



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

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

Dear Colin

### **2011/15 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 around \$28 billion gross regional product.

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

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

It is expected that \$1billion a year will be spent on infrastructure within the region by the three spheres of government and the private sector. The 2011/15 State Budget should continue to invest in this region to support the long term growth of the Western Australian Economy.

The South West Group supports the following projects as priorities for the 2011/15 State Budget.

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

Yours sincerely

Dr Brad Pettitt, Mayor City of Fremantle  
Chair South West Group  
January 25, 2011

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**

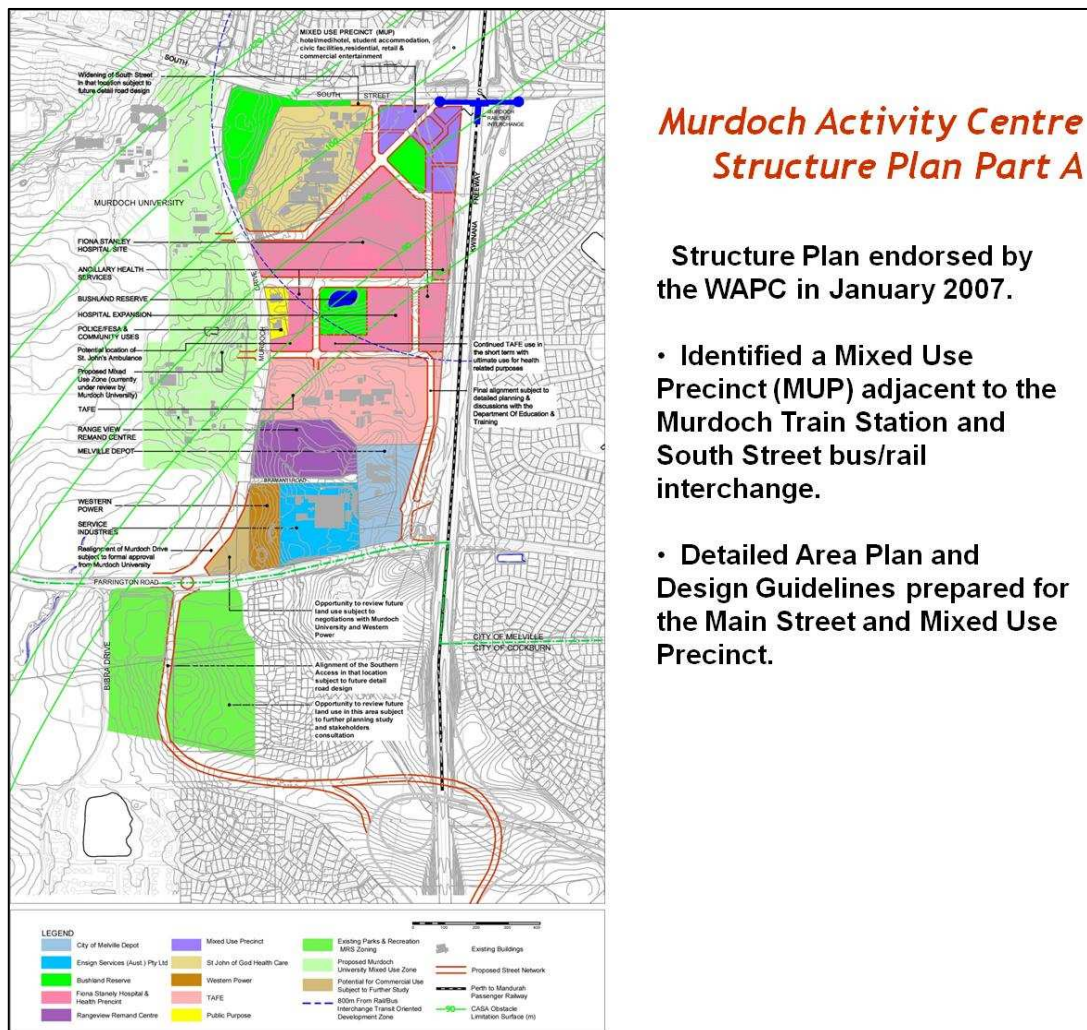
**Agencies: Department of Planning, Department of Transport, Main Roads WA and Public Transport Authority**

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

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

It is pleasing to see that the project to add a third lane to the section of Kwinana Freeway from Leach Highway to Roe Highway in both directions and improve entry and exit arrangements for heavy vehicles between Leach Highway to Roe Highway has been funded.

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





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



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

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

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

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

A connection between the southern end of Murdoch Drive and the Kwinana Freeway is essential prior to the opening of the Fiona Stanley Hospital in 2014. Without this link there will be unacceptable traffic congestion at South Street with the addition of 6,000 staff from the combined development of St John of God Murdoch, Fiona Stanley Hospital and the State Rehabilitation Centre (See Figure 1).

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

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

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

**Recommended State Funding**

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



## **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 had 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, 65 projects have been completed, providing underground distribution systems to over 70,000 properties.

The program offers two types of projects:

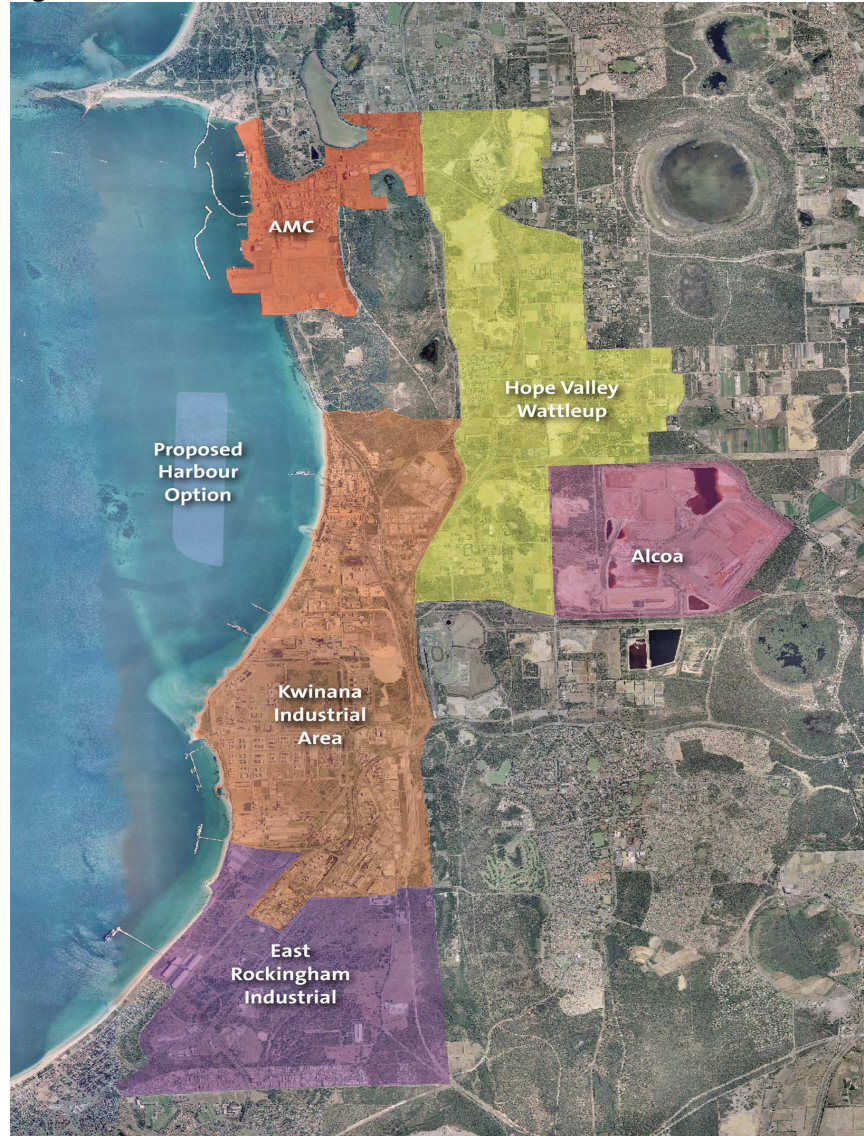
- Major Residential Projects involve the conversion of overhead supply to underground distribution lines in suburban areas; and
- Localised Enhancement Projects aim to beautify urban gateways, scenic routes and tourism/heritage centres, particularly in regional towns.

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 closed in February 2010.

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 (see Figure 4) is an example of the type of communities that should be supported.

The 2011/12 WA Budget should provide for funding at current levels to continue for the sixth and seventh rounds of the Underground Power Program.

**Figure 4. Trade Coast Industrial Areas**



**Recommended State Funding**

Project	2011/12	2012/13	2013/14	2014/15	Total
Underground Power Project	\$39.28m	\$39.28m	\$39.72m	\$39.72m	\$158m
Urban Amenity Project	\$2.5m	\$2.5m	\$2.5m	\$2.5m	\$10m
<b>Total</b>	<b>\$41.78m</b>	<b>\$41.78m</b>	<b>\$42.22m</b>	<b>\$42.22m</b>	<b>\$168m</b>

### 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.

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

Western Australia should seek to obtain matching funding to expand Metropolitan Perth's public transport system to provide 30 per cent of daily journeys by 2031. It is estimated that this will require annual investment of over \$250 million. Funding should also be allocated for advancing transport planning so that Western Australia is eligible for Infrastructure Australia funding.

Priorities within the South West Corridor include light rail or equivalent technology to link Fremantle to Cockburn Coast, Fremantle and Murdoch, Fremantle and Cockburn Central and Fremantle to Rockingham. The redevelopment of industrial land at Cockburn Coast to provide housing for over 10,000 people provides a unique inner metropolitan opportunity to use high quality transport systems to shape urban form.

Improving the quality of Perth's Metropolitan Transport network also requires improving the linkages within regions. An opportunity exists for a partnership between industry, local government, the Western Australian Government and the Federal Government to partner to develop regional link bus routes to shopping centres and to industrial areas.

The Federal Government should offer to provide matching funding for these intra-regional public transport services where it can be demonstrated that this will support economic development and skills development.

#### **Recommended State Funding**

<b>Project</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>Total</b>
<b>Public Transport Planning</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$20m</b>
<b>Public Transport in the Perth Metropolitan Area</b>	<b>\$125m</b>	<b>\$125m</b>	<b>\$125m</b>	<b>\$125m</b>	<b>\$500m</b>
<b>Expand rail link bus services and services to industrial areas</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$20m</b>
<b>Total</b>	<b>\$135m</b>	<b>\$135m</b>	<b>\$135m</b>	<b>\$135m</b>	<b>\$540m</b>

#### 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: <ul style="list-style-type: none"> <li>• 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.</li> <li>• Coordinate the timely provision of public and private infrastructure to key industrial sites and locations.</li> <li>• 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.</li> <li>• Expedite the delivery of additional industrial land in the eastern sector in close proximity to the Perth Airport and the Kewdale rail freight terminal.</li> </ul>	DoP (ILST), LandCorp	End 2010
		DoP (ILST)	Ongoing
		ILST, ICC, LandCorp	Ongoing
		ILST, ICC, LandCorp	Ongoing
		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	2011/12	2012/13	2013/14	2014/15	Total
Latitude 32	\$5m	\$20m	\$20m	\$50m	\$95m



## 5. Fremantle Traffic Bridge

**Minister: Minister for Transport**

**Agencies: Department of Transport and Main Roads WA**

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

The 1939 Bridge has significant heritage value and it is located at a site where there has been a bridge crossing since 1866. The South West Group supports the project recognising the important heritage of the site through retention of part of the 1939 structure.

The South West Group is concerned about slippage of the project and the reduction of funding for the project. Funding for the project was reduced to \$38.4 million in the 2010/11 State Budget despite consideration of the scope of the project being extended to include an additional rail bridge. It is expected that the project cost will exceed \$130 million.

The pavement of the bridge is showing signs of distress, particularly near the northern abutment and we are concerned that the necessary maintenance to maintain the structural integrity of the bridge should be carried out.

The South West Group supports an additional rail crossing either as part of the replacement of the Fremantle Traffic Bridge or as a separate structure.

### Recommended State Funding

Project	2011/12	2012/13	2013/14	2014/15	Total
Fremantle Traffic Bridge Replacement and Rail Bridge	\$5m	\$5m	\$50m	\$70m	\$130m

## 6. Catalpa Coast Tourist Drive

**Ministers: Minister for Tourism and Minister for Regional Development**  
**Agencies: Tourism WA and Peel Development Commission**

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

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

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

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

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

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

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

### Recommended State Funding

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

## 7. Infill Sewerage Program

**Ministers: Minister for Water**

**Agencies: Water Corporation**

When the Infill program was launched in 1994 it was estimated that 150,000 Metropolitan Perth properties were serviced by septic tanks and that 100,000 should be connected to deep sewerage.

As at June 30, 2009 some 61,933 Metropolitan Perth properties had been provided with a sewerage service.

It is estimated that there is a \$200 million cost to connect the remaining infill properties. Metropolitan locations for these properties include Fremantle, Cockburn, Kwinana and Rockingham.

In the 2010/11 State Budget \$25 million a year was provided to continue the Infill Sewerage Program for four years making a total of \$100 million.

The South West Group considers that initiatives to promote greater urban density will require upgrading sewer capacity. The South West Group supports having \$5 million available each year through the Water Corporation to encourage greater density for projects that support the aspirations of "Directions 2031 and beyond".

The South West Group also supports continuing the out year funding for the Infill Sewerage Program at \$25 million.

### Recommended State Funding

Project	2011/12	2012/13	2013/14	2014/15	Total
Infill Sewerage Program	✓	✓	✓	\$25m	\$25m
Urban Density Project	\$5m	\$5m	\$5m	\$5m	\$20m
<b>Total</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$5m</b>	<b>\$30m</b>	<b>\$45m</b>

✓ Already funded in the 2010/11 State Budget at \$25 million a year

## 8. Support from the Landfill Levy for Local Governments

**Ministers: Minister for Environment**

**Agencies: Waste Authority**

Local Government spending on waste management activities in Western Australia (WA) includes kerbside waste collection and disposal, litter collection and waste education programs. In addition to this, Local Governments and Regional Councils throughout WA are responsible for the development, operation and maintenance of a broad range of waste management infrastructure, including landfill sites, alternative waste treatment (AWT) facilities, material recovery facilities (MRFs) and transfer stations.

The costs incurred by Local Governments and Regional Councils in undertaking these activities are significant. For example, in a survey carried out by MWAC in May/June 2010 regarding the costs of litter collection (including illegal dumping) alone, figures ranged from \$1 million per year for a medium-size Local Government, to approximately \$35,000 for a smaller Local Government. These costs are in addition to the regular kerbside collections and education programs run by these Local Governments.

In addition, the cost of building and operating waste management infrastructure is also considerable. For example, the implementation (including planning, licensing and construction) of AWT facilities and landfills can take between five and seven years, and for AWT facilities may involve contracts for at least 20 years which are required to secure the infrastructure, that could require an investment of at least \$100 million. These costs and time-frames also leave Local Governments and Regional Councils open to significant risk.

Currently there is an absence of baseline funding for Local Government waste management activities. All current schemes focus on new developments and upgrading existing infrastructure.

In Western Australia waste management has been considered to be a service provided on a full cost recovery basis. The reality is that communities have supported higher diversion of waste from landfill by investing in AWT facilities. Despite increasing population, Local Government waste to landfill has decreased by approximately 1% per year since 1999/2000. This decrease is the result of recycling and resource recovery initiatives and operations by Local Governments.

There is an opportunity through the Landfill Levy to improve diversion of waste from landfill by providing positive incentives for AWT and high efficiency MRFs. As part of a strategic plan identifying the level of the Landfill Levy for the next ten years there should also be concessions for waste which has been through secondary processing and funding support for the operations of AWT and high efficiency MRFs from income derived from the Landfill Levy.

### Recommended State Funding

Project	2011/12	2012/13	2013/14	2014/15	Total
Support AWT and MRFs	\$5m	\$5m	\$5m	\$5m	\$20m



## 9. Other Projects

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

- ✓ improving Beeliar Park
- ✓ contributing to regional sporting facilities such as the Folly Road Baldivis District Sporting Complex
- ✓ undertaking a feasibility study for a major sporting stadium at Cockburn Central
- ✓ the initiation of the major redevelopment of the Fremantle Fishing Boat Harbour with the Three Harbours concept
- ✓ commencing the design of the infrastructure necessary for the James Point Private Port proposal
- ✓ resolving the impasse on the High Street project
- ✓ improving rail handling capability at the Fremantle Inner Harbour through construction of a gantry crane facility serving both stevedore
- ✓ expanding the public transport network to make links with rail stations and major industrial and commercial areas through a local bus service
- ✓ extending Roe Highway (though this project is not supported by the Cities of Fremantle and Cockburn)
- ✓ developing the Mangles Bay Tourist Precinct
- ✓ constructing an industry interpretive centre to showcase the technology and opportunities from the Trade Coast including the Kwinana Industrial Area
- ✓ committing to the next stage of the Australian Marine Complex floating dock
- ✓ undertaking a study on urban development on the edge of the Jandakot Water Mound
- ✓ increasing the rolling stock by purchasing a further 6 B series Railcar sets and developing two new rail stations on the Southern Suburbs Rail Line and
- ✓ providing a second access to the Rockingham Kwinana District Hospital at Woodbridge.

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

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

PROJECT	TIMING				COMMENTS
	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	
Murdoch Activity Centre Tunnel	2	28			Tunnel under South Street Required by 2012 (see Item 1)
Connection of Murdoch Drive to the Freeway "Southern Link"		50	50		Required by 2014 (see Item 1)
Armadale Road Dualling from Kwinana Freeway	5	5	5	5	(see Item 1)
Widening Kwinana Freeway to Berrigan Drive	5	5	5	5	(see Item 1)
Underground Power	41.78	41.78	42.22	42.22	Landscape improvement project (see Item 2)
Transport Planning and Public Transport	135	135	135	135	(see Item 3)
Latitude 32	5	20	20	50	(see Item 4)
Fremantle Traffic Bridge	5	5	50	70	(see Item 5)
Catalpa Coast Tourist Drive	0.1	0.1	0.1	0.1	(see Item 6)
Cockburn Central Stadium	10				Feasibility Study
Folly Road Baldivis District Sporting Complex			5	5	30 hectares of playing fields, hard courts and club houses
Deep Sewerage	5	5	5	30	Supporting density development and extending the infill program (see Item 7)
Support AWTs and MRFs	5	5	5	5	(See Item 8) Funded from Landfill Levy
Beeliar Regional Park	1	1	1	1	Weed control, fencing, facilities
Three Harbours Project	20	20	20	20	Fremantle
James Point Pty Ltd Port	5	50	100	100	Connecting road and rail infrastructure
High Street Upgrade	Being Planned				Part funded under Auslink 2 \$350 million
Fremantle Port Container Handling Gantry		10	20	20	Upgrading container handling facilities to assist target of 30% of containers on rail
Expand Rail Link 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 (Note not supported by the Cities of Fremantle and Cockburn)
Cape Peron Tourist Precinct	2	2	20	20	
Industry Interpretive Centre		10	10		To leverage Federal Funds
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 development on the Edge of the Jandakot Water Mound
Two extra Rail Stations for Southern Suburbs Rail and 6 Extra B Series Railcar Sets		25	30	45	One between Cockburn Central and Kwinana and one to serve 100,000 person community at Keralup
Woodbridge Second Access	6				Second access to the Rockingham Kwinana District Hospital
<b>Total</b>	<b>261.88</b>	<b>474.88</b>	<b>630.32</b>	<b>610.32</b>	