

## Advocacy Factsheet: **Freight**

The City of Wanneroo is asking for;

- **\$300,000 from Government to fund a preliminary freight study to inform a business case**
- **Dualling and upgrade of Flynn Drive**  
(see *Neerabup Strategic Link factsheet*)

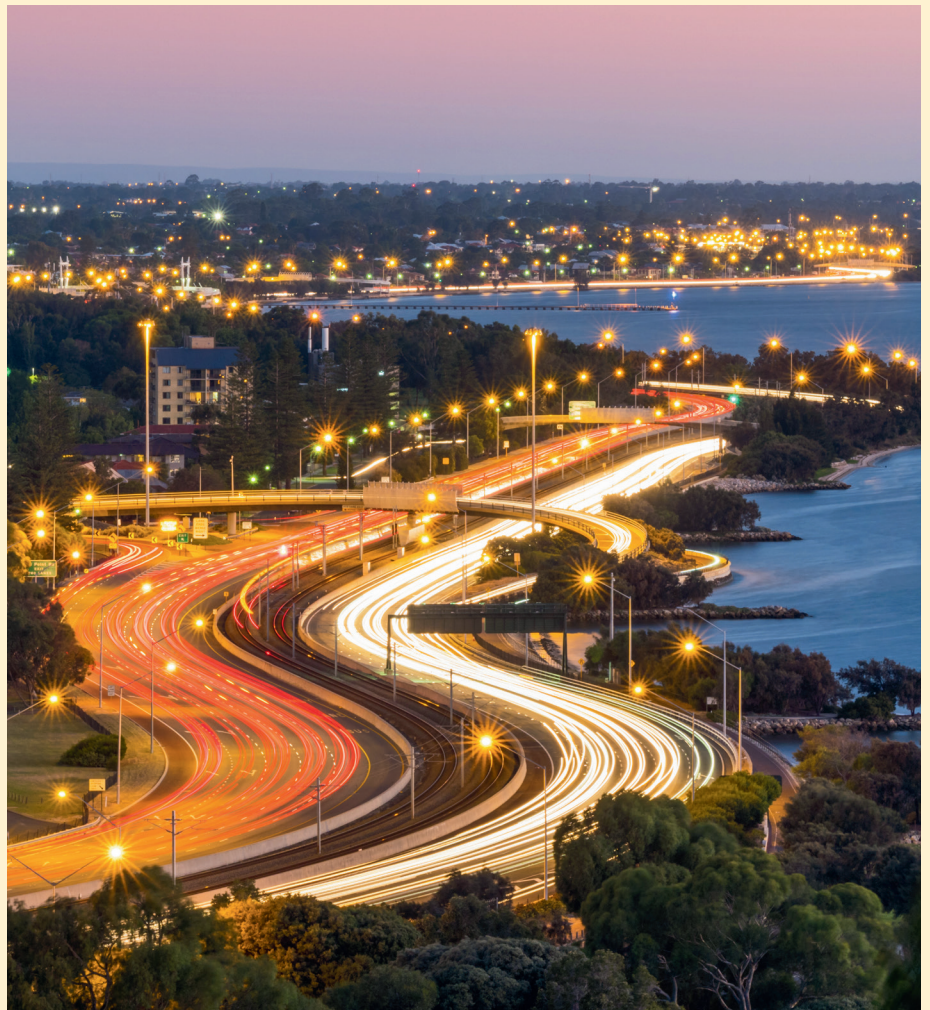
The City is also asking for the following projects to be prioritised by State and Federal Government;

- **Muchea to Neerabup Road Freight Link - A primary freight link from Neerabup to Muchea, including the realignment of Neaves Road to Flynn Drive**
- **Construction of Whiteman Yanchep Highway**

### Background

The City of Wanneroo (the City) is asking the State and Federal Government to work together to establish the validity of, and imperative for, a far-reaching freight development plan linking the City to the wider Perth Metro, State and National Infrastructure network.

The City calls the State and Federal Governments to recognise the Perth Metro freight transport network is incomplete, and that the City and regions to the north (supported by the Wheatbelt Development Commission) can play a vital role in an enhanced freight network system for the State and the Nation.



## The Need

### ROAD FREIGHT

Traffic congestion is associated with loss of amenity, increasing travel times and environmental damage - all of which reduce liveability of cities and economic productivity.

The North West Perth Metro Region (PMR) is lacking critical north-south and east-west freight transport routes. These routes are required to stimulate Neerabup and Wangara Industrial areas, and to provide greater access to major activity centres (Joondalup, Wanneroo and Yanchep). They also act as key freight transport routes (Great Northern Highway, Perth-Darwin Highway and Mitchell Freeway).

### RAIL FREIGHT

Growth in the proportion of freight transported by rail brings many benefits to the community. Rail is also vital to industries seeking to transport significant volumes of product via sea freight. An analysis of WA's rail freight network confirms a scarcity of lines to service non-mining related high-volume exports. There are also limitations to the existing Perth metropolitan rail freight network in terms of land use conflict and the inefficiency associated with single stacking practices. These should be considered when planning future rail freight networks.

### AIR FREIGHT

Low volume high margin and perishable exports such as flowers and live fish lend themselves to air freight. As Perth's population and freight task increases pressure will be placed on its current primary passenger airport to accommodate demand by freight providers in WA and also interstate and overseas markets who expect just in time delivery. This high degree of air traffic has many risks in a residential area and Perth will need to consider if the current site will provide enough capacity for future growth.

The City of Wanneroo and adjacent regions offer many advantages in terms of geography, links with freight corridors and land availability and should be considered when undertaking a site selection study for Perth's second airport.

### SEA FREIGHT

Western Australia's ports are crucial to the State's connection to global markets. Shipping remains the most cost effective mode of international transport and is especially important if our exports are to remain internationally competitive. The City relies on Fremantle Port as WA's largest cargo facility.

A long term dependency on a single port (Fremantle Inner & Outer Harbour/West Port) in the southern Perth Metropolitan Region (PMR) is functionally inefficient and does not take into account regional geo-political risk implications of only one urban-based port.

An additional port located in strategic proximity to the northern Perth Metro could contribute to significantly improved export competitiveness, reduced import costs and increased economic investment in the northern Perth Metro and adjacent regions of the State.

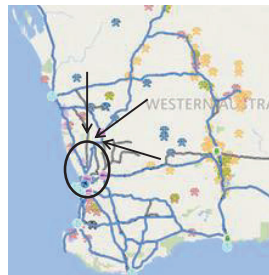
## Freight movements - road & rail



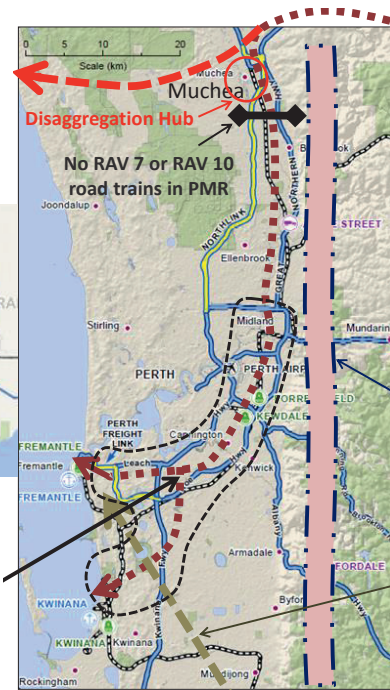
Significant volume of heavy haulage freight enters the PMR via northern routes...

...and then travels through the heart of the Perth Metropolitan Region from north-east to south-west to get to port

- Northern Port
- Direct freight link
- RAV 7 & RAV 10



Complex, high impact, high cost freight haulage routes through dense urban areas



Existing freight haulage routes from north and east

Darling Scarp (physical barrier)

Freight from south and south east

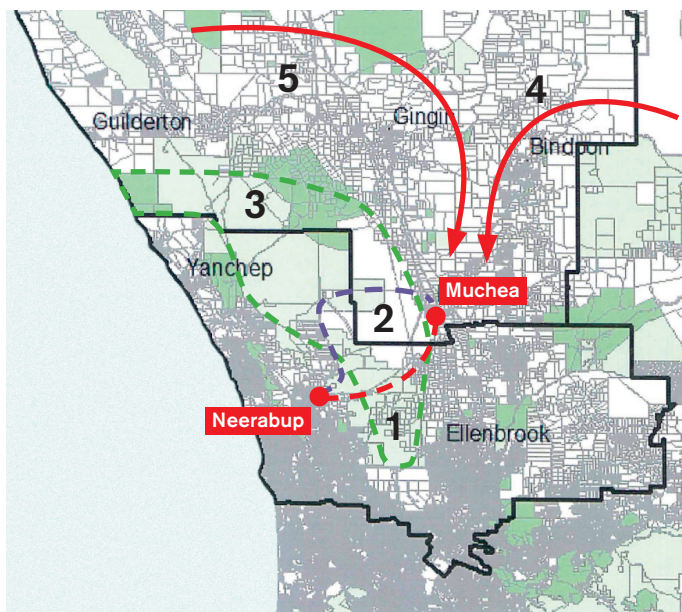
A northern port offers the potential to reduce the direct and indirect costs associated with freight destined for export which enters the PMR from the north. This freight presently travels a 'round about' route through the heart of the Perth metropolitan area to access ports at Fremantle and Kwinana. This is inefficient and costly.

This position is not intended to compete with the Westport project, but is seen as an important addition to that plan, and as such is considered to be in the National, State, PMR and City's long term interests.

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# Freight



## Legend

- Sub-region boundaries
- Cadastre lines
- Other DBCA managed land & water
- Protected Natural Land

The NIA is adjacent to a large conservation estate which forms a natural barrier to the east and northern connections both within WA and between other jurisdictions such as Northern Territory with the Perth-Darwin Highway.



The Transport Network. Source: Perth and Peel@3.5million (March 2018).

## The Benefits

The benefits of a comprehensive freight network include;

- **Linking metropolitan and regional goods with domestic and international markets.**  
An effective metropolitan freight network connects businesses to marketplaces across the State as well as interstate and overseas, generating wealth for Western Australia and attracting both investment and jobs.
- **Reducing costs and underpins productivity.**  
Transport costs flow directly onto the costs of everyday goods in supermarkets and retail stores and affect the competitiveness of businesses dependent on supply chains for components. Savings translate into lower priced goods and become a major contributor to economic growth and higher standards of living.
- **Supporting the efficient operation of the transport, warehousing and logistics sector.**  
The proposed Muchea freight link and Whiteman-Yanchep Highway will provide alternative transport routes to the congested Wanneroo Road and Joondalup Drive routes and more efficient linkages to the State Heavy Haulage Network.

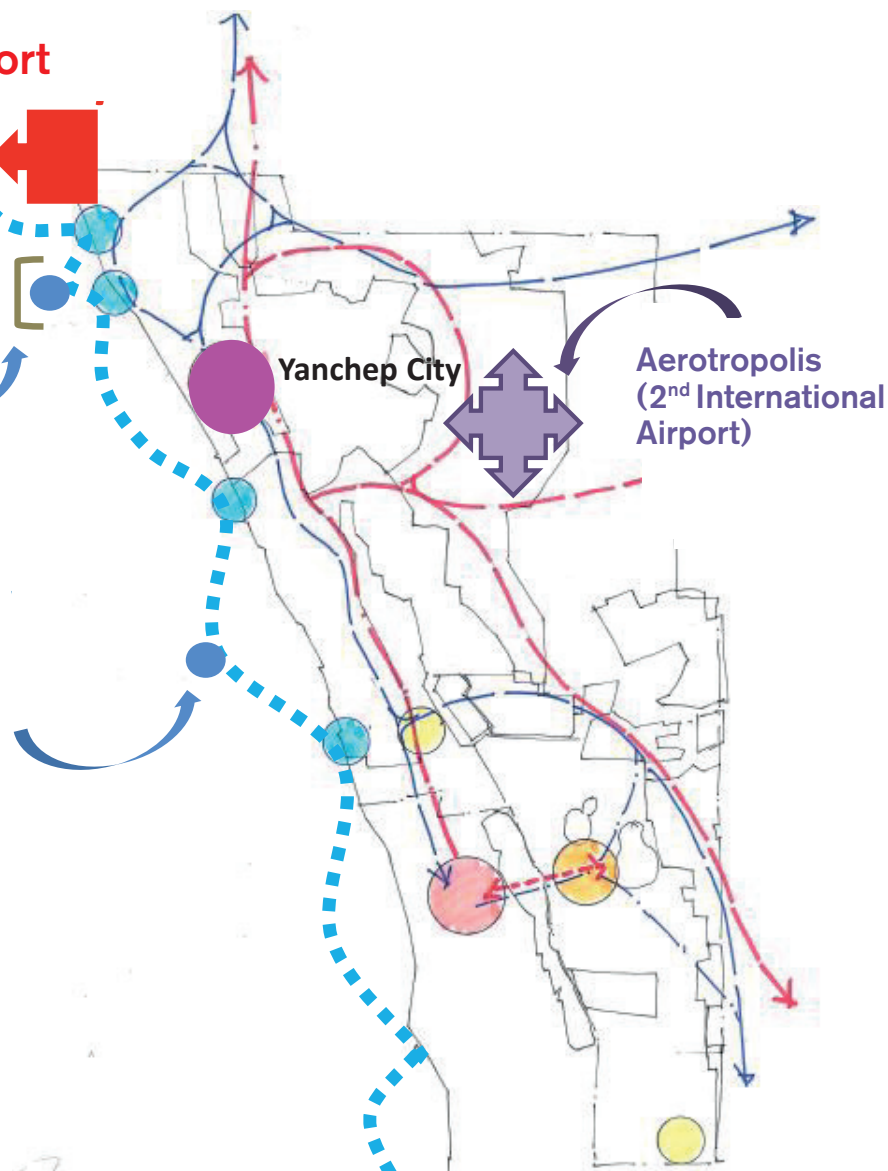
## Consequences of Non-Delivery

Failure to design and construct the most efficient freight network system will impede economic investment and productivity.

## Future northern port

Commercial, aquaculture research hub

Very-fast ferry transport connections and expanded coastal hubs



## Current Project Status

### THE CURRENT FREIGHT NETWORK

The North-West sub region's economy is directly influenced by the efficiency of freight movements. The sub region's freight network is currently reliant on the regional road network to connect activity and industrial areas within and outside the sub-region. These existing roads include:

- Mitchell Freeway
- Neaves Road – Flynn Drive
- Gngara Road-Ocean Reef Road and
- A portion of Whiteman-Yanchep Highway.

### CURRENT PROJECTS

The City of Wanneroo is currently undertaking a multi-criteria analysis of the proposal to locate a port within proximity of the northern metropolitan region.

State Government investigations are underway to explore Restricted Access Vehicle (RAV) linkages from Northam to Roe Highway, potentially providing direct eastern states links from Neerabup.

### COUNCIL'S COMMITMENT

Council endorsed position (Dec 2017) advised Main Roads Western Australia (MRWA) that it supports the proposed alignment of the Whiteman-Yanchep Highway (Gngara Road to Neaves Road) and the proposed realignment of Neaves Road to Flynn Drive.

The City supports a MRWA application to the Western Australian Planning Commission (WAPC) to amend the Metropolitan Region Scheme (MRS) and endorse these road alignments.

#### Indicative Budget Implications

Project costs associated with a preliminary freight study include;

- Freight data capture - \$100,000
- Cost Benefit Analysis including a multi criteria assessment \$200,000 of a proposed northern port

Future projects may emerge as a result of this work and as the agenda of Infrastructure WA emerges.

## What is Required

The City of Wanneroo seeks State and Federal Government commitment to work together.

The City is asking for;

- \$300,000 to fund a preliminary freight study
- Dualling and upgrade of Flynn Drive (see Flynn Drive factsheet)

Prioritisation of the following:

- Muchea to Neerabup Road Freight Link - A primary freight link from Neerabup to Muchea, including the realignment of Neaves Road to Flynn Drive
- Construction of Whiteman Yanchep Highway

will complement the \$1.2 billion Northlink Project by linking the NIA with the National Heavy Haulage Network.