

FEDERAL ELECTION SUBMISSION

**AUSTRALIAN
LABOR
PARTY**



EXECUTIVE SUMMARY

The South West Group represents six councils in Perth's south metropolitan working together to advocate for the region.

There is a once-in-a-generation opportunity to unlock the region's full potential with adequate and targeted investment.

The South West Group looks forward to collaborating with government, industry and the community to achieve this objective.

The priority at this point in time is investment in local public transport infrastructure to ensure the region is prepared for the rapid population and economic growth projected.

Summary of Asks

1 Canning Bridge Interchange

The Canning Bridge Interchange is a critical public transport junction which will come under increasing pressure as population density increases. The project requires additional financial and political support to ensure it is fully funded.

2 Murdoch to Fremantle Dedicated Transport Link

A current weakness in Western Australia's public transport network is the lack of east/west connection in the south west metropolitan region, including between the key precincts of Murdoch and Fremantle. The South West Group requests that the Federal Labor Party commit \$2 million for a business case and develops a network plan to consider the most effective route and means of transport.

3 Kwinana Freeway widening and smart technology between Russell Road and Safety Bay Road

The Kwinana Freeway is the most congested road in Perth, yet it is a crucial link to Perth's heavy industrial area that delivers substantial economic benefits for Western Australia. The South West Group requests that the Federal Labor Party commits to funding smart technology and freeway widening for this stretch of the Kwinana Freeway.

4 South West Metropolitan City Deal

With key projects progressing in the region, a one-in-a-generation opportunity exists to strategically align federal, state and local governments to maximise the benefits for the region.

SOUTH WEST GROUP

The South West Group (SWG) is a voluntary regional organisation established in 1983. It encompasses six local government areas in the South West Metropolitan Region, including City of Cockburn, Town of East Fremantle, City of Fremantle, City of Kwinana, City of Melville and City of Rockingham.

The South West Group works with all levels of government, industry and the community to support activities that benefit the area and promote economic development. The Board consists of Mayors and Chief Executive Officers from member councils, who are united in creating a strategic vision for the region.

South West Group

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PERTH'S ECONOMIC HEART

The South West Group region has a population of approximately 460,000, which is expected to grow to 625,000 by 2036. Our region is a centre of economic activity with expertise in advanced manufacturing and defence, agribusiness and food, international education, international health, resources and energy, and tourism.

Our location in close proximity to the Indo-Pacific region provides a unique opportunity to reach growing markets in developed and emerging economies. The SWG region consists of more than 220,000 workers who contribute to a gross regional product of almost \$30 billion.

The region is set to grow in stature as an economic centre for Western Australia, with the following additional projects set for delivery in coming years:

- › Westport
- › Australian Marine Complex infrastructure upgrades
- › Defence industry development strategy
- › Master planning for the Future of Fremantle

Strong population and employment growth in the SWG region necessitates improving transport linkages both within the region and the broader Perth metropolitan area.

This document outlines three priority transport projects for the region, for funding consideration by major political parties ahead of the upcoming federal election.

It also outlines the region's desire to explore key aspects of a South West Metropolitan Deal or equivalent tri-lateral Government partnership.



ASKS IN DETAIL

1. Canning Bridge Interchange



Canning Bridge Interchange

Canning Bridge is located 7 kilometres from the Perth CBD and is home to one of the busiest roads and bus stations in Perth.

Infrastructure Australia underlined that in March 2018 there were 4,000 average weekday train boardings, with 2,800 of those passengers transferring from buses. This is expected to rise to 7,633 weekday transfers by 2031. The bridge is also heavily used by local traffic. Main Roads traffic data for 2020/21 shows that on average 65,353 cars travel across Canning Bridge between Monday and Friday. Main Roads anticipate this will increase to 105,000 vehicles by 2031.

Under the Canning Bridge Activity Centre Plan, the Cities of Melville and South Perth are supporting increased density within a 164-hectare precinct located around Canning Bridge. The plan seeks

population growth from approximately 4,000 to 8,000 residents by 2031. This growth will reach approximately 24,000 residents by 2051. The additional density will support the State Government's Perth and Peel @ 3.5 million plan.

The South West Group successfully lodged a submission to have upgrades to Canning Bridge listed as a Priority Initiative by Infrastructure Australia. The Federal Government has committed to \$75 million, which is expected to be half of the total cost of the project. The project received \$2 million from the State Government for planning in the 2020-2021 Government Mid-Year Financial Projection Statement. However, the project still requires an estimated additional \$75 million to be completed. This is crucial if the project is to meet the Federal Government's timeline of commencing construction by early 2022.

The South West Group requests the Federal Labor Party ensure the Canning Bridge Interchange project is fully funded.

ASKS IN DETAIL

2. Murdoch to Fremantle Public Transport Link



Murdoch to Fremantle Public Transport Link

South Street is the key corridor that connects Fremantle to Murdoch.

As outlined by Infrastructure Australia, the WA Government considers South Street to have the second-highest congestion cost per kilometre. The Public Transport Authority Transport Corridor Review 2018 noted the corridor connecting Murdoch and Fremantle was experiencing rapid density growth which will increase under the Perth and Peel @ 3.5 million density targets.

SWG's analysis, underpinned by independent population forecasts, anticipates the population of the area affected by a lack of east/west linkage between Murdoch and Fremantle will grow to 91,430 over the next 15 years. These suburbs include, but are not limited to Leeming, Bull Creek, Willagee and Fremantle.

The Murdoch precinct, supported by the Murdoch Specialised Activity Centre, is a major hub of health and education services. This hub is expected to grow to the largest employment centre outside

the city. Fremantle is a bustling entertainment hub and is home to Notre Dame University. It is currently undergoing substantial change as the State Government explores opportunities for Fremantle Port, within the context of Westport.

While the Thornlie-Cockburn link will assist as an east/west link in Perth's south-east, the Murdoch and Fremantle precincts currently have limited public transport connectivity, which cannot deal with the increased demand expected. The Public Transport Authority Transport Corridor Review 2018 highlighted that treatments to improve bus speeds and reduce journey time will improve patronage and reduce operating costs.

Following a successful submission from South West Group, Infrastructure Australia listed Fremantle to Murdoch transport capacity as a Priority Initiative in February 2022. The listing leaves open several options to provide a dedicated public transport link including:

- › Trackless trams
- › Light rail
- › Any other suitable dedicated mass transport option

ASKS IN DETAIL

2. Murdoch to Fremantle Public Transport Link (Continued)

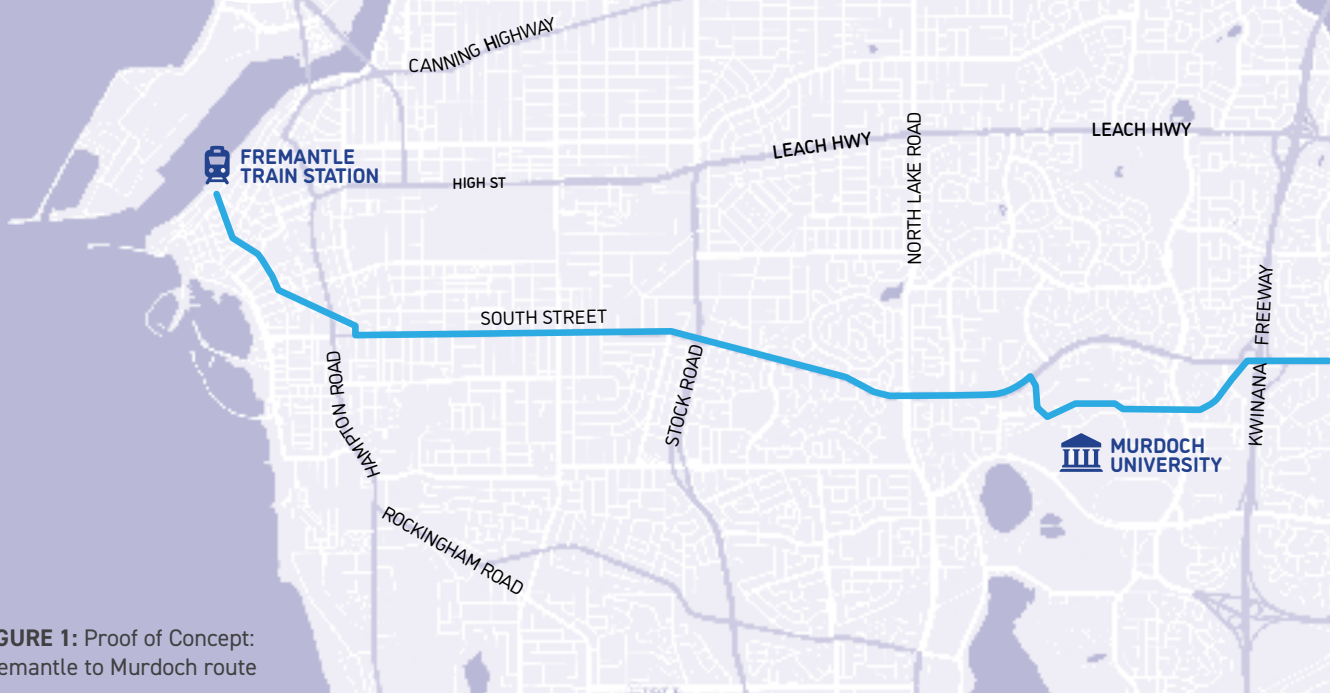


FIGURE 1: Proof of Concept:
Fremantle to Murdoch route

Murdoch to Fremantle Public Transport Link

Developing a dedicated transport route also aligns with the Infrastructure Western Australia (IWA) Draft State Infrastructure Strategy. Recommendation 59 of the Strategy advocates that government undertakes planning for light rail and/or bus rapid transit links. The Strategy also recommends a refresh of state-wide strategic transport planning through developing a new 20-year transport plan for the Perth and Peel region. This should consider mode specific planning, as well as a diverse range of non-build, demand management and transport options.

SWG, in conjunction with the Cities of Fremantle and Melville, has already completed work on identifying

possible transport options and routes. Collectively, SWG has developed a proof of concept, underpinned by analysis from Arup, to consider potential route options. The route in Figure 1 is considered the best option and has the support of the respective local government areas, given the opportunity to better utilise South Street.

South West Group requests that the Federal Labor Party commits \$2 million for a business case and develops a network plan to consider the most effective route and means of transport.

Full proof of concept available at southwestgroup.com.au/regional-advocacy/

ASKS IN DETAIL

3. Kwinana Freeway widening and smart technology

Kwinana Freeway widening and smart technology between Russell Road and Safety Bay Road

Kwinana Freeway is a 57-kilometre north-south primary distributor road which runs through the south metropolitan region.

The road is critical from an economic point of view, linking Perth's heavy industrial area, which has a gross regional product of over \$15 billion. Accordingly, the Kwinana Freeway is defined as a "Key Freight Route" under the National Freight Strategy.

The Kwinana Freeway is the most congested route in Perth. Infrastructure Australia Audit 2019 concluded that the cost of road congestion in Perth will double from \$1.5 billion in 2016 to \$3.6 billion by 2031.

Average vehicles per weekday
on the Kwinana Freeway:

50,773

Northbound on the Kwinana Freeway, south of Russell Road

49,803

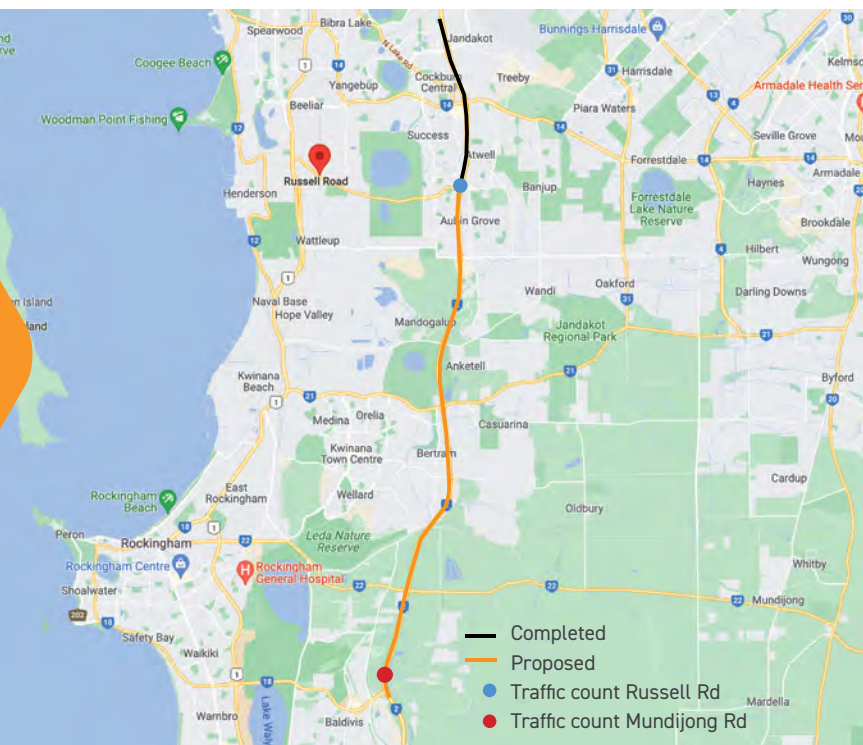
Southbound on the Kwinana Freeway, south of Russell Road

37,002

Southbound on the Kwinana Freeway, south of Mundijong Road

36,312

Northbound on the Kwinana Freeway, south of Mundijong Road



Upgrading the Kwinana Freeway was added to the Infrastructure Priority List in March 2018 as a high priority initiative. Significant works have been undertaken to reduce the congestion on the Kwinana Freeway between Russell Road and Roe Highway.

However, this investment needs to continue south to ensure congestion is reduced effectively, particularly between Russell Road and Safety Bay Road.

The South West Group requests the Federal Labor Party commits to funding smart technology and freeway widening for this stretch of the Kwinana Freeway.

ASKS IN DETAIL

4. South West Metropolitan City Deal



South West Metropolitan City Deal

City deals are a partnership between federal, state and local governments, as well as industry and the community. They reflect a shared vision for a region to align planning, investment and economic development to enable an area to reach its full potential.

The city deal principles are outlined as:

- › A shared vision for growth, reform and improvement
- › A negotiated and customised approach, across the whole of government
- › Transformative investment
- › Institutional and governance reform for sustained improvement
- › Innovative financing and value capture.

Several cities across Australia have signed city deals, including Perth, Adelaide and Western Sydney. Additionally, the Australian Government signed a statement of intent to develop a city deal with South East Queensland. The South West Group registered its interest in a city deal with the Department of Premier and Cabinet in July 2018 and reiterated this interest to Premier Mark McGowan in August 2020.

The SWG region is not just significant for the local area, but from a state and national perspective too. The Commonwealth and State Government have made a number of significant commitments in the region, including:

- › Replacement of the Fremantle Traffic Bridge
- › Relocation of the Canning Bridge bus interchange
- › Building a new land-backed net-zero Port at Kwinana
- › Supporting a dedicated hub for high-tech manufacturing supporting
- › Infrastructure upgrades at the Australian Marine Complex.

Coordination and a strategic vision for the region is required to capitalise on these investments, aligning all stakeholders with a city deal.

ASKS IN DETAIL

4. South West Metropolitan City Deal (Continued)

South West Metropolitan City Deal (Continued)

The South West Group requests the Federal Labor Party commit to a Statement of Intent 2022-2025, asking all three levels of government to work collaboratively and strategically to address the region's unique opportunities, including (but not limited to):

- › A growing population with inclusive communities connected by choice - enabling a more sustainable, compact and connected urban development pattern by improving public transport connections between major activity centres.
- › Creating more diverse local employment opportunities, particularly for young people.
- › Efficient road, rail, and freight networks with fewer capacity constraints for industry, reduced congestion and emissions.
- › A thriving ecological spine, coastline and river foreshore – improving protections and the enhancement of high-quality green spaces and irreplaceable natural habitats.
- › Streamlined governance – efficient vertical and horizontal coordination across governments that drives quicker positive change for communities and industry.

The South West Group looks forward to constructive conversations with the next federal government in order to develop a city deal for the region.

The South West Group requests the Federal Labor Party commit to a Statement of Intent demonstrating their commitment to exploring a city deal for the South West Metropolitan region by 2025.



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