

### Eyre and Western Region

#### Major regional centres: Whyalla and Port Lincoln

The population of the Eyre and Western Region is projected to increase from around 57,700 in 2011 to 61,600 by 2036 (0.3 per cent per annum).

The region produces around 30 per cent of the state's grain harvest and nearly 90 per cent of its seafood. Growth in the agriculture, aquaculture, mining and tourism industries will stimulate development, particularly in the major centres of Whyalla and Port Lincoln, but also in towns accommodating workers for mining activities on the Eyre Peninsula, such as Tumby Bay and Wudinna. The Eyre and Western Region also includes the Maralinga Tjarutja Lands and the Yalata Indigenous Protected Area.

Road improvements to support the mining and grain industries will be targeted along the Lincoln, Eyre, Flinders and Tod Highways, as well as other important freight and traffic routes across the region. These initiatives will improve the safety, capacity and performance of the road network at a time when increases in freight movements and tourist traffic are putting pressure on existing routes. Rail improvements to support the grain task will also be investigated.

For the Eyre and Western Region the *Regional Mining and Infrastructure Plan* identifies a need for suitable bulk commodities export port facilities for the Central and Southern Eyre mine clusters. These facilities, driven by demand from iron ore mining, will also need to be supported in the medium term by landside heavy vehicle transport links. An early priority is to confirm the preferred commercial solutions to bulk mineral export infrastructure on Spencer Gulf.

Regional passenger transport services will be improved through better provision of information about services and the State Government will work closely with local councils to facilitate delivery of strategically located regional passenger transport services.

The Government will also work with local councils to facilitate the delivery of improvements to strategically located airports and aerodromes, cycling/walking facilities and local transport strategies to capitalise on the economic growth of the region and to improve accessibility to jobs and services across the region.

Implementation timeframe*	Short (Next 5 yrs)	Medium (5 to 15 yrs)	Long (15+ years)
<b>Public transport – Area-wide solutions</b>			
• Development of a Regional Passenger Transport Plan to address regional accessibility requirements			
• Better information for regional passengers			
• Continued support for regional bus services, e.g. Port Lincoln Provincial City Bus Service and Whyalla Provincial City Bus Service			
<b>Roads</b>			
1. Lincoln Highway – road widening, shoulder sealing, rest areas, overtaking lanes, widening of bridges and intersection upgrades, including intersections in Port Lincoln and Whyalla			
2. Eyre Highway – road widening, shoulder sealing and rest areas			
3. Flinders Highway – road widening, shoulder sealing and rest areas			
4. Tod Highway – road widening, shoulder sealing and rest areas			
<b>Area-wide solutions</b>			
• Road widening, shoulder sealing and intersection improvements targeted at major freight and traffic routes			
• Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets			
• Continue to implement the <i>Road Safety Strategy</i> and address road safety blackspot and higher risk locations			
<b>Cycling and walking – Area-wide solutions</b>			
• State Bicycle Fund – work with local councils to develop and implement a regional cycling and walking strategy and provide cycling/walking facilities in key locations			
<b>Ports, rail freight, airports and intermodals</b>			
Work with the private sector to ensure port and port developments on the Eyre Peninsula provide for competitive exports and efficient landside connections, with a focus on: (refer 5 and 6)			
5. Central Eyre and associated road infrastructure			
6. Far North Eyre and associated road and rail infrastructure			
7. Investigate Eyre Peninsula rail improvements to support the grain task			
8. Upgrade state owned port facilities at Port Bonython, including jetty, mooring facilities and navigation aids			
9. Work with local councils to identify upgrades of strategically important local airports and aerodromes, including Ceduna and Whyalla airports and Wudinna and Cleve aerodromes			
<b>Local Government</b>			
• Work with local councils and the Local Government Association to implement local transport strategies to complement land use directions of local Development Plans, with a focus on freight movements, tourism and accessible townships:			
<ul style="list-style-type: none"> <li>Options for local heavy vehicle bypass of affected towns</li> <li>Road, pedestrian and cycling networks in Port Lincoln and Whyalla to support urban growth, including rail level crossings on local roads where applicable</li> <li>Regional cycling networks and facilities to support tourism</li> <li>Create safe and convenient walkable neighbourhoods</li> <li>Upgrades to support safe and reliable heavy vehicle movements, including last mile access, access to ports and freight facilities, and truck parking facilities, including access to Lucky Bay</li> <li>Reflect findings of the <i>Regional Mining and Infrastructure Plan</i></li> <li>Airport master plan – Port Lincoln, Whyalla, Ceduna</li> <li>Safe and reliable road and cycling networks to support tourism and local travel</li> <li>Identify and investigate upgrades of strategic boat ramp sites to provide a safe haven for vessels – particularly on the far west coast between Mount Dutton Bay and Streaky Bay</li> <li>Work with local councils to implement the National Airport Safeguarding Framework for Port Lincoln, Ceduna, Whyalla, Cleve and Wudinna airports</li> </ul>			

\* These proposed actions will be subject to further investigations and availability of funding.

Figure 5–11 Eyre and Western Solutions

