



**INVESTING IN JOBS AND GROWTH  
FOR  
AUSTRALIA'S GROWING OUTER SUBURBS**

**2017-18 FEDERAL GOVERNMENT  
PRE-BUDGET SUBMISSION**

**NATIONAL GROWTH AREAS ALLIANCE**

**JANUARY 2017**

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## SUMMARY

All outer growth areas need recognition in policy, programs that will benefit their specific circumstances and a dedicated investment stream to address the massive infrastructure backlog and provide for further population growth.

Both the Government and Infrastructure Australia (IA) have acknowledged that people living in the fast growing outer suburbs are worse off than their inner metropolitan counterparts and average city dwellers and that better transport connections are needed.

The National Growth Areas Alliance (NGAA), representing fast growing areas on the outskirts of capital cities, wants jobs and growth to be realised here. Infrastructure can play a major role in achieving that.

NGAA is seeking:

- A dedicated investment package for the fast growing outer suburbs for strategic roads and rail and other transformational projects
- A coordinated cross Government focus on the fast growing outer suburbs
- Programs (existing and new) designed to meet the specific circumstances of fast growing outer suburbs
- In the roll out of more city deals, prioritise deals for outer growth areas.

## ABOUT NGAA

The National Growth Areas Alliance (NGAA) represents those areas on the outskirts of capital cities designated to receive population growth. 5 million people live in these areas now, and with growth at double the national rate, another 2.5 million people are expected to be living here by 2031.

## THE ISSUE

The issue for these growing outer suburbs is lack of infrastructure resulting in poorer access to jobs and a negative impact on economic growth.

Communities and businesses are experiencing:

- a lack of opportunities to work locally
- nightmare commutes on congested roads
- high costs, particularly related to travel
- less time with families
- stress and health impacts of all of the above

Communities have told us that they want a better quality of life and a reduced cost of living.

## OUTCOMES SOUGHT

What we want to achieve for the outer growth areas is:

- Access to more job opportunities
- Jobs closer to home
- Business and economic growth
- Increased productivity

This will provide communities and businesses with:

- Easier/less commuting
- Better access to essential services and markets
- Reduced cost of living and doing business
- Better quality of life

## RECOGNITION OF THE ISSUE

The Government's Smart Cities Plan<sup>1</sup> says that more people in the outer suburbs are travelling longer to get to work and that they are often further from choices in education, transport and essential services. Increasing transport connections and increasing jobs closer to where people live were amongst the possible solutions, along with 30 minute cities.

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<sup>1</sup> Australian Government, Department of the Prime Minister and Cabinet, *Smart Cities Plan*, 2016

In a similar vein, the Australian Infrastructure Plan<sup>2</sup> found that:

“Access to transport remains a critical social equity consideration, particularly for the outer suburbs of Australia’s cities .... The polarisation of access and connectivity between residents in the inner and outer suburbs of our cities has significant implications for the productivity of the economy and the social equity of communities...Residents in outer suburbs face extra barriers in accessing economic opportunities.... Addressing these gaps will require targeted investments by governments .... investment will need to prioritise highly populated areas, particularly those that are forecast to grow further.”

The Plan recommends that

**“Governments should increase funding to address gaps in access to passenger transport on the outskirts of Australian cities.** Investments should prioritise high population areas and focus on the delivery of connecting transport infrastructure and services, which will deliver ‘hub and spoke’ connections, enabling these communities to more easily access mass transport networks.”

This recommendation has been supported by the Government in its response<sup>3</sup>.

Residents commonly refer to their nightmare commutes and problems accessing jobs and services. Not only will better transport connections provide improved access to jobs and services for residents, they will also reduce the time and cost of travel for current businesses and act as attractors for new businesses. This will support the growth of jobs closer to home.

As recognised in the Greater Sydney Commission’s (GSC) 40 year plan<sup>4</sup>, a polycentric pattern of settlement is the foundation on which better connected and productive cities can be built.

***Metropolitan priority: An equitable, polycentric city***

***Across Greater Sydney, many centres generate a range of jobs and play a diversity of roles. A Greater Sydney of many centres means that people don’t have to travel as far to get to the workplaces, education, services, shops and recreation areas they need. This makes a city more equitable and gives people access to more opportunities. (GSC:2016)***

Keeping up with population growth is critical. Addressing the backlog is also sorely needed. Nearly 5 million people live in the fast growing outer suburbs. By 2031 they will house around 7.5 million people. These areas are doing the heavy lifting in providing much of the nation’s affordable housing for Australia’s growing population. But the lack of infrastructure means that living there is not affordable.

SGS Economics and Planning have calculated a \$50 billion infrastructure backlog in outer growth areas with another \$23 billion being needed for roads, rail and health facilities to 2031<sup>5</sup>.

<sup>2</sup> Infrastructure Australia, *Australian Infrastructure Plan*, February 2016

<sup>3</sup> Australian Government, Department of Infrastructure and Regional Development, *The Australian Government’s Response to Infrastructure Australia’s Australian Infrastructure Plan*, November 2016

<sup>4</sup> Greater Sydney Commission, *Towards our Greater Sydney 2056*, November 2016

<sup>5</sup> SGS Economics and Planning, *Meeting Growth Area Infrastructure Investment Needs, A Benchmarking Analysis*, November 2015

Project grants are welcome but are too ad hoc and inadequate to meet the scale of the task. City Deals are a positive move and a step closer towards a longer term more systemic response. They will be suitable for and benefit some outer growth areas. Others will need alternate pathways to investment. All outer growth areas need recognition in policy, programs that will benefit their specific circumstances and a dedicated investment stream to address the massive infrastructure backlog and provide for further population growth.

We know that infrastructure investment creates jobs and growth. Our research shows that the benefits from investment in the fast growing outer suburbs will outweigh the costs, create jobs, increase tax revenues and permanently boost national GDP (SGS 2009)<sup>6</sup>.

## PRIORITIES

Priorities for the growing outer suburbs are:

- public transport – all modes, to provide access to jobs and services and take cars off the roads
- strategic road connections that will ease congestion and open up economic opportunities
- transformational projects such as:
  - those designed to improve the movement of freight
  - to support health and education precincts
  - support the development of town centres/CBD's

## HOW GOVERNMENT CAN HELP

NGAA proposes:

- **A dedicated investment package** for the fast growing outer suburbs for strategic roads and rail and other transformational projects. The package should incorporate:
  - A funding mechanism that goes beyond once off grants based approaches and takes a long term strategic approach;
  - A 15 year priority project pipeline, developed in conjunction with other levels of Government;
  - A quantum commensurate with starting to seriously tackle the current backlog of \$50 billion.
- **A coordinated cross Government focus** on the fast growing outer suburbs. A similar approach and level of attention that has been afforded rural and regional Australia is appropriate, given the population growth, role in providing affordable housing and scope for jobs growth and economic uplift. This would see all relevant portfolio areas across Government having to pay attention to outer growth areas, design their programs to benefit these areas and prioritise them for

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<sup>6</sup> SGS Economics and Planning, *Cost Benefit Analysis of Investment in Growth Areas*, November 2009

investment. A Minister should be given the responsibility of overseeing the coordination of this effort.

- **Programs** (existing and new) designed to benefit the fast growing outer suburbs. Programs such as the previous National Stronger Regions Fund provided some support to outer growth areas. The Building Better Regions Fund has significantly narrowed that opportunity. This is one example of the need for a dedicated response to outer growth areas.
- **Prioritise City Deals** for outer growth areas. City Deals are supported by NGAA, where they are designed to generate multiple benefits for a region over the long term. The Deal for Western Sydney has great potential for this fast growing region. New Deals should prioritise outer growth areas, with investment in projects that are nominated in national (including Infrastructure Australia's pipeline of projects), state, regional and local strategic plans. An inclusive process and transparent analysis is vital, as is adequate time for partnership building, strategic planning and project selection.

Please see Attachment 1 for examples of priority projects requiring Federal funding assistance.

## SUPPORTING EVIDENCE

**Research into the Cost Benefit of Investment in Growth Areas**<sup>7</sup> has pointed to the opportunities from investment in NGAA areas, with the benefit including significant jobs creation, higher tax revenues and a permanent boost to national GDP of \$18bn per annum.

This research also demonstrated that NGAA council residents are disadvantaged because of:

- Poor access to jobs and services
- Lower incomes
- Lengthy travel times (to work), and
- High car dependency.

**A benchmarking analysis**<sup>8</sup> has built on this earlier work and again demonstrates that the fast growing outer suburbs are significantly disadvantaged, having demonstrably poor access to health and transport infrastructure compared to neighbouring more established areas closer to city centres.

The work finds that to catch up and then to keep up with the infrastructure needs of the growing population in these areas, investment of around \$5 billion each year over the next 15 years will be needed.

Other findings

- Fast-growing outer suburbs do not have the same access to roads, public transport and health facilities available to residents in neighbouring suburbs just one step closer to city centres.

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<sup>7</sup> SGS Economics and Planning for NGAA, *Cost Benefit Analysis of Investment in Growth Areas*, 2009.

<sup>8</sup> SGS Economics and Planning for NGAA, *Meeting Growth Area Infrastructure Investment Needs*, 2015

- The current infrastructure backlog stands at around \$50 billion, or \$12,457 per resident.
- A further investment of around \$23 billion, or \$3,677 per capita, would be needed from now to 2031, to keep infrastructure on a level playing field as the population grows.

These figures are conservative and can be seen in the context of other national estimates of Australia's infrastructure deficit which have been in the order of hundreds of billions of dollars.

**Price Waterhouse Coopers (PwC)**<sup>9</sup>, in their work on a dedicated infrastructure fund for the fast growing outer suburbs, said that for a city to flourish, all residents require relatively equal access to opportunities. "This means ensuring that people in the growth areas have the same access to employment, educational and social opportunities as those elsewhere in the city."

Based upon a review of national and international examples of dedicated infrastructure funding, PwC says that precedents exist to consider an outcome-driven infrastructure fund that could assist in meeting these needs.

PwC's research concluded that the fund could be a coordinated effort engaging all levels of government as appropriate to allow for the economic and social infrastructure Australia's outer suburban growth areas need to prosper and enhance economic growth. They advised that the funding should take a holistic and integrated view to Australia's outer suburban growth areas, across different types of infrastructure, linked to the broader network. They went on to propose a governance framework and process, using the Gawler Rail extension project in South Australia as a case study of how such a project would have emerged from this process and how it would be treated.

### **What if the Investment Isn't Made ?**

Previous research<sup>10</sup> concluded that the disadvantage in the fast growing outer suburbs will worsen if significant public funding commitments are not forthcoming. Other publications<sup>11</sup> point to a growing divide within cities if investment is not made.

- Australian cities will become divided cities.
- Residents of the fast growing outer suburbs will endure entrenched spatial disadvantage.
- Access to jobs and services will deteriorate
- Travel time to work and other opportunities will lengthen
- Social, economic and environmental costs will amplify.

Experience here and around the world is showing that residents are not willing to accept this level of inequity.

<sup>9</sup> Price Waterhouse Coopers, *Dedicated Infrastructure Fund for Australia's Fast Growing Outer Suburbs*, 2016

<sup>10</sup> SGS Economics and Planning, *Cost Benefit Analysis of Investment in Growth Areas*, 2009.

<sup>11</sup> Essential Economics, *One Melbourne or Two*, 2013 and Committee for Sydney, *Adding to the Dividend, Ending the Divide*, 2014.

## What Investment Would Provide

Investment would provide significant jobs creation, higher tax revenues and a permanent boost to national GDP. The benefits stem from outcomes such as improved workforce participation, more local job opportunities and improved access to jobs and services elsewhere.<sup>12</sup>

It would also reduce the cost of living, improve quality of life and reduce road congestion. This would benefit residents and businesses, increase workforce participation and improve productivity. Better connectivity will benefit cities as a whole and in the Committee for Sydney's words, add to the dividend and end the divide.<sup>13</sup>

***Infrastructure is critical for the continued growth of the Australian economy and the quality of life and wellbeing of its residents. Efficient and effective infrastructure investment influences economic output and productivity....With the right investment, the growth areas could be competitive not only nationally, but globally. (PwC:2016)***

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<sup>12</sup> SGS Economics and Planning, *Cost Benefit Analysis of Investment in Growth Areas*, 2009. The investment and the benefits were from half closing the gap between NGAA areas and metropolitan host areas.

<sup>13</sup> Committee for Sydney, *Adding to the Dividend, Ending the Divide*, 2014.

## ATTACHMENT 1 PROJECT EXAMPLES

This is a selection of priority projects in the growing outer suburbs. They are examples of the sorts of projects requiring support through a dedicated investment package.

### **Western Sydney - *Build a rail line to link Western Sydney's high growth arc – Blacktown, Campbelltown and Penrith***

To maximise Western Sydney's productivity and realise the region's economic and employment potential there needs to be enhanced connectivity between the North and South West Growth Centres and economic hubs in outer Western Sydney including the Western Sydney Priority Growth Area and the key strategic centres of Blacktown, Penrith, Liverpool and Campbelltown. It is proposed to construct a dedicated rail network that connects Campbelltown (including the proposed south-west rail line extension) to the Western rail line via Western Sydney airport and through to the North-west rail line via Marsden Park in Blacktown. This rail link would be much more to the people of Western Sydney than a connection to the new airport. It would increase productivity, reduce commuting times and create thousands of new jobs. The catchment is the Outer Western Sydney growth and innovation corridor. The outcomes would include:

- maximising the utilisation and economic potential of Western Sydney airport
- connecting existing and proposed residential growth corridors to employment
- driving economic development and job creation and encouraging employment diversity
- reducing road congestion and commuting times and improving quality of life
- creating scope for increased residential density to further meet housing need
- enabling the creation of innovation hubs and specialised centres of economic activity

### **Penrith - *Fix Mulgoa Road***

Widening Mulgoa/Castlereagh Road to six lanes between Glenmore Parkway and Andrews Road will save time and reduce congestion on one of our busiest roads. Nearly 50,000 cars use Mulgoa Road every day and this is predicted to double in the next 20 years. Widening Mulgoa Road to six lanes between Glenmore Parkway and Andrews Road will improve cross regional journeys, reduce congestion and drastically improve access to businesses. The need for this work has been acknowledged by the State and Federal Government however only Stage 1, between the M4 and Blaikie Road has been funded. Widening this section in isolation has the potential to create a greater bottleneck at the Blaikie Road intersection, with Council's recommendation to see Stage 1 expanded to include the next northern intersection at Batt Street for maximum impact and improvement and the entire 6.5km stretch programmed for funding in subsequent years.

### **Blacktown - *Fix the Francis St overpass***

Widening and upgrading the two lane Francis St overpass at Rooty Hill will make peak hour commuting easier for 24,000 cars every day. This traffic bottleneck of a bridge is a potential health hazard, because it slows emergency vehicles to a standstill during peak traffic and could delaying their access to Mount Druitt Hospital.

### **Campbelltown - *Upgrade Badgally Road***

Upgrading Badgally Road to cope with increasing traffic moving to the Campbelltown Regional City Centre from the rapidly growing South West Growth Centre is critical.

This will provide a direct connection for these rapidly expanding new communities to facilities and employment in the Campbelltown CBD.

The work includes widening Badgally Road from Eagle Vale Drive to Farrow Rd as well as upgrading key intersections with sufficient capacity, in addition to extending Badgally Road to connect to the Campbelltown CBD via Broughton Street, including a rail overpass. This connection will also improve access between Campbelltown and the proposed Western Sydney Priority Growth Area.

### **Wollondilly - Upgrade Appin Road to Accommodate Planned Growth**

Already a dangerous and congested road, Appin Road will need to cope with traffic from another 35,000 dwellings projected to be built in the area. Transforming the road into a multilane arterial road with 2 lanes in each direction (3 northbound lanes north of The Spring Farm Parkway) from the Bulli-Appin Road intersection at Appin Village north to Kellerman Drive intersection will reduce the risk of more fatal crashes. In addition the Appin Village By-Pass is essential to prevent significant choke points being further exacerbated at the north and south entrances to the Appin Township. This should also include integration with a cycleway corridor to provide alternative sustainable modes of transport.

### **Playford - Full completion of the Gawler rail line project**

Federal Government assistance is required to complete the electrification of the Gawler rail line and possible extension through to the Barossa Valley towns of Tanunda & Nuriootpa. This would drastically improve the commute for thousands of residents who work or study in the city from the Northern Suburbs of Adelaide. It would also open up the northern suburbs, Gawler and Barossa as a more viable location for business, employment, tourism and education. The outcomes would include:

- Job creation in construction through Northern suburbs of Adelaide which has a depressed jobs market and closure of Holden in October 2017.
- An electrified train will provide environmentally friendly and efficient public transport (rail) options for residents of Playford to the Adelaide CBD or the Gawler & Barossa District for work or study.
- Employment/Training opportunities.
- Reduced CO2 through electricity not diesel.
- Tourism through improved service and access to gateway to the Barossa.

### **Casey/ Cardinia - Finish fixing Thompsons Road**

The major bottleneck at the Thompsons Road/Western Port Highway intersection causes major delays and is a cost to businesses, their employees and the community as a whole. The bottleneck would be fixed by upgrading the intersection to a full interchange and duplicating and extending Thompsons Road right through to Cardinia Road. The Victorian Government has already allocated funding for part of this project, but it cannot be finished without Federal Government funding. Thompsons Road will unlock the development of more than 3,000 hectares of employment land, which is key to the delivery of local jobs for the region's growing residential population. The outcomes would include:

- Removing the major bottleneck at the Thompsons Road / Western Port Highway intersection which is affecting regional travel in both north-south and east-west directions;
- Provide a new high capacity east-west freight and logistics corridor linking across the South East Region;
- Deliver a much needed high capacity alternative to the Monash Freeway;

- Act as a start-up catalyst for the timely development of employment land located within the Casey Cardinia growth corridor and reduce the significant local employment deficit;
- Reverse the westward tidal flow of workers leaving the region by contributing to the generation of local employment opportunities;
- Provide a direct high capacity public transport connection between the residential areas of Casey and the employment land in Cardinia

#### **Hume - Fix Craigieburn Road**

Craigieburn Road is a vital thoroughfare providing the main access for thousands of residents to Craigieburn train station, shopping centre, leisure centre and a range of other important destinations such as a school, medical facilities and emergency services. This bottleneck is dangerous and is keeping our residents in their cars rather than at home, school or work. Stage 1 - Duplication of Craigieburn Road between Hanson Road and Dorchester St. Stage 2 - Duplication of Craigieburn Road between Lygon St and Aitken Boulevard. The project would have both direct and indirect economic benefits.

#### **Melton - Western Highway**

The Western Highway is a nationally significant arterial link between Victoria, South Australia and Western Australia, providing for major freight transport both interstate and regionally. It is the second busiest national highway in Australia in terms of freight movements. The section of the Western Highway between Caroline Springs and Moorabool, is additionally a major transport corridor for residents to access education, employment, training and leisure within the western region.

In addition to the upgrade to the section between Christies Rd to Ferris Rd, an additional interchange is required to service the Melton West area, relieving congestion in this area and improving safety. An upgrade to the Western Highway between Caroline Springs and Melton is required to create a freeway link. Existing at grade crossings and direct access points need to be replaced with fly-overs, interchanges and service roads.

In addition to the immediate safety benefits of removing at grade crossings on a four lane national highway carrying 50,000 vehicles per day each way, with speed limits between 90 and 100-km/h, this project:

- Has a benefit-cost ration of 2.2
- Completes the creation of a Freeway standard road between Melbourne and Ballarat; and
- Supports the development of the existing and planned communities in the Western Growth Corridor, enabling them to safely access opportunities both within and outside the City of Melton.

#### **Whittlesea - Fix the most congested roads in our fastest-growing suburbs**

Building the Hume Freeway/O'Herns Road full diamond interchange will provide the opportunity to separate freight movements using the Cooper St interchange from private commuter traffic using the O'Herns Rd interchange. This will mean safer and more efficient transport of people and freight through the area. It will be a cornerstone of the Epping employment precinct which is predicted to house 23,000 jobs by 2020. The Victorian and Federal governments have committed to contribute funds to the interchange and upgrade the intersection at Epping Road/High Street/Findon Road/O'Herns Road. Construction of the interchange along with Edgars Road extension continues to be Council's highest investment priority. Given the lag in road infrastructure in Epping/Epping North the productivity gain from the State Governments \$370m investment in the Melbourne Wholesale Fruit and Vegetable Market will not be realised unless efficient road access can be maintained.

Duplicating Bridge Inn Road (Yan Yean Road to Plenty Road) and Epping Road (Memorial Drive to Findon Road and Craigieburn Road East to O'Herns Road) will also help ease the gridlock in one of the fastest growing areas in Australia.

### **Wyndham - *Western Interstate Freight Terminal***

The Western Interstate Freight Terminal (WIFT) is a key component of developing an integrated freight system for Victoria. The WIFT will move freight more efficiently by providing modern terminal facilities closer to the large industrial cluster in Melbourne's west, reducing the time and length of truck trips to and from Port Melbourne. The potential location of WIFT in a future industrial area provides direct freight access to the many logistic and warehouse destinations located along the Western Ring Road. There is a need to maintain and protect the Region's strategic advantage in freight and logistics, which is threatened by congestion, market change and lack of sufficient infrastructure investment. Investment in this area will have the added benefit of locating additional jobs in Melbourne's western region. Development of an interstate freight terminal in Melbourne's west is a long term strategic option which will:

- Significantly improve the capacity of interstate freight transport in the north-south and east-west national corridors connecting Melbourne
- Complement other improvements to the north-south intermodal rail supply chain with matching capacity and service level improvements
- Enhance national productivity by lowering the door-to-door cost of freight for interstate movements
- Create opportunities for urban renewal in the North Dynon area
- Reduce truck movements through Melbourne's inner west
- Improve rail access for port-related freight by removing many non-port freight movements from the Dynon precinct.

Infrastructure Australia's June 2010 report to COAG listed the Western Interstate Freight Terminal as having 'Real Potential'. In 2013, the WIFT was the subject of a joint pre-feasibility study, jointly funded by the Australian and Victorian Governments. Wyndham City seeks Australian Government investment to continue progress on this project through a land and infrastructure planning study and master plan development.

### **Armadale and Cockburn - *Community Connect South***

Connecting these two growth areas with a new bridge and connecting roads will bring people to jobs and increase the productivity and potential of both the City of Armadale and the City of Cockburn. Reduced road congestion will bring down the flow-on costs to business when their staff and freight are stuck in traffic. Councils have already contributed funds, but Federal Government support is needed.

These works will enhance inter-regional and intra-regional connectivity around the rapidly developing "Enterprise Arc" that comprises the Armadale Strategic Metropolitan Centre, Jandakot Airport, Cockburn Central, Forrestdale Business Parks, future Forrestdale Industrial Area, the Western Trade Coast and Fremantle.

Improved connectivity will deliver:

- A far greater ability for businesses to be competitive
- Improve productivity through more efficient movement of people and goods and provide better access to major enterprise locations in the region;
- Improve accessibility to employment centres in the region, providing the centres with a greater talent pool to recruit from;
- Provide improved employment self-sufficiency

### **Gosnells - Nicholson Road Grade Separation, Railway Station and Thornlie Line Extension**

Roe Highway forms part of the National Land Transport Network, connecting the Perth Airport/Kewdale precincts with the Port of Fremantle and, via Kwinana Freeway, the southwest of WA. However, there are few public transport alternatives along or parallel to this corridor and commuter traffic demand continues to contribute to levels of congestion and is working against the benefits of projects such as Gateway WA. Three significant infrastructure projects will ease this congestion and provide modern transport options for the growing community. The first of these - grade separation at Nicholson Road, has already been funded by the Federal and State Governments. The other two projects still require funding.

- **Extension of Passenger Rail Line from Thornlie to Cockburn Central**

The extension of the Thornlie rail line to link with the Mandurah line near Cockburn Central would ease traffic congestion and provide commuters who currently have to compete with freight and commercial transport along Roe Highway with a viable and attractive public transport alternative. This extension will also assist the economic productivity objectives of the corridor providing ease of access to jobs markets in the Canning Vale industrial precinct and Jandakot precinct and will provide opportunities for mixed use development around stations. The link will also allow those who catch trains on the Mandurah line south of Cockburn Central to catch a train direct to the new Burswood Stadium, negating the need to change trains at Perth Central and assisting in moving large football crowds. The project is in the State Government's Perth Transport Plan. The RAC ranked the project as its third highest priority of its top five recommendations for funding in the lead up to the 2016 federal election. The project development work for the extension of the Thornlie passenger rail line is well advanced, with preliminary railway alignments and designs completed. However, despite its high priority this critical connection remains unfunded.

- **Nicholson Road Railway Station**

A railway station on Nicholson Road in Canning Vale is a priority in order to provide local residents better access to public transport. The land and location for the station have been identified. The proposed station would be adjacent to the Canning Vale industrial precinct, providing a public transport alternative for the 13,000 people who are employed there. The site is also well positioned to capture the long term demand for public transport from continued major housing development within the suburbs of Canning Vale and Southern River within the City of Gosnells and northern suburbs in the City of Armadale. Furthermore, there is land available adjacent to the station for a mixed use town centre supporting higher residential and employment densities in and surrounding the site.

### **Swan - Lloyd Street (Great Eastern Highway to Great Eastern Highway Bypass)**

The City has planned for the construction of Lloyd Street as a dual carriageway from the Great Eastern Highway Bypass to the Helena River. The construction of an underpass beneath the main east-west freight railway line on Lloyd Street and upgrade of Lloyd Street to a dual carriageway between Great Eastern Highway and Clayton Street has been completed and was opened at the end of November 2015. The only outstanding work required is to construct a four lane bridge over the Helena River which has been estimated to cost \$35M. The benefits of this project are

- Improved access to the new St John of God Midland Public Hospital
- Better response and accessibility from the Police Operations Centre in Midland to the southern suburbs of Perth
- More direct access from the Curtin University to the Midland Campus of Curtin University

- Improved access to and from the Hazelmere Industrial Area for both Road Trains and deliveries to and from the Transport Depots located in Hazelmere

**Wanneroo - *Connect Wanneroo***

Connect Wanneroo brings together two transport solutions to enable local people to get to local jobs and to encourage inwards business investment to increase the number of jobs in the region.

The transport solutions are:

- Expanding the northern suburban rail from Butler to Yanchep along with new stations
- Extending the Mitchell Freeway from Hester Avenue to Romeo Road, Alkimos and then continuing to Yanchep.

The Mitchell Freeway is already being extended to Hester Ave due to be completed in 2017 to maintain this work programme momentum through to Romeo Road would save the State related equipment and staff costs by not having to stop and start again. Federal funding has been used for the Hester Ave extension and further funding is needed for the Freeway through to Romeo Road.

The rail extension is planned for beyond 2025 but the City believes this needs to be bought back to the original timeline of 2020.