

Rockingham Advocacy

Our Strategic Context

Rockingham is one of 10 designated Strategic Metropolitan Centres (SMC) in the Perth metropolitan region, located 40 kilometres south-west of the Perth CBD. As the designated SMC of the South West region, Rockingham's role is not only to provide services and amenities to its diverse population, but also provide a full range of economic and community services as the capital of the surrounding region.

We are managing this rapid growth to make sure our community and local economy are diverse, vibrant, resilient and sustainable, and to make sure our regional economy is strong for years to come.

We cannot do this on our own. We need support from both the State and federal governments to create jobs and deliver important services and infrastructure such as:



**Employment
generating land**



**Community based
infrastructure**



**Regional transport
infrastructure**



**Sport and recreation
infrastructure**



**Tourism
infrastructure**



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Why we advocate

The City of Rockingham is experiencing substantial change, growing in both population and economic activity. This change brings with it a range of complex issues that impact on our community including job creation, planning and construction, protecting heritage, sustainability, parking, traffic, sustainable transport, affordable housing and adequate community and government services.

Our population is forecast to increase by a staggering 74.21% over the next 26 years, increasing from 137,279 in 2020 to 239,147 by 2046.

To put that into perspective, that is an average of:

- 10.7 new residents each day;
- or 75 new residents each week;
- or 3,918 new residents each year;

moving into the City of Rockingham for the next 26 years.

This anticipated growth brings challenges, but also a multitude of opportunities. We are committed to working hard to make the most of these opportunities for a better City of Rockingham, both now and into the future.

Our role in influencing key decision makers to support policy change and positive outcomes in each of these areas, as well as investment in our city is crucial. To enable this we need to be clear about what our advocacy priorities are and have a planned, coordinated, evidence-based and resourced approach to advocacy that facilitates action and results.

Raising the profile of the City of Rockingham with key decision makers in order to have the greatest level of impact, Council needs to clearly articulate the infrastructure required and the benefits of investment.

By advocating to both the State and federal governments, the needs of the City of Rockingham are brought to the foreground of the decision making process. Ongoing advocacy and intergovernmental relationship building will pave the way for Council to have a greater voice in the political landscape, leading to the realisation of our ambitions and vision for the City of Rockingham.

As our region transforms, we will continue to speak on behalf of our growing community, and advocate for the key strategic catalytic projects we know our community needs and wants, as well as advocating for the funding to turn these projects into a reality.

How we advocate

Development of a City of Rockingham Advocacy Plan was identified as a key action of the City's Economic Development Strategy 2020-2025.

This document will guide the advocacy efforts of the united City of Rockingham team, both Council and staff, and is intended to be used as a resource to advocate our prioritised list of projects over the next two years.

The City of Rockingham will:

- make representations to both State and Australian Government Ministers;
- regularly meet with and make representations to local Members of Parliament;
- actively engage with and make representations to all candidates participating in State and/or federal election processes;
- actively engage with local and state media;
- broker partnerships and strategic alliances with other local and regional organisations (South West Group and Growth Areas Perth and Peel);
- actively participate in peak governing organisations and their advocacy efforts, including Western Australian Local Government Association;
- work and partner with State Government authorities to influence policy, legislation and standards, including the Department of Planning, Lands and Heritage; Main Roads; Department of Jobs, Tourism, Science and Innovation, Department of Education WA; and the Environmental Protection Authority; and
- submit grant applications to secure funding to deliver priority projects and program delivery.

Snapshot of Rockingham

137,279
Population 2020

239,147
Population 2046

34
Median Age

2 years younger than
WA State average

2%
Aboriginal and/or
Torres Strait
Islander Residents

117
Nationalities / cultures

45 km
south-west of the
Perth CBD

262 km²
total area

37 km
of coastline

1,105 km
of roads

19
Community
facilities

12
Boat ramps across
six locations



\$4.72B
Gross Regional Product



5,825
Local Businesses



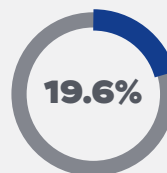
35,085
Local Jobs



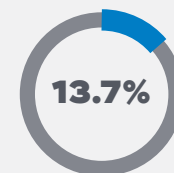
54%
Employment Self Sufficiency



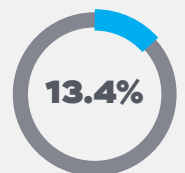
Major Industries – Employment



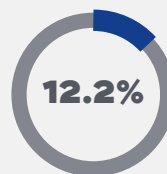
Retail Trade



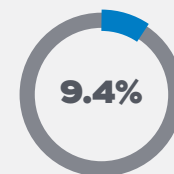
Health Care and
Social Assistance



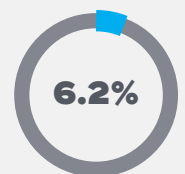
Education
and Training



Public
Administration
and Safety



Accommodation
and Food Services



Construction

Tourism and Visitor Economy

1,027,542

Domestic Day
Trip Visitors
Per Annum

407,995

Domestic
Overnight
Visitors
Per Annum

312,573

International
Overnight
Visitors
Per Annum

Home to the Royal Australian
Navy's **“Fleet Base West”**

Home to
Penguin Island

Home to Perth's only
north-facing beach

Economy and Tourism

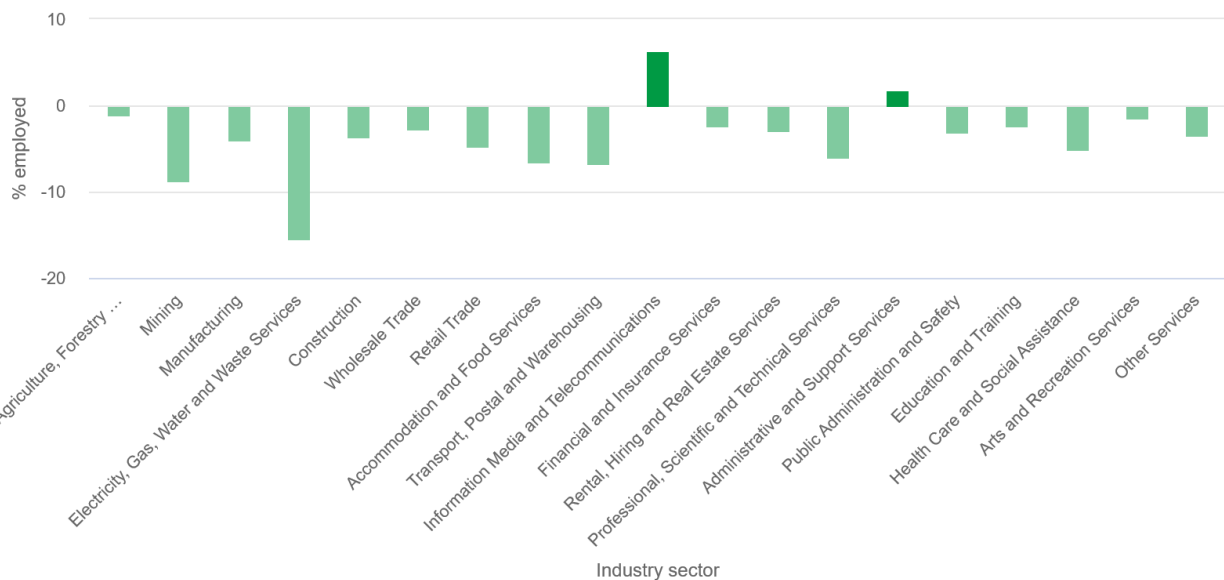
Employment Self-Sufficiency

The City of Rockingham has a low employment self-sufficiency ratio of 54%, which is substantially lower than the region's average of 72%. Under a business as usual pattern of growth, this is expected to further decline to 45% by 2050, based on current planning for population growth.

Work undertaken by the City in relation to employment planning, as part of preparation of the Local Planning Strategy, will be forwarded to the Western Australian Planning Commission seeking its support and feedback on employment planning opportunities to address the anticipated decline in employment self-sufficiency within the City.

Change in self-sufficiency percentage by industry, 2011 to 2016

City of Rockingham



Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented in economy.id by .id, the population experts.

.id the population experts
Highcharts.com



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Issue

State Government planning through the Perth and Peel @ 3.5million suite of documents has not provided for adequate employment land to accommodate desirable employment growth within the City and has significantly underestimated the additional employment required for sustainable social outcomes within the City.

The issue is compounded by our forecast population growth (currently 1.94%), which is twice the state average.

Benefit

Securing additional land for the development of employment-generating uses will provide for:

- improved socio-economic outcomes by increasing opportunities for local residents to secure employment within the City
- reduced congestion by limiting the movement of residents outside of the City for work
- improved public transport by providing justification for investment in higher order transit options such as light rail or bus rapid transit.

Opportunity

Substantial future development land remains in the City which offers an opportunity to address the shortfall in land for employment-generating uses.

Priority locations for additional employment within the City are:

North-east Baldivis - 'Planning Investigation Area'. Development potential is uncertain due to environmental constraints, however, it has substantial capacity to accommodate employment uses if identified for development.

Karnup - 'Urban Expansion Area' identified primarily for residential uses, however, it has been identified by the City's consultants as suitable for employment-generating uses. Highly fragmented areas may be difficult to facilitate for substantial employment uses, however, large DevelopmentWA controlled land presents an opportunity.

Rockingham City Centre - Strategic Metropolitan Centre with substantial land available for intensive employment uses, supported by an existing higher order public transport network with plans for further expansion. State Government investment would be an important catalyst to realising the development potential of the Centre.

Port Kennedy Industrial - Located on the corner of Port Kennedy Drive and Ennis Avenue, this new industrial estate will span 50 ha and include flexible lot sizes and orientations. Close to major transport links in Perth's southern suburbs, Port Kennedy Industrial is sure to be a high demand development area.

Partners

- Department of Planning, Lands and Heritage - responsibility for identifying land for employment-generating uses.
- Department of State Development - plays a role in planning for key strategic employment opportunities within the state.
- DevelopmentWA - potential development partner within the Strategic Metropolitan Centre and is responsible for development of Crown land within Karnup.
- Stockland - major landowner in north-east Baldivis with interest in development opportunities.

Request

Planning for additional employment-generating land in north-east Baldivis, Karnup and Rockingham City Centre needs to be a State Government priority and actioned as soon as possible.

Economy and Tourism

Rockingham Beach Foreshore Master Plan Stage Two Implementation

In mid-2015, the Rockingham Beach Foreshore Master Plan was adopted following an extensive community consultation program. The Master Plan provides recommendations on how the public spaces, most notably the foreshore parks and streets within the historical 'Rockingham Townsite', could be re-imagined to improve the visitor experience and provide a platform upon which private investment would be leveraged.

The Master Plan covers a 4.5 km segment of the Rockingham Foreshore with a focus on the 'much loved' Bell and Churchill foreshore parks and the adjacent streets.

The \$15.75 million Stage One Foreshore Revitalisation guided by the Master Plan was completed in 2019. It involved an upgrade of Railway Terrace to create a pedestrian focused environment where street side activities, such as alfresco dining, are better accommodated. It also created a large community space at the end of Railway Terrace and enhanced connections and access to the north-facing beach.



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Issue

To enable enhanced visitors experience and to assist the local economy, a funding commitment to implement the balance of the Rockingham Foreshore Master Plan is required.

Benefit

Social and economic forecasting conducted following adoption of the Master Plan provides an insight into the positive outcomes its implementation could bring. Stage One projected that for every dollar invested in the project, a return of \$5.40 is received.

The social and health benefits associated with more people accessing improved public spaces are well documented. Implementation of the balance of the Master Plan will derive additional benefit and create a fully integrated and coordinated foreshore environment and act as a catalyst to encourage private investment within the Rockingham Foreshore precinct.

The economic benefits of the project have been modelled and are summarised below:

Opportunity

The opportunity exists to build on the momentum generated by Stage One and implement the remainder of the Master Plan. This will improve the visitor experience and provide a platform upon which private investment would be leveraged.

The balance of the Master Plan includes upgrades to Bell and Churchill Parks, an expanded pedestrian boardwalk, a maritime themed water playground, a pedestrian-focussed 'shared street' for the townsite section of Rockingham Beach Road, reinstatement of the old Town Jetty and improved, all-abilities beach access.

Request

A contribution of up to \$35 million to enable the implementation of the balance of the Rockingham Beach Foreshore Master Plan.

Economic Impact Summary	Output (\$m)	Value-added (\$m)	Employment (Jobs)
Direct Effect	\$35.00	\$7.96	41
Supply - Chain Effect	\$23.15	\$8.98	66
Consumption Effect	\$7.14	\$2.95	27
Total Impact - Rockingham Local Economy	\$65.29	\$19.89	134 (94 residents)
Impact - Rest of WA	\$19.19	\$10.12	93
Total Impact – WA Economy	\$84.48	\$30.01	227
Impact – Rest of Australia	\$15.12	\$7.31	56
Total Impact - Australian Economy	\$99.60	\$37.32	283

Source: National Institute of Economic and Industry Research (NIEIR) ©2019. Compiled and presented in economy.id

Economy and Tourism

Safety Bay Shoalwater Foreshore Master Plan Implementation

The Safety Bay and Shoalwater foreshore is a popular community asset that caters for a range of activities from admiring the vista across the Shoalwater Islands Marine Park to participating in the international extreme sport of kite boarding.

The City has recognised that the foreshore, although extensively used, could benefit from a long-term vision that would assist in realising its potential and allow for enhanced integration and connection. The community-led Safety Bay Shoalwater Foreshore Master Plan (2019) provides this function by protecting the best assets of the foreshore and creating opportunity in other locations.



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Issue

The City has established a contemporary vision for the Safety Bay and Shoalwater foreshore ('the foreshore') however, its early implementation is beyond the financial capacity of the City alone.

The City has allocated almost \$4 million to realise some of the recommendations within the 5.3 km covered by the Master Plan, but with a total implementation cost of \$40 million, funding support is sought.

Benefit

The implemented Master Plan will not only support the local Rockingham community and economy but offer benefits beyond Rockingham's boundaries due to its broad appeal. The local tourism market will benefit while the small traders that have an association with the foreshore will be supported.

The upgraded foreshore will also complement the other foreshore attractions within the region such as the Rockingham Foreshore, Cape Peron and Secret Harbour by attracting and leveraging additional private investment into Safety Bay and Shoalwater.

The economic benefits of the project have been modelled and are summarised below:

Opportunity

The opportunity exists to unlock the tourism and economic potential, and allow for greater integration and connection along the foreshore.

There are specific opportunities to leverage outcomes from the area's unique offerings such as kite surfing at The Pond, the popularity of Penguin Island and the Shoalwater Islands Marine Park.

Request

A contribution up to \$36 million to assist in the implementation of the Safety Bay Shoalwater Foreshore Master Plan.

Economic Impact Summary	Output (\$m)	Value-added (\$m)	Employment (Jobs)
Direct Effect	\$37.00	\$8.41	44
Supply - Chain Effect	\$24.48	\$9.50	70
Consumption Effect	\$7.54	\$3.12	28
Total Impact - Rockingham Local Economy	\$69.02	\$21.03	142 (99 residents)
Impact - Rest of WA	\$20.29	\$10.70	98
Total Impact – WA Economy	\$89.31	\$31.73	240
Impact – Rest of Australia	\$15.98	\$7.72	59
Total Impact - Australian Economy	\$105.29	\$39.45	299

Source: National Institute of Economic and Industry Research (NIEIR) ©2019. Compiled and presented in economy.id

Sport and Recreation

Baldivis District Sporting Complex

Baldivis is experiencing rapid growth, particularly in the number of young families living in the area. The suburb currently has a population of 37,424, which is greater than 15 individual metropolitan local governments in WA. This creates an essential demand for sport and recreation facilities which play an important role in providing opportunities for social interaction and skill building, and creating stronger, safer and more inclusive communities.

To help alleviate a chronic shortage of active green space, the City purchased a 20 hectare site on Eighty Road (\$9.7 million) to develop the Baldivis District Sporting Complex (BDSC). This site will provide for sports club training and competition, as well as passive sport and recreation for the wider community.

Work on the BDSC, the City's largest major infrastructure project, is underway. Civil engineering works at the BDSC site commenced in March 2020 and stage one is on track for completion mid-2022.



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Issue

There is a shortage of active open space and sporting facilities in Baldivis, one of Perth's fastest growing suburbs. The total BDSC project will cost \$47 million, placing an enormous burden on the City's finances after having to purchase the land normally available as Crown land.

Benefit

Funding support for this project would allow other capital works to be undertaken within the municipality. The project will provide a number of local short and long-term employment opportunities throughout the construction and operating phases.

It aligns with the State Government's job creation strategy and will assist in the recovery of the WA economy.

Opportunity

The BDSC will deliver a district level pavilion and multiple playing ovals. In the long term, the BDSC will provide about eight hectares of open space, two pavilions, multi-use outdoor hardcourts, a nature playground, youth space and an indoor recreation centre.

The inclusion of multi-purpose activity spaces and a café also provides activation opportunities outside of formal sporting activities, catering for community groups and events.

Request

Funding contribution up to \$37 million to assist with the construction of the Baldivis District Sporting Complex.

State Government provided \$10 million in August 2020 for the construction of the Baldivis Indoor Recreation Centre as part of the WA Recovery Plan.

Economic Impact Summary	Output (\$m)	Value-added (\$m)	Employment (Jobs)
Direct Effect	\$47.00	\$10.68	56
Supply - Chain Effect	\$31.09	\$12.06	89
Consumption Effect	\$9.58	\$3.96	36
Total Impact - Rockingham Local Economy	\$87.67	\$26.71	180
Impact - Rest of WA	\$25.78	\$13.59	125
Total Impact – WA Economy	\$113.95	\$40.30	305
Impact – Rest of Australia	\$20.30	\$9.82	76
Total Impact - Australian Economy	\$133.75	\$50.11	381

Sport and Recreation

Karnup Regional Sporting Complex

The City's population is forecast to grow to 239,147 by 2046. During this period the population in the Karnup area will grow by 41% (4,613 people).

Substantial additional reserve space will be required to accommodate the sporting needs of the growing population in Karnup. Given the highly fragmented land ownership within the Karnup area, (with the majority of lots in the 2 - 4 ha range) the delivery of larger public open space areas for organised sport will require acquisition of land and the implementation of a Development Contribution Plan (DCP).

The implementation of a DCP involving the acquisition of land involves substantial risk, given fluctuations in land valuations over time. This is particularly relevant to precincts such as Karnup which are expected to be developed over a long period of time (20 plus years).

The proposed site for a regional sporting complex is the subject of mining agreements for the extraction of sand, which will need to be completed ahead of the land being made available for sporting purposes. The timing for sand extraction is not clear at this stage.



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Issue

The City has been advocating for the allocation of land within the Karnup area for sporting purposes since the commencement of current strategic planning approximately 10 years ago. In this regard, 55 ha of land was identified in the north-east of Karnup which was considered suitable to develop a regional level sporting facility for sporting purposes.

Substantial additional reserve space will be required to accommodate sporting needs of the projected growing population in Karnup.

Benefit

Securing Crown land for the development of regional sporting grounds would substantially reduce the cost borne by the City and developers through a DCP by reducing the need for land acquisition. Some acquisition will be required for smaller sporting spaces at a District or Neighbourhood level, however, these are easier to manage through the implementation of discrete DCPs.

Opportunity

Perth and Peel@3.5million, released in 2018, identified the subject land for 'Proposed Open Space - Sport'. Indications from the Department of Planning, Lands and Heritage are that the land would be transferred to the City free of cost, however, this has yet to be formally resolved.

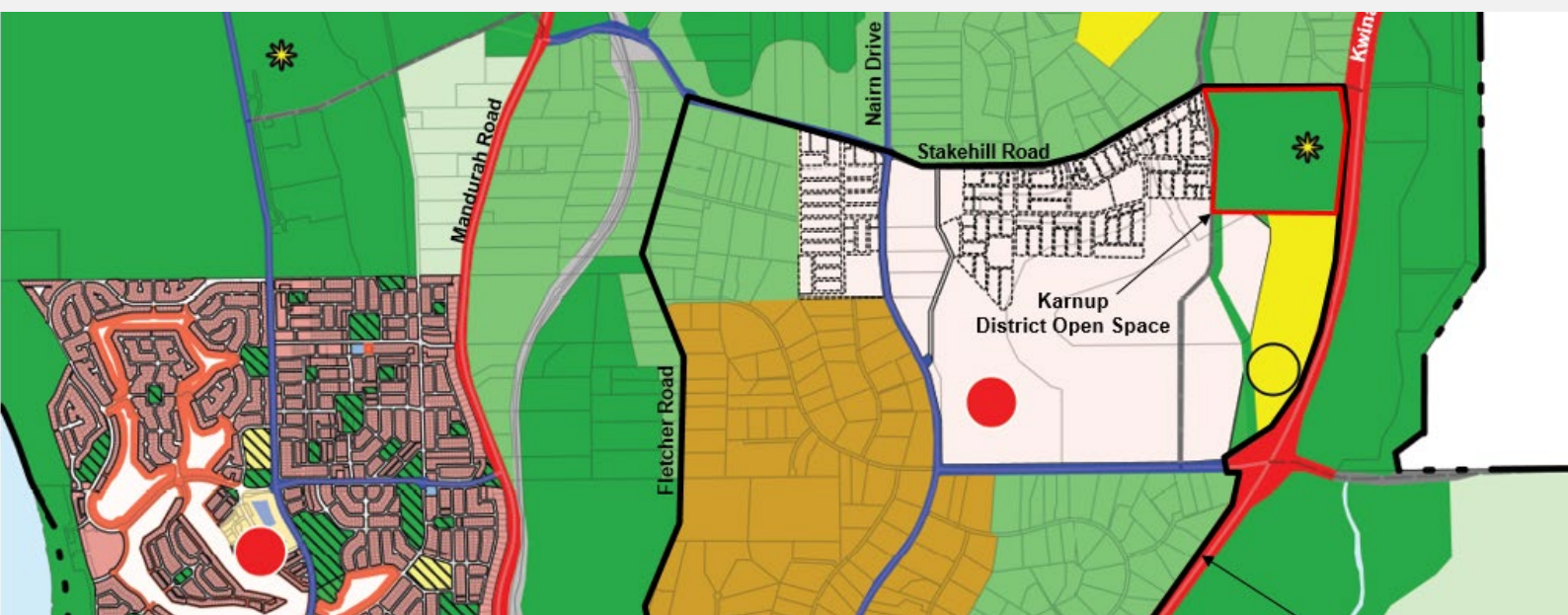
The City has undertaken preliminary conceptual design work to satisfy itself that the land is capable of accommodating the needs of a regional sporting complex.

Potential Partners

- Department of Planning, Lands and Heritage - responsible for regional planning and the allocation of land for regional purposes.
- Department of Mines, Industry Regulation and Safety - control of mining activities in the area.
- Department of Local Government and Cultural Industries - interest in the allocation of land for sporting purposes and may assist with advocacy if required.
- DevelopmentWA - responsible for development of the adjoining land for urban purposes.

Request

That the State formalise the ceding of the identified land to the City of Rockingham for sporting purposes (subject to completion of sand extraction) so that planning can proceed for its future development.



Sport and Recreation

Redevelopment of Stan Twight Reserve and Anniversary Park

Stan Twight Reserve and Anniversary Park, which are both located in Rockingham, play significant roles in supporting the Rockingham community's health and wellbeing. These reserves and accompanying facilities, located in central locations, service a large number of the City's population providing a range of sporting facilities for several local clubs including junior and senior football and cricket.

Both facilities have ovals, floodlighting, change rooms, playgrounds and car parking. Redevelopment is required to extend the existing clubrooms to cater for training and competition, accommodate growing interest in female sport and passive recreation activities.

Stan Twight Reserve is home to a cricket club and a football club with over 500 members between them.

Football played at Anniversary Park currently caters to over 600 members, from juniors to seniors, with both male and female teams.



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Issue

Master planning conducted in 2015, identified that the facilities will not be able to accommodate future community needs and do not meet contemporary community expectations, growing demand or accessibility requirements. An upgrade to the facilities will improve overall functionality and ability to continue to provide a range of activities and services to people of all ages and abilities within the City.

Opportunity

Redevelopment of the existing club rooms at Stan Twight Reserve and Anniversary Park is part of a City-wide equity approach to ensure facilities in established areas of the City are upgraded to meet continuing demand. This involves providing for trends in sport participation with particular emphasis on increasing female participation, and ensuring facilities are female-friendly to meet this growing demand.

Benefit

The redevelopment of both facilities will provide increased program and services opportunities for people of all ages and abilities.

Indicative costs to replace the club rooms at both facilities is \$6 million. Subject to funding the City is positioned to complete designs and ready to commence construction in the 2024/25 financial year. Funding support for this project would allow it to be brought forward and other capital works to be undertaken within the municipality. The project will provide a number of local short and long-term employment opportunities throughout the construction and operating phases.

- Improved membership and revenue opportunities.
- Accommodate a growing population and membership base.
- Improved health benefits for the community.
- Creation of local jobs.

Request

Seeking funding support to expedite the project.

Stan Twight redevelopment: \$3.3 million

Anniversary Park redevelopment: \$2.8 million

Total project cost: \$6.1 million



Strategic Metropolitan Centre

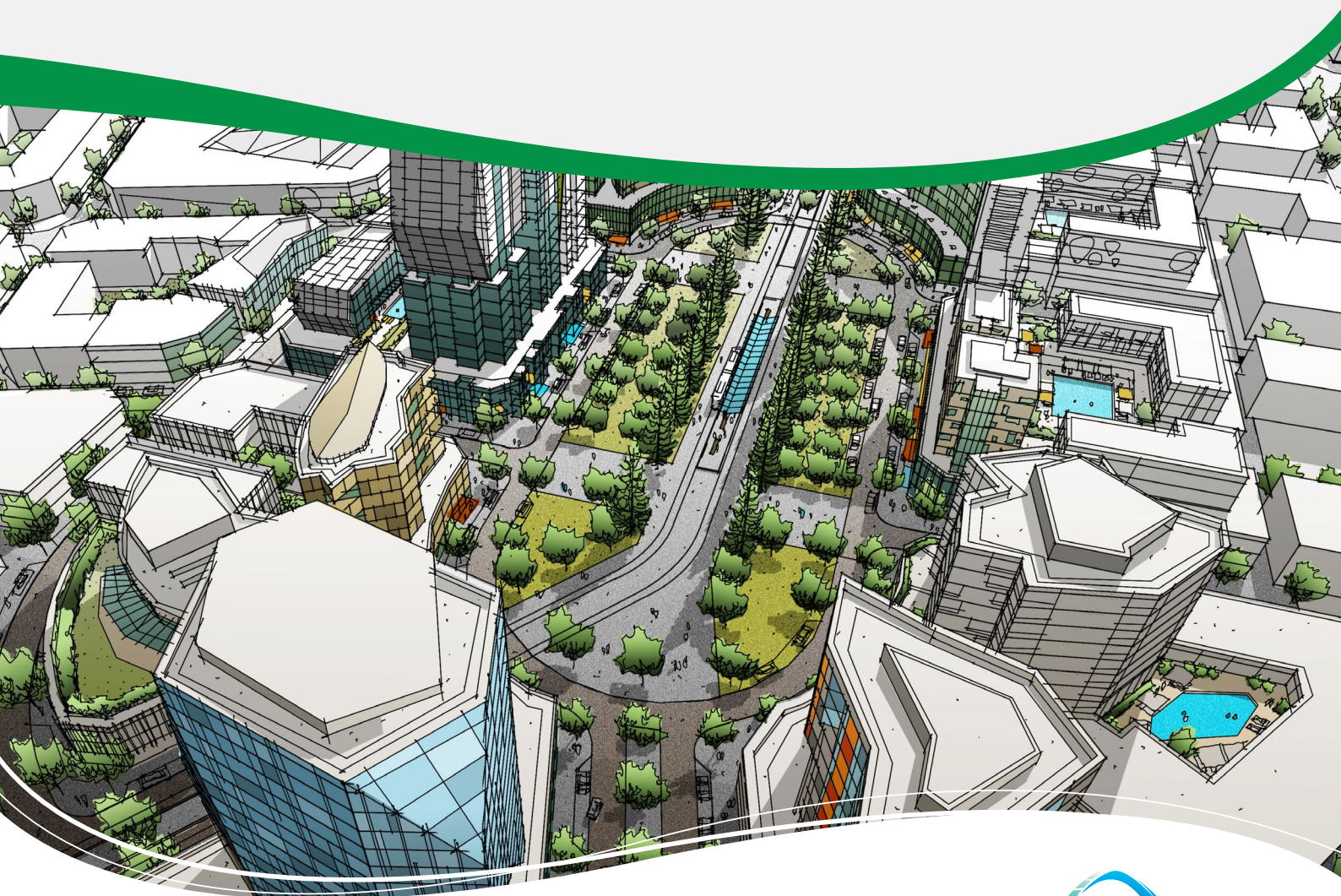
Dixon Road

The former Dixon Road sporting fields are a large land parcel (24 ha) which previously contained sporting facilities that were relocated to Larkhill in 2007/2008, rendering the land suitable for redevelopment.

The land is vested in the City and reserved for 'Recreation'.

The planning framework for the Rockingham Strategic Metropolitan Centre is in place over the land – within the 'Smart Village' sector which provides for a range of high intensity uses.

Notably, the planning framework seeks to leverage the opportunities for employment aligned to the City's comparative advantages and those associated with the adjacent Murdoch University and South West Metropolitan TAFE campuses.



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Issues

- The low employment forecasts for the Rockingham Strategic Metropolitan Centre in documents such as the State Government's South Metropolitan Peel Sub-Regional Planning Framework.
- The lack of strategically located development sites within the Strategic Metropolitan Centre to accommodate employment generating activities.
- The City's disproportionately high unemployment rate of 9.2% (Dec 2019) and high youth unemployment compared to Greater Perth 6.1%, Western Australia 5.5% and Australia 5.2%.
- The City of Rockingham's low employment self-sufficiency 54% which is projected to decline even further.

The City's population is forecast to increase by a staggering 74.21% over the next 26 years, increasing from 137,279 in 2020 to 239,147 by 2046. To put that into perspective that's an average of:

10.7 new residents each day; or
75 new residents each week; or
3,923 new residents each year;

moving into the City of Rockingham for the next 26 years.

Benefits

- Increased employment within the City that potentially builds on its comparative advantage associated with defence activities, the Smart Village, Rockingham Industry Zone and the Western Trade Coast.
- Impetus for the sustained growth of the Rockingham Strategic Metropolitan Centre.
- Potential to be a long term rolling project, providing generational land development in accordance with the planning framework.
- A financial return for the State Government and the City could be derived as an outcome from a joint venture for this project.

Opportunity

The opportunity exists to create development sites within the Smart Village Sector to contain employment and other uses to assist in addressing unemployment and to act as a catalyst for the growth of the Strategic Metropolitan Centre.

The area provides a range of mixed use commercial and residential development opportunities under the current planning framework, with a focus on employment-generating commercial activity.

The City has approached the State Government to consider a partnership to progress the development of the site.

Local Government Contribution

Suitably zoned land availability.

Request

State Government support to develop the site in a joint venture with the City.



Strategic Metropolitan Centre

Kwinana Air Quality Buffer

Since 2014, the City has sought a commitment from the State Government to undertake a contemporary scientific study of the Kwinana Air Quality Buffer boundary (the buffer). The definition of the buffer would give authenticity to the boundary, provide a justifiable defence against incompatible and competing land-uses, provide guidance and greater certainty for industry and also enable the implementation of the approved 2009 Rockingham Strategic Metropolitan Centre Plan.



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Issue

The current buffer, established in 1988, is in need of scientific review to provide certainty for land uses in the area.

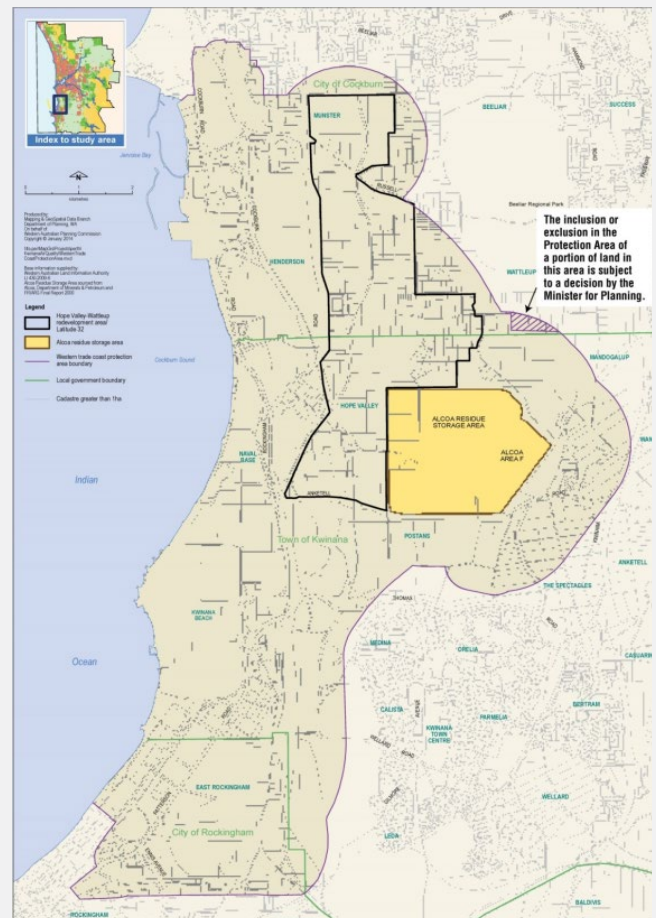
The current buffer limits the implementation of the approved 2009 Rockingham Strategic Metropolitan Plan and development of job creation opportunities.

Benefit

The rezoning of land adjacent to the existing buffer would unlock the potential of land that is currently vacant and support a planning framework that allows for a mix of transitional land uses such as service commercial, mixed business and 'bulky goods'. This would see the delivery of much needed development land for employment, provide certainty for investment and drive economic activity within the Northern Smart Village.

Opportunity

There is an opportunity to define the buffer based on logical and credible scientific analysis [i.e. as was undertaken in the Mandogalup locality in the City of Kwinana (Improvement Plan 47)], which would give credibility to the boundary, and provide a justifiable defence against competing land-uses into the future. The delineation of the buffer would allow the City to implement the approved planning framework that has evolved over many years for the Rockingham Industry Zone and Rockingham Strategic Metropolitan Centre.



Request

Seek a formal commitment from the State Government to undertake a scientific review to update the 1988 Kwinana Air Quality Buffer boundary as soon as possible.

Strategic Metropolitan Centre

Rockingham City Centre Transit System

Rockingham is classified as a 'Strategic Metropolitan Centre' - a high order activity centre under State Government policy which is earmarked to provide many of the traditional CBD functions to its local catchment.

The growth of the Rockingham Strategic Metropolitan Centre (RSMC) is guided by a State Government endorsed Centre Plan which is premised on Transit Oriented Development principles along the 5.5 km alignment of the Rockingham City Centre Transit System (RCCTS).

A dedicated bus service currently serves the role of the RCCTS. The Centre Plan envisages that it be a fixed route transit system, or similar, linking the Rockingham Train Station, through the City Centre to the Rockingham Foreshore.

Significant public infrastructure, such as the RCCTS, is essential in attracting investment and job creation in the RSMC, to service one of the fastest growing regions in Australia, consistent with the outcomes within established State and local government planning frameworks.



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Issue

The lack of government commitment to assist in the advancing the construction of the RCCTS.

Benefit/Opportunity

The RCCTS is a catalytic infrastructure project that will assist in unlocking development opportunities. While the Centre Plan identifies traditional fixed route light rail, the opportunity exists for the RCCTS to be delivered through newer, cost effective technologies such as trackless trams.

Given the length of the route and the ability for trackless trams to be delivered in the short-term, Rockingham is well placed to be the location of a trackless tram pilot project.

A trackless tram pilot project will provide immediate and ongoing employment and improve the capability and capacity of the local manufacturing sector complementing the ship building and railcar manufacturing industries. It will pioneer new transport technologies in Australia, de-risk future trackless tram ventures and drive investment within the Rockingham City Centre.

Partners

Partnering opportunities with State Government and/or federal government.

Request

- The RCCTS be acknowledged in strategic government public transport policy such as Metronet;
- Agreement to undertake a detailed business case proposition of the RCCTS;
- Funding the capital outlay for the RCCTS infrastructure which varies from approximately \$30 million to \$150 million plus depending on the mode of light rail transit; and
- Potential funding of a trackless tram pilot project.



Transport

Grade separation at Baldvis Road and Kulija Road intersection

Until the westward extension of Kulija Road to Mundijong Road was completed in 2014, Baldvis Road ran north to south with a standard T-intersection at Mundijong Road. During the extension project, the Kulija Road and Baldvis Road intersection was constructed as a staggered T-intersection.

There were 19 crashes at the intersection with four casualty crashes in the five-year period between 2015 and 2019.



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Issue

The intersection experiences significant congestion in peak hours with traffic banking up to access the Kwinana Freeway. The congestion and safety issues are expected to further intensify with the development of land in Baldivis.

Traffic counts undertaken in 2018 showed that Kulija Road west of the intersection carried approximately 11,000 vehicles per day, Baldivis Road south of the intersection, approximately 10,000 vehicles per day and Baldivis Road north of the intersection, approximately 4,000 vehicles per day.

While a roundabout was considered, it could not be constructed due to the presence of a high-pressure gas line adjacent to the intersection. Grade separation of the intersection is identified in a number of planning documents for the area.

Benefit

The grade separation will significantly improve safety at the intersection. Being a growing suburb Baldivis already accommodates 37,424 residents, with numbers forecast to increase to 60,932 residents by 2031. Baldivis Road is the main north/south connector at the moment connecting different parts of Baldivis. It serves as the central spine in the road network of Baldivis. Improving safety at the intersection of Baldivis Road/Kulija Road will have a flow on impact in improving road safety at other intersections in Baldivis.

Opportunity

The grade separation upgrade of Baldivis Road will see the construction of Nairn Drive as the main intersection on Kulija Road to provide north-south connectivity. This will facilitate the expansion of the Fremantle to Mandurah Freight Route.

Request

Seek Main Roads WA commitment and funding to facilitate the intersection upgrade.



Transport

Karnup Train Station and Associated Infrastructure

Within the boundaries of the City of Rockingham, the Mandurah Passenger Railway has two operating stations to service a population that currently stands at more than 137,000 people and is forecast to increase to almost 240,000 by 2046. The two existing stations, Rockingham and Warnbro, are currently operating at or near capacity. Strong demand exists for a station in the City's southern suburbs and future growth area of Karnup.

Karnup Train Station is an endorsed Metronet project that the State Government committed to build in the current parliamentary term.



Rockingham Train Station



rockingham.wa.gov.au

Issue

High growth areas in the City of Rockingham are poorly serviced by rail public transport and the two existing stations are operating at or near capacity currently.

While the State Government was considering the business plan to build the Karnup Station as per its pre-election commitment and the recommendations of Metronet, it received a funding offer from the Commonwealth Government to contribute to the construction of the proposed Lakelands Station, approximately 4 km south. The State Government accepted the offer and prioritised Lakelands in favour of Karnup.

The Lakelands Station is restricted in land availability. The Karnup Station provides suitable land for parking and a bus port to better service the area.

Benefit

The Karnup Station will boost social and economic outcomes and effectively service the existing and proposed residential catchments within the region. It will provide the growing coastal corridor from Secret Harbour to Singleton and the new urban cell of Karnup with convenient access to high order public transport services.

It will allow State Government objectives associated with housing diversity, transport oriented development and increased public transport patronage to be realised.

Impact on Rockingham Local Economy – Construction Phase 823 jobs (501 residents).

The economic benefits of the project have been modelled and are summarised below:

Opportunity

Karnup Station is an endorsed Metronet project that the State Government committed to build in its first term when winning government in March 2017.

The Karnup Station will be located on a 160 ha State Government owned site that provides a unique opportunity to demonstrate an exemplar transit oriented development project that would assist in addressing the lack of housing diversity in the region.

The opportunity exists to build the Karnup Station, and associated infrastructure, which has been demonstrated through the State Government's business case processes to be the best and most sustainable outcome for the region.

Request

For the State Government to build Karnup Train Station in the next term of government.

Economic Impact Summary	Output (\$m)	Value-added (\$m)	Employment (Jobs)
Direct Effect	\$150.00	\$103.55	391
Supply - Chain Effect	\$61.64	\$24.13	161
Consumption Effect	\$72.33	\$29.94	271
Total Impact - Rockingham Local Economy	\$283.97	\$157.61	823 (501 residents)
Impact - Rest of WA	\$186.52	\$96.90	918
Total Impact – WA Economy	\$470.49	\$254.51	1,741
Impact – Rest of Australia	\$118.49	\$57.59	437
Total Impact - Australian Economy	\$588.98	\$312.10	2,178

Transport

Resolve Feasibility of Garden Island Highway

The 'Garden Island Highway' is a component of a larger planned regional road network, which was reserved during the 1970's to link Fremantle with Garden Island.

When the land was reserved, a container port was proposed adjacent to the causeway to Garden Island and the road was seen as necessary to service the port and the defence activities on Garden Island.

While plans for the port were shelved in the 1980's, the reserve for the road was retained in the event that the future activities on Garden Island, and within Cape Peron generally, warranted a regional road connection.



rockingham.wa.gov.au

Issue

An independent traffic report prepared in 2015 outlined the traffic impacts associated with HMAS Stirling at Garden Island. The assessment showed that, in the event that the Garden Island Highway is not constructed, the road network would operate at the limit of its capacity, and peak traffic movements to Cape Peron had the potential to adversely impact the function of the surrounding local road network.

Although there has been no environmental assessment to determine if the Garden Island Highway can be constructed, particularly in light of the sensitive environmental attributes of Lake Richmond, there is a need to determine its viability.

Benefit

Confirming a future alignment for Garden Island Highway, or an alternative approach to accommodating anticipated additional traffic, will ensure that planning can proceed with greater certainty and allow the City to pursue opportunities for funding assistance.

Opportunity

Determining the feasibility of the Garden Island Highway will provide some certainty to the stakeholders and will allow planning for the project or alternatives to be pursued.

The Garden Island Highway provides a more direct connection from the south-east of Rockingham to Garden Island. A long-term solution that will accommodate additional traffic movements from increased infrastructure development and staff numbers on Garden Island is needed.

In order to move the process forward, it is envisioned that the following will be required:

- additional analysis into the impact of anticipated future development within the City and at Garden Island
- assessment and consideration of options for improving capacity in the transport network, including road alignment options
- formal environmental assessment of the preferred option, as required.

Partners

- Department of Defence - primary driver of additional traffic to the area.
- Department of Planning, Lands and Heritage - responsible for reservation of land and leading the Cape Peron review process.
- Main Roads - approval role and its regional road network will be affected if the Highway is constructed.

Request

Seek Department of Defence, Main Roads WA and Department of Planning, Lands and Heritage commitment to undertake necessary feasibility studies to determine viability of project. Subject to viability being delivered, seek federal government funding for the project.