



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

Hon Colin Barnett MLA
Premier; Minister for State Development
24th Floor, Governor Stirling Tower
197 St Georges Terrace
PERTH WA 6000

Dear Colin

2010/14 STATE BUDGET PRIORITIES FOR THE SOUTH WEST CORRIDOR

The South West Corridor of Metropolitan Perth is Western Australia's most productive region with an unmatched intensity of high value manufacturing and economic activity with over \$20 billion gross regional product.

The region is also growing rapidly with over one quarter of Perth's residential land development activity. Recent building approval figures show that economic activity is recovering to 2007/08 record levels.

Many of the region's 26,000 enterprises are substantial employers and job growth is also recovering with 7,000 jobs being created in the past six months. The region is strongly linked with the Defence and Resources Sectors which both have excellent growth prospects.

The Western Australian Government has a significant role within the region in both industry development and land development. The 2010/14 State Budget should reflect a strong infrastructure investment in this region to underpin the long term growth of the Western Australian Economy.

The South West Group supports the following projects as priorities for the 2010/14 State Budget.

Note that all funding shown is the amount of funding requested from the Western Australian Government.

Yours sincerely

Alan Ferris
Chair South West Group
December 08, 2009

Copy to all South West Corridor Members of Parliament

1. Increase Capacity of Kwinana Freeway and Connecting Links

Ministers: Minister for Planning and Minister for Transport

Agencies: Department of Planning, Department of Transport, Main Roads WA and Public Transport Authority

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

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

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

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

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

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

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

A connection between the southern end of Murdoch Drive and the Kwinana Freeway is essential prior to the completion of the Fiona Stanley Hospital in December 2013. Without this link there will be unacceptable traffic congestion at South Street with the addition of 6,000 staff from the combined development of St John of God Murdoch, Fiona Stanley Hospital and the State Rehabilitation Centre.

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

Recommended State Funding

Project	2010/11	2011/12	2012/13	2013/14	Total
Kwinana Freeway Third Lane	\$5m	\$5m	\$5m	\$5m	\$20m
Armadale Road Dual Carriageway	\$5m	\$5m	\$5m	\$5m	\$20m
Murdoch Drive Southern Link		\$5m	\$5m		\$10m
South Street Tunnel	\$2m	\$25m			\$27m
Total	\$12m	\$40m	\$15m	\$10m	\$77m

2. Underground Power Project

Minister: Minister for Energy

Agency: Office of Energy

The Underground Power Program was established in 1996 to improve the standard of electricity supply after a report found that 80% of damage to power lines was caused by falling trees.

The Government of Western Australia has a long-term goal to have at least half the houses in Perth supplied by underground power by 2010, with a corresponding improvement in regional areas of the State.

About 49% of the metropolitan area is now serviced by underground power.

Since the program began, 60 projects have been completed, providing underground distribution systems to over 70,000 properties.

The program offers two types of projects:

- Major Residential Projects involve the conversion of overhead supply to underground distribution lines in suburban areas; and
- Localised Enhancement Projects aim to beautify urban gateways, scenic routes and tourism/heritage centres, particularly in regional towns.

The Underground Power Program is funded 50% by local governments (through ratepayers who directly benefit), 25% by the State Government and 25% by Western Power. A fifth round of the project was announced in October 2009.

Whilst the underground power project has been very successful there are still areas that do not seem able to compete nor provide the 50% contribution. A small program similar to the regional towns enhancement project should be established with a lower level of contribution where communities are adjacent to industrial areas and where providing underground power would dramatically improve amenity as an offset to the contribution of the community to the overall economy. The Trade Coast is an example of the type of communities that should be supported.

The 2010/11 WA Budget should provide for an extra \$50 million for the sixth and seventh rounds of the Underground Power Program.

Recommended State Funding

Project	2010/11	2011/12	2012/13	2013/14	Total
Underground Power Project	\$12.5m	\$12.5m	\$12.5m	\$12.5m	\$50m
Urban Amenity Project	\$2.5m	\$2.5m	\$2.5m	\$2.5m	\$10m
Total	\$15m	\$15m	\$15m	\$15m	\$60m

3. Public Transport

Minister: Minister for Transport

Agencies: Department of Transport and Public Transport Authority

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

- \$3.2bn towards a dedicated dual rail link from West Werribee to central Melbourne's Southern Cross Station;
- \$40m towards planning, design and engineering works for Melbourne's East-West rail tunnel linking Footscray with the CBD;
- \$365m towards a light rail corridor for the Gold Coast and \$20 m for a detailed planning study into potential new corridors in Brisbane;
- \$294m to upgrade Adelaide's Gawler rail line and \$291m to extend the Noarlunga to Seaford line, in addition to \$61m to extend the O-Bahn track in Adelaide;
- \$236m towards the central city section of the Perth to Fremantle rail line and the Wellington Street bus station to facilitate urban redevelopment in Perth; and
- \$91m for detailed design work of the Sydney West Metro, a new 25km rail line from Central Station in the CBD to Westmead Hospital.

These allocations were made on the basis that these projects had advanced planning.

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

Professor Peter Newman, a member of the Infrastructure Australia Board, has been encouraging state and local governments to cooperate in developing comprehensive business plans for the implementation of public transport projects.

\$5 million should be allocated in the 2010/11 WA Budget each year to develop advanced plans for the implementation of public transport projects that will address issues of congestion, liveability and sustainability and position Western Australia to take advantage of opportunities for Federal Funding through the Major Cities Unit and the Building Australia Fund.

Recommended State Funding

Project	2010/11	2011/12	2012/13	2013/14	Total
Public Transport Planning	\$5m	\$5m	\$5m	\$5m	\$20m

4. Latitude 32 Land Planning and Development

**Ministers: Minister for Regional Development and Minister for Planning,
Agencies: LandCorp**

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

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

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

Recommendations	Actions	Responsibility	When
4. Ensure the timely delivery of development-ready land.	Prepare a detailed implementation plan for referral to cabinet to guide the delivery of future industrial land, in line with the industrial land release program, which will include:	DoP (ILST), LandCorp	End 2010
	• Coordinate implementation of the action plans for each of the six priority sites to get them to a project-ready state, including the resolution of land constraints.	DoP (ILST)	Ongoing
	• Coordinate the timely provision of public and private infrastructure to key industrial sites and locations.	ILST, ICC, LandCorp	Ongoing
	• Incorporate the infrastructure requirements for key industrial sites and locations in the urban development program, state infrastructure strategy and the State Government's capital works program.	ILST, ICC, LandCorp	Ongoing
	• Expedite the delivery of additional industrial land in the eastern sector in close proximity to the Perth Airport and the Kewdale rail freight terminal.	DoP (ILST), LandCorp	Ongoing

Extract from Perth and Peel Industrial Land Strategy

The concept of an intermodal transport hub within Latitude 32 and a business plan also should be progressed to allow it to be able to be prioritised by Infrastructure Australia.

Suggested level of State Funding is:

Project	2010/11	2011/12	2012/13	2013/14	Total
Latitude 32	\$5m	\$20m	\$20m	\$50m	\$95m

**SOUTH WEST GROUP BUDGET PRIORITIES 2010-2014
STATE GOVERNMENT**

PROJECT	TIMING				COMMENTS
	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	
Kwinana Freeway Third Lane	5	5	5	5	Part funded under Auslink 2 \$350 million (see Item 1)
Armadale Road Dualling from Kwinana Freeway	5	5	5	5	(see Item 1)
Murdoch Drive Southern Link		5	5		Required by 2014 (see Item 1)
South Street Tunnel	2	25			Tunnel under South Street Required by 2012 (see Item 1)
Underground Power	15	15	15	15	6 th and 7 th Rounds and Urban Amenity Project (see Item 2)
Public Transport Planning	5	5	5	5	(see Item 3)
Latitude 32	5	20	20	50	Land assembly, strategic planning and start to intermodal terminal (see Item 4)
Deep Sewerage	5	5	5	5	Servicing of areas with urban renewal potential through backlog program
James Point Pty Ltd Port		50	100	100	Connecting road and rail infrastructure
Beeliar Regional Park	1	1	1	1	Weed control, fencing, facilities
Lark Hill Sports Complex			5	5	
Cockburn Central Stadium		10			Feasibility Study
Three Harbours Project	20	20	20	20	Fremantle
High Street Upgrade	Being Planned				Part funded under Auslink 2 \$350 million
Fremantle Port Container Handling Gantry		10	20	10	Upgrading container handling facilities to assist target of 30% of containers on rail
Expand CAT Bus services	5	5	5	5	Fremantle, Booragoon, Rockingham, Cockburn Kwinana
Improved Bus services to KIA and AMC	2	2	2	2	
Extension of Roe Highway			50	50	Part Funded
Cape Peron Tourist Precinct	2	2	20	20	
Industry Innovation and Interpretive Centre		10	10		To leverage Federal Funds in partnership with KIC
AMC Floating Dock Stage 2			50	50	To have capability to lift LHDs the Navy's heaviest vessel
Jandakot Water Mound Urban Development Edge	2				Investigate optimum arrangement for urban development on the Western Edge of the Jandakot Water Mound
Woodbridge Second Access (2.5km road works to reinstate access cut by rail)	6				Additional Access to the Woodbridge Estate which includes the Rockingham Kwinana District Hospital
Total	80	195	343	348	