

Yorke and Mid North Region

Major regional centre: Port Pirie

Population growth in the Yorke and Mid North Region is forecast to increase from 74,400 people in 2011 to around 80,900 people by 2036 (0.3 per cent per annum). However, the region will continue to experience substantial increases in population at particular times of the year as a result of tourism and seasonal employment opportunities.

Growth in the region's agriculture (including horticulture and viticulture), mining, processing and tourism industries will drive future economic development, requiring a responsive transport network that caters for increased freight, tourist and passenger traffic accessing Adelaide and regions to the north and east.

Road network improvements are earmarked for the Augusta and Barrier Highways, as well as the Mid North freight route, Horrocks Highway, Copper Coast Highway and Yorke Highway (including upgrade of the Copper Coast Highway intersection) and St Vincent Highway. Targeted upgrades to other major freight and traffic routes will also be undertaken to support the transfer of grain and mining products, particularly the Spencer Highway (Wallaroo-Maitland-Minlaton). The potential development of slurry pipelines from mines in the Braemar region (towards Broken Hill) in the far north of South Australia to deep-sea loading facilities on the northern Yorke Peninsula may also trigger substantial investment in the region.

For this region, the *Regional Mining and Infrastructure Plan* identifies a need for access to a bulk commodity export port for the mines in the Braemar sub region and provision of suitable mine-to-port bulk transport links. In the shorter term, investigations are being undertaken to determine opportunities to use facilities at the Port Pirie port to support export and potentially imports arising from the mining sector. These investigations will complement Nyrstar's significant investment to transform the Port Pirie smelter into an advanced poly-metallic processing and recovery facility, delivering a step change reduction in emissions and expanding the range of metals that can be processed at the facility."

A proposal to double the size of the existing intermodal facility at Bowmans (near Port Wakefield) to support the movement and transfer of freight traffic to export markets via Port Adelaide has been approved. This will stimulate development in and around Bowmans, providing additional jobs for local residents. Enabling access for High Productivity Vehicles from the National Highway to Bowmans has been important to fully realise the opportunities provided by the expansion.

The State Government will continue to work with ARTC and private sector rail owner/operators to ensure continued investment in the national rail network, including capacity improvements between Crystal Brook and Tarcoola and realignment of the rail line near Port Pirie.

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 a review of strategically located regional passenger transport services.

SOLUTIONS AND ACTIONS

Yorke and Mid North Region

Implementation timeframe*	Short (Next 5 yrs)	Medium (5 to 15 yrs)	Long (15+ years)
Public transport – Area-wide solutions			
• 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 Pirie Provincial Bus Services and integrated passenger services			
Roads			
1. Augusta Highway – road widening, shoulder sealing and overtaking lanes, and potential further capacity improvements including duplication of sections in the longer term			
2. Port Wakefield Bypass			
3. Barrier Highway – shoulder sealing and road widening			
4. Horrocks Highway – road widening, shoulder sealing, intersection upgrades and rest areas (including upgrading of Laura to Gladstone)			
5. Copper Coast Highway – road widening, shoulder sealing, overtaking lanes and intersection upgrades			
6. Yorke Highway – road widening and an upgrade of the junction with the Copper Coast Highway will facilitate the movement of A-Double vehicles			
7. Mid North freight route – road widening and shoulder sealing			
Area-wide solutions			
• Road widening, shoulder sealing and intersection improvements targeted at major freight and traffic routes (including upgrading of Bute to Kulpara)			
• 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			
Cycling and walking – Area-wide solutions			
• 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			

Ports, rail freight and airports			
8. Expansion of the inter-modal facility at Bowmans (between Balaklava and Port Wakefield) and work with private sector to identify last-mile issues for High Productivity Vehicles to access this site			
9. Work with private industry to identify deep water port and associated land infrastructure solutions			
10. Work with private industry to investigate upgrade of Port Pirie port			
11. Work with local council to identify upgrades of strategically important local airstrips such as Kadina airstrip			
12. Work with the private sector and ARTC to identify capacity improvements on the Adelaide to Perth rail line between Port Augusta and Crystal Brook			
Local Government			
<ul style="list-style-type: none"> 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"> Road, pedestrian and cycling networks in Port Pirie, Copper Coast townships and other major towns, including rail level crossings on local roads where applicable Create safe and convenient walkable neighbourhoods Options for local heavy vehicle bypass of affected towns Upgrades to support safe and reliable heavy vehicle movements, including last mile access, access to ports, intermodal terminals and freight facilities Upgrade of regionally significant roads to support freight, tourism and domestic travel, including completion of a tourist ring route for the Peninsula Reflect the findings of the <i>Regional Mining and Infrastructure Plan</i> Airport master plan – Port Pirie Upgrades of boat ramps, jetties and wharfs including improvements of existing facilities at Marion Bay to provide a safe haven for vessels and an upgrade of the Port Hughes boat ramp facility Regional cycling networks and facilities to support tourism Safe and reliable road and cycling networks to support tourism and local travel Work with local councils to implement the National Airport Safeguarding Framework for Port Pirie airport 			

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

SOLUTIONS AND ACTIONS

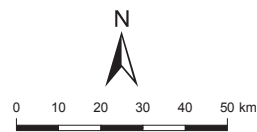
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Figure 5–12 Yorke and Mid North Solutions

Data source: Department of Planning, Transport and Infrastructure.

Solutions identified on this map may be subject to further intensive investigations and may vary as a result.

- Road improvements
- Rail freight, ports, airports and intermodal improvements
- Passenger Transport improvements
- Road improvements
- Rail freight, ports, airports and intermodal improvements
- Potential port(s) facility and landside transport corridor
- South Australian Government Region boundary
- Aboriginal lands
- Primarily cropping
- Primarily livestock
- Forest plantation
- Wine growing region
- Main road
- Freight railway
- Passenger and freight ferry
- Sea port
- ◆ Regional Mining and Infrastructure Plan mines



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