of Biodiversity Assets**

The region is rich in biodiversity assets including Regional Parks, Bush Forever sites, Threatened Ecological Communities, Declared Rare Flora and Marine Reserves. The local governments have also mapped local natural areas, which may contain areas of high conservation not included in the above. The protection of remnant bushland to maintain biodiversity values is a critical issue and needs to be addressed at the sub-regional level.

It is understood that a Strategic Assessment is being undertaken under the Environmental Protection and Biodiversity Conservation (EPBC) Act as a joint initiative with the State Government to identify Matters of National Environmental Significance (MNES). It is essential that the outcomes of the strategic assessment are incorporated into the sub-regional structure planning process in order to better integrate biodiversity conservation with land use planning.

The South West Group is in the process of developing a Regional Natural Resource Management (NRM) Strategy and would be very interested to discuss with the Department how the integration of the Strategic Assessment and sub-regional structure planning process will be achieved.

From a practical perspective, there is a need to identify and link the remaining areas of high conservation value bushland/wetlands into a regional framework of linear parks and wildlife corridors. This is consistent with the Directions 2031 objectives and structural element “Green Network” and also aligns with the Federal Government’s National Wildlife Corridor Plan initiative.

Setting a desired footprint to limit development should be an outcome of the structure planning process to ensure biodiversity conservation areas are protected into the future.

### 3. Accommodating Population Growth

The South West Group has established population capacity forecasts based on population growth and planned development in the region. These are detailed in the table below and should be used for future planning purposes as they are more accurate than the ABS and WA Tomorrow 2012 data.

LGA	ABS 2010 revised	ABS 2011 provisional	ABS 2027	WA Tomorrow 2026 Band C	Capacity Forecast 2026	Capacity Forecast 2031	Perth and Peel 3.5 million people
Cockburn	91 312	94 003	138 801	131 000	123 157	127 888	140 000
East Fremantle	7 534	7 751	6 994	8 600	8 668	8 974	10 000
Fremantle	28 626	29 383	32 045	33 700	34 543	36 263	40 000
Kwinana	29 029	30 433	49 099	51 900	59 204	67 493	110 000
Melville	102 433	103 767	104 188	104 500	120 916	126 634	160 000
Rockingham	104 129	108 022	181 359	172 900	178 049	201 392	300 000
<b>South West Metropolitan Region</b>	<b>363 063</b>	<b>373 359</b>	<b>512 486</b>	<b>502 600</b>	<b>524 537</b>	<b>568 644</b>	<b>760 000</b>
Metropolitan Perth	1 696 043	1 738 807	2 305 700	2 276 900			3 237 700
Peel	108 559	113 531	157 334	164 300			262 300
Perth and Peel	1 804 602	1 852 338	2 463 034	2 441 200			3 500 000
Western Australia	2 293 487	2 349 325	2 790 000	3 060 500			

Another aspect of a growing region is the need to accommodate community facilities for an increasing population. Economies of scale seek to establish regional facilities that have a high standard of facilities to service a larger catchment.

The South Metropolitan Region lacks regional recreational facilities to service the central and western areas of the region. Lark Hill is a good example of a facility in the southern part of the region that services the Rockingham Area. Cockburn Central (west) is under consideration as a potential site for a regional recreational facility (subject to securing required funding), however there may be other areas in the region that are suited to a regional recreational facility.

There are only limited local passive recreation opportunities and a need for regional level passive open space areas including adventure playgrounds and other similar ‘destination’ functions for the wider sub-regional level population.



The sub-regional structure plan should give consideration to the need for and location of regional recreational facilities to service the central and western part of the South Metropolitan Region.

## **INFRASTRUCTURE PROJECTS**

The South West Group has identified over 30 infrastructure projects in the Southern Metropolitan Sub-Region, in various stages of planning or development, that need to be taken into account in the development of the structure plan.

Please find attached map and outline of key features of the projects, noting that this is a work in progress and will be updated as further investigation is undertaken.

## **STRATEGIC PRIORITY PROJECTS**

In addition to the individual projects, the South West Group has also been working on a Regional Transport Action Plan that has resulted in the identification of nine “Strategic Priority Projects”, namely

- 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 South West Group will be working over the next year to implement selected elements of the strategic priority projects that are most likely to result in an outcome for the region.

Please see attached a copy of the Phase 1 Report (Draft), which contains useful information that could be considered in the structure plan, and the Phase 2 Implementation Plan which outlines the key actions for 2012. I trust that this information is of assistance to the Department and the WAPC.

I would be happy to meet with you or members of the team involved in the preparation of the South Metropolitan and Peel Sub-Regional Structure Plan to further explain any issues or provide assistance in any other ways.

Yours sincerely

**Mick McCarthy**  
**Director South West Group**

### Attachments

1. Map of Infrastructure Projects in the South West Metropolitan Region
2. Key features of Infrastructure Projects in the South West Metropolitan Region
3. Regional Transport Action Plan - Phase 1 Report (Draft)
4. Regional Transport Action Plan – Phase 2 Implementation Plan

cc. Gary Prattley – Chair of the Western Australian Planning Commission

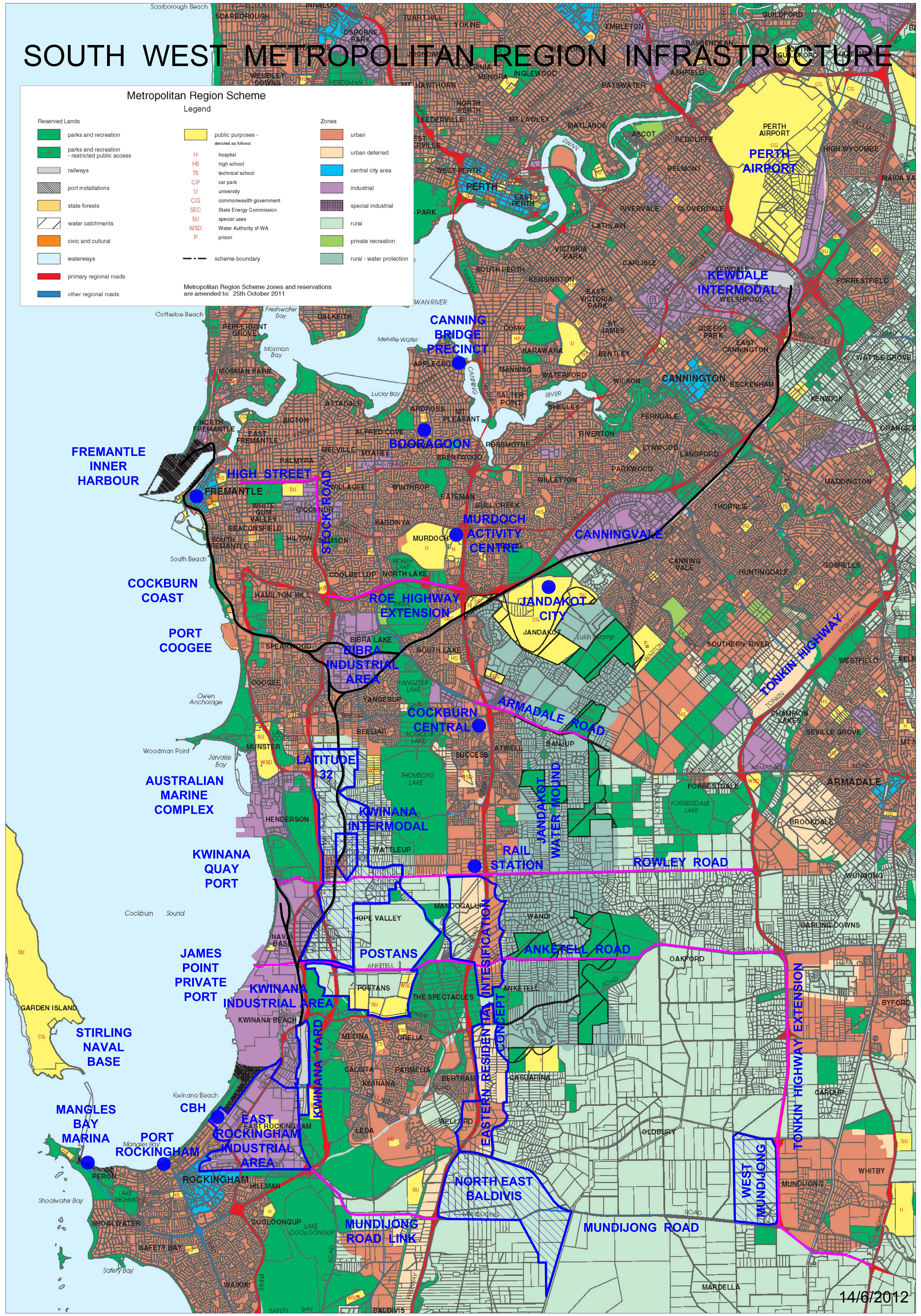


# SOUTH WEST METROPOLITAN REGION INFRASTRUCTURE

## Metropolitan Region Scheme Legend

<b>Reserved Lands</b>	<b>Zones</b>
parks and recreation	urban
parks and recreation - restricted public access	urban deferred
railways	central city area
port installations	industrial
state forests	special industrial
water catchments	rural
civic and cultural	private recreation
waterways	rural - water protection
primary regional roads	scheme boundary
other regional roads	

Metropolitan Region Scheme zones and reservations are amended to: 25th October 2011





**DEVELOPMENT AND INFRASTRUCTURE PROJECTS OVERVIEW  
SOUTH WEST METROPOLITAN REGION – JULY 2012**

<b>PROJECT</b>	<b>STATUS</b>	<b>FUNDING</b>	<b>CONTACT</b>	<b>COMMENT</b>
<b>Latitude 32</b>	Commenced Should be 50% complete by 2031	Part Funded \$100m plus	LandCorp	Flinders Precinct completed and large number of blocks sold Structure Plan released May 2010
2015	500 jobs	\$100m		
2021	2,500 jobs	\$300m		
2031	5,000 jobs	\$500m		
<b>Latitude 32 Intermodal Hub</b>	Core should be complete by 2020 Site identified north of Rowley Road	Not Funded \$200m	WAPC	Structure Plan released May 2010
2015	-	-		
2021	1,000 jobs	\$200m		
2031	1,200 jobs	\$300m		
<b>Kwinana Quay</b>	Planning and Environment Should be complete by 2020	Not Funded \$1 000m plus	Fremantle Ports	Awaiting WAPC Structure Planning and study review due May 2014
2015		\$50m		
2021		\$1,000m		
2031		\$1,500m		
<b>James Port Private Port</b>	Planning and Environment Stages 1 and 2 could be complete by 2015	\$500m plus	Chris Whittaker Chairman James Point Pty Ltd	Environmental Scoping Document for a 1.8 million TEU Container Port released Awaiting WAPC Structure Planning and study review due May 2014
2015		\$500m		
2021		\$500m		
2031		\$1,000m		
<b>James Port connecting infrastructure</b>	Not commenced	\$400m plus		Rail and Road links to port
2015		\$400m		
2021		\$600m		
2031		\$600m		
<b>Rowley Road</b>	Planning to be constructed to Tonkin Highway Structure Plan for section west of Kwinana Freeway underway			Planning east of Kwinana Freeway needed
2015		-		
2021		\$300m		
2031		\$500m		
<b>Anketell Road</b>	Existing alignment to be upgraded to Thomas Road. Structure Plan for section west of Kwinana Freeway underway			Current High Wide Load Corridor planning east of Kwinana Freeway needed
2015		\$100m		
2021		\$200m		
2031		\$300m		
<b>Mundijong Road Link</b>		Construction Funded \$21m	City of Rockingham RKDO	Scheduled for completion 2013
<b>Fremantle Rockingham Controlled Access Highway</b>		Not Funded	WAPC	Urgent need to define corridor
2015		-		
2021		\$100m		
2031		\$200m		
<b>Rockingham Industry Zone</b>		Funded	LandCorp	\$ 500 m wastewater treatment plant commenced
2015		\$300m		
2021		\$600m		
2031		\$700m		

**DEVELOPMENT AND INFRASTRUCTURE PROJECTS OVERVIEW  
SOUTH WEST METROPOLITAN REGION – JULY 2012 (CONT.)**

<b>PROJECT</b>	<b>STATUS</b>	<b>FUNDING</b>	<b>CONTACT</b>	<b>COMMENT</b>
<b>Mangles Bay Marina</b>	Phase 2 proceeding	\$3 m for environmental studies	LandCorp and RKDO	Cedar Woods announced as a private sector partner
2015		\$100m		
2021		\$400m		
2031		\$400m		
<b>Garden Island Causeway Upgrade</b>		Not Funded \$50m	Alison Clifton Defence Estate	
2015				
2021		\$50m		
2031		\$100m		
<b>Port Rockingham</b>	Environmental approval received		Paul Ogilvy	Also known as Wanliss Street Marina
<b>Port Kennedy</b>		Funded \$19m for facilities	Phil Daniels Executive Officer	
<b>New Rail Station Karnup</b>		Unfunded \$50m		Planning proceeding
<b>New Rail Station Success</b>		Unfunded \$50m		Political commitment given
<b>Eastern Residential Intensification Concept</b>		\$5 000m plus	Town of Kwinana	Urban development adjacent to Kwinana Freeway
<b>Kwinana Town Centre Revitalisation</b>	Tavern redevelopment commenced	\$16 m funding approved	RKDO Town of Kwinana	
<b>Challenger Institute of Technology</b>		Funded		Rockingham Campus
2015		\$28m		
2021		\$28m		
2031		\$28m		
<b>Lark Hill Stage 2</b>	Under review		City of Rockingham	Regional Recreation Facility
<b>Woodbridge Second Access way</b>	Preferred Route determined	\$11M	Simon Proud RKDO	Providing 2 <sup>nd</sup> access following Railway Construction to Woodbridge Estate & upgraded Rockingham District Hospital
<b>Baldivis District Sporting Complex</b>	To be completed by 2014	\$33M	Gay Thornton City of Rockingham	Projected Population Growth demands provision of District Sporting Complex to cater for sport & rec needs.
<b>Baldivis Library &amp; Community Centre</b>	Concept Plan Complete, funding being sought	\$11.65M	Gay Thornton City of Rockingham	Projected Population Growth demands provision of District Sporting Complex to cater for the learning, socialisation and leisure needs of residents.
<b>Rockingham City Centre Infrastructure Works</b>	Review of Strategic Regional Centre Structure Plan - identified transit oriented development opportunities - identified infrastructure requirements within the city centre	\$10M	Bob Jeans City of Rockingham	WAPC endorsed in Nov 2009. Formal TPS zoning & policy amendments initiated Draft Scope of Works on Major Public Infrastructure Priorities under discussion. State Government funding assistance will be required to achieve state and local objectives.

## DEVELOPMENT AND INFRASTRUCTURE PROJECTS OVERVIEW SOUTH WEST METROPOLITAN REGION – JULY 2012 (CONT.)

PROJECT	STATUS	FUNDING	CONTACT	COMMENT
<b>Fiona Stanley Hospital</b>	To be completed by 2014	\$1 800m	Brad Sebbes	643 beds
2015	4,000 jobs	\$1,800m		
2021	5,000 jobs	\$1,800m		
2031	5,000 jobs	\$1,800m		
<b>State Rehabilitation Centre</b>	To be completed by 2014	\$255m	Brad Sebbes	140 bed facility collocated with Fiona Stanley Hospital
2015	1,000 jobs	\$255m		
2021	1,000 jobs	\$255m		
2031	1,000 jobs	\$255m		
<b>St John of God Murdoch Upgrading</b>	First Stage to be completed by 2014		Michael Salter	10,000 sq m Medical Clinic Increase to 482 beds by 2014 Extra 60 beds after 2015
2015	2,000 jobs			
2021	2,500 jobs			
2031	2,500 jobs			
<b>Murdoch Activity Centre</b>			John Chortis	
<b>Murdoch University Expansion</b>			Karen Schmidt	
<b>Murdoch Drive South Street Grade Separation</b>				Out to tender July 2012
2015		\$10m		
2021		\$160m		
2031		\$160m		
<b>Murdoch University Commercial Precinct</b>	100,000 to 300,000 square metres		Karen Schmidt	Note 500 students now living on site
Melville City Centre Vision Plan	Partially endorsed by WAPC	\$200m private sector	Steve Cope City of Melville	
<b>Murdoch Drive Southern Connection</b>			South Metro Connect	
2015		\$250m		
2021		\$250m		
2031		\$250m		
<b>Kwinana Freeway Third lane Phase 1</b>	Commenced	Funded Part of \$350m Perth Freight Corridor	South Metro Connect	From Leach Highway to Roe Highway
2015		\$53m		
2021		\$53m		
2031		\$53m		
<b>Kwinana Freeway Third lane Phase 2</b>	Required by 2015	Part funded		From Roe Highway to Cockburn Central
2015		\$40m		
2021		\$40m		
2031		\$40m		
<b>Roe Highway Extension</b>		Part Funded	South Metro Connect	From Kwinana Freeway to Stock Road
2015		\$20m		
2021		\$420m		
2031		\$420m		
<b>Challenger Institute of Technology</b>		\$17m for Stage 4		Relocation from Beaconsfield to Murdoch
2015	6,000 students	\$17m		
2021	12,000 students	\$30m		
2031		\$30m		
<b>Murdoch University</b>				Note 500 students now living on site
2015	13,000 students			
2021	15,000 students			
2031	15,000 students			

**DEVELOPMENT AND INFRASTRUCTURE PROJECTS OVERVIEW  
SOUTH WEST METROPOLITAN REGION – JULY 2012 (CONT.)**

<b>PROJECT</b>	<b>STATUS</b>	<b>FUNDING</b>	<b>CONTACT</b>	<b>COMMENT</b>
<b>Jandakot City</b>		\$1 000m private sector	Ascot Capital	Federal Ministerial Approvals given for 2009 Master Plan
2015	6,870 jobs	\$1,000m		36,940 vehicles a day
2021	8,000 jobs	\$1,500m		
2031	8,000 jobs	\$1,500m		
<b>Jandakot Airport expansion</b>			Ascot Capital	Federal Ministerial Approvals given for 2009 Master Plan
2015	See above			514,650 Aircraft movements
<b>FESA House Cockburn Central</b>	Under construction	\$57 m Funded		
2015		\$57m		
2021		\$57m		
2031		\$57m		
<b>Dual Carriageway Armadale Road</b>		Not Funded		Commencing from Cockburn Central
2015		\$10m		
2021		\$20m		
2031		\$20m		
<b>Bridge over Kwinana Freeway to connect North Lake Road and Armadale Road</b>		Not Funded		
2015		-		
2021		\$150m		
2031		\$150m		
<b>High Street Upgrade</b>	Planning	Funded		
2015		\$68m		
2021		\$68m		
2031		\$68m		
<b>Stock Road Leach Highway Grade Separation</b>	Future	Not Funded		
2015		-		
2021		\$100m		
2031		\$100m		
<b>Cockburn Coast</b>	MRS Amendment	\$1,200m	LandCorp	
2015	500 people	\$200m		200 jobs
2021	5,000 people	\$700m		1,200 jobs
2031	10,000 people	\$1,200m		2,700 jobs
<b>Fremantle Port Dredging</b>	Completed	Funded	Fremantle Ports	Completed
2015		\$219m		
2021		\$219m		
2031		\$219m		
<b>Fremantle Rail Handling Upgrade</b>		\$60m	Fremantle Ports	Includes double stacking on rail
2015		\$20m		
2021		\$60m		
2031		\$60m		
<b>Fremantle Traffic Bridge</b>		Un funded		
2015		\$18m		
2021		\$200m		
2031		\$200m		
<b>Fremantle Rous Head</b>		Funded		Includes Rous Head Sea Wall
2015		\$61m		
2021		\$61m		
2031		\$61m		
<b>Australian Marine Complex RORO</b>		Funded \$61m		RORO for Gorgon Project
<b>Australian Marine Complex</b>		Unfunded \$200m		Next Stage including Second Floating Dock
2015		-		
2021		\$200m		
2031		\$200m		
<b>Jandakot Backlog Sewerage</b>	Tender awarded	Funded \$15m		750 Properties





## **Phase 1 Action Plan Report**

**A report prepared in Phase 1 of the Regional Transport Action Plan 2012 to inform Phases 2 and 3 of the RTAP and the development of the Regional Integrated Transport and Land Use Plan for the South West Metropolitan Region**

***June 2012***

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## EXECUTIVE SUMMARY

The South West Group Board endorsed Phase 1 of preparation of the Regional Transport Action Plan (RTAP) 2012. The Plan addresses issues affecting the effective long term integration of transport and land use in the South West Metropolitan Region of Perth, Western Australia

This report presents the findings from Phase 1.

The strategic objective for the achieving integrated transport and land use in the Region is:

*“To achieve steady, stable and sustainable economic and social growth and development of the South West Metropolitan Region over the next 10 to 40 years, whilst enhancing amenity and productivity”*

The primary drivers in the South West Metropolitan Region are population and regional growth which will be attracted by currently available zoned land and existing infrastructure. The challenge is to understand the drivers and how to manage emerging issues and impacts to satisfy the strategic objective. This will include managing population growth, providing for industrial and business development, facilitating regional development, building resilience and aligning with State Government objectives.

The South West Group has engaged and worked cooperatively with the relevant State Government agencies during Phase 1 and has received positive feedback regarding its intent and the approach and methodology for the RTAP.

The planning horizons adopted for integrated transport and land use planning are consistent with those used by the State Government. The three planning horizons are: 2026, 2031 and nominally 2050, when the population of the Perth and Peel Region reaches 3.5 million.

Five policy goals have been developed to demonstrate alignment with State Government policies and objectives, whilst providing meaningful regional goals for guiding transport and land use planning in the South West Metropolitan Region.

The policy goals are: to support the WA economy and maximise benefits, plan for sustainable and resilient growth, balance State, regional and local needs, build capability and commitment in the community, and participate with industry, business and government to deliver infrastructure and services.

A set of outcome indicators have been selected to monitor progress toward achieving these regional policy goals.

Specific outputs from Phase 1 include: a listing of some 30 State Government agency transport, land use and planning studies currently under way, population capacity forecasts adopted for the South West Metropolitan Region, a set of project prioritisation criteria, meetings with the heads of relevant State agencies, and an action planning framework. Progress has also been made in preparing a cost benefit analysis framework.

While over 50 transport and land use infrastructure related projects have been identified throughout the South West Metropolitan Region, the initial work undertaken through the cost benefit analysis has identified “strategic priority projects” as the vehicle to best demonstrate the economic value and potential of the region in contributing to the State’s economy.

The strategic priority projects can be described as “integrated project packages or precincts” with region wide implications and of sufficient magnitude to require a collaborative, program based approach to planning and implementation.

The strategic priority projects identified for further investigation and development are:

- 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
- Keralup Townsite and Karnup
- Central Transport Network
- South Eastern Transport Network

The action planning framework has been developed to guide the activities for Phases 2 and 3. The framework will draw upon information gathered in the cost benefit analysis work to ensure consistency in approach and the quantification of economic benefits.

For each strategic priority project, the action planning approach looks to the dominant issues which will constrain opportunities for sustainable and resilient regional growth.

The framework will be applied to identify key issues and drivers, assess the significant impacts, develop strategies to respond and prepare an action plan including project elements, a benefit/cost analysis, timelines, responsibilities and delivery actions.

The scope of work recommended for Phases 2 and 3 is based on the following:

***Phase 2 Strategic Priority Projects and Regional Projects Prioritisation***

- Task 1: Identify regional projects that contribute to strategic priority projects
- Task 2: Assess State Government priorities against strategic priority projects
- Task 3: Apply action planning framework to strategic priority projects
- Task 4: Undertake project prioritisation assessment
- Task 5: Undertake stakeholder engagement
- Task 6: Prepare project prioritisation program

***Phase 3 Consultation and Business Case Development***

- Task 7: Undertake consultation
- Task 8: Identify shovel ready regional projects
- Task 9: Prepare business case support
- Task 10: Recommend an implementation delivery plan

## **Recommendations**

Phase 1 of the Regional Transport Action Plan 2012 has been a definitive body of work that has set the direction for addressing integrated transport and land use issues in the South West Metropolitan Region.

It is recommended that the South West Group Board:

1. *Accept the Phase 1 Report for the Regional Transport Action Plan 2012*
2. *Adopt the strategic priority projects as the future focus for Phases 2 and 3 of the Regional Transport Action Plan*
3. *Endorse Tasks 1 to 6 and support resources for Phase 2 of the Regional Transport Action Plan at an estimated cost of \$120,500 over the 2012/13 financial year.*
4. *Note Phase 3 of the Regional Transport Action Plan*

Draft

## 1. PURPOSE

The purpose of this report is to set the direction for addressing integrated transport and land use issues in the South West Metropolitan Region of Perth, Western Australia. The South West Group Board endorsed Phase 1 of the Regional Transport Action Plan (RTAP) 2012, and this report represents the findings from Phase 1.

The scope of work for Phase 1 included the following key tasks:

- Identify current transport and land use plans and activities;
- Define strategy objectives and policy goals;
- Prepare study brief for Phases 2 and 3; and
- Engage with relevant government agencies

The key outputs from Phase 1 include:

- List of current transport and land use plans and activities which impact on the region
- Draft policy goals and outcome indicators to guide future work and align with State Government objectives
- Outline of drivers and principal issues associated with transport and land use in the region
- Feedback from government agency heads and senior managers on the proposed approach and future direction
- Priority projects in the region of sufficient scale and complexity to warrant an integrated approach to their planning and implementation
- Project prioritisation criteria to assess and rank regional transport infrastructure projects (current and future)
- Rationale, scope of work and recommendations for Phases 2 and 3 of the RTAP

It is envisaged that the Phase 1 work will further strengthen collaboration and productive working partnerships between the key State government agencies and the South West Group and member Councils, as well as align stakeholders toward mutually beneficial transport and land use outcomes for the region and the State's economy.

## 2. CONTEXT AND APPROACH

The South West Group is a voluntary regional grouping of Councils representing the Cities of Cockburn, Fremantle, Melville and Rockingham and Towns of East Fremantle and Kwinana. The vision and mission of the South West Group is as follows.

### **Vision**

*Local Governments in South Metropolitan Perth, through cooperation with industry, community and the other spheres of government will capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.*



## Mission

*The South West Group will be persuasive, forward looking and influential in representing, supporting and promoting Local Government interests that affect the growth and sustainable development of South Metropolitan Perth.*

**Figure 1: Map of the South West Group Member Councils**



The South West Group has sought to engage and partner with relevant State Government agencies such as the Department of Transport (DoT), Department of Planning (DoP), Main Roads WA (MRWA), Public Transport Authority (PTA), Fremantle Ports, LandCorp and the Western Australian Planning Commission (WAPC) to develop

an integrated regional transport and land use strategy for the South West Metropolitan Region, with limited success.

A Strategic Relationships Forum (SRF), led by Main Roads WA, was a collaboration formed in 2009 aimed at facilitating an integrated, multi-agency approach to address transport and land use planning issues in the South West Metropolitan Region. The SRF developed a partnership process and evaluation framework, similar to that used by the Stirling Alliance. Although not able to gain desired traction as a collaborative, multi-agency body, the SRF prepared a number of important and informative reports that guided the South West Group and led to the preparation of the RTAP (refer to Appendix 1 for further information).

The State Government is currently investing significant resources and funding to align transport and land use portfolios with the Directions 2031 and Beyond Plan, which was adopted by WA Cabinet in 2010. Due to this level of commitment, the key State Government agencies advised that they were not in a position to progress a regional scale transport initiative for the South West Metropolitan Region and were awaiting the outcomes of the 30 or so transport and land use related studies currently being undertaken and planned to be completed in 2012 and 2013 (refer to Section 3 and Appendix 2).

The South West Group opted to “help itself” and take a pro-active role in progressing an integrated approach to transport and land use through the RTAP 2012 and formed a small team of specialists to progress Phase 1. The outcomes of Phase 1 will guide the future direction and scope of work for Phases 2 and 3 of the RTAP.

The South West Group has engaged and worked cooperatively with the relevant State Government agencies during Phase 1 and has received positive feedback regarding its intent and the approach and methodology for the RTAP. A key message from the relevant agency heads was to “complement and add value to” the existing plans and studies underway by the State Government, not “duplicate and go over old ground”.

With the strategic positioning of Fremantle Inner Harbour, the proposed Outer Harbour Port in Kwinana, Latitude 32 and intermodal terminal and associated rail and road connections, the South West Metropolitan Region is recognised as the “powerhouse” region for import/export related freight and logistics.

The optimisation of the existing freight network and investment in infrastructure to maximise the efficiency of freight movement will have positive and mutually beneficial outcomes for the regional community and the State's economy.

### **3. STRATEGIC OBJECTIVE, DRIVERS AND PRINCIPAL ISSUES**

The context and the situational analysis of transport and land use related information are critical to understanding the region and the opportunities it presents.

Investigation undertaken during Phase 1 identified a number of drivers and principal issues that provide focus for setting priorities and informing urgency for action.

The strategic objective for the achieving integrated transport and land use in the region, as well as the key drivers and principal issues that need to be addressed are summarised below. More detailed information relating to this section is provided in Appendix 2.

#### **3.1 Strategic Objective**

*“To achieve steady, stable and sustainable economic and social growth and development of the South West Metropolitan Region over the next 10 to 40 years, whilst enhancing amenity and productivity”*

#### **3.2 Drivers**

The primary drivers in the South West Metropolitan Region are population and regional growth which will be attracted by currently available zoned land and existing infrastructure. The challenge is to understand the drivers and how to manage issues and impacts to satisfy the strategic objective. This will include:

##### Managing Population Growth

- Mix of zoned land – Urban, Urban Deferred
- Residential targets for growth in and around activity centres
- Freight task growth within the region
- Managing congestion
- Travel demand

##### Providing for Industrial and Business Development

- Activity and employment centres expansion
- Mix of zoned land – Industrial, Commercial
- Outer harbour port development stimulating freight logistics growth
- Intermodal terminal developments

##### Facilitating Regional Development

- Employment growth
- Mobility and accessibility (for economic and social development)
- Business development
- Partnerships between the private sector and government
- Community services – health, education, transport, aged services etc.

### Building Resilience

- Higher level skills developed
- International markets for niche products, professional services and education
- Higher employment self sufficiency
- Choice of travel options
- High employment participation rate
- Response to climate change and energy security challenges

### Alignment with State Government objectives

- Consistency with policy and strategic direction
- Complementing and adding value to current and future initiatives
- Establishing partnerships and positive working relationships
- Achievement of mutually beneficial outcomes (State, Regional)
- Access to resources and funding

### **3.3 Principal Issues**

The principal issues, that will shape priorities and areas for action, are listed below. They will require further development in consultation with the member Councils, stakeholders and the community.

#### Major expansion/development of activity and employment centres

- Employment catchments and self sufficiency
- Traffic generation – freight, distribution, consumer
- Access corridors linking activity centres and employment nodes
- Promotion of active transport within activity centre catchments

#### Road network connectivity

- East-West road connectivity
- Intermodal connections
- Grade separation of problem intersections
- Smart roads concept identifying priority routes for freight and public transport

#### Freight corridors

- Road/rail mode split
- Long term land reservations limiting urban encroachment
- Designated freight routes – high productivity vehicles, dangerous goods, high-wide loads

#### Road congestion on major routes

- Intra-regional and Inter-regional traffic
- Peak hour commuting
- Intersection/nodal capacity
- Higher vehicle occupancy rates

### Infrastructure capacity

- Investment programming to match demand
- Intelligent Transport Systems (ITS) and/or managed motorways giving real time alternatives to travel and route selection

### Public transport infrastructure and services

- Accessibility and parking
- Area coverage, frequency, reliability, safety and level of service
- Simple and safe intermodal transfers for pedestrians and cyclists
- Behaviour change and workplace initiatives to increase utilisation rates

### Urban amenity

- Access to services and employment
- Safe, attractive cycling options
- High amenity in employment nodes with housing size choice promoting local employment
- Journey to work

## **4. PLANNING HORIZONS**

The planning horizons adopted for integrated transport and land use planning for the South West Metropolitan Region are consistent with those used by the State Government as outlined below:

### **4.1 2026 - WA Tomorrow 2012 (WAPC, 2012)**

The Department of Planning is responsible for producing population projections, on behalf of the State Government, which are used for infrastructure service provision and by the private sector to plan for changing demand. The 2012 WA Tomorrow Report No.7 includes updated annual population forecasts from 2006 to 2026.

### **4.2 2031 - Directions 2031 and Beyond (WAPC, 2010)**

Directions 2031 and Beyond is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel Region. It provides a framework to guide detailed planning and delivery of housing, infrastructure and services to accommodate a range of growth scenarios.

Sub-regional plans have been prepared to provide a finer detail for Directions 2031 and the South West Metropolitan Region is split between the Central Metropolitan Perth Sub-regional Strategy (Fremantle, East Fremantle and Melville) and the Outer Metropolitan Perth and Peel Sub-regional Strategy – South West Sub-region (Cockburn, Kwinana and Rockingham). The WAPC is planning to prepare Sub-regional Structure Plans in 2012/13.

### **4.3 Population of 3.5million for Perth and Peel Regions (nominally 2050)**

Directions 2031 and Beyond identified the need to consider future planning to ensure that the city was able to respond to longer term growth pressures in a sustainable way. A population for Perth and Peel of 3.5 million was based on a share of Australia's population of 35.5 million by 2056 as identified in the State of Australian Cities 2010 Report (Commonwealth Government, 2010). The connected city medium growth scenario suggests that the population in Perth will reach 3.5 million by 2050.

Integrated transport and land use planning and investment decisions will need to be consistent with these horizons.

## **5. POLICY GOALS**

The following policy goals have been developed to demonstrate alignment with State Government policies and objectives, whilst providing meaningful regional goals for guiding transport and land use planning in the South West Metropolitan Region.

1. Support the WA economy and maximise benefits to Western Australians through the economic and social development of the South West Metropolitan Region.
2. Plan for sustainable and resilient growth to achieve greater productivity, diversity, prosperity and liveability in the South West Metropolitan Region.
3. Balance the State, regional and local needs for enterprise, employment and mobility with amenity, health, safety, security and wellbeing of citizens in the region.
4. Build capability and commitment in the community for shaping, developing and delivering regional development goals.
5. Participate with industry, business and government to deliver infrastructure and services to better reflect community needs.

## **6. OUTCOME INDICATORS**

Outcome indicators to monitor progress toward achieving policy goals have been prepared. These outcome indicators have been selected based on availability of data and consistency with policy goals.

Measurement of outcomes will involve consideration of actual number and/or percentages based on current data, changes and trends. The outcome indicators are provided below in Table 1.



**Table 1: Outcome Indicators**

OUTCOME INDICATORS	POLICY GOALS				
	1	2	3	4	5
<b>Population</b>					
• Growth	◆	◆		◆	
• Density	◆	◆	◆		
<b>Jobs</b>					
• Growth	◆	◆	◆	◆	
<b>Employment</b>					
• Self-containment	◆	◆	◆	◆	◆
• Commute from outside region	◆				
<b>Regional Development</b>					
• Gross Regional Output	◆	◆	◆	◆	◆
• Growth in Number of Businesses	◆	◆	◆	◆	◆
• Building Approvals	◆	◆	◆	◆	◆
• Productive Industrial and Commercial Land	◆	◆			◆
<b>Community Capacity</b>					
• Personal Income	◆	◆	◆	◆	
• Skill Level	◆	◆	◆	◆	
<b>Transport and Travel</b>					
• Journey to Work (x distance x mode)		◆	◆		◆
• Road Congestion (volume/capacity)		◆	◆		◆

## 7. PHASE 1 OUTPUT

The outputs from Phase 1 of the RTAP 2012 are summarised below, with further information provided in Appendices 2 – 7.

### 7.1 Transport, land use and planning studies

There is significant work on transport and land use planning currently being undertaken by the State Government that is directly relevant to the South West Metropolitan Region.

The project team recognises that this level of activity on transport and land use from the State Government is unprecedented and largely due to the need for agencies to align their strategic plans and investment plans with Directions 2031 and Beyond and national city and infrastructure planning initiatives by the Council of Australian Governments (CoAG).

The transport and land use related topics under investigation by agencies are diverse and varied. The list below summarises the studies and plans currently underway and the relevant agency taking the lead role. Further information regarding each of the studies is provided in Appendix 3.

#### Land Use Planning

- State Planning Strategy (DoP)
- Outer Harbour Structure Plan (WAPC)

- Rowley Road and Anketell Road Structure Plans (WAPC)

#### Transport

- Metropolitan and Peel Integrated Transport Plan (DoT)
- Moving People Plan (DoT)
- South Metropolitan and Peel Strategy Transport Plan (DoP)
- Activity Centres Parking Plan (DoP)
- WA Bike Network Plan (DoT)
- Integrated Transport Guidelines for Local Government (DoP)

#### Freight

- Perth and Peel Regions Freight and Intermodal Plan (DoT)
- High Performance Freight Vehicles (MRWA)
- Latitude 32 Intermodal Terminal (WAPC)
- Kwinana Freight Terminal (QR National)
- Serpentine Mundijong Intermodal Terminal (DoT)
- High Wide Road Corridors Study (DoT/MRWA)
- Grain Logistics Study (DoT)
- Kewdale and Forresterfield Terminals (DoT)
- Local Government Capacity Building for Freight (WALGA)
- Land Use Planning and Freight Efficiency Study (WA Freight & Logistics Council)
- Coastal Shipping Service from Australian Marine Complex (WA Freight and Logistics Council)

#### Ports

- Fremantle Port Container Movement Study (Fremantle Ports)
- Fremantle Port Linkages Study (DoT)

#### Public Transport

- Public Transport Plan for Perth (DoT)
- Cockburn Coast Light Rail Study (LandCorp)

#### Aviation

- WA Aviation Strategy (DoP/DoT)
- New General Aviation Airport (DoIT/ALGA/CASA/DoT)

#### Economic Development

- Economic and Employment Lands Strategy: Non-Heavy Industrial (DoP/WAPC)

Gaining access to information on the scope of work and progress of many of the above studies has been challenging, particularly as many involve multiple agencies, are politically sensitive and have limited opportunity for engagement and influence.

The South West Group Director has identified key studies in which it would be highly advisable for the region to be more actively involved in and has discussed with the relevant State government agency contact person on ways for achieving this.

## 7.2 Populations projections

Population forecasts are a critical input for planning to accommodate population growth in the region and underpin demand requirements for infrastructure and services. There has been significant variation in population forecasts produced for the region.

The ABS June 2011 population figures indicated stronger growth in the region than previously forecast. The WA Tomorrow 2012 data for the period 2006 to 2026 also indicated stronger growth than previously forecast in Directions 2031 and Beyond. In addition, these population forecasts did not appear to take into account all of the various residential developments, major projects and proposed town planning scheme amendments likely to occur in the region.

In April 2012, the South West Group adopted population capacity forecasts ( ) for the South West Metropolitan Region. These forecasts were developed in consultation with the member Councils and are shown in Table 2.

**Table 2: Population Forecasts and Capacity Forecasts Adopted by the South West Group (April 2012)**

LGA	ABS 2010 revised	ABS 2011 provisional	ABS 2027	WA Tomorrow 2026 Band C	Capacity Forecast 2026*	Capacity Forecast 2031*	Perth and Peel 3.5 million people*
Cockburn	91 312	94 003	138 801	131 000	123 157	127 888	140 000
East Fremantle	7 534	7 751	6 994	8 600	8 668	8 974	10 000
Fremantle	28 626	29 383	32 045	33 700	34 543	36 263	40 000
Kwinana	29 029	30 433	49 099	51 900	59 204	67 493	110 000
Melville	102 433	103 767	104 188	104 500	120 916	126 634	160 000
Rockingham	104 129	108 022	181 359	172 900	178 049	201 392	300 000
<b>SWMR</b>	<b>363 063</b>	<b>373 359</b>	<b>512 486</b>	<b>502 600</b>	<b>524 537</b>	<b>568 644</b>	<b>760 000</b>
Metro Perth	1 696 043	1 738 807	2 305 700	2 276 900			3 237 700
Peel	108 559	113 531	157 334	164 300			262 300
Perth and Peel	1 804 602	1 852 338	2 463 034	2 441 200			3 500 000
WA	2 293 487	2 349 325	2 790 000	3 060 500			

\* Forecast adopted by the South West Group

The Australian Bureau of Statistics (ABS) population data is widely accepted nationally and their population forecasts are based on national census data collection timeframes. The State Demographer, through the Department of Planning, prepares population data and forecasts for Western Australia, which also includes forecasts to 2026 as outlined in WA Tomorrow 2012, at a local Government level.

There is commonly variation between the ABS and State Demographer forecasts, due to a number of factors, assumptions and growth scenarios built into the forecasting models.

The South West Group will use the adopted population capacity forecasts above to plan for population growth and infrastructure provision in the South West Metropolitan Region.

## 7.3 Policy goals and outcome indicators

The policy goals and outcome indicators developed during Phase 1 of the RTAP 2012 are provided in Sections 5 and 6.

## **7.4 Project prioritisation criteria**

There are over 50 transport and land use infrastructure projects currently identified throughout the South West Metropolitan Region. The projects vary from one off road construction projects to large scale, complex projects requiring an integrated approach to planning and implementation.

In anticipation of the need to identify regional priorities, a set of criteria has been developed by the project team to assess and rank projects. The assessment criteria incorporate elements of the “Strategic Merit Test” guidelines being trialled by the Department of Transport for the Moving People Study and are consistent with Infrastructure Australia guidelines.

The set of project prioritisation criteria include consideration of governance, economic, social, environmental, resilience and promotion factors. A complete list of the criteria is provided in Appendix 4.

## **7.5 State agency engagement strategy and collaboration arrangements**

Engagement with relevant State Government agency heads provided the opportunity to outline the purpose of the RTAP and identify ways that the South West Group and member Councils can work effectively with the State Government.

The agencies directly consulted using a targeted agenda included:

- Department of Transport (DoT)
- Department of Planning (DoP)
- Main Roads WA (MRWA)
- Public Transport Authority (PTA)
- Fremantle Ports and
- LandCorp

The meetings were with the heads of agencies and senior managers, with the latter being nominated as the key contact point for the South West Group.

The meetings were very positive and resulted in the identification of areas where the South West Group could better engage with the agencies and become involved in the various studies being undertaken. Further information on the outcomes of the meetings with the key agencies is provided in Appendix 5.

## **7.6 Strategic cost benefit framework for project and infrastructure investment**

During the initial tasks in Phase 1, it became apparent for the need of a high level cost benefit analysis to support the subsequent phases of study and the development of a business case.

Consulting economist firm Macroplan Dimasi was engaged by the South West Group in April 2012 to undertake a strategic cost benefit analysis involving a number of key tasks including:

- Interpreting the new policy framework for Perth

- Identifying the economic role and function of South West Metropolitan Region in Perth's future
- Preparing a cost benefit analysis framework to identify key projects which require funding
- Drawing conclusions and a recommended way forward for integrated transport and land use in the South West Metropolitan Region

The brief for this work outlines further details on the cost benefit analysis tasks and is provided in Appendix 6.

The initial work undertaken through the cost benefit analysis has identified "strategic priority projects" as the vehicle to best demonstrate the economic value and potential of the region in contributing to the State's economy. This is one of the key arguments to support and facilitate further investment in the region by the State (and Federal) Government.

The identification of strategic priority projects has heavily influenced the focus for the Phase 1 work and the scope of activities for Phases 2 and 3.

## **8. STRATEGIC PRIORITY PROJECTS**

As previously stated, there are over 50 transport and land use infrastructure related projects identified to date throughout the South West Metropolitan Region.

Although the project prioritisation criteria have been developed to assess and rank individual projects, there is a need to identify strategic priority projects to support the cost benefit analysis work and provide a focus for demonstrating the economic value of key transport and land use infrastructure assets to the region and the State.

The strategic priority projects can be described as "integrated project packages or precincts" with region wide implications and of sufficient magnitude to require a collaborative, program based approach to planning and implementation.

To support this approach, a number of strategic priority projects have been identified as the basis for further investigation and development as follows:

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

Further information on the scope, significance and status of the strategic priority projects is provided in Appendix 7.

This information is aimed at providing the preliminary rationale for their selection and, subject to agreement by the South West Group Board, will be further developed through a consultative process with member Councils and other key stakeholders.

There are other important projects or initiatives in the region, that are likely to feature strongly in any project prioritisation process including:

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

Although not proposed to be the initial focus for Phases 2 and 3 of the RTAP 2012, these regionally significant projects may not require the more complex, integrated approach of the strategic priority projects. These regional projects will be assessed and ranked using the project prioritisation criteria, along with the other key projects identified in the region.

## **9. PHASES 2 AND 3**

### **9.1 ACTION PLANNING FRAMEWORK**

For each strategic priority project, the approach looks to the dominant issues which will constrain opportunities for sustainable and resilient regional growth in terms of land use and transport strategies to respond.

An important consideration is the growth trajectories. The trajectories and forecasts need to be prudent, not overly optimistic or unrealistic, otherwise there is a risk of imposing excessive demands for investment on infrastructure and services.

The action planning framework has been developed to guide the activities for Phases 2 and 3.

The framework incorporates the principal issues previously described in Section 3 and will be applied to the strategic priority projects to:

- Identify key issues and drivers
- Assess the significance of the issues/drivers
- Develop strategies to respond to issues/drivers, and
- Prepare an action plan for each strategic priority project.

The framework draws information gathered in the cost benefit analysis work to ensure consistency in approach and the quantification of economic benefits for the strategic priority projects.

An outline of the framework based on the principal issue themes is provided in Table 3.



**Table 3: Action Planning Framework for Phases 2 and 3 of the Regional Transport Action Plan**

<b>DRIVERS/PRINCIPAL ISSUES/NEEDS</b> – e.g. planning provisions for land uses, mobility and accessibility; adequacy to meet projected future demand	<b>SIGNIFICANT IMPACTS</b> – e.g. location specific effects; trajectories; capacity; community impacts	<b>STRATEGIES TO RESPOND</b> – e.g. stakeholder engagement; policy, planning and operational decisions; approvals; infrastructure; services	<b>ACTIONS PLAN</b> – e.g. integrated transport and land use strategy; implementation plan; delivery program
<i>Major expansion/development of activity and employment centres</i>			
<i>Road network connectivity</i>			
<i>Freight corridors</i>			
<i>Road congestion</i>			
<i>Infrastructure capacity</i>			
<i>Public transport infrastructure and services</i>			
<i>Urban amenity</i>			

## 9.2 SCOPE OF WORK FOR PHASES 2 AND 3

Work completed in Phase 1 has established the need for a focus on significant areas of growth in the region which will have the greatest adverse impacts, if not satisfactorily managed.

Identification of strategic priority projects will be the driver of subsequent phases of the RTAP which requires adjustment to the tasks originally identified in Phases 2 and 3 (refer to Appendix 1).

The project team has carefully considered this adjustment to the approach and is confident that the scope of work outlined below will meet and exceed the intended outcomes associated with the original scope of work presented to the Board at the time of endorsing Phase 1 of the RTAP.

The strategic priority projects approach to subsequent work on the RTAP will effectively address most of the tasks previously identified for Phases 2 and 3.

The approach is a targeted method for progressing the study through the practical and robust application of economic and social analysis, as opposed to the generic issues based approach previously presented.

The scope of work now recommended for Phases 2 and 3 is as follows, with further description on tasks and resources outlined below. Those tasks previously identified in the original RTAP scope are noted.

***Phase 2 Strategic Priority Projects and Regional Projects Prioritisation***

- Task 1: Identify regional projects that contribute to strategic priority projects
- Task 2: Assess State Government priorities against strategic priority projects
- Task 3: Apply action planning framework to strategic priority projects
- Task 4: Undertake project prioritisation assessment (previously Phase 2 task)
- Task 5: Undertake stakeholder engagement
- Task 6: Prepare project prioritisation program

***Phase 3 Consultation and Business Case Development***

- Task 7: Undertake consultation (previously Phase 2 task)
- Task 8: Identify shovel ready regional projects (previously Phase 3 task)
- Task 9: Prepare business case support (previously Phase 3 task)
- Task 10: Recommend an implementation delivery plan

***Support Resources/Consultants***

- Cost benefit analysis
- Geographic Information Systems (GIS)
- Consultation facilitator
- Graphic design and production

## Phase 2 - Strategic Priority Projects and Regional Projects Prioritisation

### Scope of Work (July 2012 to June 2013)

#### **Task 1: Identify regional projects that contribute to strategic priority projects**

This task identifies which of the regional projects identified to date contribute toward the strategic priority projects. A number of strategic priority projects are complex and of a large scale, comprising of 10 or more individual projects. The remaining regional projects that are not part of the strategic priority projects will be identified and separated for further assessment using the project prioritisation criteria (refer to Tasks 4 and 6).

#### **Scope of work (July to August 2012)**

**Resources – 20 Hours**

- Group projects into strategic priority projects (15 hours)
- Identify regional projects for assessment using prioritisation criteria (5 hours)

#### **Output**

- Strategic priority project and regional projects list

#### **Task 2: Assess State Government priorities against strategic priority projects**

This task assesses the State Government's priorities against the strategic priority projects in the region taking into consideration current studies, budget and other key imperatives. It will be important to understand those strategic priority projects that have State Government support (financial, political, social) and those that are yet to be a priority for the State. The assessment of State Government priorities will be an ongoing process for the South West Group as studies and plans are developed and completed.

#### **Scope of work (August to October 2012)**

**Resources – 60 Hours**

- Determine status of State Government studies that directly affect strategic priority projects, including timeframes for decision making (20 hours)
- Seek confirmation from State Government contacts on status (10 hours)
- Prepare status report for regional stakeholders (10 hours)
- Provide progress reports as studies are completed (20 hours)

#### **Output**

- Strategic priority project status report

#### **Task 3: Apply action planning framework to strategic priority projects**

This task involves assessing each strategic priority project against the action planning framework developed during Phase 1. The framework may need to be expanded to other issues not currently identified as a principal issue.

**Scope of work (October to December 2012)****Resources – 120 Hours**

- Assess adequacy of principal issues in framework for addressing each strategic priority project (10 hours)
- Tailor framework to address each strategic priority project (10 hours)
- Assess strategic priority projects using framework (30 hours)
- Seek technical input into the assessment of strategic priority projects (15 hours)
- Consolidate assessment information for each strategic priority projects (20 hours)
- Identify elements of the strategic priority projects for immediate attention or action (15 hours)
- Prepare strategic priority projects assessment report (20 hours)

**Output**

- Strategic priority projects assessment report

**Task 4: Undertake project prioritisation assessment**

This task involves assessing regional projects using the prioritisation criteria developed during Phase 1. This may include a requirement to assess component projects included in strategic priority projects, should these constitute a “stand alone” project that warrants further assessment.

**Scope of work (January to March 2013)****Resources – 80 Hours**

- Assess regional projects using prioritisation criteria (40 hours)
- Seek technical input into the assessment of regional projects (15 hours)
- Consolidate assessment results into a ranked list of regional projects (15 hours)
- Prepare regional projects assessment and ranking report (10 hours)

**Output**

- Regional projects assessment and ranking report

**Task 5: Undertake stakeholder engagement**

The work completed during Tasks 1 to 4 in Phase 2 will benefit from input from internal (member Council) and external (key State Government agencies, industry) stakeholders. Internal stakeholder engagement will be undertaken through the South West Group (Technical Directors, Planning and Infrastructure Committee, CEO’s Forum and Board), with external stakeholders engaged through a structured consultation process (briefing and workshop) that could also include the Technical Directors or other committee of the South West Group.

**Scope of work (April to May 2013)****Resources – 70 Hours**

- Identify and seek participation of key external contacts for briefing and workshop (10 hours)
- Prepare consultation and presentation material (25 hours)
- Undertake briefing and workshop (10 hours)
- Consolidate feedback from external stakeholders (10 hours)
- Prepare stakeholder engagement report (15 hours)

**Output**

- Stakeholder engagement report

**Task 6: Prepare project prioritisation program**

This task involves bringing together the information and key outcomes from Tasks 1 to 5, including the feedback from stakeholder engagement, into a program report. The report would be in a suitable format for community consultation and also incorporate future work currently to be undertaken during Phase 3.

The program will include activities to progress strategic priority projects as well as regional projects, taking into account regional needs, major regional development opportunities (economic and social), State Government priorities, private sector investment (major projects/development) and member Council/community aspirations.

**Scope of work (May to June 2013)**

**Resources – 120 Hours**

- Consolidate information from Tasks 1 to 5 (15 hours)
- Summarise stakeholder feedback (15 hours)
- Prepare draft program report suitable for community consultation (40 hours)
- Present draft program to internal and external stakeholders in tailored packages relevant to stakeholder interests and responsibilities (25 hours)
- Finalise program report based on stakeholder feedback (15 hours)
- Prepare consultation strategy outline for Phase 3 (10 hours)

**Output**

- Project prioritisation program report

**PHASE 2 TOTAL**

**470 HOURS**

Phase 2 will require ongoing involvement from the project team, as well as the use of a part-time Project Officer to undertake coordination and project management tasks. The hours above include consultant hours for the Project Director (Greg Martin), Technical Specialist (Chris Fitzhardinge) and the Project Officer (yet to be appointed). Using an average of \$150/hour, the consultant costs associated with Phase 2 is estimated at \$70,500.

**Support Resources for Phase 2**

There is a requirement to secure other support resources for Phase 2 to undertake the following tasks as described below

**Cost Benefit Analysis Support**

Macroplan Dimasi has been engaged by the South West Group at a cost of \$13,800 to undertake a strategic cost benefit analysis and develop a cost benefit framework. This work is aimed at quantifying the economic benefits that the region brings to the State and supporting the business case for increased investment in transport and land use infrastructure.

Through this work, the need to identify strategic priority projects in the South West Metropolitan Region as the focus for the RTAP was determined.

The original scope of cost benefit work was based on the South West Group putting forward priority projects for the cost benefit analysis work, however the resulting cost benefit analysis work would be one dimensional (i.e. South West Group perspective and priorities only), may not reflect broader economic benefits or align with the views of other key stakeholders such as State Government agencies.

On this basis, the Director South West Group requested a proposal for additional work involving a workshop facilitated by a Director level specialist at Macroplan Dimasi (Brian Haratsis) and involving key State Government agencies (Main Roads, Fremantle Ports, DoP and DoT).

This additional work was estimated at just under \$10,000 and a separate report will be presented to the South West Group on this matter. There will also be a requirement for more detailed cost benefit analysis work to be done on priority projects determined by the South West Group involving a finer level of quantification and the evaluation of development scenarios (optimal, sub-optimal). An indicative cost of \$30,000 is estimated for this work.

*Cost Benefit Analysis Support* \$40,000

### **Geographic information Systems (GIS) and Mapping**

GIS mapping will be an important tool to assist in the preparation of plans and figures to support the various reports proposed for Phase 2. An estimate of \$10,000 will be sufficient to provide this mapping support.

*GIS Mapping Support* \$10,000

**TOTAL ESTIMATED COST FOR PHASE 2** **\$120,500**

### **Phase 3 – Consultation and Business Case Development**

#### **Scope of Work (July 2013 to December 2013)**

<b>Task 7: Undertake consultation (July to August 2013)</b>
---

This task builds on the consultation strategy outline developed in Task 5 to develop a consultation strategy aimed at informing the wider community on the work completed to date by the South West Group. The form of the consultation could include workshops, focus groups, community meetings and/or targeted briefings.

Although the tasks and costs associated with this task is not able to be determined at this time, it is recommended that 50 hours for officer time and \$20,000 for Facilitator fees and other disbursements (venue hire, catering, materials) be set aside

*Task 7: Undertake consultation* \$27,500

**Task 8: Identify shovel ready regional projects (August to September 2013)**

This task utilises the information gathered during Tasks 1 to 8 to identify shovel ready projects that can be put forward to the State and Federal government for funding consideration in 2014/15. This timeframe fits well with State Government budget preparation process and is at a critical time in the lead up to the Federal Government elections in October 2013.

It is estimated that 50 hours of officer time and \$2,500 in GIS mapping will be required to undertake this task

*Task 8: Identify shovel ready regional projects* \$10,000

**Task 9: Prepare business case support (September to December 2013)**

This task involves the preparation of a business case to present to State and Federal governments using the information gathered from Phases 2 and 3 to date, including the shovel ready projects. This task will require the preparation of high quality documentation, with graphic design input, to support the business case.

It is estimated that 100 hours of officer time will be required to prepare the business case for the State Government, with a further 40 hours of officer time to tailor the business case for the Federal Government. An additional \$4,000 is required for graphic design and professional production services, including printing.

*Task 9: Prepare business case support* \$25,000

**Task 10: Recommend an implementation delivery plan (November to December 2013)**

This task will develop an implementation delivery plan to progress activities identified during the RTAP. The plan will include a list of actions and the budgets, schedules and resources to facilitate successful implementation of actions in the short term (12 months) and longer term (2-5 years). Links to other initiatives, such as the lobbying and advocacy plan, will also be identified to ensure that efforts are spread across technical, political and partnership activities.

It is estimated that 80 hours of officer time will be required to prepare the implementation delivery plan.

*Task 10: Recommend an implementation delivery plan* \$12,000

**TOTAL ESTIMATED COST FOR PHASE 3** **\$74,500**

**10. RECOMMENDATIONS**



Phase 1 of the Regional Transport Action Plan 2012 has been a definitive body of work that has set the direction for addressing integrated transport and land use issues in the South West Metropolitan Region.

It is recommended that the South West Group Board:

- 1. Accept the Phase 1 Report for the Regional Transport Action Plan 2012**
- 2. Adopt the strategic priority projects as the future focus for Phases 2 and 3 of the Regional Transport Action Plan**
- 3. Endorse Tasks 1 to 6 and support resources for Phase 2 of the Regional Transport Action Plan at an estimated cost of \$120,500 over the 2012/13 financial year.**
- 4. Note Phase 3 of the Regional Transport Action Plan**

Draft

# Appendix 1 – Context and Approach

## BACKGROUND

The South West Metropolitan Region has assets and facilities of State and national significance (ports, airport, major industrial estates, rail line and stations, hospitals, activity centres, Defence facilities, universities) located in the region. Transport and its integration with land use planning is a critical issue for the region now and into the future.

The South West Group has been seeking to prepare an Integrated Transport and Land Use Plan for the South West Metropolitan Region in partnership with key State Government agencies and organisations (Department of Planning, Main Roads WA, Department of Transport, Public Transport Authority, LandCorp, Fremantle Ports, Western Australian Planning Commission, Western Trade Coast).

Following an approach by Main Roads WA, the Strategic Relationships Forum (SRF) was established in 2009 with the aim of facilitating an integrated, multi-agency approach to address transport and land use planning issues in the South West Metropolitan Region. The SRF developed a partnership process and evaluation framework, similar to that used by the Stirling Alliance. Although not able to gain desired traction as a collaborative, multi-agency body, the SRF prepared a number of important and informative reports that guided the South West Group and led to the preparation of the Regional Transport Action Plan (RTAP). Further details and background on the SRF are provided below.

There are a significant number of major studies currently being undertaken by the State government and others with direct implications for transport and land use in the region. The scope and timing of these studies impact on the development of an Integrated Transport and Land Use Plan for the South West Metropolitan Region.

Feedback at ministerial and Department Head levels indicates that the State Government is more focussed on completing the current studies and implementing project ready initiatives, rather than more studies. In addition, senior government agency managers have advised of the lack of resources and funding in their departments to participate in any additional regional scale projects requiring officer support and stakeholder engagement activities. They are however able to engage and contribute at an officer level with activities that align with, or complement, their current work priorities.

In response to this, the South West Group has adopted an action based, “help yourself” approach that is aimed at placing the region in the best possible position to take advantage of the current situation.

The Regional Transport Action Plan adopted by the South West Group in February 2012 included a three phase approach involving the following scope of work:

***Phase 1 - Definition of strategy and policy goals, agency engagement and preparation of study brief***

***Phase 2 - Definition of issues, context, values and needs***

***Phase 3 - Undertaking pilots, project prioritisation and packaging***

The South West Group endorsed Phase 1 of the Action Plan for 2012, with the scope for Phases 2 and 3 subject to review following the completion of Phase 1.

## STRATEGIC RELATIONSHIPS FORUM

The South West Group Director has also been working closely with the Strategic Relations Forum (SRF), which is a collaborative stakeholder engagement model led by Main Roads WA, since mid 2009.

The purpose of the SRF was *“to bring together key identified stakeholders and decision-makers in the South West Metropolitan Region to enable Main Roads WA and the Department of Transport to gain a more informed understanding of the needs and aspirations of the wider community”*.

The SRF was proposed to be the vehicle to facilitate the preparation of an Integrated Transport and Land Use Plan for the South West Metropolitan Region through a collaborative approach with key stakeholders and the community.

The SRF, through Main Roads engaged consultants URS, has produced a number of transport related reports since August 2010 specific to the region including:

- Situational Analysis for Sustainable Planning and Development in the South West Metropolitan Region (August 2010) – describes the region and identifies key issues that influence transport in the region
- Terms of Reference for the SRF (December 2010), which according to Main Roads has been sighted and supported by the WA Premier Colin Barnett
- Investment Plan (December 2010) – outlines investment requirements (funding) for next steps totalling around \$900,000, noting that this was not adopted by the South West Group or partner agencies
- Goal and Value Mapping – Transport and Land Use Planning in the South West Metropolitan Region (January 2011) – outlines core values in the South West Metropolitan Region and their alignment with State Government policies and plans. Puts forward strategic evaluation framework for the assessment of issues and projects
- Uncertainty Analysis Workshop July 2011 Outcomes Report (October 2011) - draft report for review. Outlines key threats and opportunities and next steps including the development of a shared vision, concept plan, governance model and funding models
- South West Integrated Transport and Land Use Concept Plan (December 2011) – work in progress. Consolidates work done to date, outlines key factors affecting transport in the region and puts forward key areas of focus and next steps for progressing the concept plan.

Although there is recognition of the SRF reports at senior levels in Main Roads WA, none of these reports have been presented to, or adopted by, the South West Group, member Councils or State Government agencies.

The above reports have assisted the South West Group in determining its direction and approach to integrated transport and land use in the South West Metropolitan Region and the information contained in the SRF reports have provided useful background information and strategies that have been incorporated into the RTAP.

## STRATEGIC FRAMEWORK

A strategic framework has been developed based on the common elements of a South West Metropolitan Region Integrated Transport and Land Use Concept Plan (December 2011) and the next steps identified for the SRF.

This framework represents a collective methodology for addressing integrated transport and land use issues in the region, but requires a shared ownership and contributions from the State Government agencies and other key partner organisations to achieve the best outcomes.

The strategic framework contains the following elements.

1. Define **policy goals, engage agencies** and prepare **study brief** for the strategy/plan
2. Develop **common understanding and context** (situational analysis, government policy, current and proposed projects/plans/strategies)
3. Define **values in the region** (exports, employment, GRP, potential value capture) **and constraints** (congestion, lack of infrastructure investment, inefficient/uncoordinated activities, uncertainty analysis)
4. Determine **future scenarios** (population growth, increased traffic and freight, congestion, objectives, options, value capture opportunities)
5. Determine **research and gaps in information** requirements (data, modelling, pilot projects)
6. Undertake **stakeholder engagement** (communication plan, collaborate, define and map relationships, define roles and responsibilities, negotiate partnerships, develop collaboration/alliance framework/structures, align priorities and activities)
7. Develop **strategy/concept plan** (project and activity priorities, packages of projects/programs, funding options). Present to Infrastructure Coordinating Committee (ICC), Metropolitan Redevelopment Authority (MRA) and Western Trade Coast Industries Committee (WTCIC)
8. Prepare **Business Case** for regional strategy (including project schedule, budget estimates, cost benefit analysis, funding options, agency contributions, value capture potential) and present to State and Federal Government
9. Form **partnerships, implement** regional strategy and **deliver** projects through collaborative arrangements (partnership projects/activities, agreed funding, schedules, deliverables, reporting on performance)

The strategic framework will be further developed in collaboration with key stakeholders and be used to guide activities of the South West Group, and establish stronger working partnerships with State Government agencies and key stakeholder organisations.

The South West Group RTAP 2012 incorporates tasks that it will progress the strategic framework and align with State Government priorities with region priorities through a set of agreed policy goals.

## **REGIONAL TRANSPORT ACTION PLAN 2012**

The tasks and scope of work for the South West Group Regional Transport Action Plan (RTAP) for 2012 is based on a three phase approach previously mentioned and broken down to tasks as outlined below.

### **Phase 1 – Definition of Strategy and Policy Goals, Agency Engagement and Preparation of Study Brief**

- Task 1: Identify Current Transport and Land Use Plans and Activities*
- Task 2: Define strategy objectives and policy goals*
- Task 3: Prepare study brief to determine scope and costs for development of strategy/plan*
- Task 4: Engage with relevant government agencies*

### **Phase 2 - Definition of Issues, Context, Values and Needs**

- Task 5: Identify an agreed population targets (2031, 2060) for each member Council area*
- Task 6: Assess adequacy of transport modelling in the region and identify gaps and further work requirements*
- Task 7: Source and document compatible count information on traffic flow in the region*
- Task 8: Identify and summarise infrastructure projects that are in advanced planning or have budget commitments*
- Task 9: Undertake community and industry stakeholder engagement in the identification and prioritisation of major infrastructure projects in the region*

### **Phase 3 – Preparation of Business Case, Project Prioritisation and Packaging**

- Task 10: Facilitate prototype for the SmartRoads concept in the region*
- Task 11: Facilitate 50 year rail freight demand assessment of the region.*
- Task 12: Develop a region specific congestion management strategy that prototypes Intelligent Transport Systems (ITS)*
- Task 13: Group infrastructure projects into packages and lobby State Government to undertake and integrated approach to planning and development of packages*
- Task 14: Identify shovel ready transport, local employment and intermodal projects for State and Federal Government funding*
- Task 15: Prepare Business Case for presentation to State and Federal Governments*

The South West Group endorsed Phase 1 of the RTAP 2012 in February 2012 based on the scope of work below.

### **PHASE 1 - DEFINITION OF STRATEGY AND POLICY GOALS, AGENCY ENGAGEMENT AND PREPARATION OF STUDY BRIEF**

The phase involves the early planning work aimed at defining what is required to address integrated transport and land use issues in the region and identify the scope of work for Phases 2 and 3 of the RTAP.

A “stop and review” point will be undertaken at the end of Phase 1 to determine the benefits or otherwise of progressing to Phase 2 and 3. The information from Phase 1 will be

consolidated into a report and presented to the Board, with recommendations for future action. Descriptions of the scope of work involved in Phase 1 tasks are outlined below.

<b>Task 1: Identify Current Transport and Land Use Plans and Activities</b>
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This task involves proactively identifying the transport and land use planning activity currently underway in the region and when plans/activity will be in a form for stakeholder and public consultation. There are many plans, studies and inquiries underway including Public Transport 2031, Population Projections 2026, Moving Freight, Moving People, WA Aviation Study, Fremantle Port Linkages Strategy, Perth and Peel Integrated Transport and Land Use Study and Kwinana Structure Planning. Many will be in a final form in late 2012.

**Scope of work (March 2012)**

- Identify plans and briefly describe plans (purpose and timing) based on available information.
- Refer information to relevant Government Agencies to confirm plans, descriptions, timing and identify others that may affect region.
- Consolidate information as input into Phase 1 report.

<b>Task 2: Define Strategy Objectives and Policy Goals</b>
--

This task will bring together the strategy objectives for the Integrated Transport and Land Use Plan for the South West Metropolitan Region based on established policy positions adopted by the South West Group and communicated through submissions to the State and Federal Government. A set of policy goals that align to both regional and State Government (and possibly Federal Government) will also be developed in this task. The policy goals will form the principle means for engaging and facilitating commitment from the State Government to become actively involved and invest funding and resources to address integrated transport and land use issues in the South West Metropolitan Region.

**Scope of work (March 2012)**

- Review and document State Government and Federal Government policy positions for integrated transport and land use planning relevant to the region.
- Consolidate South West Group policy and submission positions as the basis for developing strategy objectives.
- Draft policy goals, with a focus on key issues and their alignment and mutual achievement of regional and State (and Federal) Government policies and objectives.



<b>Task 3: Prepare Study Brief to Determine Scope and Costs for Development of Strategy/Plan</b>
--

This task involves the preparation of a study brief identifying the key stages and tasks required to prepare an Integrated Transport and Land Use Plan for the South West Corridor. The brief would be suitable standard and quality to enable the seeking of Expressions of Interests (Eols) from transport planning/engineering consultants, including cost estimates, schedules, previous experience and personnel. An evaluation panel involving members of the Technical Directors Committee could be involved in the assessment of Eols and recommendations to the Board for further action.

**Scope of work (March to mid April 2012)**

- Review Phase 2 and 3 methodologies to identify tasks suitable for inclusion in the brief.
- Draft preliminary study brief for review by Technical Directors.
- Revise brief based on feedback from Technical Directors and other key stakeholders and refer study brief to the Board for authorisation to advertise for Expressions of Interest.
- Assist in the coordination of the evaluation panel and assessment of Eols.

<b>Task 4: Engage with Relevant Government Agencies</b>
---

Task 4 will require the development of an engagement strategy for each of the relevant Ministers, Government agencies and coordinating committees involved in transport and integrated land use planning. Initial contact with these key stakeholders would be undertaken early to advise of the South West Group's approach regarding the strategic framework and RTAP for 2012.

In order to be successful, this task will require the ability to engage with government at the highest levels and provide presentations to strategic level committees and working groups involved in strategic transport, planning and infrastructure provision.

**Scope of work (March to May 2012)**

- Identify key Ministers, Government agencies and coordinating committee contacts and develop approaches for effective stakeholder engagement.
- Brief stakeholders on draft study brief and policy goals and likely costs and timing for preparation of an Integrated Transport and Land Use Plan for the South West Corridor.
- Negotiate potential funding contributions toward plan from 2013/14 and 2014/15 budgets.

A project team comprising of the Director South West Group, a Project Director (Greg Martin) and Technical Specialist (Chris Fitzhardinge) was formed in March 2012 to undertake Phase 1 of the RTAP. The project team provided regular progress reports to the South West Group and relevant sub-committees during the course of the study.

The main output for the Phase 1 work is a report that will be considered by the South West Group Board. The report will summarise findings and recommend a scope of work for Phases 2 and 3.



## Appendix 2 – Current Transport Studies (April 2012)

No.	Study or Activity	Agency	Contact	Status	Start and Finish Dates
1.	<b>State Planning Strategy</b>	DOP	Eric Lumsden	Under development	
2.	<b>Metropolitan and Peel Integrated Transport Plan</b>	DOT	Sue McCarrey	Components are Moving Freight and Moving People	2010 to December 2012
3.	<b>Moving People Plan</b>	DOT	Craig Woodridge	Work overseen by Strategic Working Group	2010 to November 2012
4.	<b>Perth and Peel Regions Freight and Intermodal Plan</b>	DOT	Steve Phillips	Draft stakeholder engagement plan developed for internal review	2011 to November 2012
5.	<b>South Metropolitan and Peel Strategy Transport Plan</b>	DOP	Cameron Bulstrode	Now in draft form.	
6.	<b>Activity Centres Parking</b>	DOP	David Igglesden George Brown	Discussion Paper issued October 2011	
7.	<b>High Performance Freight Vehicles</b>	MRWA	Pascal Felix	Study into larger vehicles accessing ports	
8.	<b>Public Transport Plan for Perth</b>	DOT	Steve Beyer	Around 1000 Submissions received	2011 to July 2012
9.	<b>Cockburn Coast Light Rail</b>	LandCorp			
10.	<b>Murdoch Drive and South Street Intersection</b>	MRWA		Community Reference Group formed	Fiona Stanley open mid 2014
11.	<b>Fremantle Port Container Movement Study</b>	FPA	Doug Brindal	Draft Study prepared. Considered by Taskforce. Commercial sensitivities	
12.	<b>Fremantle Port Linkages Strategy</b>	DOT	Catherine Wallace Ally Coates		
13.	<b>Latitude 32 Intermodal Terminal</b>	WAPC LandCorp DOT	Don Challis 6551 6097	Proposal for land acquisition for IMT – longer term proposal	
14.	<b>Serpentine Mundijong Intermodal Terminal</b>	DOT	Don Challis 6551 6097	Report being prepared for ICC	
15.	<b>Kwinana Terminal</b>	Private	Queensland Rail	Freight Precinct Master Plan by Queensland Rail. Brookfield proposal to lengthen iron ore holding track	
16.	<b>Outer Harbour Structure Planning</b>	WAPC	Gary Prattley Ally Coates	Due to report by the end of 2012. Legal action may delay to 2013	

No.	Study or Activity	Agency	Contact	Status	Start and Finish Dates
17.	<b>Rowley Road Structure Planning</b>	WAPC DOT	Paula Sothern 6551 6094	Geometry finalised. Link to outer harbour	
18.	<b>Anketell Road Structure Planning</b>	WAPC DOT	Paula Southern 6551 6094	Geometry finalised. . Link to outer harbour	
19.	<b>High Wide Load Corridors</b>	DOT/MRWA	Drew Gaynor 6551 6198 Kevin Smith 9323 4347	Focus is on regional areas. Anketell Road current HWL corridor. Need to also assess HWL needs of the AMC	
20.	<b>Grain Logistics</b>	DOT	Drew Gaynor 6551 6198	Technical Feasibility for new rail link mid 2012. Link to Kwinana CBH?	Mid 2012
21.	<b>T2 Kewdale and Area C Forrestfield</b>	DOT	Catherine Wallace		
22.	<b>Local Government Capacity Building: Planning for Freight</b>	WALGA	Ian Duncan 0439 947 716	Due to be submitted to the ICC. Relevant to local structure planning	
23.	<b>Land Use Planning and Freight Efficiency</b>	WA Freight and Logistics Council	Mark Brownell 9216 8817	Consultant Study due to conclude April 2012	
24.	<b>Coastal Shipping Service from AMC</b>	WA Freight and Logistics Council	Mark Brownell 9216 8817	Study on shipping to Pilbara from the AMC. Some sensitivities, loads off roads initiative	
25.	<b>WA Aviation Strategy</b>	DOT	Peter Ryan 6551 6323	Study announced	December 2011 to June 2012
26.	<b>New General Aviation Airport</b>	DOP/DOT	Michael Kennedy	Study in second half of 2012	
27.	<b>National Airports Safeguarding Framework</b>	DoIT/ALGA CASA/DOT	Scott Stone (02) 62747605	Draft Paper released. Looking into changing ANEF to include AN60 information	
28.	<b>WA Bicycle Network Plan</b>	DOT	Craig Wooldridge	Plan released March 13, 2012	2009 to March 2012
29.	<b>Economic and Employment Lands Strategy: non heavy industrial</b>	DOP/WAPC	John Chortis	Strategy Released April 19, 2012	
30.	<b>Integrated Transport Guidelines for Local Government</b>	DOP		Guidelines to be released May 2012	

## Appendix 3 - Population Statistics and Forecasts

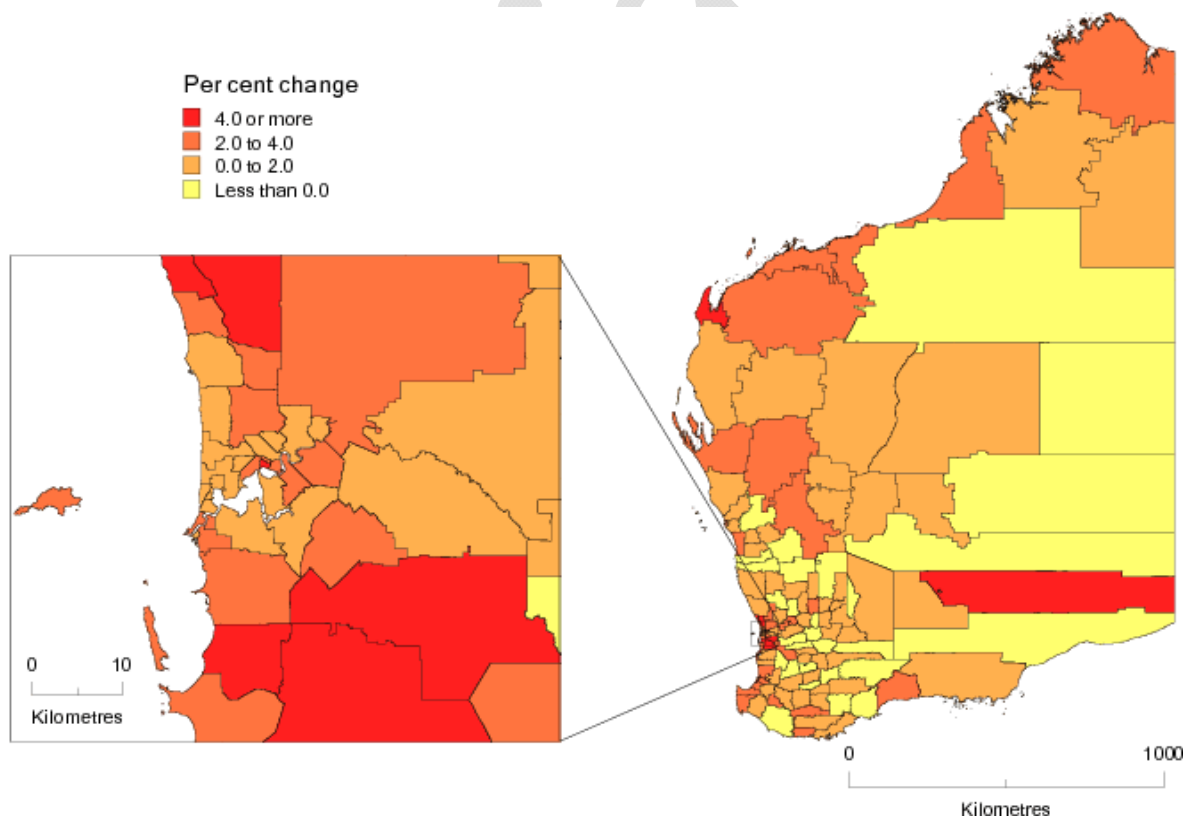
The South West Metropolitan Region has experienced an average of 3% population growth over the last 5 years and is expected to average around 2.2% annually for the next 20 years.

### SOUTH WEST METROPOLITAN REGION POPULATION AS AT 30 JUNE 2011

LGA	2006	2010 revised	2011 provisional	Annual Growth 2010-11	Annual Growth 2006-11	Growth 2010-11
Cockburn	78 478	91 312	94 003	2.9%	3.7%	2 691
East Fremantle	7 132	7 534	7 751	2.9%	1.7%	217
Fremantle	26 341	28 626	29 383	2.6%	2.2%	757
Kwinana	24 186	29 029	30 433	4.8%	4.7%	1 404
Melville	97 582	102 433	103 767	1.3%	1.2%	1 334
Rockingham	87 756	104 129	108 022	3.7%	4.2%	3 893
<b>Region</b>	<b>321 475</b>	<b>363 063</b>	<b>373 359</b>	<b>2.8%</b>	<b>3.0%</b>	<b>10 296</b>

Source: ABS 3218.0 released 30 March, 2012

### SLA POPULATION CHANGE, Western Australia - 2010-11



With a population of 373,359 as at 30 June 2011 (ABS, 3218.0 released 30 March 2012) the population in the region is expected to grow significantly over the next 20 to 40 years.

Estimates by the South West Group and member Councils have identified population capacity forecasts for the key State Government planning horizons of 2026, 2031 and a population of Perth and Peel Regions of 3.5 Million as outlined below.

WA Tomorrow 2026 (WAPC, 2012)

The Department of Planning is responsible for producing population projections on behalf of State Government, which are used for infrastructure service and provision and by the private sector organisations to plan for changing demand. The 2012 WA Tomorrow Report No.7 includes updated annual population forecasts from 2006 to 2026

Directions 2031 and Beyond (WAPC, 2010)

Directions 2031 and Beyond is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel Region. It provides a framework to guide detailed planning and delivery of housing, infrastructure and services to accommodate a range of growth scenarios.

Population of 3.5million for Perth and Peel Regions (nominally 2050)

Directions 2031 and Beyond identified the need to consider future planning to ensure that the city was able to respond to longer term growth pressures in a sustainable way. A population for Perth and Peel of 3.5 million was based on a share of Australia's population of 35.5 million by 2056 as identified in the State of Australian Cities 2010 Report (Commonwealth Government, 2010). The connected city medium growth scenario suggests that the population in Perth will reach 3.5 million by 2050.

The table below shows the most recent ABS population data for June 2011 and the population capacity forecasts adopted by the South West Group for 2026, 2031 and 2050 (nominally).

LGA	ABS 2011 provisional	ABS 2027	WA Tomorrow 2026 Band C	Capacity Forecast 2026*	Capacity Forecast 2031*	Perth and Peel 3.5 million people*
Cockburn	94 003	138 801	131 000	123 157	127 888	140 000
East Fremantle	7 751	6 994	8 600	8 668	8 974	10 000
Fremantle	29 383	32 045	33 700	34 543	36 263	40 000
Kwinana	30 433	49 099	51 900	59 204	67 493	110 000
Melville	103 767	104 188	104 500	120 916	126 634	160 000
Rockingham	108 022	181 359	172 900	178 049	201 392	300 000
<b>SWMR</b>	<b>373 359</b>	<b>512 486</b>	<b>502 600</b>	<b>524 537</b>	<b>568 644</b>	<b>760 000</b>
Metro Perth	1 738 807	2 305 700	2 276 900			3 237 700
Peel	113 531	157 334	164 300			262 300
Perth and Peel	1 852 338	2 463 034	2 441 200			3 500 000
WA	2 349 325	2 790 000	3 060 500			

\* South West Group adopted population capacity forecasts for the South West Metropolitan Region (SWMR) developed in consultation with the member Councils

## Appendix 4 – Project Prioritisation Criteria

The following set of project prioritisation criteria has been developed to identify high priority infrastructure projects in the region through a multi-criteria assessment involving the scoring and ranking of projects.

The set of criteria incorporates elements of the “Strategic Merit Test” guidelines being trialled by the Department of Transport for the Moving People Study and is also consistent with Infrastructure Australia guidelines.

### **Governance Criteria**

- Consistency with agreed Strategic Plans, Region Objectives, Community Priorities and Government Priorities
- Budget Ready and risks are able to be managed

### **Economic Criteria**

- Has a high Economic Multiplier, is the best alternative and is clear value for money
- Diversifies the economy, promotes export or promotes local content
- Improves national, inter-regional and international logistics and trade
- Ability to attract External Funding and /or create partnerships
- Facilitates further investment and development

### **Social Criteria**

- Level of Community Acceptance
- Promotes local employment and skills development
- Promotes Community security, health and wellbeing

### **Environmental Criteria**

- Impact on amenity and sustainability including reducing the Carbon footprint
- Preserves and enhances remnant vegetation and areas of high environmental value

### **Resilience Criteria**

- Promotes Research and the Knowledge Economy and or Develops high end technical skills
- Project will make the region more resilient to change such as energy cost and availability as well as responding to the challenges of climate change

### **Promotion Criteria**

- Enhances the ability to promote the region for visitors, new settlers, investors and new businesses

A multi-criteria analysis process involving the scoring and ranking of projects will enable the differentiation of high priority transport and infrastructure projects in the South West Metropolitan Region.

The multi-criteria analysis process and ranking of projects also forms an important communication and validation tool in the stakeholder engagement and community consultation process.

## Appendix 5 – Consultation with State Government

The South West Group and the project team recognise the importance of engaging with the relevant State Government agencies in the development of an integrated transport and land use strategy for the South West Metropolitan Region.

Letters from the South West Group Chairman were sent to each of the key State Government agencies seeking a meeting with department heads.

Members of the project team met with Heads of Departments to outline the scope of work for Phase 1 and the importance of working collaboratively with the State Government to achieve mutually beneficial outcomes. The meetings were undertaken in May 2012 and included the following departments:

- Department of Planning
- Department of Transport
- Main Roads WA
- LandCorp
- Fremantle Ports

The Public Transport Authority has advised that it will respond in writing.

The agenda used for the meetings included the following issues:

- 1. Letter from Chairman, South West Group**
- 2. Need and desire by South West Group of Councils for integrated transport and land use plan for the South West Metropolitan Region**
  - a. Guide to region development in South West Metropolitan Region
  - b. Population data and forecasts show strong growth in regional population
  - c. Address and manage emerging transport and land use pressures and conflicts
- 3. State importance of the South West Metropolitan Region**
  - a. Gross State Product / jobs and employment / housing /decentralisation
  - b. Opportunity for “balanced” development – journey to work
  - c. Issue of regional traffic, travel demand and road congestion
  - d. Councils desire for a regional plan
- 4. Terms of Reference and South West Group project team**
  - a. Integrated plan
  - b. Consistent and alignment with State policy and plans
  - c. Develop in parallel timeframe
  - d. Best and earliest response to issues facing Councils

**5. Seek a collaborative approach with State Government agencies by**

- a. Engaging and being actively involved in transport and land use studies and plans being undertaken in the Perth and Peel Regions
- b. Participating in current strategic planning reference groups
- c. Sharing information relevant to SWM region (a common base)
- d. Positively contributing to agency ongoing work
- e. Focussing on primary drivers, needs, strategies and desired outcomes
- f. Developing a SWM plan consistent with State policies and plans
- g. Respecting sensitivity and confidentiality as directed

**6. Request a liaison / contact officer in the agency**

The Department Heads and senior staff involved in the meeting were supportive of the “help yourself”, action orientated approach adopted by the South West Group.

The meetings proved to be very beneficial and identified projects and activities where the South West Group could become actively involved. In addition, consultation with each of the key senior contacts in each of the agencies has been undertaken to further develop working relationships and to identify opportunities for participation in the Regional Transport Action Plan.

In summary, the South West Group has engaged and worked cooperatively with the relevant State Government agencies during Phase 1 and has received positive feedback regarding its intent and the approach and methodology for the RTAP.

A key message from the relevant agency heads was to “complement and add value to” the existing plans and studies underway by the State Government, not “duplicate and go over old ground”.

It is envisaged that the Phase 2 and 3 work will involve further consultation with the key State Government agencies, with the outcomes feeding into strategy development and lobbying/communication activities.



## Appendix 6 – Brief for Cost Benefit Analysis



5 April 2012

Mick McCarthy  
Director  
South West Group

### **Proposal: Cost Benefit Analysis - Projects and Infrastructure in South West Corridor**

Dear Mick,

Further to our recent discussion, it is our understanding that the South West Group (SWG) is seeking a high level input into Phase 1 of its work on the Integrated Transport and Land Use Plan (ITLUP) for the South West Corridor. The objective of this assessment will be to outline the need for investment by the State Government and industry in infrastructure in the region, with a focus on integrated transport and land use requirements

MacroPlan Dimasi proposes an approach to build a strategic case for the proposed ITLUP with a **focus on the future success of Perth as a major metropolitan city**. This will be achieved through addressing the following elements:

1. Need to ensure that Perth remains competitive as a capital city, and that its growth is not hindered by capacity constraints and bottlenecks in infrastructure in the South West Region.
2. Present the framework for assessing the wider costs and benefits of delivering the identified projects and infrastructure to avoid the bottlenecks and increase productivity. This encompasses the wider economic, social and environmental societal benefits for the State.
3. Illustrate that the objectives and outcomes of the proposed ITLUP aligns with State Government objectives i.e. Perth 2031, Perth Public Transport Plan etc.

The proposed approach is described in more detail below.

### **Project Scope**

Based on the understanding outlined above, the proposed approach will include the tasks as outlined below.

1. Interpret the new policy framework for Perth
2. Identify the economic role and function of the south west corridor in Perth's future
3. A cost benefit framework to identify the key projects which require funding
4. Conclusions and recommended way forward with the ITLUP

### **1. Policy Context - Interpreting the new policy framework for Perth**

MacroPlan will quickly pull together key State Government policy objectives for the metropolitan area as outlined in various studies such as Moving People, Moving Freight, Perth Public Transport Plan, Port Optimisation Study and South West and Peel Transport Study.

This will provide a strategic perspective on the Integrated Transport and Land Use Plan for the South West Corridor, and how it integrates with State Government objectives. This context is also an important basis upon which the cost-benefit analysis will be developed.

### **2. Perth's Future - Economic role and function of the south west corridor**

The most recent population data indicates Western Australia is undergoing strong population growth being driven by a return in net overseas migration. Continued strong population growth into the long term will have implications for jobs, housing, transport infrastructure etc. Over the long term there Perth could face future capacity constraints.

MacroPlan will profile future population growth in Perth and outline the associated employment and potential traffic challenge associated with that growth. This task develops a base case scenario which outlines the future challenges faced by Perth metropolitan area, and the potential capacity constraints and other detrimental outcomes if the ITLUP is not delivered.

### **3. Cost Benefit Framework**

A cost-benefit assessment (CBA) will be an important tool in outlining the strategic importance of the ITLUP projects for the Perth metropolitan area. A CBA quantifies the marginal benefits and costs from a societal perspective. This task will establish a framework for a detailed CBA to be undertaken under future phases of the ITLUP. A broadly estimated quantification of benefits can be provided through the use of benchmark case studies.

The land use plan includes the delivery of various major employment generating projects and connecting infrastructure items, which collectively as a network will reshape Perth and result in a more efficient land use outcome for the Perth metropolitan area. There are significant benefits to this land use outcome for the State such as:

- Productivity enhancements to economic agglomeration;
- Ensuring Perth's economic growth and competitiveness in the national context is not hindered by capacity constraints and bottlenecks in infrastructure in the South West Region;
- Reduced congestion and the associated benefits etc.

This framework will set up the parameters for undertaking a detailed cost-benefit assessment and business case. The analysis can then serve as evidence to support the case for State Government funding. The analysis will provide a strategic metropolitan/ State wide viewpoint of the ITLUP projects, and help identify the key projects that require State Government funding.

The following table outlines an example of the stages and considerations in establishing a framework.

Projects	Outcomes	Marginal Costs	Marginal Benefits	Measures of Net Benefit
e.g. Latitude 32	Alternate traffic patterns	Direct Costs	- Increased productivity as a result of agglomeration	Net Benefit in \$ terms
Intermodal Hub	Alternate employment distribution scenario	- Costs of construction	- Enhanced productivity as a result of urban form efficiency	Benefit-Cost Ratio
Kwinana Quay		- Re-current	- Increased GSP as a result of enhanced competitiveness of Perth in National Context	Net Present Value (\$)
New Rail Station Karnup	Increased public transport usage	In-direct Cost	- Efficient allocation of Government Expenditure	Internal Rate of Return to State the Investment in Infrastructure
New Rail Station Mandogalup etc....	etc...		- Lower GHG emissions ...etc	

#### 4. Conclusions and Report

A concise report will be prepared, with a targeted executive summary outlining the key findings of the study.

Draft

## Appendix 7 – Strategic Priority Projects

### 1. Outer Harbour Port Gateway - Kwinana Quay/Latitude 32

#### Scope

Includes Kwinana Quay (Fremantle Outer Harbour), Kwinana Bulk Port Expansion, James Point private port, Rowley Road, Anketell Road, Latitude 32, Latitude 32 Intermodal Freight Terminal, Australian Marine Complex and Postans future industrial area

#### Significance

This is a crucial development for the future of the Western Australian economy. The new container port at Fremantle Outer Harbour is required by 2021. Development of Latitude 32 is essential to meet demand for industrial land.

#### Status

WAPC undertaking structure planning of port and are expected to report by November 2012. Structure planning for Rowley Road and Anketell Road is also underway by WAPC.

### 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, Jandakot Airport Development, Jandakot City, South Street/Murdoch Drive Intersection upgrade and Murdoch Drive Southern Connection to the Kwinana Freeway.

#### Significance

Murdoch/Jandakot will become the largest employment centre outside of the Perth CBD and is under significant pressure for fast tracking development due to current and proposed construction projects and demand.

#### Status

Over \$3 billion project activity underway with much expected to be completed by 2015. WAPC and City of Melville undertaking structure planning of the precinct. MACTRIC formed to resolve traffic issues for opening of Fiona Stanley Hospital in mid 2014.

### 3. Cockburn Central Development and Connections

#### Scope

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

#### Significance

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

**Status**  
Unfunded

#### **4. Fremantle Inner Harbour**

**Scope**

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

**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 Upgrade and Intermodal facility funded.

#### **5. Fremantle City Redevelopment**

**Scope**

Redevelopment of Fremantle CBD, redevelopment of suburban areas of Fremantle and the establishment of 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 the 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).

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.

#### **6. 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 the Keralup and Karnup development (110,000 people), with the current planning indicating that 22,000 dwellings will be developed by 2033. This development is a priority for the area by the Western Australian Government and represents a significant project for the region.

**Status**

Draft sub regional structure plan developed and MRS amendment initiated for Keralup Stage 1. The additional rail station at Karnup has been identified as a priority in the draft Public Transport Plan.

**7. 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 upgrades.

**Significance**

The cost of congestion to the South West 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.

**8. South Eastern Transport Network****Scope**

Mundijong Road upgrading and completion of link between Kwinana Industrial Area and the South West Highway, extension of Tonkin Highway to Mundijong Road, West Mundijong Intermodal Terminal, 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 proposed Fremantle Outer Harbour/private 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 Terminal is in the early planning stages.



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 principles<sup>1</sup> 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

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<sup>1</sup> 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
<b>1. INTERMODAL TERMINAL</b>			
<b>Increase footprint of land acquired for intermodal terminal</b>	Larger intermodal area able to accommodate all land based freight and mode transfers and associated facilities.	<b>Very High.</b> 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.
<b>Land acquisition for core terminal</b>	Timely acquisition of adequate land for core terminal by 2015.	<b>High.</b> Large lead up time for acquisition process required.	Liaise with Landcorp and Fremantle Ports.
<b>2. PORT GATE</b>			
<b>Location of Port Gate</b>	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.	<b>Medium-High.</b> 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.
<b>3. ROAD CORRIDOR PLANNING (WEST OF KWINANA FREEWAY)</b>			
<b>Anketell Road</b>	Anketell Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	<b>High.</b> Structure planning underway for Anketell Road.	Work with Paula Sothern - Department of Planning (DoP).
<b>Rowley Road</b>	Rowley Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	<b>High.</b> Structure planning underway for Rowley Road.	Work with Paula Sothern (DoP).
<b>4. LATITUDE 32 INDUSTRIAL AREA</b>			
<b>Release of Industrial Lots</b>	Next release of industrial lots for sale as soon as possible	<b>High.</b> 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
<b>1. CANNING VALE PARK AND RIDE</b>			
<b><i>Establishment of park and ride facility at Canning Vale</i></b>	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).	<b>High.</b> 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.
<b>2. MURDOCH DRIVE SOUTHERN FREEWAY CONNECTION</b>			
<b><i>Southern extension of Murdoch Drive to link with Kwinana Freeway</i></b>	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).	<b>Very High.</b> 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.
<b><i>Roe Highway Extension – Kwinana Freeway to Stock Road</i></b>	Commitment from State Government to agree to commence construction of the Roe Highway Extension from Kwinana Freeway to Stock Road.	<b>High.</b> 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.
<b>3. ADDITIONAL LANES ON KWINANA FREEWAY – ROE HIGHWAY TO ARMADALE ROAD</b>			
<b><i>Additional lanes on south and north bound lanes of Kwinana Freeway</i></b>	Increase capacity and alleviate freeway congestion of freeway and surrounding roads in proximity of Roe Highway entry/exit merge points and Cockburn Central.	<b>High.</b> 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
<b>1. FREEWAY OVERPASS LINKING NORTH LAKE AND ARMADALE ROADS</b>			
<b>Freeway overpass and intersections linking North Lake Road and Armadale Road and providing alternative and additional access to the freeway</b>	Relieve congestion and facilitate through traffic bypassing busy Cockburn Central intersections and improved access to the freeway.	<b>Very High.</b> 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.
<b>Increase Beeliar Drive to 6 lane road and upgrade freeway connections</b>	Congestion relief through additional lanes and improved connections to the freeway.	<b>High.</b> 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.
<b>2. DUAL CARRIAGEWAY FOR ARMADALE ROAD (KWINANA FREEWAY TO ANSTEY ROAD, FORRESTDAL)</b>			
<b>Dual carriageway for Armadale Road Kwinana Freeway to Warton Road</b>	Dual carriageway west of freeway will improve safety, relieve congestion and increase capacity impacting on Cockburn Central.	<b>Very High.</b> 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.
<b>Dual carriageway for Armadale Road Warton Road to Anstey Road</b>	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.	<b>Medium.</b> 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
<b>1. FREMANTLE TRAFFIC BRIDGE REPLACEMENT</b>			
<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	<b>High.</b> 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.
<b>2. CONTAINER SUBSIDY FOR FREIGHT ON RAIL BEYOND 2012/13</b>			
<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.	<b>Low-Medium.</b> 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
<b>1. REDUCING CONGESTION ON HAMPTON ROAD</b>			
<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.	<b>Very High.</b> 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.
<b>2. ESTABLISHING STOCK ROAD AS A PRIORITY FREIGHT ROUTE (NORTHERN SECTION)</b>			
<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.	<b>Medium-High.</b> 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
<b>1. ENCOURAGING RAPID TRANSIT PUBLIC TRANSPORT SOLUTIONS, INCLUDING LIGHT RAIL</b>			
<b><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></b>	Increased understanding of public transport requirements for Cockburn Coast and the connections to Fremantle.	<b>High.</b> 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.
<b><i>Review impacts of Cockburn Coast on freight rail and regional road network</i></b>	Improved understanding of rail and road impacts and their management. Pedestrian bridge to replaces at least one crossing.	<b>Medium-High.</b> 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
<b>1. ASSIST IN FACILITATING THE PLANNING AND DEVELOPMENT OF INITIAL STAGES FOR THE KERALUP TOWNSITE, INCLUDING A RAIL STATION AT KARNUP</b>			
<b><i>Progress planning for Keralup townsite and Karnup Rail Station</i></b>	Commitments by the State government to provide required infrastructure and public transport links for Keralup town site and Karnup.	<b>Low-Medium.</b> 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
<b>1. ESTABLISHING STOCK ROAD AS A PRIORITY FREIGHT ROUTE (SOUTHERN SECTION)</b>			
<b>1. Improved function and higher priority of Stock Road as a major freight transport route in the region.</b>	Grade separated intersections from Phoenix Drive to Thomas Road.	<b>Medium.</b> 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
<b>1. ROAD CORRIDOR PLANNING (EAST OF KWINANA FREEWAY)</b>			
<b>Anketell Road</b>	Anketell Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	<b>Medium-High.</b> Structure planning underway for Anketell Road.	Work with Main Roads and DoT.
<b>Rowley Road</b>	Rowley Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	<b>Medium-High.</b> Structure planning underway for Rowley Road.	Work with Main Roads and DoT.
<b>Connections to Tonkin Highway</b>	Detailed planning initiated for freight corridor standard connections to Tonkin Highway (Rowley Road, Anketell Road, Mundijong Road).	<b>Medium-High.</b> 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

<b>1. Outer Harbour Port Gateway – New Port(s)/Latitude 32</b>
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#### 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

<ul style="list-style-type: none"> <li>• Latitude 32 Phase 2</li> <li>• Latitude 32 Land Acquisition</li> </ul>	<ul style="list-style-type: none"> <li>• Anketell Road Structure Planning</li> <li>• AMC Pilbara Port Study</li> </ul>
<ul style="list-style-type: none"> <li>• Outer Harbour Structure Planning</li> </ul>	<ul style="list-style-type: none"> <li>• AMC Floating Dock Stage 2 Feasibility</li> </ul>
<ul style="list-style-type: none"> <li>• Rowley Road Structure Planning</li> </ul>	<ul style="list-style-type: none"> <li>• Kwinana Bulk Jetty Expansion</li> </ul>

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

### 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